

# THE PURDY REPORT

Volume 13, Issue 2

September 2003

## OFFICIAL NEWSLETTER OF USS PURDY DD-734



### ***Special Points of Interest***

- *Good advice for the 2004 reunion and other news for you are in President DiPasquale's message in the cover story.*
- *High praise for the Purdy website is in a letter in MAIL CALL. Check out the site if you haven't done so.*
- *Do you remember Skipper Tony Venne? Read a letter from a friend of his on page three.*
- *See how to order a USS Purdy Canvas Photo Reproduction. Page three has the details.*
- *Read a copy of an article written about Jake Jacobsen before his death. His kindness touched many.*

## **A MESSAGE FROM THE PREZ**

Hi again Purdy guys and gals. Hope all of you had a real nice summer. I can't say that Eastern PA had great weather this summer. Think we had two rainless weekends between Memorial Day and Labor Day. Needless to say, Karen and I didn't get too much motorcycle riding in this summer.

Hope many of you are making plans to attend Purdy's 14th annual reunion in Niagara Falls, NY, April 28th to May 2, 2004. This will be our first four-day reunion, and will allow plenty of time to visit the many attractions in the area, plus some possible free-time to explore on our own. I know that

those who have attended past reunions will vouch for the great times they had, and that they always look forward to the next reunion. Join us in 04 for a good time and meet some of your shipmates who you probably haven't seen in forty or more years. If you are planning to attend, plan on having two forms of photo ID's, or, according to Triple A, a photo ID and a passport or original birth certificate to get into and out of Canada.

If you enjoy receiving this Purdy Report and want to remain on our mailing list, don't forget that our annual \$5.00 dues is due in January.

Send your dues check made out to "Purdy Association" to our Sec/Treas. James Meechan, 145 Laura Dr, Gahana, OH 43230-2104. If you don't want to be bothered paying dues each year, you can send Jim a check for as many years in advance as you want at \$5.00 a year, and Jim will send your membership card indicating the amount of years you paid for. If you are really feeling generous, we will gladly accept donations in support of our association. Send any donations to Jim and mark "donation" on your check so Jim doesn't confuse it

*(Continued on page 2)*

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with a dues payment. Jim will make sure that all those making donations are recognized in future Purdy Reports.

If you would like a 3" embroidered ship's patch, or a Purdy license plate frame, give VP Bill Dow a call at 860-841-4213 for prices, and Bill will be more than happy to send you as many of these hot-selling items as you want. Supplies on these items are starting to run low, so get your orders in soon.

Since the next Purdy Report won't hit the streets until December, hope all of you have a nice Thanksgiving, and don't forget to watch the Army/Navy game on Saturday, Dec. 6. GO NAVY—BEAT ARMY!!!

Larry DePasquale  
President, Purdy Association

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## 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: [usspurdy@sbcglobal.net](mailto:usspurdy@sbcglobal.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.

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## NEWSLETTER FINAN- CIAL REPORT

Cost of this issue  
**\$257.40**

## 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.

Military Locator & Reunion Service, Inc. is not responsible for the accuracy of articles submitted for publication. It would be an impossible task to check each story. Therefore, we rely on the submitter to research each article.

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.

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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.

*Jack Crandall CDR CO  
Died June 24, 2003*

*Samuel Davis (1943-44) PHM 3/c  
Died June 29, 2003*

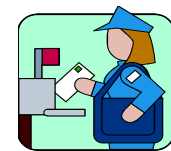
*Arnold "Jake" Jacobsen  
(1946-47) BM2  
Died June 20, 2003*

*James Lannom (1951-55) MM1 M Div  
Died June 12, 2003*

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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.

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## MAIL CALL

ML&RS,

I just wanted to drop a note to let you know how excited I was to find Mr. Plummer's website on the USS Purdy. I did a general search on AOL and found his site. My grandfather was a crewman aboard the Purdy on 12 April 1945 (the day that she was hit by a suicide plane's 500 lb. bomb). He is very dear to me and has been a huge influence on my life. It has been very interesting and quite emotional reading the docu-

ments and viewing the photos on Mr. Plummer's website. My grandfather's time in the Navy and aboard the Purdy has always been a big part of his life. I am in the process of gathering some documents and photos (of which my grandfather has never seen) and Mr. Plummer is being VERY helpful to me. I really can't express in words how much it has meant to me over the past couple of weeks studying the USS Purdy website that Mr. Plummer has put together. He has really helped me to get in touch with my grandfather's past. I believe that he is to be commended for the great service that he is providing for all the families and crewmen that served aboard the USS Purdy.

Respectfully,  
Matt Kendall  
15224 Myers Lake Ave  
Cedar Springs, MI 49319  
616-696-5615

Larry DiPasquale,

I noticed an announcement of your forthcoming Purdy reunion in the Tampa Tribune. Although I am not a Purdy shipmate, I would like to weigh in on behalf of Capt. (then CDR) Tony (Antoine) Venne, who skippered the Purdy sometime during the late 50s when she was home ported in Newport. Tony Venne was a good friend and neighbor—we lived next door to each other on Mill Lane in Portsmouth, RI. I was stationed at NSD Newport at the time. Tony has since moved on to that place of perpetual fair winds and following seas, and so will be unable to attend your reunion.

He was one fine officer, and was unsurpassed in his ship handling skills. Whenever the Purdy was coming in to the Destroyer Pier at Newport, we'd gather in my office at NSD to watch him bring her in like a NASCAR driver making a pit stop. Liberty Call was made immediately thereafter. It was fun to watch. They didn't call him "Mad

Anthony" without good reason. He went on to be the Navy consultant in the making of a movie called "Windjammer," got his fourth stripe, held a desk job or two, got another Command at Sea, and retired. He passed on some 12 or 15 years ago. Maybe some of your other shipmates can fill in more details, or correct me if I got some of the facts wrong. In any event, he was one hell of a fine guy—the kind of skipper you'd love to serve under.

Jack Kitko  
CDR (SC) USN Ret.

Larry & Karen DiPasquale,

Please be advised that the USS Purdy Canvas Photo Reproduction is now available for your many crew members. Our initial supplier has gone down the tubes and we are now processing the canvasses locally. Cutting out the tremendous amount of fat and one fat cat middleman, the 11" x 14" now lists for \$34.95 and the 16" x 20" lists for \$49.95. This includes Shipping and Handling, a price that all hands can now afford. (Old prices were \$59.95 and \$69.95.)

Here is what I am asking you to do.

Go to our web [www.kilroyscloset.com](http://www.kilroyscloset.com) and scroll down on the left column to Reunion List. Click on there and you will see a list of ships. Click on the USS Purdy to view the ship and prices. Your shipmates can order right on line with their credit card. Please reassure everyone that this is a secure and safe site as we use Paypal. Paypal does all of the money transaction and we are not privy to the credit card number.

Second, post the good news and instructions, as noted above, in your next Purdy Newsletter. Your 900+ shipmates will be delighted that you have passed the scuttlebutt on to them and many may want to order the canvas photo reproductions for themselves, their children, grandchildren and (yes—I now have one), great grand children.

I would very much appreciate your return comments.

Thanks,  
Dick Alsop  
Kilroy's Closet  
vet2vet@alltel.net

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### Obituary

Nashville, TN  
LANNOM, JR., James E.—

Age 71. June 12, 2003. Preceded in death by his parents, James & Ethel Lannom; brother, William (Pete) Lannom; sister, Ruby Willard. Survived by wife, Martha Lannom; son, Kenny (Paula) Lannom; daughter, Brenda (Steve) Willard; brothers, Curtis Lannom and Ernest (Doris) Lannom; grandchildren, Courtney Willard, Kellen Willard, Dylan Lannom, Kayla Lannom, Nathan Newell; great-grandchild, Mason Newell. Mr. Lannom served in the U.S. Navy from February, 1951—February 1955. He worked with the Corps of Engineers from 1955-1992. After retiring, he worked with National Emergency Assistance (FEMA) from March, 1993 to February 2003. Family and friends will serve as Active Pallbearers. Honorary Pallbearers are employees & retirees of Corps of Engineers, Connell Memorial Methodist Builders Sunday School Class, Jim McClurg, Dr. Grafton Thurman, Dr. Michel Kuzur.

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### Obituary

Bonita Springs, FL

DAVIS III, Samuel H.

Samuel H. Davis, III, 77, of Bonita Springs, died June 29, 2003 in Naples, FL. Born in Wilmington, DE, he came to the area 12 years ago from Hilton Head, SC. He was also a longtime resident of Severna Park, MD. Mr. Davis served in the U.S. Navy during WWII and was awarded two Purple Hearts. He was a graduate of The American Institute for Foreign Affairs, Phoenix, AR, and at

*(Continued on page 4)*

*(Continued from page 3)*

tended Arizona State College. He was also the owner of Business and Professional Services, an accounting firm in Servena Park, MD.

Survivors include his loving wife, Janet C. Davis and family of Bonita Springs. Samuel H. Davis III was one of ten aboard the USS Purdy DD 734 on April 12, 1945, that was hit by a kamikaze bomb and ended up in a life raft. They were picked up by small craft and transported to the hospital ship USS Cressent City APA 21.

Bruce Noll  
BNOLL97585@aol.com

Purdy Shipmates,

ML&RS, Inc has talked with Barbara Jacobsen, widow of Jake Jacobsen, and she would like you to know that she has moved to a senior citizen's complex—no grass to mow, no snow to blow! She is recovering from a fall last winter. She is hoping to attend the Purdy reunion in Niagara Falls in 2004 to be with the whole gang.

The following article was taken from Jake's hometown newspaper and appeared before his death on June 20, 2003. It was sent to us by Larry DiPasquale.

ML&RS, Inc.

## Ornament-Maker Still Has the Touch

*Jacobsen continues sewing despite battle with cancer*

By KRISTIN PROULX  
Monitor Staff

The cancer in his throat and lungs prevents Jake Jacobsen from talking too much. But his hands, grasping yarn and needle, still say plenty.

For nearly 20 years, 75-year old Jacobsen has been sewing colorful ornaments for cancer patients. His first brown teddy bears and white beaded angels were for his wife,

Barbara, who was diagnosed with breast cancer in 1983. But soon Jacobsen began visiting hospitals in Concord and Manchester to distribute the ornaments to strangers and friends. People put the bears on their refrigerators, says Barbara, to remind them that someone is thinking of them.

"He probably won't make too many more," she said.

Jacobsen himself was diagnosed with cancer of the esophagus a few years ago. After chemotherapy and radiation treatments, he went into remission. But this February a visit to the doctor was filled with bad news. The cancer had spread into his lungs and kidneys.

When Jacobsen began to get sick again, the couple sold their home in Bow and moved into the new retirement complex down the street. They say they don't want to know how long he will live, and they still haven't decided whether Jacobsen will try another round of chemotherapy. But at home, he still sits in his chair in front of the television and sews.

Jacobsen first learned to sew as a child, with the help of his step-grandmother. When he and Barbara were first married, he spent nearly 20 years at sea as a Navy sail-maker. The ornaments he makes now take hours to complete. Barbara often returns to their Bow apartment to find a pile of freshly started teddy bears on the table.

Lately, the couple's neighbor, Florence Lavin, has begun helping with the ornaments.

"I think a lot of the people who have received these tokens, when they find out the reason he's making them, it's like the idea behind it that's so striking," she said.

Dawn Klesth, a radiation therapist at Elliot Hospital, remembers the Jacobsens visiting the treatment center several times to hand out teddy bears, even after Jacobsen's own treatments had finished. The couple made their last visit a few weeks ago.

"It gives patients an act of kindness from another person. It brought a smile to their faces," said Klesh. "(The Jacobsens) always had clusters

of people around them in the waiting room, and they always had good will for everyone."

When Barbara was first diagnosed with breast cancer, the couple thought of another way to support the people they had met in cancer treatment. They began hosting grand pot-luck "cancer parties" each December. They held their last party in 2001.

Violet Constant of Concord attended those parties. She and Barbara were in adjacent rooms at Concord Hospital in 1983. Both had breast cancer.

"There was a sense of togetherness. You need someone to talk to," said Constant. "Sometimes, it's important for it to be another survivor, someone who went through it."

Constant remembers the role Jake Jacobsen filled when his wife was sick.

"It was important for him to be a part of the party, even though at that time, it was Barbara," she said. "He's taken very good care of her."

Now, says Barbara, it is time for her to repay the favor. Every morning, she makes sure he drinks his two big glasses of water: his throat is raw and full of sores. She keeps him in good spirits, reminding him of the cross-country trips they once took each summer to Alaska, New Mexico and Canada. And, until he is no longer well enough to thread his needle, Jake Jacobsen will continue to make those brown teddy bears and white angels.

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

# USS PURDY HISTORY

*(Continued from June 2003)*

Between 13 April and 27 April 1945 the PURDY underwent emergency repairs at this base (Kerama Retto). Air alerts were frequent, but actual attacks on the anchorage area did not materialize. Commander Destroyer Division 126 left the ship on 26 April 1945 and shifted his pennant to the COMPTON, the squadron flagship. On 28 April 1945 Commander Destroyer Division 112 came aboard and hoisted his pennant. Task Unit 51.15.26 was then formed with Commander Destroyer Division 112 as Officer in Tactical Command, on the PURDY. The task unit was comprised of the LINDSEY (Towed by YUMA), ATR 80, ATR 51, ATR 38, ATA 181, ATA 187, ART 62, LSM 28, LCS 116, LST 1000, LST 662, LST 797 and BRYANT all in convoy formation and screened by PURDY, SHLEY, GILLIS and STRINGHAM. Proceeding slowly towards Guam, this Task Unit picked up an enemy plane radar contact in the general vicinity of the USS COMFORT, hospital ship proceeding to Guam also. At 2046 an explosion was seen from the PURDY which appeared to have occurred on the COMFORT. This supposition was verified by radio; the COMFORT had been hit by a suicide plane and had a large fire amidships. LST 1000, STRINGHAM, ATR 51 and ATR 38 were ordered by Commander Task Unit 51.15.26 to assist her, which they did until relieved by the WICKES and FRAZIER, who had been dispatched from Okinawa on report of the attack. The voyage to Guam from this time on was uneventful and the convoy arrived intact on 6 May 1945, when the Task Unit was dissolved. The PURDY and BRYANT remained at Guam until 13 May 1945, undergoing additional repairs and departed in company on that date enroute to Pearl Harbor, T.H., via Eniwetok Atoll, Marshall Islands. The two ships arrived in Eniwetok on 16

May 1945, fueled and departed the same day for Pearl Harbor. On May 21, 1945, the PURDY and BRYANT arrived in Peal Harbor, remaining overnight and got underway the next day enroute to San Francisco, California, U.S.A. as Task Group 15.1. Commander Task Group 15.1 was Commander Destroyer Division 112 on his flagship, the BRYANT. On May 28, 1945, the task group arrived in San Francisco Bay, unloaded ammunition at Mare Island and anchored awaiting assignment of a yard for the anticipated 60 day availability. The Matson Navigation Company was assigned the job of repairing the battle damage on the PURDY, and on May 30, 1945 the ship went alongside Pier 36 North, San Francisco, and commenced the availability which terminated 31 July 1945. During the ensuing time, repairs were completed and drydocking accomplished in the Naval Drydocks at Hunter's Point, San Francisco. Between August 1 and August 8, 1945, readiness-for-sea trials were carried out in the San Francisco area. On the latter date the PURDY now commanded by Commander Wilson G. REIRENRATH, USN (who had relieved Commander Frank L. JOHNSON on July 24, 1945), departed San Francisco enroute San Diego for refresher training in Task Group 14.1. On August 9, 1945, the ship arrived in San Diego and underwent miscellaneous training for a period of ten days. On completion of this duty, the PURDY departed independently for Pearl Harbor, T.H. After an uneventful trip, the ship entered Pearl Harbor and moored, reporting to Commander Destroyers Pacific Fleet for duty. The next few weeks' operations consisted of training and ready duty.

On October 2, 1945, in company with the USS PUGET SOUND (CVE 113) and USS LOFBERG (DD 759), the PURDY got underway for Tokyo Bay. The three ships comprised Task Unit 10.15.1; Commander Task Unit was the commanding officer of the PUGET SOUND. After fueling twice at sea during the trip, the Task Unit arrived off Tokyo Bay on October 14, 1945. A Japanese mine was sighted

near the entrance of the bay, and the PURDY exploded it by rifle fire. On arrival in the Bay area and after anchoring, the Task Unit was dissolved and the PURDY reported to Commander Fifth Fleet in the USS NEW JERSEY. Two days were spent at anchor, replenishing fuel and supplies, and granting liberty in the Yokosuka, Yokohama and Tokyo area. On October 20, 1945, Task Unit 51.3.26 was formed, consisting of the PURDY and PUGET SOUND. The two ships proceeded on orders from Commander Fifth Fleet to give air support to the Matsuyama Amphibious landings which were to take place on October 22, 1945. Arrived off Bungo Suido, the entrance to the Japanese inland at 0600, that date, at which time the PUGET SOUND launched reconnaissance air craft. In the afternoon the PURDY was relieved by the USS CHAMPLIN (DD 601) as escort for the aircraft carrier, and proceeded to Hiro Wan anchorage the next day, reporting for duty to Commander Task Unit 51.3.3 in USS MONTPELIER (CL 57) for duty. The PURDY remained at anchor in Hiro Wan until October 26, 1945, when the ship got underway for Yokosuka, in company with the USS C. J. DOYLE (DE 368), to deliver 1600 bags of mail to the Fleet Post Office, Yokosuka. Arriving off Tokyo Bay on October 27, 1945, the C.J. DOYLE exploded a Japanese mine which floated by close aboard the two ships. In the afternoon that same date both ships moored to buoys in the Inner Harbor of Yokosuka, and discharged the mail the next day. On October 29, 1945, the PURDY proceeded independently back to Hior Wan, arriving there on October 30, 1945 and reported for duty to Commander Destroyer Squadron 63, on the USS COMPTON (DD-705).

*This concludes this version of the USS Purdy Ship's History.*

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# THE FLAG AND THE VETERAN

Submitted by Richard Mann

A protest raged on a courthouse lawn,  
 round a makeshift stage they charged on.  
 Fifteen hundred or more they say,  
 had come to burn the Flag that day.

A boy held up the folded Flag,  
 cursed it and called it a dirty rag.  
 A man pushed through the angry crowd,  
 with an old gun shouldered proud.

His uniform jacket was old and tight,  
 He had polished each button, shiny and bright.  
 He crossed the stage with military grace,  
 until he and the boy stood face to face.

Then the old man broke the silence.

"Freedom of speech, is worth dying for,  
 Good men are gone, they live no more.  
 All so you can stand on this court-house lawn,  
 and ramble on from dusk to dawn.

But before the Flag gets burned today,  
 this old veteran is going to have his say.

My father died on a foreign shore,  
 in a war they said would end all wars.  
 Tommy and I weren't even full grown,  
 before we fought in a war of our own.

Tommy died on Iwo Jima's beach,  
 in the shadow of a hill he couldn't reach.

Where five good men raised this Flag so high,  
 that the whole world could see it fly.

I got this bum leg that I still drag,  
 fighting for his same old Flag.  
 There's but one shot in this old gun,  
 So now it's time to decide which

one.  
 Which one of you will follow our lead,  
 to stand and die for what you believe?"

The boy who had called it a dirty rag,  
 handed the veteran the folded Flag.  
 The crowd got quiet as they walked away,  
 To talk about what they heard that day.

So the battle for the Flag this day,  
 was won by a loyal veteran with a single gun.  
 Who for one last time, had to show to some,  
 That these colors will never, never run.

It is the veteran, not the preacher,  
 who has given us freedom of religion.

It is the veteran, not the reporter,  
 who has given us freedom of the press.

It is the veteran, not the poet,  
 who has given us freedom of speech.

It is the veteran, not the campus organizer,  
 who has given us freedom to assemble.

It is the veteran, not the lawyer,  
 who has given us the right to a fair trial.

It is the veteran, not the politician,  
 who has given us the right to vote.

It is the veteran, who salutes the Flag,  
 who serves under the Flag, whose coffin is draped by the Flag.

*Don't know who wrote this, but it sure fits my mood right now!*

Submitted by Richard Mann

## THE POWER OF THE ALMIGHTY CHIEF PETTY OFFICER

As a crowded airliner is about to takeoff, the peace is suddenly shattered by a five-year old boy who picks that moment to throw a temper tantrum. No matter what his frustrated, embarrassed mother does to try to calm him down, the boy continues to scream furiously and kick the seats around him. Suddenly,

# USS PURDY 2004 REUNION

**NIAGARA FALLS,  
 NY  
APRIL 20-MAY 2**

**COMFORT INN  
 "THE POINTE"**

### CORRECTION FORM

**Purdy members, please help us keep our files up-dated by sending ML&RS any recent change in address, phone number, or e-mail address. Our mailing address is on page four.**

**Name:** \_\_\_\_\_

**Change:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

from the rear of the plane, an older man in the uniform of a US Navy Chief begins to make his way up the aisle. Stopping the frustrated mother's upraised hand, the white haired, courtly, soft-spoken Chief leans down and, motioning toward his collar, whispers something into the boy's ear. Instantly, the boy calms down, gently takes his mother's hand, and quietly fastens his seat belt. All the other passengers burst into spontaneous applause. As the Chief slowly makes his way back to his seat, one of the cabin attendants touches his sleeve. "Excuse me, Chief," she asks quietly, "could I ask you what magic words you used on that little boy?"

The Chief smiled serenely and gently confides, "I showed him my anchors, service stripes, and battle ribbons, and then explained to him that they entitled me to throw one passenger out of the plane."

Submitted by Larry DiPasquale