



The Daly News

2013 Fall Edition page one



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



**Herb Lanker MM FA - Machinist Mate Fireman Apprentice
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

***Last Chapter: The story concludes with the remaining eight months
of his tour and discharge from the US Navy***

1958 - May 24 to June 30: We were underway about everyday for training and operations in the Newport area of the Atlantic. We had our usual drills for battle readiness and an ORI (Operational Readiness Inspection), and a full power speed run. The Daly was still capable of 36 knots even at her age of 16 years and many hours at sea. I don't believe there is anything more thrilling for a sailor on board his ship in calm seas at flank speed. The rooster tail plume coming from the stern is an awesome sight to behold. The rumbling and vibration throughout the hull was very notable.

June 30: We were underway for “Type Delta” anti-submarine operations.

July 2: Underway for Bar Harbor, Maine. The trip to Bar Harbor was to show the “home folks” what their Navy was all about, and help them celebrate Independence Day. It was reported to us that no naval vessel had visited Bar Harbor in the past 40 years. It was an moving sight to see our ship anchored in the middle of the small bay.

Bar Harbor is small resort town on an island just off the coast of Maine. The harbor is surrounded by forest covered hills. The people were very friendly and welcomed our open house that entertained 3000 visitors coming aboard in one day. I will always remember the fine display of fireworks that evening and the boxes of live lobsters that were brought to the ship for seafood dinner.

July 15: I flew home on a 15 day leave. I was home less than 24 hours when I received a telegram that my leave was cancelled and to return to the ship as soon as possible. Fighting developed in Lebanon and our division would be getting underway for operation in the Eastern Mediterranean Sea. The ship was put on a four- alert to get underway.

For a time it seemed we were finally going to do what we had been training for. It was a bit unsettling not knowing if and when we would be leaving and what to expect. I recall other destroyers leaving the pier where we were tied up. Rumors persisted for several days before we finally received word from our Commanding Officer as to our schedule of departure. We were told that we would not be

be needed at the time and instead we would be scheduled for overhaul at the Boston Naval Shipyard.

July 22: Underway for Boston and arrived on the 23rd for off- loading ammunition at Boston Harbor armory. Later that day we proceeded to our destination for overhaul. I was allowed to assume my previously scheduled leave.

During mid- September the Daly went into dry dock for shaft and hull repairs. The ship almost looked like a model in the gigantic dry dock that was large enough to hold an aircraft carrier.

September 29: The repairs completed, the dry dock was flooded and the Daly was towed to a pier where other repairs would continue. After completion, a sea trial revealed several new leaks and the ship was once again placed in dry dock for further repairs.

October 14; The Daly was towed from dry dock and dock trials continued. The main engines were tested and all repairs were satisfactory.

October 20; Underway for sea trials with our new Commanding Officer Kenneth C. Gummerson, Commander USN assumed command of the Daly.

October 29: We loaded ammunition and proceeded to Newport via the Cape Cod Canal. It was interesting to transit the canal as hundreds of people watched from the shore line and small boats along the way as we made our way to the Atlantic .



Bar Harbor, Maine

The Daly News

2013 Fall Edition page two

My Life on the USS Daly continued from page 1

November 2 to 9: The Daly operated in and out of the Newport training area for training and drills. We had personnel inspections by the Commodore and the Captain.

November 9: I received a long distance phone call from my Dad informing me that Grandma Lanker had passed away. I will always remember it as a very sad day. Grandma was a wonderful Christian lady. She will be sadly missed by everyone in the family. I was granted emergency leave and was on the way to the local airport within the hour.

November 15; I left home for a return flight to the ship which was in Miami, Florida for a weekend stay prior to a training session in Guantanamo and the Caribbean. I did not realize it then, but I only had two more weeks of duty aboard the Daly with the US Navy.

November 17: The ship operated out of Guantanamo on a daily schedule performing all types of drills. It was very hot as usual and the days were long. It appeared to me the Navy had given up on me as a possible candidate for re-enlistment. I was no longer required to be involved in many of the drills and was not required to stand the engine room watches which was a relief to me. The heat at Guantanamo was oppressive, we had no air conditioning, or fans in the personnel compartments and many of my shipmates slept on the open deck to get fresh air at night.

How well I remember one of my last mornings on the ship as we were heading out to sea. No duties, no watches to stand, no special sea detail. I was history.

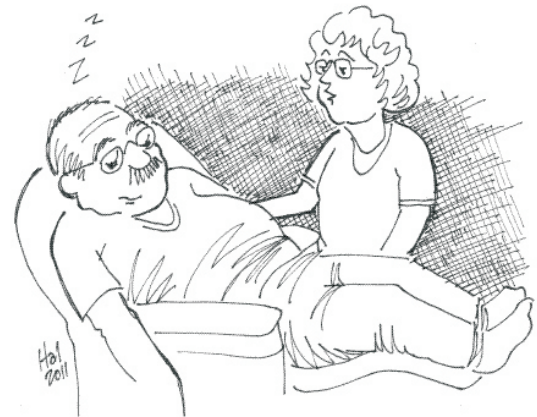
November 28: Thanksgiving Day, 1958 my last day to serve aboard the Daly. I had served 2 years and 11 months. I had a lot of mixed emotions as I left the ship. I left several good friends behind that I would never see again along with almost three years of experiences that I would never forget. It was an emotional time for me.

I spent a few days living in a barracks on the base waiting for a flight from Gitmo to Norfolk, Virginia for my official release from active duty.

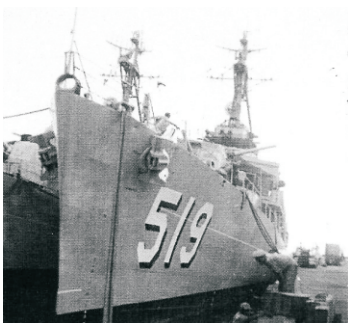
November 30: I departed Gitmo on a M.A.T.S. (Military Air Transport service) for Norfolk where I was to be discharged. After two days of processing, I was officially released from active duty in the United States Navy. The date was December 2, 1958.



**United States Naval Station
Guantanamo Bay, Cuba**



Grandpa wake up...Grandma says "chow down for the crew.. the watch eats at the head of the line" what ever that means.



Editors note; Herb has been happily married for 54 years. He and his wife Lynn, have three children, 2 boys and one girl. He worked for the postal service as a letter carrier for 31 years and is now retired and still lives in Lima, Ohio



The Daly News

2013 Fall Edition page three



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Letters to the Editor

Farewell Clem Dolny - December 27, 2012

Dear Hal,
Thank you for your recent letter offering condolences on the passing of my father.

My father enlisted in the United States Navy on March 12, 1943 and was discharged November 28, 1945 after the surrender of Japan and the end of the war.

His rank was Machinist Mate 2/C. Attached is a photo from his Navy album. He is the center figure with the white T-shirt. The names of the other shipmates are unknown.



My father served on the Daly from the commissioning to the end of the war. He was involved in every operation during that period.

He often spoke of his time in the service, particularly the battles of Leyte Gulf and Surigao Strait.

Attached is a copy of a document that I scanned from his mementos. It is a copy of a memo distributed to the Daly from the Commander of the Destroyer Fleet, "In my preliminary report you were credited with three hits on a battleship. It is a good job you have done", (signed by the Executive Officer A.E. Ambly Jr. LT. USNR) following is a list of the credits attributed to the Daly during the engagement: It states; 1. Three direct torpedo hits on one enemy battleship causing it to slow and making impossible its escape from the heavy guns of our cruisers and battleships. (the Japanese battleship eventually sank.) 2. Seriously damaging and set fire to one of the heavy cruisers making impossible its escape from the guns of our cruisers and battleships.

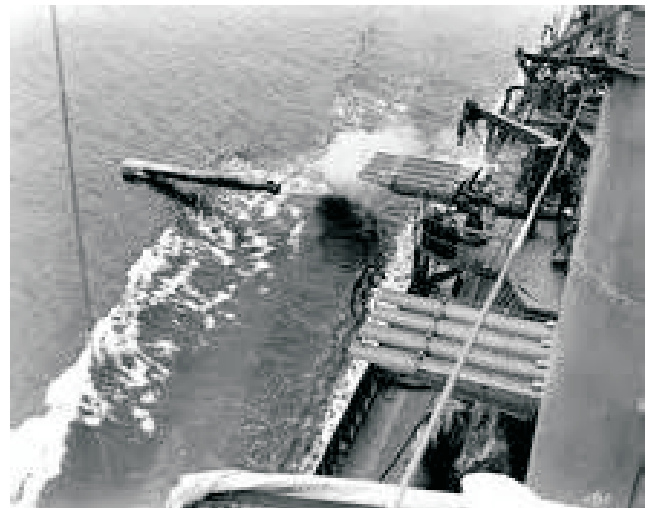
3. Hit and damaged one heavy ship.

4. Hit and damaged one destroyer.

Sincerely, Gary Dolny



The Japanese Battleship Yamashiro, Commissioned in 1917, but modernized in 1930 & 35 with major improvements to the armor and machinery. She was brought in to front line service serving as the flagship for Vice Admiral Shoji Nishimura's southern force in the battle of Surigao Strait, the southern most action of the battle of Leyte Gulf. She was sunk after being heavily damaged by several torpedo strikes that crippled her steering and ability to maneuver. The heavy guns of the American fleet finally destroyed her. Nishimura went down with his ship and only 10 men survived. The ship carried a crew of 1,198 officers and men. The ship was 665 ft. in length, 94 ft. abeam-displacement 36,500 tons.



A torpedo being launched from a set of torpedo tubes which were mounted amidships on most destroyers.

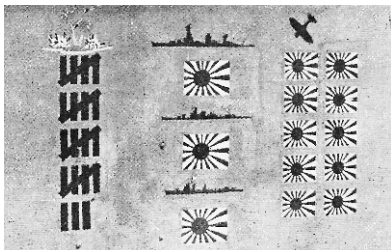
More Letters to the Editor

*This poem was composed by
Billy Q. Bolton - Seaman 2nd Class, USN
son of Mr. Mrs L.H. Bolton of Adamsville, TN*

*Billy had been in the Navy 15 months and
on sea duty for the past 13. He wrote he is
now in Japan and may be home by the first
of the year- 1946.*

The story of the Destroyer Daly 519

A more gallant ship you've never seen
She gave the Japs hell in the Straits of Surigao
But she also caught hell off the
shores of Okinawa
On the 28th of April, 1945 as the sun went
down with a mournful ring
General Quarters did sound and the rest of the
day and into the night.
The Dd519 put up one hell of a fight
of course we won out;
but not without a loss. For three of the crew
their lives were lost.
Three hundred holes were the scars that she
bore,
not many a tin can has ever shown more.
We were out for ages it did seem.
But at the last we got orders to leave the scene.
Back at Okinawa, the scene was still bad; again
we pitched in with all that we had.
For the crew there was no sleep that night
and most had never seen a bloodier fight.
But not a man showed fear, when death
seemed so near.
Tho they were just "boots", just like veterans
they fought,
no one knows how often of death they have
thought.
But most of us still live, with the story to tell,
how the destroyer Daly did give the Japs hell.
Of action like that we never did dream,
when I stepped aboard the DD five nineteen.



The Daly's war
record posted on
the bridge

Farewell John William Drake



August 9, 1926 - December 30, 2012

Dear Hal,

I am writing to inform you that my dear husband of 60 years passed away December 30, 2012.

He received a full military funeral and grave side service at the Santa Fe National Cemetery. It is well kept. Santa Fe is the capital of New Mexico.

I am enclosing a copy of the obituary from the local paper. he was very well thought of here in town as he had so many interests. Thank you for your work in keeping the spirit of the Daly and Tin Can Sailors alive. John enjoyed the newsletter so much.

Sincerely Mrs. Anita M. Drake

*John joined the Navy in 1944 at 17. He served on the
USS Daly DD 519 from 1944 until June 5, 1946.*

*John's story of his naval career on the USS Daly was a featured
article published in Daly News 2011.*

In Loving Memory of John William Drake

*When tomorrow starts without me,
and I am not there to see;
If the sun should rise and fill your
eyes
all filled with tears for me
I wish so much you wouldn't cry,
the way you did today;
While thinking of the many things,
we didn't get to say;
I know how much you love me,
as much as I love you.
And each time that you think of me,
I know you'll miss me too;*

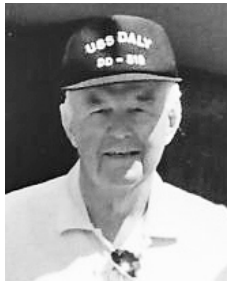
*But when tomorrow starts without
me,
please try to understand;
That an angel came and called my
name,
and took me by the hand.
Said my place was ready in heaven
and that I'd have to leave behind,
all those I dearly love;
So when tomorrow starts without me,
don't think we are far apart;
For every time you think of me
I'm right here in your heart.*

Please pass on any information
of shipmates who have been
hospitalized or have died to the
editor:
Hal Boyer
316 Harriet Drive
Perkasie, PA 18944

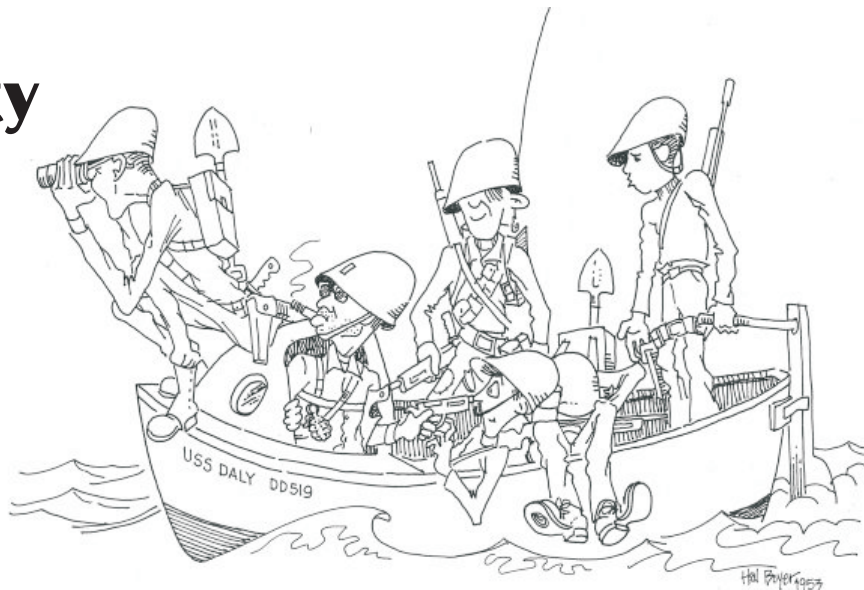


In Honor of Those
Who Served and
To Those Who
Gave Their Lives

The Boarding Party



A tale of adventure on the high seas during 1953 in Korean waters by Ltjg Joe Mansfield USN



In June 1952, I was assigned to the USS Daly DD519. The Daly a destroyer with a distinguished WWII war record had been re-commissioned in July 1951 after being in mothballs since 1946 at the Charleston Naval Shipyard in Charleston, South Carolina. Through 1951 an extensive overhaul and refitting of new electronics was accomplished. The ship was once again sea worthy and ready to take on a new crew. After an initial shakedown cruise and several months of training and fine tuning the ship was fully operational.

In April 1953 my assignment aboard the Daly was to the Combat Information Center as we departed for Guantanamo Bay, Cuba, and several weeks of combat readiness training. The ship was being prepared for a tour in Korea. The Korean War was now in its third year.

The Daly was part of the Destroyer Division 302 which included the Cotton, Bronson and Smalley. The Daly carried the division commodore and his staff. Upon completion of this training period the Daly and the Destroyer Division made it's way through the Panama Canal and then on to the Naval Base in San Diego, California. The division then proceeded to a Pacific crossing and was assigned to escort an ammunition ship as far as Japan. There was one refueling stop at Midway Island with a few hours of beach liberty before continuing the escort.

Somewhere off the coast of Japan, the ammunition ship was picked up by a new escort. Destroyer Division 302 relieved of its escort duties, steamed toward the harbor of Yokouska, Japan. It was later speculated that the ammunition ship was carrying atomic weapons, which was authenticated many years later. It appeared to be well guarded secret at the time.

After liberty on Japanese shores for the first time, taking on fresh supplies and refueling, the division proceeded to it's new assignment in the straits of Korea and the Sea of Japan as part of the Naval Task Force 77. It consisted of two aircraft carriers and eight destroyers.

Destroyer Division 302 served as part of the screen for the aircraft carriers and maintained a plane guard position within the task force as the planes were launched and returned to the carriers. After several weeks of this duty which was a 24 hour a day task, the Daly was ordered to change course and proceed independently to the west coast of Korea. The new assignment was to rescue three Army officers, located thirty five miles behind the North Korean Army's main line of resistance close to the 38th parallel, which was the key dividing line that separated North and South Korea.

At an appointed position off the coast of Korea the ship went to General Quarters, the ship's crew went to battle stations. A pre-assigned launch crew was assembled and small arm weapons, pistols, rifles, sub-machine guns were distributed. The launch was lowered to the water and the team was ready to load. The landing party consisted of myself, the officer in command, the coxswain, a signalman, two engineers and several other support personnel. The launch departed and motored for the rendezvous with the stranded officers. We did not experience any hostile fire during the trip and arrived without incident finding the military officers awaiting our arrival. A quick discussion followed as to what options were open to the three officers. There were only two.

..... continued on next page.

The Daly News

2013 Fall Edition page six

The Boarding Party continued from page 5

Option (A) Return to the Daly by launch and expect to spend three or four weeks at sea, or, (B) Load their gear into the jeep and drive thirty miles back to the main line of defense. After a brief conference the officers chose plan B. The launch and the landing party immediately returned to the Daly without further delay. Mission accomplished.

After several more weeks of duty with Task Force 77, an Armistice was signed with North Korea on Monday, July 27, 1953. The truce however brought little change to our Task Force duties other than all operations had to be conducted below the 38th parallel as agreed to in the provisions of the truce.

The day following the Armistice, the Daly received special orders, and once again separated from the task force with a mission to intercept three wooden Chinese junks that were being observed closing in on the Daly at high speed. It was reported that their mission was to retrieve Chinese prisoners of war from a large prisoner of war camp in Korea.

Our captain put the Daly at General Quarters. The five inch guns of the Daly were manned and ready along with immediate orders to muster the same launch crew that was sent on the previous mission to the Korean shore. The launch, fully loaded with crew and weapons at the ready, were put in the water and set off to intercept the Chinese Junks.

The junks were closing rapidly. The plan was for the signalman in the launch to signal the Daly to fire one round from a 5 inch gun 1000 yards forward of the junks when they reached 1500 yards astern. Then they were to fire again every two minutes reducing the range to the target by 100 yards after each round.

The first round boomed over the heads of the launch crew and produced a big splash between them and the oncoming junks. It took less than 2 minutes for the junks to make a rapid turn and reverse their course 180 degrees.

It was clear to the Captain of the Daly that the junks were withdrawing from the scene as he ordered the launch and crew to return and be recovered. It was an exciting confrontation on the seas, with only one shot fired.

Editors Note, It was never quite clear to LTjg Mansfield, the officer in charge of the launch crew, what the consequences would have been if they had made an attempt to stop and board one of the vessels they were pursuing. He had no idea how many men were aboard the junk and how they were armed. They had no interpreter and no one in the Daly crew who could speak Chinese or Korean.

He also mentioned that the only communication that he had with the Daly was by signalman. In those early days there were no cell phones and they had no walkie-talkies, as they were called. The Daly communication system on board was totally sound powered phones and voice tubes.

The cartoon on page 5, depicting the Boarding Party, was inspired by several events that occurred during our Korean tour and the many stories that covered the exploits of the famous launch crew. Hal Boyer - Editor



The Daly and the Smalley in one set of locks of the Panama Canal



Destroyer Division 302, the Cotten, Smalley and Bronson in formation- photo taken from the bridge of the Daly



The Daly approaching the refueling tanker alongside an aircraft carrier off Korea, 1953



The Captain's Gig, the same launch used by the "Boarding Party" to intercept the Chinese junks in the story as told by Ltjg Mansfield.