

The Daily News 2012



FALL EDITION Page One

A Semi - annual publication dedicated to the memory of the those who served aboard the USS Daly DD 519 - Hal Boyer Editor - halboyer@yahoo.com



Herb Lanker MM Third Class reported aboard the USS Daly January, 1956 and spent two years and eleven months on board before his discharge in December 1958

“My Life on the USS Daly” by Herb Lanker

Part Two: The Story continues as the USS Daly returns to Newport, R.I.

1956: A day or so after arriving in Newport, a Fireman on duty was assigned to inspect the zinc plates on the main engine condenser in the after engine room. Unknown to him the main circulating pump was running and pumping thousands of gallons of water through the main engine condenser. When the plate was loosened it blew off and thousands of gallons of sea water flooded the engine room. As a result of this unfortunate incident we had to go to Boston for emergency repairs. We got underway, via the Cape Cod Canal and arrived in Boston Harbor on October 5 to off load the ammunition in the magazines. The following day we proceeded to South Boston Naval Shipyard Annex and then moved to a pier at Charlestown, where the work began on the engine room by the Gibbons Machine and Engineering Company to repair the damage of the flooding. I don't remember the details but the work was extensive.

On October 27, we returned to Newport to resume our schedule of operations. We got underway again in November for operations in the north and south Atlantic. We operated between Newfoundland and Nova Scotia and as far south as Bermuda. We returned to Newport on November 14 and tied up in the bay at Mike 16, a buoy in Narragansett Bay. On the 30th of that month we moved alongside the Destroyer Tender Yellowstone for maintenance. On December 20, I began a 20 day leave.

1956 passed quickly, It was an eventful year. I had seen many new places and had many new experiences. 1957 proved to be even more eventful.

January 4, 1957, we got underway for deployment in the Red Sea. This cruise would last five months; it would cover the same distance as half way round the world. January 9, Port of Spain, Trinidad, was our first stop. Trinidad is a large Island a few miles off the coast of Venezuela. We refueled and got underway in less than 24 hours. Most of the crew never went ashore. Leaving Freetown we steamed down the coast of Africa for Simonstown, Union of South Africa. A momentous event was soon to happen, a ritual of Navy tradition that happens to all those who cross the Equator.

On January 22 at Latitude 0 degrees and longitude 9 degrees -05 West the Daly crossed the Equator at 0800. For those of us who had never had this experience, crossing an imaginary line on the oceans surface, were about to be initiated into the solemn Mysteries of the Ancient Order of the Deep, and bear the title of “Shellback”. This is an honored tradition of initiation practiced by the Navy for over 100 years. We were then considered real sailors.

continued on next page



These photos are from a previous USS Daly Equator crossing in November, 1953 near Singapore

King Neptune and his Royal Court in preparation for the Equator Crossing initiation ceremony. November 1953

My Life on the USS Daly by Herb Lanker continued from page One

January 29, 1957; The ship made port in Simmonstown, at the tip of the African continent. As we passed around the Cape of Good Hope the scenery was extraordinary and beautiful. There were high mountains at the Cape with foothills of white sand piled high by the constant wind and waves washing the beaches. The ship was buffeted by the high wind and waves as we were trying to dock. The ship required a "special pilot" skilled in handling such conditions. The ship refueled and took on supplies. The city was very small, most of the crew on liberty took advantage of the train to visit Cape Town. The train ride itself was a beautiful visual experience through the well groomed county side. It was interesting to note that at each station stop there were three separated waiting areas. One for Europeans (whites), one for non-Europeans, (Indians, Chinese, etc) and one for Blacks.

We were all surprised to see that Capetown was a very large and beautiful city with a population of several hundred. The streets were clean and the buildings very modern. This is not what we expected to see. There was so much to see and do, we felt like honored guests. At the end of the day on our return trip I met and talked to a nineteen year old college girl from Salisbury, North Rhodesia.

February 8; After our departure from Simmonstown we steamed up the East Coast of Africa for Mombasa, Kenya. Upon our arrival we tied up along side a freighter named "Orion", astern from us was the ocean liner "Trieste".

February 9; We the departed Mombasa. I had the duty aboard ship during our stop-over so I did not get ashore to take in the sights. We steamed across the equator again as we crossed into the Arabian Sea and the Indian Ocean.

February 14; The ship arrived in the harbor of Karachi, Pakistan and tied up to the Destroyer Tender, USS Prairie (AD-16). The Prairie operated out of San Diego. We remained there for 3 days while making repairs, taking on supplies and painting the ship. What I remember about Karachi is that the city was teeming with people. To me the city had an unpleasant smell, like that of a camel. Was it my imagination? The streets were dirty and crowded. Some of us took a tour by horse and buggy seeing only a small part of the city. I wasn't impressed at all with the city.

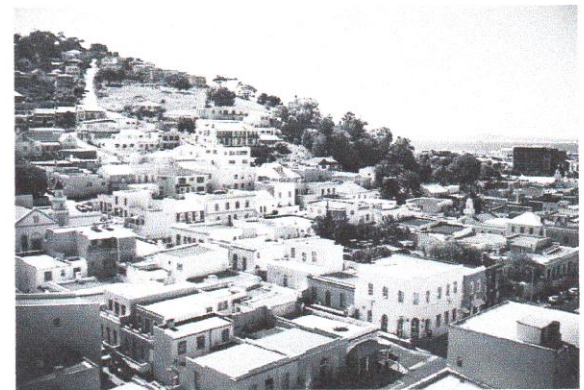
February 18; We departed Karachi for Aden, Saudi Arabia. Aden was a British protectorate located near the entrance of the Red Sea.

February 25; We arrived in Aden and the ship refueled again. There was not much to see in Aden, the harbor was surrounded by barren rock, hills and mountains. This was the same area where the USS Cole was blown up by terrorist many years later killing 17 US Sailors.

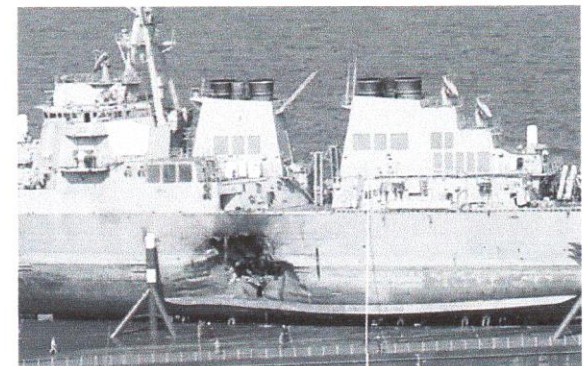
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As of 2007, Cape Town had an estimated population of 3.5 million. The city is a favorite tourist stop and is famous for its harbor and well known Table Mountain land marks. The total land area of the city is 948 sq. miles.



Karachi featured crowded streets and the smell of camels.



The USS Cole was attacked by terrorists with explosives in October 2000. 17 US personnel lost their lives and the damage was costly. It was transported to a repair ship and returned to the US. It was back in service by September 2001.

My Life on the USS Daly by Herb Lanker
continued from page Two

February 26; The ship steamed to the Red Sea. Our destination: Massawa, Eritrea and Ethiopia. The United States purpose in coming to the Red Sea was to look out for our oil interests and the oil supply-lines of friendly countries in this area of the middle east. As a result of the hostility between Israel and Egypt , the Suez Canal was closed by Egypt. Some of the oil supply- lines had been cut. Some supply ships and tankers were stranded or blown up in the canal.

Two destroyers , the USS Roan and the Forrest Royal had been on patrol for two months, we were there to relieve them. The plan was for the Daly to remain in the Red Sea until the Suez Canal was opened or until we received new orders to return to Newport.

March 3; The ship entered the harbor of Massawa. We would eventually patrol the Red Sea and the Suez Canal Zone for the next two months with our sister ship, the USS Cotten.

March 11; Underway for our first operations in the Red Sea, steaming from Massawa north up to the Red Sea to the Suez Canal Zone alternating with the Cotten on a weekly basis. The daily routine consisted of all types of operations and drills always being on alert for any signs of hostility from the Egyptians. Many inspections and ship's maintenance were performed continually to keep the ship and crew in good shape.

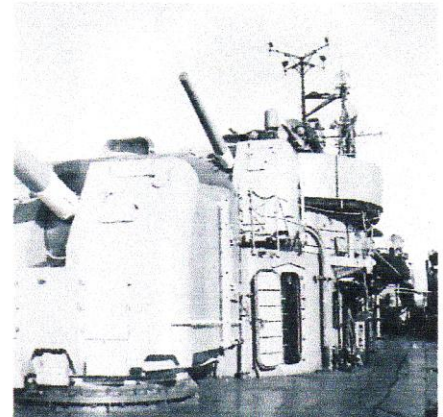
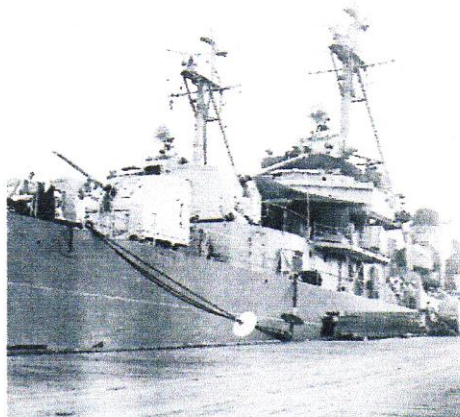
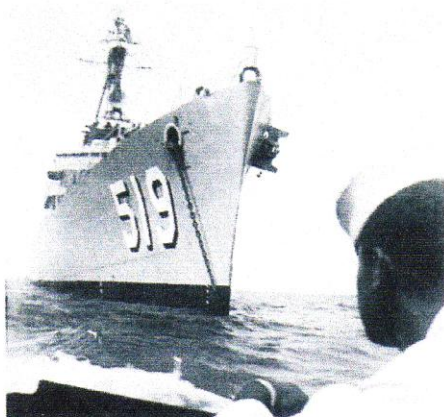
The most apparent discomfort of the entire operation was the constant heat. During the day the temperature in the engine and fire rooms would rise to 110-120 degrees. Night temperatures were constantly close to 90 which was of little comfort. The Red Sea was relatively calm, with little breeze. Our leisure time was spent playing cards, checkers, and watching old movies on the fantail every night. It seems we never got enough sleep. During this time of the cruise I volunteered for mess cook duty. It wasn't really all that bad and was somewhat of a welcome relief from the routine and the heat of the engine room. I also served sometime as Log Room Yeoman for the Engineering Department.

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Some of the interesting events that I recalled from the cruise;

Butchering a whole steer by the cooks.
Watching the flying fish skip the waves as the ship cut through the water.
Watching porpoises as they followed in the ships wake.
General Quarters drills early in the morning after we had worked all day and stood all night watches.
Crossing the Equator and the initiation to Shellbacks.

The challenge from the two Egyptian Torpedo boats and the crew's reaction.
Liberty in the small city of Massawa.
Haircuts in a small space the size of the gun director.
The constant heat with little relief.



Photos from the files of Herb Lanker

My Life on the USS Daly by Herb Lanker continued from page Three

March 13; Completed our first patrol on the Red Sea. On our return we passed within a few miles of the Sinai Peninsula, the Sinai being near the site where Moses received the "Ten Commandments from Almighty God." We also steamed into the Gulf of Suez. After our return we refueled and tied up to a pier near the city.

Massawa, our home port away from Newport, was a small city. It was inhabited by black Ethiopians, Ethiopians of Italian decent and Italians. There were a few good restaurants downtown that offered a decent meal and of course the wild bars that catered to a bunch of horny sailors looking for girls. However there were very few attractive girls available. They were probably all scared away when we arrived. There was very little sight seeing and our prime recreation was some spirited soft ball games in a field near the ship. There was always plenty of beer and sandwiches on hand during the games. Occasionally we were allowed liberty in the larger city of Asmara about 40 miles distant. I never made the trip.

March 17; We departed on our second patrol of the Red Sea. While on this patrol we refueled in Aden and returned again to the patrol duty.

April 8; Returned to Massawa and were back on patrol by April 13. This would be our last patrol and operations in the Red Sea.

April 16; Steaming north we entered the Gulf of Suez and on to the canal entrance. This was as close as we would get to the Suez.

April 18; About 1100 hours while in the gulf the Daly was challenged by two Egyptian Torpedo Boats. Conditions were such that we were ready to fight if necessary. "General Quarters" was sounded and the ship and crew went to battle stations. Our guns and torpedoes were manned. Fully armed and ready, the Daly had the torpedo boats out gunned. Needless to say the Egyptian torpedo boats backed off. The Captain later stated that the crew acted magnificently in reacting to the challenge by the Egyptian Boats. We were well-trained crew.

April 21; Easter Sunday, We were in Massawa for the last time. We were all sure happy to leave. We refueled one more time in Aden and then proceeded across the Indian Ocean to Mombasa, Kenya then south around the tip of Africa.

May 3; Mombasa Harbor, then on to Capetown. May 11; In Capetown, after taking on supplies, we had a "Visitors Day" aboard the ship. Several hundred people came aboard and were given a tour showing what a US Navy Destroyer was like. We were underway the next day and continued our voyage north along the coast.

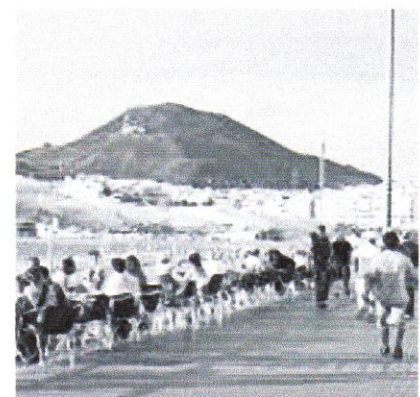
May 26; We arrived in Las Palmas, Gran Canary Islands. What a nice surprise, it was a very beautiful resort town and proved to be the best liberty we had experienced during our trip. Las Palmas is a small group of small islands off the coast of Africa and was controlled by Spain. So many places to visit, so much to see and the Spanish girls were a welcome sight to a 19 year old sailor. We also had another "Visitors Day" and entertained several hundred visitors. The last stop turned out to be the best.

May 29; Underway for the USA. We were more than ready to make our return home. The Daly and her crew crossed the Atlantic in eight days.

June 7; We were glad to be back home and in USA waters. The Daly tied up alongside the tender Grand Canyon at the State Pier in Fall River, Massachusetts. Our cruise to the Mid East lasted 5 months and 3 days. The Daly had steamed over 43,000 miles at about a cost to the American taxpayer of an estimated 23 million dollars.

June 28; I took a nine day leave and headed home. In July, after my return, I learned I had passed the Machinist Test for Third Class petty Officer.

.....**To be continued in the Spring Edition 2013**



Beach scenes from the beautiful sea resort of Las Palmas, Gran Canary Islands

Special Letters to the Editor



Recent photo

R. Eugene Clay SK2 - 1953, our very competent well liked storekeeper who kept us in cigarettes and sweets from 1951 - 1954 aboard the Daly
"I wish all the USS Daly crew the best - she was a great ship and it was a wonderful experience to have been part of her crew."

1950 - Joined the US Navy, basic training at Great Lakes Training Center, IL

1951 - February - Transferred to Store Keeper's School, Bayonne, NJ

March - Assigned to the USS Daly still in mothballs in Charleston, SC. I was assigned to a large depot that contained parts and equipment required to refit the Daly for sea.

July - Daly Re-commissioned

August - Daly Shakedown for sea preparedness. Moved aboard the Daly.

First assignment aboard ship was to check records and inventory of all spare parts and make certain they were available. Lt. Van Zee our Division Officer assigned me to operate the ship's store which was a small compartment on the main deck.

My General Quarters assignment was Mount 55 - 5 inch ammo handling room. and also Gun Captain of the starboard depth charge "K" Gun. After the "Gitmo" shakedown I was reassigned to the Quad 40mm on the 021 deck as an ammo handler.

1953 - Before our departure to Korea I was reassigned to Damage Control Talker in communication with the O.D. on the bridge.

After becoming a Petty Officer I served as Shore Patrol in several ports.

1954 - March - I transferred to the USS Bronson DD 668, a sister ship in the Des Div 302 Squadron.

October - I was discharged from the Navy and found employment with the Cecil County Board of Education of Public Schools in the Maintenance Department. There were 33 schools.

1986 - Retired as Division Head of Plant Facilities, 32 enjoyable productive years of service.

September - hired as Manager of the Garden and Christmas Center for the American Home and Hardware Store in Elkton, MD. Now retired.

WWII Veteran of the Surigao Strait Relives the Torpedo Launching

WWII Veteran (*Vernon Seawright soon to be 89, served aboard the Daly 1943-45. His comments are in reference to the battle of the Suriago Strait, October 25, 1944.*)

Shipmate,

Enjoyed your Daly News report. You are doing a good job and we appreciate it very much. I have a good number of records on the Daly, I was the only TM2/c who went everywhere the ship went from March 1943 to December 1945. I only slept in my bed at home 20 days during that time.

On the night of October 25th the Daly was in the wake of our lead ship the USS Hutchins. If I had not recharged the torpedoes they would have never reached the target. It was done on the 24th when we knew they were coming after us. Our ship did well, but so did the others in the squadron.

After the torpedoes were away, we opened up the after doors of the tubes to clear the tubes of fumes. I took the primers out that were used to fire the booster and gave four of them to the number one tube crew. I still have mine.

Some times at night I still have thoughts how it all happened. I will be 89 this October, I never did think I would make it this far.
Vernon Seawright
Greenville, SC

"Kiddie Cruise" Veteran

Carl L. Pearson Jr.
March 19 2012

Dear Editor,

We have enjoyed your latest newsletter. Enclosed is a small check to help with expenses. Thank you for taking the time to keep this going.

I crossed the Quarterdeck of the USS Daly on or about December 22nd, 1958 and served in the After Engine Room until March or April of 1959 when she was officially decommissioned. My rate was MM3, throttle man and was in the After Engine Room when we took the big role in February of 1959. I was transferred to the USS Charles P. Cecil, DD 835 and was honorably discharged from the Navy reaching the rank of MM2 in late April 1961. (Kiddie Cruise - 3 years).

I made two six months cruises to the Mediterranean and Red Sea, one aboard the Daly, the other on the Cecil. I was not aware that Admiral Visser was awarded the Navy Cross during the Battle of Suriago Strait. It was great to read the story in the last edition of the newsletter and know the extent that the Daly participated in the battle.

Sincerely, Carl L. Pearson Jr.

A Special Story from the Editor

An Army Private Takes to the High Seas; To Hell and Back.

A Korean War Story by Hal Boyer

The Korean War was well underway when the draft caught up with me in February 1951. The Army scheduled me for a physical; which I passed and allowed me 10 days before reporting for indoctrination. Instead, I choose the option to enlist in the Navy for 4 years of service. My father was in the Navy in WWII and I felt compelled to follow in his footsteps.

After boot camp I was assigned to the USS Daly, which at that time was in mothballs in the Charleston Naval Shipyard, SC. I was part of the crew that assisted in restoring the ship to service. It was re-commissioned in July of 1951. After our shake-down in "Gitmo" we were assigned to the home port of Newport, RI. The Daly crew was in was training and being fitted for our assignment to Korea; our departure was scheduled for May 1953. In September of 1952, our ship docked in New York City for a weekend of liberty. I took the opportunity to visit with my sister and her husband who was stationed at Fort Hamilton in Brooklyn, NY.

My new brother in-law, was already a Korean War Veteran, who had served his tour in the Korean war zone and was now awaiting discharge from his Army enlistment.

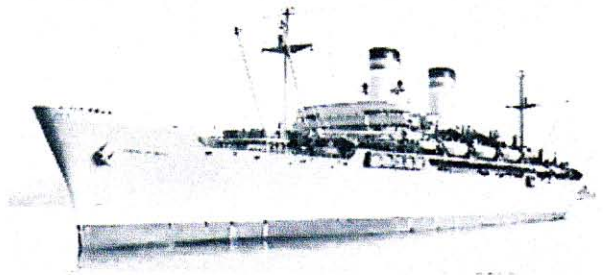
My brother in-law and I had an interesting discussion regarding his training and Korean tour. During his account, I realized that during his training and deployment to and from the action in Korea, he had spent more time at sea than I. He counted 13 separate vessels that transported his unit and many other U.S Army soldiers to and from Korea during his 29 months of service as well as on invasion training exercises.

It all began in 1949 after basic training, Private first class Gerald Reese, based in Georgia was deployed by troop ship from Charleston, SC to Norfolk, Va, and then to Puerto Rico in the Caribbean, on the Transport Attack Ship USS Pickaway APA- 222 and then later on the USS Randal APA222, to participate in several weeks of training and a mock invasion that included an armada

of 160 ships. He also spent time on several types of landing launches during this operation and again later in Korea.

Upon the completion of this exercise he returned to the states, by troopship. In August 1950 his company was transported to California by train where they boarded a troopship, the USS Gen. W.A. Mann AP-112, that was escorted to Japan. It was a 17 day trip with several thousand fresh infantry troops ready to enter the action in Korea. After their arrival in Japan, their next destination was Wonsan, North Korea, November 1950.

After a year in the Korean battle zone his company was evacuated, they were one of the last to depart by plane to Pusan and then by ship to Japan. He was awarded the Korean Service Medal and a Bronze Star for meritorious duty. After a short stay in Japan, he boarded the troopship USS General Weigel AP- 119, which was grossly over loaded for a grueling 17 day return trip to the states. The conditions were so poor men slept everywhere there was an open space, even on the open deck. Meals were served only twice a day, showers were very limited. It was "cattle boat" conditions.



USNS Weigel T-AP 119

After arriving in the states, he was stationed at Fort Hamilton, Brooklyn, NY, for several months until his discharge September 17, 1952.



In Korea 1951

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A big thank you to the contributors of the 2012 Spring Daly Fund Drive. The operating expenses are well covered for another year for publishing, mailing costs and keeping the Daly Web Site on-line.

DES RON 30 is now incorporated. I have established a special Daly Media Fund that will be controlled by the officers of DES RON 30 . This account will be accessible by request for all the Daly operating expenses to continue the Daly News and Web Site. I am suggesting that a \$10.00 per year contribution to this account will maintain a comfortable operating balance. A \$10.00 yearly fee has also been requested by DES RON 30

I recently suffered a health set back and having the security and back-up of DES RON 30 should keep the funds secure if I should no longer be able to handle the position as Editor.

All contributions should be made to; Richard Myers
 DES RON 30 or Daly Media Fund.
 428 Lockwood Terrace
 Decatur, GA 30030

I assure you I am quite able and will continue to bring you a publication in the spring, 2013. *Hal Boyer Editor*

For those of you using the Internet to stay in touch, log onto **desron30.org**. Use the "Secure Daly list". In the user ID window type **Daly**, password **8tincans**. This will get you to a Member Directory. Corrections or additions must be addressed to Dick Myer at DESRON 30.

Deceased crew members are not shown. Only active members who have a reliable address will be posted.

Please update your information to keep it current.

Clicking on the Daly under ship's website's will get you to the Daly web site. It is currently being managed by a server in Georgia, at minimal cost.



Cotten - Daly
 Dortch - Gatling



Letters to the Editor

From the Desk of Peter Streich 3/26/2012

Dear Hal, a small donation for the Daly News / Web Site. I always look forward to reading the newsletter. Hope you will solve the mystery of the model torpedo. I was the Torpedo Officer 1954 - 57.
 Regards Peter

From The Desk of Albert Perry

Dear Hal,
 I just read the Daly News, Spring Edition and was delighted to read the article, "My Life" by Heb Lanker. I served with him from July 1956 until he left in November 1958. I was in Engineering from mid-57 until I left in December 1958. The Daly News is a great publication and I look forward to the next edition and the rest of Lanker's story. The next few months should be very interesting.
 My donation is enclosed, Thanks for your good work. Albert Perry

Remembering Shipmates of the USS Daly

Photos submitted by Herb Lanker

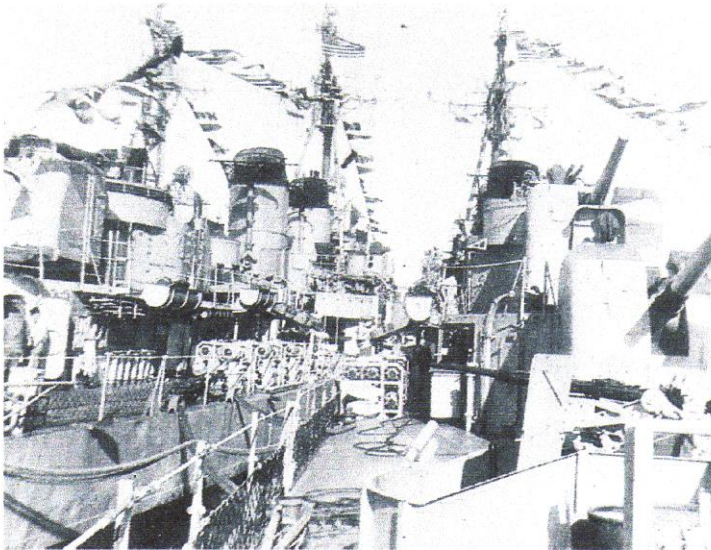


Enlisted Men's Club
US Naval Base, Guantanamo Bay, Cuba
1956
Herb Lanker, Allen Eisenberger, Jim Reed,
Louis Merolla, Bill Underwood, Raymond Campos

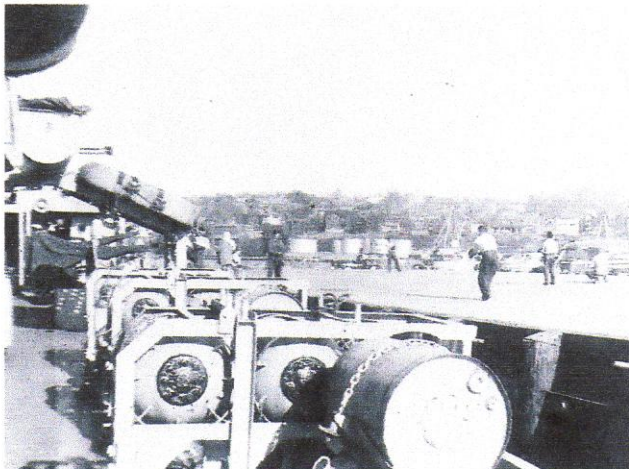


More Young Sailors
Guantanamo Bay, Cuba

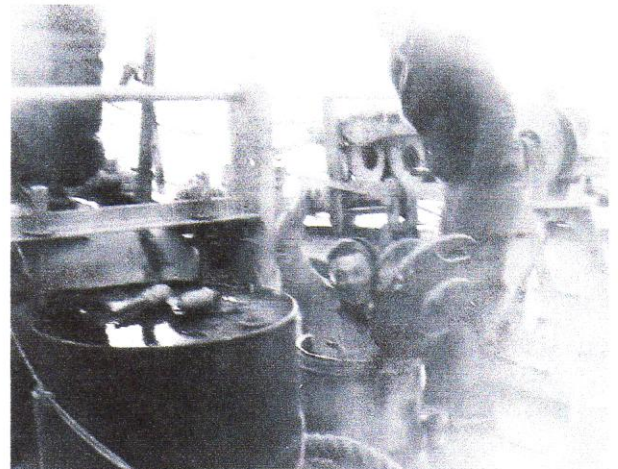
Photos submitted by Earl Richter



Wash day



Softball practice on the pier in Fall River, MA



Hatch to After Steering