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The Compton at war



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**WARWICK REUNION REMINDER**

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 and Sunday mornings the breakfast will be held in the Hospitality Suite. Monday morning and 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.

Please make your hotel reservations—ASAP  
 So that we can co-ordinate all activities  
 with the hotel and our transportation needs!!



USS Constitution "Old Ironsides" still on active duty at Charlestown Navy Shipyard Boston MA

**Letter from the President:**

Two things that cannot be made anymore are new fertile land and more Compton sailors. We have to do with what we have – especially when it comes to counting all shipmates from the time of its commissioning to the end of our ship's active service to our country.

Each year we lose more of our ship's company, when they either go to their heavenly reward or suffer with the infirmities of illness and old age.

In not too many years, we will be reduced to less than a full compliment of one crew that would be necessary to take the Compton out to sea - - one more time.

In about two months – we will gather with our shipmates for a reunion near the Compton's old home port. We will reminisce about the times when we were truly able body seaman – remembering the good times and the difficult times that we endured to serve our ship and our country.

I love the opportunity when I can be with my shipmates, at one of our reunions – it is a great time. It is like reporting to our ship for duty – again.

**Jack Heidecker**

**WEB SITE: [www.usscomptonassociation.com](http://www.usscomptonassociation.com)**

## Compton Reunions

At every reunion we conduct a board meeting of our officers. Since we are a national organization this is the one time each year we get together. One topic we discuss is reunions. We usually put together a list of projected sites for at least five years in the future. The accepted theory, among reunion planners, is that you should hold reunions in locations where the most members will be able to attend. Since our ship was, for the most part, based on the east coast that is where we hold our reunions. (You can view the list of all past reunions on our website.)

Certain locations do not fit our needs, for example major cities are priced way too high for our price range. We try to keep the price reasonable to encourage members to attend. The hotel we choose must be located near an airport and tourist attractions which may be of interest to our members. We start planning a reunion two years prior to the date of the event so that we have time to research and negotiate for the best prices. We have a standing reunion committee made up of the president, vice-president and treasurer. They are often assisted by the respective regional officer for the area the reunion is held in. Any member can run a reunion but the contracts must be approved by the standing committee.

The hotel we choose must be suitable for military group reunions. They must provide a hospitality room large enough to accommodate us and allow us to have our own snacks and alcoholic beverages in the room. We avoid certain states, or hotels that prohibit that; it is too expensive to have the hotel provide alcoholic beverages. We also need a hotel that is large enough to provide rooms for our members; we usually have about 124 people at our 3 day events. (Most attendees come a few days early and/or stay after the event.) We require the hotel to offer the reduced reunion room rate 3 days prior and after the actual event. The hotel must have banquet facilities for our group and have reasonable prices for meals. We require a choice of two meals for the banquet.

A group motor coach tour is scheduled for one of the reunion days. We have to research the local tourist attractions and companies that provide tours or busses. Over the years our tours have become much more than just a bus ride, they are great social events where our members can spend time together and interact.

Most of our tours are custom made to our needs. As always, we keep price in mind, we want as many people to participate as possible. A lot of other little items help make our reunions events to remember. We purchase and distribute name tags for each member and guest. A little Compton logo reunion memento is given out also. A "DJ" has to be selected to provide entertainment at the banquet. Memorial service programs are printed up. Beverages and snacks have to be purchased locally for the hospitality room.

A lot of people are involved in the planning and running of our reunions. A big thanks goes to those members, and wives, who staff the hospitality room. For years they have been instrumental in the purchasing and stocking the hospitality rooms with snacks and beverages. The job includes a lot of chores during the 3 day event. We even have a group of ladies who hand out the nametags at our reception table. Others volunteer for tasks as the needs arise.

Many other veterans groups add a surcharge to cover reunion expenses, by doing all the research and leg work ourselves we have not had to charge a reunion fee. (The exception to using a reunion company was the Branson reunion; "Gatherings Plus" ran the reunion for us. They took care of everything, provided more than we could have contracted on our own and it was all at no extra cost to the Association or our members. They make their profit on commissions from vendors they use.) Our little trick is to charge a fee for the banquet which is a little higher than our actual cost. We then can apply that extra money to pay for our other reunion expenses.

If you have never been to a reunion we encourage you to attend one in the future. As you can see, from this article, we try our best to make it as easy as possible for you. You will never forget the feeling of seeing your old shipmates once again.



Eva and Boyd Crannell  
Enjoying themselves at the Compton  
dinner .



Joe Napoli bragging to Rose that  
this was type plane he flew off  
the Compton!!!





Sue and Charley Minor with Marilyn And Emile Duchemin enjoying a beer and a hug in the Hospitality Room!!!



Sam and Pauline Giordano  
Sam said he developed that look from all those years at the Post Office—Pauline’s smile is big enough for the both of them....



Association Committee Changes: On November 25, 2009, our Chaplain, Rev. Joseph Farry (SM 2/C Nov. 1944 “Plank Owner” to Dec. 1945) of Reynoldsburg, OH. notified the Committee that, due to a serious illness, he would have to relinquish his post as our Chaplain. In addition to serving as Chaplain for many years, Joe had also been instrumental in setting up our 7<sup>th</sup> Reunion held in Nashville, TN. in 1995. Thereafter, Joe continued to set up our Memorial Services at each reunion, providing Memorial Programs and music to accompany the ceremonies as well as conducting the services. In addition, he worked with our then, Vice President, Bud Foley to coordinate the Memorial Service activities if he was unable to be present himself at later reunions. The Association extends its appreciation to Joe and his family for all of the help that he has provided over the years and he is in our thoughts and prayers. Charles F. Jakob (FT 2/C Mar. 1952 to Dec. 1955) of Philadelphia, PA. has accepted the post of Chaplain replacing Joe. Charles has been a long time member of the Association and has attended many of our reunions along with his late wife, Jane.

**A short synopsis of a man who dedicated his life to God, family and country.**

Reverend Joe transferred from Western Electric—New Jersey to help start a new plant in Ohio. He was ordained a Deacon in the Columbus Diocese and was assigned to Saint Phillip the Apostle in 1975. During this time he served under 4 Bishops, 6 pastors and 14 associate pastors.

Joe worked on many additional and special assignments and served as Regional Representative for the state of Ohio and Michigan for the National Association of Deacon Directors.

His work for his church and town could take up most of this Newsletter and still be incomplete. The following is a short list of awards Joe has received from his work on behalf of community;

- Columbus Dispatch—Humanitarian Service Award—1985**
- J C Penny Golden Rule Award ( this award included \$1,000 ) donated to Mt. Carmel Hospice**
- Columbus Dispatch Advancement of Philanthropy Award—1986**
- United Way Award—1988**
- The Governor’s Awards for Voluntarism—1989**
- The Vatican Papal Honor Pro Ecclesia et Pontificate given by Pope John Paul II—1992**
- WBNS TV—Jefferson Award—2000**

**The USS Compton Association is very proud to have Joe Farry as it’s past Chaplain and thank him for all that he has done for our organization and its membership—God Bless and thank you Reverend Joe Farry...**



The “Ship that would sink”  
 versus  
 The “picture that would not print”!!  
 My apologies for this picture that was blank in our  
 November Newsletter.  
 The Laffey DD724 getting her new bottom...



Honorary “Navy Waves” our wives and girlfriends...

**Information from Members** On November 13, 2009,  
 I received the following poem from **Bob DiMonte**  
 (EM 1/C July 1971 to Oct. 1972) of Pensacola, FL. Titled  
**“The Way It Was in 1942”:**

“Come gather round me lads and I'll tell you a thing or two;  
 'bout the way we ran the Navy back in nineteen forty-two.

When wooden ships and men of iron were barely out of sight;  
 I'm gonna give you lots of facts just to set the record right.

We wore the ol' bell bottoms, with a flat hat on our head;  
 we always hit the rack at night and never 'went to bed.'

We wore our uniforms ashore and we were mighty proud;  
 never thought of wearing civvies, in fact, they weren't allowed.

What happened to the KiYi brush, and the old salt-water bath;  
 holy stoning decks at night 'cause you stirred Bosn's wrath !

We always had our gedunk stand and lots of pogeey bait;  
 and it always took a hitch or two just to make a rate.

In your seabag, all your skivvies were neatly stopped and rolled;  
 and the blankets on your rack had better have a three-inch fold.

Your ditty bag, it's hard to believe just how much it held;  
 you wouldn't go ashore with pants that hadn't been spiked and belled.

We had scullery maids and succotash and good old SOS;  
 and when you felt like topping off, you headed for the mess.

Oh, we had our belly robbers but there weren't too many gripes; the  
 deck apes were never hungry and there were no starving snipes.

Now, you never hear of Davy Jones, Shellbacks or Pollywogs;  
 and you never splice the main brace to receive your daily grog.

Now, you never have to dog a watch or stand the main vent;  
 you even tie your lines today, back in my time, they were bent.

We were all two-fisted drinkers and no one thought you sinned;  
 if you staggered back aboard your ship, three sheets to the wind.

And with just a couple hours of sleep, you regained your usual luster;  
 bright eyed and bushy tailed –you still made morning muster.

Rocks and shoals have long since gone, and now it's UCMJ;  
 back then, the old man handled things if you should go astray.

Now, they steer the ship with dials, and I wouldn't be surprised;  
 if some day, they sailed the damned things from the beach –  
 computerized.

So, when my earthly hitch is over and the good Lord picks the best;  
 I'll walk right up to HIM and say: 'Sir, I have but one request;

Let me sail the seas of Heaven in a coat of Navy Blue;  
 like I did so long ago on earth way back in 'forty-two'



**USS Ronald Reagan—CVN 76**

**Capability:**

**Top speed exceeds 30 knots, powered by two nuclear reactors that can operate for more than 20 years without refueling:**

- 1. Expected to operate in the fleet for about 50 years.**
- 2. Carries over 80 combat aircraft.**
- 3. Three arresting cables can stop a 28-ton aircraft going 150 miles per hour in less than 400 feet .**

**Size:**

- 1. Towers 20 stories above the waterline**
- 2. 1092 feet long; nearly as long as the Empire State Building is tall**
- 3. Flight deck covers 4.5 acres**
- 4. 4 bronze propellers, each 21 feet across, weighing 66,200 pounds**
- 5. 2 rudders, each 29 by 22 feet and weighing 50 tons**
- 6. 4 high speed aircraft elevators, each over 4,000 square feet**

**Capacity:**

- 1. Home to about 6,000 Navy personnel**
- 2. Carries enough food and supplies to operate for 90 days**
- 3. 18,150 meals served daily**
- 4. Distillation plants provide 400,000 gallons of fresh water from sea water daily, enough for 2,000 homes**
- 5. Nearly 30,000 light fixtures and 1,325 miles of cable and wiring 1,400 telephones**
- 6. 14,000 pillowcases and 28,000 sheets**

On November 14, 2009, I received an interesting article from **Angus Walsh** (Leading Seaman HMAS Arunta Australian Navy World War II) of Brookfield, Victoria, Australia. The article was in a publication called "Navy" dated August 6, 2009. The article was accompanied by photos of Australian sailors celebrating their visit to New York City. The article was written by **Leut. Anna Glover** and is titled: "**HMA Ships Sydney and Ballarat** visit the Big Apple". It reads as follows: "*The early morning start did nothing to dampen the enthusiasm of the companies of HMA Ships Sydney and Ballarat as they cruised past the Statue of Liberty on July 19 before arriving in New York as part of Northern Trident 2009. The inaugural four-day visit celebrated the original Great White Fleet visit to Australia in 1908, and reciprocated a visit to Australia by the United States Navy last year.*

*As the sun rose around 0530, Sydney (Capt. Peter Leavy), in company with Ballarat (CMDR Kevin Turner) and USS Mahan (CMDR Stephen Murphy), embarked two special historical figures—Theodore Roosevelt IV, great-grandson of President Teddy Roosevelt; and Tom Harley, great-grandson of Prime Minister Alfred Deakin, two key influencers of the original Great White Fleet celebrations in Australia and extremely significant to the RAN.*

*Capt Leavy said that, back in 1908, 16 US battleships, painted white to demonstrate their peaceful intentions and known as the Great White Fleet, toured the world as a display of the might of the US Navy. 'It was certainly the coming of age for the US Navy on the world stage,' he said. 'Prime Minister Deakin asked President Roosevelt to include Australia on the ports to be visited and, of our population at the time of four million, over one million people turned out to see the Great White Fleet in Sydney, Melbourne and Albany.' 'At that time, Australia's foreign policy was run from London, so the Great White Fleet visit was also the first major foreign policy decision taken independently by the Australian Government. It was a big deal, not only for our Navy, but also for our nation.' Capt. Leavy said the actions directly influenced the establishment of the RAN. 'Hosting the great-grandsons of these historical figures as we sailed up the Hudson River was certainly an honour for me and my crew, and a rare experience for all,' he said.*

*One hundred and one years later, Sydney and Ballarat arrived in Manhattan at pier 88, opposite USS Intrepid and just five blocks from Times Square, ready for the most high-profile port visit of the Northern Trident deployment to date. CMDR Turner said there was a large amount of pressure on the companies of both ships because everyone was involved in some way with the huge visit. 'The professionalism and teamwork that everyone has demonstrated on this deployment so far was quickly evident and, upon arrival, it was clear that everyone was keen to pitch in,' he said. Eventually, after all their hard work, the sailors and officers of both ships got some well-deserved shore time. Some chose to take in a show on Broadway, while others visited Yankee Stadium for baseball and hot dogs.*

*Leut. Nathaniel Streher said it was his first time in New York City. 'Times Square has an awesome 360 degree view and was a real eye opener, with a great atmosphere during the day and unbelievable at night,' he said. 'With so much going on it was hard not to have some late nights—I can see why they call it the city that never sleeps!' 'I went to a Yankees game, Brooklyn, the Bronx and, of course, the Empire State Building to see a great view of the city. Everyone was friendly and helpful and the crowds were not as bad as I thought they would be. I am really looking forward to coming back one day,' he said.*

*The visit for many was certainly not long enough and, as the ships departed Manhattan for their next port visit to Baltimore and Maryland, there were many (including both Commanding Officers) who wished the stay had been longer. CMDR Turner said the visit to New York was over too soon for most people. 'I hope that it is not 101 more years before at least one RAN ship visits Manhattan again to extend a small bit of Australian hospitality to our American friends and allies,' he said. 'Australia and the US have fought side by side in every conflict and this is an achievement that was definitely recognised with this visit and only helped to further relations between our two countries.' "*



#### **Pirates Beware:**

There have been rumors about the U.S. Navy's speedy new triple hulled ships, but now they're for real.

The U.S.S Independence (LCS-2) was built by General Dynamics. It's called a "littoral combat ship" (LCS), and the tri-mararan can move its weapons around faster than any other ship in the Navy. (Ironic that with all that high tech built in, the ship reminds us of the Merrimac iron-clad from Civil War days.) Littoral means close to shore, and that's where these very ships will operate. They're tailor-made for launching helicopters and armored vehicles, sweeping mines and firing all manner of torpedoes, missiles and machine guns. These ships are also relatively inexpensive. This one's a bargain at \$208 million, and the Navy plans to build 55 of them.

**Other Naval Information from Various Sources.** On December 7, 2009, I found the following article from the Los Angeles Times. It is titled: **“Pearl Harbor mini-submarine mystery solved?”** and was written by Thomas H. Maugh II. It reads as follows: *“The remains of a Japanese mini-submarine that participated in the Dec. 7, 1941 attack on Pearl Harbor have been discovered, researchers are to report today, offering strong evidence that the sub fired its torpedoes at Battleship Row. That could settle a long-standing argument among historians. Five mini-submersibles were to participate in the strike, but four were scuttled, destroyed or run aground without being a factor in the attack. The fate of the fifth has remained a mystery. But a variety of new evidence suggests that the fifth fired its two 800-pound torpedoes, most likely at the battleships West Virginia and Oklahoma, capsizing the latter. A day later, researchers think, the mini-sub's crew scuttled it in nearby West Loch. The loch was also the site of a 1944 disaster in which six tank landing ships preparing for the secret invasion of Saipan were destroyed in an ammunition explosion that killed 200 sailors and wounded hundreds more. When the Navy scooped up the remains of the so-called LSTs and dumped them outside the harbor to protect the secrecy of the invasion, it apparently also dumped the mini-sub's remains, which were mingled with the damaged U.S. ships. 'It's not often that a historian gets a chance to rewrite history,' said marine historian and former Navy submariner Parks Stephenson, who pieced together the evidence for the television program 'Nova.' 'The capsizing of the Oklahoma is the second most iconic event of the attack. If one submarine could get in in 1941 and hit a battleship, who knows what a midget sub could do today. Iran and North Korea are both building them. It's very worrying.' Stephenson and his colleagues have put together a convincing chain of circumstantial evidence, but it is just circumstantial, said Burl Burlingame, a journalist at the Honolulu Star-Bulletin and author of 'Advance Force: Pearl Harbor.' 'There is a good chance that this is the Pearl Harbor midget, but I don't think the case is closed on it,' Burlingame said. 'At this point, it is not hard evidence.'*

*The two-man, 80-foot-long sub in question does not have a name of its own. Each of the five subs in the attack was carried by a conventional submarine and took its name from the mother boat. It is thus called the I-16-tou --tou being Japanese for boat. Powered by a 600-horsepower electric motor, the sub could reach underwater speeds of 19 knots, twice as fast as many of the U.S. subs of the day. The three pieces of the sub were found during routine test dives between 1994 and 2001 by Terry Kerby, chief pilot of the Hawaii Undersea Research Laboratory's submersibles Pisces IV and Pisces V. But Kerby and others assumed they were part of a war trophy that had been captured by allied forces at Guadalcanal or elsewhere, towed back to Hawaii and scuttled.*

*Stephenson got involved in 2007 because he was looking for the fifth Japanese mini-sub. In 1941, a crewman on the I-16 had received a radio call from the I-16-tou at 10:41 p.m. on Dec. 8 reporting the success of its mission. That indicated to Stephenson that the mini-sub had found a calm place in the harbor and hidden until the next night before surfacing and sending the call. The crew members would have then scuttled the craft because they could not get it out of the harbor. The West Loch would have been a good location to hide, but researchers could find no trace of the boat there. A diver who had been looking for the mini-sub suggested that Stephenson talk to Kerby, who sent him pictures of his find.*

*'As soon as I saw the bow section with the distinctive net cutter, I knew that we had found the fifth midget sub,' Stephenson said. The Japanese navy modified net cutters on the subs for specific missions, and the one on the wreck was identical to those on the other mini-submersibles. No torpedoes were found on the wreck, and evidence suggests that they were not present when the boat was sunk. A newly declassified photograph taken by a Japanese plane during the attack appeared to show a mini-sub firing a torpedo into Battleship Row. A report to Congress in 1942 by Adm. Chester W. Nimitz describes an unexploded 800-pound torpedo recovered after the battle. That's twice the size carried by that torpedo was apparently a dud that missed the West Virginia. But an examination of the remains of the Oklahoma shows that it apparently had underwater damage much larger than that associated with aerial torpedoes. An underwater blast would have caused it to capsize, Stephenson said, 'Otherwise, it would have settled to the bottom upright.' like the other sunken ships.*

*The 1944 disaster at West Loch occurred on May 21 as the Navy was preparing to invade the Mariana Islands in Operation Forager. The Navy clamped a top-secret classification on the incident to keep it from the Japanese, and few records are now available. What is known is that it was crucial to clear out the debris because the loch was, by then, the site of an ammunition dump. Records from the salvage ship Valve showed that it was brought into the loch during the cleanup and its 250-ton crane was used for an undisclosed reason. Stephenson thinks it lifted the I-16-tou, but there are no records to confirm that. The remains of the mini-sub were then dumped three miles south of Pearl Harbor along with those of the LSTs, to be found by Kerby 50 years later.*

*Bulkheads on the wreck are sealed, so researchers don't know whether the mini-sub crew was trapped. But a map taken from one of the other mini-submersibles showed the location of a safe house in Pearl City, Hawaii, suggesting the crew might have scuttled the boat and escaped. The 'Nova' episode describing the search for the I-16-tou will air Jan. 5. “*

*the torpedo bombers.*

On November 20, 2009, **Duane Linden** ( SO 2/C Feb. 1952 to Oct. 1954) of Orland Park, IL. sent me an e-mail expressing his desire to make a short movie about the USS Compton. He needs photos, film footage and videotapes from any members who may be able to provide them to Duane. He is interested in any of this material that may have been taken at Gitmo; the Med; or the North Sea. He is also interested in any Group Photos that were taken aboard the ship at sea. He wants to have this short movie finished in time for the next reunion. If any of our members can provide such information to him, he can be reached by e-mail at: [dlindenarchitect@aol.com](mailto:dlindenarchitect@aol.com); or, 14640 Golf Road Orland Park, IL. 60462-7427; or, Telephone: 312-217-1565.

On December 7, 2009, I received an e-mail from a William G. Frank who wrote the following: *"In the 1970s, the Compton was assigned to the Navy Reserves in Boston and I was in the Sea Scouts in Winthrop, Ma. Our headmaster was able to get our troop a lot of weekend cruises on her. Boy, was that a lot of fun ! When the weather was clear, they would even fire her guns !"* Perhaps some of our members may remember such activities as mentioned by Mr. Frank.

**Donations to the USS Compton Association** On November 27, 2009, **Jack Henderson** (RMSN Feb. 1948 to late 1949) of Jacksonville, AR. made another donation to the Association in addition to renewing his membership for another two years. The Association appreciates your continual support Jack, and offers its heartfelt thanks to you.

#### **E-Mail Information for Members**

**Changes of E-Mail Addresses:** **Duane Linden** (SO 2/C Feb. 1952 to Oct. 1954) of Orland Park, IL. now has: [dlindenarchitect@aol.com](mailto:dlindenarchitect@aol.com); **Hank Foglino** (ET 3/C Nov. 1952 to Nov. 1955) of Smithtown, NY. now has: [foglinh@verizon.net](mailto:foglinh@verizon.net); **Boyd Crannell** (SMSN June 1958 to June 1960) of Battle Creek, MI. now has: [boyd.crannell@yahoo.com](mailto:boyd.crannell@yahoo.com)

**First Time E-Mail Addresses:** **Gerry Pierce** (SN 1/C Mar. 1949 to June 1949) of Schnectady, NY. now has: [gerpierce11@nycap.rr.com](mailto:gerpierce11@nycap.rr.com); **Mike Taylor** (SN Oct. 1961 to Feb. 1963) of Elizabeth, WV. now has: [tudorboats19@yahoo.com](mailto:tudorboats19@yahoo.com).

**E-Mail Correction:** **Gerry Gluck** (SM 1/C Apr. 1946 to Jan. 1948) of Delray Beach, FL. His e-mail address should be: [gloger088@aol.com](mailto:gloger088@aol.com). Please correct your records.

**In Memoriam John J. Orlich** (MM 3/C June 1950 to Nov. 1954) of E. Northport, NY. President Jack Heidecker received an e-mail from John's son, Jason, on 11-23-09 advising that his father had died on June 12, 2009. John and his late wife, Maria, had attended 10 of the Association's reunions over the years. He is survived by sons, Jason and Mark and a granddaughter, Alexandra. A donation, in John's name, was made to the Tin Can Sailor's Thomas J. Peltin Destroyer Museum Grant Program by the Association.

**George W. Menard** (BT 3/C Aug. 1957 to June 1959) of South Hadley, MA. On 11-25-09, I received a letter and an obituary notice from Mrs. Carol Menard informing me that George passed away on November 12, 2009 at age 72. He is survived by his wife, a daughter; a son; three grandchildren; four brothers ; two sisters and many nephews and nieces. A donation, in George's name has been made to the Tin Can Sailor's Thomas J. Peltin Destroyer Museum Grant Program by the Association.

**John Persha** (SN 1/C Nov. 1944 "Plank Owner" to Mar. 1946) of Libertyville, IL. On 11-27-09, I received a note and an obituary notice from the daughter of Mr. Persha. She advised me that her father had passed away on October 26, 2009 at the age of 83. John had been a longtime member of the Association and had been living, for a number of years, in a Nursing Home in Libertyville, IL. He had spent 20 years in the U.S. Navy. He is survived by his wife, Irene; three daughters; two sons; ten grandchildren and a brother. A donation, in John's name, has been made to the Tin Can Sailor's Thomas J. Peltin Destroyer Museum Grant Program by the Association.