

THE PURDY REPORT

Volume 15, Issue 1

June 2005

OFFICIAL NEWSLETTER OF USS PURDY DD-734



Special Points of Interest

- *Larry DiPasquale reports on the 2005 reunion in his president's message in the cover story.*
- *The complete wrap-up of reunion activities and a list of attendees are on pages two and three.*
- *Mike Smith shares a frightening experience on the Purdy in May 1971. If you were aboard, you will surely remember it! See page four.*
- *Ken Scott's memories continue on pages five and six. He talks about Mail Call, seeing the world and bar fights.*
- *Check out the preview of Nashville for the 2006 reunion survey on page eight. Please return soon.*

A MESSAGE FROM THE PREZ

Hi again Purdy guys and girls,

Our Jacksonville reunion is now history, and in my opinion, it was one of the best reunions to date. Once again ML&RS did a superb job for us. The hotel was one of the nicest we've stayed in, the food and banquets were great, and the tours were outstanding (except for some bus problems, but that's a story for another time). A total of 104 shipmates and spouses/guests attended. Sadly, quiet a few of the regular attenders couldn't be there due to health problems or other reasons, but we did have a good number of first-time at-

tenders. Sure hope to see all of you, especially those of you who couldn't be in Jacksonville, at next year's reunion.

At the business meeting all your current officers were reelected for another year, and I want to thank all of you for your vote of confidence in me as your President. I also want to thank Bill Dow and Jim Meechan for all their assistance during the past year, and for staying on for another year as the association's VP and Sec/Treas. Also must say we discussed having a constitution for the association. I will prepare a very basic constitution and present it at

next year's business meeting for approval. The members also agreed that our association donate \$250.00 to Tin Can Sailors to assist them in their support of the historic ships. The most important part of the meeting was dedicated to the site selection for next year's reunion. About six sites in the mid-west were discussed, and the final vote for next year's site was for Nashville, TN. Exact dates are not yet confirmed, but we will once again have a four day reunion sometime in the mid-April to mid-May time frame. Hope many of you will plan to attend.

(Continued on page 2)

(Continued from page 1)

Sec/Treas. Jim Meechan is still accepting our \$5.00 annual dues which was due Jan. 1. If you haven't paid yet, please send Jim a check payable to "Purdy Association" to: 145 Laura Dr, Gahanna, OH 43230. If any of you are feeling especially generous, Jim will gladly accept any donations in support of our association, and he will make sure that your donations are recognized in the "Purdy Report."

VP Bill Dow has some really nice Purdy jackets, sweatshirts, T-shirts, ball caps and ship's patches for sale. For prices, write him at: 11 Riverside Dr., Southington, CT 06489, or call him at 860-841-4213.

Hope all of you have a real nice summer, and will start making plans now to join us at the Nashville reunion next year.

Sincerely,
Larry DiPasquale
President, Purdy Association



Vernon Van Grevenhof presenting Ed Crawshaw a plaque for his many years of service to the Purdy reunion. Ed was unable to attend the 2004 reunion, so the plaque was given to him at his home in Rochester, MN on May 4, 2004.

MAYDAY

"Mayday" is the internationally recognized voice radio signal for ships and people in serious trouble at sea. Made official in 1948, it is an anglicizing of the French m'aidez, "help me."

GREAT REUNION IN JACKSONVILLE

Well, it's over. The 13th annual USS PURDY DD-734 Reunion was held at the Holiday Inn Airport, Jacksonville, FL April 20-24, 2005. This marked the first time the reunion was a four night-five day affair. There was some concern that the extra day and the cost associated with it would hurt the attendance. It didn't, as evidenced by the numbers this year compared to those in the past. Fifty-Six former crew members and 49 spouses or guests attended this event, compared to fifty-seven crewmen and 49 spouses/guests in 2004 at Niagara Falls, and only thirty-five crewmen and 24 spouses/guests in 2003. So much for the statistics.

This year the reunion kicked off on Wednesday with the opening of the hospitality room and the registration desk shortly before noon. At first, the lobby was soon filled with shipmates looking to see who would be next through the door, but soon most folks moved on to the hospitality room. The Welcome Reception began at 5:00 PM with Association President Larry DiPasquale's welcome and opening remarks. Following that the hors d'oeuvres were served and those so desiring took advantage of the bar.

Then one of the several glitches, occurred. The bus scheduled to take a group of 45 people to the Alhambra Dinner Theater was involved in a minor accident causing a 45 minute delay. It was most certainly an inconvenience, and we barley got there on time.

Thursday began with a private buffet and continued with a visit to Mayport Naval Station. After the security check, the group was allowed to board an active duty ship for a guided tour and a "windshield" tour of the base. Lunch was at the Officer's Club. The group returned to the hotel around 3:00 PM. There were no more planned activities for the day, so a variety of things were done. Some went exploring Jacksonville, some had dinner in the hotel restaurant, some ate at local

restaurants, some just relaxed and enjoyed the companionship of old friends either in the lobby bar or hospitality room.

Friday also began with an excellent private buffet and high expectations for a great sight-seeing trip to St Augustine. Two bus loads of Purdy men and women were scheduled to go, but alas and alack, one bus arrived on time, the other broke down along the way. After much gnashing of teeth, evil thoughts, and dirty words two mini-busses arrived to take the stranded group to St Augustine. Thanks to the wonderful tour guide, the day turned out to be a good one. Even though the two mini-busses were later in returning, everyone got their full schedule of events.

Later in the evening at 6:00 PM the social hour began – finally some would say. Things seemed to settle down again in the relaxed atmosphere. President Larry DiPasquale, the oldest sailor present, appeared in an authentic 1812 Navy uniform. Age may have dimmed his eyesight and physical stamina, but not his keen wit and old salt stories. It ain't easy being that old! Following a really good dinner buffet it was entertainment time. Some folks actually read the registration material and brought gift items representing their hometown or state. This is a tradition that will continue, so be prepared next year. Anyway, a name-that-song contest (for lack of a better word) was held. A portion of a song was played and the contestants were to give the song's artist, title of the song, and the next line of the song. Some folks professed not to know the songs, but we know better – they just couldn't remember them. We did have some winners, and they went home with the gifts that had been brought. Following the contest the microphone opened up for some karaoke, and while the participants were few, the talent was great. Ahem!

Saturday kicked off once again

(Continued on page 3)

(Continued from page 2)

with a private breakfast buffet – and a good one it was! Sixty-four hearty and confident souls gathered outside the hotel in hopes their tour busses would be on time – they weren't; however there were only thirty minutes late this time. With only minor complaining (totally justified) the tour got off and spent an enjoyable day getting to know Jacksonville.

Later, when the tour had returned, the business meeting was held. The same officers were re-elected, Nashville, TN was selected as the next reunion site and the decision to keep a five-day four-night was unanimously approved.

Saturday night's banquet was the highlight of the reunion. The evening began with the social hour and a photo session. President Larry DiPasquale conducted the opening ceremony beginning with "Anchors Aweigh." After that attention getter, an Honor Guard of Sea Cadets presented the National Colors. The National Anthem, Pledge of Allegiance and the Invocation followed. Following a few welcome remarks, dinner was served. The evening continued with music and dancing until everyone had "danced out" and retired for the evening.

Sunday, as always, was a little nostalgic. It was hard to believe that four days had gone by so quickly. Everyone agreed that in spite of the tour glitches, it had been a great reunion. After the breakfast buffet Chaplain Harrington conducted the memorial service paying tribute to deceased shipmates. Then it was time to go. Even though there was a great reluctance, the good-byes began. The final echoes of, "See you in Nashville" are still ringing in the empty room.

Frank Cashman update: Many at the reunion were concerned about Frank's absence. He was ill and went to the hospital, but is now doing well.

2005 REUNION ATTENDEES

Donal & Doris Anderson
 William & Jonathon Arnold
 Lionel & Nancy Bacinello
 Ray Baker, Sr
 Leonard Baldwin, Jr. & Therese Morin
 Roger & Joan Boisse
 Norman & Jean Bradley
 Howard & Elizabeth Bruce
 Maurice & Phyllis Constant
 Edward & Audrey Crawshaw
 Alvin & Betty David
 Joseph & Mary DePace
 Larry & Karen DiPasquale
 William & Janet Dow
 Thomas & Carol Doyle
 Robert Fuller & Gerry Le Brun
 Charles & Eileen Geradi
 David Gibbons
 Arthur Harrington
 Frederick & Judy Harrington
 Douglas & Margaret Harvey
 Richard & Nancy Hausner
 George & Shirley Houk
 Phil, Carmela & Jean Innamorato
 Frank Ironside & Carol Erhardt
 Theron Jackman
 Richard & Nancy Kain
 Richard & Patricia Kummerl
 Andrew & Marie Lamora
 Andrew & Dorothy Lindner
 Don & Marilyn Martin
 David McCalla
 Paul & Mary Mechem
 James & Mary Meechan
 Tony & Judi Meyer
 John & Anna Mikulak
 George Mitchell, Jr.
 Bruce & Theresa Mosley
 John & Rita Mustakos
 Harold & Jean Nunamacher
 Philip Payer
 John Coiro
 Kenneth & Eileen Petit
 John & Joy Powers
 Armino & Annette Rebeiro
 Ernest & Janet Reed
 Dennis & Sandra Robinson
 Elwyn & Sharon Sather
 Larry & Laurette Sharp
 Herbert & Libby Sparks
 Robert & Isabella Stauss
 Barney & Lou Strutton
 Steve & Betty Tuzikow
 Vernon & Geraldine Van Grevenhof

Robert & Javoen Wertz
 Roger & Mary Whitehead

Total Members: 55
Guests: 49
GRAND TOTAL: 104



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.

LtCdr Warren Rummelhoff
(1955-57) Lt Ops Officer
15826 Clayton Rd Apt 306
Ellisville, MO 63011
636-779-2817
werummelhoff@yahoo.com

Dominic Vella (1958-60) SN
1825 Jared Dr
Crest Hill, IL 60435
815-744-8247

Albert Dunmore (1959-62) BT1
5001 Teakwood Dr
Oakley, CA 94561
925-625-7682

John Wasloski
701 Beach Ave Unit 201
Atlantic Beach, FL 32233
904-247-9646
wasloskije@aol.com

George Runkle (1961-64) BT2
25824 Shoemaker Rd
Circleville, OH 43113
740-474-4970
gerunkle@webtv.net

William Arnold (1944-46) SN1 (ETM)
927 Hauck St
Lebanon, PA 17046
717-279-6931
jwarnoldsr@juno.com

Vern Kompelien
7177 Lamppa Ln
Embarrass, MN 55732
218-984-2395



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.

Edwin Wylie
(1945-46) Baker 1/c Comm
Date of death not reported

Albert Sinclair
Died December 27, 2004

Bob Oravitz (early 50's)
Date of death not reported

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

From the Deck of the Chaplain's Charter Barge,

Well, Praise the Lord for the travel mercies to and from our Jacksonville Reunion, and for the beautiful weather, good lodging, good food and old shipmates. It was good to see an embarrassed Doug Harvey eat crow, good to see Ken Petit and Tony Meyers. Forty-four years ago they were like my family. Then we drifted apart all these years. It won't happen again. I learned many new things—like John Mustako's wife, Rita, likes to be called Sweetie. I can't believe two men of the world like Bob Strauss and myself got panhandled by that live oak tree for \$8. The only good thing is he paid \$5 and I paid \$3. That made

me feel better. What a blessing to see two plank owners together again after 63 years. I got to spend some quality time with Uncle Art Harrington. Who will ever forget Achy Breaky Heart. Sorry, Bill, keep your day job. Larry looked good in that old Navy uniform, about as good as Larry could look. There is a hymn we sing, "Let the Lower Lights Be Burning, Send a beam across the wave, some poor fainting, struggling seaman, you may rescue, you may save." I believe as the lighthouse beam guided us safely to shore in times of trouble, that we as Sailors, when it is our time to sail West, God will guide us safely home to be with Him in Heaven.

Until next time, God bless us all.
Fred Harrington, Chaplain

Chief DiPasquale,

There is a much stronger relationship between Purdy and the Jacksonville area than most Purdy sailors know. During early May 1971, Purdy was transiting up the Florida coast. On the evening of 8 May 71 off the mouth of Saint John's River, Purdy was nearly cut in two by a huge supertanker.

The supertanker was departing for open ocean in heavy fog and riding high in the water because it had recently unloaded its cargo of oil at Jacksonville. Because of the fog and undependable radar (the previous watch had told us that the fog was so thick plus had heavy rain that the radar return looked like a soggy cotton ball in the middle of the screen). LTJG (later LT) Rich Fravel was on the port wing of Purdy's bridge, a seaman was on the bow with sound-powered phones, and I (LTJG, later LT, Mike Smith) was on the starboard wing. That watch was a test for Rich to see if he was qualified for the OOD position. As senior watch officer I put Rich on the watch bill as OOD and myself as JOOD so I could observe his actions. Within 2-3 minutes after relieving the

bridge watch at 23:45 that evening, Rich spotted the supertanker with its bow about 5-6 times the height of Purdy's mast coming out of the fog less than two hundred yards away, heading directly at Purdy's port midships. Purdy looked like a bathtub plastic boat in comparison with the size of the supertanker.

If Purdy and her crew were to survive, we had to act extremely fast with absolutely no hesitation. We knew that another destroyer had been cut in half by an Australian aircraft carrier running darken ship at night off the coast of South Vietnam just a few months before. Consequently, we sped up to "All Ahead Flank" and made a left full rudder turn. Halfway through the turn we went to "Meet Her" to clear Purdy's stern from the supertanker and continue a straight course. That way, if we did collide, we hoped that it would only be a glancing blow with Purdy's port side sliding off the supertanker's port side. Luckily we did not collide, but we came within 50 feet of the supertanker so that we could look straight up at the single watch stander on the supertanker's bridge and clearly see his short sleeve white shirt, black tie, black hair and mustache. We also saw that he was looking straight down at us.

If it had not been for Rich Fravel's quick notification of the supertanker's approach and the outstanding work and immediate response to orders by the men in the pilot house, Purdy would now be at the bottom of the ocean near the mouth of Saint John's River.

There is one funny story that happened just after Purdy's near destruction. After all the excitement, we sent the boatswain mate of the watch to wake the captain (CDR Robert F. Campion, Jr.) in his sea cabin.

The boatswain came back from that assignment chuckling, saying that there was no need to wake the captain because our last full left rudder turn had thrown the captain from his bunk onto the deck.

(Continued on page 5)

(Continued from page 4)

As for myself, I have been disabled for the last 15 years as a result of Agent Orange that was sprayed on my previous ship in South Vietnam prior to joining Purdy. I have had 33 operations, 58 kidney stones that consist of calcium which is being leached out of my bones by Agent Orange and am bedridden most of the time. Consequently, I have not been able to attend previous association meetings and do not see myself able to do so in the future.

Sincerely,
Mike Smith

Dear Sir (Jim Meechan),

I commissioned the DD 734, took it out of Bath Iron Works when they bent both shafts and screws when they hit a ledge in the riser. We went to Boston loping all the way where they dry docked the Purdy and replaced both shafts and screws and rebuilt the stern tubes.

I remember you but you may not remember me. I had the forward engine room and Joe Moold had the after engine room. I was in Bath Iron Works for several months outfitting the ship. Many of the originally assigned crew never sailed with the ship.

Best regards,
T.A.Olcovich

Published by:

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

KEN SCOTT'S STORY

*A collection of memories written for his grandchildren and shared with us.
Continued from March 2005*

"Mail Call....Mail Call!!!" That's the most popular announcement to a service man. In boot camp it was heard every day and it quickly assembled everyone in a central area of the barracks. That call came infrequently when I got on the Purdy. When we were at sea, we seldom heard anyone say "Mail Call," but when we hit a port, the gig left almost immediately to pick up the mail. It was the top priority!

When the men get their mail, they usually withdrew quickly to themselves or would stand around and boast. The withdrawers outnumbered the boasters probably ten to one.

At sea, mail was delivered by helicopter if we were with a carrier or by hyline if we were operating with ships other than carriers. How they manage to find the ships at times was a mystery to me, but I was always thankful the system worked.

Brock got a letter from his mother one day and after he opened it, read the first page then broke out in a hearty laugh. "You've got to see this, Scottie," he said as he held out the letter. The text was hand written and his mother had signed off in the lower right corner of the second page, but in the lower left corner was a hand drawn picture of a dog's track. The track was signed in Brock's dog's name. I think everyone on the ship saw that letter during the next day or two.

Mail Call always brought good or bad news. Good if you got mail, bad if you didn't!

I've heard the old slogan all my life, "Join the Navy and see the world." In my case this was a prediction of things to come. By the time we left for Korea, I had seen a good part of the countries located around the United States. Now came the chance to see a few on the opposite side of the world. Our first port of call after we had steamed across the Atlantic

was Athens, Greece.

I had read a lot about Athens in my life, and so it was quite a thrill for me to finally get to visit. We anchored out in the bay and rode a liberty launch to a pier. Three of us went on liberty together. Of course, we were lost from the time we hit the pier, so we caught a taxi. The driver couldn't speak English and we couldn't speak Greek, so there was a lot of pointing and grunting going on. Soon we took off and went on a wild ride through the city. We ended up at the king's mansion (we were later told). We saw a lot of the old ruins of Athens, saw statues and all kinds of memorials and lots of things I had heard of. We also visited a bar or two on the rounds. I had no problem with the bars because when I had hepatitis I made up my mind I would not drink alcohol drinks. The other two men got a little loop legged on our round.

In our return to the dock we left the taxi and started walking. On our way we met a Greek sailor built like a six foot gorilla. Brock and Foley bristled up to whip a Greek sailor's tail. At the same time the Greek sensed what was going on and he tensed and was ready to go to war (or fist city).

Just looking at him I was sure he could have cleaned three plows in a hurry so I was trying to hold Brock and Foley off and at the same time pacify the Greek. I'd hold my buddies back and make circles around my head with the other hand and try to smile at the Greek. I made motions to him as if I was drinking out of a bottle and then circle my head trying to indicate they were drunk. Finally I waved bye to him and he relaxed and at last slowly backed off.

My two buddies tried to follow him, but I held them back. Soon the situation cooled off and we gradu-

(Continued on page 6)

(Continued from page 5)

ally made our way back to the dock. I was extremely relieved to get them on the liberty launch and back on the ship. Whew!!

Two months in the hospital with hepatitis had taken its toll on me! I caught a train from Norfolk to Newport to rejoin my ship there. When I got my first glimpse of the Purdy, I was so glad to be home, I didn't know what to do. Only a day or two from Christmas and about a zillion miles from home! I was more homesick than I'd ever been. I felt like kissing the deck as I came aboard. Everyone I saw was welcoming me back. It was good to know I had been missed. My spirits picked up fast! When I walked into the compartment, one of the first people I saw was Brock, my best buddy on the ship. He was getting ready to visit his wife's folks in New Bedford, Mass. He asked if I would like to go with him and spend Christmas at her house. I had to think it over maybe ten seconds before I answered "Yes."

I hurriedly reported to my division officer and he gave me a seventy-two hour liberty. I was already dressed, so Brock and I hit the trail. Once outside the base gate, we threw our thumbs in the air and the first car picked us up. The people in the car offered to take us to their house for Christmas. Suddenly my homesickness faded! (Somewhat.)

We spent Christmas with Brock's wife's folks. I didn't have even one present under the tree, but this was one of the best Christmases I have ever had!!

I was due twenty days convalescence leave when I got back to the ship, but the Purdy was getting ready to leave for the Caribbean when I came back aboard. I was told I couldn't have my leave, but I would be allowed to goof off a lot. I accepted the offer.

We sailed for the Caribbean less than a week after I went back aboard. I wasn't sorry I didn't push for the

leave time. We went to Cuba, Puerto Rico, Dutch West Indies, Dominican Republic and Haiti on that cruise. We were practicing all kinds of maneuvers during the entire cruise.

Clem Miller and I always got the job of painting the ship's numbers and in Haiti it was decided that they needed painting. We went over the side and began. That took one morning. When lunch time came, we were only about half finished with the nine foot high numerals, so we decided our stage was going to flip over and we'd have to swim back to the quarterdeck. Just before tipping the stage, we looked down and in the water just below us was about a ten or twelve foot shark, lazily swimming a figure eight. Our knuckles turned white on the lines. You couldn't have pulled our hands off those lines with the crowbar.

I've always heard oil and water don't mix, and I've seen that demonstrated time and time again. Sure enough, it's true! You could carry that little saying further by saying marines and sailors don't mix and neither do submarine sailors and destroyer men. Why? I don't know why, but they just won't!

To illustrate this point, let me tell about an incident that happened shortly after the Purdy got back to Newport from Korea. Naturally there was going to be considerable celebrating by the crew just to be back in one piece. Throw in a honky-tonk and a drunken submarine sailor and you've got a dangerous mix on your hands.

In this particular incident, a submarine sailor and a tin can man seated at the bar had a heated exchange. It went on for quite a while. Threats were made and knowing he was badly outnumbered, the submarine sailor left the bar. Soon after that, the tin can sailor decided it was time for him to leave also, so he too weighed anchor and left the honky-tonk. Shortly after the two left the bar, a sailor from the Purdy wandered in and sat on the stool

the tin can man had occupied. He proceeded to examine the bottom of a beer glass from the inside. He was seated with his back to the door when the submarine sailor returned. The submarine sailor walked straight to the Purdy man, tapped him on the shoulder and when he turned around, the submarine man hit him between the eyes with a dogging wrench. The Purdy man didn't know what hit him! He went to the floor like a sack of potatoes!

A dogging wrench is a tool used to tighten the bolts around a hatch to make it water tight. It is about ten inches long, very sturdily built, and weighs about a pound or so. It could be a lethal weapon.

This altercation happened while I was on leave before going to the separation center to be discharged. When I got back to the ship, the Purdy man was still in the hospital in serious condition. I never heard whether he recovered or not.

I still remember my last meal as a civilian before entering the Navy. Daddy went with me to the bus station before I was sworn in at the recruiting station. We arrived about noon and went to a small restaurant on Main Street in Little Rock, near the bus station, to eat. I had chicken fried steak, potatoes and gravy with tea to drink. Mmmm. Mmmm.

To be continued Sept. 2005

REFLECTIONS FROM BOB HOPE

ON TURNING 70: "You still chase women, but only downhill."

ON TURNING 80: "That's the time of your life when even your birthday suit needs pressing."

ON TURNING 90: "You know you're getting old when the candles cost more than the cake."

(Continued on page 7)

(Continued from page 6)

ON TURNING 100: "I don't feel old. In fact I don't feel anything until noon. Then it's time for my nap."

ON GIVING UP HIS EARLY CAREER, BOXING: "I ruined my hands in the ring...the referee kept stepping on them."

ON SAILORS: "They spend the first six days of each week sowing their wild oats, then they go to church on Sunday and pray for crop failure."

ON NEVER WINNING AN OSCAR: "Welcome to the Academy Awards or, as it's called at my home, 'Passover'."

ON GOLF: "Golf is my profession. Show business is just to pay the green fees."

ON PRESIDENTS: "I have performed for 12 presidents and entertained only six."

ON WHY HE CHOSE SHOWBIZ FOR HIS CAREER: "When I was born, the doctor said to my mother, 'Congratulations. You have an eight-pound ham'."

ON RECEIVING THE CONGRESSIONAL MEDAL: "I feel very humble, but I think I have the strength of character to fight it."

ON HIS FAMILY'S EARLY POVERTY: "Four of us slept in the one bed. When it got cold, mother threw on another brother."

ON HIS SIX BROTHERS: "That's how I learned to dance. Waiting for the bathroom."

ON HIS EARLY FAILURES: "I would not have had anything to eat if it wasn't for the stuff the audience threw at me."

ON GOING TO HEAVEN: "I've done benefits for ALL religions. I'd hate to blow the hereafter on a technicality."

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.

THANK YOU TO CONTRIBUTORS

We would like to thank the following for their contributions to the funding of the Purdy Report.:

Lula Holley
Frank Ironside
Louis Kava
Harry Martz
John Mustakos
Charles Sterling
George Tindall
Robert Wertz
Norman Bradley
Robert Fuller
Andrew Lamora, Sr
Meryl Nelson
Ted Olcovich
Armindo Rebeiro

You can make your contribution by sending your check to the Association Treasurer, **Jim Meechan, 145 Laura Dr, Gahanna, OH 43230.**

NEWSLETTER FINANCIAL REPORT

Cost of this issue **\$362.54**

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

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.

PREVIEW OF NASHVILLE, APRIL 19-23, 2006

"Music City USA" or the "Athens of the South" are two appropriate names for this Southern city, home to over 500,000 people. With so much to see and do in Nashville, the city is a great choice for your reunion. We will attempt to give you a brief preview of some of the attractions in Nashville, and then ask you to choose which ones will be offered in your reunion package. Read over the descriptions and then fill out and return the survey to us. We will use your responses along with your coordinator's input to design your reunion agenda to those wishes.

ATTRACTIONS

Grand Ole Opry: Take country music's greatest legends, mix in today's biggest superstars, add the hottest new voices on the charts, and you have the world-famous Grand Ole Opry. Come to be part of the live performance and share the music and the memories of country's grandest show—the Grand Ole Opry. **Since the Grand Ole Opry is only on Saturday nights, you will have to choose to either have the banquet on Friday night or early on Saturday evening, with casual dress for the Opry afterwards. If you choose to have the banquet on Friday, then Saturday we would have a soup & sandwich supper before the Opry and dessert and coffee afterwards.**

Country Music Hall of Fame: See live performances, interactive exhibits and rare costumes, instruments and archival films all in one place. The Country Music Hall of Fame is a must-see for all country music fans.

Jack Daniels Distillery: The Jack Daniels Distillery is the oldest registered distillery in the United States and among the most prestigious. It is listed on the National Register of Historic Places. Visitors will receive personally guided tours of the distillery and observe the famous whiskey-making process.

Grand Ole Opry Museum: The museum pays tribute to the longest-running radio show in the country and its yesteryear's stars with exhibits honoring them and their modern-day counterparts.

Military Branch of the Tennessee State Museum: Located in the War Memorial Building as a tribute to veterans, the museum features exhibits on America's involvement in foreign wars from the Spanish-American War to World War II. Exhibits showcase the weapons, uniforms and battle histories.

General Jackson Showboat: This \$12 million, four-deck paddle wheeler cruises the Cumberland River as you enjoy strolling the decks and listening to the lively entertainment found throughout the boat. Lunch and dinner cruises are available.

Belle Meade Plantation: Called the "Queen of the Tennessee Plantations" this 1853 Greek Revival mansion was once home to a thoroughbred stud farm and nursery. Today, docents in period costume guide you through the mansion and impart tales of a slower paced society, when plantations were way of life for a few select Southerners.

Tour of the City of Nashville: This fully narrated city tour will give you an overview of the sites around the city, including some of the stars homes, the **Ryman Auditorium** (original home of the Grand Ole Opry), the Parthenon and other places of interest. The tour also includes lunch at **The Hermitage Smorgasbord**, located at the beautifully restored home of President Andrew Jackson. At **The Hermitage** you will see personal belongings and furnishings of the president that reveal Old Hickory's sophistication and stylish tastes that remain elegant today.

2006 USS PURDY REUNION SURVEY NASHVILLE, TN APRIL 19-23

Please take a few minutes to complete the survey so we can custom design your reunion to your wishes.

The Reunion

Would you like a Welcome Reception the first evening of the reunion?

Yes ____ No ____

Do you prefer breakfast all three mornings? ____

Or only on Sunday morning? ____

Do you want entertainment after the banquet? Yes ____ No ____

Please check the attractions you would like to visit during the reunion.

Grand Ole Opry ____
Banquet on Friday night ____
Banquet early on Saturday evening ____

Country Music Hall of Fame ____

Jack Daniels Distillery ____

Grand Ole Opry Museum ____

Military Branch of the TN State Museum ____

General Jackson Showboat ____

Belle Meade Plantation ____

City Tour (including The Hermitage) ____

Return to:
Military Locator & Reunion
Service, Inc.
P. O. Drawer 11399
Hickory, NC 28603

Or Fax:
828-256-6559