



USS MC CAFFERY DD/DDE 860 SHIPMATES ASSOCIATION WINTER 2016 N/L

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PRESIDENTS MESSAGE

Hello all,

In less than a year from now we will gather in Chattanooga, TN for our next USS McCaffery Shipmates Association reunion. It is planned for October of 2016, and is being set up by George Cromie, assisted by Ron Trippett. Put the date on your calendar, and plan to be there. It promises to be a very good time, with many interesting things to do and see. We will have an excellent hotel, our usual banquet, local tours and a river boat cruise.

One shipmate asked me why Chattanooga for a Navy ship reunion? The answer is why not? The site for a reunion is decided by several factors, such as have we been there before? Is anyone willing to set it up? (That person has a VERY large vote in determining the location!) George Cromie volunteered to set up this reunion, and there are many attractions in the area that make having the reunion in Chattanooga a great location.

Chattanooga is historically important in the Civil War, and the Union Navy played a supporting role there. If you like reading American history, I recommend Jeff Shaara's Civil War historical novel The Smoke at Dawn, set in 1863 when Union forces under Grant, Sherman and Thomas fought Confederate forces under Bragg, Longstreet, and Hardee at Chattanooga, Lookout Mountain and Missionary Ridge.

Union forces used pontoon boats and rafts to cross the Tennessee River, supported by the Union Navy steam gunboat USS Dunbar. Civil War historians such as Bruce Catton (This Hallowed Ground) and James McPherson (Battle Cry of Freedom) include descriptions of the Civil War battles at Chattanooga in their histories. Jeff Shaara's father Robert Shaara wrote Killer Angels, from which the movie "Gettysburg" was made, and Jeff Shaara wrote a prequel (Gods and Generals) and a sequel (Last Full Measure) to his father's book, as well as four excellent Civil War historical novels.

So, with less than a year to go before our reunion, we all have time to read up on Chattanooga. I am very much looking forward to our reunion. My first Commanding Officer on the McCaffery, CDR Bob Fisher, says that he is planning to attend. Sounds good to me!

Best wishes, and see you there.

Doug

Sumner-Gearing Class Destroyers

By Robert F. Sumrall

The US Navy's most advanced destroyers of World War II—ships that like the McCaffery that had the war continued, would have been in the forefront during battles vs. suicide planes in an assault on Japan—were the 2,200-tonners of the [Allen M. Sumner](#) and [Gearing classes](#). Their design characteristics were particularly forward-looking, anticipating the deployment of radar and the availability of increased firepower that only a dual-purpose 5-inch/38 caliber gun in a twin mount could provide.

Even before construction of the preceding [Fletcher class](#) commenced, the Navy was considering a design that could accommodate such increased armament. Impetus for the new design appeared in 1940, when a report on [Gleaves'](#) sea trials called for reduced silhouette and top weight forward in future construction, e.g., “by substituting a twin 5-inch mount on the forecastle in lieu of the two forward single 5-inch mounts.”

There followed a reassessment of the “distribution of the total weight of the armament, as between torpedoes, 5-inch guns, depth charges, and close-in AA defense . . . to disperse the risks of damage and minimize the ill effects of any single hit and gain maximum sectors of effective fire.” In September 1941, with the first *Fletchers* already laid down, six new designs were proposed utilizing the same 2,100-ton displacement. Bureau of Ships' recommendation looked ahead to future “improvements in antiaircraft fire which the introduction of radar promises.

If air targets can be brought under effective fire by 5-inch guns early, the provision of four such guns on the forecastle becomes increasingly attractive.” 168 [Allen M. Sumners](#) and [Gearings](#) were delivered, the last one in 1952. In early 1942, conferences held under Chief of Naval

Operations Adm. Ernest J. King affirmed that forward firepower was “by all means the most desirable main battery for a destroyer of this size” with the No. 3 5-inch mount capable of firing directly forward over the mast at long range. This concept, which the basic ten-tube *Fletcher* design could accommodate with only slight increases in beam and displacement, became the [DD 692 class](#)—the *Allen M. Sumners*—and its extended-hull variant, the [DD 710 class](#)—the *Gearings*.

Collectively, these were known as 2,200-tonners, with the two classes initially differentiated as “short hulls” and “long hulls.” The pace of US destroyer construction peaked in 1944 and early 1945 with the *Allen M. Sumner*-class 2,200-tonners. The 40 *Sumners* delivered through September 1944 were launched an average of 144 days after keel laying and commissioned after an average of 88 days more, or 232 days total—less than 2/3 the elapsed time for the average [Fletcher](#).

As the end of the war approached, construction slowed so that the corresponding averages through the end of World War II relaxed to 167, 97 and 264 days respectively. The final seven *Gearings* were commissioned after 1946. In 1943, selected yards began changing over production from *Fletchers* to *Sumners*; likewise in 1944, *Sumners* were superseded on the ways by *Gearings*. By VJ Day, exactly 100 ships of these new classes—55 *Sumners* and 45 *Gearings*—plus an additional 12 [Robert H. Smith-class light minelayers](#), had been placed in commission. Eventually, 168 2,200-tonners were completed. All their keels were laid by the end of 1945 and all those that were not broken up on the ways were launched by mid-1946. All except seven ships were delivered by the end of 1946. The last *Gearing* was not placed into commission until 1952.

USS McCaffery 2016 Reunion Itinerary

October 17, 2016 through October 20, 2016

Monday, October 17, 2016 Check in Main Lobby Chattanooga Choo-Choo Hotel
Monday Evening-Hospitality Suite
Guest Speaker Retired Naval Captain Mickey McCamish

Your Hospitality Suite will be opened daily from 8 A.M. to 10 P.M.
Each morning we will be providing coffee, juice, pastry and bagels
During the day we will be providing snacks, soft drinks, water, beer and wine

Tuesday, October 18, 2016, we will be offering two bus tours
Half-day bus tours \$ TBD/person Full day bus tours \$ TBD/person
Tour Civil War and Chattanooga historical sites
The Choo-Choo
Chickamauga & Chattanooga National Military Park
Point Park \$ TBD Admission
National Cemetery
Chickamauga Battlefield
Bluff View Art District
Tivoli Theatre

Wednesday, October 19, 2016 The Southern Belle Fall leaf cruise & buffet
A three hour cruise of the Tennessee River gorge, live entertainment, free
bingo, prizes and a delicious buffet for lunch.
Cost \$ TBD/person. Departs 11 AM

Thursday, October 20, 2016 Annual Meeting
Free day
Thursday Evening: Banquet (create your own buffet) \$ TBD/person

Special Arrangements

Special reunion hotel price of \$ 92.40 plus tax per night, Monday thru Friday
Free Daily Parking at Choo-Choo
Free Airport Shuttle to Chattanooga Airport
Free Shuttle to Downtown Chattanooga Every 5 minutes (8 AM-10 PM)
Free Golf Carts Provided as Needed
Event pricing to be determined and sent with reservation form N/L

Historic Train Station Converted into Victorian-Style Hotel



We will be staying at the Chattanooga Choo Choo hotel for our reunion. Built in 1908, Chattanooga's Terminal Station served for decades as the city's grand first impression, welcoming visitors with a soaring central dome adorned with brass chandeliers. Over the years, the station welcomed the likes of Woodrow Wilson and Franklin Roosevelt. After closing in the 1970s, the depot was eventually transformed into the Chattanooga Choo Choo Hotel. Now listed on the National Register of Historic Places, the hotel has a marble-clad lobby under the old dome and retail shops in the gardens along the former rail concourse. A 19th-century steam locomotive is on display in the rail yard. There's also onsite restaurants and bars, as well as a Victorian lounge flush with premium spirits and locally hand-crafted micro brews.

Converted train cars that once whisked wealthy passengers across the country now make up some of the hotel's accommodations. These train-car rooms come with Victorian-style furnishings. Spacious standard rooms, on the other hand, feature contemporary decor.

To explore other sights around Chattanooga, hop aboard the electric shuttle just across from the lobby; rides are complimentary and drops off guests near Tennessee Aquarium, which is also close to downtown shops and attractions.

Set along the Tennessee-Georgia border, Chattanooga became a boomtown with the arrival of a major railroad in the late 19th century.

The surrounding mountains and ridges made for a scenic backdrop for train passengers coming into the city. But they also proved problematic, trapping in industrial pollutants and creating what the Environmental Protection Agency declared to be the nation's dirtiest air in 1969. Today, the city has scrubbed away its industrial-era grime and adopted greener practices: public parks, riverfront walkways, and a downtown electric shuttle, to name a few. Waterfront Coolidge Park is a popular downtown hangout where kids can hop on a century-old carousel and enjoy acres of open green space. During the summer, visitors can come here for concerts, festivals, and outdoor movie screenings.

Another point of interest is Chattanooga's Walnut Street Bridge, one of the world's longest pedestrian bridges. Its wrought-iron trusses stretch across the Tennessee River, which bisects the city's downtown. From here, you can take a scenic stroll toward other downtown attractions, such as the Tennessee Aquarium and the Hunter Museum of American Art.

Picked by the New York Times as 1 of 45 Places to Go in 2012, Chattanooga has seen a resurgence of arts and culture in recent years. It now hosts a number of annual art and music festivals and features several up-and-coming art districts filled with independent boutiques and galleries. Head to the Bluff View Art District for some spectacular views. In addition to galleries filled with works by nationally recognized artists.

The Southern Belle River Boat



During This Three Hour Cruise We'll Travel Down To The River Gorge Or More Commonly Known As The "Grand Canyon Of The South"! There Will Be Live Music, Live Narration, Bingo For Gift Shop Items, & A Scrumptious Lunch! Our One Time Through Buffet Style Lunch Features Roast Beef & Rotisserie Chicken, Baby Red Potatoes, Mixed Vegetables, A Salad, Yeast Rolls, Dessert, Sweet Tea & Coffee!

This 450 Passenger Excursion Vessel Was Built In 1985 At Serodino Shipyard In Hales Bar, Tennessee To Operate On The Tennessee River In-And-Around The Chattanooga Area. She Is An Interesting Meld Of Two Kinds Of American Steamboats. Her Design Is Based Upon The Eastern River & Bay Boats But Is Adapted For The Tennessee River With Some Details That Were

Common On The Rivers But Were Not Used In The East. An Example Is The Landing Stage (Or The Gangplank) Which Is A Necessity On Rivers Where Boats Often Land Places Where No Dock Facilities Exist, So She Will Be Able To Serve Many Places & Can Safely Deliver Her Passengers At Any Point For Special Events. Nestled Between The Oligati & Market Street Bridges The Southern Belle Cruises Daily & Offers Sightseeing & Lunch With Live Narration & Pilot House Tours Or Sunset & Dinner Cruises Nightly Providing Music, Dancing, & A Delicious Dinner To Please Every Palate. She Cruises The Beautiful & Historic Tennessee River To Serve Visitors, Area Residents, & Group Functions Ranging From Weddings To Conventions. This Is An Experience You Won't Want To Miss, Don't Miss The Boat.

WELCOME ABOARD

We continue to add new shipmates to our association thanks to the efforts of Lee Hendrickson and Bob Biegen. If any of the

shipmates listed served along with you, and you would like to contact them, let me know. No need to wait until the next reunion to say hello.

LAST NAME	FIRST NAME	RATE	YEARS
Teja	Shariff	HM*	
Hylan	Fred L	CS3	62-63

*Honoray Member

LAST NAME	FIRST NAME	RATE	YEARS
Bogstad	Joseph W	LT	71-73
Ashburn	Robert W	ENS	72-73

CONTRIBUTIONS TO THE NEWSLETTER

Listed below are the shipmates who have contributed to the publication of the newsletter since the last issue. We appreciate their support, as well as yours, and will work hard to provide you a newsletter that you will enjoy reading. To that end, we encourage emails and phone calls on what has been taking place in your life. Remember, names make news.

Contributions for the newsletter should be sent to Rich Kuroski (address is on the first page). Make check payable to USS McCaffery. It is through your generous contributions that allow us to keep publishing the newsletter.

LAST NAME	FIRST NAME	YEARS	RATE
Bayrd	Dr. Gary	1972	PN2
Boyce	Arthur R.	46-48	SN
DeCelle	John E.	57-59	SN
Despathy	Ralph R.	58-61	SFP2
Hackett	Douglas M.	61-63	LTjg
Hollinger	Barry L.	68-72	HT3
Lavallee	Paul A.	61-64	IC3
Maslak	Bill	46-47	GMSN
May	John W.	51-54	CS2
Nebel	Kenneth E.	69-72	LT
Raymond	Robert W.	60-63	LTjg
Rose	Clifford M.	61-64	IC3
Scheppers	August E.	65-66	RD3
Schumacher	Jon L.	60-61	LTjg

TAPS

Our thoughts and prayers go out to the families of our departed shipmates. If you know of a shipmate who is hospitalized or deceased, please notify Doug Hackett so he can respond on behalf of the Association in an appropriate manner. The

following list are those for whom we have been notified about their passing since our last issue. We publish the names when we receive them and verify their passing as best we can. If we have erred in any way, please let us know.

LAST NAME	FIRST NAME	RATE	YEARS	LAST NAME	FIRST NAME	RATE	YEARS
Barkley	Terrill S.	ETR2	63-66	Chatelain	George A.	FC1	1945
Coveyou	John W.	SN1	45-46	Schadt	John R.	BT3	59-61
Farris	Wayne R.	QM2	53-57	Peterson	Carl J.	LTjg	59-61
Hastie	Keith	LCDR	68-70	Reimer	Thomas	FN	48-50
Henderson Sr	James J.	SN	55-59	Taylor	Olin J.	GMG1	62-68
Jansen	Peter J.	MM3	54-57	Bauer	Robert	CAPT	51-53
Jordan	Watt W.	CDR	67-69	Davis	Emmett R.	SN	47-49
Maurer	Richard C.	LCDR	61-63	Ketterson	Tim	FTGS	1964
Pilling	Leon	TM2	49-53	Norris	Gilmer L.	RM2	63-64
Riggert	John P.	SOG2	61-64	Ballew	Ernest M.	CS2	61-63
Rosa JR	Angelo	S1C	1945	Stoker	Teddy D.	BT3	71-73
Shannon	James	MMC8	72-73	McMahon	Monty E.	SOSN	52-53
Stoffregen	Max	FC2	45-46	Soper	Paul D.	SA	1958
Wright	David B.	RM3	54-56				

USS MC CAFFERY DD/DDE 860 SEA STORIES

The following sea stories are provided courtesy of Bill Maslak. Bill has been collecting these and other stories from fellow shipmates for quite some time. It is now our turn to share them with you. If you have your own stories, from your time on the Mac, we would be pleased to publish them in future issues of the newsletter. Some ideas to think about are, "Best liberty port", "Navy Chow", "Rough weather", "Best memory". Nothing fancy, just a paragraph or two.

The first story, "Fire When Ready", is from Bill Waits, SN 1946-1949.

"As of date and time, I just don't remember. It's been over 50 years. We were at General Quarters. My station was the central repair party, duty was electrician. The reason we were at general quarters was to film foil bursts from the forward 5"/38s. A camera was located up on the bow. We got a call that the camera was not working. My job was to check it out. The power plug had pulled out of the extension cord. I reconnected it and headed for the hatch under the #2 gun mount. Found it impossible to enter. Each time I opened a dog, someone on the inside would

close it. I looked up and the #2 was elevating the guns. Too late to run! I hunkered down, put my fingers in my ears as they fired a salvo. It was like a sheet of flame, scared the hell out of me. Kinda loud also. To hell with "down port – up starboard". I hauled ass down starboard to the midship passageway and safety."

The second story, "Dumped In The Drink", is from Charles Crayne, S2 1946.

"On 23 May 1946 while McCaffery was moored in Shanghai the motor whaleboat was off the port beam waiting for the Captain. We were circling when the LCM 137 hit us in the stern throwing seaman Meyers overboard taking the Colors and the safety rail with him. I was the bowman at the time and took over as coxswain. We picked Myers up. Still had the rail until we pulled him on board. We took him back to sick bay. He was in shock. They made me coxswain to replace Meyers. The rail was not replaced until we returned to Pearl Harbor. I cannot remember who was the engineer at that time."



**The Crew of the USS McCaffery DD/DDE-860
September 2014 Reunion
Mystic, Connecticut**



Winter 2016
USS McCaffery Association Newsletter
C/O Rich Kuroski Editor
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Pittsburgh, PA 15206

RETURN SERVICE REQUESTED

USS McCaffery Ship Store

Ron Trippett has the following McCaffery merchandise for sale in the ships store:

Blue Polo Shirts s-m-l-xl \$20.00, xxl \$24.00, xxxl \$26.00

Women's White Polo Shirts \$22.00

Jackets \$35.00 xxl \$38.00

Caps \$25.00 Belt Buckles \$12.50

Lic Plate Holders \$8.00

Patches \$5.50 each/two for \$10.00

Coffee Cups \$8.50

T-Shirts \$6.50 xxl \$8.00

USS McCaffery Shoulder Arm Patches \$2.50.

Ron's address and email are on the front page