

The DALY NEWS 2010

Fall EDITION



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

In Honor of the 65th Anniversary - Japan's Unconditional Surrender Aboard The USS Missouri

This past September 2 marked the 65th anniversary of Japan's unconditional surrender in 1945 to end World War II. They had formally agreed to the terms two weeks previously. On this date the Japanese delegation met with the allies aboard the *USS Missouri*, which was anchored in Tokyo Bay. General Douglas MacArthur, Supreme Commander, led the Allied delegation. Years of fighting and bloodshed were ended in a half hour ceremony and signing.

*Official US Navy photographs now in the Collection of the National Archives
These extraordinary photos and many others are available on-line*



The Japanese Delegation on the deck of the Missouri



The signing of the declaration of surrender



*US Forces spectators The Allied Forces Delegation stand behind MacArthur while he addresses the world from aboard the USS Missouri.
The battleship Missouri now houses a museum and is permanently moored at Pearl Harbor just behind the USS Arizona, which sank at her mooring during the surprise Japanese attack that pushed the US into the war.*

Editor's Note; This is a copy of the actual communique to the fleet and the USS Daly, August 1945 from Admiral Nimitz, stating an official end of the war and a cease fire. This communique and several others were received by the USS Daly that expressed deep gratitude for the service of the men and those who had made the supreme sacrifice.

U. S. S. DALY (DD-319)

NR J 3566

150232/582 (AUG. '45)

OPERATIONAL PRIORITY

FOLLOWING DESPATCH FROM COMINCH IS QUOTED FOR INFORMATION AND GUIDANCE
"FOR YOUR INFORMATION THE STATE DEPARTMENT HAS RECEIVED OFFICIAL JAPANESE

ACCEPTANCE OF SURRENDER DEMANDS AND IS REPLYING THROUGH THE INTERMEDIARY
POWER TO THE JAPANESE AS FOLLOWS X 1 X DIRECT PROMPT CESSATION OF HOSTILI-

TIES BY JAPANESE FORCES INFORMING THE SUPREME COMMANDER FOR THE ALLIED
POWERS OF THE EFFECTIVE DATE AND HOUR OF SUCH CESSATION X 2 X SEND

EMISSARIES AT ONCE TO THE SUPREME COMMANDER FOR ALLIED POWERS WITH INFOR-
MATION OF THE DISPOSITION OF THE JAPANESE FORCES AND COMMANDERS AND FULLY

EMPOWERED TO MAKE ANY ARRANGEMENTS DIRECTED BY THE SUPREME COMMANDER FOR
THE ALLIED POWERS TO ENABLE HIM AND HIS ACCOMPANYING FORCE TO ARRIVE AT

THE PLACE DESIGNATED BY HIM TO RECEIVE THE FORMAL SURRENDER X FOR THE PUR-
POSE OF RECEIVING SUCH SURRENDER AND CARRYING IT INTO EFFECT GENERAL OF

THE ARMY DOUGLAS MACARTHUR HAS BEEN DESIGNATED AS THE SUPREME COMMANDER
FOR THE ALLIED POWERS AND HE WILL NOTIFY THE JAPANESE GOVERNMENT OF THE

TIME PLACE AND OTHER DETAILS OF THE FORMAL SURRENDER X WELL DONE ALL
HANDS

(SIGNAL MEANING)

Above originated by CinCPac (Nimitz)
15 August 1945 at 0232, recd 1705 by
Radio "Fox" Schedule by Andrew Mar-
tinis, whose father was killed at
Pearl Harbor.

CEASE PRESENT EXERCISE, DESIG WAR

TOR: -1705/J FOX/AM
WU-LGC

TOR: -0022/HOIST/LC
RDO: -0024/WU-LGC

Although the Daly didn't receive
Nimitz's announcement until
nearly 17 hours later, the Senior
Officer Present Afloat at Buckner
Bay, Okinawa "stopped the war"
before Nimitz's announcement was
originated.

System

FROM:

CINCPAC/CINCPAC ADVHQ

ACTION TO:

INFO TO:

System

FROM:

SOPA BUCKNER BAY

2010-1 (12 AUGUST '45)

ONE PEARL HARBOR IS ENOUGH BE ALERT FOR BANZAI ATTACKS WHICH
ARE EXPECTED WHILE SURRENDER TERMS ARE DISCUSSED

TOR: -2013/I/TBS
RDO: -1121/WU-LGC

FROM:

COMTASKFORCE 95

ACTION TO:

ALL SHIPS PRESENT.

INFO TO:

A Letter from the Editor of the USS Daly News/ September 2010

In 2006, Ed Dunn, one of the founders and editor of the Daly News, retired from his position. In fall of that year I took over as editor and continued the publishing with two editions a year. I had already established the web site which is readily available on-line.

This is my 4th year on the job as editor, in that time the number of shipmates on the mailing list has continued to dwindle. We have lost many of our elder WWII service men who were major supporters of the Daly News and web site.

In the past, operating costs for the publication and subscribing to a server for the web site have been paid by generous regular contributions from a select few shipmates. I praise those, who in the past have given regularly to the fund. They deserve much gratitude for picking up the expense.

At present I have the names of 75 shipmates that are on-line via the Internet and another 70 names that I contact via the US Mail. These numbers change with each mailing as I often receive no change of address notification. In past years we had well over 200 mailings. You can see how these changes affected the number of shipmates that contribute to the operating fund.

Approximate current expenses look like this;

Yahoo Web Site Server	\$19.95 per month X 12 = \$155.40	
2 Printings of Daly News		300.00
envelopes, paper, etc.		85.00
Mailing		60.00
	Total	640.40
		<hr/>
	Contributions in 2010	220.00
		<hr/>
		420.40
	In Reserve	300.00
	Balance	\$120.40

I have a suggestion, since we have a mail listing of around 145, I propose that every shipmate receiving the Daly News contribute \$5.00 to the Daly fund. This would bring in \$725.00 and spread the cost more equally to cover a year of publishing.

This is extra work for me but I am willing to manage the records and list everyone who does contribute on a special listing.

Continued publishing of the Daly Web Site and the Daly News will keep the spirit of the Daly alive. Any amount you can contribute will be appreciated.

Hal Boyer, Editor Daly News and Web Site

Mail Call



Letters to the Editor

USS Daly Chief Remembered for Heroism

From: Jim Knapp FTG2, 61-63
 Newsletter Editor, USS Cony DD 508

Hello Hal,
 Heck of a website.

My late father--in-law, Thomas W. Diedrich was a crew member on the Daly during WWII. He was directly involved in the rescue of the 168 survivors of the USS Brownson. He received the Navy Marine Corp medal for his actions that day. He is surely one of the men on the rescue motor whaleboat as pictured on the web site photo which unfortunately does not provide much detail.

I am attempting to re-create some of the war experiences and have been in contact with Jody Carpenter, daughter of Brownson survivor, Wm E. Clayton. She seems to be an expert in the Brownson matters.

Tom had an extensive scrapbook that I have digitized, mostly personal photos after he left the Daly when he was detached from sea duty. Many photos of organized rallies in factories etc. and letters of commendation. He was considered a war hero and was sent along with a contingent of other notable men. I am willing to share whatever documentation our family has uncovered. There are approximately 100 photos but many may not be pertinent. Unfortunately he did not have a camera while aboard the Daly. There are no photos of shipboard life.

If you have any info that Tom's family may be interested in, I will incorporate that into my efforts with thanks.

Sincerely Jim Knapp
JSK508@aol.com



Chief Thomas W. Diedrich Chief Petty Officer of the USS Daly, was awarded the Navy and Marine Corp Medal for his heroic efforts in the rescue of USS Brownson survivors by Admiral Kincaid of the US Pacific Fleet.



A Brief USS Brownson History

The USS Brownson DD 518, operated in both the Atlantic and Pacific. From her commissioning until 11 June 1943, she operated along the northeastern seaboard of the United States and in the North Atlantic as a convoy escort and anti-submarine patrol ship. She made one voyage to North Africa (12-31 May 1942).

On 18 June 1943, she transited the Panama Canal arriving in California on the 28th. She operated briefly along the California coast before getting underway for Alaska in July. Upon arrival, she performed patrol and convoy escort duty until 29 November 1943. She then steamed via Pearl Harbor to the Southwest Pacific, where she supported operations in the Bismarck Archipelago that overwhelmed the Japanese forces.

At approximately 14:42, 26 December 1943, the Brownson was hit by two bombs from a Japanese dive bomber while screening landings on Cape Gloucester, New Britain. The bombs struck to starboard of the centerline, near number two stack. A tremendous explosion followed, and the entire structure above the main deck as well as the deck plating, was gone. The ship listed to starboard, and settled rapidly amidships with the bow and stern canted upward.

The wounded were placed in rafts and at 14:45, the order came to abandon ship. The amidships section was entirely underwater at that time. There was a single ripple like a depth charge explosion and the ship sank at 14:50. The Brownson suffered the loss of 108 of her crew. The remainder were rescued by the USS Daly and the USS Lamson.

From: Everett Anderson, YNT3, USS Daly DD 519 -1956-57- 4429 Colores del Sol, Sante Fe, NM 87507 andyro2@comcast.net

I want to update you on my condition and what other shipmates want to consider. I have been communicating with the VA for over a year regarding my appeal to their denial of a disability claim for Asbestos. I was referred to the DAV (Albuquerque, NM) and designated them as my advocate in the appeal process. One month after they took control I received a positive response from the VA. The VA determined that my condition (asbestosis, calcified pleural plaques associated with asbestos), was related to my military service, so service connection was granted. I am now receiving a monthly disability payment, along with a retroactive payment from the date on my appeal. I would recommend shipmates consider using the DAV for assistance. I would be happy to talk with any shipmate regarding my experience and results. Some other organizations, such as VFW only get involved if they come into the process at the beginning. The DAV takes over at any stage, at no extra cost to the veteran. Hope you are all well and thanks for the communication you provide. Regards, Everett Anderson

Another contact is Carl Jewett - carljewett@asbestos.com - Veterans Liaison for the Mesothelioma Center. He is also the Executive Director of the Veterans Assistance Network, he is a retired Lt. Commander of the US Navy.



A Brownson Survivor's Story

Wm E. Clayton served aboard the USS Brownson DD 518. He was aboard her the day of the fatal attack and was rescued by the USS Daly crew.

Bill passed away October 16, 2006 from cancer. In keeping with his wishes his daughter Jody

Carpenter has continued to research and document his history and that of the ship. She has the video of the battle of New Britain which can be seen on You Tube. She also has a book started by Richard Joslyn, an officer of the Brownson. She and her Dad added material to the book received from other survivors. You may contact her if you wish more information.

Jody Carpenter - jodycar@msn.com

This is Bill's story and eye witness account

In January 1943, Bill was assigned to the USS Brownson a Fletcher class destroyer currently under construction. He was housed on Staten Island close to the ship for the first two weeks then the rest of the crew was assigned as the ship was moved up the Hudson River to have the radar installed. After a shakedown cruise they returned to NY and patrol on the east coast. Their next assignment was convoy duty to Africa then returning to the west coast after a trip through the Panama Canal. They patrolled the Aleutian Islands and participated in the invasion of Kiska. They did one more patrol and then on to Pearl Harbor. After a spell in dry dock they set sail for the south Pacific, crossed the equator continued on and picked up another convoy headed for a landing at Cape Gloucester. Here we separated from the convoy and were assigned to patrol. We were on high alert for some time when the officer of the deck ordered a fellow shipmate and myself to report to the mid-ship repair party.

Our battle station was search lights mounted on the #2 stack. The sun was high in the afternoon sky, the O.D. felt we would be of better service at the repair party but my shipmate asked if we could check out a couple of rifles and stay at our posts and shoot at any enemy planes that came close to us. The O.D. did not grant permission and we were ordered to the mid-ship repair party on the port side under the gig. We were talking with a Chief Petty Officer when planes suddenly came in over the stern. The 20mm and 40mm guns opened fire and we knew to take cover. My shipmate and the chief ran toward the mid-ship passageway where I worked every day repairing head sets. I did not follow them but slipped into the officer's dining room under the bridge.

There was a terrific explosion. A bomb or bombs hit the ship at the base of #2 stack. My shipmate and the chief were among those killed instantly in the blast. God must have had his hand on me. After the explosion I emerged from under the bridge on the main deck. I could see that all the superstructure above the main deck was a tangled mass of twisted metal and the ship was taking on water mid-ships. It didn't take but second to decide that the ship could not stay afloat, so over the side I go.

I remembered one important thing we learned in boot camp about abandoning ship. If you are assigned to a destroyer and are in combat and the ship starts to sink after it is hit, get away from the ship as quickly as possible and as far as you can because of the depth charges. They are armed during high alert and could explode as the ship sinks.

Thanks to the quick response by the crew of the USS Daly they moved in and began picking up survivors. They went out of their way to help as I remember. The Daly took us to Milne Bay, New Guinea, and we boarded the troop ship USS Mizar and headed for the states. I remember well the trip back to the states and San Francisco, California. I spent 18 days in the spud locker peeling potatoes.

After my 30 day survivor leave, I was assigned to Ship's Company Transportation at Great Lakes, Illinois. I was at Great Lakes for about a year, then assigned to the US Naval Ammunition Depot at Crane, Indiana. Around March 15th or the 20th, I was transferred to the Naval Air Station at Millington, Tennessee, and was Honorably Discharged from the United States Navy March 21, 1946.



These two photos taken from the video show the rescue of Brownson survivors being taken into whaleboats and then to the USS Daly. Unfortunately the quality and resolution restricts the detail in any further enlargement.



Farewell Shipmates

Bernie Joyce, May 3, 2010

Dear Mr. Boyer, I am afraid I'm the bearer of bad news, Bernie Joyce, USS Daly 1952 to 1955, passed away on May 3, 2010. He had been in poor health for several years. He certainly enjoyed hearing from his old shipmates. We missed our 54th wedding anniversary by 3 weeks. Sincerely Lois R. Joyce
scooterjoyce@att.net

Joe Berger, June 28, 2010 US Naval Reserve 1952-1966

During his college years at the University of Wisconsin, Madison (1948 -1952) obtaining a BBA, he enlisted in the Naval ROTC Program. Following college he served aboard the USS Daly and earned the rank of Ltjg. He completed the Korean tour and the world cruise (1953-54). Returning to civilian life in 1955 he joined in what was to become a very successful family business and spent his lifetime in community development. It was said that he was the driving force in the growth of Fond du Lac.

Within the last six years Joe developed and struggled with Mesothelioma, a deadly cancer caused by asbestos. Joe fought a valiant battle with the support of his loving wife Judith.

Joe and Judith had the opportunity to travel extensively in his last years and they both attended several of the Daly reunions. I was proud to have served with Joe and to reestablish a friendship at the reunions after so many years.



Ltjg Joseph Berger serving aboard the USS Daly



Judith and Joe

*To the readers of the Newsletter:
Please advise me of any change of address or a death of a shipmate. I will publish what ever personal information I can and will acknowledge your entry with a Daly Card in the US Mail if a return address is provided.*

*Hal Boyer Editor - halboyer@yahoo.com
316 Harriet Drive - Perkasio, PA 18944*

More Letters to the Editor

From: Jan Lentz - janlentz1@yahoo.com

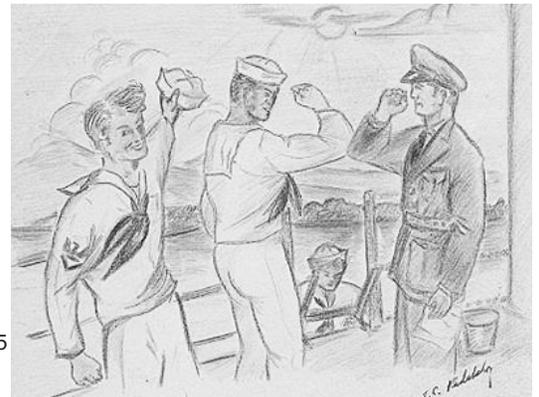
Mr. Boyer, I visited the Daly Web Site. I believe my grandfather served on the ship when it was in the Pacific providing support during the landing at Iwo Jima. I have some wonderful drawings done by a Theodore C. Padalsky that were given to my Grandfather, Claude William (Billy) Lester . I am attaching his photo and one of the drawings.
Jan Lester Lentz

From: Jan Lentz

Hal, Thank you for your response. I have 14 drawings that document the Daly's journey from San Francisco on January 17th, 1945 through the landing at Iwo Jima and Okinawa. My grandfather was a submariner in WWI and recalled in WWII to provide information about torpedoes. It was supposed to be a temporary assignment of a few months because he had sustained injuries in WWI that left him with one lung. The tour lasted 2 ½ years.



Chief Torpedoman Wm Billy Lester 1945



*A caption by the artist reads:
Liberty in Pearl Harbor 1945
We reached the Hawaiian Islands, January 29, staying about 5 days, received liberty to Honolulu, visited Waikiki Beach. The ship had it's usual firing practices.
Artist drawing by T.C.Padalsky*

From: Lisa Artley - lmartley2001@yahoo.com
Saturday June 5, 2010

Subject: Grandfather Served on the USS Daly-1953

Dear Mr. Boyer,
My name is Lisa Artley. My grandfather served on the Daly during the Korean War tour. I am hoping you may be able to put me in touch with anyone he served with. He passed away May 1st, from cancer. He loved the Navy and he loved the Daly. I would love to hear some stories about the ship and about him. His name is William L. Aunkst. If you could help me I would be ever so grateful.
Thank you for your time. Lisa Artley

Editors note; I served on the Daly from 1951 to 55. I checked the Daly Cruise book but could not find a listing for Aunkst .

