

USS MC CAFFERY DD/DDE-860

SHIPMATES ASSOCIATION NEWSLETTER - WINTER 2020



From The Editor: Hello shipmates, spouse's and friends of the McCaffery. Welcome back and happy New Year. 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 you have a story to tell, send it to me.

Thanks to Jeff Bacon Broadside cartoons, U.S. Naval Institute, San Francisco Maritime National Park Association and Gyrodyne Helicopter Historical Foundation for allowing & sharing of info.

President's Message:

Hello Shipmates,

Hope you all had a Great Thanksgiving and enjoyed a Happy Holiday Season.

Here is some information concerning our next reunion. The Tin Can Sailor Association has published preliminary information for the reunion in San Antonio, TX next Fall. It will take place 27 September through 1 October, 2020, and will be based at the Hotel Wyndham San Antonio Riverwalk, 111 East Pecan Street, San Antonio, TX, 78205. **Call 866-764-8536 for room reservations at the TCS room rate of \$119 (plus taxes), single or double. Ask for the TCS rate, and tell the hotel that you are with the McCaffery group so they can (more or less) put our rooms near each other.** The McCaffery Shipmates Association will have our own Hospitality Room. Ron Trippett, our storekeeper for the McCaffery ship's store, will have mugs, shirts, etc. available. Please email Ron so he knows how much to bring.

One optional tour now planned is an all day trip to the National Museum of the Pacific War, also called the Nimitz Museum, in Fredericksburg. Also, not too far

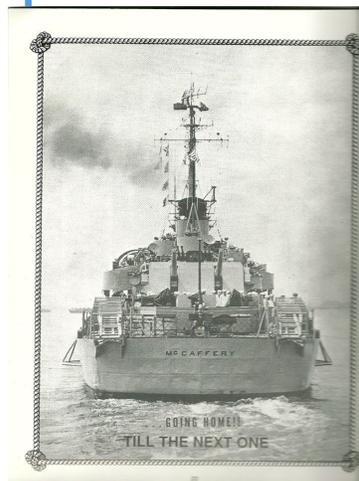
from the hotel is the historic Alamo. I suggest that you call the hotel for reservations sooner rather than later, because rooms tend to sell out (as happen at the TCS reunion in JAX). So far reunion groups from 17 DDs have signed up to attend. Further details will be published in the Spring issue of TCS N/L, and we will then publish them in our MAC N/L. I encourage all to attend. Based on my experience at the TCS JAX reunion checking out how well TCS runs their reunions, this should be a very enjoyable reunion. Further, I urge you to join the TCS. They do good work for Destroyer men, and their N/L is excellent. When you do sign up for the reunion, please send me an email or phone me so I can have a count on how many shipmates and guests we should plan for.



Let me put in a plug for our N/L. In that we don't charge dues, the costs associated with publishing our N/L are covered by donations. So please kick in some money from time to time to help with our excellent N/L.

Fair winds and following seas,

Doug Hackett, President, USS McCaffery Shipmates Association



With the DD 692 SUMNER class continuing to be overloaded with anti-aircraft capabilities to protect the carrier forces, the resulting effect was a lack of speed and required range. By 1943, Adm. King accepted the BuShips recommendation that the SUMNER hull be lengthened by 14 feet so that an additional 160 tons of fuel could be carried resulting in an increase of range over the basic SUMNER by 30 percent. The first ship to receive this new hull, was the GEARING (DD-710) and it became the lead ship of the 2,200 ton GEARING class destroyers. Of the 98 commissioned GEARING class destroyers, 47 retained their DD classification prior to FRAM with three being dis-qualified due to having been modified for improved steam machinery testing (TIMMERMAN), advances in missile technologies (GYATT) and testing of an advanced propulsion system (WITEK). Of the remaining 44, ALL GEARINGS received the FRAM MK I reconstruction. Thanks to Gyrodyne Helicopter Historical Foundation

USS McCAFFERY ASSOCIATION

President

Douglas Hackett 7825 Heatherton Lane
Potomac, MD 20854 301.299.5203
doughackett7825@earthlink.net

Vice President

Rich Kuroski 6020 Bunkerhill Pittsburgh,
Pa 15206 412.361.3147 rlski@verizon.net

Treasurer

Ron Trippett 17 Bay View Circle, Salem
Mass 01970. 978.887.6315 / Cell 978 996
8995 rontrippett@comcast.net

Newsletter Editor

James Bell 763 E. Gaines Lane, Hernando
Florida 34442 352 513 3333
jb4813446@gmail.com

Web Master

Jerry Rose 176 Black Mtn. Drive Toccoa, GA
30577 706.886.8217 Jerewrose@gmail.com

Historian

Don Turk 10320 S W 17th Place Gainesville,
FL 32607 352.332.4555
dturkx2@bellsouth.net

Emeritus Members of the McCaffery Staff.

Bill Maslak 235 Overlook Drive Verona, PA
15147 412.826.5781 ussdd860@verizon.net

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

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

For info on legislation regarding VA benefits, contact VFW's Washington Office at vfw@vfw.org. VFW staff will respond as soon as possible VFW magazine, Aug 2019

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
Abercrombie, Stan	65-67	QM3
Abernathy, Harvey	72-73	SN
Adgent, Robert B.	62-63	LT
Byrd, Henderson H.	65-70	BT1
Coulbourn, Samuel W.	72-73	CAPT
Dillingham William A.	53-56	FP2
Dishong, Max E Ms Audrey	56-57	in memory of GM1
Fleegle, Burton S.	61-63	YN3
Frech John F.	51-54	BT2
Hake Sr Donald J.	62-64	SH3
Heckert, Thomas P.	57-58	FN
Kartasiewicz Michael J.	1960	SN
Lennon George W.	71-72	LTjg
Martin, William F.	54-56	IC3
Pasnak George G.	60-64	BT3
Raley, Lawrence T.	59-62	RM3
Raymond, Robert W.	60-63	LTjg
Rogers JR , William H.	62-63	DK3

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.

When placing an order, Send to Ron Trippett 17 Bay View Circle, Salem, Mass 01970. / rontrippett@comcast.net

My Best McCaffery Meal – In Memory of Harold Faulkner

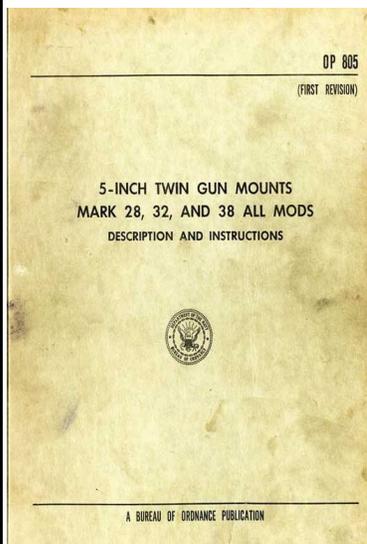
The best meal I ever had on the McCaffery was in July 1950, when we were on our way to Formosa (although we did not know it at that time). We had left Athens, Greece, and maybe the next morning we were in Port Said, Egypt, at about 8:00 a.m. As we progressed toward our space to wait for a pilot to guide us into the Suez Canal, I went topside and looked around. The water we were going through had many, many big scorpions, or something swimming beside the ship. I looked around for a while and went down to the mess hall for breakfast. The breakfast was navy beans and corn bread. That was the best meal I ever had in the Navy. For lunch, we could also have a side dish of bean soup, It was hot going through the Suez Canal, and being as our Sonar Room was air conditioned, because of the electronics, we Sonarmen slept on the floor of the Sonar Room every night.

5-INCH TWIN GUN MOUNTS MARK 28, 32, AND 38 ALL MODS - DESCRIPTION AND INSTRUCTIONS—1944

DUTIES OF THE MOUNT CAPTAIN STATIONED ON A TWIN MOUNT

As the mount captain you are in complete charge of the mount and crew. You are responsible for keeping the mount and all its parts in good working condition, and you are charged with the training, discipline, and efficiency of your crew. You will enforce the United States Navy safety precautions, and all other precautions and regulations as set forth by the ship's captain and the gunnery officer.

It is your duty during gunnery exercises, and in action, to keep the mount firing at the maximum rate of effective fire. You must make every effort to keep the gun in operation regardless of casualties to the mount, or to your crew. It is assumed that you are the most experienced member of the mount crew. Your two immediate assistants are the right and left gun captains. In an emergency, or for purposes of training, you should be able to take over any other



position on the mount.

Did this happen on the Mac. ? Casualty: " Bale of hay." (Gun fired without projectile.)

Cause: Haste, inexperience, carelessness.

Action: Immediate: Reload if case ejected. If not, proceed as for hang fire. **Preventive:** Improve performance of loading crew.

(San Francisco Maritime National Park Association)

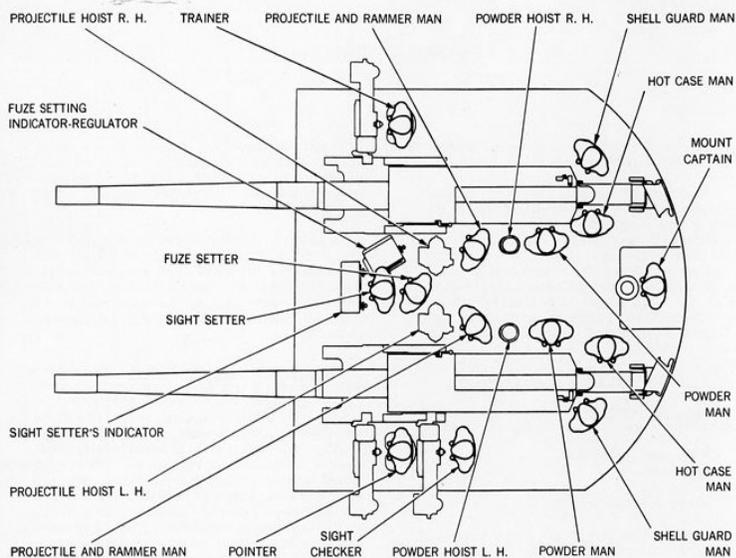


Figure 17. 5-inch Mounts Mk 28, 32, and 38. Gun House. Personnel Arrangement.



Machinist's Mates (MMs) in the Navy are responsible for maintaining and operating a variety of complex machinery, and assisting machinists in keeping all Navy craft in top working order. Most of the work they do is conducted on

machines and engine parts within the hulls of Navy ships. For instance, these sailors operate and maintain steam turbines

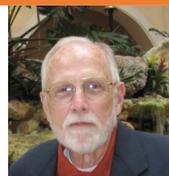
and reduction gears used for ship propulsion and auxiliary machinery such as turbo generators, pumps, and oil purifiers. They also maintain auxiliary machinery outside of main machinery spaces, such as electrohydraulic steering engines and elevators, refrigeration plants, air conditioning systems and desalinization plants.

<https://www.thebalancecareers.com/machinist-mate-mm-navy-enlisted-rating-description-3345836>

A real but mystifying story: In July 1967, The McCaffery was serving Westpac duty off Vietnam. On 28 July, McCaffery arrived at Gulf of Tonkin on special assignment off North Vietnam as a unit of DESDIV 161. She engaged in shore bombardment 30-31 July. On 1 August, Operation Sea-Dragon ended for McCaffery, and she was released for voyage home. During this period while steaming on a very dark night the bridge watch observed a golden yellow glow on the horizon. Awe inspiring according to the witness. As the Mac continued into the area the entire sky was lit up with this Erie glow emitting from the surrounding seas. The witness stated the dawn affect continued for several hours until daybreak with most of the crew observing the event. **Submitted by Patrick C Bertagnolli (65-68) SM3**

Suggested partial bridge watch, Lt Hurst, and Dave Warnock SM3

Moving, changing email service, or know some deceased shipmate? Notify USS McCaffery Association, 631 Squaw Rock Road, Moosup, CT 06354



Email- despathy860@gmail.com.

On Nov. 10, an electrical fire broke out on USS Oscar Austin (DDG-79), which was nearing the end of what was supposed to be a year-long, \$41.6 million maintenance and upgrade period at the BAE Systems Norfolk Ship Repair yard. Oscar Austin suffered extensive damage to its electrical system as a result of the accident. USNI

A message from Lt Peter Naylor on Leadership : An excerpt from my chapter on leadership in my book, "Methods and Observations of a Practical Economist." It recounts our experience with STANAVFORLANT in 1969.

Another 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 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's crew 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 dawn 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, (above) "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.

Peter Naylor (service 1969 as First Lieutenant and 1971 (after year on the USS Power) as Navigator,

Taps list 2019

		Notified				
			Stinebiser, James G.	47-48	RM3	11/1/2019
Blessman, Donald F.	45-47 SN	7/12/2019	Theiling, Raymond H.	61-63	RM3	12/17/19
Everts, Paul	65-66 *CAPT	7/27/2019	Tully, Joseph H.	55-56	RM3	11/7/2019
Goodwin, Robert C.	50-54 TM2	6/1/2019	Weeks, Bobby L.	68-69	MM2	3/31/2019
Greenough, Robert J.	62-63 FTG3	6/1/2019	Word, Walter, B.	64-65	MM2	11/5/2019
Hall, Percy G.	55-58 EM3	3/29/2019	Yevincy, James	46-47	BT3	8/27/2019
Heiser, Norman	71-73 SK3	3/26/2019	Day is done, gone the sun, from the lake, from the hill, from the sky. All is well, safely rest God is nigh.			
Hise, Kenneth	1948 FN	11/1/2019	Fading light, dims the sight, and a star gems the sky, gleaming bright. From afar, drawing nigh, falls the night. God is nigh.			
Hood, Robert, E	*45-46 S1	11/14/2019	Thanks and praise, for our days, 'Neath the sun, 'Neath the stars, 'Neath the sky. As we go, this we know, God is nigh.			
Ioven, Thomas J.	55-56 SN	10/22/2019	(Poem thanks to Beall Funeral Home, Bowie MD)			
Kerby, Wayne E.	55-60 MM2	6/10/2019				
Klinefelter, Phillip R.	60-64 MM2	11/13/2019				
Magley Robert N.	51-54 ET3	12/18/19				
Mitchell, Lloyd, N.	65-68 SH1	10/31/2019				
Moyer, Leland	51-56 BMSN	3/20/2019				
Overstreet, Edwin D.	72-73 *ENS	7/27/2019				
Simmons, Rich	1971 RD2	11/22/2019				

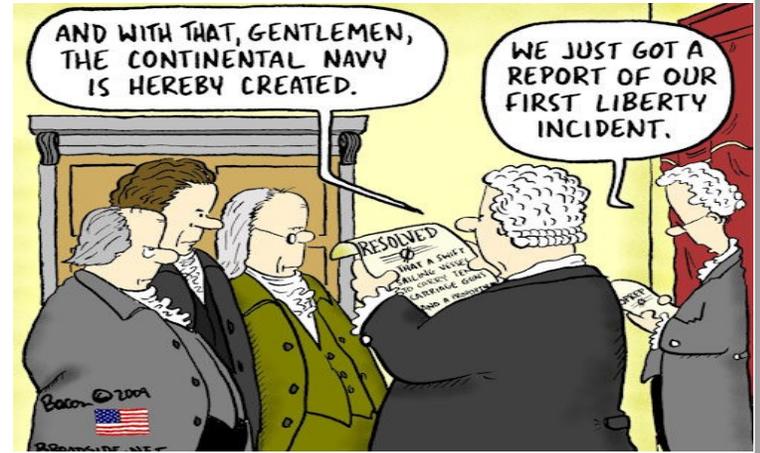
Arthur F. Schaffer (Seagull) of Lakeland FL (61-64 GMG3) is recovering from a heart attack, (80 years old on Dec 7th 2019)



Establishment of the Continental Navy - Happy Birthday, October 13 1775

The United States Navy traces its origins to the Continental Navy, which was established at the beginning of the American Revolution. On October 13, the Continental Congress decided to purchase two armed ships to attack British supply ships and keep their supplies from reaching British soldiers in the colonies. A second resolution passed the same day created a naval committee to oversee the purchase of the ships and wrote a set of regulations for their management. Thus was born the Continental Navy, and October 13 remains the official birth date of the U.S. Navy. Congress established the Department of the Navy on 30 April 1798.

In 1972, Chief of Naval Operations Admiral Elmo R. Zumwalt, authorized official recognition of 13 October as the birthday of the U.S. Navy. Since then, each CNO has encouraged a Navy-wide celebration of this occasion "to enhance a greater appreciation of our Navy heritage, and to provide a positive influence toward pride and professionalism in the naval service.



"A Tough Row to Hoe": The first thing the Company 40 commander said to **Ray V Pryor Jr.** after induction at San Diego training station. When asked by the Chief if he knew what the phrase meant, Ray responded "No Sir" while thinking to himself "That's what black means, but I am not here to pick cotton and anyone here who thinks I'm going to be singled out for the whipping boy better be ready for an ass kicking contest".



After growing up in Longview, Texas in the 30's and early 40's and living in a segregated western Texas town, Ray and his family had experienced many examples of discrimination and racial slurs. Ray had joined the Navy in June 1947 at the age of seventeen at the recruiting station in the Longview post office. After passing the required admittance tests and exams, Ray was sent via the Texas and Pacific rail to San Diego, Ca., arriving late one afternoon. He had been permitted to sit and eat with the other recruits, which was different. Company 40 at Camp Farragut consisted of 117 men with Ray being the only black.

Ray spent a lot of time defending his dignity and challenging those company members who insisted on making racial remarks and slurs such as " little eight ball N--- etc." Ray thought as long as I am here on the base, "Say one word that is racist and blood is going to run before the end of the discussion". This resulted in over 12 fist fights in 3 months. He considered going out for the boxing team. Following basic training, Ray was assigned to the USS McCaffery where he served diligently and honorably. He rose steadily in his rate while enduring some bypassing in favor of other white shipmates. Finally, Ray achieved 3rd class Engineman in three years. (Ray has written a book that is available at Amazon .com of the same title. I urge you to acquire & read it) Pryor, Rayford V. 47-50 EN3 (Jim Bell)

Bill Maslak's History 1967: On 3 February, 30 and 45 caliber rounds of ammunition were loaded, as well as hand and smoke grenades. On 7 February, McCaffery got underway as a unit of DESDIV 161 for the voyage to Vietnam. En route, McCaffery stopped at Guantanamo Bay, Cuba (9 February), passed through the Panama Canal (12 February), and moored at Rodman Naval Base at the Pacific end of the Panama Canal

McCaffery got underway for the South China Sea. She arrived on station on 24 March in IV Corps Tactical Zone. This zone extended from the Mekong River Delta to the southern-most tip of South Vietnam and into the Gulf of Thailand. McCaffery's first assignment was shore bombardment, and she fired over one thousand 5-inch rounds in the first two days of combat duty. On 29 March, a GMSN fell overboard during a transfer from PC-63 and was struck by the screws. All efforts to save the seaman were unsuccessful. McCaffery alternated periods of shore bombardment with replenishment of fuel, food, and ammunition. On 9 April, McCaffery, while anchored in the mouth of the Mekong River, continued shore bombardment. As requested by IV Corps Liaison Officer, McCaffery made firing runs along the coast in the Dao Phu Quoc area (11-18 April), expending more than 4600 rounds of 5-inch 38 caliber projectiles at Viet Cong positions, emplacements, and bunkers. On 21 April, McCaffery arrived at Subic Bay, Philippines for repair and maintenance. All four 5-inch gun barrels were replaced because of the wear from the extensive shore bombardment. The crew repaired damage to various parts of the ship that was the result of the repeated shock from the main battery gunfire. Electrical fittings were re-wired, and bulkhead seams welded as part of the general overhaul.



USS McCaffery DD/DDE- 860

Shipmates Association

C/O James Bell, Editor

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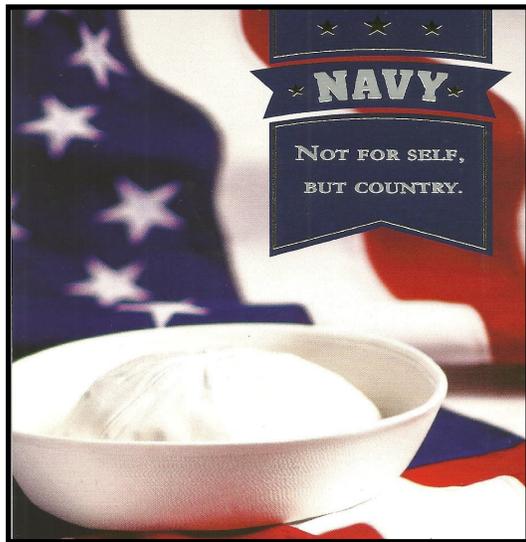
Hernando Fl 34442



Confidential crisis chat at VeteransCrisisLine.net
or text to **838255**

If you have Email service and receive this N/L by US mail, please consider Email only.

This would greatly reduce the cost of printing and mailing. Notify Nick Donatiello at NDonatiello@donatiello.net



USS McCaffery, Docked in the Red Sea at Christmas time, 1965.
Note the 5 inch Candy Canes.
Provided by Stan Abercrombie 65-67 QM3.