

THE PURDY REPORT

Volume 14, Issue 4

March 2005

OFFICIAL NEWSLETTER OF USS PURDY DD-734



Special Points of Interest

- *Larry DiPasquale has news about your fellow Purdy shipmates and about the fate of the USS Purdy. Don't miss his column in the cover article.*
- *Mail Call on pages three and four has letters from a Purdy family inquiring about the ship's name.*
- *Ken Scott's story continues on pages four and five. He tells the story of an old friend, a football game, why there are buttons on a sailor suit and an inspection interrupted by a seagull.*
- *Find out more about Jacksonville from the facts on page six.*

A MESSAGE FROM THE PREZ

Hi again Purdy people. By now all of you should have received a reunion package from ML&RS. If you haven't, and are planning to attend the reunion, call ML&RS immediately for a package, or log on to their website at mlrsinc.com, click on Purdy reunion and print out the registration package. This could be our best reunion yet, so let's hope many of you are planning to attend.

Speaking about websites, our own webmaster, Morris Plummer, had a quadruple by-pass on Jan. 24. He tells me he is getting stronger every day, and hopes he

will be well enough to come to the reunion. Get well soon, Morris, and see you in Jacksonville.

I also received so not-so-good news about Nyla & Harold Cadie. These folks have been to almost every one of our reunions. Those of you who have been to past reunions know that Harold needs a wheelchair for mobility, and that Nyla always helps him get around. The problem now is that Nyla had a stroke. She is recuperating, but is having problems caring for Harold, and won't be able to drive to the reunion. If any of you live in their area (Belvidere, IL), and are driving to the re-

union in a van-type vehicle that could accommodate extra passengers, luggage and a wheelchair, please give them a call to offer assistance. Their number is 815-544-9822.

Another couple of regular reunion attenders, Harry & Jean Nunamacher, were planning to be in Jacksonville, but just heard from Jean that Harry will be having a heart-valve replaced on March 1. Jean says that Harry is in a good frame of mind, and is confident that all will go well. He won't be allowed to drive for at least six weeks, so Jean will take care of

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that. Get well real quick Harry, and see you in Jacksonville.

At each reunion, the subject about the fate of our ship comes up. I was on duty in May, 1974 at the Inactive Ship Facility in Philly, and saw the Purdy tied up there. I inquired about her fate, and was told she was to be sold for scrap, but every year someone tells me that she was sunk as a reef, or sold to a foreign navy. To put this to rest, I talked to a friend who is the director at the NAVSEA Inactive Ship's Office in Philly. He did some research, and here is what he found—the Purdy was removed from the Inactive Ships list in Philly on July 2, 1974, and scrapped by Northern Metals, State St., Philadelphia, PA. I know that all or us would like to think that our old ship is still around somewhere, but sadly I think we are shoving with her.

In the last two Purdy Reports I asked for one of you to volunteer as our photographer at the reunion, and for suggestions for the 06 reunion site. I haven't received a volunteer for the photographer's job, and very few suggestions for the 06 site. If there are no volunteers for the photographer's job, then I'm going to ask those of you taking pictures during the reunion to have duplicates made of the pictures, and send one set to ML&RS for use in the Sentimental Journal which comes out after the reunion. As far as suggestions for the 06 reunion site goes, if I don't receive many more, I guess we will need to go back to hashing this out at the business meeting on Saturday afternoon.

Don't forget about our annual \$5.00 dues. It was due in Jan., so if you haven't paid yet, please send it in as soon as possible. Make your check out to "Purdy Association" and send it to Sec/Tres. James Meechan, 145 Laura Dr., Gahanna, OH 43230.

VP Bill Dow has some really nice Purdy items for sale (jackets, sweat-shirts, T-shirts, ball caps, ship's patches and license-plate frames). Call Bill at 860-841-4213 for info and

prices. Bill will also be selling these items at the reunion.

Karen and I are looking forward to the reunion and to seeing many of you there, so we hope a bunch of you are planning to attend.

Sincerely,
Larry DiPasquale
President, Purdy Association

NEWSLETTER FINANCIAL REPORT

Cost of this issue **\$275.19**

This Purdy Report is being sent to dues paying members only.

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: mplummer1@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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*Military Locator & Reunion Service, Inc
PO Drawer 11399
Hickory, NC 28603*

*828-256-6008 (voice)
828-256-6559 (fax)*

dinamlrs@charterinternet.com
karenmlrs@charterinternet.com

www.mlrsinc.com

'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.

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.



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.

Herbert Sparks (1966-70) MM1
1433 Nolan Rd
Middleburg, FL 32068
904-291-6530

Elmer Donham
1124 La Palma Ct
Punta Gorda, FL 33950

Robert Walp (1971-72) BM3
5217 W Pershing Ave
Glendale, AZ 85304
602-538-5432
Robert.t.walp@phoenix.gov



TAPS

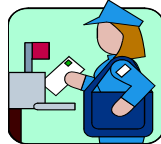
We regret to announce the PURDY REPORT was notified of the following shipmates' deaths. The entire crew extends the hand of sympathy to the families and friends of the deceased.

Wilton Works (1944-46) RM3/c
Date of death not reported

Kirk Guntermann TMC
Died January 21, 2005

Bruce Noll (1944-46) 3rd C Sonar
Died January 14, 2005

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.



MAIL CALL

Shipmates,

Since I started the website, the crew list has grown from about 35 names to just over 360 (363). I do hope more of the former Purdy crew list their names. Please keep sending stories and photos, as I have run out of new things to add to the website. During the next few months, the website will take on a new look. The Main Page will look different and I hope much better. If there is anything the crew wants to see on the website, feel free to let me know, or send me an e-mail with ideas. Would anyone be interested in a chat room, where several guys could have live chats? I tried it once, and nobody used it, but I am willing to try again if there's any interest.

Thanks
Morris Plummer
usspurdy@sbcglobal.net
<http://www.destroyers.org/uss-purdy>

Dear Mr. DiPasquale,

In a recent edition of The Record, I noted an item concerning the reunion of the USS Purdy. Since I am descended from a long line of Purdys, you can understand my interest. I had not known a ship by that name existed.

If it wouldn't be too much trouble, could you send me any information you would have on the Purdy for whom it was named: i.e., where he came from, when and where he lived, etc.

So you know the reason for my interest, when the Purdy family came to this country, they settled in Westchester County, where everything seems to be named for them, including a town. My ancestor was Caleb, who came to Western New York with his family and settled in the Town of Livonia, which is south of Rochester.

One of his children fought in the Civil War and was killed in the famed Battle of the Wilderness. My few cousins left who bear the name, all live now in California.

I know they would also be interested to have this information I am requesting from you. If this is not possible, I would certainly understand, but I would like to know about the person for whom the ship is named. I didn't mention this before, but I am a member of the Daughters of the American Revolution, so I have done quite a bit of research on my ancestry. It's so interesting and humbling when you think of what they went through to make this a viable country.

Meanwhile, thank you for anything you can do for me.

Sincerely,
Audrey Dixon Ryan
309 Kipp Ave
Hasbrouck Heights, NJ 07604

Larry DiPasquale replied to Ms. Ryan with a history of the USS Purdy.

Dear Larry,

Many thanks for your prompt reply to my query about the USS Purdy. The information was wonderful, and I plan to share it with my Purdy cousins, who I know will treasure it.

I was disappointed to see the Lt. Commander came from Chicago; however, since my genealogical research has taught me that many of the "first families" spread all over the country, I am looking forward to finding out more about his background, perhaps linking him to the Purdys of Westchester County and Livingston County, both in New York. How I will do this, I am not sure, but we DARS have all kinds of resources for this type of research.

His personal record is most impressive, and I know the members of my family who share this interest will feel as proud as I do. The USS

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Purdy saw many types of action in the 30 years of her existence, and I am sure you felt it keenly when it was finally decided to scrap her.

At any event, many thanks to you for sending me all the information. If and when I find anything interesting about the gentleman's background, I will certainly let you know.

Sincerely,
Audrey Dixson Ryan

Dear Sirs,

My father, Bruce S. Noll passed away on January 14, 2005 of lung cancer. He served on the USS Purdy in World War II and was blown off the ship at the Battle of Okinawa. He was most proud of his USS Purdy baseball cap and we plan to bury him in it. Funeral services will be provided by Freitag Funeral Home in Bridgeton, New Jersey. He enjoyed the last reunion of the USS Purdy's shipmates and was honored to have served his country.

Bruce R. Noll

Jim,

I need to let someone know I will not be able to attend the reunion in Jacksonville in April. I have another commitment that I need to attend. It involves my wife's passing. She died of ovarian cancer; it was a long, hard fought battle. She kept it at bay for 11 years, but in the end the cancer became immune to chemotherapy and she lost the unwinnable fight. She was known in the Erie Regional Cancer Center as the wonder woman. She took more chemotherapy than anyone could remember and always had a very positive attitude. They all wondered how she could be so happy and smiling with terminal cancer.

Thanks and hopefully I'll make the next reunion.

Don Hazen
HT1 1972-73 Deactivation Member

KEN SCOTT'S STORY

*A collection of memories written for his grandchildren and shared with us.
Continued from December 2004*

One of the first men I met when I went aboard the Purdy was an old boy from Kentucky. He always had a new joke to tell and I never figured where he got them unless he had heard them over the years and was able to call them up when the situation was right. There's no telling how many times he amazed me!

He was one of my earliest friends after I went aboard the Purdy and it still warms me just to think about him. He was a dandy!

After I had worked, run around with him and thought I knew him, he dropped a bomb shell one day! He was a bootlegger in Kentucky before he came into the Navy! I'd never have guessed it! His image as a bootlegger just didn't fit—but he had to be one because of the things he told me, he had to know the ropes. He told of the many times he had dodged the sheriff, how he had hid his whiskey and how he sold it.

I was fascinated with his stories! They were slow in coming, but when he began talking, just like his jokes, he had a new story every day. You just couldn't doubt him when you knew him.

He said once he got word the sheriff was coming after him. He didn't have time to hide or move his still, but he and his father took jug after jug of white lightning a hundred or so yards from the still and hid them under the leaves. They had barely hid the last when the lawmen swept in and wrecked his still. But they didn't find the many gallons of white lightning. They got his still, but he sold several hundred dollars worth of whiskey.

I asked why they called it white lightning. He said it was because it was clear (or white) and after a few swigs you feel like you have been struck by lightning!

Carl was on the Purdy when it

came back from Korea and remained aboard until we were ready to go back to Korea and he simply didn't return from an eight hour liberty. He had acted a little strange to me for about a month prior, but I never gave it a thought he would go over the hill.

When we got about halfway to Korea, we heard he had surrendered. He wrote me a letter from the brig and said he would have told me of his plan, but he didn't want me to know anything about it, so I'd get into trouble too. He said that he's just had all the war he could stand!

Just let a football show up and it isn't long until someone is going out for a pass. It was no different on the Purdy. So, it wasn't so amazing when we were in Boston getting ready for dry dock that a game of pass broke out. We were tied up to a pier that was four or five hundred feet long and about fifty feet wide—plenty wide for a game of catch. I don't know where the football came from, but it didn't take long for Brock to discover a game of catch going on.

Brock was an all-state tackle in Georgia before he joined the Navy. About ten seconds later he was out there to get among them. Altogether there were ten or twelve men involved, going out for passes and just plain catch. Right in the middle of the whole thing was a gunner's mate (I can't remember his name) from our division.

Brock ended up with the ball and told the gunners mate to go out for a pass. As he ran toward the end of the pier he would look over his shoulder every now and then toward the fast approaching end of the pier. Brock kept motioning him out farther then he cocked his arm just before his receiver ran out of pier.

The tide was out and it was probably fifteen feet to the water as the receiver took that last firm step

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on the pier and went air borne.

He hit the water and climbed a piling so fast he hardly got wet. He quit the game immediately! The other men had to postpone any other action until they got their breath from laughing.

The pants of the dress blue uniform has a flap instead of the traditional fly. This is secured by thirteen buttons and people often ask what is the significance of the buttons. Sailors love to get this question—especially from women. The answer is “it gives a woman thirteen chance to back out!”

I think lots of women know the answer before they ask, but they want to see and hear the response.

Change of command is a big event on almost any ship and it seems to be especially so on a small ship like the Purdy. On our way to Korea, we had a change of command after we got to Japan, but before we made it to a combat zone.

We had a full dress inspection two days before the actual change of command. Really, it was two inspections in one by Commander Coleman and a few minutes later Commander Phelan reviewed the crew.

Just as Commander Phelan stepped up to face the man next to me, a seagull (some suspected a flying cow) deposited its calling card on the man. The concoction started about the center of the sailor’s hat, continued down his neck and well out on his shoulder. For just a moment Commander Phelan was at a loss as to what to do, then he said, “You’re dismissed, Sailor.” Then he turned to me and said, “You and I got lucky!”

I answered as seriously as I could, “Yes, Sir.”

Commander Phelan went on with the inspection. As soon as he left first division, I left also and beat the inspection team to the forward chief’s quarters. When they arrived I presented the compartment for inspection. Commander Phelan

looked at me for a while, then said, “You get around don’t you Sailor?” then laughed.

I replied, “Yes, Sir,” then I forced out a little laugh.

My laugh didn’t last long because he started finding things wrong. I told him that head was open until inspection started. He lightened up at that point. I was relieved too!!

I was one of only two people on the Purdy that didn’t see or participate in the actual change of command ceremony two days later. I caught quarter deck watch along with an officer. The entire crew was there except for the two of us—by request.

I did get in on the action shortly after the ceremony. I was the choice to accompany Cmdr. Coleman to the airport—to carry his suitcase. He missed his plane, but we had a very enjoyable time waiting and saw some interesting sights.

The Purdy didn’t have the capacity to generate all the fresh water we needed to live as we were accustomed to. For showering we had half salty water. If you tried to use regular soap with the water, it would just ball up in a sticky mess. We were issued a special soap that worked with the briny water, but we still had rules to abide by when taking a shower. You didn’t just get in the shower and soak for half an hour or so. There simply wasn’t enough water, even half salty water. You got into the shower, turned on the water only long enough to get wet, then it was turned off while you would soap down. Once soaped down, you turned the water on just long enough to rinse off.

The shower heads were designed to deliver a very fine spray of water, rather than a coarse stream. If you took a shower according to regulations, it took very little more than a gallon of water.

To be continued in the June 2005 issue

JOKE CORNER

Bubba Joe’s first military assignment was to a military induction center, and because he was a good talker, they assigned him the duty of advising new recruits about the government benefits, especially the GI insurance to which they were entitled.

Before long the Captain in charge of the induction center began noticing that Bubba was getting 99% sign up for the top GI insurance. This was odd because it would cost these poor inductees nearly \$30.00 per month more for the higher coverage than what the government was already granting.

The Captain decided that he would not ask Bubba Joe about his selling techniques but that he would sit in the back of the room and observe Bubba’s sales pitch.

Bubba Joe stood up before his latest group of inductees and stated, “If you have the normal GI insurance and go to Iraq and are killed, the government pays your beneficiary \$6,000. If you take out the supplemental GI insurance (which will cost you an additional \$30.00 per month), the government pays your beneficiary \$200,000. “NOW,” Bubba concluded, “which bunch do you think they’re gonna send into battle first?”

IRISH COFFEE

As it were, an Irish woman “of a certain age,” visited her physician to ask his help in reviving her husband’s sex drive.

“What about trying Viagra?” asks the doctor.

“Not a chance,” she said, “he won’t even take an aspirin.”

“Not a problem,” replied the doctor, “drop it into his coffee. He won’t even taste it. Give it a try and call me in a week to let me know how things went.”

It wasn’t a week later, but she rang up the doctor, who directly

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inquired as to progress.

The poor dear exclaimed, "Oh, faith, bejayus and begoorah! 'Twas horrid. Just terrible, Doctor,"

"Really? What happened?" asked the doctor.

"Well, I did as you advised and slipped it in his coffee, didn't I? The effect was almost immediate. He jumped hisself straight up, with a twinkle in his eye, and with his pants a bulging fiercely! With one swoop o his arms, he sent the cups and tablecloth flying, ripped me clothes to tatters and took me then and there, making wild, mad, passionate love to me on the tabletop! It was a nightmare, I tell you!"

"Why so terrible?" asked the doctor. "Do you mean the sex was not good?"

"No, no, no, Doctor. The sex was fine. Indeed, 'twas the best sex I've had in 25 years. But I'll never be able to show my face in Starbucks again!"
Submitted by Larry DiPasquale

2005 USS PURDY REUNION

APRIL 20-24

JACKSONVILLE, FL

JACKSONVILLE HOLIDAY INN

GROWING OLD

I feel like my body has gotten totally out of shape, so I got my doctor's permission to join a fitness club and start exercising. I decided to take an aerobics class for seniors. I bent, twisted, gyrated, jumped up and down, and perspired for an hour. But, by the time I got my leotards on, the class was over.

The nice thing about being senile is you can hide your own Easter eggs.

EXPERIENCE JACKSONVILLE, FL

Your choice of Jacksonville, FL for you're April 20-24 reunion is a great one. Most of you probably don't realize that Jacksonville is the largest city in the contiguous United States in land area. Located in Northeast Florida, at the crossroads of Interstates I-95, I-295 and I-10, it has become a major port, insurance and financial center of the state and is the site of U.S. Navy bases. Many of you became more aware of Jacksonville just this year, as it was the site of the Super Bowl XXXIX.

Jacksonville was first inhabited by Timucuan Indians, then came the Spanish in 1513, led by Ponce de Leon. He named the area La Florida, and has made his name known for his now famous search for the "Fountain of Youth." Later, in 1564, the French built Fort Caroline in what is now Jacksonville and thereby established the first Protestant colony in America. The Spanish eventually conquered the French and built the settlement of St. Augustine in 1565, 55 years before the Mayflower landed in Massachusetts.

Florida became a U.S. territory in 1821 and in 1822 the town of Jacksonville, named after General Andrew Jackson, was established. By the time Florida achieved statehood in 1845, Jacksonville had become an important port in the cotton and timber trades.

In 1901, a devastating fire destroyed 2,368 downtown buildings, but brought about a renewal that set the city on a modern-day course. During World War II many military installations were built in Jacksonville. In 1968, the city and county governments were joined to create the geographically largest city in the contiguous 48 states. Modern skyscrapers and additional bridges were built and many new businesses called Jacksonville home. Today Jacksonville is an exciting, vibrant city that welcomes visitors and newcomers to enjoy its attractions.

QUICK "JAX FACTS"

- The city of Jacksonville ranks as the 14th largest city in the U.S. in population with more than 800,000 residents.
- The Jacksonville metropolitan area, which includes three beach cities and Clay, Baker, Nassau and St. Johns counties, has a population of more than 1,000,000 residents.
- Jacksonville covers 841 square miles.
- Jacksonville International Airport (JIA) is 15 minutes from downtown by car.
- By air, Jacksonville is...
60 minutes from Atlanta
45 minutes from Orlando
2 hours 15 minutes from NY
9 hours from London
- Four modern day seaport facilities, including America's newest cruise port, make Jacksonville a full-service international seaport.
- There are three major Interstate Highways running through Jacksonville-I-95, I-295 and I-10. Additionally, I-75 is approximately 60 miles west of downtown Jacksonville.
- There are four major U.S. Highways— U.S. 1, U.S. 17, U.S. 90 and U.S. 301.
- By car, Jacksonville is...
45 minutes from Fernandina Beach/Amelia Island
35 minutes from St. Augustine
2 1/2 hours from Orlando
6 hours from Atlanta
- Jacksonville is nicknamed the "River City" because of its location along the St. Johns River.
- Jacksonville's average winter temperature is 66 degrees.
- Jacksonville is located at Latitude 30 degrees N, Longitude 82 degrees W
- Henry Flagler built the first railroad trestle across the St Johns River in 1890.
- The first Gator Bowl was played in 1946 in Jacksonville.