



The Daly News



2013 Spring 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

Part Three: The Story continues as the USS Daly departs for Norfolk, VA, July, 1957

July 9: Arrived at Norfolk Naval Base where I tried to contact Bob Baker, a high school classmate who had enlisted with me. Bob was serving as a Hospital Corpsman on the base.

July 15: We got underway for operations in the Atlantic.

I received word that I had passed the Machinist Mate test for Third Class Petty Officer and would be promoted on August 16. This meant a nice pay raise and more responsibility.

July 19: Returned to Newport, but were underway again on July 22: A Happy Birthday to my younger brother Gary who is 13 today. We were only at sea 5 days when we returned to Newport at Pier 1 next to the destroyer tender Yosemite for maintenance.

August 12: We were at sea again at "General Quarters" drills all day. Even a nineteen year old gets tired of a routine such as this. Reveille was at 0430 for us to "lite off" the boilers and main engines followed by getting underway for all day drills. Many times after such a day I would end up with the duty watch in the engine room that evening. It was a long day. During the afternoon we made a "full power run", prior to returning to the base. Even though the Daly was 14 years old she was still capable of attaining 36 knots or better at full or flank speed. It was quite a sight to be topside on the stern of the main deck and see the awesome wake and plume of water rise to the stern of the ship. The vibrations on the stern were tremendous as the two screws thrust the ship through the water. Below in the engine room the noise was deafening. All the machinery was operating at full capacity. All gauges and equipment had to be closely observed for any malfunction or overheating. We all experienced a sense of tension and nervousness. The heat was stifling. It was amazing that the ships 30,000 horse power engines (turbines) could generate such power. It was truly an experience to be on a 2150 ton ship at this speed. The next day we operated with the aircraft carrier Leyte (CVS-32) to perform ASW (Anti-Submarine Warfare) operations.

August 14: Returned to Pier 1.

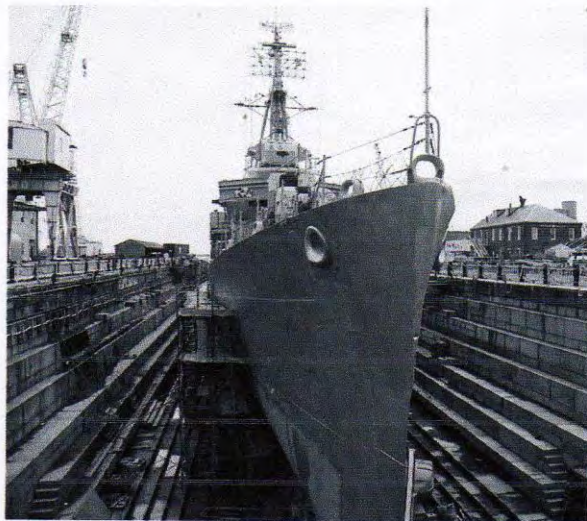
August 20: Underway for Boston Naval Shipyards to have the Main Feed Water Pumps and Fire Flushing Pumps installed in the engine rooms prior to our Mediterranean Cruise in the fall. The trip via the Cape Cod Canal to Boston Harbor was interesting. Several small pleasure boats followed us as we made the 5 mile trip.



USS Yosemite Destroyer Tender

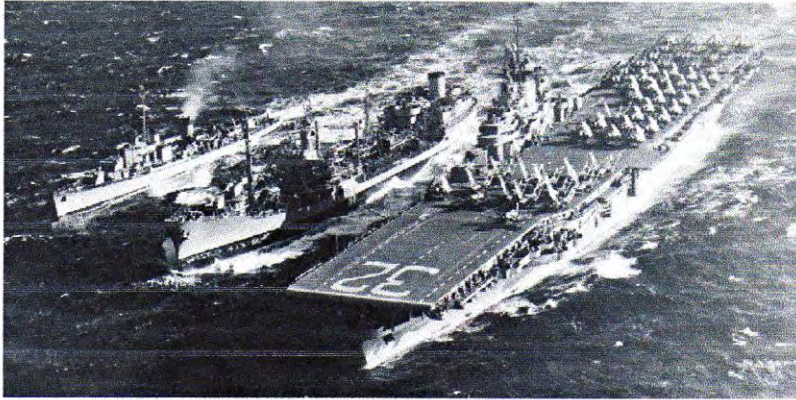


Ships wake at full speed



Fletcher class destroyer in dry dock at Boston Naval Ship Yard

continued on next page



Destroyer-Tanker Oiler & CV32-Leyte- Refueling at sea



London Bridge, England



Parliament & Big Ben



Picadilly Circus, Trafalgar Sq



Buckingham Palace



Gibraltar Harbor

The Rock of Gibraltar



August 21: Entered the South Boston Annex at the Charlestown, (Boston) for our needed repairs. We were there 10 days then returned to Newport.
September 3: Departed Newport with five other destroyers and the carrier Leyte for NATO operations in the North Atlantic. Our group joined a task force of thirty ships consisting of destroyers, destroyer leaders, (frigates), destroyer escorts, carriers, oilers, refrigeration and ammunition ships. We operated in the north Atlantic for several days before pulling into Portsmouth, England.
September 14: We made our arrival in foggy conditions and tied up to a pier at the South-Ship Jetty. I had the opportunity to go on liberty. The weather conditions were cold and dreary so I was not able to see very much of the city. We were only a few miles from London and I had an opportunity to take a tour. It was very enjoyable as we visited most of the interesting sights such as: Westminster Abbey, Parliament Buildings, Buckingham Palace, Tower of London, London Bridge, London Tower, Number 10 Downing Street, and the American Embassy. I noticed there was still evidence of the bombing of London that took place during WWII. That same evening we visited Piccadilly Circus, which is similar to our New York Times Square. It was a very interesting day.

September 15: Departed Portsmouth for operation "Strike Back, Sea Spray, Fend-Off" in the North Atlantic. We were very close to the Arctic Circle around Iceland and the Faroe Islands. It was very cold and the seas were very rough. In the ASW operations the Daly was given credit for detecting and destroying the first submarine in the war games. Life aboard the ship during this type of operation was very difficult. Aside from our normal work-day routine and watch assignments, we had battle drills that came at any time during the day and night. In addition to this the ship was constantly pitching and rolling in heavy seas.

October 2: Arrived Lisbon, Portugal for rest and relaxation. Lisbon was a great place to visit. As usual I did a little sight-seeing, took some photos and went to some of the favorite local bars and nite spots for sailors. You can always tell when a sailor is having a good time. He will sell his camera and watch. It was not unusual to see a street vendor with several cameras and cases hanging from his shoulder and watches on his arm all the way to his elbow.

October 6: Departed Lisbon for the Mediterranean Sea and passed the Rock of Gibraltar. It was interesting to note that as we entered the straits, Spain was on the port side and the continent of Africa on the starboard. We were to operate in the eastern end of the Mediterranean for several days and then proceed to Genoa, Italy, but the plan changed and our destination became Phaleron Bay in Athens, Greece. We joined up with Task Force 66 for a rendezvous with Task group 60.

the story continues...

October 18: Entered Phaleron Bay, Athens, Greece. The bay was surrounded by two cities. Piraeus and Athens. What a magnificent view. Anchored in the bay with us was the heavy cruiser Albany, the carrier Leyte, 2 landing ship docks, landing ship tank, tanker, attack transport, ammunition ship, and two divisions of destroyers. I was really impressed with the beauty of Athens and it's ancient history. I took the opportunity to take a guided tour of the city and the surroundings that included; the city of Daphne and it's ancient historical ruins: Parthenon, Acropolis, Olympic Stadium, Temple of Jupiter, Temples at Daphne, Mars Hill and many other ruins throughout the city. We saw many other interesting sights in the country outside the city as well. Of course as young sailors we had to check out the girls around town.

October 23: Departed Phaleron Bay for operations in the eastern Mediterranean with ships of the Task Force. For two days we operated with the Guided Missile Cruiser, Canberra. She was quite a ship to see.

October 4: Refueled and replenished supplies while underway. That same evening we rendezvoused with a French submarine.

Nov. 5: Entered Marsolock Bay, Malta, Malta is an island in the middle of the Mediterranean, southwest of Italy. During WWII it was a British Naval Base heavily bombarded by the Germans. We were only there a few hours and I did not go ashore. We left Malta the next morning for more operations in the "Med". Our refueling at the Isle of Rhodes was canceled due to an approaching storm.

Nov. 19: Returned to Gibraltar for refueling. I remember Gibraltar as a gigantic rock with a small city and naval base in the bay. We were there for about 10 hours. After refueling we departed for our home port, Newport, RI in the USA.

Gibraltar to Newport is about 3004 nautical miles. At 20 knots that is roughly 6.2 days to make the trip. We returned to the USA after almost 11 weeks. The Med Cruise was a great experience being able to visit so many different places and take in so many sights. The major part of our operation was the anti-submarine warfare drills. They provided the crew with extensive worth while training and honed their skills for future needs.

It was great being home again, back in the states for awhile. We were all in need of a rest and as in all extended cruises, the ship would need minor repairs and upkeep. We tied up alongside the Destroyer Tender Arcadia. Other ships in the squadron were the destroyers John Paul Jones, Gatling, Caperton, Dashedell and Cotten.

I had the watch duty on Thanksgiving Day, 1957. The crew of the Daly could always count on having a wonderful turkey dinner. We were given the best of everything on this day. It was also a "Visitors Day".

In early December the USS Bronson, rammed the starboard side of the Daly while maneuvering to tie up along side. The damage sustained by the Daly was a large hole in the starboard stern side. It had been a very windy day with heavy tides which made the docking extremely difficult. As a result of this damage the ship was scheduled for repairs in the Boston ship yard. Temporary repairs were made and the ship departed to Boston on December 9. New feed pumps were also being installed while in the yard. I elected to take a 14 day leave while the ship was in Boston.

December 25: It was great to be home for Christmas. I really enjoyed the holidays with my family and I admit I was a bit homesick after returning to the ship. I was mindful that I only had less than a year to serve in the Navy.

continued on next page



Ancient Greece Parthenon and Acropolis



Island of Malta

The "moth-balled" heavy cruiser, Canberra, a 13,600 ton, Baltimore Class ship, was pre-designated CAG-2 in early January 1952. She was re-commissioned in mid-June 1956. Her after eight - inch gun turret and 5 inch gun mount were replaced with two "terrier" anti- aircraft missiles, plus an extensive suite of radio and electronics.



the story continues....

January 1958: During the middle of January we were again underway for operations in the North Atlantic. After several days we were back in Norfolk, VA.

January 27: Departed Norfolk for Anti-Submarine Warfare exercises in the Atlantic and Caribbean Sea.

February 7: Made port in San Juan, Puerto Rico, and tied up at a pier near an army base. We had a division party at the Army-Navy Beach Club.

February 10: Departed San Juan for continued operations at sea. After 4 days at sea we made port in Ciudad Trujillo, Dominican Republic. Ciudad was a great port for sailors to visit. As they say, it had "wine, women and song". As a Petty Officer I occasionally had to stand shore patrol duty. It was my misfortune to be assigned to shore patrol the second day of our visit. As I recall my patrol assignment covered a ten block area. What a wild place. There were 20 men in the patrol unit. We spent most of the time keeping sailors out of the restricted areas and breaking up fights between drunken sailors and the local natives.

February 17: Departed Dominican Republic for Newport, RI. On our return trip we had a 20 knot economy run lasting 6 hours. The objective was to see how much fuel we would conserve at that speed. As one of the throttlers, it was my job to hold the propellers at the exact RPM's called for by the bridge. A team of engineers in the fire room and engine rooms rated the performance as outstanding.

February 23: Narragansett Bay, Newport Rhode Island, home again and tied up next to the destroyer tender Yellowstone until March 10. We then moved to the State Pier in Fall River for maintenance and upkeep. During this period a INSURV Inspection was scheduled. INSURV was a very detailed inspection of everything on the ship including personnel and records.

April 10: Underway to on-load ammunition near Prudence Island. Taking on ammo was a very dangerous and arduous task. and usually took all day with the assistance of all hands. Upon completion the ship returned to Newport, pier 1 late in the afternoon.

April 11; Underway again in the Newport Operating Area then after a day of drills we returned to the State Pier, in Fall River, for the weekend. During this time Ronald Sheldon from Kenton, Ohio reported aboard. He had just graduated from Machinist Mate School and we became good friends.

April 14 to 18: we were underway every day returning to Melville, a small pier. During this period of daily drills at sea we actually had a casualty. We lost lube oil pressure in a shaft bearing. As machinist mate, I worked with others on the bearing to repair the damage. I remember we worked in very close cramped quarters in the forward engine room.

April 24 to 28: I flew home on a short leave. My time of serving on the Daly was coming to an end. I was a "short timer", with just a little

May 1: Underway again for operations in the North Atlantic. The operation was called " New Broom VIII". It was similar to the previous Nato Operation. It included Anti-Submarine Warfare involving detection and the attack of enemy submarines. It covered an area from Newfoundland to Norfolk and Bermuda. We operated with Canadian ships, US naval auxiliary ships, and ships of squadron Des Ron 30. The Canadian ships were; HMCS Bonaventure (aircraft carrier) and the destroyers HMCS St. Laurent, Ottawa, Saguenay and the Assiniboine.

May 8: Entered Halifax, Nova Scotia for four days. We were tied up at a pier at the Canadian Royal Navy Dockyards. Halifax was the headquarters for the HMCRN (Her Majesties Canadian Royal Navy). We really enjoyed Halifax as we were treated royally. It was a very interesting place to visit and the people displayed wonderful hospitality. We were given tours of the city. A few of my buddies and I received invitations to be dinner guests with a very nice Canadian family at their home. That evening we were invited to a ballroom dance.

May 11: A contingent of Daly sailors was invited to march in a memorial parade. The parade along with a memorial service was held in memory of the hundreds of seamen who had died during the "Battle of the Atlantic" during WWII. The ship also had a visitors day with hundreds of Canadian visitors coming aboard to look over our ship. Our stay in Halifax was a great experience

May 12: At sea again for more operations but they were cancelled and the ship returned to Newport and the Melville pier on May 14. From the 15th through May 22nd we had damage control and casualty drills in the Newport area.

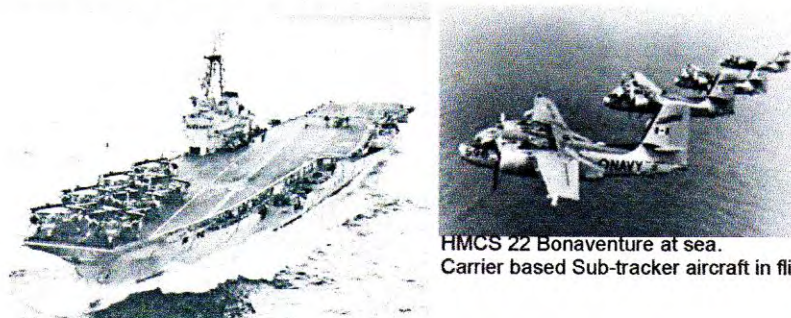
May 23: Underway for a "Dependents Cruise" with spouses and children of the crew. This was a fun trip. The ship cruised slowly up and down Narragansett Bay. Most area on the ship were open to the visitors. We even had women and children in the engine rooms. This is something I had thought I would never see. At lunch the cooks had a barbecue on the fantail. What a treat. That afternoon the cruise extended to the mouth of the bay into the Atlantic before it returned to bring the visitors home. It was delightful day for the guests and the crew.

Story to be continued in Fall Edition

The Daly News is a non-profit publication, published twice a year and circulated to shipmates of the Daly and family members by select e-mail or US Postal Service addresses. All expenses are paid through donations.

Donations can be made by check payable to the: Daly Media Fund

address: Hal Boyer Editor.
316 Harriet Drive, Perkasio, PA 18944



HMCS 22 Bonaventure at sea.
Carrier based Sub-tracker aircraft in flight



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2013 Spring Edition page five



Sergeant Major Daniel Daly - US Marines

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A Photographic Tour of the USS Kidd DD 661

In March 2012, two USS Daly shipmates, Tiff Graham and JB Miller, who served during the Korean tour as Fire Controlmen, visited the USS Kidd DD 661, museum ship in Baton Rouge, LA. They completed a thorough tour of the ship which is similar in many ways to the USS Daly and produced a very good photographic record of their visit.

As I edited and reviewed the photos of the Kidd it awakened many once familiar memories of the experience of living aboard a "tin can" for almost 4 years of my life, over 61 years ago. Although each destroyer built during this era was similar in appearance and performance, each ship had a few design configurations that made them special to those of us living aboard a "tin can".

I mentioned to Tiff that he make certain he got below decks and take photos of the crews quarters and the bunks. Tiff slept below me in a three tier rack configuration. I had the middle bunk and our buddy Dixon, a six foot one giant, had the top bunk. There was little privacy and comfort in those racks and being in the aft compartment we were positioned directly over the screws. During our time at sea those screws never stopped turning. How we adapted to that continuous rumbling separated by a 3/8 inch sheet of steel and several coats of paint I do not remember. However, after a year at sea, I remember I could sleep anywhere, even on a cold steel deck. In summer weather we fried with little ventilation and in the winter we froze as our bare feet the decks at reveille.

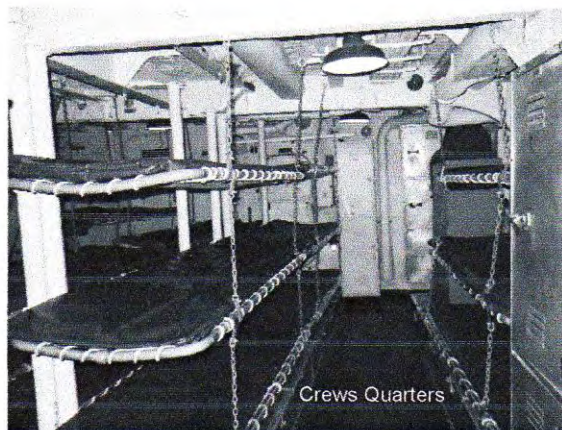
Our toilet facility, "the Head", was on the main deck and consisted of six wash basins for the entire second division, half the crew. There were 4 urinals, and an open trough with wood slats for seats. The "john" could accommodate 6, however I rarely saw anyone sitting side by side. There were 4 open showers. The deck was ceramic tile, it was always cold. Showers were short as fresh water was always at a premium and in short supply. When there was a shortage of fresh water a salt water shower was supplied but did little to refresh the body. It also required a special soap to lather up and of course, no one ever washed their hair in salt water. We always said this was still better than sleeping in a foxhole and bathing out of a helmet. Lucky for the crew our clothes were laundered on a weekly schedule, washed in a bulk washer and then machine dried. Every piece of clothes we wore was stenciled and marked with our names so the clothes could be returned to their rightful owner. There was many a hassle over unmarked socks or skivvies that could not be identified. The storage of these personal garments and every personal possession we owned was stored in a foot locker under the lower bunk. There were a few upright lockers but they were reserved for those who had attained First Class Petty Officer ratings.



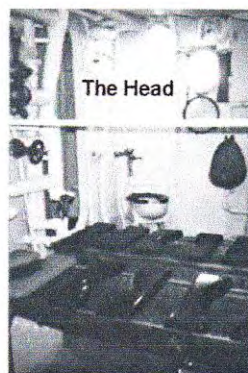
Tiff Graham & JB Miller on tour of the USS Kidd DD 661 in Baton Rouge, LA, March 2012



USS Kidd DD 661



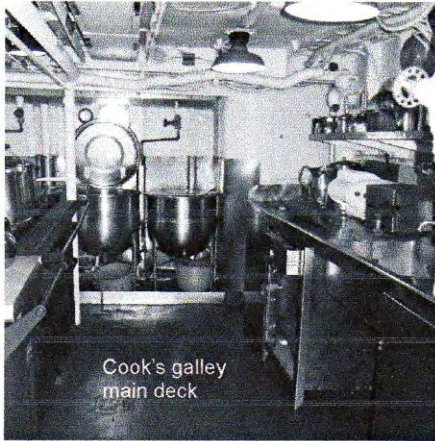
Crews Quarters



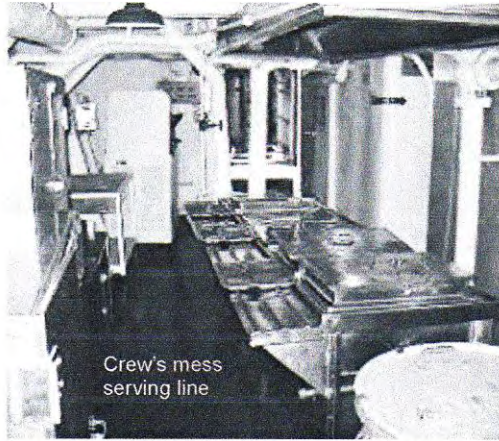
The Head



A Photographic Tour continued...



Cook's galley
main deck



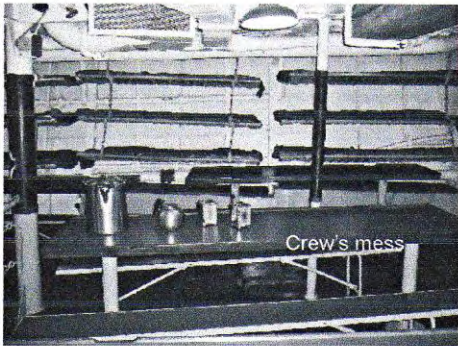
Crew's mess
serving line

The cooks galley on the main deck and the serving line two decks below served three meals a day to as many as 225 hungry sailors. We ate in shifts after standing in the open on the main deck and then descending a ladder one deck below the bridge to the mess deck. The meal was served in a metal tray with compartments to separate the food depending on how generous your serving.

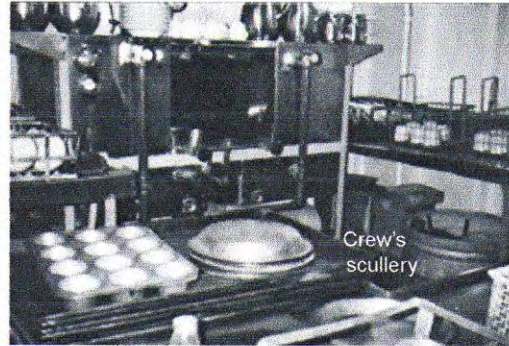
The Chiefs and the Officers had their own eating accommodation.

Below; The crews mess hall with tables and benches. During rough seas those posts were handy to grab. Of course one hand was always on the tray if the ship pitched or rolled which it often did. Note this mess hall had bunks as well.

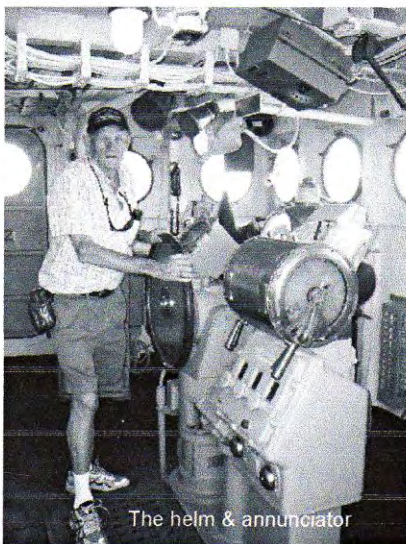
The scullery, located in the same compartment, was hot and cramped and a job that most recruits were assigned to for a month at a time.



Crew's mess



Crew's
scullery



The helm & annunciator

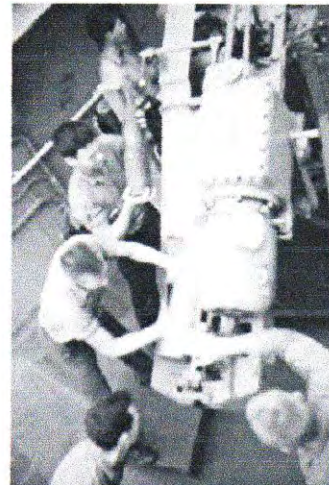
As a seaman I served my apprenticeship on bridge watches as a helmsman. It was a standard 4 hour watch at the wheel or annunciator taking orders from the Officer of the Deck, keeping the ship on course at an assigned speed which was clocked in knots. During rough seas it was a demanding job maintaining a steady course. Steaming into or from a port the task was assigned to a special sea detail, usually a quartermaster. After I made Third Class Petty Officer my station was a 5 inch Gun Mount located on the O2 deck. One of my jobs as a gunners mate was to train a gun crew in handling and loading the 5 inch gun. A loading machine was located midships on the main deck where the gun mount teams could train.

The USS Kidd DD 661 was the first U S Navy ship to be named after Rear Admiral Isaac C. Kidd, who died on the bridge of his flagship, USS Arizona during the attack on Pearl Harbor December 7, 1941. Admiral Kidd was the first US Navy flag officer to die during World War II.

The Navy set aside three Fletcher-class ships for use as memorials: The Sullivans - DD 537, The Cassin Young DD 793 and the Kidd. Louisiana congressman William Henson Moore selected Kidd to serve as a memorial for Louisiana World War II Veterans. The Kidd was towed from Philadelphia and arrived in Baton Rouge on 23 May 1982, where she was transferred to the Louisiana Naval War Memorial Commission. She is now on public view there as a museum vessel, and conducts youth group overnight encampments.

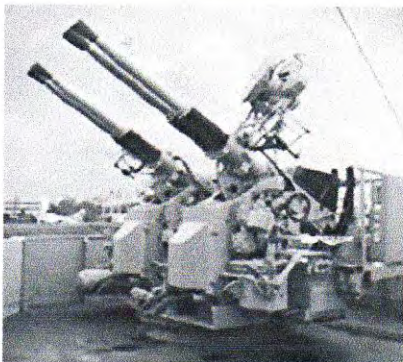
The USS Kidd was never modernized and is the only destroyer to retain its World War II appearance; over the years , Kidd has been restored to her August 1945 configuration and armament, culminating on 3 July 1997, when her torpedo tubes were reloaded. The Kidd's special mooring in the Mississippi River is designed to cope with the annual change in river depth, which can be up to 40 feet; for half the year she floats in the river, the other half of the year she is dry-docked out of water.

5 inch gun crew using the loading practice machine (1953 photo)

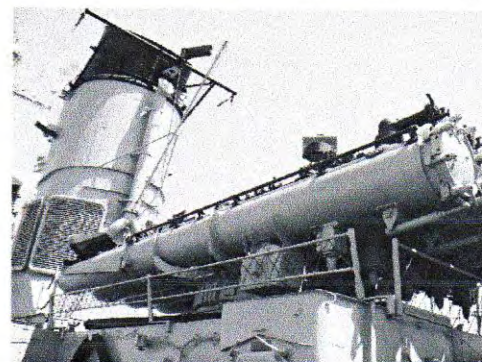




Welcome aboard - Mt 55 & 54



Quad 40mm Guns



Torpedo Tubes on 02 Deck

Having served as a gunners mate on the USS Daly, the photos of the 5 inch guns reminded me of my first experience in gunnery practice. I was gun captain of Mt 54. The target was mounted on a sled in tow by another vessel. The object was to lob a projectile over the target. The gun director aimed and positioned our gun, then gave the command to fire. The muzzle blast from the barrel and the sound floored about everyone inside the gun. The gun automatically recoiled and the hot shell casing was ejected and rattled around loose inside the mount. My ears were ringing. From my open port above the gun I made an attempt to observe the splash of the projectile. The field glasses were fogged and I could not see a thing. It was later reported we hit and damaged the target sled. The purpose of the exercise was to not hit it.

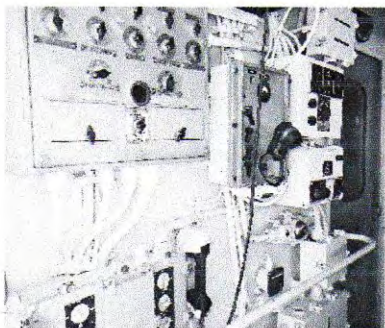
Every photo has brought me memories of the days at sea and the extensive training exercises that involved the entire crew in every aspect of the ship's performance. I often have wished that if it were possible, I could again live some of those days over again at sea. Then tired from a days work crawl into my sack knowing that I would not have the mid-watch and awake at reveille and enjoy a good breakfast before morning muster.
Hal Boyer GM2 1951- 55not



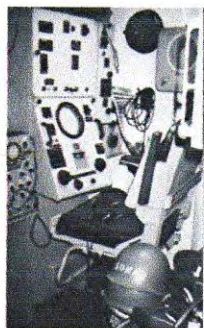
Looking Aft



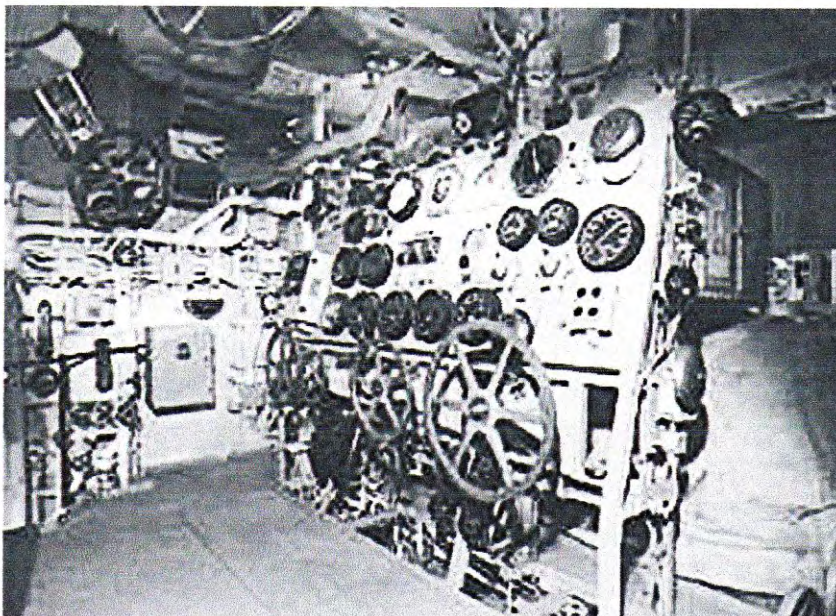
Gun Director & Radar Mast



Bridge - Sound Powered Telephone Communication System



Sonar Station



Engine Room Control Panel - All photos courtesy of Daughter of JB Miller



**Officers
of the
USS Daly
1955**

Ensign Tom Rowan took this photo of several of the Daly officers while on the Northern European Cruise to Helsinki, Finland, from July to November 1955.

Left to right; Ensign Francis Slattery, Ltjg Dave Yarrow, Ensign Jim Daly, LT John Scripp. Ensign Louis Bradford Von Weise III.

Ensign Slattery went on to become the Commanding Officer of the Nuclear Attack Submarine Scorpion SSN 589, that was lost on May 22, 1968, with a crew of 99, approximately 400 miles SW of the Azores. There is no incontrovertible proof as yet of the cause of the loss of this sub although many theories exist since the wreckage was found and photographed.

Farewell Henry D. Weiss Daly WWII Veteran

Dear Administrator

Please be informed that Henry D. Weiss
954 Kealaolu Place
Honolulu, Hawaii 96816

Passed away on August 17, 2011
Death due to kidney failure

Mr Weiss always held high respect for his service in the US Navy aboard the USS Daly during WWII. He kept his yearbook for the Daly in his library. When I was a child, I colored some of the pictures in the book. He was always upset with me whenever he turned the pages to reflect on his memories of his Navy days aboard the ship.

Sincerely, David Weiss, son

Editors Note, Mr Weiss was responsible for planning and distribution of the WWII Daly Cruise Book published in 1946.



Farewell Walt Johnson of Derry NH - Served on the USS Daly 1943 - 46

Dear Mr. Boyer

I am Donald Johnson, second son of Walter A. Johnson, your shipmate. I am writing you with sad news that my dad passed away last year on August 24th while hospitalized. He was in the hospital two weeks before he died. Fortunately he was not in pain, he was 90 years old and just one month shy of his 91st birthday.

All his 5 children were at his side, he was alert to the last day telling us how much he appreciated us being there. His second wife had died in 1995.

My dad also talked of how much he enjoyed doing the early Daly Newsletter mailings and attending the Daly reunions. He always spoke in the highest regard of all his shipmates.

I am enclosing a copy of the interview he did with a young reporter from the local paper a few years ago on Veterans Day. With all the great things that the Daly accomplished during the war, Dad always said that rescuing the survivors of the USS Brownson crew was the most memorable.

I am enclosing a check to help you with your publishing expense for the Daly Newsletter. And I would greatly appreciate if you would let your readers know of my Dad's passing.

Thank you to all the shipmates of the Daly for the friendship and joy you brought to my Dad all these past years.

Sincerely Don Johnson

Walter Johnson and Ed Dunn were instrumental in publishing the Daly Newsletter up until Ed's retirement in 2006. Walter handled all the addressing and mailing from his home in New Hampshire.

For the 2008 Spring Edition, I did a feature story that included the interview by the Derry News reporter Lynne B. Bulgaris, "From Iwo Jima to Okinawa, Walt Johnson shares his WWII Experiences".

The story is still on file on the Daly Web site.

I can reproduce copies for mailing if requested.

Hal Boyer Editor

A Sincere Thank You

Gary Dolny
Mountain Top, PA
March 2012

Dear Hal ,

Greetings, enclosed please find a check on behalf of my father, Clem Dolny to support the USS Daly Newsletter. He greatly appreciates the newsletters and remembering his service aboard the Daly during WWII. He especially relished the most recent issue and the article about the sinking of the Japanese battleship, Yamashiro. When my wife and I visit with him he often talks about his experiences. Thanks for taking the effort to do this. I'm sure there are a lot of others like him who enjoy the newsletter equally well.

Best Regards, Gary Dolny



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