
USS Compton Organization

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The Compton at war



Commissioned November 4 1944
Decommissioned—September 27 1972

Gettysburg Reunion 2015:

The 2015 annual Compton reunion will be held at the Wyndham Gettysburg Hotel in Gettysburg, PA. The event will be Monday April 27 thru Wednesday April 29. The hotel is a newer hotel and the facilities and rooms are excellent. The room price will be \$109 a night.

Gettysburg is the location of the Gettysburg Civil War battle and the actual battlefield has been preserved and now contains monuments to the Union and Confederate armies that fought there. Our tour has been finalized and will include a morning battlefield motor coach tour and lunch. There will be a guide on each bus. Our stop for lunch will be at the historic Dobbin House Restaurant built in 1776. Although, it will lunch time we have upgraded to a dinner menu with a larger selection.

Cost for the tour is \$55.00 per person.

Gettysburg is a great place to extend your reunion by visiting the surrounding scenic areas; For examples, Hershey Chocolates with its factory and amusement park, Lancaster PA with its Amish heritage and tourist sites in Baltimore MD with its beautiful Inner Harbor.

If you go to our website, www.usscomptonassociation.com , click on the reunion banner on the home page and you will see beautiful pictures of our hotel and its amenities.

More details, on this reunion, on pages 5 and 7, this newsletter

Where did they go?

They were famous throughout the Navy. The Gut in Barcelona; East Main Street in Norfolk; Flatbush Ave in Brooklyn; (Fulton & Lafayette), The Combat Zone in Boston; The Pike in Long Beach; Market Street in San Francisco; Bank Street in New London; Broadway Street in San Diego; Hotel (st) Street in Honolulu; The Bluebird in Naples; The Honcho in Yokosuka, China Town and Sakuragi-cho in Yokohama; Wanchai in Hong Kong; Buggis Street in Singapore; Magsaysay in Olongapo; and all the other places where fleet sailors congregated.**

"Where did they go?" Well shipmate, they didn't go anywhere. You are asking the wrong question. You should ask, "Where did all the fleet sailors go?" Long ago, on payday night and in the nights following, these streets were a paradise to the North American Blue Jacket. A person could look down the street and see neon signs advertising beer and bars and a sea of white hats bobbing up and down as sailors made their way from bar to bar. At liberty call these became a shopping center for intoxicating beverages and ex. With all the straight sailors and females, the gays and lesbians and "don't knows" aboard these days, I figure sailors are shopping for sex closer to home. Smoking is now frowned upon.

Back in the day, a sailor ashore knew that his shipmates had his back. Whether in a confrontation with a sailor from another ship, marines, or Limeys, he knew his shipmates would stand with him. Too much to drink? A shipmate would help you back aboard and even help you to your rack.

With the repeal of "Don't Ask, Don't Tell", I guess a dalliance with a "Rump Ranger" would be okay. But, before you go ashore, you have to formulate a "Liberty Plan" and get it approved by your Department/ Division Liberty Coordinator.

I surmise that, "I'll be in the Barrio having fun would not be an acceptable liberty plan. !

They were the poor man's Valhalla, where lads who plowed deep salt water could go and share fellowship and sea stories with fellow practitioners of the nautical arts... A place where well-intentioned exaggeration and bull st-gilded flawed recollection were readily forgiven and accepted.**

Where did the streets and the bars go you ask?

Where the hell did the real sailors go?

Husband takes his wife to her high school reunion.

After meeting several of her friends and former school mates, they are sitting at a table where he is yawning and overly bored. The band cranks up and people are beginning to dance.

There's a guy on the dance floor living it large, break dancing, moon walking, back flips, buying drinks for people, the works.

Wife turns to her husband and says, "See that guy? 25 years ago he proposed to me and I turned him down."

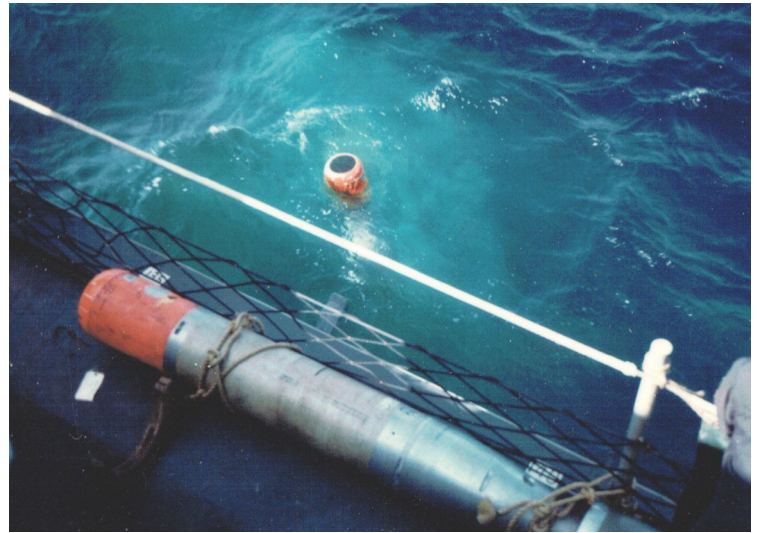
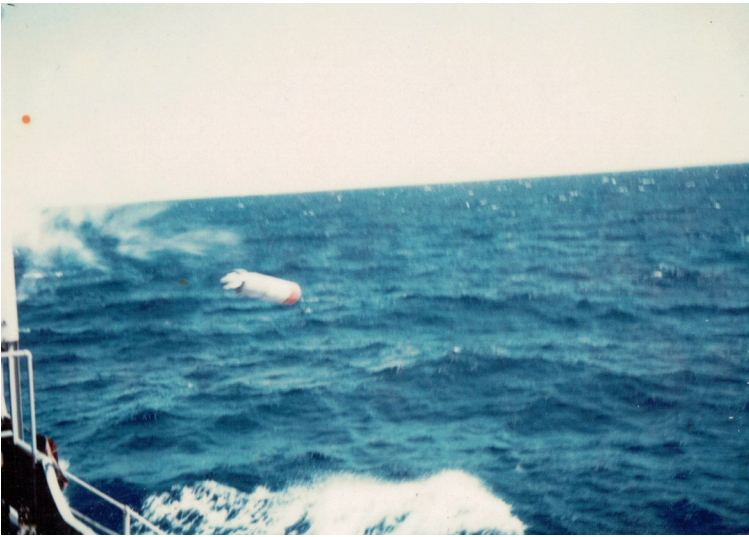
Husband says: "Looks like he's still celebrating!!!"



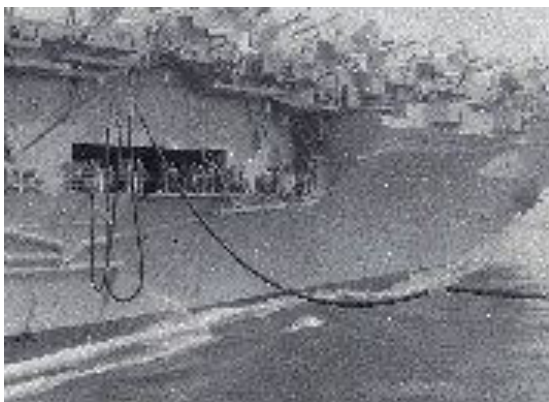
Bob DiMonte—I wanted to be on a carrier then
someday I could go to 2 different reunions—
President of the USS Lexington CV16 Association



Frazier and Prekel



Torpedo practice firing on left—Torpedo recovery on right.



Refueling with the Wasp!
From Garry Radwick collection



Garry Radwick
The stars on the howsers were painted
by Rubert Cox—the last of the old time
Bosum Mates!!!

Your probably not aware of this. awhile ago a Navy MH-53E helicopter crashed off the coast of Virginia Beach. Three crewmen were killed. The helicopter was assigned to Helicopter Mine Countermeasures Squadron 14 (HM-14). HM-14 is the squadron I retired from as a MH-53E navy instructor. The squadron is also one of the Navy commands represented by the Airborne Mine Countermeasures Association (AMCM) which I'm founder and president of. I've been busy all week going to the Memorial Service held at Norfolk Naval Base and three funerals. Whenever there's a incident pertaining to anything involving any of the local bases, all three TV networks do a lot of lousy reporting. On the day of the accident I watched TV most of the day. Each station reported the aircraft as being either a Marine corps CH-53, a Navy CH-53 and or a helicopter from a naval ship. But they did report that the main purpose of the helicopter was to carry cargo. The sad part is that each TV station and newspapers know that a MH-53E primary mission is airborne mine countermeasures and that there are only two squadron in the world that have MH-53E's. Both squadron's are stationed at Naval Station Norfolk and they are HM-14 Helicopter Mine Countermeasures Squadron FOURTEEN and HM-15 Helicopter Mine Countermeasures Squadron FIFTEEN. Throughout the day and evening it was never reported which squadron the helicopter was from. Each squadron has over 1,000 officers and enlisted. Now you have over 2,000 families not knowing if their loved one was onboard the helicopter. None of the news media ever reported that the Aircraft Commander Lt. Sean Christopher Snyder was a hero. A helicopter that lands on water is a disaster in itself. For example, take an electric hand beater and lay it on the floor or on top of a table or counter. Plug the electric cord in and turn the beater on. The beater will violently flop all over the place and tear itself apart. The same thing will happen to a helicopter when the rotor blades hit the water. The only safe (not really) way to land a helicopter on the water is to have everyone exit the helicopter after the rotor blades stop turning. Of course that could be a little too late. What usually happens is the pilot will stay at the controls while everyone safely exits. Then the pilot would shutdown the helicopter and when the rotor blades stop turning exit the helicopter. In most cases the rotor blades will hit the water before the pilot can exit the aircraft. When that happens the rotor blades slice off the top of the cockpit killing anyone that is still there. So, what happened on this day. The aircraft commander elected to stay in the aircraft until his crew was safely away from the danger. I'm sure you'll understand my following statement. If the USS Compton had a accident years after you left the ship and you heard some of the crew was killed you would feel the impact of the tragedy. It's no different with us Airdales. When a aircraft that you've worked on crashes it affects you. That's the one thing that's different with Navy personnel compared to the other armed services. Once a shipmate, always a shipmate Sorry for being long winded. Compton Webmaster, Barry Marple AD1 (ret)

Gettysburg Reunion Registration form

Member's Name _____

Spouse/guest _____

Rank/Rate _____ Years aboard _____ to _____

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

(Attach additional names if necessary.)

Number in Party _____

Banquet Meal Selection: Beef _____ Chicken _____ Salmon _____

(@ \$55 per person)

Number taking tour _____ (@\$55 per person lunch included)

Total Amount enclosed _____

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

Gettysburg Reunion Agenda

Wyndham Gettysburg Hotel
717-339-0020

Monday April 27

12:00 Noon Hospitality Room open. Reunion registration.

Tuesday April 28

9:00 am Hospitality Room open.

9:45 am Gather in lobby for battlefield tour.

10:00 am Busses leave hotel for tour.

12:20 pm Arrive at Dobbin House for lunch.

1:30 pm Return to hotel.

Wednesday April 29

9:00 am Hospitality Room open.

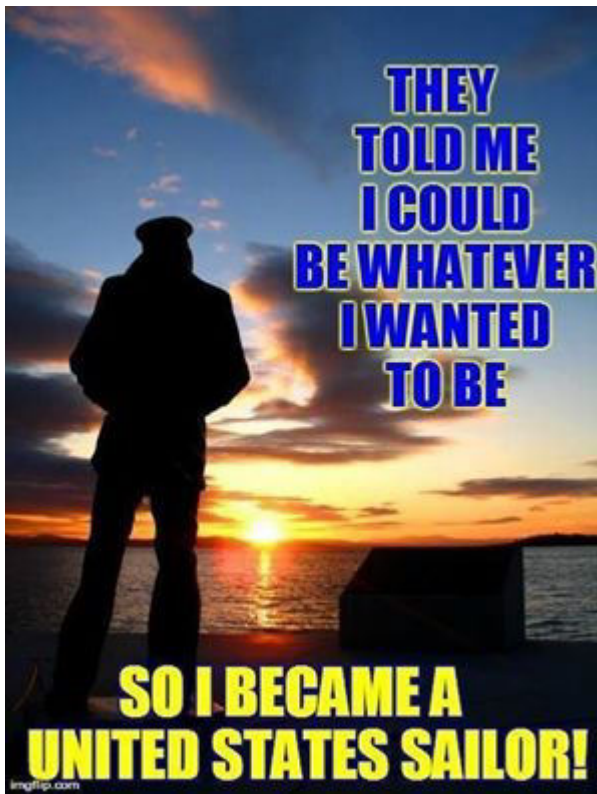
10:00 am General meeting and Memorial Service.

6:00 pm Banquet. Group pictures prior to meal.

Thursday April 30—Have a safe trip home

or stay a few more days and see the sights.

Next year reunion—Baton Rouge LA



Daryl Odegard EM3 in Dress Blues



Phil Prekel—must be “Refresher Training”
out of dry dock—circa 1970



Willie Haupt IC1—Where is the Gyroscope?

You know that tingly
little feeling you get
when you like someone?
That's common sense
leaving your body.

Customized Plated Banquet
Wednesday, April 29, 2015

Salad

Seasonal Mixed Lettuces, Tomato, Cucumber and Bermuda Onions with
Choice of Dressing
Assortment of Rolls with Butter

(Choice of one (1) Per Person

- Rosemary-Lemon Breast of Chicken with Polenta “Au Gratin” and Corn Succotash with Pan Juices

or

- Pan Seared Filet of Salmon with Leek and Lentil Gratin served with Seasonal Fresh Vegetables

or

- Braised Pork Shank Served with Bacon Mashed Potatoes, Caramelized Carrot and Cauliflower with Pan juices

Dessert

New York Cheesecake with Whipped Cream and Raspberry Coulis

Coffee, Fine Teas, Iced Tea

October 1962—the Compton and the Cuban Crises

Recently John Phelps, MM2. 1961-64, wrote an article in the Tin Can Sailors paper about the Compton's mystery service during the Cuban crisis. Our activities, during that period of time, is always a point of contention and discussion at our annual reunions. Although we were there we never received official credit for our service. As a Radarman, (Joe Napoli) I was aware of our location and activities while we were involved in the Cuban Blockade. I also recall, as did John, seeing freighters headed to Cuba with cylinder type containers lashed on deck. I also remember following a large white passenger ship to the mouth of Havana harbor. Yes John, we were involved in the Cuban Blockade.

During the Cuban Crisis time frame we went to the Mayport (FL) Navy Base where we tied up for a short period of time. We were in the company of several other destroyers and two aircraft carriers. The scuttlebutt was that we were the Cuban invasion force— if need be.

Because this issue has always been controversial and a point of discussion by Compton shipmates I have, in the past, reviewed official transcripts of the Compton's Ship Log. We arrived towards the end of the Cuban Crisis, In October of 1962, we were in a dry-dock at the Boston Navy Yard when President Kennedy announced the blockade. We left dry dock went to New Jersey loaded ammunition and went to Cuba arriving a few days after the start of the blockade. Apparently, we did not spend enough time on station to receive recognition for the “Cuban Expedition Medal” Also— very interesting side bar was during this crises, we went to GQ (without it being a drill) the Compton was ready for action in less then one minute. Possible real conflict put wings on our feet!!!

Annual USS Compton Association dues are \$20.00 per year. If you received an envelope with this newsletter the dues or due now or will be due within a short period of time...look for the hand written date on your address label. This is the date when your membership expired or will soon expire...

The Compton Association thanks the following members for their generous donations:

James Davin, Bob Johnson and Duane Linden
And all those who sent in a little extra with their dues!!!

*****Joe Napoli—change of email address to: jsnap29@comcast.net

Obituary: USS Compton DD705

**Day is done, Gone the sun. From the lakes, From the hills
From the sky, All is well Safely rest, God is nigh**



Walter Bohner, Millersburg PA 81 years old—passed January 10 2014.
Walter served on the USS Compton from December 1951 to December 1954 as a RD1/C . Walter was a former Compton Association member and last attended the Nashville TN reunion. He was a mail carrier with the USPS in Sunbury PA for thirty

Ernest Mitchell, Exeter NH, 82 years old—passed February 20 2014.
He served on the USS Compton also in the early 1950's. I have no other information available on Mr Mitchell.

Robert L Sullivan, Hampden MA—passed August 14 2014, joined the US Navy Reserve out of high school and spend time on the USS Compton, He then joined the US Army and served as a Tank Commander. I have no other information available on his

David M Sanders, Pembroke Maine 68 years old—passed August 22 2014. His naval service was during the Vietnam War. David served on the USS Basilone, USS Compton and the USS Tills. His love of the ocean continued after his naval service and he returned to Maine and worked his way up to Tugboat Captain

Dennis Root, RDSN 61-65, Fayetteville TN passed August 23 2014. Dennis worked in CIC with Joe Napoli

Sherman DeWeese, Richmond VA, born May 19 1923 and passed September 1 2014, he was 91 years old.
He was a WW2 veteran and served on the USS Compton during that time.

William “Bill” Stewart Nelson, Charleston SC, 93 years old—passed on September 27 2014. Bill joined the navy in 1941 and was a radioman aboard the USS Lanier APA125, USS Sicily CVE118, USS Roosevelt CVA42, USS Kulagulf CVE108, USS Compton DD705, USS Gainard DD706 and the USS Greenwood DD769. Bill retired in 1961 and became a ship fitter and pipe fitter in Civil Service.

The Compton Association is sad to announce the passing of Bertha Sellers on August 8, 2014. Bertha, the wife of Herbert Sellers, were very active in our association . Herbert was on the Compton during the Kamikaze attack on the Compton. They lived in California and attended all the Compton reunions, since Branson MO. They were the life of our reunions with their lively dancing. Herb is legally blind and travelled via train (2 days) to get to our reunions.