

**COMMANDER DESTROYER SQUADRON TEN  
CARE OF FLEET POST OFFICE  
NEW YORK, NEW YORK**

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3590  
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**CONFIDENTIAL** (Unclassified upon removal of Enclosures (1), (4), (5), (7), (8), (9), (11), (13), and (14))

From: Commander Destroyer Squadron TEN  
To: Commander Cruiser-Destroyer Flotilla TWO

Subj: The Arleigh Burke Fleet Trophy; nomination for

Ref: (a) OPNAV Instruction 3590.11  
(b) COMCRUDESANT Instruction C3500.3L (BATREADCOMP)

Encl: (1) COMSIXTHFLT 261247Z APR 71  
(2) COMSIXTHFLT 031033Z MAR 71  
(3) COMDESRON TEN 071049Z MAR 71  
(4) CTF 60 122100Z MAR 71, 0222S0Z APR 71  
(5) COMEDNOREAST 271102Z MAR 71, 301406Z MAR 71  
(6) COMNAVSOUTII MSG of 30 MAR 71  
(7) COMSURACGROUP 2S1000Z MAR 71  
(8) CTU 60.1.9 24200SZ NOV 70  
(9) CTU 60.1.9 OS1747Z DEC 70  
(10) CTF 60 071303Z DEC 70  
(11) CTU 60.1.9 120732Z JAN 71  
(12) CTF 60 221844Z APR 71  
(13) CTF 60 111400Z MAR 71  
(14) CTG 60.S 031906Z APR 71

1. On 1 July 1970, as FY 71 began, USS HUGH PURVIS (DD709), an aging lady of the fleet, sat forlornly alongside pier one in Newport, Rhode Island. She had been in modified Cadre (reduced, but more correctly non-operational status) since November 1969. She had completed only 32% of her required exercises during fiscal year 1970, had an unsatisfactory annual supply inspection, had no chance to complete any operational inspections and seemed a forgotten unit of the fleet. Less than a year later, on 2 May 1971, she was to sail back into Newport, a proud fighting ship with the most enviable record achieved of any destroyer in recent years, including a highly successful Mediterranean deployment.

2. In November 1969, when HUGH PURVIS was placed in modified "Cadre", she was subject to a draw down of petty officers in critical ratings. This depletion of talent and operation was almost disastrous in its consequences. This situation left HUGH PURVIS with a serious management problem. Unlike her sisters in modified Cadre, HUGH PURVIS was not even

left with sufficient engineering personnel to permit her to steam periodically for the prescribed eight hour periods.. By careful planning and cross-training, the ship laid up some equipments and concentrated on intensive PMS on the remaining equipments, while at the same time making maximum use of shore schools and training facilities. On the recommendation of HUGH PURVIS, a program for underway training of junior officers in OCS YP's was established. The ship also made use of other ships, including NRT ships, for training personnel during local operations. The projected date for returning HUGH PURVIS to operational status was subject to many changes and disruptions, further complicating planning. On 22 July 1970, with the stroke of a pen, HUGH PURVIS was deemed operational, although in fact her personnel situation was only beginning to improve. A scheduled deployment to the MED made this move mandatory. During the stand-down period more than 50% of the officers aboard had been transferred. Only one officer had even been underway in HUGH PURVIS before. Below the department head level there were no qualified OODs. Both the Commanding Officer and Executive Officer were new. In addition, sixty percent of the crew were new, including most of the supervisory personnel in critical mobility ratings. Upon being designated operational, HUGH PURVIS undertook three days cautious ISE at sea, and sailed for modified Refresher Training at Guantanamo. The three and one-half weeks of training proved to be most difficult due to many casualties attributable to the long period of inactivity. Replacement of steam gaskets and ruptured fuel oil lines was a way of life. Electronics problems were constant due to the heat and lack of experience of the personnel utilizing them. Yet in these dark, unbearably hot days of GITMO was sown the seed that was to blossom into the indomitable spirit of HUGH PURVIS. Refresher training culminated on 8 and 9 September 1970 with an Operational Readiness Inspection for which the ship received an overall grade of 60.6 (Unsatisfactory). The numerical grade was, however, the highest achieved by any destroyer which had previously undergone the transition from modified Cadre to active status. The ship was accomplished by Commander, Fleet Training Group Guantanamo for her spirit and the improvement made during refresher training. Immediately following the ship qualified in Naval Gunfire Support with a score of 81.9% at the Culebra Range. This was to constitute the only training prior to departure for deployment.

3. Modified Refresher Training was followed immediately by Preparation for Overseas Movement (POM), a period marked by disruption due to changes in deployment dates and organization and further complicated by a split in the squadron triggered by the JORDAN contingency. The POM period proved traumatic as a large backlog of corrective maintenance had to be undertaken in a busy period. (It is significant to note that policy for management of ships in modified Cadre prescribed the deferral of corrective maintenance in favor of preventative maintenance.) A last minute casualty to a ships service generator caused the ship to sail two days late for the MED on 30 September 1970. Despite this beginning HUGH PURVIS' record was to be continually on the upswing from that day.

4. During her deployment she topped all SIXTH Fleet units in time underway (62.5%) and had the best record for correcting casualties. She spent the longest continuous time underway in the Mediterranean of all SIXTH Fleet ships (27days) and during the latter part of the cruise rarely saw a liberty port. She spent more total time at sea underway - 159 days - during FY 1971 than any other ship in Cruiser-Destroyer Flotilla TWO. She proved always alert, quick to answer and ready for any assignment. She was a leader not only in mobility but also in the all-important field of communications. There was rarely a time that she was not on the myriad of circuits required in the MED. HUGH PURVIS was complimented by Commander SIXTH Fleet for her record of underway performance, reliability, correction of casualties and low down-time of operational systems (paragraph 7 of enclosure (1)). Upon completion of a tender availability on 9 February, HUGH PURVIS left for sea exercises. This underway period lengthened into 44 days between liberty ports. Following participation in Exercise National Week VIII, she was immediately detached to conduct special operations for Commander SIXTH Fleet. Despite the arduous hours, loss of liberty and innumerable delays in mail, morale remained high and HUGH PURVIS was commended by Commander SIXTH Fleet for initiative and responsiveness in the use of experimental tactics during special operations (enclosure (2)). She was also commended by Commander Destroyer Squadron TEN for her participation in these operations (enclosure (3)). Upon completion of special operations HUGH PURVIS willingly gave up a visit to a liberty port to spend a few days at a training anchorage to correct material deficiencies and improve her overall readiness prior to participating in NATO exercises (enclosure 4). NATO exercise Exit Door found HUGH PURVIS in the center of operations. In addition to a hectic exercise schedule, she acted as primary air defense ship for the exercise, tasked with evaluating the utilization of NATO strike aircraft as land based air support for Maritime Operations (LASMO). This was a unique opportunity for a FRAM II to show her mettle as an air control ship and HUGH PURVIS was again equal to the task. She was commended by Commander Allied Naval Forces, Northeast Mediterranean for initiative, imagination and professionalism in her performance in evaluating LASMO tactics (enclosure (5), (6), and (7)). HUGH PURVIS despite the limitations of a FRAM II was one of the leaders in air-intercept control exercises and led all SIXTH Fleet destroyers in the control of anti-submarine warfare aircraft {enclosures (8), (9), (10) and (11)}. The overall performance of the HUGH PURVIS during this deployment can best be summed up in a message received from CTF SIX ZERO upon her departure from the Mediterranean {enclosure (12)}. "The fine spirit of PURVIS will be greatly missed by Task Force Sixty. You have performed every task that could be assigned to a Fram II with enthusiasm, professionalism, and the highest degree of reliability. Your spirit is exemplified by your voluntarily giving up liberty time in order to anchor at Soudha Bay and repair material casualties to better improve your readiness. I look forward to sailing with the fine ship PURVIS again. Well Done. RADM TALLEY."

5. During Fiscal Year 1971 HUGH PURVIS completed 96% of all required valid ??? exercises. The only exercises not completed were due to non-availability of services, despite scheduling several times, or to the inability to schedule due to fuel constraints. She was not able to complete a 'full power run due to operational commitments prior to deployment and the fuel constraints present within the SIXTH Fleet. The training scheduled at Guantanamo did not provide for a full power run. However, she did plane guard regularly at speeds up to and in excess of 27 knots. During operation Exit Door the signaled speed was 25 to 27 knots for most of the two week exercise. All inspections have been successfully completed including an Operational Readiness Inspection (ORI) by Commander Destroyer Squadron TEN in April 1971. During June 1971 an annual Supply Inspection was conducted which showed tremendous strides had been made by the Supply Department. A final grade of Excellent was assigned. The exercises and inspections were conducted in such a style and with such outstanding improvement in all aspects that HUGH PURVIS has risen from last place in the squadron on 1 July 1970 to direct competition for the coveted squadron efficiency award.

6. End of Fiscal Year departmental and mission area improvements are as follows: (a "--" equals unreadable)

	<u>AMW</u>	<u>ASW</u>	<u>SUW</u>
	1 3 5 6 7	1 2 3 6 7 8 9 0	1 2 3 4 5 6 7
FY 70	C D D D D	B D D D D D D C	D D - A* D D C
FY 71	A A A A A	A A A B B C B A	A A A A B D B

	<u>SPW</u>	<u>NCO</u>	<u>FSO</u>
	1 5 7 8 - 11 2 4 5	0 1 2 3 4 4 5	- 2 5 7
FY 70	- D C - - D - - -	B D C C D B B	D C - -
FY 71	B C A - - B B D A	B D A A B B B	B A D #

	<u>MOB</u>	<u>CAC</u>	*Inport Drills
	1 3 4 6 8 1	1 2 3 4	#No SVCS Available
FY 70	D D D C D -	D D D D	
FY 71	C A A A B C	D B A B	

...	<u>AAW</u>	<u>ASW</u>	<u>SUW</u>	<u>SPW</u>	<u>NCO</u>	<u>FSO</u>	<u>MOB</u>	<u>CAC</u>	<u>TRNG</u>
FY 70	C4	C4	C3	C3	C3	C3	C3	C4	C3
FY 71	C1	C2	C2	C2	C2	C2	CI	C2	C2

Selected Exercise Grades are as follows:

...	Z-17-AA	MOD W-2-U	Z-23-G	Z-20-C
FY 70	NOT CONDUCTED	NOT CONDUCTED	NOT CONDUCTED	NOT CONDUCTED
FY 71	64.6	93.9	100	76.0

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7.{Unreadable} is in response to a request from VADM KIDD for recommendations for special recognition of ships upon departure from SIXTH FLEET. Paragraph 3 is my brief evaluation of the performance of HUGH PURVIS. The tremendous overall improvement shown by HUGH PURVIS was made in conjunction with the demanding operational commitments required of a destroyer deployed to the SIXTH Fleet. The attainment of such a high degree of readiness and training despite the large turnover of personnel was made possible by the superb day-to-day devotion to duty of every member of the crew. A vigorous shipboard training program coupled with the indomitable spirit of a proud crew demonstrated that through teamwork anything can be accomplished. It is with a great deal of pleasure and personal satisfaction that I nominate HUGH PURVIS for the Arleigh Burke Award.

(signed by)  
C. K. MOORE

Copy to:  
CO, USS HUGH PURVIS  
COMDESRON SIXTEEN

***(From the editor...***

***The above document is a copy of probably a copy of the original. Some information is missing due to being unreadable. When you see ... or “-“ this is what it means. The “grades” on page 4 are somewhat of a guess due to alignment and readability problems.)***