
USS Compton Organization

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The Compton at war



Commissioned November 4 1944
Decommissioned—September 27 1972



Actual cannon from the Civil War>>>
In the lobby at the Wyndham.

Well, we did it again! We gathered for another reunion and had a great time. Our three day stay at the Wyndham Gettysburg hotel was a most pleasant experience. Our hospitality room was stocked with snacks and beverages so shipmates and guests could socialize. We never get tired of the sea stories.

This year our “Plank Owner” at the affair was Bill Rader. ”Plank owners”, for you non swabs, is a member of the first crew of a ship. Bill went aboard in 1944 when the Compton was commissioned. We also had several shipmates from the last Compton crew, they were aboard in 1972 when the ship was turned over to the Brazilian Navy and became the Matto Grasso.

On the second day of the reunion we had our group tour. Two busloads of our crew and guests toured the Gettysburg Civil War Battlefield. The guides were most informative and it was an interesting event. Monuments to the soldiers, both North and South, are placed throughout the Battleground. It is quite a sight to see; preserving an important part of our history. The Battlefield is a National Park and is maintained to resemble the way it looked during the Civil War. After the tour our group ate lunch at the historic Dobbin House restaurant.

On the last day of our reunion, as always, we held our General Meeting and our Memorial Service in the morning. At the Memorial Service the names of departed Compton shipmates are read as a bell is rung for each man. At the General Meeting all of the present officers were, once again, held over for another term. The shipmates also voted to look into Boston for a future reunion. Later in the evening we had our banquet. The dance floor was well used by our shipmates and guests. It was an enjoyable evening.

Our attendees also discovered a little restaurant with a local resident flavor, the Gettysburg Family Restaurant, which became a popular eating place. Most of us had several meals at the eatery. The Thursday of our reunion was the day that local Navy veterans have a monthly breakfast. Quite a few of our crew joined them.

Next year: Baton Rouge, LA. Friday April 29, Saturday April 30 and Sunday May 1.



Who is complaining—We remember the Compton's generic motor whale boat!!
This is how the carrier's "airdales" get around.



Nest of Destroyers in port
Destroyer Tender USS Yosemite AD19 with the
USS Remy DD 688 the outer most ship
Best guess of this port—Newport RI



Those were the days

At my age "getting lucky" means walking into a room and remembering what I came in

Thank you note from Plank owner Bill Rader after he attended the Gettysburg Reunion:

I wish I could have had you guys as shipmates on the Compton.

You guys run a fine reunion ship. I am proud to be a part of it.

Amy and I, thank you for one of the best times of my 89 years.

Hope to see you in Boston !! ???

Always,

A note from Sigward Pohl, Associate Member of the Compton Association. Sigward served on the Compton in 1962, as a midshipman representing Germany. Sigward and Birgit last attended the Compton Virginia Beach Reunion

Dear Shipmates of the USS Compton
Dear friends

With our very best greetings to all of you. We wish you a happy reunion and fine days at sea—in our memory.

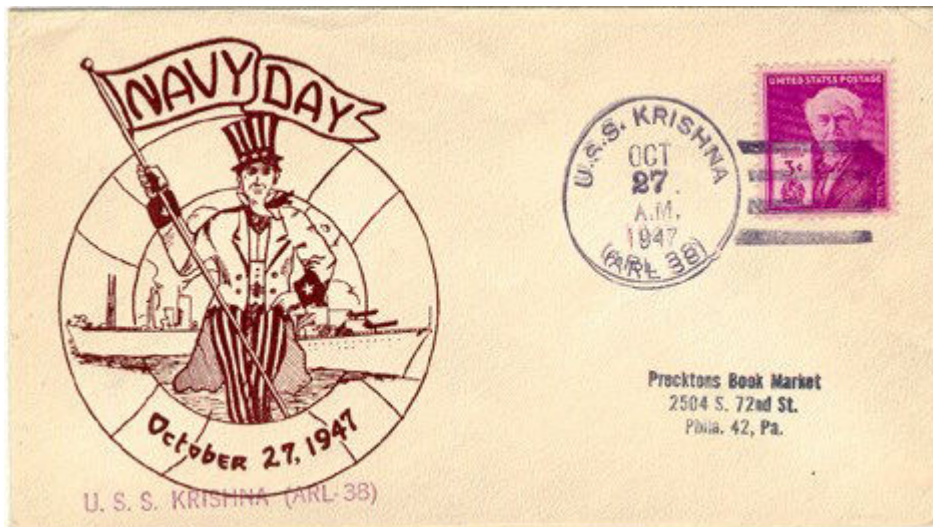
We are so sorry not to be able to be with you and your ladies and hope you spend fine days together.

Fair Winds and Following Seas !!

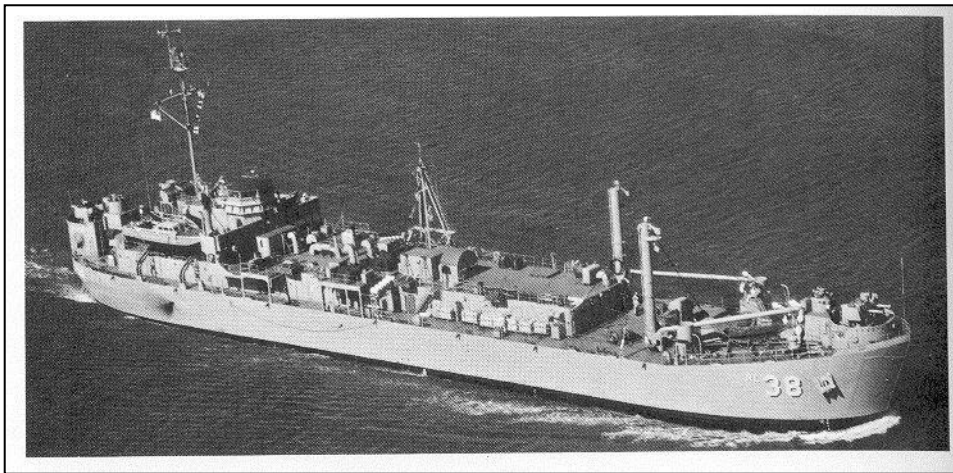
Best Regards,

Birgit and Sigward





“Navy Days” 1947 letter sent from the USS Krishna ARL 38 for the price of a 3 cent stamp.



Achelous Class Landing Craft Repair Ship:

**I was a Sailor on the USS Compton
I liked standing on the deck and feeling the salt spray in my face,
The smell of the clean ocean air,
The sound of the ship’s bell on the quarter deck,
The shrill whistle of the Boatswain’s pipe,
The strong language and the laughter of sailors at work**

Subject: USS Compton DD705
Date: Fri, 30 Jun 2000 14:10:50 -0700
From: "sharon" at sharonl@sedona.net

Going through my father's papers I came across a copy of the History of the USS Compton (DD705) which he received in 1950. My father, Edward Kliska was aboard the Compton 1944-1946. There are 3 full pages of history. I found the following selections interesting and would like to share them:

"The Japanese offer to surrender brought all projected operations to a halt during the middle of August, and COMPTON remained at anchor in Buckner Bay until 25 August 1945. On that date she got underway to deliver operational orders and intelligence material to the THIRD fleet ships off the entrance to Tokyo Bay. Rendezvous was made on the morning of the 27th as the fleet steamed into Sagami Wan. In passing mail to USS IDAHO, however, COMPTON scraped the starboard quarter of the battleship which resulted in the buckling of several frames and plates on the destroyer, as well as making a number of small holes in her side. It was necessary for COMPTON to make repairs and she proceeded to Sagami Wan to await arrival of the tender PIEDMONT. The repair ship arrived but before the damage could be repaired, both ships were ordered to enter Tokyo Bay. On the morning of 30 August, COMPTON proceeded into the harbor and dropped anchor between Yokosuka and Yokohama. In this unofficial and wholly impromptu fashion, USS COMPTON became the only FIFTH fleet ship to enter Tokyo Bay prior to the formal Japanese surrender.

On 1 September the ship steamed toward Okinawa and shortly after reaching her destination was assigned patrol duty covering the Wakayama Evacuation Group. With other ships, she sailed from Okinawa on 9 September and arrived off Wakayama on the 11th. After four days of patrolling off the entrance to Kii Suido, in the course of which she destroyed four floating mines, she entered Wakanoura Wan with other units of the covering force. While in this area, on the 17th and 18th, COMPTON rode out a severe typhoon. Several men were injured while handling the anchor gear but no material damage was sustained."

Sharon (Kliska) Smoot

Navy Cooks

- > An Admiral visited one of the ships of the line under his command. While eating breakfast with the crew he was impressed to see the Naval insignia stamped on every biscuit.
- >
- > He went to the Chief cook to ask how this feat was done, so it could be used on other ships under his command.
- >
- > The Chief replied, "I'd be glad to share that with you, Admiral. After each biscuit is cut, I just slap it here against my belt buckle which bears the Navy insignia.
- >
- > Horrified the Admiral exclaims, "That's very unhygienic!"
- >
- > The Chief shrugs and replies, "Well, If that's the way you feel, sir, I suggest you should avoid the donuts."
- >



Do we wonder why our Compton Crew members are too big to tangle with???

Most of our pictures are taken at food sources...

The Duchemins, Flannerys, MacDougals, Bednarzs (back left), Daryl Servey and John Cupp in front!!!



Compton Reunion Gifts—Gettysburg PA
On left— eyeglass cleaner from Jerry Sample
2 sides of 11 oz coffee cup from the Compton Association...



Bill Rader—Plank Owner and his daughter Amy at the start of Pickett’s Charge on the Gettysburg battlefield facing the “Army of the Potomac”. At 89 years of age, Bill was in the best shape of all our attendees.



This is the basic view the “Army of Northern Virginia” under the overall command of General Robert E. Lee would have seen when they started their charge... Forever known as “Pickett’s Charge”... “Little Round Top” and “Big Round Top” can be seen in the background.



Frank and Linda Milanese I think Frank is holding Linda’s hand down over the firing hole—just in case it was still loaded...



The view to “Little Round Top” woods which was the unsuccessful and costly goal of Pickett’s Charge,,

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...

Sick Bay

Wayne Thornburg—”plank-owner”, suffering from serious health issues...

Jim McKelva—Compton Association Western Rep

Bud Foley—A original founder of our Association

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**



Richard Gushue BMSN, 72 years of age passed on April 6, 2015. Richard was from Chicopee MA and served on the USS Compton from 1961 to 1965. He was an active member of our association and a donation in his honor was made to “Tin Can Sailors”.

George M Ritchie, SOM2C, 90 years of age, passed on April 9 2015, George was on the Compton in 1945 and a member of the second crew roster. George was a very active member and former Post Commander of the VFW Lodge in Ocean View, Delaware. A donation to the “Tin Can Sailors” was made in his honor.

Leon Johnson, 94 years old, passed on February 18, 2015. Leon (Lee) is listed as a “Plank Owner” on our Compton records. He retired from the Rochester NY School District. On his record sheet, Lee is listed as a first class petty officer with no rating mentioned.

Raymond Polster, BT2, 1950-1954, passed on February 5, 2015. Raymond was a past member of the Compton Association but, was currently inactive. We have no other information as to where he lived or where was buried.

John T Soderlund, RM2, 1955-1958, 77 years of age, passed October 8, 2014. His Funeral Mass was held at Saint Catherine of Siena Church in Norwood MA

Rest in Peace—Our Fellow Shipmates