

THE PURDY REPORT

Volume 12, Issue 4

March 2003

OFFICIAL NEWSLETTER OF USS PURDY DD-734



Special Points of Interest

- *Sad news from your president. Read this and other news from Larry DiPasquale in the cover article.*
- *Eleven new members are in WELCOME MAT on page three. Hope they can join us in Mobile, AL.*
- *Don't miss the story in MAIL CALL from Bill Jacky. He writes about his memories of the Purdy during an attack.*
- *The History of the USS PURDY begins on page four and will continue in future issues.*
- *Have you ever heard the song "Purdy Baby" sung to the tune of "Pretty Baby"? See page five.*

A MESSAGE FROM THE PREZ

Hi again all you Purdy-men and ladies. I don't like to start this message with sad news, but for those of you who don't know already, on 21 Jan., 03, Capt. Horace Holley was called from us by the Supreme Commander to serve in the great fleet in the heavens. Capt. Holley was the Purdy's skipper from '59 to '61. I came aboard Purdy in Feb. '61, and Capt. Holley was transferred to a new command in March '61. I didn't get to know him too well as a skipper, but I know from conversations with those of you who served with him that he was loved and respected by his crew. I was also

told many sea-stories by those crewmen about the Captain's ship-handling prowess, especially his ability to park the Purdy very quickly at the piers at Newport, RI. I also heard the stories about how the skipper was always first into port so he could tie up next to the pier or tender, and then be able to be the last to pull out. I really got to know the Captain at the many reunions he attended, and really enjoyed his and Mrs. Holley's company. At last year's Norfolk reunion, he presented Sec/Treas Jim Meechan and myself

cherish this picture and will always remember the Captain. Speaking for all Purdy crewmen, "Farewell, Capt. Holley, we will miss you and remember you always, and our deepest sympathy to Mrs. Holley."

This year's reunion is almost here, and I hope many of you are packing your bags (don't forget your uniform if it still fits), and planning to head to Mobile, AL at the end of this month. Karen and I are looking forward to seeing many of you again this year, and we hope to see a lot of new faces at this reunion. Mobile is only a stone's throw from

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Florida, so I hope many of you snowbirds who retired in the sunshine state are planning to join us at this reunion. I'm sure there are some of you who have procrastinated and didn't get your reunion registration in immediately. I received a letter and a CD from Cdr. Kole. In the letter he sent his regrets that he won't be able to join us at the reunion this year due to other commitments. Sorry you won't be able to join us this year, Commander, and hope we see you next year, but do want to thank you for the CD. The CD contains pictures of the Commander's trip to Pearl Harbor, and of the wreath he presented at the Arizona Memorial in honor of Purdy crewmen. I will make copies of those pictures for the reunion.

Vice Prez Bill Dow will have our 3" embroidered ship's patches, and Purdy license-plate frames available for sale at the reunion. If you can't be there to purchase some of these "Hot" items, you can write or call Bill to order them. He has moved since the last Purdy Report, and his new address is:

Bill Dow
11 Riverside Dr.
Southington, CT 06489
Phone: 860-841-4213

These items are sold at slightly over our cost, and the profit is used to supplement our dues which is used to publish and mail the Purdy Report.

While on the subject of dues-in Dec. Purdy Report I reported that all who have not paid their dues would have their names purged from our association mailing list. At that time we had over 900 names on the mailing list, and as of early Jan. 03, only about half that number has paid dues. **Those who have not paid dues will no longer receive this Purdy Report.** If any of you know any of these shipmates, you can tell them that they can be reinstated on our mailing list if they call Sec/Treas. Jim Meechan at 614-475-6748 and

pay their dues for the current year. Those of you who have your dues paid up, dues for the next year will be due in January of that year. You can pay in advance for as many years as you want, and if you do so, Jim will send you a membership card that will indicate the number of years paid and your association membership expiration date.

Once again, I'm hoping to see many of you at the reunion, and no matter our mode of travel to the reunion, have a safe trip.

Larry Di Pasquale
President, Purdy Association

CHECK OUT THE PURDY WEB SITE

We want everyone to be aware of the Purdy web site that was created and is being maintained by Morris Plummer. The address is <http://www.destroyers.org/uss-purdy>. A Chat Line has been added for you to exchange ideas and memories with other Purdy shipmates. If you need to contact Morris Plummer, his e-mail address is: mplummer@att.net.

Keep up with what's going on with your old buddies by visiting the web site often. You might want to send Morris a thank you for all his work on the site also. I'm sure he would appreciate it.

NEWSLETTER FINAN- CIAL REPORT

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'Our Reunions Work So You Don't Have To'

STATEMENT OF PUBLICATION

The PURDY REPORT is the official publication of the USS PURDY DD-734 Association. It is published quarterly in June, September, December, and March *subject to receiving sufficient funding*. The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the newsletter by sending their contributions to the Association Treasurer.

The Purdy Report is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

The editor reserves the right to edit letters to conform to space limitations and grammar.

You are encouraged to actively participate in the newsletter family, by submitting your stories and suggestions.

USS PURDY REUNION

MARCH 27-30, 2003
MOBILE, AL

ADAM'S MARK HOTEL

WELCOME MAT



The USS PURDY family proudly welcomes the following recently located shipmates. We hope to see you at the next reunion. You are invited to become an active member of the association.

Peter Billing (1956-57) BT3
7711 Fairway Woods Dr
Sarasota, FL 34238
941-921-1033
peterhbill@aol.com

Robert Skidmore (1946-47) S1/c
218 Railroad Ave
Junior, WV 26275
(?) 823-2232

SMC Billy Cowan USN (Ret)
(1960-62) SM1
403 Herd St
Tallassee, AL 36078-1417
334-252-8432
billycowan@webtv.net

Herbert Rice (1969-72) BTFN
1401 Wetherill Rd
Phoenixville, PA 19460
610-666-5864

Dawson Enzy (1946-47) SN1
1104 Cook St
Nocona, TX 76255
940-825-8555

Gene Strebing (1968-69) SF3
6834 Lowell Rd
Rome, NY 13440
315-339-6113

James Devlin (1961-63) BM3
66 Court St
Middlebury, VT 05753
802-349-9595
devlinj@sover.net

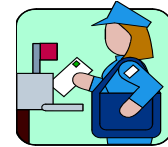
Charles Van Brock (1950-54) BM3
16 Meadowview Dr
Jasper, AL 35501
205-387-1431

William Strapko (BT3)
46 Union Dr
Ashford, CT 06278-1926
wstrapko@hotmail.com

Vito Sinopoli (BT3)
PO Box 119
Emigrant, MT 59027
rockymountsigns@aol.com

Al Swahn
90 Homestead Ave
Amityville, NY 11701
swahn@juno.com

MAIL CALL



Dear Larry DiPasquale,

My name is William (Bill) Jacky, Petty Officer, 2nd class. I have not been to any of your reunions, but I do subscribe to "The Purdy Report," which I feel is quite interesting.

I came on board USS Purdy in October 1944 as a Seaman, 1st class. I stood watch as a sonar man while at sea and as a 20mm gunner during air attacks. My station was port side below the bridge. I was at the gun at the time we came to the assistance of the destroyer "Mullany." We were to stay on our guns because of the possibility of more kamikaze attacks. It was apparent that the Mullany had taken two kamikazes because the bridge and stern were on fire. I saw many dead sailors still at their guns. One sailor was blown up on the radar screen. It was terrible how much action was happening in such a short period of time. After our men boarded the Mullany to put out fires, we proceeded to pick up the dead and survivors. The Purdy stayed in the area, through the night, to protect the Mullany from further kamikaze attacks. The next morning, a sea-going tug took the Mullany in tow back to Kerama Ritta. This action took place around the 6th of April 1945. The next evening, around 24:00, we were summoned to G.Q. and told that we had picked up contact of a suicide boat that was trying to get us. Capt. Johnson swung the Purdy around, turned on the search light and we blew the boat out of the water. We stayed all night patrolling the area. The next morning we discovered two Japanese in the water. One was dead and the other was still alive. We called our Com. Des Pak for permission to bring the prisoner aboard. The Japanese sailor

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TAPS



We regret to announce the PURDY REPORT was notified of the following shipmates' deaths. The entire crew extends the hand of sympathy to the families and friends of the deceased.

Bernard "Frenchy" Clavette, Jr.
(1958-61)
Died September 3, 2002

Captain Horace Holley (1959-61)
Died January 21, 2003

Anyone who knows of, or becomes aware of, the death of a shipmate, please notify the editor so that shipmate can be recognized in the newsletter and his name added to the Honor Roll.

ORIGINS OF NAVY TERMINOLOGY

"HEAD"

The "head" aboard a Navy ship is the bathroom. The term comes from the days of sailing ships when the place for the crew to relieve themselves was all the way forward on either side of the bowsprit, the integral part of the hull to which the figure head was fastened.

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yelled, "NO!" so we obliged his request and shot him.

On April 7th, 1945, we were sent up to Picket Station #1, north-west of Okinawa, to replace another destroyer that had been sunk. We patrolled for about four days with no action. The weather was bad and no kamikaze appeared. On April 12th, 1945, the weather finally cleared and we believed something was going to happen. Around noon that day our radar picked up 30 bogies on radar, then the fun started!! After two hours of fighting, two Marine Corsairs were sent out to help us. The other destroyer, Cassin Young, was hit and had to leave us because of extensive damage. The two Corsairs were flying through our flak, one took a hit which caused the pilot to bail out. At that time the kamikazes saw an opportunity to attack us. We then had to wave the pilot off and continue to pick up speed. Two kamikazes got through our flak with one approaching us on the port side directly towards the bridge. Bob Wygant, the other gunner, and I waited until he was close enough that we could see the pilot with a grin on his face. We then fired 60 rounds in the belly of the plane. The plane caught on fire and blew over the bow missing us. The other kamikaze was on the starboard side attempting the same attack, but our gunners shot the plane's wing off causing it to ricochet off the water and hit our starboard side below the bridge. The kamikaze's missile went through the starboard side in the lower fire control room and exploded on port side. The explosion was under our gun mount, blowing our gun crew over the side of the ship. Bob Wygant and I were hit with shrapnel. Fortunately, we were strapped to our guns and were not blown over the side, but the deck between us was destroyed.

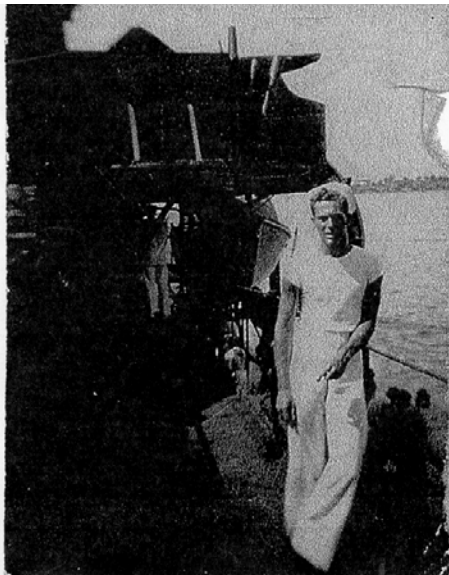
The wounded, including Bob and myself, were taken back to a temporary hospital ship and then transferred to the hospital ship,

USS Hope, and then on to Saipan. Seventeen of our crew were killed, thirty-four wounded. After recovering from my injuries I was returned to my ship in June 1945 and was discharged in June 1946. I might add, the Purdy was the last destroyer left, until April 12th, out of a squadron of seven.

I found your articles so interesting, that I wanted to share some of my life experiences on the USS Purdy which I will never forget. I am attaching a picture of me aboard my ship, remembering what I looked like then at 18 years of age. After being discharged from the service, I went into the insurance business, as an Agent and Broker, an Insurance Inspector for Insurance Companies. I have been married for over 51 years to my wife, Audrey. We have five children, eleven grandchildren and three great-grandchildren.

Personal regards,
William O. Jacky
481 Nantucket Dr
Pittsburgh, PA 15236
Home phone: 412-655-4274
Business and Fax: 412-655-8226

Editor's note: We want to thank Mr. Jacky for his story and hope it inspires others to send in their own story to be preserved for the next generation.



BILL JACKY

USS PURDY (DD-734) SHIP'S HISTORY

The USS PURDY (DD-734) was launched at the Bath Iron Works at Bath, Maine at 1400, 7 May 1944. The ship was christened by Mrs. Frederick Warren Purdy, widow of Lieutenant Commander Purdy who lost his life serving as Executive Officer of the USS STRONG while that ship was engaging the Japanese.

On 18 July 1944, the PURDY left Bath, Maine under the charge of Bath Iron Works employees and proceeded to Boston, where the commissioning ceremonies took place in the Navy Yard, Boston, Massachusetts. Commander Frank Leshar Johnson took command at that time. Fitting out the ship in Boston continued until 18 August 1944, when the PURDY was pronounced ready for sea and departed for Bermuda and shakedown training under Commander Destroyer-Destroyer Escort Training Group. This training was concluded on 1 September 1944, at which time the PURDY departed Bermuda enroute Boston for post-shakedown availability. Arriving in Boston 4 October 1944, the ship remained there for nine days, leaving the area on 13 October 1944 and proceeded to Hampton Roads, Virginia. Upon reporting to Commander Fleet Operational Training Command, Atlantic Fleet, duty involving the training of destroyer personnel for new construction was assigned. The PURDY operated in the Chesapeake Bay region for approximately thirteen weeks and during that time trained many nucleus and balance crews of new-construction 2200 ton destroyers. Upon completion of this duty on 10 January 1945, the ship departed for Boston to undergo an additional availability at the Navy Yard, Boston, Massachusetts between 12 January and 25 January 1945. At the end of this training the ship was ordered to proceed to Norfolk and report to the

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Commanding Officer, USS OKLAHOMA CITY for duty. The PURDY arrived at Hampton Roads on 3 February 1945 and moored at the Naval Operating Base. After provisioning for sea and in company with the OKLAHOMA CITY, the TOPEKA and the GAINARD, (Task Unit 23.16.7) the PURDY proceeded in company to Colon, Canal Zone. The two ships entered the Panama Canal at 1000 and moored in Balboa at 1600, remaining there overnight. On February 11, 1945, the GAINARD and PURDY got underway for San Diego, California for refresher training. Arrived at San Diego on 19 February 1945 and reported for duty to Commander San Diego Shakedown Group. After two days' training the PURDY departed for San Pedro, California for an emergency availability arriving there on 22 February 1945. The availability was completed on 24 February 1945, at which time the ship sortied from San Pedro enroute for Pearl Harbor, T.H., rendezvousing with the GAINARD at sea that date.

Arriving in Pearl Harbor on 2 March 1945, the PURDY moored in the middle loch. On 4 March 1945 the ship went alongside the ALCOR for a one day availability. On 5 March 1945, the PURDY completed availability and provisioning ship and sortied from Pearl Harbor to join company with Task Unit 12.5.4, consisting of the battleship MARYLAND, Escort Carrier SANGAMON and other destroyers HART, METCALFE and AARON WARD. The Officer in Tactical Command was the Commanding Officer of the MARYLAND. (Commander Task Unit 12.5.4); commander screen was commanding Officer PURDY. After steaming west for six days, the PURDY was detached from the Task Unit and proceeded to Eniwetok for further routing to Leyte Gulf, P.I. Arriving at Eniwetok, Marshall Islands on 12 March 1945 the ship fueled and departed for the Philippine Islands independently the same day. On 17 March 1945, the ship's operations included patrol duty off Leyte Gulf, rehearsal landings for the forthcoming operation, and comple-

tion of logistic requirements. At 1100 on 27 March 1945, the PURDY joined Task Unit 51.13.2 and sortied from Leyte Gulf enroute Okinawa, Gunto, Ryuku Islands, Japan the objective for L-Day, 1 April 1945. The Task Unit comprised the transport group for the South West Coast of Okinawa island. The Officer in Tactical Command and Commander of the Task Unit was on board of the MENDOCINO, a transport. Commander Task Force 51, embarked in the ELDO-RADO, was in company. On 29 March 1945, the PURDY exploded a floating mine near the track of the task unit. On the next day definite contact with a submarine was gained by the PURDY, although repeated attacks failed to destroy the target. No further action with enemy air, surface, or submerged forces was experienced prior to the arrival of the Task Unit at the objective area in the early morning 11 April 1945.

To be continued in future issues.

"PURDY BABY"

(To the song "Pretty Baby")

Submitted by Bill Jacky who found it among his collection of memorabilia.

Who in the hell wants Gloria Swanson when we've got old G.Q. Johnson
 Purdy Baby, Purdy Baby.
 The Exec he is a sport, and his name is Davenport
 Purdy Baby, Purdy Baby.
 Oh, the CIC's in trouble; the SC's crapped out
 The old man's got ten fits
 But she's still the best damn can that ever carried a gripin man.
 Purdy Baby, Purdy Baby.

In the Iron Works of Maine, from the wreckage of a train.
 Purdy Baby, Purdy Baby.
 There was born to Uncle Sammy in the ways windswept and clammy
 Purdy Baby, Purdy Baby.
 As she sliced the chilly waters of Casco Bay, with pride in every frame.
 Though her props and struts were shaking

at the speed that she was making, the Purdy was out on her way.
 Oh, the cooks are in the galley, boiling poison for the crew
 of Purdy Baby, Purdy Baby.
 And old pay is in there with them adding chili to the brew
 Purdy Baby, Purdy Baby.
 What with peanut butter ice cream and dehydrated spuds
 Oh, what lousy chow.
 But she's still the best DD that ever sailed the salty sea
 Purdy Baby, the Navy's best ship.

On to Norfolk in October, not a man aboard was sober
 Purdy Baby, Purdy Baby.
 With the Hubbard and Wyoming we bombarded in the gloaming
 Purdy Baby, Purdy Baby.
 Oh, we trained the crews of Drexler, Soley, Southerland, and Knox
 We held down Hampton Roads.
 While the Hubbard sat and rotted in the length of time allotted
 The Purdy was out in the bay.

Then to Panama we rolled, fresh from Casco's snow and cold.
 Purdy Baby, Purdy Baby.
 Left the Oklahoma City and Topeka far astern
 and sweated through the ditch.
 On to Dago for correction in the Commodore's inspection
 By a shore based old son of a bitch.

Oh we felt that we were salty though our seamanship was faulty.
 Purdy Baby, Purdy Baby.
 We departed from Pearl Harbor with the Metcalfe to our starboard
 Purdy Baby, Purdy Baby.
 Took the Maryland, the Sangamon, the Aaron Ward and Hart
 To Eniwetok's matey, sailed the Purdy on to Leyte
 And the big show's about to begin (stand by for D-Day)
 The curtain's about to go up.

And so from Leyte and Tarawa up to rockbound Okinawa.
 Purdy Baby, Purdy Baby.
 Out from Pearl and west from Guam; up from Guadal and Luzon.

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Purdy Baby, Purdy Baby.
 Came the units of the fleet that
 spelled the doom of Dai Nippon.
 To Wiseman's Cove to stay.
 And on Roger Peter Stations we had
 kamikazo rations
 With a tenderloin baka entrée
 (action to starboard)

Oh, the signal Halliard's busted and
 the five inch guns are rusted.
 Purdy Baby, Purdy Baby.
 And the anchor winch needs oiling
 and the mooring lines need coiling
 Purdy Baby, Purdy Baby.
 Oh, the main condenser's leaking
 and the boiler tubes are shot
 The snipes are all fu'up (black
 smoke on one)
 But she's still the best damn craft
 that ever carried a depth charge aft
 Purdy Baby, Purdy Baby, the Navy's
 best ship.

*The following was said to be written
 by a dentist in Australia. Hope it has
 the same impact on you that it did
 on me. Submitted by Larry Di-
 Pasquale.*

AN AMERICAN

You probably missed it in the
 rush of last week, but there was ac-
 tually a report that someone in Paki-
 stan had published in a newspaper
 an offer of a reward to anyone who
 killed an American, any American.
 So I just thought I would write to let
 them know what an American is, so
 they would know when they found
 one.

An American is English, French,
 Italian, Irish, German, Spanish, Pol-
 ish, Russian or Greek. An American
 may also be Mexican, African, In-
 dian, Chinese, Japanese, Austra-
 lian, Iranian, Asian, Arab, Pakistani,
 or Afghan. An American may also
 be a Cherokee, Osage, Blackfoot,
 Navaho, Apache, or one of the
 many other tribes known as Native
 Americans.

An American is Christian, or he

could be Jewish, Buddhist, or Muslim.
 In fact, there are more Muslims in
 America than in Afghanistan. The only
 difference is that in America they are
 free to worship as each of them
 chooses. An American is also free to
 believe in no religion. For that he will
 answer only to God, not to the gov-
 ernment, or to armed thugs claiming
 to speak for the government and for
 God.

An American is from the most
 prosperous land in the history of the
 world. The root of that prosperity can
 be found in the Declaration of Inde-
 pendence, which recognizes the God-
 given right of each man and women to
 the pursuit of happiness.

An American is generous. Ameri-
 cans have helped out just about every
 other nation in the world in their time
 of need. When Afghanistan was over-
 run by the Soviet army 20 years ago,
 Americans came with arms and sup-
 plies to enable the people to win back
 their country. As of the morning of
 September 11, Americans had given
 more than any other nation to the
 poor in Afghanistan. The best prod-
 ucts, the best books, the best music,
 the best food, the best athletes.

Americans welcome the best, but
 they also welcome the least. The na-
 tional symbol of America welcomes
 your tired and your poor, the wretched
 refuse of your teeming shores, the
 homeless, tempest tossed. These in
 fact are the people who built America.
 Some of them were working in the
 Twin Towers in the morning of Sep-
 tember 11, earning a better life for
 their families. (I've been told that the
 people in the Towers were from at
 least 30, and maybe more, other
 countries, cultures, and first lan-
 guages, including those that aided
 and abetted the terrorists.)

So you can try to kill an American
 if you must. Hitler did. So did General
 Tojo, and Stalin, and Mao Tse-Tung,
 and every bloodthirsty tyrant in the
 history of the world. But, in doing so
 you would just be killing yourself. Be-
 cause Americans are not a particular
 people from a particular place. They
 are the embodiment of the human
 spirit of freedom. Everyone who holds

to that spirit, everywhere, is an
 American.

So look around you. You may
 find more Americans in your land
 than you thought were there. One
 day they will rise up and overthrow
 the old, ignorant, tired tyrants that
 trouble too many lands. Then those
 lands, too, will join the community
 of free and prosperous nations.
 And America will welcome them!

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