

USS McCaffery DD/DDE- 860

Shipmates Association

C/O James Bell, Editor

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Winter Sea Fog - U.S. Coast Guard Barque "EAGLE", New London Ct. - Photo by Patricia Parker (Bell)



USS MC CAFFERY DD/DDE-860

SHIPMATES ASSOCIATION Winter 2020



From The Editor: Hello shipmates, spouse's and friends of the McCaffery. Welcome back, Hope you all are weathering the virus impact to us and our great country. 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. **Happy New Year**

Our upcoming year, 2021 should show improvement from the past year with vaccines becoming available. Get yours as soon as possible. Respectfully, James Bell - Editor

Presidents Message:

Hello Shipmates,

I hope that you are all well and safe, and enjoying the New Year. Last year was a tough year, so I hope that you are all being safe by wearing masks, washing your hands, and observing social distance. I have a personal reason for saying that. I want as many of you as possible to attend our next reunion in association with the Tin Can Sailor Association in Baltimore in the Fall of 2021. When TCS announces the details, we will let all of you know, probably late Spring. For starters, we will be in a hotel in or near the Inner Harbor, where attractions include a world-class Aquarium, the USS Constellation, an 1854 sloop of war, Fort McHenry of Star Spangled Banner fame, delicious Maryland crab cakes, and of course, Natty Boh beer. We will be holding our reunion in association with TCS because time, age, and frailty have reduced our numbers such that we no longer can arrange our own reunions. On the positive side, TCS runs excellent reunions, and if they can do all the hard work such as arranging tours, hotels, etc., I am all for that. FYI, the following year will be in San Antonio, to replace the reunion cancelled because of the Covid 19 pandemic. (So far our Association will keep with our every other year reunion schedule, but that certainly does not prevent anyone from attending a reunion every year with the TCS.) And, if like me you are hunkered down waiting for my turn to get the vaccine, this is a good opportunity for you to catch up some good Navy reading. If there is anyone out there who has not yet read James Hornefischer's Last Stand of the Tin Can Sailors, do so. You can get it from your local library or in softcopy from Amazon. The valor, courage and bravery of our destroyer shipmates in that WWII Pacific naval battle gives all of us even more reason to be proud that we are Destroyermen. Other excellent DD novels include The Cruel Sea, HMS Ulysses, and the Good Shepherd, which may help you endure lockdown without too bad a case of cabin fever. So, be well and stay safe, and I am looking forward to seeing you all in Baltimore.



Fair Winds and Following Seas,

Doug Hackett

President, USS McCaffery Shipmates Association

It's a Warship, Not an iPhone: USN Reverting Back to Mechanical Controls.

The United States Navy announced that it will begin to revert its destroyers back to mechanical controls, including a physical throttle and traditional helm control system; and away from the more modern touchscreen systems that had been increasingly used throughout the fleet. This change in controls will take place over the next 18 to 24 months.

It comes after reviews of the August 2017 fatal collision of the USS John S. McCain (DDG-56) and the Liberian-flagged chemical tanker Alnic MC off the coasts of Singapore and Malaysia.

A National Transportation Safety Board (NTSB) investigation concluded that a lack of Navy oversight and training were the primary causes of the collision, which killed 10 sailors. **“A lack of effective operational oversight of the destroyer by the U.S. Navy, which resulted in insufficient training and inadequate bridge operating procedures,” was how the investigation was summed up.**

Those findings were a break from the U.S. Navy's own assessment, which placed the blame for the early morning collision on the ship's command.

Peter Suciu / Aug 16, 2019 /Clearance Jobs



Dry Dock --Shanghai China, 1946

Note from Cleve Parker (facebook post):

My Dad, Charles C. "Chuck" Parker was a Fire Controlman on the McCaffery at the time. He used to tell the story of helping a drunken shipmate back to the ship after a rousing liberty. He was sober himself but the other sailor staggered and knocked him off the gangway into the harbor below. He said the water was so polluted that it took him two weeks of showers to really feel clean again.



Navy will decommission, scrap USS Bonhomme Richard, the warship that burned for days off San Diego this summer. The Navy cited extensive damage that would cost over \$3 billion, including structural, electrical and mechanical repairs that would take five to seven years to complete. (USA Today.)

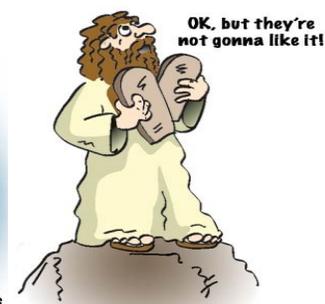
Ships Store: USS McCAFFERY MERCHANDISE :

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

Some humor for the New Year 2021



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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.

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

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	Liles, Charles L.	61-64	ET2
Ashforth ,Donald A.	54-56	MM2	Mezzatesta, Tom	60-63	DKSN
Blankinship, Roy E.	1967	MM3	Stockwell, Glenn	72-73	OSC
Catanzaro Mario F.	50-53	SN	Trepanier, Wayne K.	1952	CSSN
Donatiello, Nicholas E.	57-59	YN2	From Donna Ellickson in Memory of Wayne Trepanier		
Flynn , Eugene P.	56-58	BMSN			
Kettler Kenneth F.	55-56	FT3	Rogers JR, William H.	62-63	DK3

Shipmate Comment's::

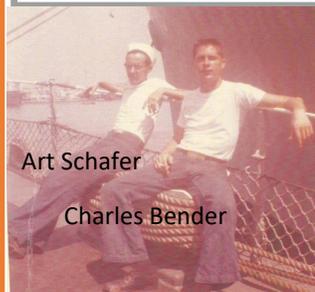
Ashforth, Donald A. 54-56 —MM2

"Hi Brother Shipmates, I enjoy reading the Newsletter, please accept my donation.

I was aboard during the Korean War and was assigned to the aft Engine room as MM2. I don't own a computer nor do I have G.mail. I am 87 years old and Praise the "Lord" each and every day. Just remember at our age time is short and the only way to heaven is to except "JESUS" as your personal savior. "HE" Says I will never leave you or for sake you." "God" Bless You all. Don Ashforth .

Kettler, Kenneth 55-57—FT 3

"Fair winds and a calm sea for the New Year. Say Hi to Jerry Rose for me."



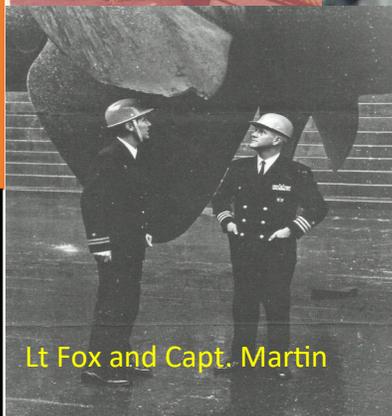
Art Schafer
Charles Bender



Bob Serano Gitmo 1962 ??



Engine room
Crew Members 1952



Lt Fox and Capt. Martin



Durrance—Thompson 1967



Ron Trippett—61-63 QMSN



Last of the Gearing class.

USS Timmerman (DD-828/EDD-828/AG-152) was a Gearing class destroyer in service with the United States Navy from 1952 to 1956. She was an experimental design and was scrapped in 1959. —.

Propulsion::100,000 shp ; 1 (port) General Electric Turbine
2,000psi/1,050 °F, 1 (starboard) Westinghouse turbine 875psi/1,050

°F , 2 screws Est. 40–43 knots , 46–49 mph. Vs other Gearing class ships: Propulsion: 2 shaft; General Electric steam turbines; 4 boilers; 60,000 shp, Speed: 36.8 knots , 42.3 mph) (Wikipedia)

The port side (Aft fire & engine room) was built by General Electric. It had two single-furnace 2,000 psi high-pressure boilers followed by a typical Gearing class line-up behind it; a single steam turbine and reduction gear-box attached to a shaft with 4-bladed propeller. The starboard side (Fwd fire & engine room) was built by Westinghouse. It had a pair of 875psi, 1,050°F automated boilers making steam for three (low pressure, cruising, and maximum pressure) steam turbines. All three were linked to a common reduction gearbox that turned a unique high-revolution (1,800rpm) shaft that ran for 72' down the ship. It terminated at a second reduction gear-box that turned a stub shaft of typical Gearing design, passing through hull packing out to it's 4-bladed propeller. (The high-pressure boiler used on USS Timmerman's port side was later adapted into a standardized design for use aboard the Mitscher class destroyers.)

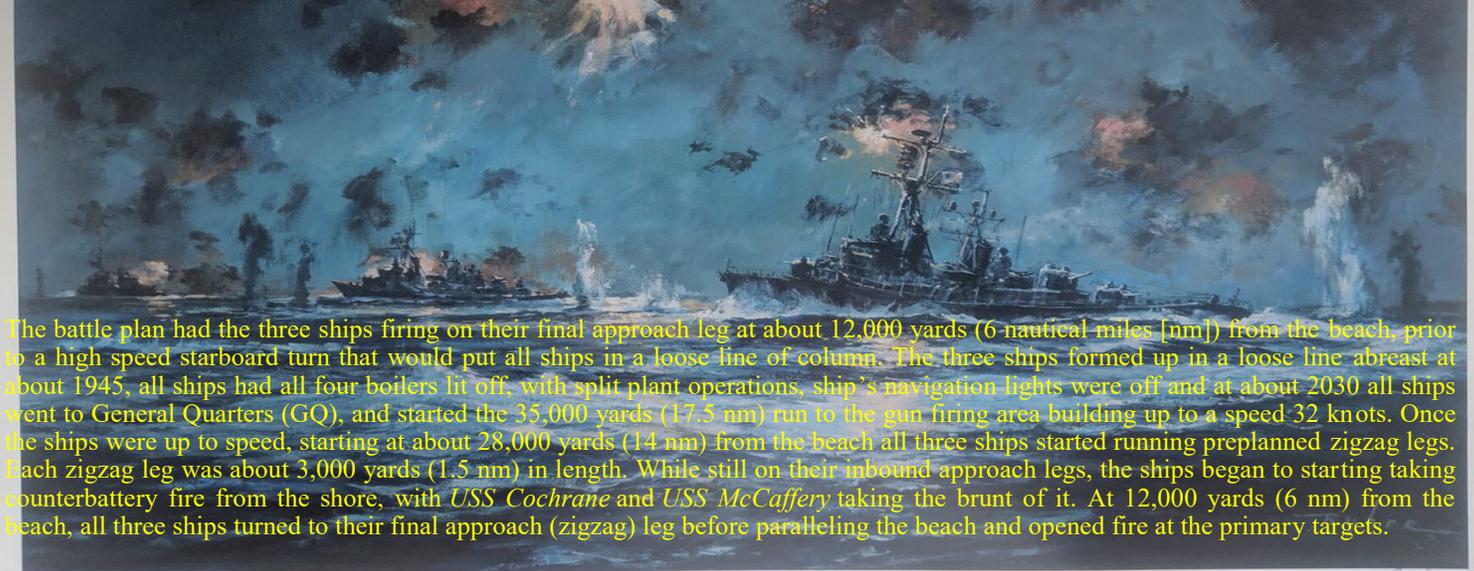
USS Timmerman's electrical system was 400Hz 1,000vAC, compared to the normal 60Hz 450vAC. A new light-weight design of generators was installed, producing 650KW. The destroyer's wiring used new insulation materials which reduced their weight by 55% compared to WWII systems.

The actual hull of USS Timmerman differed from the rest of the WWII Gearing class. The height from the keel of USS Timmerman to the peak of the bow was 2' taller, to cope with the ship's expected higher speeds. The heightened bow was faired into the existing Gearing hull design, which required moving the forward 5" turret back seven feet. It also disturbed the normal anchor chain handling layout. USS Timmerman was completed with two lightweight Danforth anchors, recessed into the hull sides, instead of the Gearing class's normal 4,000 lbs stockless bower design of WWII.

The main guns were three twin Mk32 5" guns, the same as any other Gearing class. This was unquestionably the best 5" gun of WWII, highly effective in both the surface combat and AA roles. The primary AA weapons were Mk2 (twin) / Mk4 (quad) 40mm guns. Compared to a normal Gearing, USS Timmerman had one less Mk4 installation as a second small boat replaced a mount on the starboard side. (From Public sources)

Liberty -There was only one liberty I did not like, that was Friday night off and (having) to be on the ship over the weekend. Anytime off the ship was alright with me, so come Friday off I'd go on the base for fun. Now on the base, we could wear our work dungarees. I would meet some buds and we would get some beers and just kick back. So here it is Saturday morning about 3 a.m., and I walk up the gangway report back on the Mac. Now during my absence there was some moving of the ships along the dock. I went down into 1st Division, kept my clothes on because I knew in four hours it would be time to turn and burn. Reveille, and I was up and off a quick cup of coffee and some water in my face and I was up on the focsle with the rest of 1st Division when I hear my name and I answer, "Here." Everyone around turns around to look at me, when I hear my name again; that's when I realized I was on the wrong ship and my name was being called out from the next ship over. "Here," I yelled at the top of my lungs and rushed down the port side of the USS Ault and ran over to the Mac, saluted the ensign and OOD, and explained how I was on the next ship because I didn't know they moved during the evening. Luckily it was Mr. Link and he let me slide on this one. Yeah, I heard about it the rest of the day. Escobedo, James T. 66-67 SN

On 11 January 1973, another combat action occurred involving *USS Cochrane (DDG 21)*, *USS McCaffery (DD 860)*, and *USS Turner Joy (DD 951)* near Vinh, North Vietnam, about 100 miles north of the DMZ. This action, which came to be called "The Battle of Brandon Bay," was for the three destroyers making up Task Unit 71.1.1, to conduct a coordinated strike from seaward at high speed, with a large number of Air Force B-52s dropping about 900 tons of bombs, followed by an attack from Air Force and Navy fighter-bombers. The goal of the attack was to hit North Vietnamese Army (NVA) troop staging areas



The battle plan had the three ships firing on their final approach leg at about 12,000 yards (6 nautical miles [nm]) from the beach, prior to a high speed starboard turn that would put all ships in a loose line of column. The three ships formed up in a loose line abreast at about 1945, all ships had all four boilers lit off, with split plant operations, ship's navigation lights were off and at about 2030 all ships went to General Quarters (GQ), and started the 35,000 yards (17.5 nm) run to the gun firing area building up to a speed 32 knots. Once the ships were up to speed, starting at about 28,000 yards (14 nm) from the beach all three ships started running preplanned zigzag legs. Each zigzag leg was about 3,000 yards (1.5 nm) in length. While still on their inbound approach legs, the ships began to starting taking counterbattery fire from the shore, with *USS Cochrane* and *USS McCaffery* taking the brunt of it. At 12,000 yards (6 nm) from the beach, all three ships turned to their final approach (zigzag) leg before paralleling the beach and opened fire at the primary targets.

THE BATTLE OF BRANDON BAY

Dale Butler #15

“ Striking Eight Bells: A Vietnam Memoir. - Published by George Trowbridge

From Comments,: Thomas Bartels ETRSN (On Board 70-73 }

“I was operating the ECM in McCaffery DD 860 that night.”

Shipmate Taps list 2020 :

Atchison, Terry L.	71-72	STG3	(5-8-20)
Drew, Duane D.	51-53	SA	(7 - 20)
Fahsbender, Thomas F.	56-59	MMC	(5-8-20)
Grow, Stewart A.	70-72	EM1	(9-21-20)
Hamilton, Richard G.	53-55	EM3	(3-28-20)
Holmes, Gerald G.	49-52	EM2	(10-6-20)
Jordan, Robert J.	65-69	GMG2	(2 -27 - 20)
Koontz, Jerry N.	49-50	GM2	(5-11-20)
Lomas, Gary D.	51-54	IC3	(6-26-20)
Moore, Bobby R.	72-73	MMC	(2-25-20)
Overman, George R.	49-50	SOG2	(7-29-20)
Passineau, Robert J.	65-67	SM3	(1-6-20)
Riggan, Theodore	63-65	SN	(1-23-20)
Trepanier, Wayne K.	1952	CSSN	(6-24-2019)

Sailor's Rest

When my sailing days are over,
And I sail the seas no more,
I shall build myself a refuge
By the ocean's murmuring shore.
As I watch the foaming breakers
When the tide comes rushing in,
I will contemplate my lifetime
With its virtues and its sins.

Where the azure of the heavens
Meets the undulating blue,
Where the sweeping, soaring seagull
Flies its endless quest for food.
It is there that I would rest,
When my work on earth is done,
At the endless blue horizon
'Neath the crimson, setting sun.

D R. Block