

USS McCaffery DD/DDE- 860

Shipmates Association

C/O James Bell, Editor

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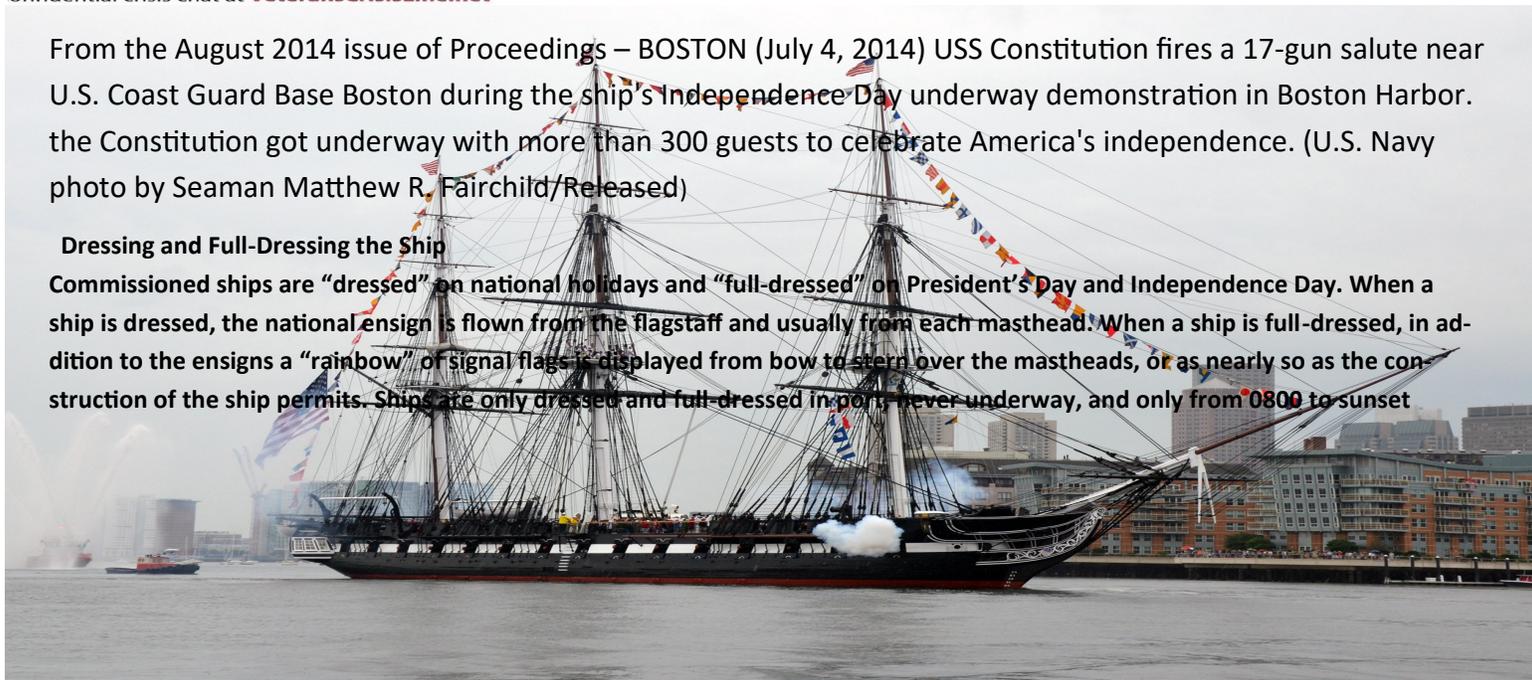


Confidential crisis chat at VeteransCrisisLine.net

From the August 2014 issue of Proceedings – BOSTON (July 4, 2014) USS Constitution fires a 17-gun salute near U.S. Coast Guard Base Boston during the ship's Independence Day underway demonstration in Boston Harbor. the Constitution got underway with more than 300 guests to celebrate America's independence. (U.S. Navy photo by Seaman Matthew R. Fairchild/Released)

Dressing and Full-Dressing the Ship

Commissioned ships are "dressed" on national holidays and "full-dressed" on President's Day and Independence Day. When a ship is dressed, the national ensign is flown from the flagstaff and usually from each masthead. When a ship is full-dressed, in addition to the ensigns a "rainbow" of signal flags is displayed from bow to stern over the mastheads, or as nearly so as the construction of the ship permits. Ships are only dressed and full-dressed in port, never underway, and only from 0800 to sunset



USS MC CAFFERY DD/DDE-860

SHIPMATES ASSOCIATION SUMMER 2021



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. **MCCAFFERY REUNION!** Now that I have your attention, here is some great news. We are planning our own McCaffery reunion November 10-14 in Washington DC around Veteran's Day. Ron Trippett has done great work in arranging the details, which are listed elsewhere in this N/L. We will stay in a hotel in south Alexandria VA, and will have tours to memorials in DC, such as WWI, WWII, Korea, and the Vietnam Wall. We will have a visit to the Navy Memorial where we can see our McCaffery plaque on the Wall of Honor, and have a memorial service in their auditorium. We will have time set aside so you may visit on your own DC sites such as the Lincoln Memorial, Washington Monument, the Mall, the Smithsonian Museums, Arlington National Cemetery, Mt. Vernon, George Washington's estate just a few miles south of our hotel Alexandria, and many other attractions in DC.



The hotel provides a free shuttle to Old Town Alexandria, which is historic and has many shops and restaurants, and also to the Metro, which is an inexpensive and convenient way to get to downtown DC. We will have our traditional farewell banquet on the last evening at the hotel. We are having our own reunion because the Tin Can Sailor Association reunions planned for Baltimore and San Antonio last year and this year were cancelled due to Covid-19, and it has been too long since we have been together. We still plan to join with TCS at their reunions in the future, but in the meantime, this is a wonderful opportunity for a McCaffery reunion. I invite all shipmates to attend, and look forward to seeing you there. Details and sign up sheets, costs, etc. will be in the next N/L.

Best regards, Doug

Attention Shipmates - We have secured the Marriott Courtyard Alexandra Old Town /Southwest in Alexandra VA for a reunion from November 10 (check in and meet and greet) until Nov 14 (check out). Rates are \$109.00 per night plus tax which includes breakfast and free parking. The location is ideal for our purpose for tours and excursions. I am going to try and get Dan Clark to entertain us at the banquet on the 13th. With our time slot being during Veterans Day I am sure that there will be services at the Memorials. To secure a room call the Marriott at (703) 329-2323 being sure to register under USS McCaffery DDE-860 Reunion Nov2021 to get these great rates.

Cut off date is October 6 to get the rate. Rate is also available 3 days before and after our Reunion dates. I will be setting up tours which will be outlined in our next N/L along with an application form.

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Contact information, Veterans Affairs

[https://www.benefits.va.gov/
compensation](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](https://www.benefits.va.gov/compensation)

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

Moving, changing e mail service or know some deceased shipmate?
Notify: USS McCaffery Association,
631 Squaw Rock Road , Moosup,
CT 06354 E Mail-
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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** with McCaffery Association on the memo line.

Name	Year	Rank/Rate	
Abernathy, Harvey	72-73	SN	You too can help. !!!!
Cromie, George	59-61	SK2	
Hayes, Winthrop H.	63-64	SOG3	
Pineau Joseph L.	60-62	MR3	
Strickland, Michael W.	66-68	CS3	

A tale provided by Nick Donatiello 57-59 YN2

I have no way of knowing if this is true, but having been in the Navy I could think it may be true.

The U.S.S. Constitution (Old Ironsides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea.

She carried no evaporators (i.e. fresh water distillers). However, let it be noted that according to her ship's log,

"On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum."

Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum.

Then she headed for the Azores, arriving there 12 November..

She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war ships, and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each. By 26 January, her powder and shot were exhausted.

Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland..

Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The U. S. S. Constitution arrived in Boston on 20 February 1799,

with no cannon shot, no food, no powder, no rum, no wine, no whisky, and 38,600 gallons of water.

GO NAVY!

As the Nation continues to recover from the global pandemic on this 4th of July holiday, we take time to recall the service of all those who have gone before. We give thanks to the men and women of our Armed Forces safeguarding our liberty, operating at sea, ashore, and in the air. We salute the flag of the United States of America. Peter H. Daly VADM USN (Ret.)

More Shipmate Comments:

Henken, Michael A. 66-68 SN A Letter - " I find your publication for the Shipmates Association very interesting indeed. But as far as my own time in the Navy, it misses the point. You never mention the draft once. Not all sailors on the USS McCaffery were there for a career, especially those on board for Wes Pac during the Vietnam war. A lot of sailors enlisted because they didn't want to serve in the Army or Air Force.

This meant serving alongside other enlisted men who ruled it over you even if these other enlisted men didn't have much rate themselves. This seems to be a small problem for some because if you had a college degree then what were you doing as an enlisted man to begin with. Why not an officer?

The problem is a dilemma but you have to understand the draft and the Navy at that time. To get a commission involved three years of active duty. An enlisted man only had two years active duty with the possibility of a school, undergraduate or graduate.

A lot of officers looked down on me as an E-3 because we didn't use our college education. But when they watched as our period of service was less than theirs they became a little jealous. But what does this have to do with your magazine, well it just isn't relevant - to my experience in the Navy. I put in one year, eleven months of active duty.

I hoped to get a Masters of arts degree at graduate school but took a job teaching college. However this did not work out because of the degree required of teaching. Most college teachers get placed to avoid the draft and I couldn't compete with them with a masters. I ended up teaching high school until I was assaulted by three roaming drug dealers in the New York city school system. I had to seek some other job which I did. I became a disability analyst and worked alongside other people with the same experience with the draft that I did.

I realize that you may not want to publish this blurb but in any case if you do publish it maybe it will help improve your magazine, Thank you ". Michael Henken.

PS: From the Editor, All comments are welcome that pertain to serving our country aboard the "Mac "

More History of The McCaffery .SOURCE: USS McCAFFERY -- 1945-1974 by Edward W. (Bill) Maslak

On 1 January 1971, McCaffery was moored at Mayport, Florida. Commanding Officer - CDR A.F. Martin

On 11 January, McCaffery got underway for Guantanamo Bay, Cuba, and arrived on 16 January. Refresher training was conducted in port and at sea until 12 February. She proceeded to St. Thomas, Virgin Islands, before participating in "FIREX 71", a gunfire support exercise at Vieques and Culebra Islands on 16-18 February. After a brief stop at San Juan, Puerto Rico, on 18 February, McCaffery got underway for exercises during which she fired and recovered of a practice torpedo. McCaffery moored at San Juan 19-22 February, and returned to Mayport on 25 February. On 11 March, McCaffery got underway for Port Kennedy and Port Canaveral, and operated with Von Stuben (SSBN-632) for a Poseidon test launch. She returned to Mayport on 16 March.

McCaffery got underway on 21 April for various drills and exercises, and arrived at Roosevelt Roads, Puerto Rico, on 24 April. After refueling, McCaffery got underway for Porto Grande, Cape Verde Island, and arrived on 30 April. From this port, McCaffery visited briefly Dakar, Senegal, and then steamed with William C. Lawe (DD-763) for Abidjan, in the Gulf of Guinea, Ivory Coast, West Africa, and arrived on 6 May. On 9 May, McCaffery got underway for Luanda, Angola, and arrived on 12 May. The ship crossed the equator during this leg of the voyage; also, OTC Captain R.E. Wilson was on board. On 14 May, McCaffery got underway for Lourenco Marques, the capital and largest city of Mozambique, East Africa, and arrived on 21 May. She nested with various ships of the Portuguese Navy, since Mozambique was under Portuguese administration.

On 21 July, McCaffery got underway from Bahrain for Assab, Ethiopia. On 22 July, a class "C" fire occurred in the wardroom with minor damage. On 23 July, a strange phenomenon occurred on the 2000-2400 watch. The following quote from the daily log follows.

"Visibility reduced suddenly. A strange unexplainable phosphorescence has engulfed the ship, developed a split seam at frame 140 starboard side, 7 feet below the waterline. Flooding evaluated at five gallons per hour. Extra pumps have been lined up in case the flooding gets worse. 2308 the phosphorescence ended. All conditions normal. At 2325 entered another area of extraordinary luminescence of the sea. 2350 luminescence ended." S.E. Pilnick, ENS.

“A paint scraper”

From time to time I like to look at YouTube and watch the history and stories of ships and crew that served. It got me thinking about the McCaffery. If you look in the Mac’s history, look at the year 1966 October 30. You will read how we had to leave station to make a run to the Azores. It was a high speed run all the way to save a seaman’s life that had an appendectomy on board a few days before. Reading you will see that the port screw was bent by the pier.

The part you will not see is how a paint scraper helped in the replacement of the new screw. Yes a paint scraper , that little insignificant little tool helped the replacement of that massive brass screw.

The work could be accomplished in two ways. One, have it done in dry dock or along side the pier. The latter was chosen. Seeing how it was the port screw it was the duty for the after engine room to assist the Yard Birds and the Navy divers. Everyone had a job to do and my first was to coat the inside of the new screw with white lead.

It was to help the movement of the screw on the shaft and make it easier for the next replacement. So two of us, one on each side started to smear white lead on the inside of screw opening.

At that time I could crawl inside. Not so sure I could do that now. Other engine room snipes were helping the divers and any other thing that came up.

The next day it was time to remove the screw. You can use a puller to remove the screw or use explosives to move it. Pulling was not going to work so it was time for the big bang. Everyone went to the engine room. We had to watch the main propeller shaft at each one of the bearings. This was to see if the shaft moved therefor damaging the bearings.

All went well and the screw could be replaced.

It was now my turn to help the navy divers. Yes I am getting to that little tool. I can’t remember how many

days the divers were in and out of the water but it was my first day with the divers. I went to the divers boat and relieved my fellow snipe after he showed me how to tend the lines and operate the air compressor. He started to walk away the n stopped and turn around and handed me a paint scraper.

I laughed and asked what and the × was this for? He pointed to a pressure switch and told me when the pressure drops x amount take the paint scraper and hit the switch. That will start the compressor again. You got to be kidding me. NOPE and if you forget those divers will be really P O at you. What about replacing the switch. Just hit the switch, that’s the way they told us how to do it. Thank god for the paint scraper.....

Thanks to John for this interesting story.

Ships Store: USS McCAFFERY MERCHANDISE :

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 sticker 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



Sea Stories. Based on the *History of USS McCaffery* (loose leaf binder)

1. Appendectomies. I reported aboard in June of 1959 and was met by Bob Egan. He had an appendectomy done on the wardroom table on 19 August 1957 while at sea in the Atlantic on the way to the Med, and fully recovered. I had an appendectomy at St. Albans Naval Hospital on 19 July 1959 when the ship was in the Brooklyn Naval Yard. I got a staph infection and was sent home to Roslyn, Long Island for 6 weeks to recover. As my mother was in England, my high school classmate and girl friend Linda took care of me - so well that I asked her to marry me. We married on 24 Oct after I was sent to a 5 month CIC school in Brunswick, GA.

2. Hurricane in Newport. On 12 Sep 1960 a hurricane hit Newport. Our ship had both boilers down for repair. As Linda was on Long Island, I jumped aboard as we were towed by tugs to a buoy, nested with another ship. I was on top of the pilot house talking on the radio with the tugs. As the storm increased, we were banging against the other ship and they cut us loose. I tried to remember which way you were supposed to jump off the ship if we went aground - toward land or sea. Luckily our anchor held. No ships were thereafter allowed to have both boilers down at the same time. (PS: Both fire rooms were down.4 Boilers.)

3. Texas Tower Sinking. On 16 January 1961 we answered a distress call from Texas Tower Number 4. We found heavy debris, had a sonar contact and heard distress signals. LTJG Bud Cash dove to the site and reported that he heard responses. Nonetheless, we were ordered to leave the site, much to Bud's distress.

4. Refueling in Heavy Seas. Crossing the Atlantic in April of 1962, I was OOD and Captain Gillette asked if I had ever conned alongside during refueling. Fearing he might do so, I lied and said that I had. We refueled alongside the USS Independence (CVA 62) in heavy seas, but I pulled it off. The carrier sent over a photo of our bow nearly out of the water (see photo).



5. Right Full Rudder. In April of 1962 while crossing the Atlantic, we were steaming in formation at night when I was OOD and Charlie Farrell as JOOD had the conn, as I recall. All of a sudden, we heard over the PriTac circuit: "Swing: Come right." I looked left and saw a green and a red light, meaning that a ship was headed right for our port side. I yelled "Right Full rudder! I have the conn." The helmsman did not hesitate, and we narrowly missed a collision at night. Years later I sat bolt upright in bed and yelled "Right Full Rudder!" Some things stay with you.

6. Cannes Film Festival. Doug and I visited the Cannes Film Festival on about 9 May 1962 . I have forwarded to you Doug's tale about the topless young ladies.



Let's hear some of your Sea Stories! Karl B. Holtzschue

We were anchored out, about 1/2 mile from the beach because there were no docking facilities there. The high winds later on that you referred to were so high that we had engines lit off with steam at the guarding valve, and making about 1-2 knots steerage way to keep our position w/o dragging anchor. The Sumner was not so fortunate. They picked up a boulder in the flukes of their anchor, and dragged toward shore. Their other anchor jammed in the hawse. They tried to light off and couldn't in time, so when I got up the next morning, Hollie pointed to the Sumner, belly up, aground on the beach. This was also the time that on probably our first day there, when the WX was calm and sunny, I was doing paper work at my desk in Boy's Town (roommate was Denny) when I felt the ship list gently to starboard. I guessed the snipes were shifting fuel oil. The ship righted itself, then listed gently to port. The process repeated. Curious, I went up on deck to see what was going on. It seems that we were close enough to the beach that attractive topless young ladies would rent paddle boats and come out to see the US Navy ship. Our crew appreciated the view and went from side to side on the ship as the ladies in their paddle boats circled the ship. Ah, those were the days... Doug