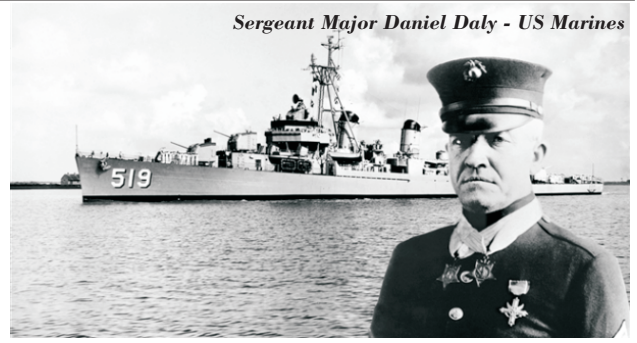


The Daly News



A semi-annual publication dedicated to the memory of those who served aboard the USS Daly DD519- Hal Boyer - Editor - halboyer@yahoo.com

July 4th - 1951 - A Speech by Captain R. Visser

In the 2011 Fall Edition of the Daly News I published a story which highlighted the background of retired Admiral R. Visser the first Captain of the USS Daly. After taking command in 1943, he spent the next two years engaged in many of the most important battles of WWII in the Pacific against the Japanese Navy. The Daly News 2010, Spring Edition, covered his war exploits, active naval career and awards, that included the Navy Cross, Citation for his role in the Battle of Surigao Straits.

Admiral Visser died in November 1998 just shy of his 92nd birthday.

Printed below is a copy of a speech he gave 4, July 1951, in Bristol, Rhode Island, at an Independence Day celebration expressing his call for eternal vigilance in the support of our Military Forces defending Korea.



Governor Roberts - Attorney General McGrath - Judge Leahy- distinguished guests- ladies and gentlemen...

On behalf of those in the Armed Forces who are present today, I wish to thank you for the kind invitation to join in the celebrating this Fourth of July, 1951, and for the fine hospitality which has been extended to us. It is a pleasure for all of us to be here in this beautiful historic city of Bristol. And an honor for me to have been asked to speak.

Today we celebrate the 175th Anniversary of the signing of the Declaration of Independence, a declaration which proclaims the equality of man and guarantees him the right to life..liberty... and the pursuit to happiness. Of these three...liberty is the keystone for without liberty life can hold no meaning and the pursuit of happiness becomes an impossibility. And so we are here today to pay tribute to those men of fortitude who back in 1776 wrote and proclaimed this declaration of liberty.

Those were the dangerous and critical times. The future of the nation depended upon the judgement and fortitude of the people. They and their successors learned to realize that eternal vigilance is the price of liberty.

These are even more dangerous and critical times. Hundreds of millions of people are enslaved under the yoke of communism where organized minorities control the lives and the destinies of nations, and those would speak for liberty are snatched from their beds in the dark of night, and where we find them in slave labor and concentration camps. The people of those nations forgot to be vigilant, and now it is too late for them. A pitch fork or an axe are rather ineffective weapons against a machine gun.

At the time of the signing of the Declaration of Independence, the American Colonies were menaced by one nation, oppressed from only one direction. The rest of the world, while watching our struggle with a measure of hope and prayer and sympathy for the

underdog at least had the right to work out its own destiny.

Today, Communism hangs like an unstable roof, not over us alone, but over the entire world threatening to fall and crush the life out of freedom everywhere. At this very moment American boys are fighting and dying in Korea in defense of those same principles for which the embattled farmer stood at Concord Bridge so long ago. The only difference is that today our liberties and our very survival depend not only upon the freedom of this nation but upon the guarantee of freedom in all nations all over the world.

Today whether we like it or not America is the recognized leader of the free world. We cannot and must not shirk the responsibilities that go along with world leadership. It is an all hands job. It is my job as a Naval Officer and it is your job as an American citizen. The Armed Forces need the support you are giving them, the support of all the people and all branches of our civilian economy.

Eternal vigilance is the price of liberty!

To be vigilant we must be ready. To be ready we must have time to train our men. Those gallant ships anchored here in Bristol Harbor have just returned from a tour of duty with the Sixth Fleet in European waters. The fleet is here to protect American lives and property and to preserve liberty in the free nations of Europe. It is constantly training for any eventuality.

It takes time to train men, for there is no substitute for experience. Back in March 1943, I was privileged to take of a newly commissioned destroyer. Soon after commissioning we spent a shakedown period in the Atlantic, based in Argentia, Newfoundland. In May 1943, Winston Churchill who had been visiting President Roosevelt.....

continued on next

July 4th Speech continued...

was scheduled to fly back to England, and my ship was assigned to take a life guard station in the Mid-Atlantic along the track that his plane would fly. About 23:30 one night after we had passed Cape Rage I received word from the Officer of the Deck that radar had picked up a target bearing about 120, distance 9000 yards: that the CIC Plotting Team had tracked this target and found it on a southeasterly course making a speed of 18 knots.

Such a situation immediately brought to mind the reports of a German Submarine which was operating in that area and had sunk several ships. It appeared possible that we had caught the submarine on the surface to charge its batteries. I therefore had General Quarters sounded, which brought all hands to man their battle stations.

Picture it, if you will, a green crew ...70% of whom had never been to sea before, suddenly awakened at night with orders to man their battle stations. The youngsters jumped out of their bunks in their underwear and went scrambling about the decks in the darkness to man their guns.

Meanwhile I increased speed and started an approach on the target. I made certain the large search light on the bridge was synchronized with the main battery director which controls the guns. I didn't want to open fire on an unknown target because there were fishing boats in that area off the Grand Banks.

When we had gotten into a good firing position I gave the order to "illuminate"...the light stabbed through the darkness and landed right on the target.. and there ..floating quietly was a small iceberg. My crew had tracked an iceberg going southeast, at a speed of 18 knots!

The moral? There is no substitute for experience... and it takes time to train men.

Only a few months later and we were fighting a war in the Southwest Pacific...under Japanese air attacks, and in action against enemy surface forces. I had reason to be proud of every man on board...individually and collectively their performance was outstanding!

In 1943 on Christmas Day... my ship participated in the amphibious assault at Cape Gloucester on the Island of New Britain. This was the island which the Japanese stronghold of Rabaul was located. Early in the afternoon on the day of the landing, a large force of Japanese aircraft came in to attack our ships. Japanese bombers dove at us out of the sun.

As soon as they were detected we started building up speed and maneuvered radically. When they came into range we started shooting. All in all it was frightening experience...particularly during the last few moments when one can do nothing except wait and pray that the bombs will miss their target.

The USS Brownson, directly ahead of my ship was hit by two 500lb bombs. She exploded with flames shooting 100 feet into the sky. Slowly she broke in half and sank within a few minutes... leaving most of the crew in the water.

As soon as possible I dropped life boats and rafts rescuing wounded,

while those who were able climbed aboard under their own power. Without a word from anyone those men, many of them injured, their clothing in tatters, rushed to the same battle stations on my ship that they had occupied a few moments before on the ill fated Brownson. One lad soaked in oil from head to foot but still wearing a pair of binoculars around his neck, pushed by me on the bridge and took his position as bridge lookout searching the skies for more Japanese planes.

In spite of death and destruction, this was an inspiring moment...this was the true American spirit...this was our secret weapon.. the ability to think clearly during times of stress...to use initiative... and fight intelligently.

Men in all the Armed Forces demonstrated this ability throughout the last war...they and some of your sons are doing it in Korea today.

And so the conviction is ever more vivid... that if all Americans give our men the support they require... the weapons they need... then no one need fear for the future. Today, as in 1776...eternal vigilance is the price of liberty. **Captain Richard G. Visser USN**

** On June 1950, the young Cold War suddenly turned hot, bloody and expensive. Within a few days, North Korea's invasion of South Korea brought the United Nations' "police action" against the aggressors. That immediately produced heavy military and naval involvement by the United States. While there were no illusions that the task would be easy, nobody expected that this violent conflict would continue for three more years.*

Throughout the summer of 1950 the U.S. and other involved United Nations states scrambled to contain North Korea's fast moving army, assemble the forces to defeat it and simultaneously begin to respond to what was seen as a global military challenge from the Communist World.

An Armistice was signed on 27 July 1953 bringing the fighting to an end but with continued unrest to this day.

** This text was taken from the Naval History and Heritage Command "The Korean War Introductory Overview June 1950 - 1953"*



80-G-1216-09 USS Missouri berthing at Ulsan, Korea, October 1953

A Special Tribute To Bud Daniels by Weldon Payne

Through the Pane by Weldon Payne *Tide Turns for Bud*

I knew Bud Daniels, a gunner's mate on the USS Daly, before we sailed out of Newport, Rhode Island on our way to Korea.

Born in West Virginia, he had attended a one-room school and was proud that he had finished all eight years of schooling in that little building in six years.

I did not know this back then. I only knew Forrest M. Daniels, third class gunner's mate, was serving aboard the little destroyer named for a World War I Marine Sergeant Major Daniel Daly, and that he had a keen sense of humor. Some of us called Bud "Ole Dad" because, I think he was wise beyond his years.

We knew that the Daly had fought bravely in WWII (though it was later that I knew just how well the little destroyer performed for four years when I was half grown and our country was locked in WWII.) Later, our "Tin Can" was one of many ships pressed into service from moth balls to help defend our country in the Korean War.

So we were there, off the coast of Korea, assigned to protect the carriers. We expected to move in close to the mainland later. Two destroyers, in for shore bombardments, were hit several times by enemy fire the day we got into Korean waters. Later, two days before we were to be scheduled to take our turn inland, Ike signed a truce and the Daly avoided more dangerous activities.

All of this to say that my friend Daniels was not only a competent sailor, assigned to gun captain of Mount 51, but was also one of the friendliest guys aboard the Daly. He seemed always to be in a good mood.- chuckling, joking, seemingly enjoying himself even in the roughest weather at sea. His sense of humor as well as his seamanship were envied by an Alabama sailor whose main skill while at sea was pounding a typewriter in the close-size "Ship's Office" except when the seas got rough enough to make me turn green at the gills.

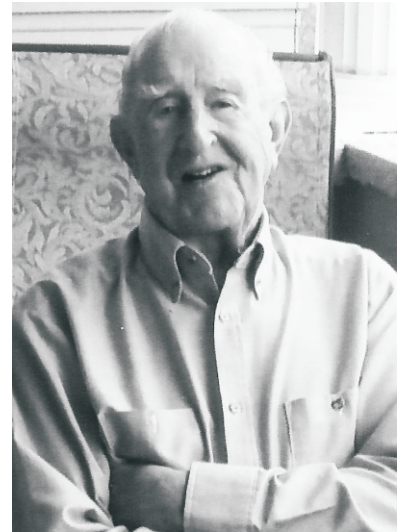
Many years later, after we moved to Coffee County, I learned of two other Daly shipmates - Billy Joe McGee, who had returned to Franklin County, and Gordon Grissom, back home in Warren County. I also became acquainted with another resident of Franklin County, Charles Dunn, a WWII gunner on the Daly during its four years of combat. (He had stared in the face of a Japanese pilot of a Kamikaze plane zeroing in on his gun mount. It missed Dunn by a hair but three of his Daly shipmates were killed.)

A few years ago, Bud Daniels knocked on our front door, and he and his wife Nancy, by then living in Akron, Ohio, paid us a brief visit. It was like seeing and again hearing the good natured chuckle of the big hearted sailor and meeting his lovely wife. From then on we kept in touch, exchanging cards each Christmas, and hoping to soon arrange another get-together.

But like the unpredictable waves of a mysterious ocean suddenly erupting, life took a sudden change for Bud Daniels on January 12 when he suffered a bad fall in his own home, causing tragic injuries that like angry waves claimed his life three days later.

A hunter and fisherman, Bud liked to sum up his Navy days by noting that, " I had the same bunk for 44 months and 19 days". His fellow sailors remembered much more about the kid who never forgot his early days in a one-room school house. Bud was born two years and five days after I was.

Bud Daniels - 1932 - 2014



From The Editor...*Hal Boyer*

It was a shock to me when I received word from Nancy Daniels that that Ole Bud Daniels, one of my USS Daly shipmates, had suffered a tragic fall in his home and died three days later in the hospital with his family at his bedside.

Bud and I were sent to Charleston, SC, US Naval Shipyard in April of 1951, right out of boot camp and assigned to the USS Daly which was one of the many destroyers in moth balls. We both served the entire 4 year enlistment as Gunner Mate's, both reaching 2nd class in the third year of our tour.

We both began our indoctrination as seaman recruits, common deck hands, by working to restore the ship to full operating condition and ready to serve in the US Fleet.

The task was a laborious one. It was hot and dirty and the hours were long. The ship had been in moth ball storage since it was decommissioned in 1946. The decks were covered with protective layers of paint which had to be removed with air driven machine crawlers and hand scrapers. Then the bare metal was first primed with a lead base primer (red lead), then covered with two more layers of new deck grey paint. Every thing that did not move became deck gray. We quickly wore out our dungaree issue pants and shirts because of the dust and grime. We wore handkerchiefs across our faces to keep out the dust. It was the most dirty and difficult job I had ever worked.

After several weeks of this type of work, the deck force was broken up into select groups. Bud and I were given the opportunity to become Gunner Mate strikers. We were both too inexperienced at the time to realize that this was going to be our naval career path. Gunnery sounded challenging and exciting.

Bud served in the First Division and I in the Second, which meant, his bunk assignment was located forward of the bridge and his gun was Mount 51, (a 5 inch 38 cannon). I bunked in the stern compartment, located over the twin screws and was assigned to Mount 54 (a 5 inch 38 cannon) which was on the second deck facing aft.

Our jobs were to work with experienced gunner mates and to restore the guns to working condition. There was more paint to chip. We had to work on the mechanics of the gun and all its working parts, some which were packed in a protective coating called cosmaline.

As the gun restoration proceeded we learned about the hydraulics and the mechanical features of the gun that made it move and fire. We were taught sight alignment, breech and loading mechanics, and how the gun was controlled by the main battery director. It was a great period of learning for both of us.

As you can imagine all the divisions of the ship's company, Engineering, Communications, Radar and Sonar and Navigation had to achieve a coordinated effort of efficiency to make the ship ready for sea. After weeks of static testing the ship was ready for its first sea trial. It was an exciting day for the entire crew and the officers.

The ship was re-commissioned July 3, 1951, ready for service. After extensive training the Daly departed for Korea from Newport, Rhode Island, our home port, on May 18, 1953.

When Nancy contacted me after Bud's passing, she told me she had Navy photos and memorabilia plus a few highlights from Bud's experiences. I told her I would be able to identify most of the shipmates and could probably expand on some of the experiences that Bud had noted. She mailed me a lot of photos. Some I have published as you can see. Below are listed a few of Bud's experiences.

- Taking the Daly out of mothballs." If I could only get my hands on those WWII boys who used the cosmaline to seal the hatches. What a job to clean that up".

- Making Moonshine from kitchen scraps and getting caught with a still.

- Having his own coffee mess in the gun mount and having the Executive Officer, stop by often for coffee.

- Shooting at the flying fish with small arms. Boar hunting while at Guantanamo Bay.

- Firing the mooring line into the movie screen of the ship we were coming alongside.

(Bud's sea detail station was handling the gun that fired the line across to other ships or to the dock handlers).

- Going ashore in Korea as a spotter for shore bombardment and having his picture taken in a marine bunker.

- While on shore patrol duty he got into a fight with a drunken sailor who sliced up his peacoat but then paid him to have it replaced.

Bud and I shared many experiences aboard the Daly during our almost 4 years of service. We stood watches, we slept in metal frame bunks with a stretched canvas bottom and 3" mattress and two blankets. We lived out of a foot locker which contained all our clothes and personal gear. We stood in line on the main deck for every meal and ate off a metal tray in a small compartment two decks below the main deck. We bathed and conducted our bodily needs in a "head" shared with all the crew with no privacy. Lights went out at 22:00 (10:00 pm) and reveille was sounded at 06:30 with muster at 08:00.

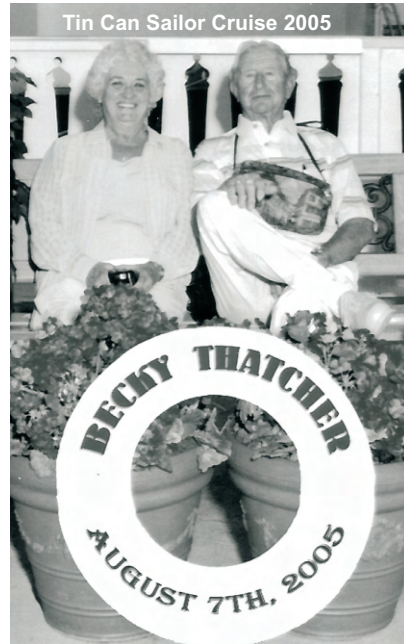
We did our tour in Korea, sharing the seas with Task Force 77. After years of training and we never fired a shot at the enemy but we were there doing our time and service for our country.

In November of 1953 after the Korean Armistice, we headed home via the Suez Canal.

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Bud & Nancy visit Weldon Payne in TN



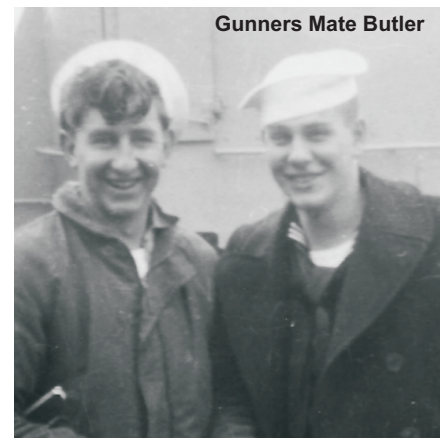
Tin Can Sailor Cruise 2005



Chief Gunners Mate Garland



Gunners Mate Kezar



Gunners Mate Butler



Deck hands McGee, Patrizzi with Daniels



Shark catch at sea



Transfer at sea on the high line

Gunners Mate Krupski

Letters to the Editor

Farewell Gene Ashmore WWII

On March 1st, 2013, my father, Gene Ashmore passed away after battling lung cancer. Dad served on the Daly as a sight setter on the aft 5 inch gun in the last year of World War II. He saw action in several battles during his time on the Daly and personally witnessed the devastation of Nagasaki harbor caused by the use of atomic weapons. After occupation duty in Nagasaki the Daly returned to the states in December 1945. The Daly was decommissioned in April 1946. Gene was discharged in December of 1947.

Mike Ashmore (son)

Mrs. Ashmore wrote: After Gene finished his education we were married and celebrated 64 years of marriage, raised 3 great sons, have 3 great daughter in-laws, and six grown grandchildren we are most proud of. We have enjoyed the fun trips with the Daly group at the reunions. We spent 20 winters in Sunny Arizona. We are greatly blessed.

Gene told many Navy stories to the grand children, sorry I didn't record them. We have 3 children in the Air Guard, doing fine.

Sincerely, Blanche Ashmore

From a Newspaper Article published October 4, 1945 Gene Ashmore at Target For Second Atomic Bomb

"It really laid things down," was the mild manner in which Seaman 2nd Class Eugene Ashmore described the site of the second atomic bombing at the Japanese city of Nagasaki.

Seaman Ashmore who served on the USS Daly in the Pacific since May has seen much since his few months overseas. He sailed to the Philippines, Okinawa, up and down the China coast and across the Yellow sea to Japan. In a September letter home he tells of the Nagasaki visit:

"We're in Nagasaki now. It's really quite a place, hard to describe it, but I can plainly see why the Japs gave up. We saw where one of the bombs hit. It really laid things down. The atom bomb fell right in the heart of the city and factories. It destroyed everything within a 100 acres and in the surrounding 250 acres windows were knocked out of the buildings and roofs blown away. The buildings were virtually demolished.

He added that he picked up some souvenirs and had evidently seen a good deal of Japanese people and their manner of living. The Japanese trucks and cars have right side steering and many of the people use cattle and horses to pull small carts carrying building materials. Their shoes are made of canvas with a thong to separate the big toe. He also told of seeing the Japanese come around the ships in the harbor picking up the trash and garbage.



1947 Seaman 2nd Class Ashmore



Retired Gene Ashmore



Bomb destruction of Nagasaki



Memories of WWII Liberty in San Diego -1945

Photos courtesy of Kevin Walsh whose father, Patrick (Pat or Pete) Donald Walsh, served on the USS Daly during WWII in 1943-45. These photos were found among his belongings which were inside his Navy seabag. The list of ports and sea battles were listed on the outside of the bag which is now carefully preserved under glass.

It appears that most of the photos were taken at a favorite sailors hangout in San Diego when the ship returned to the US in 1945.

From the inscription on the photos:

Sherman's Dine & Dance in the heart of San Diego, one of America's most unique night fun spot.

Operating every night of the week

Featuring spotlight bands

11 cocktail bars

3500 sq. feet of dance floor

Home cooked food

No cover charge or admission for dancing

Pictures \$1.00.



1945 - Kelly - Pat - Pork Chop - Burdan - Mike (Ski)



1945 - Shorty - Irish - Bob

Tex - Shorty - Pete (Pate) Walsh



Burris - Ski - Splitter



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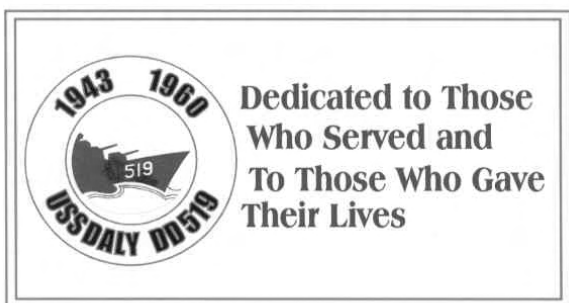
More Letters to the Editor

Thomas H. Klink
402 Parker Street
Essexville, MI 48732-1100

Hal, enclosed please find \$10.00 (in new two dollars bills), for the Daly Media Fund. Sorry this is so late in coming as I have been ill. I enjoy reading the Daly News, but sad to see some more of our shipmates have passed away.
I am still trying to find J.G. Jones from Lima, Ohio. Do you know if Joe Koslowski Gm3 is still alive?
How far is Perkasio, PA from Grove City PA ? My father and Grandfather are from there.
Tom Klink

Frank R./ Carlson
511 Meadowridge Drive
Warner Robins, GA 31093

Hal, Received your newsletter yesterday, Thanks a lot. Looks like you are getting plenty of snow. It doesn't seem like I left the Daly 60 years ago in Philadelphia.
Since then I have worked for the Air Force at Warner Robin in Georgia. I retired in 1990 with a total of 42 years of Navy and Air Force service. I ended my career as a Production Manager Specialist in electronics.
Have a happy New Year,
Frank
I enclosed \$20.00 for the Daly Media Fund.



The Daly News is a non-profit publication dedicated to the shipmates and families of those who served during the history of the ship - 1943 - 1960

**Hal Boyer -Editor
316 Harriet Drive
Perkasie, PA 18944**

Important

Daly Ship mates - please note that the annual dues are due for the DesRon 30 Fund that handles the ship's registry, the Daly Web Site and reunions. For those of you who have contributed to the Daly Media Fund directly, this is a separate account held in escrow by DesRon 30 and is used for the semi-annual Daly News production expenses and mailing. The current balance of the Daly Fund is \$800.00. There will however be charges for the 2014 Spring Editon after it is published and mailed.

No new funding is necessary for the Daly Media Fund at this time. Hal Boyer - Editor

Request for 2014 Dues

AND MEMBER INFORMATION UPDATE

Make checks payable to:
DESRON 30 ASSOCIATION INC.

Please mail the completed Dues Request and payment to:
Richard Myers
428 Lockwood Terrace - Decatur, GA 30030

If you are a widow of a Daly Shipmate you may disregard this request

PLEASE RETURN FORM WITH ANY CHANGES TO THE ROSTER.



PLEASE CHECK HERE FOR ANY CHANGES TO THE ROSTER AND SHOW CHANGES BELOW

\$10.00

Name _____ Spouse _____

Street Address _____

City, State, Zip Code _____

Home Phone _____ Cell / Alternate Phone _____ E-mail _____

SHIP SERVED ON AND DATES (Check one)

USS Caperton (DD-650) ___ USS Cotten (DD-669) ___ USS Daly (DD-519) ___

USS Dortch (DD-670) ___ USS Gatling (DD-671) ___

Dates Served Aboard Ship _____

Rank/Rate Aboard Ship (Optional) _____

If you are unable or unwilling to receive the DESRON 30 mailings via email, please check here.

If you no longer wish to receive the DESRON 30 postal mailings, please check here.

FEEL FREE TO MAKE ANY COMMENTS BELOW OR ATTACH SEPARATE SHEET

Remarks -

