



Underway to Korean Waters

With her first venture into Pacific waters since the re-commissioning, the Daly and her sister ships, left the Panama Canal and San Diego behind as they steamed toward Hawaii. Unfortunately the top brass had other plans for Com Des Div 302. Orders came down to provide an escort for the ammunition ship, USS Mt. Katmai AE16 to Japan, with a fuel stop at Midway island.

Throughout the voyage, there were constant readiness drills to keep the crew occupied; they broke the monotony of the slow cruising speed of 10 to 12 knots while underway. There was also much speculation as to why there was a division of destroyers escorting an ammo ship that appeared to be riding much higher in the water than a fully loaded cargo ship.

There was, however, one bit of "real" excitement, when sonar made contact with an unidentified target that brought the ship to general quarters. "This is no drill, general quarters" sounded over the PA system. It was our first taste of combat readiness and everyone manned their battle stations.

The guns were at ready, the depth charges set, and the two pods of Hedgehogs loaded, ready to fire. I was Gun Captain of Mt. 52 , stationed just forward of the bridge on the second deck. The Hedgehogs, manned by the torpedo men, were located on either side of Mt. 52, and slightly angled to clear the ship when fired. I had a clear view of them as I heard the command, "Fire," from the Captain on the open bridge just behind me.

The Hedgehog charges mounted on a steel stem with fins, launched into the air and arched into a heart shaped pattern. They hit the water simultaneously making hardly a splash. A barrage of depth charges were also dropped from the stern and launched from the side. The explosive effects of the charges were very spectacular as plumes of water burst through the surface. Several passes were made over the "target area" and the sonar contact disappeared. The summation was that it may have been a whale or other sea creature that sonar had been tracking. As I recall there were bits and pieces of debris in the water but if it was a whale we will never really know. It certainly was not a underwater vessel such as a sub.

A fueling stop at Midway was a poor substitute for Hawaii, but it was our first landfall since leaving the states and we had a 3 hour liberty on the beach. The white sandy shore was hot but a quick swim in the cool clear blue water with a gentle swell was very refreshing. It was great to be ashore. Those of us on the beach had a chance to explore the pill box fortifications built to defend the island, as well as observe the antics of the famous native gooney birds that inhabit the island. Their grotesque attempts to land and take off were very entertaining.

The date was June 14, 1953, nine days since our departure from San Diego, and our first mail call abroad. Our next port of call would be Yokosuka, on the 22nd.

Oddly, it was noted that two members of the Daly crew did not return to the ship and were left behind as we continued our voyage to Korean waters.

Many years later, after I had completed 4 years of duty on the Daly, I was employed by IBM and on assignment in Rochester, Minnesota. During my stay I was having lunch with another IBM employee and during our conversation he made mention that he was in the Navy the same period as I. In further discussion we both learned the he was on the ammo ship, the MT. Katami, the same ship that our destroyer squadron was escorting. He informed me that the ship was carrying atomic weapons and his job was to inspect the weapon storage daily. It was a complete surprise to me. The crew members were never officially informed how important our mission was. I never heard any serious discussion as to what her cargo might be, although I know there was plenty of "scuttlebutt" among the crew.

The use of atomic weapons would have been another monumental decision for President Truman. It may be that having them in the war zone aided in the signing of the Armistice.

Liberty and swim call on the beach of Midway Island



The Forgotten War

This past July 27th marked the 55th year since the United Nations forces and the combined North Korean / Chinese Communist forces concluded the armistice agreement that brought a de facto end to the Korean War.

At the time of the signing, Dwight D. Eisenhower made this announcement:
"With special feelings of sorrow and of solemn gratitude, we think of those who were called upon to lay lives down their lives in that far-off land to prove once again that only courage and sacrifice can keep freedom alive upon the earth."

After a long sought after peace agreement, the Korean War Armistice was signed at Panmunjom, South Korea, ending three years of bloody fighting that involved nearly two dozen nations. The Korean War, like World War II, but unlike the succeeding Vietnam War, was a conflict marked by mass movements of troops and a substantial sea armada. As part of the first U.N. military force, over a million Americans served in a war in which 170,000 were killed, wounded or missing in action. The armistice, which has prevented fighting in Korea for over 55 years, was but a cease -fire. Korea remains, as it did for most of the war, sharply divided along the heavily fortified 38th parallel.

Beginning June 29th of 1953, the USS Daly had a small but important roll in the support of the effort. Destroyer Divison 302, The Daly, Bronson, Cotten and Smalley, rendezvoused off Wonsan, North Korea, with the fast carrier group, Task Force 77. For the majority of the crew aboard the Daly it was our first involvement in a combat zone. However there were rumors of an armistice and everyone was wondering if and when it would become a reality.

Then as the Daly assumed her station among the armada of ships, the carriers launched their planes off to MIG Alley and North Korean supply lines on their assigned missions. It was a time when everyone felt a sense of pride knowing that the all the training of the past few years would be put into practice. The true test however, would be if the Daly and her crew were up to par to operate with such a famous, well coordinated and fast moving unit, as Task Force 77.

On July 2, Captain Johnson published this comment in the ship's "Daly News," (Vol. II, No.5). "Although our first day with Task Force was a hectic one, the Daly came through with flying colors." He commended the engine room crew on their efforts in handling the breakdown in the after engine room the previous day. They were able to keep the ship on station with maximum power with only one engine and made rapid repairs to correct the problem.

Captain Johnson also expressed regret that a problem with our gun directors prevented the 5" mounts from firing yesterday, but feels there will be additional opportunities to prove our ability to track and hit a target.

The Captain also commented that the ammo replenishing went well with exception of the accident involving one of the seamen in the first division. The snapping of a metal link caused a pelican hook to lash him in the face. The wounded seamen was treated by the Chief Pharmacist Mate with four stitches to his chin. 15 rounds of 5" ammo were consequently thrown overboard as a result of the mishap.

And so began the Daly's operations in a combat zone, the first since her last engagement during WWII .

After twelve days of hectic operations with the "77", the Daly was relieved and assigned to patrol duty off the Island of Cheju Do and did not return until August 10th, fourteen days after the armistice. It is interesting that the ship's log does not include an entry of the Armistice. The ship was on R & R in Hokodate, Japan during this period. The Daly spent almost 4 months in the War Zone with Task Force 77, patrolling and training in the China Sea to the line of demarcation. The Daly was relieved of her Task Force duties November 4th, then spent another week in Sasebo, Japan, prior to the homeward bound journey via the Suez Canal.



The Daly at sea, operating with Task Force 77, July 1953

The MAIL Bag

Letters to the Editor
Hal Boyer
boyerhere@verizon.net

E-mail Received March 2008



Dear Mr. Boyer,
I was recommended to your web site (USS Daly) by a friend who knew I was doing research on the Korean War for a project I am in the midst of. I read with interest your many well written articles and enjoyed it very much.

If I may, however, I would like to make a small suggestion that you refrain from the use of conflict in describing the Korean War. Anyone who fought there knew it was anything but. President Truman soft peddled that for reasons of his own (some of them understandable) including the need to get around congressional approval for what he felt was an untenable international crisis. His disguise in this was to me (though for different reasons) a little like Stalin disguising the Russian Air Force in Chinese uniforms and with Chinese emblems painted on their aircraft. I find the term conflict, as many vets do, a reprehensible diminishment of the immense sacrifice that these servicemen provided for their country. Apparently, even President Clinton felt that way when he officially characterized it as a War when he was in office. Surely we should not give audience to such euphemisms any longer.

Again, I appreciate your contributions and your time and consideration in reading my note.

Very Sincerely, Michelle Myers Berg

The reply:

Dear Mrs. Berg, What an interesting letter. I assure you that in my writing there was no intent to diminish the contributions and sacrifices of those who served during the Korean War.

I had two friends that were wounded and another two who were awarded citations for their bravery in action. I served aboard the Daly from 1951 to 1955. Unfortunately after all the training, we did not arrive in Korean waters until June of 1953. the armistice was signed July 27th. Although our ship played a small but significant role we were all dedicated to the cause. I was 22 years old at the time.

In the event that there are more articles published to the Web Site related to this era, it will un-mistakenly be referred to as the Korean War.

By the way I was not personally responsible for all the articles; the author of each of the articles is noted.

Thank you for your comments, Hal Boyer/ Editor, Daly News

A Response from Mrs. Berg

Hal, Thank you for your response to my letter. I respect and appreciate your service in Korea. My father served in the 555th FA Battalion and was in two heavy battles (Kum Song Salient and the Siege at Out Post Harry). I would be pleased if you included this information in your news letter.

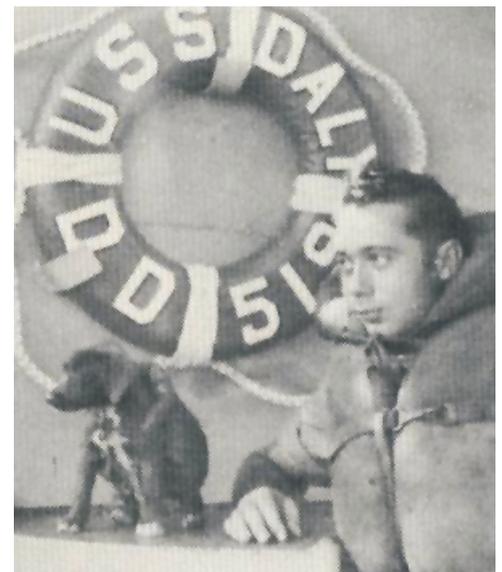
Michelle Myers Berg

From: "Daly, Sean (ERA)"
Sean.Daly@era.riotinto.com

Subject: Thank you

It's amazing the things you discover Google-ing your surname. Thank you for such informative and interesting site.

Sean Daly



Remember The Ship's Mascot Cherry?

I do not recall the exact date that Cherry came aboard and became a certified member of the crew. I heard stories she was rescued from Sasebo Bay while the ship was under going maintenance. She was with us the entire "world cruise" and was given a home in Massachusetts after we hit the states. Bill Commons the Engineering Officer had his mother adopt her, she lived a long comfortable life in a good home.

New Warship Launched Makes History



The USS New York LPD 21 - christened 1 March, 2008, will be commissioned in 2009 and is already making history.

The ship is the fifth in a new class of warship designed for missions that include special operations against terrorists. It will carry a crew of 360 sailors and 700 combat-ready Marines to be delivered ashore by helicopters and assault craft.

It was built with 24 tons of scrap steel from the World Trade Center terrorist attack which was melted down at a foundry in Louisiana. The vessel's bow stem alone is said to incorporate 7.5 tons of scrap steel.

When it was poured into the molds on Sept. 9, 2003, "Those big rough steelworkers treated it with total reverence," recalled Navy Captain K. Wensing, who was there.

"It was a spiritual moment for everybody there," said the foundry operations manager. "It had a big meaning to it for all of us. They knocked us down. They can't keep us down. We're going to be back."

The ship's motto? - 'Never Forget'

Hedgehogs - Anti-Submarine Warfare Weapon



The Hedgehog was an anti-submarine weapon developed by the British Royal Navy during WWII. It was used on destroyers to supplement the depth charge when attacking submarines. It was launched by firing a number of spigot mortar bombs from spiked fittings. Rather than working on a time or depth fuse like depth charges, the bombs detonated on impact and achieved a higher sinking score against submarines than depth charges.

The Hedgehog got its name because when unloaded, the spines of the empty spigots resembled the spines of a hedgehog.

GEEDUNK

The word *GEEDUNK* refers to ice cream, candy and other snack foods as well as a place where the items were sold. The first known published use of the term in a non-naval context is a 1927 comic strip. In 1931 it was mentioned in the "Leatherneck Magazine". Beginning in the 40's, the term was also used to refer to an inexperienced sailor.

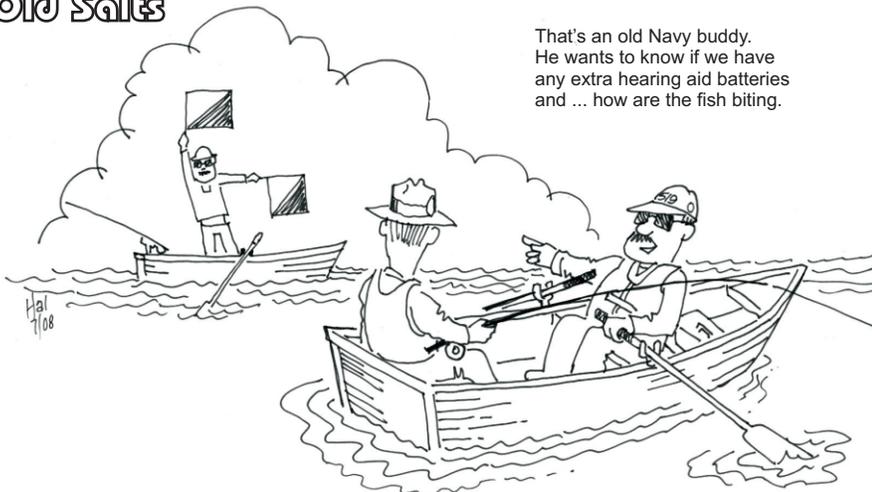
To those of us who craved snacks and sweets, the term *Geedunk* was a familiar one aboard ship. On the *Daly* there was a small compartment on the main deck that was open and manned by a store keeper at special times during the course of the day. The assortment was very limited to peanuts, potato chips, candy bars and gum. I never recall ice cream, that was only served as a special treat in the crew's mess on special holidays and the weekends.

If you have any short stories of ship board life or events you would like to share, please forward them to:

Hal Boyer/ Editor

316 Harriet Drive, Perkasio, PA 18944

Old Salts



That's an old Navy buddy. He wants to know if we have any extra hearing aid batteries and ... how are the fish biting.



Remembering

A special feature article by Weldon Payne

Let us gather now on the imaginary fantail of the Daly and, look into the foamy wake, glistening in the evening sun, and think of those who have taken the last liberty launch on its one-way trip to forever after.

Ed "Sparky" Dunn, who for years after serving on the Daly in WWII, edited the Daly News to link fellow shipmates in memory of days gone by aboard the little destroyer. Captain William G. Thatcher, skipper when the Daly was re-commissioned in 1951. Commander Arthur F. Johnson who in 1953 and 54 guided his crew on a voyage around the world, after a tour in Korean waters. Comdr. David D. Gilboe. Lt Peterson. Seaman Billy Joe McGee whose search for his best pal Al Patrizi was days late in 2004 - then in 2007 Bill followed Al on that last voyage. Yeoman Bob Wilson, transplanted from Tennessee to Chicago and Carolinian Jack Donathan. Bo'sun giant (but gentle) James B.(Moose) Kamin from Peroia,IL.. Teleman Mike Fleming from Wisconsin who later became a professional dancer - farewell to all these.

How many sailors stood watch, chipped and painted this old ship's decks, took turns at the helm, fought South Pacific battles, pulled liberty around the world then returned to the Tin Can with "519" glistening on her bow? How many were there the day Charles Dunn watched from the forward gun mount as Kamikazi plane attacks barely missed hitting mid-ships and killed his Tennessee pal.

Gone now, Nick Lasorsa, a great story-teller, Louie Ryan from Weedsport, NY., whose lively letters from "Breezy" brightened the 1953 sailors cruise book, gone as is shipmate Louis Kontis of Washington, D.C. Mathew McNeal, of Norfolk, VA. and WWII veterans Adrian Shultz, Daniel Endrelunas, Ted Bayhurst, Erlin Justi, Jack Weand - all young enlisted men who surely watched sunsets in the wake of the little ship from the Atlantic to the Pacific.

And what of those shipmates scattered here and yon - pals from all around the United States - lost from us in the swift passing years since with them we watched movies from the fantail, held food trays steady while angry waves sloshed the Daly like a wood chip? Where have they gone - what are they doing - tell us they haven't yet signed on for the last voyage. Let us hope life has been kind for these and that even now they still remember days and nights aboard that special grey fighter ship christened in October 1942 in honor of WWI Sergeant Major Daniel Daly.

Best pal, Harry Robert (Bob) Bright, 3rd Class storekeeper from Red House, WV, once sent a post card from an eastern college where he was teaching. Where now? Yeoman Joe Fletcher of Yonkers, NY., who used to sing in the showers and announce play-by-play imaginary ball games, left the Daly before we left Newport, with hope of becoming a professional radio announcer. 2nd class PN Jack Minon from Ilion, NY., often accompanied Fletcher on ukelele as they harmonized in ship's office. Red-haired, witty Turk Cummings from Flint, MI., Jim Thatcher, where now? Remember Texan Bounds whose broad chest was covered with a tattoo of a multi-sail ship? Tom Feaster from Jacksonville, FL., John Ganci, ship's barber from Jersey City, Arthur Higgins who once was fleet boxing champ, Gunner John Mund, master at arms from Elco, IL., and 1st Class Gunners Mate, Stu Kovalovich, from Scranton, PA., Harry Wagner, cruise book editor from Charleston WV., Ensign William Sims from Georgia - if once we could gather on the fantail and hear their stories.

It is enough perhaps - must be enough for that little ship - our own destroyer that was home for these and many more in war and peace - to reach across the years and call their names: Bob Winters, 1st class electronics man, Reuben Clay from Elkton, MD., who manned the ship's tiny store, curly-haired Winn from Grand Prairie, TX., and who could ever forget 'Old Dad Daniels from WV, or Gunner's Mate, Tech Kezar on the speed bag on the second deck, from Thief River Falls, MN? Or Chiefs Garland, Bowles and Lilly and certainly Commissary Chief Richard and the Sunday morning we took on supplies after a long "dry spell" and much griping about the chow - how happy that little guys was watching us dig in. Fresh cold milk and all kinds of doughnuts!

Shipmates, all - from every walk of life - brothers of the sea who once sailed the Good Ship Daly. Held with all the others in our memories and in our hearts whether they've taken the last voyage or are still with us remembering those golden years when we were all young.



In a note from Bob Moore whose father had served on the Daly during the rescue of the Bronson sinking in WWII.

*Dear Hal,
It brings sadness to note the rate at which the survivors of WWII are leaving us. Of course, my father Robert G. Moore who served on the Daly, died July 4, 2002. I have thought it was a fitting day to die, Independence Day.*

He told me of the Bronson sinking and of pulling the survivors out of the sea. Many events he experienced made a lasting impression but Dad was not one to wear his emotions on his sleeve.

I sense a shared kinship among all of you who served and I feel a bit of closeness just by association. I appreciate all the Daly news updates.

Thank You, Bob Moore

Remembering Our Days At Sea Off Korea



USS Cotten- approaching the Daly starboard side



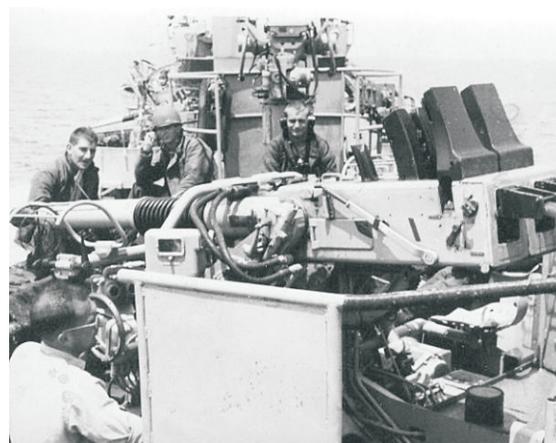
Rough Seas



Chopper drop on fantail



Refueling from tanker



40 mm gun crew



Coming alongside the USS Princeton- note stern of tanker in second photo