

The Compton at war

Commissioned November 4 1944
Decommissioned—September 27 1972

USS Compton Organization

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COMPTON CORNER

Shipmates, looks like Fall is here and winter is right around the corner. Everything is in place for our 2020 reunion in Saratoga Springs, New York. I visited the hotel and was very impressed; it is only one block from the main street with lots of shopping and restaurants to explore. Enclosed in this newsletter is the reunion agenda and menu. Make your selections and send your check to Joe. Within a 45 minute drive are two casinos, one in Saratoga and the Rivers casino in Schenectady. Both are great places to take your \$\$\$\$.

Joe has completed all paperwork and our association is in very good fiscal condition, complying with all federal and state laws. we own Joe a huge thank you. As a cost saving measure, we will be using reusable name tags, during the banquet we will be collecting them and using them for a drawing, for a free banquet meal, this will save us hundreds of dollars each year.

We are exploring sites for our 2021 reunion, and I will bring our selections to the business meeting, for your input and approval. One of the proposals is from the Williamsburg, VA. Area. I am excited about the many attractions and historical sites there are to visit. Stay tuned.

This will be our last newsletter this year; I want to thank everyone that has made our association one of the best. With your help we can and will, keep our Compton alive for many years.

May you all have a safe and blessed holiday season, wishing God’s Blessings for you and your families and may He continue to bless America and those that still serve.

Fraternally,
Bob DiMonte



The “Compton Newsletter” is available in color—on our below WEB site Webmaster, Phil Prekel has posted 43 past newsletters from February 2009 to the present on our below listed Internet Website...

WEB SITE: www.usscompton705.com

SARATOGA TOUR

Roundtrip transportation aboard Yankee Trails motor coaches.
Step on Guide Service by James Hughto Guide Service at Saratoga Battlefield
Narrated tour of the Hudson River and lunch aboard the Dutch Apple
Historical Step on Guide service provided by Dutch Apple guides aboard your coaches.

Tour includes: guided tour of Saratoga Battlefield and guide gratuity, scenic, guided tour of the Hudson River aboard the Dutch Apple, Hot and cold buffet lunch, guided tour of Albany, NY with guide gratuity aboard Yankee Trails coach with photo stops of Albany sights.

ITINEARY : Tuesday April 28, 2020

8:30 AM Depart from Embassy Suites by Hilton Saratoga Springs to Saratoga Battlefield

9:00 – 11:00 AM Tour starts at 9:00 AM Battlefield with James Hughto Guide Service
(group requests minimal walking)

11:15 AM Depart for Dutch Apple Cruises, Albany, NY

Noon – board Dutch Apple for guided tour and Sandwich Platter Buffet

12:30 PM Dutch Apple Cruise ship sails

TAKE A DUTCH APPLE CRUISE on the scenic and historic Hudson River, the ideal way to see the sights. Our vessel offers you sunshine and breezes or the protection of fully enclosed and heated/ac decks. Features of all tours include ample free parking, U.S. Coast Guard inspected vessel, comfortable seating,

Noon – 2:00 PM History Tour of Hudson River and Albany, NY on ship while enjoying a delicious lunch.

2:15 – 4:00 PM One hour of general tour of Albany then photo stop
at NYS Capitol Building and Albany Heritage Area Visitors Center
(group requests minimal walking)

Saratoga Springs Banquet Menu - Grand Ballroom 7:00PM

Choose one of the following:

Grilled Filet Mignon

Wild Mushroom Demi Glace, Onion Risotto, Roasted Asparagus

Pan Seared Halibut

Butter Pecan Apple Sauce, Steamed Rice, Borccolini

Wellington Farms Chicken Breast Saltimbocca

All Entries come with Dinner Rolls & Butter, House Garden Salad with Balsamic Dressing, Freshly Brewed Regular and Decaf Coffee, Hot water with Teas, Juices and Sodas.

Lemon Meringue Pie with Blueberry Sauce



One of the most ambitious warship classes in recent memory, the USS *Zumwalt*-class guided missile destroyers are also the most advanced. Controversial in cost, armament, and purpose, the *Zumwalts* are now being repurposed by the U.S. Navy into assassins of the sea, killing enemy ships while staying hidden. Here's what we know about them. The Navy and industry began working on a new warship and gun to make the capability a reality. The ship would be built around a pair of 155-millimeter Advanced Gun Systems.

Unlike traditional guns that fired shells on a ballistic trajectory, making small adjustments until the shells “walk” onto their target, the \$50,000 LRLAP projectile

The destroyers were also built with an innovative power system. The Integrated Power System (IPS) is provided by two Rolls-Royce MT-30 main turbine generators, oceangoing derivatives of the engine that powers the Boeing 777 wide-body jetliner. Each delivers 34.5 megawatts of power. The ships are also equipped with two Rolls Royce RR4500 auxiliary turbine generators capable of providing 3.9 megawatts each.

In total, the IPS provides up to 78 megawatts of electricity, enough to power 50,700 American homes. The ship currently uses power to operate weapons, sensors, propulsion, the ship-wide computer system, and life support systems. There's enough juice to spare to power energy-intensive electromagnetic railguns and laser systems that are added in future refits.

Rounding out the ship's impressive equipment set are two Mark 46 30-millimeter rapid-fire guns for close in-defense against drones, small aircraft, and small boats. The destroyers have hangar and deck space for MH-60R Seahawk helicopters and [MQ-8C Fire Scout](#) drones.

Despite years of design deliberation, the ships ended up with some major problems. The Navy originally planned to build 32 *Zumwalt*-class destroyers, a robust number that would have guaranteed several were at sea at any given time. But delays and escalating development costs forced the Navy to cut that number to seven ships, then ultimately just three. The *Zumwalt* program has [cost \\$23 billion to date](#). Each ship cost an average of \$7.8 billion each, or half the cost of an aircraft carrier. The original estimate of \$50,000 per LRLAP projectile rose to near \$800,000 due to the large reduction purchases of Zumwalt Destroyers.

That criticism has not been lost on the Navy, which earlier this year announced a change of mission for the *Zumwalts*. The destroyers will now carry Maritime Strike Tomahawk (MST), the latest version of the Tomahawk land attack cruise missile. MST involves recertifying older Tomahawks and using conversion kits to add new capabilities, including the ability to strike moving ships with a 1,000-pound blast fragmentation high explosive warhead. MST will make the *Zumwalts* effective ship killers capable of striking targets on land and at sea at up to 1,000 miles. In addition to new missiles, the Navy plans to equip the *Zumwalts* with the most powerful lasers ever put to sea. A 150 kilowatt laser could be used against small attack boats, unmanned aerial vehicles, and sea-skimming anti-ship missiles. The electrical power required to fire a laser is on, the “ammo” supply for lasers is limited only by onboard electrical power and the fuel that drives the turbines.

The history of the *Zumwalt* class of guided missile destroyers has been a turbulent one. Once envisioned as a large class of land attack destroyers, they have metamorphosed into a much smaller class of hunter-killer destroyers. Future weapons like railguns and lasers could add dramatic new capabilities to the new ships, making them some of the most dangerous warships in the world.



Brigadier General, Theodore Roosevelt Jr. the son of President “Teddy” Roosevelt, was the oldest man to hit the beach on the D-day invasion. He was also the highest ranking person to directly participate in the beach landing invasion.

He was supposed to be with the other command staff in England. Gen. Roosevelt knew the importance of the mission, he knew much of the invasion force were new, untried soldiers who had never seen combat. His requests to join his men were repeatedly denied, but he persisted, even when his superiors told him he faced near certain death.

He was granted permission after explaining how his presence would inspire confidence in the invasion plan. The Commander of the Allied Forces, General Eisenhower wrote Roosevelt’s eulogy before the invasion.

On the morning of the attack, as he requested, Gen. Roosevelt was in one of the lead landing craft. He led his men across the beach to a rally point under heavy fire. Being pinned down, it appeared they were going to be wiped out. Roosevelt took charge and led a move over the sea wall.

At that time, he realized other troops were trapped back on the beach, and cut off. He returned to the beach and led these men to join the attacking force. He repeated this action several times, under heavy fire.

For these actions, he received the Congressional Medal of Honor. The official citation is below:

“For gallantry and intrepidity at the risk of his life above and beyond the call of duty on 6 June 1944, in France. After 2 verbal requests to accompany the leading assault elements in the Normandy invasion had been denied, Brig. Gen. Roosevelt’s written request for this mission was approved and he landed with the first wave of the forces assaulting the enemy-held beaches. He repeatedly led groups from the beach, over the seawall and established them inland. His valor, courage, and presence in the very front of the attack and his complete unconcern at being under heavy fire inspired the troops to heights of enthusiasm and self-sacrifice. Although the enemy had the beach under constant direct fire, Brig. Gen. Roosevelt moved from one locality to another, rallying men around him, directed and personally led them against the enemy. Under his seasoned, precise, calm, and unfaltering leadership, assault troops reduced beach strong points and rapidly moved inland with minimum casualties. He thus contributed substantially to the successful establishment of the beachhead in France.”

What the citation does not say, is that Gen. Roosevelt was a combat veteran of WWI, where he was disabled by being shot through the knee. He required a cane to walk due to his injury. Gen. Roosevelt was 56 years old at the time of the invasion. He literally stormed the beach at Normandy with a cane in one hand and a pistol in the other!

When the beach was secured, later that day, command staff began to arrive. They were met on the beach by Gen. Roosevelt who gave a full report on the invasion operation.

Six days later, Roosevelt died of a heart attack. He is buried in France. He has been called “the toughest man on the longest day.”

2020 Annual Reunion Form; Saratoga, NY

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 rear of form if necessary.)
Meal Selection: Filet Mignon ___ Chicken Breast ___ Halibut ___
(@ \$65 per person)
Number taking tour _____ (@\$90 per person)

Total Amount enclosed _____

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

Embassy Suites by Hilton
86 Congress Street., Saratoga Springs, New York 12866
1 844 285-3958

Rates: \$134.00 per night
(Special USS Compton Association)
(rates also—one day pre and post reunion)

Cooked to order breakfast - Evening cocktail reception

Reunion Agenda—April 27-30 2020

Monday	1200	Hospitality room opens	Big Red & Peerless Rms
Tuesday	0815	Meet in the Lobby	
	0830	Bus departs for Saratoga Battlefield and tour	
		See page #2 for tour details	
	TBD	Hospitality room opens after tour	
Wednesday	0900	Hospitality room opens	Big Red & Peerless Rms
	1000	Business meeting	State Seal Ballroom
	7PM	6-7PM—Cocktail Hr	Skidmore room
		Complementary bar until 730PM, then cash bar	
	730PM	Banquet	Grand Ballroom Music and Dancing
Thursday		Breakfast and then depart for home	

Internet Goodies

Although we picture the Founding Fathers as old men, many were quite young. By July 4th, 1776, Aaron Burr was 20, Alexander Hamilton, 21; James Madison, 25; John Jay, 29; and Thomas Jefferson, 33.



When I say "the other day,"
I could be referring to any
time between yesterday and
15 years ago

Sixty might be
the new forty
but 9:00 is the
new midnight.



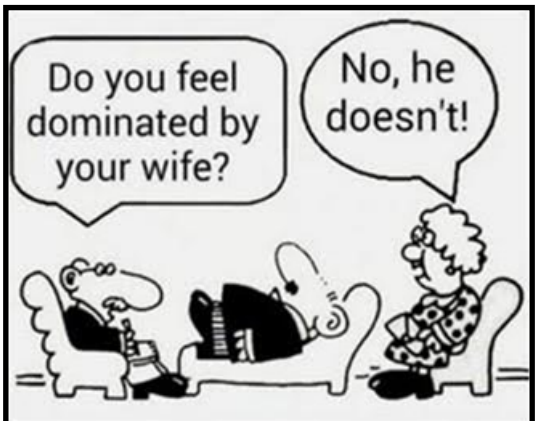
FOLGERS GOT IT WRONG.
THE BEST PART OF WAKING UP
IS GOING BACK TO BED
AFTER YOU PEE.



**NIGERIAN MAN DIES AND
AUTHORITIES FIND \$27 BILLION
IN HIS APARTMENT.**



**HE HAD BEEN TRYING TO GIVE IT
AWAY FOR 15 YEARS BUT NO
ONE WOULD RETURN HIS EMAILS.**



Annual USS Compton Association dues are \$20.00 per year. If you received an envelope with this newsletter - the dues are 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 has expired or will soon expire...

Compton Donations—July 1, 2019 to September 30, 2019

Andy Kelly, Joe Cataudella, William Trader
Joe Feeney, Neil Franc, Ed Capozziello, Joe Napoli



Mike and Joyce Heider



Jim and Anne Starks
Guests of the Crannells



Correction from last newsletter
The real Dave and Marcia Wheat



Frank Milanese (hiding)
and Ron Hubner



Laurel and Jack O'Neil



Joan and Leroy
Thompson

Fellow Compton sailors: please send me your pictures from your days on our ship.
I promise to send them back the very next day, after I receive those special memories.

Jack Heidecker
54 Mt Top Ct
Hazle Twp PA 18202
570 450-5545

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"OUR COUNTRY IS IN MOURNING,
A VETERAN DIED TODAY."



Obituaries: USS Compton DD705



Master Chief (ret), Ralph Garza Sr. passed June 21, 2016 at the age of 75 years, in Webster, Texas. He was born October 24, 1940. Mr. Garza served our country and the United States Navy from February 2, 1958 until his retirement on September 1, 1979. During his naval career he served on many ships including the Compton. He was buried with full military honors.



Robert "Bob" James Kiefer, passed July 28, 2019 in George West, Texas. Bob joined the navy in 1947 and proudly served for 20 years until his retirement in 1967. He is listed as serving on the USS Compton during the 1962 Cuban Missile Crisis and also served time on the Battleship New Jersey. When Bob retired his specialty rating was in the Commissary field.



Thomas J Lynch, QM3, passed May 23, 2018. Tom lived in Allyn, WA and then recently relocated to be with his family in Mountain Home, AR. He was born on April 28, 1941. Our records indicate he served on the Compton in 1960-61. Tom was a member of the USS Compton Association and a donation in his honor will be made to "Tin Can Sailors".



Joseph P Feeney, MM3, 1950-53, passed on September 1, 2019 at home in Quincy MA. Joe was 86 years old, at the time of his passing. He also was an active member of the USS Compton Association and last attended our Portland Maine Reunion. A donation in his honor will be made to Tin Can Sailors.



Raymond Elsholz, Passed away on June 26, 2016 in Warren, PA. He was born December 1, 1925 in Cleveland, Ohio. Ray served our country from 1944 to 1946. Raymond was a true "Tin Can Sailor" serving on the Frankfort DD497, the Compton and on the English DD696. As per his wishes, Mr. Elsholz was buried at sea.

501 (c) (19) Veteran's Tax-Exempt Organization

The USS Compton Association is now recognized by the Internal Revenue Service under section 501 (C) (19) as a **tax-exempt Veteran's organization**. Donations to war veterans' organizations are deductible as charitable contributions on the donor's federal income tax return. Consult your tax advisor for additional information.