



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

Model Torpedo Still A Mystery



Mystery of WWII Model Torpedo with Inscription

As Editor of the USS Daly Newsletter, I receive a variety of "Letters to the Editor" on various topics related to the Daly. Late this summer I received a letter from a person not affiliated with the Daly, seeking information regarding a model of a WWII torpedo. He stated he was at an estate sale in Maryland when he came across the 21 inch model of a torpedo which he purchased. Upon close examination of the model he noted an inscription dedicating this to The 1944 Battle of the Suriago Strait. He had no information as to who may have owned this object or whose estate it was. I have made several inquiries to WWII veterans who served during that period of the battle but had no help in learning more. It may have been constructed by someone on board the Daly with metal craft skills as the workmanship is very precise. The engraving of the text is very sharp and must have been done professionally. I can only assume that it was put together as an award to someone in the torpedo gang or a Torpedo Officer.

The other mystery is the wording in the inscription, it states that the Daly sank the Japanese Yamashiro which is not totally correct. The Daly was part of an attack force that launched the attack on the Japanese battleship. The Daly was given full credit for the torpedo attack, successfully striking the battleship causing sufficient damage that made it possible for larger ships in the attack force to finish off the sinking.

If anyone has more information on the Model Torpedo please contact Hal Boyer, USS Daly News Editor.

Admiral Visser, Commanding Officer of the USS Daly-1943-44, was awarded the Navy Cross for Valor during the Battle of the Suriago Strait, October 25, 1944

"For Extraordinary heroism as Commanding Officer of the USS Daly in action against major units of the Japanese Fleet during the battle of the Suriago Straits, October 25, 1944.

When the large enemy task force consisting of battleships, cruisers and destroyers was discovered coming through the Suriago Strait, the Captain of the Daly vigorously took his ship into action. Skillfully maneuvering in the congested seaway while directing the firing of his guns and torpedo batteries, he scored numerous hits on the powerful enemy ships which resulted in the enemy's virtual destruction. By his gallant fighting spirit the Captain of the Daly contributed to the victory achieved by our forces in this historic engagement and his fortunate and unwavering devotion to duty with the highest traditions of the United States Naval Service."

S. James Forrestal (Secretary of the US Navy)

Detail of rudder and screws of model torpedo



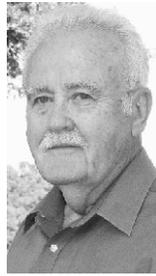
Torpedo Inscription

**October 25, 1944
Destroyer USS Daly
Torpedoed and Sank
Japan's Battleship
Yamashiro
Battle of Suriago Strait
Phillippines**



"It's Almost Tomorrow"

Meet the author, Weldon Payne



During the early stage of the Daly's Korean 1953 tour, our executive Officer assigned Weldon Payne, Yeoman, 3rd class, the task of publishing a ship's Newspaper.

Vern, who was to be the Editorial Department, Publications Department and Circulation Department had these comments to say in the Daly Cruise book. "We had the advantage over most newspaper publishers since there were no rivals and the Citizens of the Daly had little choice as to which newspaper they'd read...Although circulation was small, readers of the Daly represented many sections of the country, and numerous types of people...We published the paper hoping that in one way or another it would be beneficial to each of the readers and would assist in binding them together as a community and making their life in the floating city more enjoyable.

Vern was the "Father" of the Daly News working with the only available tools of it's time to produce a readable newspaper, the mimeograph, a stencil duplicator which was hand operated.



Since then his accomplishments in journalism and reporting continued to expand long after his naval career.

He recently published "*It's Almost Tomorrow*", a collection of his writings that began as a student at the University of Alabama at Tuscaloosa, while in his final semester before graduating in 1956. The others in this book were taken from weekly columns written during the past 49 years.

His book is now available in paperback, contact; weldon@cafes.net
Weldon Payne - PO Box 618
Manchester, TN 37349

Veterans Day 2010

by Weldon Payne

My Dear Children;

Charles L. Dunn of Franklin County spent most of World War II aboard the USS Daly, survived numerous battles, and saw "Death" piloting a Japanese kamikaze plane toward his 5-inch gun mount. Three shipmates were killed though the suicide plane missed a direct hit on the "tin can." (Later, aboard the Daly in Korea we wondered about the various battle scars on her bulkhead, and years later the soft-spoken Tennessean recalled the ship's numerous battles in WWII.)

Ernie Walker graduated Hueytown High School during World War II and a short time later, this young Marine was in the middle of the largest naval operation in American history, larger even than the Normandy landing. Years later, this older brother of my best high school buddy, said, "We didn't know this on March 15, 1945, when we boarded the USS Wayne, nor were we aware that this would be the bloodiest battle of the Pacific war and one of the *bloodiest in history.*"

Your Uncle (and great Uncle) Talmage flew 13 bombing missions over Germany as co-pilot beside the pilot (Lt. James Wampler of Virginia and later of Tennessee) on an ungainly B-24 bomber and later recalled that his crew had marveled at surviving passage through the anti-aircraft fire that littered the black skies. Many bombers did not.

At age 20, Manchester's Coolidge Holt was wounded twice on the same day in major fighting in Italy, and a Manchester sailor in both the Korean and Vietnam wars, received the Navy Cross, second highest Navy award for his heroic rescue of fellow Americans. Warren Walker, our good neighbor for years, was a gunner aboard ship at Pearl Harbor the day the Japanese attacked, and Les Clifton of Tullahoma saw brutal fighting in the Phillipines. On the night of April 26, 1952, the USS Hobson, a destroyer that a few days before had been anchored next to the Daly in Charleston, collided with the USS Wasp during night exercises in the north Atlantic, and 176 sailors perished. It was especially memorable to those of us who had just been assigned to the Daly about the time others joined the Hobson crew. Through the ages, Americans from every hamlet, farm and small cities in American have taken up arms around the world on our behalf.

This brief focus is on the many who served before the three wars that you know about. Many of today's volunteers have repeatedly returned to hazardous duty. It seems so feeble to say "Thanks" to so many who have gone in our place again and again. We owe them much more. We must not forget.
Love Poppy



Herb Lanker MM 3rd Class reported aboard the USS Daly January 1956 and spent 2 years and 11 months on board before his discharge in December 1958.

My Life on the USS Daly ~ Herb Lanker

My apologies to Herb Lanker
who sent me his story in November 2008.

There have been so many other stories to publish regarding the WWII veterans during the past 4 years that took priority. Sorry Herb.

Hi Hal, Happy Thanksgiving to you. Thank you for all the work you do for the crew of the Daly. Today is a special Day for me. Besides being a day of Thanksgiving, it was 50 years ago on Thanksgiving Day I was released from the Daly. We had a great Thanksgiving dinner, I signed all the appropriate papers and departed from the ship for the last time. I sure had mixed feelings. Like many of the guys, I realized that I would never see them or the ship again. It was a very special time in my life. I flew to Norfolk and was released from active duty.

Where did the past 50 years go? Herb Lanker

I enlisted in the Navy in Lima, Ohio, on June 22, 1955. After "Boot Training" at Great Lakes I came home on leave. After my leave, I returned to Great Lakes Training Center to attend MM "A" School. Back in the fifties the Navy had an enlistment program called "Kiddie Cruises". If you joined the Navy before age 18, you could be released from active duty before you were 21. Since I was 17 at enlistment I got released 12 days before my 21st birthday. I did have 8 years obligation, but didn't have to serve in the Naval Reserve. Although I did join many years later serving 7 years. My total active time served was 3 years 5 months and 11 days.

I attained the rank of MM2/c just before I was released, but gave it up because I was not re-enlisting. I have regretted that many times.

On January 1, 1956, my leave ended and I left Lima via the Pennsylvania Railroad for New York City. Arriving in NY the next day, I changed trains and traveled north on the New York, New Haven & Hartford Railroad for Providence, RI. That evening I traveled by bus to Newport, a small city, thirty miles south of Providence. Arriving in Newport late that evening, somewhat homesick, apprehensive, and a little anxious to go aboard the Daly. I was weighted down with my sea bag and everything else I would need, including my service records and orders, to begin my tour on the destroyer.

In Newport I boarded a Navy bus that took me to the Naval Base. The base is about 2 miles north of town located on Narragansett Bay. It was obvious that the Naval Base was a very large installation. It included; Officers Candidate School, Construction Battalion installation, Supply, Naval War College, Service Schools, and housing for Naval personnel and families. Most important was the various facilities for the fleet. At the time Newport was Headquarters for the "Destroyer Force Atlantic Fleet".

As I entered the main gate, there was a large painted sign with the Daly painted on it.

The Daly was one of the ships tied up at Pier One. The pier was about 1500 feet long and had facilities to accommodate at least thirty destroyers and Destroyer Tenders. There were two tenders, the USS Yosemite (AD-19) and the USS Arcadia (AD-23).

I found the Daly and reported aboard at 2200. "Request permission to come aboard Sir," as I saluted smartly. "Permission granted", responded the Officer of the Deck. 'Machinist Mate Fireman Apprentice Lanker reporting for duty sir'."Very well", was the reply. "Messenger of the Watch, take Fireman Apprentice Lanker below and get him checked in". I was escorted to the "M" Division compartment (Engineering Division) and assigned a rack and locker. The compartment was hot and smelled of oily dirty clothes. It seemed the compartment was nearly empty, many of the shipmates were on Christmas leave or liberty. I crawled into my rack and got comfortable. MMFA Lanker had arrived.

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My life on the USS Daly Herb Lanker/1956-58

January 3 - Breakfast. My first meal aboard ship. The day was really eventful. I finished checking in, became acquainted with some of the crew, was shown my various work stations, met the Engineering Officers, Chiefs, and was put to work in the Forward Engine Room. The Forward or Number One Engine Room was hot and noisy. Not at all what I had visualized it would be. I assumed it would be similar to the steam plant layout at Great Lakes where I had trained. It was not.

January 6th - The ship got underway, heading south with a new sailor on board. It was his first experience at sea. I believe I became seasick the moment the ship navigated into the Atlantic from Narragansett Bay. I continued to be seasick for the next 5 days. When lying down I was OK; however, as soon as I raised my head I immediately became nauseous. For some time, eating a full meal in the crew's mess was almost impossible. Rounding Cape Hatteras did not help. The sea conditions in that area were always rough. Luckily the sickness feeling did gradually wear off.

January -11. My first trip to the Caribbean. The ship arrived in the port of St. Thomas. A beautiful tropical island east of Puerto Rico. It was a completely different climate compared to the wintry cold Newport, RI area we had left. I was thrilled to be there and I felt so much better no longer suffering from sea sickness. We were allowed liberty and went ashore browsing the shops and went ocean swimming at the white sand Morning Star Beach. The island is a haven for rich British and American tourists.

We were only in port three days and then returned to sea duty operations and Anti- Submarine training.

February 2. Arrived at Kingston, Jamaica, British West Indies. I recall very little of the port except the very fine hotel where we had dinner and enjoyed the beautiful botanical gardens.

February - 4. Departed for more sea duty and Anti-Submarine operations. Our next port of call was to be Guantanamo Bay, Cuba.

Guantanamo Bay, known as "Gitmo" to the Navy, is a large Naval Base occupying the Southeast end of Cuba. The base has facilities to supply and repair all types of naval vessels. It is a large bay with the fleet on one side and the Naval Air Station on the other. The fleet side had a dry dock to handle smaller vessels, a base hospital, family housing, commissary, exchange, recreational facilities and clubs, fuel and oil supply areas with warehouses and machines shops. A detachment of marines handled the security of the base. The Navy had several hundred Cuban workers to assist running the base.

The only liberty off the base was Gitmo City, a ten mile train trip, where a young sailor could buy Hatuey, a strong Cuban beer and find female companionship. Recreation on the base consisted of swimming, fishing trips on the bay, an enlisted man's club with tennis and bingo.

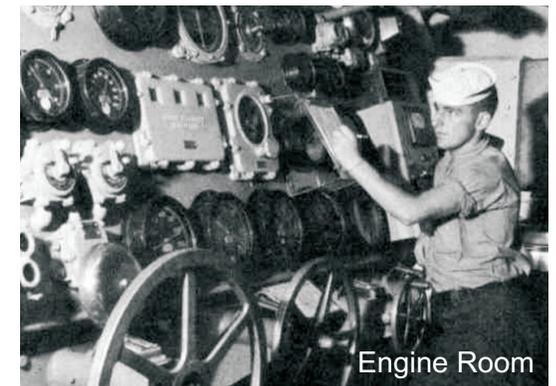
The then new, USS Forrestal (CVA-59), the Navy's largest aircraft carrier and the battleship USS Wisconsin (BB-64), were both anchored in the bay. They both looked like islands in the middle of the bay. I had never seen naval vessels that size before. How could anything that size float?



Heavy Seas



Decks Awash



Engine Room



USS Forrestal (CVA59)
USS Forrestal (CVA 59) with the Sixth Fleet, October 1957.
U.S. Navy photograph. [709973]

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Guantanamo Bay [GTMO] "GITMO"

U.S. Naval Base Guantanamo Bay is the oldest U.S. base overseas and the only one in a Communist country. Located on the southeast corner of Cuba, in the Oriente Province, the base is about 400 air miles from Miami, Florida. The terrain and climate of Guantanamo Bay make it a haven for iguanas and banana rats.

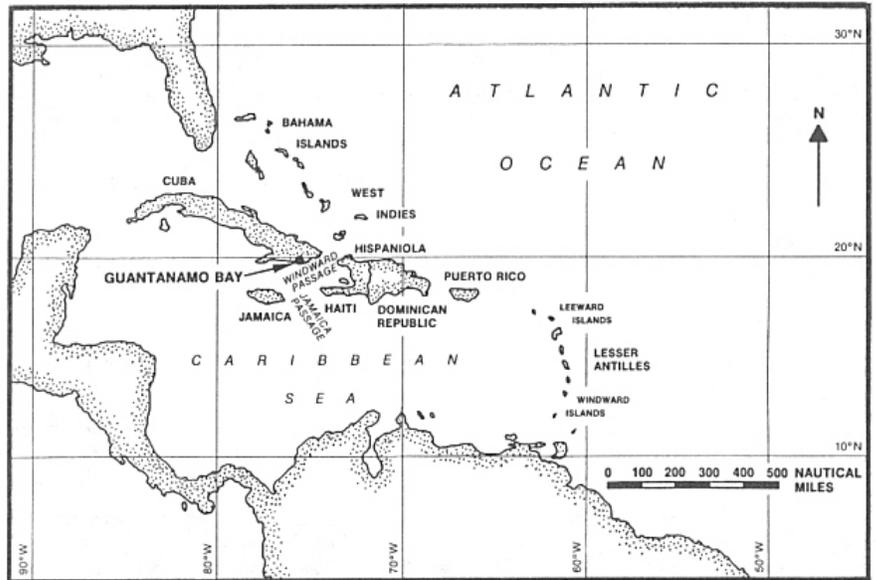
In December 1903, the United States leased the 45 square miles of land and water for use as a coaling station. A treaty reaffirmed the lease in 1934 granting Cuba and her trading partners free access through the bay, payment of \$2,000 in gold per year, equating to \$4,085 today, and a requirement that both the U.S. and Cuba must mutually consent to terminate the lease.

U.S. diplomatic relations with Cuba were cut on January 3, 1961 by President Dwight Eisenhower; shortly prior to John F. Kennedy's inauguration on January 20, 1961. At that time, many Cubans sought refuge on the base. U.S. Marines and Cuban militiamen began patrolling opposite sides of the base's 17.4 mile fence line. Today, U.S. Marines and Cuba's "Frontier Brigade" still man fence line posts 24 hours a day.

In October 1962, family members of service people stationed here and many base employees were evacuated to the United States as President John F. Kennedy announced the presence of Soviet missiles in Cuba. This was the start of the Cuban Missile Crisis which resulted in a naval quarantine of the island until the Soviet Union removed the missiles. The evacuees were allowed to return to the base by Christmas 1962.

Another crisis arose just 14 months later on Feb. 6, 1964, when Castro cut off water and supplies to the base in retaliation for several incidents in which Cuban fishermen were fined by the U.S. government for fishing in Florida waters. Since then, Guantanamo Bay has been self-sufficient and the Naval Base desalination plant produces 3.4 million gallons of water and more than 800,000 kilowatt hours of electricity daily.

The base is divided into two distinct areas by the 2 1/2 mile-wide Guantanamo Bay. The airfield is located on the Leeward side and the main base is on the Windward side. Ferry service provides transportation across the bay. The primary mission of Guantanamo Bay is to serve as a strategic logistics base for the Navy's Atlantic Fleet and to support counter drug operations in the Caribbean.



Location of Guantanamo Bay, Cuba.

February 9 - The Daly departed Guantanamo for more sea duty operations in the Caribbean. We arrived a few days later in Port Au Prince, which is the capital of Haiti. After a sightseeing tour of the city and the Presidential Palace we visited a few of the local bars, then headed back to the ship. We were not impressed with the city and were glad to leave. We had been away from our home port for about six weeks and it was time to return and get re-acquainted with Newport, RI.

Home In the USA again, we were only in Newport a short while, along side the tender making minor repairs and painting when orders were received to proceed to the Philadelphia Naval Shipyard, in Pennsylvania on the Delaware River for a major overhaul and dry dock.

April 10 - Arrived at the Ft. Mifflin, arsenal on the Delaware River to unload ammunition prior to going into dry dock. The Philadelphia shipyard is a large complex located at the south end of Philadelphia. The airport was just to the south of the yard.

The shipyard facility can build, modify and repair all sizes of vessels. Two of the most interesting features of the yard were the towering hammerhead crane and the ships of the "mothball fleet" that were docked there. The crane was powerful enough to lift an entire gun mount or a huge portion of the ship's superstructure from its mounting. The "mothball fleet" consisted of decommissioned ships of all types from battleships to destroyers, now preserved in protective covers until such a time as they may be needed in service again.

The base had all the necessary vital facilities to handle ship personnel such as, a hospital, service schools, barracks, mess hall, repair shops and a commissary while the Daly was in dry dock.

May 2 - The Daly went into dry dock for hull inspection, repair and cleaning. Close inspection of the Sonar Dome, which is constantly below the water line, as well as the propeller shafts and two screws was also conducted. I never realized how large those screws were until I saw them in dry dock. "Yard Birds", employees of the ship yard, took over making all the necessary repairs and modifications. Daly crewmen provided assistance where needed. Meanwhile other crewmen attended various training schools such as fire fighting. It was an enjoyable three months as I was allowed several weekend, 72 hour passes, that allowed me to travel home to Lima, OH. I would hitch a ride with three other fellows that were going to Detroit. They would let me off in Toledo and my shipmate Bill and I would hitch hike from there.

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Aerial view of Philadelphia Naval Shipyard taken around 1955. Note the number of very large ships in the "mothball fleet" at anchor. The large construction cranes and dry docks are near the upper center of the photo. The Philadelphia Air Port can be seen in the upper right hand corner.

The photo on the right pictures the Daly in dry dock with a second destroyer to the right in foreground.

Lanker Story continued from previous page...

The weekend passes and the trip home almost became routine thanks to my shipmates Bill Rope from Lima, OH, Don Daniels and Earl Hines who were both from Detroit. We would meet Fridays and head West in Don's 1947 Hudson. We would make a stop outside the city at a grocery store, buy a pound of bologna, bread, chips and milk then head out to the Pennsylvania Turnpike, happily eating our quickly made sandwiches. We quickly became familiar with all the rest stops, it was a 10 hour drive to the Toledo area. This is where Bill and I were dropped off to hitch-hike to Lima. On Sunday afternoon we would meet up again on the highway for our return trip to the Philadelphia Shipyard. We would arrive just before reveille, groggy and tired, vowing not to make the trip again next weekend.

After the extensive overhaul, testing and sea trials the Daly left the shipyard on the morning of July 11. Our first stop was to reload the ship's ammunition at Ft. Mifflin. We then returned to Newport on July 12, and tied up at a buoy in Narragansett Bay.

July 29 - The Daly departed Newport for a "shakedown" cruise in the Caribbean. The shakedown was to test and train the crew on the new equipment that was installed. The training was in preparation for the coming Fall Operations in the Mediterranean Sea.

Steaming in and out of Gitmo was a daily routine and was very difficult for the engineering crew. The days were long, hot and tiresome in the engine and fire rooms with many speed changes. Our day started at reveille, 0600 lighting the boilers.

September 10 - The ship visited Santiago, Cuba, a large city west of Gitmo. We were there three days and then returned to Gitmo and more training exercises. When we arrived the carrier USS Saratoga CVA 60, was anchored in the bay.

September 15 - The engineering Department had a beach party in San Juan, Puerto Rico.

September 16 - The Daly departed for Newport.



Battle ships in dry dock - 1947



USS Saratoga (CVA 60)

To be continued in the next issue...

USS Daly DD519 Crew - 1953

Recently discovered photos



Photos Courtesy of Earl Richter SN, taken with Kodak 127 Brownie Camera, while serving on the USS Daly and later transferred to the USS Katami near the completion of the Korean Tour, September 1953



Moose Kamin, BM3



George Reichardt BM2



Don Spidle BM2



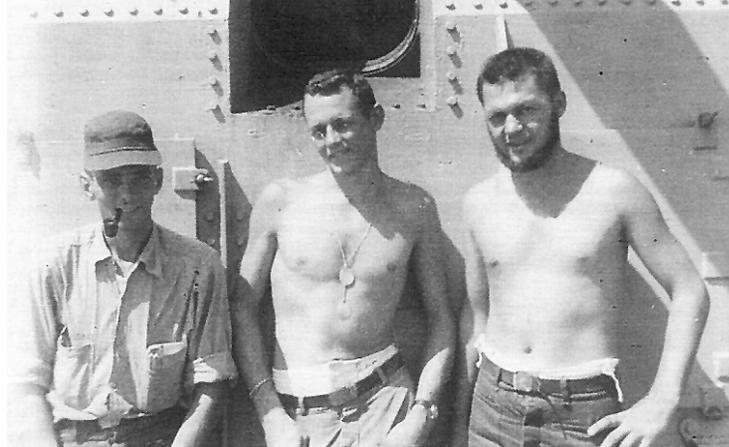
Ward Montgomery SN



Earl Kendal SN



Paul "Ski" Kovalovich GM1



Carlson, Graham, Miller - Firecontrolmen



Al Partrizi & Chief Garland



Alberto Fetterhoff SN



Richard Erb SN & Wm Foley SN



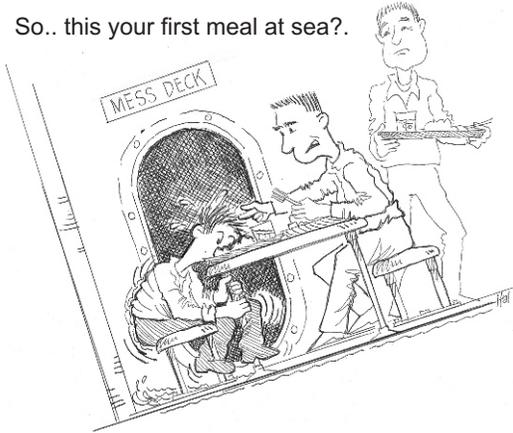
Standing;
Glenn Kennedy SN
Tom Butler GM3
John Mund GM1
Sitting;
Bud Daniels GM3
Vernon Herman SN



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From The Editor

So.. this your first meal at sea?



It has been a tough year for many of us, health and medical costs seem to have no limits. Home expenses for food, fuel, electric and gasoline for travel have never been higher. I have cut a few corners in the printing costs of the Daly News by using a lesser quality paper and a new printing service. I have transferred the web site to a new server with a yearly contract at lesser cost. I still provide the initial printing that includes paper and ink and envelopes, the mailing is still paid for by Frank Millard. The number of mailings decreases each year as we lose shipmates.

Once again, I am asking for donations to help support the production of the Daly News and Daly web site. A modest \$2.00 from each of the current 160 readers I could add \$320.00 to cover the expenses, which run about \$300.00 a year. Of course the donations I now receive usually come from a generous few. Last year I received \$30.00 without asking for any. Whatever you can afford, your donation will help.

You had your dress whites under your fart sack how long?



I enjoy publishing the Daly News, but as I mentioned in an earlier edition I am running out of material that I feel is of interest to the readers who have served on the Daly. My mission is to continue to publish stories and information that comes from personal experiences of the readers. If you have access to any photographs from the period you served that are interesting, please send them along as well. I can copy and return anything you send. I am seeking photos taken in living quarters or on duty at your work station whether it be below decks or on the bridge. Make certain you identify the person or persons pictured or the area of interest.

Next, I am encouraging anyone who has a good interesting background since they left the Navy to send me a brief write-up. Let me be the judge of the material. I am certain there are many of you out there who have had very interesting careers and have made accomplishments that you could share with your shipmates and others. I am not asking for novels but at least one typewritten page and a photo. I am open to any suggestions you may have to improve the newsletter.

Another major issue with the Daly News is updating of addresses whether it be US Postal or E-mail. Please keep me notified if there are any changes. If a death occurs and a spouse or family member wishes to continue receiving mailings I must be notified. Whenever I receive notice of the loss of a shipmate, I send a card to the family. When I have enough information, I usually post the notice on the Internet. Please send me an obituary if possible.

I encourage you to respond and help keep the spirit of the Daly alive.



I don't think that is going to work for the man overboard exercise.

Mail your information, photos or donations to;

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