

# The DALY NEWS 2011



A Semi - annual publication dedicated to the memory of the those who served aboard the USS Daly DD 519 - Hal Boyer Editor - halboyer@yahoo.com

## *Farewell Shipmates*

**John J. Buzzi, 82 USS Daly - 1957 - 1959.**

Dear Mr. Boyer,

This is to inform you that my father passed away on March 8, 2010. He is survived by his wife Hazel of 61 years, nine children, 18 grandchildren and 4 great great grandchildren. His former residence was in Barrington, RI. He was born and raised in Milton, MA.

My Dad served in the US Navy for 22 years during WWII, The Korean and Vietnam War. He was a member of Tin Can Sailors Association, and the US Navy Destroyer Veterans Fleet Reserve Association, being a past president of this group.

He was buried with full Military Honors at the Gate of Heaven cemetery in East Providence, RI.

While serving on the Daly in 1960, John was one of the survivors of the tragic Men Overboard accident off Cape Hatteras, VA, that took 5 lives.

*Sincerely, Debbie Wieners (daughter)*

*A more detailed account of the accident is published on the Daly Web site where John described the ordeal and his rescue.*



**SCPO  
Oscar Garland 88**

**USN Retired  
Departed  
October 3, 2010  
Norfolk, VA  
Retired in 1964 as  
Senior Chief after 24  
years of service.**

Oscar was born in Yonkers, NY. He was a WWII US Naval Veteran, a Pearl Harbor survivor and a member of the Pearl Harbor Veteran Association, the American Legion, Fleet Reserve Association, VFW, and the Ocean View Democratic Club.

He served on the USS Daly from 1951 to 1954 during the Korean Tour. He was Chief Gunners Mate during this tour and was well liked by the crew. I served with Chief Garland aboard the Daly, he told me he was on a motor whale boat returning to his ship during the Pearl Harbor attack and aided survivors in the water.

He was buried with full Military Honors at the Forrest Lawn Cemetery in Norfolk, VA

## *Letters to the Editor*

Subject Military Pay  
December 17, 2010 to: Hal Boyer / from: Cleo Porttorff

2010 US Military Basic Pay Chart  
<http://www.navycs.com>

Any one that complains that the military serviceman is overpaid should spend 18 months in the service, overseas. We have never been overpaid. I served on the Daly in WWII until she was decommissioned in 1946. In December, 1950 I was called up from the reserves and was assigned to a military transport, we were in Hungnam, North Korea, evacuating GI's that had been trapped at the Choson Reservoir area after they were overrun by the Chinese. Our troops were poorly equipped and were suffering from frozen feet and hands. One unfortunate soldier became the first quadruple amputee losing both hands and feet by our doctors aboard the ship. We took 12,000 GI's to a hospital in Japan. I was a Radarman 1st class, but was assigned as a special lookout on the wing of the bridge while we were at anchor. 7 hours later someone on the bridge realized how long I had been on watch and finally relieved me. The actual temperatures was 60 degrees below Fahrenheit and the estimated wind chill was 70 to 75. At this time my military pay was \$114.00 per month. Who said I didn't earn my wages? Cleo.

Per Month  
Less than 2 yrs. Over 2

E-1	1447	1447
E-2	1622	1622
E-3	1706	1813
E-4	1889	1986
E-5	2062	2199
E-6	2250	2475
E-7	2602	2839

# Retired Chief Warrant Officer Now a Published Author Served on the USS Daly 1955 to 1959

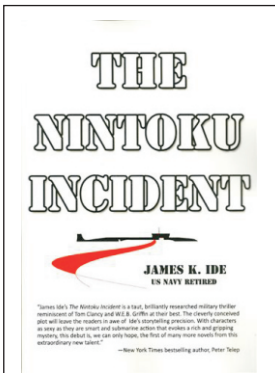
Jim Ide- retired  
USN 1976



*Jim Ide, who retired from the US Navy 1976, is now living comfortably in Florida. He recently sent me a copy of his latest mystery thriller, The Nintoku Incident. It was exciting reading and compelling. This is his 14th novel and the first written under his own name. He and his writing partner are fortunate enough to write for the Tom Clancy franchise under the pseudonym of David Michaels. They have also written a novel, The Fall of Eden, and the screen play based on the same theme. The published novels are all available at Amazon.com*

Jim recently wrote this of his first impression of the Daly;  
In 1955, the destroyer piers at the Newport Naval Station were still years away. The Daly was moored at the MIKE 16 buoy in Melville. The buoy was located in the shipping channel between Aquidneck Island and Prudence Island. The channel also served as the gateway to Fall River, MA, and battleship Cove, home of the USS Massachusetts, BB-59. But in '55, as far as I was concerned, it functioned best as an unobstructed highway for the prevailing north winds of a typical New England winter.

My first encounter with the Daly happened on just such a frigid, blustery, raw December night. I rode out in the Daly Motor Whale Boat and as I climbed up the ladder and my head rose above the level of the main deck the first thing I saw was a mountain of garbage on the fantail. It was too hazardous for the trash barge to come along side out there but fine for a motor whale boat to make the trip.

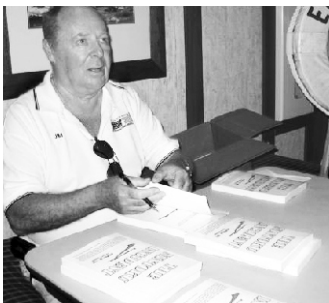


I was a seventeen-year-old seaman, fresh out of Sonar Class A School, when I boarded the Daly December 1955. By the time the Daly and I parted in 1959, I was a Second Class Sonarman.

Four destroyers and seventeen years later I retired as a Chief Warrant Officer, W-3.

I started writing ten years ago at the fine old age of sixty-three. Since then I've co-authored thirteen novels and soloed on my first book.

Author at recent book signing



## Navy Coffee by Rod Mooney



For Greeks, ambrosia was OK,  
but used up all the sailor's pay.  
Then, in a more enlightened age,  
tars worked for grog instead of wage.

But as for me, I love to hug  
a good old Navy mug.  
It's fragrance cuts the salty air  
and wafts me far away from there.

It's best when made so it can stand  
without the mug, just in the hand,  
and crusted mugs from watches back  
are germ free, if your coffee is black.

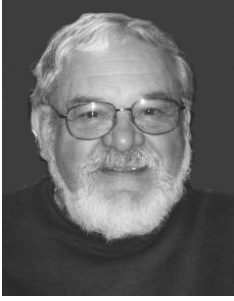
Beware the canned milk on the bridge,  
it's likely never seen a fridge,

But don't spill the coffee on your boots;  
your socks will soon start growing  
roots,  
and if it penetrates the deck,  
the panicked crew could cause a  
wreck.

Way down below, the engine crew  
prefers an even stronger brew,  
and sometimes as they ply their craft,  
they use the stuff to grease the shaft.

When Navy coffee is thick and black,  
it guards against a heart attack,  
and if it's strong enough, I'm sure,  
it functions as a cancer cure.

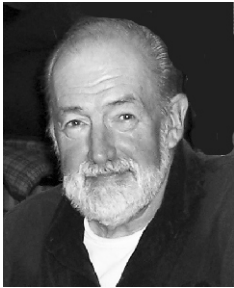
*If you have a special poem or personal story that would be of interest to other readers please submit a type written copy to me by mail:  
Hal Boyer - 316 Harriet Drive  
Perkasie, PA 18944*



**Hal Boyer** *Editor Daly News and Web Site*

Took over the responsibility of publishing the Daly News after the retirement of Ed Dunn in 2005. Established the Daly web site in 2003. Served on the Daly during the Korean era, 1951 to 55. Helped to restore the Daly from mothballs to full operation. Gunners Mate 2nd class ( 5 inch 38 - Gun Captain Mt. 52)

Hal received an Associate Degree in Graphic Design. Retired from IBM in 1987 after 28 years. He was the Graphics and Photography manager for 10 years at the Kingston, NY facility. Special interests; cartoons, woodworking and fishing. He is also President of the Emmaus High School Class of 1948, and reached octogenarian status this past year.



**Roland Pike** *Web Site Administrator and Manager*

Roland has volunteered his services in managing the Daly web site since putting it on-line. He is responsible for all the technical problems associated with publishing the site.

He is a semi-retired graduate Electrical Engineer with a Microwave Service business.

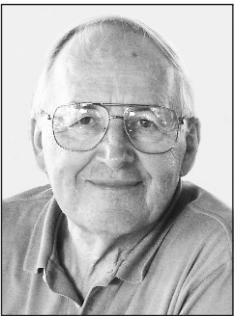
He is an ardent fisherman and fishing companion. He is a very competent sailboat skipper as well and spent a year at sea sailing the east coast.



**Susanne Cottier** *Daly News Editing Assistant and Grammar Specialist*

She has volunteered her services proof reading copy since the first issue of the Daly News was published.

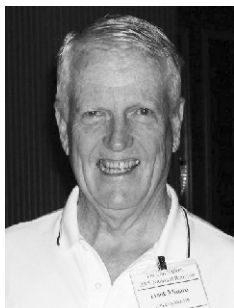
Susanne is a graduate of Oberlin College. She majored in elementary school teaching and taught school for over 20 years. She also did volunteer tutoring as a community service after retirement. She enjoys fishing and boating.



**The Rev. George Spieker** *Daly News Editing Assistant and Technical Advisor*

He has volunteered his services for the past 4 years and has provided technical advice in military history as well as editing. He is a high school friend and Vice President of our class . He is an active member in our Planning Committee and attends all the reunions.

George served in the infantry with the U.S. Army in Korea from 1953 to 54. He achieved the rank of Sergeant First Class and was awarded the Bronze Star. He retired from active ministry but remains busy with the Boy Scouts of America. He is also an octogenarian.



**Frank Millard** *Packaging and Posting of the Daly News*

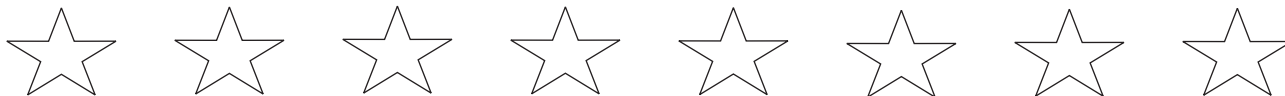
Frank set up the Daly mailing list and posts the newsletter to over 100 shipmates.

He served on the Daly from 1953-55 as an Ltjg and ended his tour after the Med Cruise.

Frank is a semi-retired CEO of a large Electrical and Industrial Distributor in New Jersey.

Frank travels extensively and also sails frequently on Long Island Sound from his home in Connecticut.





A sincere thank you to the contributors of the Daly News & Web Site Fund for their generous contributions

**Everett Anderson**  
**Gene Ashmore**  
**Robert Balsley**  
**W.B. Bledsoe**  
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**L.G. Owen Jr.**  
**E.F. Passarelli Jr.**  
**Tom Rowan**  
**Peter Sadler**  
**James Stokely**

## Letters to the Editor

Hello Hal Boyer,

Enclosed is a donation to the Daly Fund. The wife and I enjoy the mailings. I enlisted January 24th, 1945. I was 17 years old. I took 8 weeks of boot training in San Diego, CA. Then off to Treasure Island. 1500 boots went to Samara Island in the Phillipines. They selected 7 recruits to be assigned to the USS Daly to replace the recent casualties lost at Okinawa. We shipped out to the Yellow Sea and Okinawa. There were 5 destroyers and a cruiser in our Task Force.

We went directly to Japan and visited Hiroshima and Nagasaki where the atomic bombs had been dropped. Our mission was to draw fire from any shore batteries that were still active. But as we learned there was nothing left of either city. My action station was the stern 5 inch as sight setter.

We sailed the Yellow Sea for sometime then returned to San Diego, then through the Panama Canal to Green Cove Spring, Florida, then to Charleston, South Carolina where the ship was de-comissioned. I was discharged in December 1947.

I spent 40 years in the Real Estate business. We celebrated our 60th wedding anniversary this past year. We go dancing once a week to the big band sound and we are doing pretty good at 83 and 84.

Just thought you might like to know a little about one of the Daly's old shipmates.

Best Regards, Gene Ashmore  
Sioux City, IA

1945



Mr. Boyer,

Thanks again for keeping me on the Daly News mailing list. I am more than happy to send you this donation to help with the publishing expenses. You do a great job.

I noticed that in the fall edition there was a radio message received by the Daly from Admiral Nimitz regarding the surrender by the Japanese. The "WU-LGO" are my Dad's initials. It was a nice surprise to see that after all these years. I have several original copies of the radio message from the Daly, but I had never seen this one.

Sincerely, Lanford G. "Chip" Owens Jr.

Dear. Mr. Boyer,

Enclosed is a check for the Daly Newsletter fund.

Although my husband Dick has died, I still like to read the news of his shipmates. I remember well the evenings I spent aboard the USS Daly in Charleston, SC., where she was de-comissioned at the end of World War II when Dick was on duty.

Thank you very much for the memories and your dedication.

Mrs. Mary Ellen Owen  
(Wife of the late Richard Owen III)

Read the story, "The Nagasaki Experience of LT jg R.H.Owen III" who dies in May 1999  
[www.dalydd519.org/nagasaki.htm](http://www.dalydd519.org/nagasaki.htm)