

The DALY NEWS 2009

FALL EDITION



A Semi - annual publication dedicated to the memory of the those who served aboard the USS Daly DD 519

An Invitation From The USS Cotten

Greetings USS Daly Shipmates. My name is Dick Myers, I am the President of the USS Cotten - DD669- Reunion Association. We have had ship reunions for the past 28 years, but due to age of our members and loss of WWII sailors, our membership continues to dwindle. Two years ago I began to talk to other ships in the Division and Squadron who have experienced the same problem.

Your editor, Hal Boyer, told me that the Daly shipmates have been scheduling their reunion in conjunction with the Tin Can Sailors because of the limited turnout. I have found other Squadron ships still having individual meetings, but with the same problem of limited attendance. This year I made an agreement with the USS Gatling and we had a joint reunion in September at Fall River, MA, which had been a common berthing port for all our ships.

This reunion was billed as a DesRon 30 reunion and I asked Hal if any Daly members wanted to join in. At the reunion we had 62 Cotten members, 30 from the Gatling and only 2 Daly representatives. The reunion was a big success and at our (separate) ship membership meetings both the Cotten and the Gatling voted unanimously to meet together in future years. Each ship also voted to ask the Daly to join us on a permanent basis.

On a personal basis I would like to stress that our ships visited many liberty ports together just as sailors on the other ships often had friends on other squadron ships. I felt like a Daly crew member since I spent so much time crossing the deck of the Daly on my way to the pier- the Commodore always had preference for the inboard slip. I was also aboard several times underway conducting engineering and gunnery exercises.



As a special tribute to honor the passing of loved ones, Betty Davis of the USS Cotten family rings the ship's bell. Pictured immediately behind her is Lyn Gilboe and her daughter who rang the ship's bell in tribute to Cmdr. David Gilboe of the USS Daly who passed away earlier this year.

Lyn Gilboe attended our recent reunion with her daughter Sarah. Lyn is the wife of the late Cmdr. Gilboe of the USS Daly. I learned that the Gilboes lived in the same apartment I had used two years later when we were stationed at Newport, RI.

On the last day we had our annual memorial service at the banquet and honored Officer David Gilboe along with other Cotten and Gatling loved ones.

Therefore, I would like to formally invite the USS Daly Sailors and family members to join us in San Antonia, Texas, next year. The reunion is already scheduled for September 12th to the 15th, 2010. We have negotiated an excellent rate of \$99.00 per night at the Hotel El Tropicano (Holiday Inn). The hotel is newly renovated, located on the River Walk in the downtown section of the city. These rooms would normally be \$150.00 per night.

Please reply to Hal Boyer if you have an interest in this offer to join the USS Cotten and Gatling. We hope you will come join us.

Dick Myers,
President USS Cotten Reunion Association

I Said Farewell To The Daly

by *Weldon Payne*

The way a man feels about a ship, "his" ship, after he has lived in it, have you ever thought of this? It is one of the nicest things of life.

I felt it the night before I was to leave the USS Daly; before the next day I would ride by high-line in the rough seas - my hand bag and official papers clutched in my arms - to a tanker and thence to the USS Caperton. I felt that I was leaving home and I never felt the same about the Caperton.

In Tuscaloosa, AL. I talked with a man who had barbered a long time and he described the way he felt about his razors - the pride with which he honored them.

I heard the captain of the Daly describe his deep affection for his tools; Mama used to talk about how Grandpa Caldwell jealously guarded his carpenter tools; how proud he was.

These are the kind of things they cannot take away from you.

You can feel this way about a newspaper and, I suppose about many other things.

Always I remember Steinbaur standing on the deck of the Daly after I had been hoisted in the bo'sun's chair and swung out over the choppy waves; the way he looked at me. We had not been that close. But he was part of the family I was leaving behind that morning.

And I watched the little gray destroyer with "519" painted on its trim bow glide away, weaving, rolling and I would not walk there anymore and I would not sit on its fantail and see the moon touch the black water; I would not lie on the middle bunk next to the thin bulkhead and smell fresh laundry and read letters.

I would not sit in the ship's office late at night again and I would not mimeograph copies of my "Daly News" and distribute them among my 300 "subscribers."

Nor would I wait with others for the helicopter to come from the carriers and hover while lowering a mailbag and then wait another eternity for Bellis to get the mail sorted and then go below somewhere to read in privacy something from the outside world.

I would not stand on the bridge with binoculars, scanning the horizon for ships or planes or subs or hear the big five inch guns from the mount just forward of the bridge and below my starboard lookout, would not hear them bark and would never see the star-shells burst in darkness over the night's sea again.

Farewell to Turk Cummings from Flint Michigan, and to Jack Minon from Utica, New York and to Bob Bright from Red Barn, West Virginia.

Farewell to those sailors who sat at night on a stool mid-ship while I cut their hair, because John Ganci, the ship's barber could only do so much during the day.

Farewell to the long chow lines- winding along the open deck while salty spray blew in our faces, worming our way down the crooked "ladder" while cooks crowded past from the galley, yelling: "Hot Stuff!" and holding wide flat pans of food with gloved hands.

Mainly, though, it was farewell to the USS Daly - the little gray ship that had been my home; that little tin can which had carried me to all the strange places and which had been my lone protection against the angry waves and had held me secure through many dark nights in that vast world of rolling and sloshing undulating water. I never saw her again.

Weldon Payne - USS Daly 1952 - 1953



High Line photo
courtesy of
Don Miller
1955-56



USS Caperton DD650

Why They Are Called Destroyers

A brief history of the first US destroyers

Two major events shaped the beginnings of the destroyer. The first was the advent of the torpedo boat. These swift small craft were able to dash in close to larger ships, loose their torpedoes, and dash away. They proved their abilities with effectiveness in the Chilean Civil War of 1894 and in the Sino-Japanese War of 1894. By the mid-1890's many of the navies of the world recognized the need for a counter weapon and so the torpedo boat destroyer, later to be known as the "destroyer", was born.

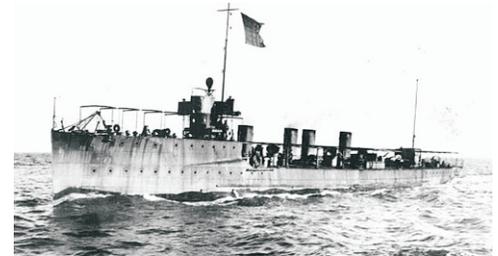
The US Navy first faced a destroyer in the Spanish -American War. Admiral Pascual Cervera sent two destroyers against a squadron of US Navy ships at Santiago Harbor on July 3, 1898. American cruisers quickly took aim on the destroyers, blowing one of them out of the water. An American armed yacht, USS Gloucester, moved in on the second destroyer and sank it. Our Navy, realizing that had these destroyers had better handling they could have inflicted serious damage. Orders were sent out without delay to speed the American destroyer program, then in its infancy.

The first US destroyer was the USS Bainbridge (DD 1); it was launched August 27, 1901 and placed in full commission December 23, 1903. During World War I, Bainbridge served on patrol and convoy duty in the Atlantic. Bainbridge was the lead ship in her class of 16 ships. She had an overall length of 250 feet and displaced 420 tons. She had a crew of four officers and 69 enlisted personnel. She was armed with two 3-inch guns, five 6 pounders, and two 18-inch torpedo tubes. Note that these ships were all "4 stackers" and burned coal.

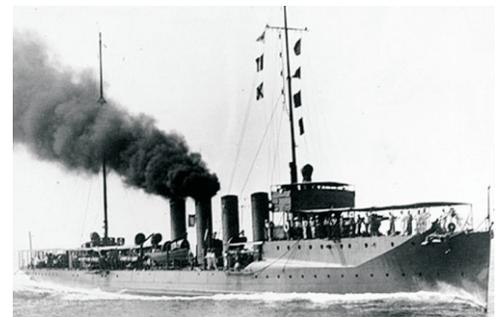
Source of material and photos from the official website of the US Navy -(navy.mil)



USS Bainbridge DD1- 1902



USS Lamson DD 18 - 1916



USS Wadsworth Dd60- 1917



USS Manley DD 74 - 1918

The opening of hostilities in World War I found the Navy strengthened with a new type destroyer design, much improved over the Bainbridge's. In the early months of the war, the US was neutral, although American lives were being lost as a result of German submarine warfare against the British merchantmen. The US protested when the German submarines began sinking American shipping bound for England. The protests, the sinkings and the loss of American lives continued until April 6, 1917 when the United States declared war on Germany.

Admiral William S. Sims, USN, persuaded the British to try the convoy system of shipping goods again. The British had tried the system before but, because they seemed to have little defense against the U-Boat, decided that it wasn't worth the price. Now with British supplies running low and American destroyers -

helping to combat the submarine menace, the convoy system was reinstated.

With American destroyers escorting convoys, the German submarine toll was reduced from 900,000 tons in April to one third by that November.

American destroyers in WWI made some lasting contributions to US sea power in their 250 battles with German submarines. The gallant little ships laid the groundwork for modern antisubmarine warfare. They had guarded the trans-Atlantic crossing of two million men without the loss of single life or transport ship. And, by mounting 3-inch gun anti-aircraft guns, they had foreseen the day when ships would do battle with enemies in the sky as well.

In the end the German strategy failed to destroy sufficient Allied shipping, due largely to the introduction of escorted convoys, before US manpower could be brought to bear in France. However, the main reason for the ending of the war was the effectiveness of the British blockade of Germany which brought about an economic collapse. An Armistice became effective November 1918 and all surviving submarines surrendered. Of the 360 submarines that had been built, 178 were lost, but more than a million tons of shipping had been destroyed in sinking vessels.

By the end of the "war to end all wars", the US had the largest destroyer fleet in the world, but the Disarmament Treaty of 1922 caused more than 200 of these valiant ships to be decommissioned while 40 more were scrapped. Not one new destroyer was launched between 1921 and 1934.



From the Mail Box



A Correction

In the spring edition of the Daly News 2009, I incorrectly stated the "Clean Sweep" logo evolved during WWII.

I recently received word from Peter Streich, who served aboard the Daly during 1954-57, as a first lieutenant with an assignment as Anti-Submarine Officer. As ship's secretary he designed and published the emblem in 1955. He had it reproduced as decals.

He later sent a copy of the emblem to Ed Dunn, our late editor of the Daly News. It was posted in the masthead with the other emblems.

Peter sent me a photo of the emblem, painted in full color on a wall plaque which he proudly displays in his home.

Thank you Peter for this correction.



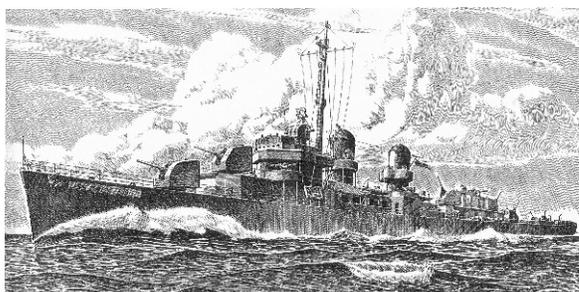
An E-mail to the editor from the son of a WWII Veteran who served on the Daly

February 27, 2009 Dear Mr. Boyer,

My nephew just left for basic training, which has inspired me to look up my late Dad's old tin can, the 519, the USS Daly. That name and number have been etched in my mind since childhood. Your web site is wonderful and as I read I was overcome with emotion. I would sit for hours as a child and hammer my Dad for war stories of which he readily offered. Those were truly his glory days and time and time again I was able to live them, with him, through his stories. I remember him telling me how he pulled a guy out of the water and they remained friends for years to come. He told me of the Kamikaze planes coming in to attack and seas so high it would make the crew wretch.

Thanks for the memories which oddly enough are not really mine but belong to me so much. I loved my Dad very much and was so proud of him. He was my hero growing up. I do not think I have ever really gotten over his sudden death as I was only nineteen years old. I felt robbed by his early death and now after all these years it is as if someone has returned a stolen item.

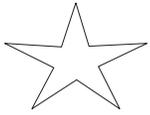
Thank you so much for keeping the spirit of the Daly alive through the web site. I never thought after 31 years I could still be moved by his memorable stories and apologize if I have shared too much, but this writing has been tremendous therapy for me. As I read I was brought back in time and realized the stories he told were so true. The USS Daly was a gallant girl with a lot to be proud of. I look forward to exploring the Daly site throughly in the days to come. Sincerely, Joseph Capobianco



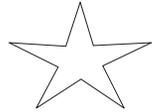
1943 -46 vintage photos - Joseph Capobianco BM2 supplied by his son

The sign in photo 3 - reads "Cape Charles Ferry"





Lest we forget...LT Theodore Curby, Ship's Doctor, August Scheidt, SK 3/c Wallace R. McElyea S2/c who died as a result of enemy action at Okinawa. David Dale, Nicholas Calalluca, Robert Carlson, Charles Ellis, Paul Harvey, and Jerry Nebrez all of whom were lost in heavy seas off Cape Hatteras, VA.



We also commend your thoughts and prayers to our departed shipmates over the past 60 years.



Visser Bradley
1943- 1946



USS Daly DD 519



Thatcher
1951-1952



Johnson
1953-1954

WWII Daly Crew - photos from cruise book



War record tally and crew on the bridge - 1946



Engine room gang - 1944



Ed Dunn with shipmates on liberty