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The Compton at war



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**Letter from the President**

**Due to issues relating to financial and liability areas, our Compton Association will be registered as a non-profit corporation. We will register in the state of New Jersey—this is where our banking needs are currently done. Our treasurer/GM was unable to open a convenient Compton checking account without a Federal ID number or an officer’s personal social security number. This change resolves a potential problem, that if a liability issue would arise—no officer or members would be subject to future legal problems. Our corporate set-up is as non-profit, which is separate from a charitable corporation. Our Attorney, George S. White Esquire from East Windsor, New Jersey gave us special pricing due to our status as a military organization and we thank him immensely.**

**Jack Heidecker**

***2011 Washington DC area Reunion, McLean VA.***

Our 2011, reunion will be held at the Crowne Plaza Tysons Corner at McLean ,VA. a suburb of Washington. The dates of the reunion are: Friday April 29 thru Monday May 2. The room rates are \$87 per room and will be available 3 days prior and after the actual event. The hotel is located very close to a large shopping center and free shuttles are provided for shopping by the hotel. Our group tour will be held on the Saturday of the reunion. The day long motor coach tour will start with a driving tour to see the sights in Washington, DC. We will stop for lunch, included in the tour price, at the Phillips Flagship Restaurant. They boast an endless buffet which includes sea food. After lunch we will visit the Washington Navy Yard where a museum and the USS Barry are located. Later we will visit the US Navy Memorial and Naval Heritage Center located off Pennsylvania Avenue. The tour concludes at our hotel at 5:00pm. Our Meeting, Memorial Service and banquet will be held on Sunday.

Further info will be provided in the next newsletter



George and Eleanor Bailey—in the Hospitality Room looks like Eleanor making the first move...



Gerry and Eleanor Pierce  
Guarding her purse—must be Marines around...



Byron Strayer and Linda Sweigart  
Posing in the hotel lobby...

Notice—Attention on Deck!!!

Norfolk Naval Station 1300 in the parking lot of the Chiefs club.

All station personnel are required to fall in for the visiting Admiral to inspect the Chief's Club— upon his arrival.

Master Chief tells Seaman Timmy that he is to go to the main gate and call him at the club when the Admiral comes through the gate, ETA 1345.

At 1400, the Admiral arrives at main gate and SN Timmy rushes over to the vehicle.

Timmy asks "are you the admiral that is here for the inspection?"

Reply was "Yes I am, why?"

Seaman Timmy says " just thought I would warn you that the Master Chief expected you at 1345 and you're late.

Stand by for an ass chewing."



**Mitchell B-25 Bomber taking off from the  
USS Hornet on that first attack on  
the Japanese homeland...**

**ASSOCIATION DUES:**

Questions on Compton Association dues  
The annual dues for our Association is \$20.00 per year and they are due at various times during the year.  
When you receive your "Compton Newsletter" if your dues are past due or due in the next month— ahead—you will receive a dues envelope with your current Newsletter.  
If your dues are not paid and are one year past due you will receive a final notice from Joe Napoli...

Question from a member on changes during the banquet:

Thanks for sharing your concerns about the reunions.

I stopped having raffles at the banquet. The reason was that it breaks up the momentum of the evening. If the DJ has to stop every so often to call out numbers it slows things down. We had a lively crowd at Warwick and people danced until closing time at 11:00PM. If you do all the raffle prizes at once it takes up at least a half hour.

I also have not bothered getting a guest speaker. Some are very interesting, but again, it not only takes up time but is expensive. You can get a speaker from the local convention bureau, usually a retired Navy officer, but we have to pay for his meal, \$50 and give him/her an honorarium, or donation, of at least \$100. At Melbourne we even had to provide the speaker with a free hotel room for the evening.

The DJ at Warwick, and the one that is scheduled for Virginia, charge \$550 for the evening. I like to get our money's worth. I will put this information in the next newsletter and see what the shipmates think at the next general meeting in Virginia.

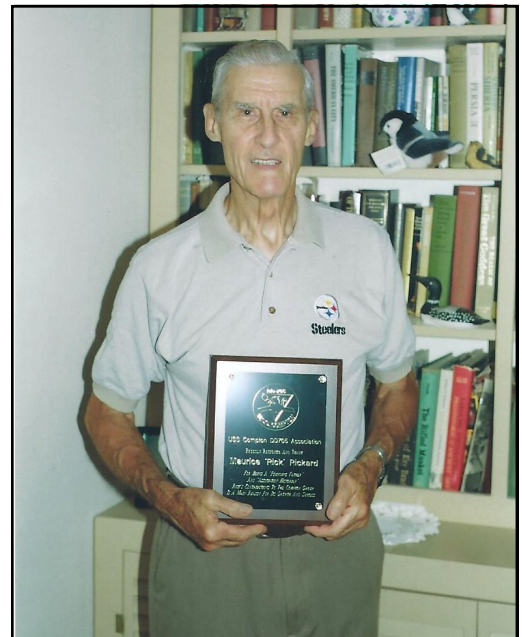
Sincerely,

## USS Compton (DD 705) Association



Proudly recognize and thank  
**Maurice “Rick” Rickard**  
For being a “Founding Father” and “Association  
Historian”.

Rick’s contributions to the Compton group  
is a main reason for its growth and success



Plaque presented to Rick from the  
Compton Association.  
Rick is semi-retired from his hard work  
on behalf of the Compton.  
He still contributes valued information  
To our newsletter...

(continued from May Newsletter—How to simulate life on a ship)

22. Post a menu on the kitchen door informing your family that they are having steak for dinner. Then make them wait in line for an hour. When you finally get to the kitchen, tell them you are out of steak, but they can have dried ham or hot dogs. Repeat daily until they ignore the menu and just ask for hot dogs.
23. Bake a cake. Prop up one side of the pan so the cake bakes unevenly. Spread icing real thick to level it off.
24. Get up every night around midnight and have a peanut butter and jelly sandwich on stale bread. (Call this "Midrats".)
25. Set your alarm clock to go off at random during the night. At the alarm, jump up and dress as fast as you can, making sure to button your top shirt button and tuck your pants into your socks. Run out into the backyard and uncoil the garden hose.
26. Every week or so, throw your cat or dog in the pool and shout "Man overboard port side!" Rate your family members on how quickly they respond.
27. Put the headphones from your stereo on your head, but don't plug them in. Hang a paper cup around your neck on a string. Stand in front of the stove, and speak into the paper cup "Stove manned and ready." After an hour or so, speak into the cup again "Stove secured." Roll up the headphones and paper cup and stow them in a shoebox.
28. Make your family turn out all the lights and go to bed at 2200, saying, "Now taps, taps! Lights out! Maintain silence throughout the ship!" Then immediately have an 18-wheeler crash into your house (for the benefit of aircraft carrier sailors).
29. Build a fire in a trash can in your garage. Loudly announce to your family, "This is a drill! This is a drill! Fire in hangar bay one!"
30. Place a podium at the end of your driveway. Have your family stand watches at the podium, rotating at 4 hour intervals. This is best done when the weather is worst. January is a good time.
31. When there is a thunderstorm in your area, get a wobbly rocking chair, sit in it and rock as hard as you can until you become nauseated. Make sure to have a supply of stale crackers in your shirt pocket. ALT: Find the biggest horse you can, put a 2-inch mattress on his back, and strap yourself to it. Turn him loose in a barn filled with snakes for six hours and try to sleep. Then get up and go to work.
32. For former engineers: bring your lawn mower into the living room and run it all day long.
33. Make coffee using eighteen scoops of budget priced coffee grounds per pot; let the pot simmer for 5 hours before drinking.
34. Have someone under the age of ten give you a haircut with sheep shears.
35. Sew the back pockets of your jeans on the front.
36. Add 1/3 cup diesel fuel to the laundry.
37. Take hourly readings on your electric and water meters.
38. Every couple of weeks, dress up in your best clothes and go to the scummiest part of town. Find the most run down, trashiest bar, and drink beer until you are hammered. Then walk all the way home.
39. Lock yourself and your family in the house for six weeks. Tell them that at the end of the 6th week you are going to take them to Disney World for "liberty." At the end of the 6th week, inform them the trip to Disney World has been canceled because they need to get ready for an inspection, and it will be another week before they can leave the house.
40. Hire someone to hammer on a 55-gal drum at random hours to simulate paint chipping

# Midway

## Stealing the Japanese Code

Converted for the Web from "[Battle Of Wits: The Complete Story Of Codebreaking In World War II](#)" by Stephen Budiansky

### Code Breaker: Commander Joseph Rochefort

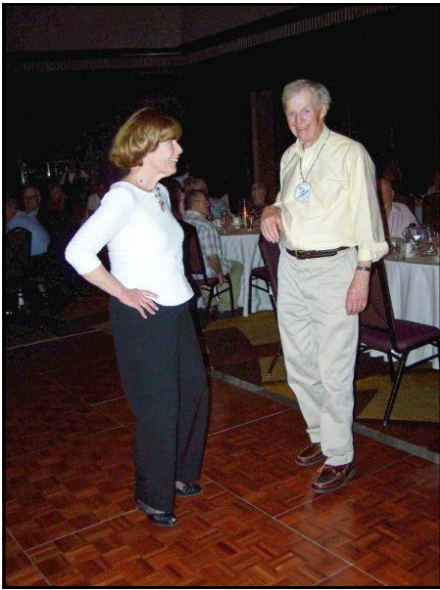
Rochefort's first dose of cryptanalysis left him decidedly disinclined for another. It was not that there was any particular pressure on him to produce results. No one in the Navy had much of an idea what he was up to anyway, and no one would have understood it if he had. But the work had a way of generating its own compulsive pressures. Rochefort would come home every evening at five or six o'clock with his stomach in knots from the tension of the problem he was tackling. It would be eight or nine at night before he could manage to force down his supper. He developed an ulcer and greeted his recall to sea duty in 1927 with unfeigned relief.

But in those two years Rochefort scored America's first victory in a long shadow war with the Japanese Navy. Left over from 1918 was most of a \$100,000 secret naval intelligence slush fund. To conceal it from Congress, the money was deposited in a Washington bank in a personal account belonging to the Director of Naval Intelligence. Whenever a new DNI took over, his predecessor just handed the money over to him along with the keys to the office. The money had begun to burn a hole in the pockets of successive DNIs, and in the early 1920s the incumbent decided to get rid of some of it by financing a series of break-ins at the Japanese consulate in New York City. The Japanese Navy's "Red" code book was secretly photographed and, over the course of several years, laboriously translated by linguists hired with more of the DNI's secret funds. (Just how hard it was to use up \$100,000 was shown in 1931, when an acting DNI, in a fit of conscience for which his successors never forgave him, returned the money to the Treasury. The balance was \$65,000.)

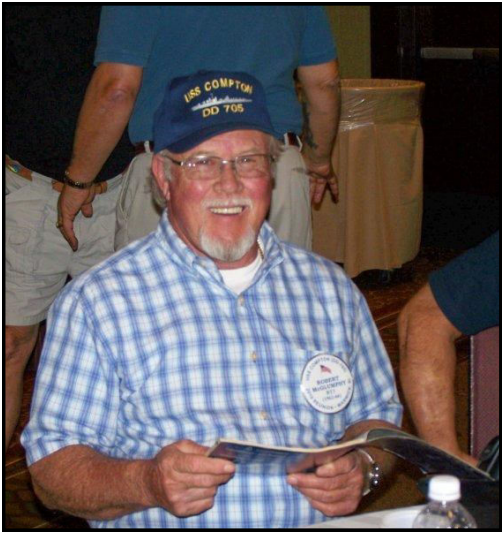
A complete code book was a windfall, but there was still one crucial piece missing. Like almost all of the Japanese Navy codes that Rochefort and his colleagues would encounter over the course of their long battle of wits with their Japanese counterparts, Red was an enciphered code. Every word or syllable likely to be used in a message was assigned a numerical value -- that was the "code" part. But such a simple one-for-one substitution would not hold up a team of Boy Scouts, much less a determined military foe, for very long. So before the Japanese Navy sent any coded message over the airwaves, it was given a second disguise. The code clerk opened a second book, which contained page after page of random numbers; starting at the top of a page, he added the first of these random "additives" to the first code group of his message, the second to the second, and so on. An indicator buried in the message would tell what page in the additive book he had used for this "encipherment" of the basic code, so that the recipient could turn to that same page and strip off the additive before looking up the meaning of each code group.

Thanks to the DNI's black-bag jobs, Rochefort had the code book. What he did not have was the additive book. To make matters worse, the Japanese changed the additive book frequently. With nothing to go on but the raw traffic that the Japanese Navy put out over the airwaves, Rochefort's job was to reproduce an additive book that he had never seen.

Breaking a code when one has the underlying code book but no additive book is like finding a way across a strange country without a map or a compass. Breaking a code when one has neither code book nor additive book is like finding a way across a strange country with both eyes closed. Doing the former was what had given Rochefort his ulcer in 1926. His task in [1942](#) was to do the latter.



The Garmans  
Dotti and Jim  
This camera has high speed film or they posed in the middle of that dance



Bob McGlumphy  
Must be reading one of those dance step Diagrams...



Pat and Joe Cataudella  
"Tripping the Light Fantastic"



Charlie and Christine Gray  
They are going somewhere—maybe another reunion



**Excerpts from “Tin Can Sailors” reprinted with permission of its author  
Association member Leslie Ellis, IC3, 1955-59**

My ship the USS Compton (DD-705) went through the Suez Canal just prior to its closing in 1956. We had been operating with the 6<sup>th</sup> fleet and were ordered to the Persian Gulf. We had made what I was told was a Mediterranean moor in Athens, Greece.

As we backed in toward the pier, our screws hit and lifted the fantail up about a foot. As I was an IC man, I was not involved with securing the ship but, all seemed okay. After our short stay we got underway and went through the Suez Canal into the Persian Gulf and anchored off Bahrain.

One morning, as we were preparing to get underway, we almost destroyed the reduction gears in one of our engine rooms – because there was no screw attached to the reduction gear shaft.

Apparently, when we hit something while backing up at Athens, Greece, we cracked one of the ship’s two shafts. The bearings in the outboard screw support held the cracked shaft together until it finally broke. We had to wait for some sort of fighting on the beach to end before we could hire a crane, welders and divers to cut the screw and support free and bring it aboard. It was then welded to the deck. We had to wait while Washington, D.C. decided what to do with us.

We all but ran out of food. It was summer and really hot so we had to run water over some parts of the ship to help keep the ammo cool.

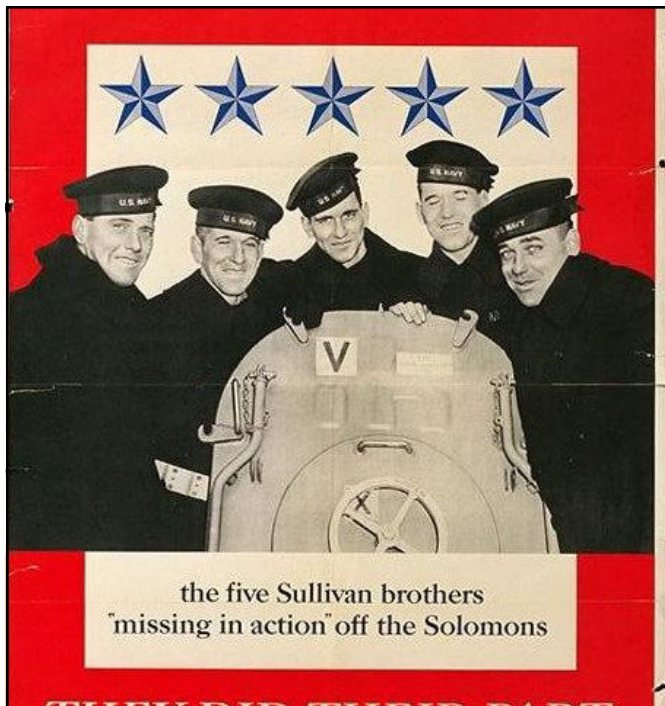
We were told that only one warship was allowed in the Persian Gulf at any one time. So, finally, an unarmed navy supply ship, the USS PRAIRIE (AD-5) showed up.

We were told she came from the US West Coast to give us food and supplies. Then we were sent down the East Coast of Africa with a seaplane tender which had been in the Persian Gulf. The tender was sent because even though we would take on fuel at Simonstown, South Africa (near Capetown), we would not have enough fuel to make it to Recife, Brazil. She had dumped her high test gas and taken on bunker C oil. Most tin can sailors know that when you fuel at sea the tanker hoses are big. I would guess four inches. When it was time to take on fuel in the South Atlantic, the seaplane tender sent over a small hose. We were told that it took more fuel to stay beside her than what she could give us – so we stopped fueling.

When we arrived in Recife we had less than 10 % fuel left. We were so high out of the water you could see the red paint below the water line.

We had left Newport, RI., in July 1956 and when we returned we had to lay outside of Newport, RI., because of a blizzard in January 1957





The five Sullivan Brothers were lost when the ship to which all five were assigned, USS *Juneau* (CL-52) was sunk on 13 November 1942. Many memorial efforts have honored the five brothers. Since their loss much confusion has resulted from the many myths surrounding both the Sullivan brothers and the Navy's policy regarding family members serving together at sea

Reference to a "Sullivan Act" in connection with family members serving in the same ship/unit is a popular misconception. The Sullivan Law of 29 May 1911 is a New York State Law dealing with firearms. Although proposed after the death of the five Sullivan Brothers, no "Sullivan Act" was ever enacted by Congress related to family members serving together. Similarly, no President has ever issued any executive order forbidding assignment of family members to the same ship/unit.

[USS \*The Sullivans\* \(DD-537\) served the Navy until final decommissioning on 7 January 1965.](#) In 1977 the destroyer was donated to the city of Buffalo, New York, as a memorial in the Buffalo and Erie County

### Sickbay

**Lou Rainone** received a kidney transplant this past June and promises to attend the 2011 reunion in Washington DC

**Wayne Thornberg** was unable to attend the Warwick re-union due to a sudden illness and we are awaiting an update on his condition.

Editors note: There are other ill shipmates who need our prayers. Please send me an email if you know of their current condition.  
 Jack Heidecker—email [jack555@ptd.net](mailto:jack555@ptd.net) or see address on page 1

### Compton Obituaries

**Malvin W. Brubaker** of Lancaster PA passed on May 30, 2010 served in the Navy on the USS Blackwood DD-219, during World War 2. After the war, he returned home to complete his high school education. Malvin then re-enlisted in the navy and was assigned to the USS Compton DD705 during the Korean conflict. He returned to Lancaster PA and was involved in the construction industry.

**William Renny Harding Jr.** Of Pine Grove Mills, PA passed on June 3, 2010. He was a magician, inventor, scientist, inventor, engineer, religious scholar, science fiction fan and a bona-fide local character. William served in the US Navy in 1944-46 on the USS Compton DD-705 as an electronic technician.

**Gary Jack Overla** of Inglis FL, died Saturday, June 12, 2010 at Haven Hospice. He was a GMG3 and served on the Compton from 1961-63. Jack was a very active member of the USS Compton Association and with his wife Debra attended many Compton re-unions. A donation in his honor and memory was made to "Tin Can Sailors"