

USS McCaffery DD/DDE- 860

Shipmates Association

C/O James Bell, Editor

763 E. Gaines In

Hernando Fl 34442



Confidential crisis chat at [VeteransCrisisLine.net](https://www.VeteransCrisisLine.net)
or text to **838255**

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 printing and mailing. Notify Nick Donatiello at NDonatiello@donatiello.net

“The deck log is kept by the Quartermaster of the Watch and prepared by the designated Officer of the Deck (OOD) for each commissioned ship in accordance with Navy regulations and specific instructions. In either handwritten, typed, or in electronic format, the deck log chronicles the daily locations and movements of the ship, and captures all significant and prescribed events taking place either aboard or otherwise in the immediate vicinity of the vessel. Deck log entries are reviewed daily by the ship’s navigator for clarity and final approval as they document particular circumstances for administrative and legal purposes. . . . As a permanent official record of the ship, the deck log is efficient and succinct in its purpose, professional in appearance, and certainly not a forum for creativity.”

The sole exception to the tight regulations of the deck log takes place on the first night of the New Year during the mid-watch (midnight to 0400), when a ship may record the first entry of the New Year in verse. Navy regulations still apply, however, and however artistic the poet may be, they must still include the mandatory requirements of the current Navy Regulations: “the sources of electric power, steam and water; the state of the sea and weather; position of the ship; status of the engineering plant; courses and speed of the ship, bearings and distance of objects sighted; changes in status of ship’s personnel, disposition of the engineering plant, and even the strain upon anchor chain or cables when anchored and the placement of lines while moored. The New Year’s log poem arose at some point in the 20th century and possibly reached its zenith during the Vietnam War, when the tradition was so widespread that the Navy Times promoted a “New Year’s Eve Log contest.” However, Navy culture is always evolving, and the current generation is less prone to poetry at the change of the year. The Sextant noted that “In 2016, fewer than 30 ships made a New Year’s Eve mid-watch verse; in 2017 that number dwindled to fewer than 20.” (See page 6)

USS MC CAFFERY DDE/DD -860

SHIPMATES ASSOCIATION - Spring - 2023



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

President's message:

Hello Shipmates, Hope you are all well, and enjoying the warmer weather.

We have been discussing reunions. At the Tin Can Sailor-sponsored reunion last year in Houston, we agreed that we would like to have reunions, but the questions was how. Specifically, whether we should participate in the Tin Can Sailors (TCS) reunions, do our own, or buddy-up with another DD, such as the Fred T. Berry. Here is where we are as of April



This is the latest info from TCS regarding their reunion in Baltimore this September 24-28. It will be a Sunday through Wednesday event. Sunday is arrival, check in and includes a lunch buffet. The hotel cost is \$187 per night including taxes. Sunday night is an optional dinner cruise in Baltimore Harbor, advertised as quite good at \$100 - \$125 pp, or dinner on our own. Monday AM is all hands business-meeting. An included dinner is set for the evening.

An optional city bus tour is available Monday PM, including Ft McHenry. Tuesday has a daylight harbor lunch cruise and tour of USS Constellation, a mid-1800s historical wooden frigate. Evening free for dinner on our own. Wednesday same optional harbor lunch cruise and Constellation visit or an optional tour to Fort McHenry and lunch on our own in Little Italy nearby. Wednesday night is the Farewell Banquet. Depart Thursday. They are expecting 150 +/- TCS members plus guests total 300 or so.

Pros & cons: The TCS sponsored reunion is expensive. TCS is a well-oiled machine, but impersonal. The dinners are included in the registration fee (around \$200 pp), but the tours are optional. If you want further info, call TCS at 508 677 0515 and ask that they send you their info packet.

As an alternative: We have requested Ron Trippett to make contact with the USS Berry reunion team to review their upcoming reunion plans for Jacksonville. This event would take place in October, which provides us ample time to properly plan with them if agreement is reached. Because we are aging, and fewer in number, it is impractical for us to run our own reunions, mostly because we no longer have significant numbers to negotiate good prices for hotels and tours.

All comments and suggestions are welcome. Send them to Ron Trippett, 17 Bay View Circle, Salem Mass 01970. 978-887-6315 / Cell 978 -996-8995; email: rontrippett@comcast.net.

Best regards,

Doug

- **Notes from Tin Can Sailors :** Hot Breakfast buffet is included in the room rate.
- Due to the city location of the hotel, **parking is available at a nearby lot** at a discounted rate of **\$15 per night**, but this rate does not include in/out privileges. Valet is also available for \$37.50 (+20% city tax) per night for in/out privileges.
- The hotel is located about **20 minutes from (BWI) Baltimore/Washington International Airport**. There is not a hotel shuttle. We recommend using Uber or Lyft rather than a taxi, as they have better rates. Public transit (bus and train) is also an option, if you are comfortable using this option and parking further outside of the city.
- **Hospitality Room Update:** This year there will be fewer individual hospitality rooms. We have a selection of fantastic rooms that are larger, and are looking to try and share spaces. Also, due to State guidelines, guests are not allowed to self cater alcohol in their hospitality rooms. We were able to negotiate purchasing any beer/wine/alcohol from the hotel directly for **their cost, no upcharge** for consumption in the hospitality rooms. This will save a trip to the store in the city and you will be able to have everything you need in the hospitality

USS McCAFFERY ASSOCIATION

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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

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

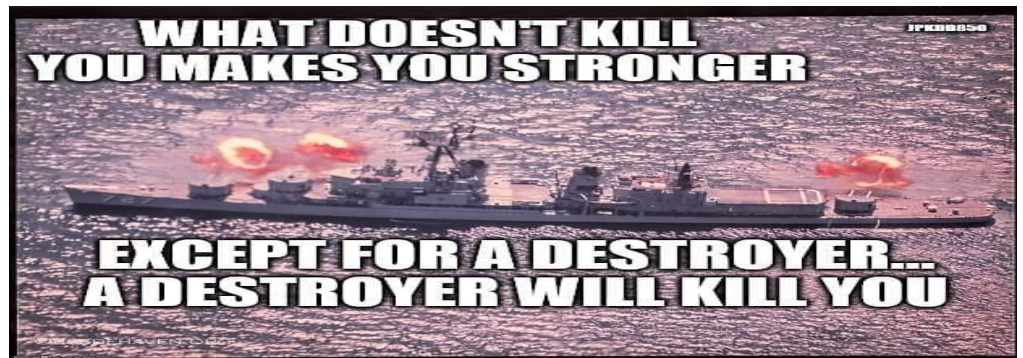
Listed below are the shipmates that have contributed to the publication of the newsletter. **Your continued support is needed** and greatly appreciated. When sending checks, **please make payable to James Bell** with McCaffery Association on the memo line.

Name	Year	Rank/Rate	Hilland Robert (Virginia)60-64 FTG2***
Bayrd Dr Garrett	1972	PN2 **	Holtzschue, Karl B. 59-62 LTjg
Gunter Kenneth E.	69-71	E3 **	Schumacher, Jon L. 60-61 LTjg
Hayes Winthrop H.	63-64	SOG3	Shaw, William J. 59-62 RM3
Hilland Robert	60-64	FTG2	Twigg, Kerri to honor her father: ***

** Dr Garrett Bayrd and Kenneth Gunther were major contributors this period. Thank you !!

***I received a nice note with a generous donation from Mrs Virginia Hilland in honor of her husbands (Robert) 82nd birthday on March 18th . He enjoys the newsletter very much. Happy birthday Robert from all of your shipmates.

PS: In addition to this donation, Roberts daughter, Kerri Twigg, also sent us a generous donation in recognition of her father.



Moving, changing e mail service or know of a deceased shipmate? Notify:: USS McCaffery Association:

631 Squaw Rock Road , Moosup, CT 06354

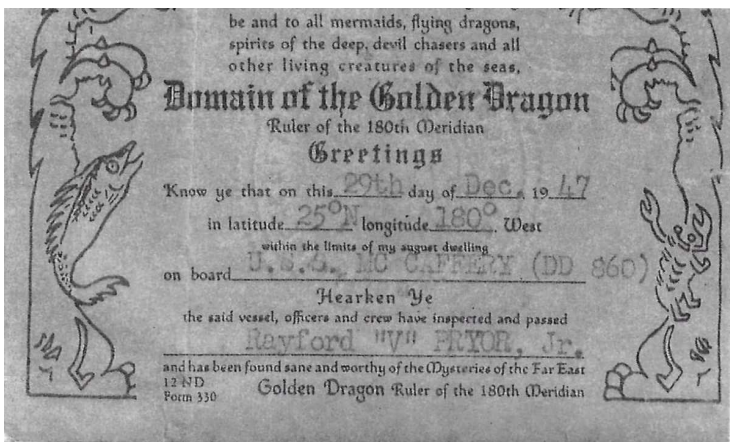
E Mail-despathy860@gmail.com.



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)**





I received a nice note and a signed copy of his book, "A Tough Row To Hoe" from Raymond V. Pryor (47-50 EN3) including his initiation card into the Golden Dragon. Dated 29 December 1947.

Raley, Lawrence T. 59-62 RM3

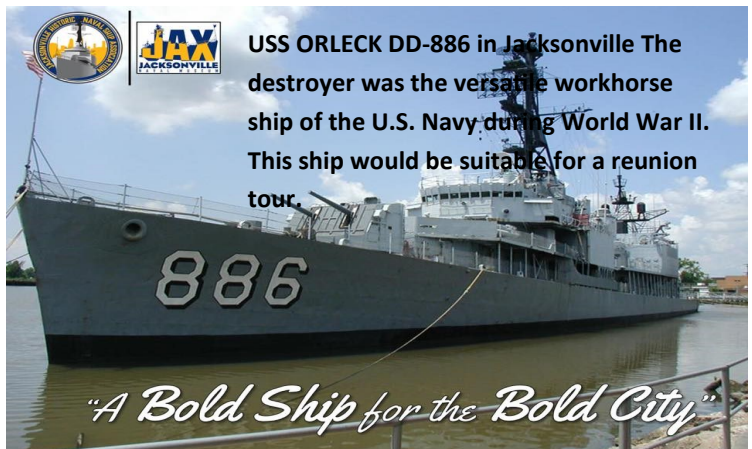
I made 3rd class RM and 2nd class but not enough time in grade to wear the stripes. Relieved from active duty after the Cuban missile crisis was cooling down. Would have been released in November 1961 but was held for 6 months extra duty as was all critical rates I was proud to have served on the USS McCaffery. Hope the donation helps. (Last edition)



USS McCaffery, July 26, 1945, San Pedro, California
From Anfred Smith collection.

Special request:: Kerri Twigg, Zebulon N.C
I am sending a donation to the Newsletter in honor of my father Robert Hilland. He served in the Navy from August 1961—1964. He was on the McCaffery with a rate of E-6, (Hilland Robert 60-64 FTG2 our records)
Note: Thank you for the generous donation.

You are cordially invited to attend
the
Commissioning Ceremony
of the
United States Ship McCaffery
(DD-860)
at the Bethlehem Steel Shipbuilding Company
Terminal Island, California
at Three-fifteen p.m., the Twenty-first Day of July
Nineteen hundred and Forty-five
Present at Main Gate and at Ship



Mac wardroom attendees -2004 Reunion

Front row left to right:

LT Bob Eagan, Gunnery; LTjg Walt Gamble, Comm; CDR Bob Fisher CO; LTjg Bud Cash Eng; LT John Bell, Eng.

Back Row:

LTjg Jack Ainlay, CIC; LT By Buell, Eng; LTjg Denny Denniston, Comm; LT Hollie Tiedemann, Gunnery; LTjg Rich Kuroski, Comm; LTjg Karl Holtschue, CIC; LTjg Doug Hackett, ASW; LTjg Bob Raymond, 1st LT; LT Bob Adgent, OPS



God & “The 3 Mistakes”

Sunday, December 7th, 1941--Admiral Chester Nimitz was attending a concert in Washington, DC. He was paged and told there was a phone call for him. When he answered the phone, it was President Franklin Delano Roosevelt calling.

He told Admiral Nimitz that he (Nimitz) would now be the Commander of the Pacific Fleet. Admiral Nimitz flew to Hawaii to assume command of the Pacific Fleet.

Nimitz landed at Pearl Harbor on Christmas Eve, 1941. There was such a spirit of despair, dejection and defeat--you would have thought the Japanese had already won the war.

On Christmas Day, 1941, Adm. Nimitz was given a boat tour of the destruction wrought on Pearl Harbor by the Japanese. Big sunken battleships and navy vessels cluttered the waters everywhere you looked.

As the Admiral's tour boat returned to dock, the young helmsman of the boat asked, "Well Admiral, what do you think after seeing all this destruction?"

Admiral Nimitz's reply shocked everyone within the sound of his voice. Admiral Nimitz said, "The Japanese made three of the biggest mistakes an attack force could ever make, or God was taking care of America. Which do you think it was?"

Shocked and surprised, the young helmsman asked, "What do you mean by saying the Japanese made the three biggest mistakes an attack force ever made?" Nimitz explained:

Mistake number one:

The Japanese attacked on Sunday morning. Nine out of every ten crewmen of those ships were ashore on leave. If those same ships had been lured to sea and been sunk--we would have lost 38,000 men instead of 3,800.

Mistake number two:

When the Japanese saw all those battleships lined in a row, they got so carried away sinking those battleships, they never once bombed our dry docks opposite those ships. If they had destroyed our dry docks, we would have had to tow every one of those ships to America to be repaired. As it is now, the ships are in shallow water and can be raised. One tug can pull them over to the dry docks, and we can have them repaired and at sea by the time we could have towed them to America. And I already have crews ashore anxious to man those ships.

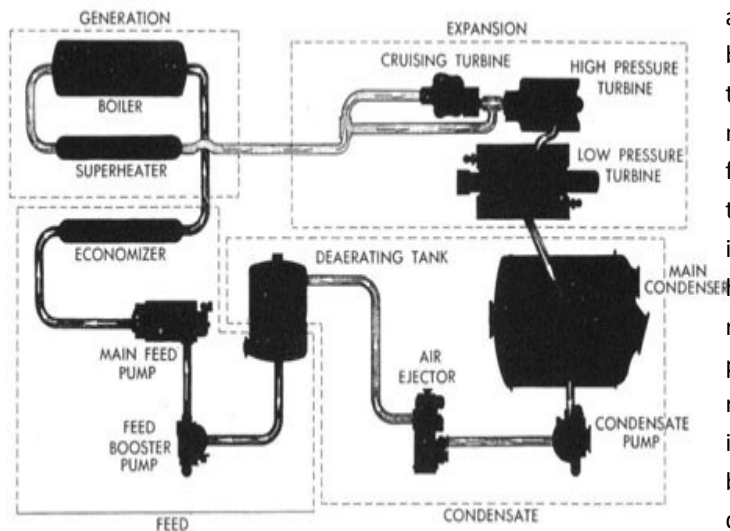
Mistake number three:

Every drop of fuel in the Pacific theater of war is in top of the ground storage tanks five miles away over that hill. One attack plane could have strafed those tanks and destroyed our fuel supply. That's why I say the Japanese made three of the biggest mistakes an attack force could make or God was taking care of America .

There is a reason that our national motto is, “IN GOD WE TRUST”. Sent by Nick Donatiello

Figure 9 is a diagrammatic representation of the pressure closed feed system. In this system water and steam circulate throughout the entire cycle of operation without ever being exposed to the atmosphere. This cycle, being continuous and completely enclosed, will allow us to follow the flow of water and steam, discuss it at any point, and trace the return to the starting point. For the purpose of this text, it is considered desirable to start with the water as it rests in the main condenser in the form of condensate. In the main condenser, steam has just been converted into water (condensate) and is ready to be prepared for use as feed water. To remove the condensate from the main condenser the condensate pump is used. This condensate pump discharges the condensate through an air ejector where it serves as cooling water in the condensers of the air ejector.

Fig 9 THE STEAM CYCLE



From here it passes into the deaerating feed tank. In this tank the water is so treated that all the entrained and absorbed oxygen and air are removed and the water is heated preparatory to pumping it to the boilers as feed water. In this condition it can now be called feed water. The feed water is removed from the deaerating feed tank by the main feed booster pump and discharged under pressure to the main feed pump, which further raises the pressure, and discharges it through an economizer where the water is further heated and finally into the boiler. Circulating through the boiler, the water is heated by heat from the furnace and steam is formed. The steam is then directed through a superheater where its temperature is raised to a point as far above its saturated temperature as desired. It is then directed into the turbines where it is expanded and its heat transformed into the mechanical energy of rotation. It is exhausted from the turbines into the main condenser, where it is condensed back into condensate.

Foreword. Combat experience has indicated that it is inappropriate to classify ships as "combatant" and "non-combatant" types. Actually, all Naval ships whether large or small are subject to combat in one form or another even though they never may be a part of a "line of battle" or a carrier striking force.

Action taken after severe damage must be considered from the standpoint of the design of the particular ship with emphasis necessarily placed on those characteristics which provide inherent resistance. In the broad sense, Naval ships can be classified into two major groups according to the elements of resistance to damage incorporated in their design.

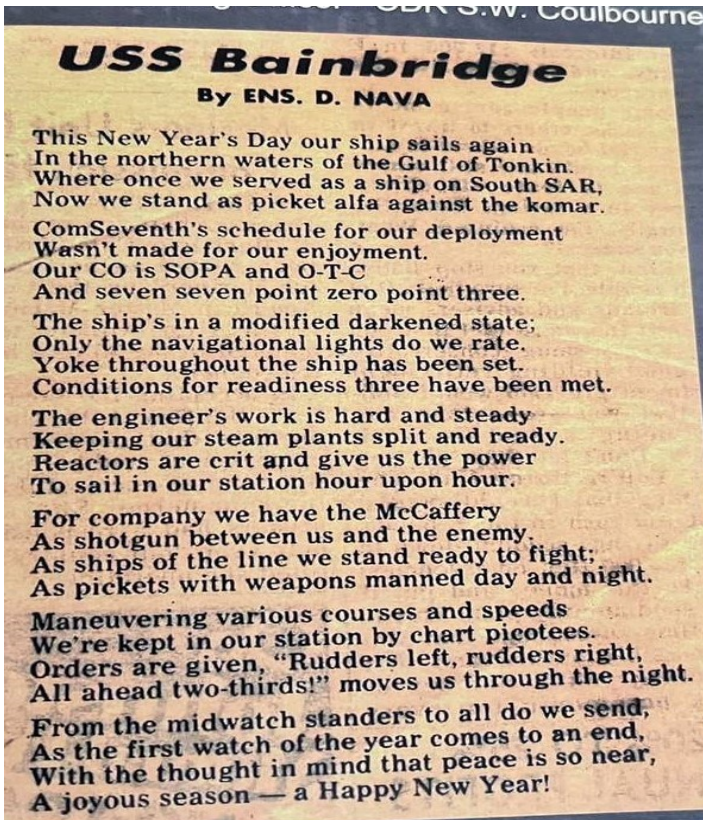
Collision damage. Good damage control brings such vessels back with minimum danger from progressive flooding



Naval Tradition – Midnight New Year's Day Deck Long Entries
While the contents of a deck log are generally fiercely regulated, the United States Navy has long held the tradition of the **Midnight New Year's Day Poem**. The first entry of the New Year, written in verse, gives a brief glimpse into the minds of the sailors and shipboard life, and provides a human voice to the otherwise impersonal deck log. Here is one from the USS Bainbridge that mentions the USS McCaffery.

On 1 January 1973, McCaffery was underway at Picket Station Alpha in the Gulf of Tonkin.

Commanding Officer - CDR S.W. Coulbourne



Ltjg Karl Holtzschue and
LtJg Doug Hackett
(1962)

USS Orleck DD-886 Deck Logs –Final Entry.

1 October 1982

- 0000- Moored stbd. side to NAVRESCEN Pier, Tacoma, Wash.,
0400 with standard mooring lines doubled. Receiving miscellaneous services from the pier. Engineering watch has been posted. Material condition YOKE has been set throughout the ship. Ships present include YR-86 and various merchant ships. SOPA is Commodore T. E. LEWIN, USN, COMNAVBASE, Seattle, Wash.
W. J. Slone, STG1
- 0400- Moored as before.
0800
B. Bodaly, LTJG
- 0800- Moored as before.
1200
0904 Turkish Naval Attache arrived.
0946 Cruiser Destroyer Group Five arrived.
0959 Commence Decommissioning Ceremony.
1020 Haul down the Awards. Strike the Commission Pennant. Hauled down the Colors. USS ORLECK DD-886 is now Decommissioned at this time.
Doyle W. Littleton, QMC

Final

Examined By: J. A. Norris, LCDR, Navigator

Approved By: H. A. Torok, CDR, Commanding Officer

Enlisted Assignments: For administration the Ship's Company is divided as follows: 1st Division - Deck Division, C&R Department.
2nd Division - Deck Division, C&R Department.
"O" Division - Ordnance Division, Ordnance Department.
"E" Division - Engineers Division, Engineering Department.
"C" Division - Communication Division, Navigation Department.
"S" Division - Supply Division, Supply Department.