

The DALY NEWS 2011



SPRING 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

Part One - My Story by John Drake 1943 - 1946

In 1943 John Drake graduated from Citrus High School in Glendora, California. He was 17 years of age. The war rages in Europe and in the Pacific. John asked his mother to sign for him so that he could enlist in the US

Navy. After his boot camp training and basic engineering school he was assigned to the USS Daly and served on her throughout the war until its end in August 1945.



The Daly and her crew returned to the states then on her final voyage, sailed from the Pacific Ocean through the Panama Canal to Charleston, South Carolina, where she was

decommissioned and placed in the mothball fleet.

John returned to Charleston after a 36 day leave but was anxious to end his Navy career and return home. All the transportation out of Charleston was on strike so he hitched-hiked to San Pedro, California where he was separated and honorably discharged from the US Navy.

He stayed with an aunt in California for a short time, then returned home to New Mexico, and life as a civilian.

John's story is dedicated to his grandson, Logan Kye Caspersen, "You are the best thing that ever happened to me, and your magnetism is everywhere!"

My Ship The Destroyer Daly DD 519 by John Drake - 1945

A fighting ship she is, and a good one too.
Laying at anchor waiting to show what she can do.
She's shown her worth at Leyte Gulf and many more.
For this is her second trip, my first to the Japs door.
Yes, she's going back for the kill which we hope is near.

So loved ones pray for us, and have no fear, we'll bring
her back another day, with victory and a hell of a lot to
pay.

A young Navy recruit takes to the High Seas during the war in the Pacific against Japan

Iwo Jima

June 1944

I was only 17 went I left home right after high school graduation. My mother signed for me to enlist in the Navy at Clovis, New Mexico. The recruiter sent me to Sante Fe for the final induction. After a day or so, the Navy offered to sign me up as a Navy Corpsman because I was a high school graduate. I was more or less pressured into it as I was very naive and inexperienced as to what the assignment entailed. By the end of the week there were still not a full draft of recruits, so they let me go home for the weekend.

During the weekend I spoke with my brother about the corpsman offer and he quickly talked me out of it explaining to me that I would be emptying bedpans the rest of the war. When I returned to Sante Fe I told the Navy personnel that I had changed my mind and that I didn't want to be a corpsman. They were none too pleased with me, but somehow I was released from the commitment. Fortunately I had not as yet taken the oath so I was not officially a Navy recruit. I later learned that the Navy assigned all corpsmen to the Marine Infantry and they saw a lot of combat. I would had gone ashore with the marines when they stormed the beach at Iwo Jima. As many corpsmen where killed that day as marines during the landing. I was lucky that I was not one of them.

After boot camp and basic engineering school at San Diego, I was sent to Camp Shoemaker for embarkation to a Navy installation or a ship. After two weeks of going on liberty every night in San Francisco, I was assigned to a ship. It was a Fletcher class, 2100 ton Destroyer, the USS Daly DD519. The Daly was docked at United Engineering in Oakland. Due to my basic engineering school in San Diego, I was assigned to the after engine room during normal watches. My battle station was the loader on the center 20mm cannon on the fan tail just aft of the two 5 inch guns on the stern.

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Iwo Jima

After dry dock and overhaul we loaded ammunition and full stores and were underway. We headed out of San Francisco Bay passing under the Golden Gate Bridge. As I saw it fade in the distance I wondered if I would ever see it again.

The skipper never informed us as to where we were headed and to my surprise we returned to San Diego for a few more days. From there we were on our way to Pearl Harbor, Hawaii. About a day out at sea we saw large sea turtles. I was called to my 20mm gun position and told to load and shoot at the turtles. I don't know who gave permission to do this however I don't think we hit any of them because the ship continued on its way.

Upon arrival at Pearl Harbor and the destroyer anchorage we were given shore liberty in Honolulu. My shipmate and I went to the Royal Hawaiian Hotel which was a two story wooden structure back in those days. It was used mainly by submariners for rest and recreation. We went swimming at Waikiki Beach and the coral cut our feet. I learned later that in peace time sand was brought in to cover the coral.

After four days we left for Midway Island to refuel. We arrived just in time for the gooney bird nesting which takes place on the island. The gooney birds were so thick, that we could hardly walk on the beach as they guarded their nests.

After refueling and walking around we returned to the ship and were soon underway again, this time for the invasion of Iwo Jima by the way of Saipan, which was almost secure when we arrived. There were enemy air raids every day and night, but the Daly was not attacked.

On the way to Iwo Jima we were able to witness a cone shaped volcano in the Bonin Island chain. Steam

and smoke were visible from the volcano. I had just been relieved from my engine room watch after taking sea water temperature readings and noted the water was 10 to 15 degrees higher than normal. I could only assume that the rise in water temperature was due to the volcano.

February 19, 1945. The Daly arrived at Iwo Jima. We were there for shore bombardment, which began at first light.

*The second photo of the raising of the flag on Mt Suribachi.
February 23, 1945*

The Island of Iwo Jima



Iwo Jima is an eight square mile volcanic island in the Pacific Ocean about 760 miles from Tokyo. The battle to take Iwo Jima was one of the costliest in the history of the US Marines. There were 23,000 marine casualties with close to 6000 dead. The taking of Mt. Suribachi did not end the fighting. The island was not secure until March 16th. The battle of Iwo Jima accounted for 1/3 of all Medal of Honor awards for the US Marines.

this information obtained from SignalAlpha.com

The shelling concentrated on all the most likely spots that could hold the Japanese. The 4th and 5th marine Divisions landed on the southeast end of the island. From our position we could hardly see Mt. Suribachi which was obscured because of shell bursts, smoke and dust. In the late evening we sailed out to sea. We joined a group of CVE's (light carriers) as their escort.

Prior to the bombardment on the 19th and joining the carriers, our after engine room's main steam line (900 lbs of superheated steam) was so dry and hot that it was invisible, and began leaking at the bulkhead flange. At the beginning of each watch, we would tighten the leaking flange bolts with an 8ft pipe cheater. It took four of us, two pushing and two pulling to turn the bolts. This was an extremely dangerous procedure because if we broke a flange bolt, the 900 lbs of dry hot super heated steam could have burned and cut us to pieces besides filling the after engine room with steam. In this case it was a risk we had to take and it worked.



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continued from page two

February 21, 1945. We are at sea and part of a task force. We are at battle stations because of the large number of enemy planes in the area of the carrier Bismark Sea, CVE 95. It is almost dark, the Bismark is recovering planes and the flight deck elevator is fully open. Suddenly amid all the activity of landing planes, a Japanese medium bomber hits the Bismark's flight deck in a suicide attack. What I didn't know was that the carrier had already been hit by a Kamikaze on the starboard side crashing through the hanger deck and striking the ship's magazines. The second plane then strikes the deck and slides down the open elevator causing even more internal explosions. The Bismark was quickly engulfed in flame and smoke. I think she sank in about 15 minutes or 20 minutes. The Daly launched her whaleboats and spent most of the night picking up survivors. I can still hear the screams and moaning of the men in the water who were suffering from burns and other wounds as the salt water penetrated their bodies.

About a month after the Bismark went down, a shipmate's mother sent him a bundle of newspapers. One of the papers told how the carrier sank. The paper said that after the sinking the Japanese planes began strafing the survivors afloat in the water. I thought about this, but how could it be true? It was dark after the sinking and survivors were being rescued with the aid of search lights. The story must have been war propaganda to stimulate the sale of war bonds.



The Bismark Sea CVE 95 at anchor

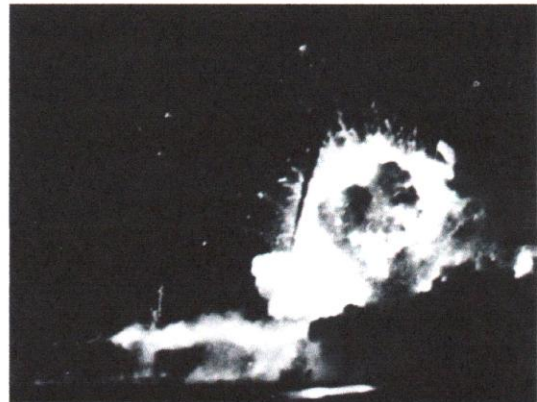
According to the Dictionary of American Fighting Ships the Bismark Sea sank with the loss of 318 men and was the last naval aircraft carrier to be lost during WWII. Three destroyers and three destroyer escorts rescued survivors over the next 12 hours. Between them they rescued a total of 605 officers and men of a crew of 923. The survivors were then transferred to the USS Dickens and USS Highlands. The USS Edmunds directed the rescue operations of the remaining hands saving 378 of the carrier's crew and the commanding officer. In spite of darkness, heavy seas and continuing air attacks, thirty of the Edmunds own crew went over the side to bring the wounded and exhausted carrier men to safety.

Meanwhile our steam leak was becoming worse. The Daly was given orders to head to Leyte in the Philippines. The trip was routine and upon our arrival at Samar, we went alongside the Destroyer Tender Dixie to repair the steam line. In a few days the repairs were completed and the ship was seaworthy. To our surprise we did not return to Iwo Jima.

For the next week we spent almost every day at gunnery practice shooting target sleeves towed by a plane. We had good gunner mates and fire controlmen. The gunners became very accurate and shot down every sleeve that was towed. This delighted the natives as they retrieved the sleeves which were made of fine fabric and were then used to make sails for their boats.

Some of the native boats were out-rigger type made from hollowed trees. Others were made of woven reeds. All the boats had eyes painted on the bows to guide them through the storms and darkness. It seemed like all the natives with the reed type boats were darker skinned and had tight curly hair.

After gunnery practice we returned to Samar each evening and anchored over night. After dark an outrigger canoe would appear at the stern to sell bottles of coke for a dollar. I think it was distilled torpedo juice. This was all accomplished on the sly and in the quiet of darkness. We didn't know it at the time but the ship was waiting for the invasion of Okinawa. The night before we departed the bottles of sake sold to us by the natives were only water. How did they know we were leaving the next day and could rip us off? We didn't know we were leaving, how did they know? I still wonder to this day.



A night scene of the violent explosions that sank the carrier Bismark
continued on page four

Okinawa - The first time the Daly is hit by a Japanese suicide plane

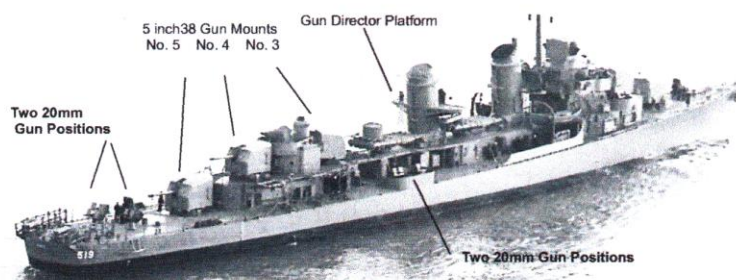
March 31, 1945. The Daly was part of the mighty invasion force that stretched from one horizon to the other. It was an awesome sight. The invasion force consisted of troopships, landing and supply ships, battleships, cruisers and destroyers. We knew at the coming of the next day we would be assigned to shore bombardment prior to the landing of the invasion ground forces.

April 1. At first light all of the war ships began shelling the initial landing areas on the west side of the island. The landing began as scheduled and we changed our position from time to time to enable the guns to have a better line of fire at their targets.

Near 1600 hours we were approximately one half mile from the battleship New Mexico when from over the hills of the island, three Japanese medium bombers suddenly appeared coming directly toward us. They had obviously used the hill to avoid radar detection. All three planes went for the New Mexico. The first was splashed by the concentrated fire of the battleship. The second plane crashed directly into the a 40 mm gun station of the battleship killing and wounding many of the crew. The third plane was hit and smoking. The pilot obviously realized he could not make it to the New Mexico and turned toward the stern of the Daly. The plane was coming in fast and was already 50 to a 100 yards astern when our five inch gun made a direct hit on the plane. It exploded into many pieces. One of the wings skipped on the water and hit the Daly's stern just below my 20mm gun station where I was the loader.

The 5 inch stern gun that fired on the plane was directly over our heads. The concussion from the gun blast was deafening and so severe that it blew us all down on the deck singeing our hair and caused a ringing in our ears. If the suicide plane had made it all the way in, it would have probably hit our gun station and the 5 inch gun and magazine blowing away the stern of the ship and killed us all. We were all lucky to be alive.

The wing of the suicide plane that hit the stern made a visible dent in the hull just below the painted name DALY. The hull carried that dent the rest of her days. We were so lucky we did not suffer any casualties. The New Mexico reported 55 dead sailors and marines in that attack.



Tin Can Sailor Archives

The destroyers played a vital role in the victory at Okinawa by keeping enemy planes clear of the transport landing areas. Another of their important missions was as radar picket ships to provide early detection of incoming enemy aircraft. They suffered heavy losses during this assignment. The Navy lost 118 destroyers to Japanese Kamikaze planes. 7,735 dead and wounded. It was the longest and hardest battle of US Naval history. It lasted eighty days.

The chance of our number five - 5 inch gun firing directly over our heads while at our 20mm General Quarters station was unexpected. The destroyers were built as a fighting ship the guns could fire in almost any direction.

This experience made me realize how dangerous it was to serve on a destroyer, and even more so when we were hit by a second suicide plane while on radar picket duty in the area of Okinawa. After the invasion bombardment we spent all our time on radar picket duty until we required fuel or ammunition.

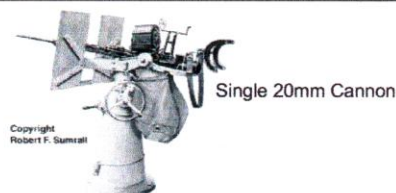
April 5. We were relieved from picket duty and sailed for Kerma Retto for fuel and ammunition. We spent the night near Okinawa under smoke screen anchorage.

April 6. We were assigned to Task Force 54 to intercept the remaining Japanese warships returning to Okinawa. The fleet included the mighty battleship Yamato with 18 inch guns, the largest ever on any battleship, one heavy cruiser and eight destroyers

While joining the task force we were attacked by Japanese Betty, medium bombers carrying manned Baka bombs, which were rocket propelled bombs that could achieve speeds of over 500 mph. Although both of the Betty bombers we encountered were destroyed by naval gun fire, several ships were struck and one destroyer was sunk by one of the rocket bombs.

During the course of the sea battle our carrier task force (58) attacked the Japanese, sinking the Yamato, the cruiser, and four destroyers. The remaining Japanese ships turned tail and ran.

We were hopeful that this was going to be our last sea battle of WWII. We gave thanks to the brave carrier pilots who were our heroes. The Daly then returned to radar picket duty and anti-submarine patrols.



Okinawa - The second time the Daly is hit by a Japanese suicide plane

April 28. Radar picket duty off Okinawa. We are under attack by a number of Japanese planes. The exact number was never verified but 6 were splashed by the Daly guns during the attack. In spite of the intense fire a single Kamikaze came through the shower of shell bursts in a steep dive just missing the bridge. The plane hit the forward port 20mm gun position, killing A. Scheit, SK3/C. It passed over the forward port 40 mm gun station so close that the gun captain, Lt. Martin Jablon says he reached up and touched the plane as it passed over. It was carrying a large, probably 500 lb bomb, which exploded as the plane hit the water. The explosion tore and ripped the metal plating to shreds killing and wounding other shipmates. Three crew members lost their lives, one being our ship's doctor, Lt. T. Curby. There were a total of 21 wounded.

A detailed account by Lt. Jablon is posted on the Daly Web site, under History/Stories/ Kamikaze Attack.

Due to all the noise of the gun fire and loading the 20mm, I didn't see the bomb blast but experienced the affect of it for a few seconds as hot water rained down on us. At the time I thought one of the ships's boilers had blown up.

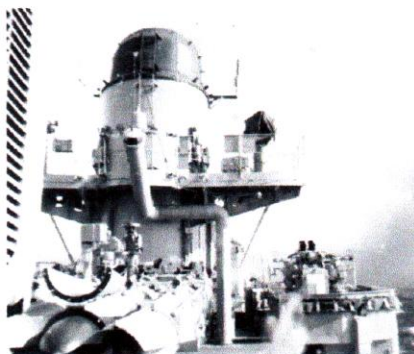
The damage to the Daly forced us to retire and we were relieved by another destroyer. A second destroyer in the company of the Daly who recorded one enemy plane splashed took a suicide plane in the bow. The crippled ship was later sunk by yet another attack by suicide planes.

The Daly and a second destroyer returned safely to an anchorage at Okinawa under their own power. During the entire trip the sky was lit with the flashes of tracers but the Japs did not attack the Daly again. We spent the night in the anchorage area protected by a smoke screen. The dead and wounded were removed. At first light we headed for Kerama Retto and the destroyer repair ship, Dixie. For the next thirteen days and nights we worked with the Dixie crew to repair the damage. I don't think we ever went to bed while alongside the Dixie. We had little rest and were asleep on our feet from being so weary. The repairs were completed along with additional guns and the ship was ready for sea.

In spite of a drizzling rain we had to take on more ammunition and reload the number 5 magazine. We had to hand carry each 5 inch 38 projectile which weighed 65 pounds to the number 5 magazine. During the loading a shipmate slipped and dropped the projectile he was carrying. The projectile dropped down the after engine room hatch which was open. This was a ten foot drop and it landed on a steel deck below. A 2nd class machinist named Skurja was on watch at the time and heard the projectile hit the deck. He thought the shell fuse might be activated by the drop and he immediately picked up the projectile and climbed straight up the ladder to the main deck and threw the projectile overboard. In a matter of seconds the projectile exploded below the ships hull, shaking the whole ship. Skurja was awarded a Silver Star Medal for his heroic effort that saved the ship and crew.

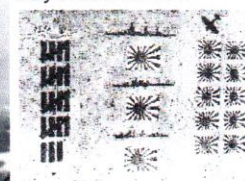
After another night in Okinawa under protection of the smoke screen we were again assigned to radar picket duty. I will never forget the fear and loss of sleep while being on radar picket watch. It was a mental and physical drain.

Where are our cruisers and battleships? Due to the heavy losses of destroyers, a new system was put into effect for radar picket duty when there were enough ships



A view of the gun director platforms on the rear stack. Note the torpedo tubes between the stack.

A scorecard was posted on the bridge to display the Daly's record of kills.



and L.C.I. (Landing Craft Infantry) available. Four destroyers in a diamond shaped formation one thousand yards apart followed aft at three thousand yards four L.C.I.'s in a second diamond shaped formation nicknamed the "Pall Bearers" to pick up survivors. There were hardly enough ships to make up this formation but it was a good idea.

All during the Okinawa campaign we fired our 20mm guns so much that the barrels over heated and became brittle. We had one blow up and pieces of metal went through my life jacket causing burns to my body. The life jacket was part of the uniform during action station. Destroyer duty can be dangerous work!

April 18, 1945. The Daly escorted the 77th Infantry Division and fired on shore targets a good distance from shore due to the heavy enemy return fire. A LCT or LCI took a direct hit and was burning near the landing area. We moved in to pick up survivors when we heard that Ernie Pyle had been killed. It was a sad day for all as he was much admired by the crew.

Editors Note: John Drake's Story - Part Two - will continue and conclude in the Fall Issue of the Daly News

Okinawa -WWII correspondent Ernie Pyle killed by enemy gunfire

When Pyle decided to cover events in the Pacific, he butted heads with the U.S. Navy over its policy forbidding the use of the actual names of sailors in his reports and won an unsatisfying partial victory in that the ban was lifted only for him. His first cruise was aboard the aircraft carrier USS Cabot, in which he saw an "easy life" in comparison to the infantry in Europe, resulting in several unflattering portraits of the Navy. Pyle was soon criticized by fellow correspondents, newspaper editorials, and G.I.s for giving apparent short shrift to the difficulties of the war in the Pacific. During the tiff he admitted that his heart was with the infantrymen in Europe, but he persevered to report on their efforts during the invasion of Okinawa. He was noted for having premonitions of his own death and predicted before landing that he would not be alive a year hence.

On April 18, 1945, Pyle died on Ie Shima, an island off Okinawa Honto, after being hit by Japanese machine-gun fire. He was travelling in a jeep with Lieutenant Colonel Joseph B. Coolidge (commanding officer of the 305th Infantry Regiment, 77th Infantry Division) and three other men. The road, which ran parallel to the beach two or three hundred yards inland, had been cleared of mines, and hundreds of vehicles had driven over it. As the vehicle reached a road junction, an enemy machine gun located on a coral ridge about a third of a mile away began firing at them. The men stopped their vehicle and jumped into a ditch. Pyle and Coolidge raised their heads to look around for the others; when they spotted them, Pyle smiled and asked Coolidge "Are you all right?" Those were his last words. The machine gun began shooting again, and Pyle was struck in the left temple (however, the Ernie Pyle State Historic Site in Dana, Indiana, contains a telegram from the Government to Pyle's father stating Pyle was killed by a sniper). The colonel called for a medic, but none were present. It made no difference—Pyle had been killed instantly.

He was buried with his helmet on, laid to rest in a long row of graves among other soldiers, with an infantry private on one side and a combat engineer on the other. At the ten-minute service, the Navy, Marine Corps, and Army were all represented. Pyle was later reburied at the Army cemetery on Okinawa, then moved to the National Memorial Cemetery of the Pacific located in Honolulu. When Okinawa was returned to Japanese control after the war, the Ernie Pyle monument was one of only three American memorials allowed to remain in place. Pyle was among the few American civilians killed during the war to be awarded the Purple Heart.



Ernie Pyle correspondent aboard the USS Cabot

Photos and article from the Wikipedia Free Encyclopedia

Ernie Pyle Memorial Ie Shima Island, Okinawa



B-29 Superfortress Dedicated to Ernie Pyle

The employees of Boeing-Wichita, through the 7th War Loan Drive, paid for and built a Boeing B-29 Superfortress, Serial Number 44-70118, and dedicated it on 1 May 1945 The Ernie Pyle.[22] The Ernie Pyle was ferried to the Pacific War Theater by a crew commanded by Lieutenant Howard F. Lippincott (USAF Lt. Colonel, ret, dec). It was initially assigned to the Second Air Force, Kearney AAF KS and sent to the Twentieth Air Force, Pacific Theater of Operations on 27 May 1945. The nose art was removed when the aircraft reached its intended operations base in the Pacific as the base commander thought it would become a prime target of the Japanese for propaganda reasons. The Ernie Pyle survived the war and was returned to the United States on 22 October 1945. It was stored at Pyote AAF TX and disposed of as surplus on 25 March 1953.

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Farewell Shipmates

John J. Buzzi, 82 USS Daly - 1957 - 1959.

Dear Mr. Boyer,

This is to inform you that my father passed away on March 8, 2010. He is survived by his wife Hazel of 61 years, nine children, 18 grandchildren and 4 great great grandchildren. His former residence was in Barrington, RI. He was born and raised in Milton, MA.

My Dad served in the US Navy for 22 years during WWII, The Korean and Vietnam War. He was a member of Tin Can Sailors Association, and the US Navy Destroyer Veterans Fleet Reserve Association, being a past president of this group.

He was buried with full Military Honors at the Gate of Heaven cemetery in East Providence, RI.

While serving on the Daly in 1960, John was one of the survivors of the tragic Men Overboard accident off Cape Hatteras, VA, that took 5 lives.

Sincerely, Debbie Wieners (daughter)

A more detailed account of the accident is published on the Daly Web site where John described the ordeal and his rescue.



**SCPO
Oscar Garland 88**

**USN Retired
Departed
October 3, 2010
Norfolk, VA
Retired in 1964 as
Senior Chief after 24
years of service.**

Oscar was born in Yonkers, NY. He was a WWII US Naval Veteran, a Pearl Harbor survivor and a member of the Pearl Harbor Veteran Association, the American Legion, Fleet Reserve Association, VFW, and the Ocean View Democratic Club.

He served on the USS Daly from 1951 to 1954 during the Korean Tour. He was Chief Gunners Mate during this tour and was well liked by the crew. I served with Chief Garland aboard the Daly, he told me he was on a motor whale boat returning to his ship during the Pearl Harbor attack and aided survivors in the water.

He was buried with full Military Honors at the Forrest Lawn Cemetery in Norfolk, VA

Letters to the Editor

Subject Military Pay
December 17, 2010 to: Hal Boyer / from: Cleo Porttorff

2010 US Military Basic Pay Chart
<http://www.navy.mil>

Any one that complains that the military serviceman is overpaid should spend 18 months in the service, overseas. We have never been overpaid. I served on the Daly in WWII until she was decommissioned in 1946. In December, 1950 I was called up from the reserves and was assigned to a military transport, we were in Hungnam, North Korea, evacuating GI's that had been trapped at the Choson Reservoir area after they were overrun by the Chinese. Our troops were poorly equipped and were suffering from frozen feet and hands. One unfortunate soldier became the first quadruple amputee losing both hands and feet by our doctors aboard the ship. We took 12,000 GI's to a hospital in Japan. I was a Radarman 1st class, but was assigned as a special lookout on the wing of the bridge while we were at anchor. 7 hours later someone on the bridge realized how long I had been on watch and finally relieved me. The actual temperatures was 60 degrees below Fahrenheit and the estimated wind chill was 70 to 75. At this time my military pay was \$114.00 per month. Who said I didn't earn my wages? Cleo.

Per Month
Less than 2 yrs. Over 2

E-1	1447	1447
E-2	1622	1622
E-3	1706	1813
E-4	1889	1986
E-5	2062	2199
E-6	2250	2475
E-7	2602	2839

Retired Chief Warrant Officer Now a Published Author Served on the USS Daly 1955 to 1959

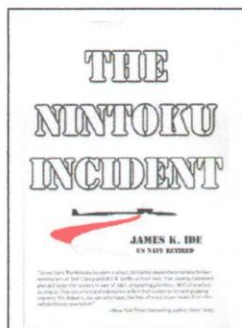
Jim Ide- retired
USN 1976



Jim Ide, who retired from the US Navy 1976, is now living comfortably in Florida. He recently sent me a copy of his latest mystery thriller, *The Nintoku Incident*. It was exciting reading and compelling. This is his 14th novel and the first written under his own name. He and his writing partner are fortunate enough to write for the Tom Clancy franchise under the pseudonym of David Michaels. They have also written a novel, *The Fall of Eden*, and the screen play based on the same theme. The published novels are all available at Amazon.com

Jim recently wrote this of his first impression of the Daly; In 1955, the destroyer piers at the Newport Naval Station were still years away. The Daly was moored at the MIKE 16 buoy in Melville. The buoy was located in the shipping channel between Aquidneck Island and Prudence Island. The channel also served as the gateway to Fall River, MA, and battleship Cove, home of the USS Massachusetts, BB-59. But in '55, as far as I was concerned, it functioned best as an unobstructed highway for the prevailing north winds of a typical New England winter.

My first encounter with the Daly happened on just such a frigid, blustery, raw December night. I rode out in the Daly Motor Whale Boat and as I climbed up the ladder and my head rose above the level of the main deck the first thing I saw was a mountain of garbage on the fantail. It was too hazardous for the trash barge to come along side out there but fine for a motor whale boat to make the trip.



I was a seventeen-year-old seaman, fresh out of Sonar Class A School, when I boarded the Daly December 1955. By the time the Daly and I parted in 1959, I was a Second Class Sonarman.

Four destroyers and seventeen years later I retired as a Chief Warrant Officer, W-3.

I started writing ten years ago at the fine old age of sixty-three. Since then I've co-authored thirteen novels and soloed on my first book.

Author at recent book signing



Navy Coffee by Rod Mooney



For Greeks, ambrosia was OK,
but used up all the sailor's pay.
Then, in a more enlightened age,
tars worked for grog instead of wage.

But as for me, I love to hug
a good old Navy mug.
It's fragrance cuts the salty air
and wafts me far away from there.

It's best when made so it can stand
without the mug, just in the hand,
and crusted mugs from watches back
are germ free, if your coffee is black.

Beware the canned milk on the bridge,
it's likely never seen a fridge,

But don't spill the coffee on your boots;
your socks will soon start growing
roots,
and if it penetrates the deck,
the panicked crew could cause a
wreck.

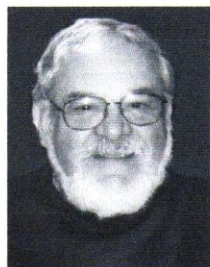
Way down below, the engine crew
prefers an even stronger brew,
and sometimes as they ply their craft,
they use the stuff to grease the shaft.

When Navy coffee is thick and black,
it guards against a heart attack,
and if it's strong enough, I'm sure,
it functions as a cancer cure.

If you have a special poem or personal story
that would be of interest to other readers please
submit a type written copy to me by mail:
Hal Boyer - 316 Harriet Drive
Perkasie, PA 18944

Meet the Daly News Staff Volunteers

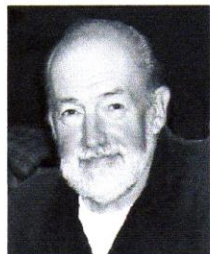
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Hal Boyer Editor Daly News and Web Site

Took over the responsibility of publishing the Daly News after the retirement of Ed Dunn in 2005. Established the Daly web site in 2003. Served on the Daly during the Korean era, 1951 to 55. Helped to restore the Daly from mothballs to full operation. Gunners Mate 2nd class (5 inch 38 - Gun Captain Mt. 52)

Hal received an Associate Degree in Graphic Design. Retired from IBM in 1987 after 28 years. He was the Graphics and Photography manager for 10 years at the Kingston, NY facility. Special interests; cartoons, woodworking and fishing. He is also President of the Emmaus High School Class of 1948, and reached octogenarian status this past year.



Roland Pike Web Site Administrator and Manager

Roland has volunteered his services in managing the Daly web site since putting it on-line. He is responsible for all the technical problems associated with publishing the site.

He is a semi-retired graduate Electrical Engineer with a Microwave Service business.

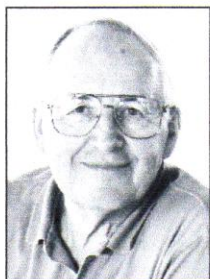
He is an ardent fisherman and fishing companion. He is a very competent sailboat skipper as well and spent a year at sea sailing the east coast.



Susanne Cottier Daly News Editing Assistant and Grammar Specialist

She has volunteered her services proof reading copy since the first issue of the Daly News was published.

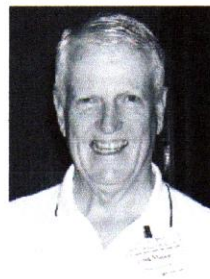
Susanne is a graduate of Oberlin College. She majored in elementary school teaching and taught school for over 20 years. She also did volunteer tutoring as a community service after retirement. She enjoys fishing and boating.



The Rev. George Spieker Daly News Editing Assistant and Technical Advisor

He has volunteered his services for the past 4 years and has provided technical advice in military history as well as editing. He is a high school friend and Vice President of our class . He is an active member in our Planning Committee and attends all the reunions.

George served in the infantry with the U.S. Army in Korea from 1953 to 54. He achieved the rank of Sergeant First Class and was awarded the Bronze Star. He retired from active ministry but remains busy with the Boy Scouts of America. He is also an octogenarian.



Frank Millard Packaging and Posting of the Daly News

Frank set up the Daly mailing list and posts the newsletter to over 100 shipmates.

He served on the Daly from 1953-55 as an Ltjg and ended his tour after the Med Cruise.

Frank is a semi-retired CEO of a large Electrical and Industrial Distributor in New Jersey.

Frank travels extensively and also sails frequently on Long Island Sound from his home in Connecticut.

The Daly News 2011

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A sincere
thank you
to the
contributors
of the Daly News &
Web Site Fund
for their
generous
contributions

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Letters to the Editor

Hello Hal Boyer,

Enclosed is a donation to the Daly Fund. The wife and I enjoy the mailings. I enlisted January 24th, 1945. I was 17 years old. I took 8 weeks of boot training in San Diego, CA. Then off to Treasure Island. 1500 boots went to Samara Island in the Phillippines. They selected 7 recruits to be assigned to the USS Daly to replace the recent casualties lost at Okinawa. We shipped out to the Yellow Sea and Okinawa. There were 5 destroyers and a cruiser in our Task Force.

We went directly to Japan and visited Hiroshima and Nagasaki where the atomic bombs had been dropped. Our mission was to draw fire from any shore batteries that were still active. But as we learned there was nothing left of either city. My action station was the stern 5 inch gun as sight setter.

We sailed the Yellow Sea for sometime then returned to San Diego, then through the Panama Canal to Green Cove Spring, Florida, then to Charleston, South Carolina where the ship was de-comissioned. I was discharged in December 1947.

I spent 40 years in the Real Estate business. We celebrated our 60th wedding anniversary this past year. We go dancing once a week to the big band sound and we are doing pretty good at 83 and 84.

Just thought you might like to know a little about one of the Daly's old shipmates.

Best Regards, Gene Ashmore
Sioux City, IA

1945



Mr. Boyer,

Thanks again for keeping me on the Daly News mailing list. I am more than happy to send you this donation to help with the publishing expenses. You do a great job.

I noticed that in the fall edition there was a radio message received by the Daly from Admiral Nimitz regarding the surrender by the Japanese. The "WU-LGO" are my Dad's initials. It was a nice surprise to see that after all these years. I have several original copies of the radio message from the Daly, but I had never seen this one.

Sincerely, Lanford G. "Chip" Owens Jr.

Dear. Mr. Boyer,

Enclosed is a check for the Daly Newsletter fund.

Although my husband Dick has died, I still like to read the news of his shipmates. I remember well the evenings I spent aboard the USS Daly in Charleston, SC., where she was de-comissioned at the end of World War II when Dick was on duty.

Thank you very much for the memories and your dedication.

Mrs. Mary Ellen Owen
(Wife of the late Richard Owen III)

Read the story, "The Nagasaki Experience of LT jg R.H. Owen III" who dies in May 1999
www.dalydd519.org/nagasaki.htm

Donations to the Daly Fund covers the costs of publishing the Daly Newsletter and maintaining the Daly Web Site on the Internet. No further donations are necessary at this time as all expenses are covered for the next two years. Thank you for your support. Hal Boyer Editor