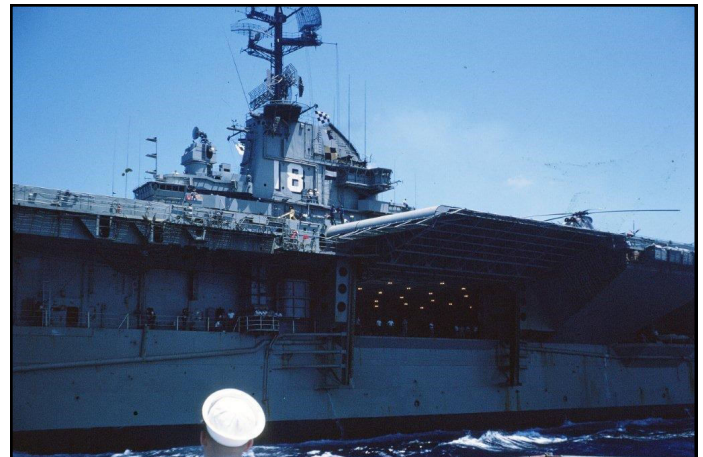


\*\*\*\*\*



The Compton at war



The Compton steaming along side of USS Wasp— CV18—circa 1963



In port or out at sea—the Gainard DD 706 is along side of the Compton...

**Letter from the President:**

April 28 will soon be here and I especially look forward to meeting with my fellow shipmates for our 2011 Washington reunion. The tour application and menu request are repeated in this “Newsletter” for your convenience. I also appreciate any letters, comments and pictures sent to me for use in future publications. I will copy any pictures and/or info and then return them to you the day after I receive them. Joe Farry’s widow sent us a letter from Joe written, from the Compton, when he was in Tokyo Bay, after the Japanese surrender. This will be in the publication right after the 2011 reunion. Angus Walsh, our Honorary Compton member from Australia sent us a Christmas card and letter which is on page 8 of this publication. We also received a Christmas card from Sigward and Birgit Pohl wishing us a successful Washington reunion and hopes to join us in 2012.

A Happy and Healthy 2011

Jack Heidecker

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

## 2011 Annual Reunion Form; McLean, VA.

### Compton Member's

Name \_\_\_\_\_

Spouse/guest \_\_\_\_\_

Rank/Rate \_\_\_\_\_ Years aboard \_\_\_\_\_ to \_\_\_\_\_

**Please enter above info as you would want it on your name tag.**

Number in Party \_\_\_\_\_ (Print additional names on bottom of form if necessary.)

Meal Selection: Beef \_\_\_\_\_ Chicken \_\_\_\_\_ (@ \$50 per person)

Number taking tour \_\_\_\_\_ (@ \$80 per person) Total Amount enclosed \_\_\_\_\_

**Mail form and check to: USS Compton Assn., PO Box 6621, Monroe Twp.,  
New Jersey, 08831-6621.**

**Make check out to USS Compton Assn. Please respond by March 31, 2011**

**Any Additional Names:**

### Reunion Notes

We are still working with the staff at the Crowne Plaza to put the finishing touches on our Washington reunion. Things are just about set, but banquet details go to the last minute. We have been dealing with the hotel and catering staff for over a year so that everything goes as planned. We have certain needs as does the hotel. It is really not a hard job negotiating with them; they want everyone to enjoy their stay.

If you have any special diet needs please just note them on the registration form when you select your meal.

Please make your hotel reservations early. You can even make them prior to sending your meal and tour money to the Association. Early hotel registrations help not only the hotel but can save you problems as time goes on. The Crowne Plaza Tysons Corner sells out just about every night so we want to make sure all our shipmates get a room.

We will have an open cash bar at the banquet as always. Please do not bring drinks from the hospitality room into the banquet hall. That is in violation of our agreement. The hotel allows us to provide our own drinks in the hospitality room as their part of the bargain.

We have obtained a supply of Compton caps and they will be on sale at the reunion. We will offer them at a reduced reunion price because you save on postage.—Joe Napoli

### USS Compton Jackets:

Shipmates have been asking where they can get USS Compton windbreaker jackets. We had ordered them a few years back but the company changed hands. Recently we contacted them, NavalShopping.com, to see if we could once again get Compton jackets at reduced prices. The new owner, Bonnie Upton, agreed to provide the jackets to our members with a \$10 discount. She also offers a 15% discount on all other products they sell. Shipmates were sent a letter from the company last November announcing our partnership.

If you go to [www.navalshopping.com](http://www.navalshopping.com) you will see the Naval products they offer for sale. Enter the code COMPTON in the order form for the jacket and you will receive the discount. Enter the code COMPTON% for all other purchases and you will receive a 15% discount. If you do not have a computer they can be contacted at 1-800-866-6434.

Our Association endorses this company, as our provider of Compton Jackets and other Naval products and we are looking forward to a long working relationship.



Update on our sister ship—USS Laffey DD724  
November 2010



Nancy Capozziello, Chris and Bob Ott working the registration table at Warwick.

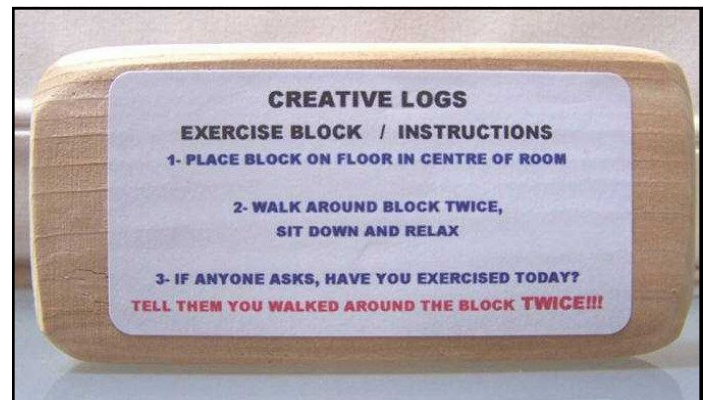
Above is a photo of where the USS Laffey is being held until a determined place is made for her to return to Patriots Point. The USS Laffey is **NOT** at Patriots Point, at the present time. Please do not go there expecting to tour the ship. She is finished with her facelift and will be a stunning part of Patriots Point, someday. There are **no** visitors being accepted where she is presently docked. Notification will be made ASAP when the USS Laffey will be back at Patriots Point proudly resting and re-opened to visitors. Thanks!



Is Ron Moody spoiled or what???  
wife Rosa taking care of her patient!!!  
Must be oral antibiotics???



Fred Summerville telling wife Kathy  
“They don’t look like the same guys—I served with”!







**Who said they could out dance us???**  
**They are still on their "Honeymoon",**  
**Herb and Bertha Sellers!!!**



**Finally—Someone agreed to dance with Mike Taylor...**  
**Evelyn Clay should get a "Purple Heart"!!!**



**Southern Regional Director—Paul Woodbury and Judy**  
**11/13/2010**

**Judy and I were fortunate in receiving official guest tickets from "Tin Can Sailors" on the commissioning of the Aegis Guided Missile Destroyer, USS Jason Dunham, DDG 109 on Saturday, November 13th at Port Everglades, Florida. We had a tour of the ship after the commissioning. This is an awesome ship and is combat ready to sail the seven seas.**  
**Tight Lines—Paul**



**USS Jason Dunham—DDG 109**

**Named after Lance Corporal Jason L. Dunham Medal of Honor recipient 11 January 2007 for his ultimate sacrifice in Iraq's, Anbar Province, by throwing his body on a grenade and saving fellow marines.**  
**Length—510 ft, Max Beam—66 ft, Draft—33 ft**  
**Displacement—9180 tons, Speed—30+ knots**  
**Crew—275, Officers—29**  
**Engines—4 LM 2500 Marine Gas Turbines**  
**Multiple weapons systems—main AEGIS 2 MK41**

**"For those who have fought for it, freedom has a meaning the protected will never know."**  
**---Author unknown**

# McLean Reunion Agenda

## Friday April 29

12:00 noon Hospitality room open ( Fairfax room), reunion registration.

## Saturday April 30

8:30 am Gather for group tour. Use the door by *O'Malley's Pub*.

9:00am Busses leave the hotel for the driving tour of Washington DC.

10:00am Hospitality room open (Tuscan Grill/Renaissance Room) for those not taking the tour. **Note change in location of the Hospitality Room for Saturday only.**

12:00 noon Tour lunch at the Phillips Flagship Restaurant.

1:30pm Tour arrives at the Washington Navy Yard.

3:30pm Tour arrives at the US Navy Memorial in Washington DC and conducts a Memorial Service with a wreath laying ceremony.

5:30 pm Tour group arrives back at the Hotel.

8:00pm Hors d'oeuvres reception in the Hospitality Room (Tuscan Grill/Renaissance Room) provided by the Crowne Plaza Hotel.

## Sunday May 1

9:00am Hospitality room open (Fairfax Room)

10:00am General Meeting in the Tysons Room.

5:30pm Gather at the banquet room (Oakton & McLean rooms) for group photographs. The professional photographers from our Warwick reunion will again take our pictures and offer them for sale later in the evening.

6:00pm-11:00pm Banquet plated dinner in the Oakton & McLean Room. (*Casual dress as always.*)

## Monday May 2

Have a safe trip home or stay a few more days and see the sights.

**FYI: The direct line to Crown Plaza Reservations is 703-893-2100**

### **To Cap It All Off... A Fond Look at a Navy Trademark: Uses (and Abuses) of the "Dixie Cup"**

It can be squared, rolled, crushed, fitted with "gull wings" or simply worn as it comes from small stores. It can be used as a flotation device or a sun shield or even, some claim, as a dog food dish. With its many shapes and uses, it may be the most versatile article of clothing a Navy enlisted man wears.

According to Naval Historian John Reilly, "The 'dixie cup'-style hat has appeared and reappeared in the Navy as part of the uniform since it was first written into the uniform regulations of 1886."

That year, the white canvas hat became the replacement for the straw hat previously worn during the warm weather months. The Navy needed a practical summer hat that was easy to clean and stow, cheap to manufacture and comfortable to wear. During the winter, sailors continued to wear a flat, black hat.

Current Navy uniform regulations say the hat must be worn "with the lower front edge approximately one-half inch above the eyebrows and not crushed or bent in the middle." That leaves a lot of possibilities.

By reshaping the white hat or "dixie cup" to suit their personal style, enlisted sailors have been able, for more than 100 years, to express some measure of individuality in a uniform world.

Uniform regulations may technically forbid such stylistic reshaping, but few sailors can resist.

"When I first put the white hat on, it felt like a bowl sitting on top of my head," said Data Processor 1st Class Eddie Hawes of Navy Headquarters Information Center, Washington, D.C. "I thought, 'There must be something I could do to change it.' The way I put crimps in it made it different from anyone else's."

The tradition of personalizing the white hat hasn't changed much in more than 25 years, according to Master Chief Petty Officer of the Navy, Avionics Technician Master Chief (AW) Duane R. Bushey. "The white hat is like putty - you can mold different characters out of it," he said. "I wanted my hat to be completely round. I wanted it to droop a bit, so I'd roll it down halfway to loosen it up."

Master Chief Hospital Corpsman Jerry Robinson, Command Master Chief at Bethesda Naval Medical Center, recalled how he wore his white hat. "I rolled the top quarter edge. It would flare out and have a flat edge to it. It took a lot of time and care to keep it that way."

Most sailors usually find it hard work to get their white hats just exactly the way they like them.

"Although I have six hats, I only wear the one I've been working on," said Yeoman 2nd Class Jerry Bradley, a Vice Chief of Naval Operations staff yeoman in Washington, D.C. "It's softened up and fits better," he said. "I get attached to one hat at a time."

There may be many different ways to wear a white hat, but there are just as many different nicknames - "squid lid," "dog dish" and "Mason jar top" - these and many other terms have been handed down over the decades. Aviation Electronics Technician Airman Apprentice Doug Paige of Naval Air Station Oceana, Va., remembers why his white hat was called a "dog dish."

"When I was in 'A' school, every time I went to the EM [Enlisted Men's] club I had to watch out for Marines. They would steal any sailor's hat - said they used it as a dish to feed their mascot," said Paige. "I had to buy nine hats while I was there!"

But despite the unflattering nicknames and occasional abuse, the white hat has gained high status over the generations - it has become a symbol of the Navy. The dixie cup is so recognizable that Hollywood uses it as a prop in movie scenes shot in train stations, bus stations and airports.

"The Navy's white hat is much more easily identified than other military uniforms," said CAPT Michael Sherman, Director of Navy Office of Information, Los Angeles, noting that sailors are synonymous with travel and white hats are synonymous with sailors. "People expect to see them in areas of transit," he said.

The dixie cup has been so reliable that it was phased out only once this century. July 1, 1973, marked the beginning in of some major Navy uniform changes. The results of a Navy-wide study, begun in December 1970, indicated that most sailors wanted a change in their uniforms. The white hat was given up for lost when it was replaced by a CPO [Chief Petty Officer] type hat known as a "combination cover."

But the combination hat was never completely accepted by personnel E-6 and below. Yeoman 1st Class Pete Martinez, currently assigned to the Assistant Secretary for Organizational Matters and Administrative Services, Washington, D.C., remembers when he joined the Navy in 1975 and the mixed feelings he had about not wearing the white hat.

"I had always pictured the typical sailor looking like the poster than had the old 'salty' sailor on it. The white hat looked sharp," said Martinez. "I didn't like it when I was issued the combo cover."

The MCPON [Master Chief Petty officer of the Navy] remembers that ambiguity. "Most sailors wanted a uniform change," added Bushey, "and I felt that way too, but I also felt awkward wearing the combination cover as an E-6. The novelty of it wore off in two or three months - I missed my white hat."

Everybody missed it. According to Robinson, "The public probably had a harder time accepting the change than the sailors. They were used to seeing the sailor on a 'Cracker Jack' box."

There was another problem. Ships weren't prepared to provide enough storage space for the combination covers. "The only extra space the Navy added for the new uniforms were a few peacoat lockers they installed on board ships," said Robinson. "One of the 'gifts' sailors E-6 and below had was the extra space they had when they were wearing white hats and 'cracker jack' uniforms. I could probably store half a dozen or so white hats to every one combination cover."

Bushey agreed, "It's much harder to store a combination cover than it is to store the white hat. The combination cover gets crunched or flattened out," he said, "but the white hat never loses its shape."

There are public relations advantages to the dixie cups, too. "After the white hats were phased back in," recalled Bushey, who was a chief at the time, "I was standing in the San Francisco airport, in uniform. A civilian approached me and said, 'I just want to tell you how sharp the sailors look today.' He had watched the transition from the white hats to the combination covers and back again and was glad to see a sailor 'look like a sailor, again.'"

Everyone agrees that white hats look sharp; the question - today, as it has been for decades - is how to keep them that way.

Keeping the white hat white is important to sailors. The tricks sailors use to clean their dixie cups are as individual and varied as the shape of the hat.

"If my hats get minor stains," said Bradley, "I soak them in bleach and run a toothbrush over the spots. You're supposed to brush with the grain so the hat doesn't fray. Then I throw them in the washing machine with my whites and put them in the dryer."

It wasn't always that easy to clean the white hat. Sailors in boot camp in the '60s learned a different technique to keep their dixie cups in "sat" condition for inspection.

Bushey recalled, "I went to boot camp in San Diego in 1962. We would really scrub hard with a scrub brush, a toothbrush and Wisk to get the ring out of the inside. Then, we would attach a 'tie-tie' to the tag. Once attached, we would dip the hats in the toilet and flush." (A tie-tie is a piece of cord with metal tabs on each end that the Navy issued to sailors to hang their laundry).

But if cleaning efforts required by the white hats are high, at least replacement costs are low. If a captain's hat and a sailor's white hat are both blown overboard, the captain has to pay over \$40 to replace his hat, while the sailor is back in business for \$2.60.

Approximately 140,000 white hats are made each month for the Defense Personnel Support Center. The hats are then stored in defense depots in Mechanicsburg, Pa.; Memphis, Tenn.; Ogden, Utah and Tracy, Calif. The hats remain in the depots until DPSC [Defense Personnel Support Center] distributes them to uniform shops throughout the Navy.

**Source:** Hensgen, Marke A. "To Cap It All Off ... A Fond Look at a Navy Trademark: Uses (and Abuses) of the 'Dixie Cup.'" *All Hands* 860 (November 1988):

## A note from Angus Walsh

First of all—a belated thank you for my USS Compton DD705 “Newsletter”. The time just seems to fly. To think that year 2010 is nearly over. I read with much interest the itinerary for the 2011 reunion in Washington DC. It should be a great success. It brings back memories of the 2006 reunion in Norfolk VA. My wife Mena often gets out the photos taken at that time, and relive a great occasion. Please excuse the untidy printing. My writing is unreadable.

(mine too) It was great to see the photo of “Rick” Rickard taken with his award. No doubt about him being a “Founding Father” and “Association Historian”. He certainly put a tremendous effort over many years. Well done “Rick”. All of which reminds me, I haven't heard from “Rip” Jordan for awhile. So I had better get in touch. Here we are nearly at Christmas. My mind goes back to Christmas 1945 when my ship “Arunta” and the “Compton” were tied up together in Japan. When all we wanted was to be home for Christmas.

We made the best of it and made it a great time to remember.

Kindest Regards, Jack—Merry Christmas 2010

Angus Walsh

## Donations

Jack Henderson—\$100 for the good of the Compton

## Sick Bay

Ron Moody—Orthopedic surgeons will have to replace Ron's knee—Again !!!

## Compton Obituaries

**Charles Lloyd Downing**—age 83, departed this life October 1, 2010. Charles was born in Lansing, Michigan. At the beginning of WWII, he ran away to join the war effort. Charles was sent back home due to his being under aged. After completing high school, he joined the U.S. Navy and was assigned to the USS Compton DD05. Upon his discharge, he earned a Bachelor's degree and then his Master degree from Florida State University. Charles settled in the Jacksonville FL area. and eventually retired from the Duval County School System. A memorial service was held at the Lakeshore United Methodist Church, Jacksonville FL on October 5th.

**Robert Mellow**—62, of Naples FL came to his final resting place on November 5, 2010. Bob was born in San Jose, CA and later moved to Lowell MA where he graduated from high school in 1966. Shortly thereafter he joined the US Navy and served aboard the USS Compton from 1967 to 1971. After a successful business career Bob moved to Naples FL. Services were held on November 10th at St. Mary's Episcopal Church, Bonita Springs FL.

**Richard G West**—age 73, died on November 18, 2010, Plymouth MA, graduated from Plymouth High School in 1955. He joined the US Navy and served on the USS Fox, USS Compton and was a plank owner on the USS Sellers. Richard was employed by Commonwealth Electric from where he retired. He held many positions at Commonwealth but, retired as a draftsman. Services were held November 23rd at Cartmell Funeral Home.

**Claude Vernon Duke**—68 of Cleveland MS passed on November 24, 2010. Vern was a very active member of the USS Compton Association having attended many reunions. We all will miss the many stories and jokes that he told which help make our reunions a fun time. Vern served on the Compton from 1960 to 1963 as an Interior Communication Technician. Services were held at the Cleveland Funeral Home on November 27th with Rev. Thomas Bruce officiating.