

Alongside USS Wisconsin to refuel during NROTC Midshipmen Cruise - July-August 1956



A graphic with a light blue background. At the top left is the Veterans Crisis Line logo, which includes a white star on a blue square, a red grid of dots, and the text "Veterans Crisis Line" and "1-800-273-8255 PRESS 1". Below the logo is the text "Confidential crisis chat at VeteransCrisisLine.net or text to 838255". In the center, the text "HELLO SPRING" is written in white, with "HELLO" in a smaller font above "SPRING". At the bottom, there are several colorful flowers in shades of pink, yellow, and blue, with green leaves.

Moving, changing e mail service or know of a deceased shipmate?
Notify::
USS McCaffery Association:
631 Squaw Rock Road , Moosup, CT 06354
E Mail-despathy860@gmail.com.

A small portrait photograph of Nick Donatiello, an older man with white hair and a beard, wearing glasses and a dark suit jacket over a red shirt.

If you have E Mail service and receive this N/L by US mail, please consider E mail only. This would greatly reduce the cost of sending you the N/L.

Notify Nick Donatiello at NDonatiello@donatiello

USS MC CAFFERY DD/DDE-860

SHIPMATES ASSOCIATION - SPRING 2022



From The Editor: Hello shipmates, spouse's and friends of the McCaffery. Welcome back, Hope you all are well . In this issue you will find some interesting articles sent / phoned to me by shipmates about personal experiences before and while serving on the Mac. If any one has a story to tell, send it to me.

Respectfully, James Bell - Editor

Presidents Message:

Hello Shipmates. I hope you are well, and now that requirements for masks are being relaxed, we can start plans for our next reunion. (Before that however, please make sure that you have your vaccination and booster. I expect that will be a requirement at the reunion.) That said, we are participating with the Tin Can Sailors Association (TCS) along with 21 other DD reunion groups, at the TCS reunion 25-29 September in Houston Texas.



A special TCS hotel rate is available, and optional tours may include the Johnson Space Center, Moody Gardens, San Jacinto Monument, Houston Aquarium, and Sea Wolf Park (touring a DD and SS). You will need to join TCS to go on this reunion, and I recommend that you join. In addition to becoming eligible to attend reunions, they produce an excellent quarterly that is full of DD-related histories and stories. Membership cost per year is \$35. TCS is working on the final costs for the reunion, including the registration fee, but it includes two banquets and all breakfasts. When you sign up for the reunion, (Info on how and when to follow later) identify yourself as part of the McCaffery group, and please let Ron Trippett and me know via email (See below) so we can keep an accurate count of shipmates attending. We will have a meeting room for MAC folks where we can gather and renew old friendships. I will stay in touch with TCS and we will put out further info when TCS publishes it. TCS is in process of determining the registration fee, and selecting and costing out the optional trips. I called and they expect this info to be available in early summer, at which time we will publish a special McCaffery N/L with all the info. It will good to get together again and I hope as many of you who are able can come to the reunion. In the meantime, stay safe and healthy.

Best regards, Doug

Doughackett7825@earthlink.com

rontrippett@comcast.net

(See page 3 for TCS info)

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Contact information, Veterans Affairs

<https://www.benefits.va.gov/compensation>

If you are a Veteran in crisis or concerned about one, connect with our caring, qualified responders for confidential help. Many of them are Veterans themselves.

[Call 800-273-8255 and press 1](tel:800-273-8255)

[Text 838255 Start a confidential chat](#)

[Call TTY if you have hearing loss 800-799-4889](#) Get more resources at VeteransCrisisLine.net.
www.benefits.va.gov/compensation

CONTRIBUTIONS TO THE NEWSLETTER

Listed below are the shipmates that have contributed to the publication of the newsletter. Your continued generous support is needed and greatly appreciated. When sending checks, **please make payable to James Bell , 763 East Gaines lane, Hernando , Fl. 34442** with McCaffery Association on the memo line.

Name	Year	Rank/Rate			
Egan, Gerald J.	55-57	SN	Rodio, Anthony M.	59-60	DK2
Finger, Grover C	1970	SF1	Sweeting, Gerald A.	71-73	QM3
Guastella, Ross M.	60-62	SN1	Trezza Anthony J.	56-58	SK3
Harris, Lonnie J.	66-69	BT2	Volk, Douglas A.	71-73	LTjg
Morris, Richard H.	69-71	BM3			

More reunion info from Tin Can sailors website.

Join Us For Our 2022 National Reunion September 25-29, 2022 Houston, TX.

Hilton Houston North 12400 Greenspoint Drive Houston, TX. 77060

Tin Can Sailor room rate \$119.00 plus tax (single or double) per night.

Book Your Room Now:

We have secured the same rate for additional nights before and after the event dates. If you need to book rooms that include dates not listed in the above link, please call the hotel directly (888) 225-9664. You must mention that you are with Tin Can Sailors to get the TCS rate.

Hotel registration includes: Complimentary breakfast for 2, parking and airport shuttle. Airport shuttle is from the George Bush Intercontinental Airport

Possible Optional Tours*

(*Optional Tours are not included with registration fee)

Johnson Space Center at Space Center Houston

Moody Gardens including the Rainforest Pyramid, the Aquarium Pyramid and the Discovery Museum

San Jacinto Monument, Sea Wolf Park

Information / reservation packets are scheduled to go out sometime in April. To get on the list to receive one, please call the office at (508) 677-0515 and ask for Annmarie.

A Note : TAPS : (Omission from the last list.) Fitts William H. 62-66 TM3

Good Evening.

My name is Lois Fitts, and I am the widow of William H. Fitts, a shipmate aboard the USS McCaffrey, 1962-1966. I am sorry to tell you that Bill passed away on March 18, 2021 from a massive heart attack. I made the notifications to your group but I have not seen Bill listed in the Taps section of the Newsletter. I'm guessing that it was lost somewhere....

Bill was proud of his Naval service, and enjoyed the reunions that we attended, and so did I. I hope they can continue for many years.

Sincerely , Lois Fitts



Moore, Walter H. 59-63 STG2

Hello James, in 2014 my beloved Wally passed away. He was one of your shipmates. Wally was a sonar-man. You may recall him. At that time I submitted a DVD regarding his time on the USS McCaffery DD/DDE-860. Showing a number of his shipmates. He really enjoyed his time as a sailor. I honestly don't recall ever seeing any photos in the newsletter or listing his name as a final tribute to him. He passed away on 9-17-2014. I am sending you a photo of the military gravesite that he was laid to rest in California where he spent his life after leaving the navy. He lived his best life.



Lucia Moore, loving wife of 42 years. Every Blessing. God Bless America

PS: May this give you peace Editor



Shipmate Comment: Trezza, Anthony J. 56-58 SK3

I was a storekeeper SK 3 aboard the Mac. I kept the general store records. I also ran the Ships store for 6 months and I really enjoyed the two years aboard very much. I live in Mt Arlington N.J., am 85 years old and healthy. Say hello to the Shipmates and God speed us. Truly, Anthony Trezza

Tin Can sailors Info :

Your membership to Tin Can Sailors is an all-access pass to the unique life of a destroyer veteran both past and present. For your contribution, you will receive our quarterly 65-page magazine that focuses on both historical and current Naval events. You will also receive our membership card which you can present at museum destroyers, battleships, aircraft carriers, submarines, cruisers, and more. The complete list of ships and maritime museums offering these benefits will be printed in our magazine and is available on our website, www.destroyers.org or the Historic Naval Ships Association website at www.HNSA.org.

Your membership also helps subsidize the cost of sending our magazine without charge to the destroyers, and LCSs of the Active Fleet. We are also annual contributors to the Navy and Marine Corps Relief Society.

For information on Memberships please call [800-223-5535](tel:800-223-5535) .

McCAFFERY MERCHANDISE : Please disregard the adds on social media, get your items here.

Blue Polo Shirts s-m-l-xl \$20.00, xxl \$24.00, xxxl \$26.00, white T's at \$8.50 with pic, blue T's with Tin Can Pic on back \$20.00 (limited supply), Pic's can be found on TCS web and Mac web.

Jackets \$35.00, xxl, \$38.00 Caps \$17.50, Lic Plate Holders \$8.00, Patches. Drive Them Into The Sea" &

"Hedgehogs" \$5.50 each/two for \$10.00. USS McCaffery Shoulder

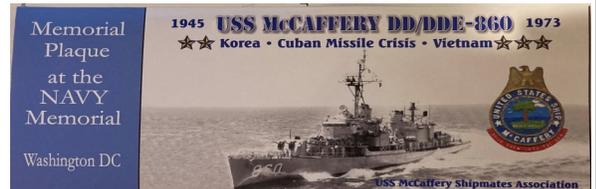
Patches \$2.50. **Bumper stickers are 4 by 11". Cost \$5.50 each or**

two for \$10.00.



When placing an order, Send to: Ron Trippett

17 Bay View Circle, Salem Mass 01970. (rontrippett@comcast.net)



Subject : Captain Martin

Another important aspect of leadership is *establishing priorities*. Many commanders will dress up their ship to look good leaving port, or returning, in order to impress their superiors. My first Captain, Cmdr. Allen Martin, reported to the McCaffery (DD860) a month before I did, and took command three days after I had arrived. I was given 1st Division with responsibility for the exterior of the ship.

We were leaving for a NATO cruise the next day. Capt. Martin ordered me to have my men scrape, prime and paint the bilges, the lowest and dirtiest part of the ship, (& invisible to anyone). I had expected to be asked to clean and dress up the exterior.

I asked him why he wanted bilges cleaned. His answer was the importance of working from the inside out, and signaling the ship that he wasn't about impressing outsiders, he was about making sure that the ship was sound, and all systems were reliable.

Once a month, the entire ship would be inspected with the department officers, each inspecting an area outside of their own responsibility. The captain would don his overalls and crawl through the most obscure parts of the ship.

Six months later, when we left the NATO squadron of six ships from six nations, we received a signal from the Dutch Commodore, "McCaffery is the finest ship with which I have ever served in my thirty years at sea." Capt. Martin's leadership had taken us from the joke of the Atlantic fleet to the best, in less than one year. He had no choice of staff or equipment. He made the best of the resources at his disposal by treating everyone with respect and setting an example.

Authority must match responsibility.

..

Lt. Peter Naylor
USS McCaffery 1969 & 1970

Shipmate Comments:

Morris, Richard H. 69-71 BM3

I served under Captain Martin from 1969–1971. He was a very good man. I thoroughly enjoyed the NATO cruise.

Harris Lonnie J. 66-69 BT2

I was one of the 13 that was on the BT retention study under Adm Zumwalt that changed the old uniforms back to bellbottoms. The first words from him was someone dropped the ball !! We also watched the Intrepid at top speed, oh boy what a sight. God bless all.

From Leslie Harper, Daughter of :

Subject: Cmdr Martin

Gentlemen,

Thank you so much! I had wanted to write an article for the McCaffery newsletter after reading a negative review of one sailor's experiences while serving when my dad was Captain. I let it go; it seems that most people today are incapable of both hearing another viewpoint or having an open mind. I would have written that not only was my father very fair, but he treated all people, no matter their walk of life with equal respect.

I remember when my younger brother aspired to be a garbage man when he grew up. He was probably no more than 8, and my mother gasped! My father said, "Rick, I think that's great. Just remember to be the very best garbage man you know how to be." Dad did strive for excellence! Another time, after I'd changed my major for the third time (and mom was wondering if college would be my profession), dad said, "That's okay, Leslie. I don't know what I want to be when

I grow up either!" He was always open to possibilities. As long as we were studying hard, it was up to us to pave our path. Besides, he let us know we were expected to work and pay for our last two years!

What that bitter sailor may not know is that my father also didn't go into the US Navy willingly. It was 1950 and like that sailor, he joined the Navy vs being drafted into the Army during the Korean War. Unlike the sailor, he did go to OCC to become an officer. And when his years were up, he joined the US Navy Reserves, married my mother and became an accountant in Michigan. After two summers of reserve duty, he spoke with my mom and rejoined. He loved being at sea!

Alan Martin was also a very compassionate and faithful man. In fact he almost became an Episcopal priest. He served God and his country. He loved his family. And was open, sensitive and demonstrative enough to hug or kiss a male friend, or cry during a sad movie or song. Puff the Magic Dragon got him every time! He was sure of who he was. Once we were walking. I had been having friend difficulties and asked him if he ever worried whether he was liked. He stopped in his tracks, looked at me and said, "I've actually never thought about that"!

And my dad loved life. I will say that he lived more in his 63 years than most will do in 90. He never waited for the "right time" to take a trip, or make the newest drink he'd learned from a bartender on a cruise, or find a reason to celebrate. If you asked him, "Why?", he would respond, "Why not!?!"

Thank you Lt. Naylor for confirming my impressions of my dad. I see a lot of him in my brothers. I would love to know the name of your book and where to purchase it. By the way, I do remember your name as I was 12-14 when we lived in Mayport. . And many thanks, Don, for passing this along. It's made a gray snowy day quite bright!

Best regards, Leslie

Jacksonville, Florida – March 17th—The USS Orleck is on the move toward Jacksonville and will be arriving in 10-12 days.

After extensive inspections and additional Ultra Sonic (UT) testing while in drydock, it has been determined that the ex-USS Orleck is fit to continue to serve as a museum ship. Orleck was previously a museum ship in Lake Charles, Louisiana. The last known drydocking and hull inspection of any kind was prior to the ship's towing back to the United States from Turkey in August of 2000. There was great concern of the hull's condition of what might be found once up in drydock. To the surprise of many the hull had little sea growth on it at all. This is likely due to the location in the fresh water, muddy bottomed Calcasieu River in Lake Charles, La. This satisfies the development agreement requirement of having evidence the ship is sound to serve as a museum ship in Jacksonville. The ship will be moored stern in, starboard side to the east side of the 600' long "Pier 1". This is adjacent to the Berkman Marina along East Bay Street in the old Shipyards area of the Sports and Entertainment District in downtown, Jacksonville. The Orleck arrival date in Jacksonville has not been set and will notify all by future press releases. Once moored the JHNSA will continue to prepare the museum ship for weather deck and 01 level and above visitor opening as the Jacksonville Naval Museum.