

USS McCaffery DD/DDE- 860

Shipmates Association

C/O James Bell, Editor

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Confidential crisis chat at VeteransCrisisLine.net
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This would greatly reduce the cost of printing and mailing. Notify Nick Donatiello at **NDonatiello@donatiello.net**

Welcome Aboard,

Naval history is full of significant and interesting events. This brief history of what has transpired in the past and relate them to how these events have shaped the U.S. Navy today.

USS McCaffery (DD/DDE 860), a Gearing-class destroyer was commissioned on 26 July 1945, with CDR Benjamin Ballard Cheatham in command. During its activity, she carried a complement of 336 officers and enlisted on board and she operated with the 7th Fleet in support of United Nations Forces during the Korean War, alternated operations along the east coast and in the Caribbean with the 2nd Fleet with deployments to the Mediterranean with the 6th Fleet, underwent an extensive Fleet Rehabilitation and Modernization (FRAM) overhaul at the New York Naval Shipyard in 1961, participated in quarantine operations during the Cuban Missile Crisis in 1962, acted as communications relay ship for the Mercury space shot in May 1963, participated in the recovery missions for the Gemini IX and Gemini XII missions, and participated in Sea Dragon and Market Time operations, patrolled on search and rescue duties and carried out naval gunfire support missions during the Vietnam War. USS McCaffery served her country for 28 years, 2 months and 4 days of active, until decommissioned on 30 September 1973. She received two battle stars for Korean service.

Happy 76th Birthday, USS McCaffery!

USS MC CAFFERY DD/DDE-860

SHIPMATES ASSOCIATION FALL 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 :

Shipmates:

With regret, We have cancelled our plans for our McCaffery reunion in Washington DC this November. In light of recent news about Delta Covid variant and the way that hospitals are becoming overwhelmed, I was very concerned about getting together. Medical experts predict that it will get worse before it gets better, and I cannot in good conscience risk the health and lives of our shipmates.

The Association is very grateful for Ron Trippett's initiative and efforts to arrange a reunion, and we will all miss the fellowship of our shipmates. However, I feel strongly that we should cancel the reunion for November, and postpone our getting together until it is safer and healthier to do so. When this health emergency subsides, perhaps we can look forward to being part of the Tin Can Sailor Association reunion in Houston TX September 2022. In the meantime, stay healthy, and be safe.

Best, Doug Hackett, President, USS McCaffery Shipmates Association



Marriott Courtyard Alexandra Old Town /Southwest in Alexandra VA.

If you have made a reservation for the cancelled reunion, don't forget to call for room cancellation.
(703) 329-2323

Names for Navy ships traditionally have been chosen and announced by the Secretary of the Navy, under the direction of the President and in accordance with rules prescribed by Congress. Rules for giving certain types of names to certain types of Navy ships have evolved over time. There have been exceptions to the Navy's ship-naming rules, particularly for the purpose of naming a ship for a person when the rule for that type of ship would have called for it to be named for something else. Some observers have perceived a breakdown in, or corruption of, the rules for naming Navy ships. **January 1, 2021, A commission was established regarding the removal and renaming of certain assets of the Department of Defense (including ships) that commemorate the Confederate States of America or any person who served voluntarily with the Confederate States of America.**

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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

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

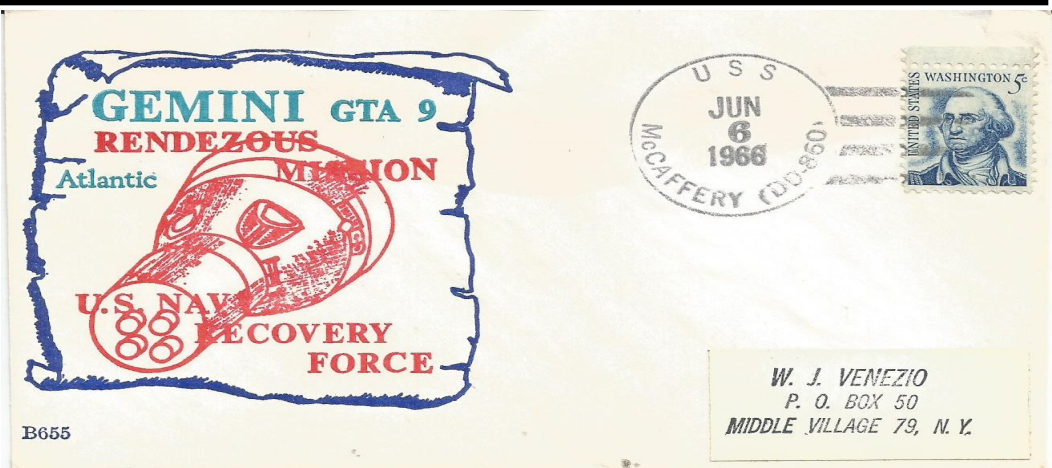
Listed below are the shipmates that have contributed to the publication of the newsletter. Your continued generous support is needed and greatly appreciated. When sending checks, **please make payable to James Bell** with McCaffery Association on the memo line.

Name	Year	Rank/Rate	Lavallee Paul A.	61-64	IC3
Bayrd Dr Garrett	1972	PN2	May, John W.	51-54	CS2
Briner Robert R.	71-72	CAPT	Shaw William J.	59-62	RM3
Catanzaro Mario F.	50-53	SN	Sikula, Carl W.	72-73	BM3
Cernava, John M.	65-67	RM2	Steiner, Patrick R.	61-64	ET2
Despathy, Ralph R.	58-61	SFP2	You too can help. !!!!		
Hackett Douglas M.	61-63	LTjg	Special thanks to Dr. Bayrd for the generous contribution.		
Lammey, William J.	60-61	BM2			

Posted by Bruce Biddinger on the "US Navy Gearing Class Destroyers" website.

On this day in (Navy) Vietnam War history - July 31, 1967

Arriving on station in the I Corps region of South Vietnam, the USS MCCAFFERY DD860 relieves the USS BIGELOW DD942 from her Operation SEA DRAGON commitment. Upon arriving, she engages 3 CD Sites and will expend a total of 14 rounds of High Explosive (HE) and another 6 rounds of WP ammunition.



The McCaffery supported the U.S. Space Program between 16 May 1966 through 6 June 1966, McCaffery steamed in the NASA Gemini 9A spacecraft recovery area as a member of the U.S. Navy Recovery Force. The Gemini 9A spacecraft crew included Astronauts Tom Stafford and Gene Cernan. They lifted off on 3 June 1966 and splashed down in the Western Atlantic on 6 June 1966. This Postal Cover was issued by McCaffery on the date of the recovery

More Shipmate Comments:

I would like to propose this document as some clarification for the article by Michael Henken. I guess I am just a bad “woe is to be me” kind of a person. Do or do not do with it as you see fit.

Best regards, Ens. Michael C. Pohl USNR

To: Henken, Michael A.

RE: 66-68 SN

“I cannot comment on the period of time during which you served, but I can assure you that it changed drastically after your service. I graduated from college in 1971 and volunteered to serve, primarily as a result of the medium Draft Number, which I got in the lottery. I decided to pursue the officer route in order to get access to the GI Bill to continue my education.

The simplest way to earn a commission was to go to Officer Candidate School in Newport, RI. In order to be eligible to attend this school, you were required to make a six-year commitment. It was four years of active duty and two years of active reserves. Now there is a commitment for you! Seeing this as the best option, I willingly made this commitment.

I graduated in November 1971 and went to the mighty Mac as the First Division Officer. All of a sudden, in early 1973, the draft was brought to an end. Now there are recent “volunteers” who still have five years, 11 months, 29 days and a wake-up to go, while their friends who decided to “wait it out”, had no commitment at all. This did wonders for the morale on board the ship!

I guess the moral of the story is that life can be tough. My service did not kill me and I did use my full GI Bill for my advanced degree. It is hard to change the cards you have been dealt, all you can do is to play them the best that you possibly can!” Pohl, Michael C. 71-73 ENS.

Dear Editor,

I wish to share a different perspective than the one expressed by Michael Henken (SN, '66-68) in the recent newsletter. While I too faced difficult choices in the era of the Vietnam conflict, I came through with a much different experience.

I too had graduated from college (1968/Advertising) expecting to be drafted in to the Army, especially having received two Student Deferments. The Navy and Air Force weren't viable commission options at the time. Long story short, I enlisted as a SR in the Reserve “two-by-six” program: one year of drills, two years of active duty, followed by two more years of drills, and finally one year of inactive affiliation.

In December 1969, I reported aboard McCaffery as a non-rated SN and, of course, was assigned to First Division. After a couple of months of chipping, painting and swabbing, the YNC asked if I'd like to work in the Ship's Office and strike for YN. That was not a hard decision.

My experience while on the Mac was certainly different than Michael's. In spite of the fact that I had a college degree, I had a good working relationship with both the officers and my fellow shipmates. In fact, probably only a few even knew I had a college degree. I liked to think that I was accepted for the quality of my work and for being a good shipmate.

Being released from active duty on the day we returned from a Mid-East deployment, I returned the very next day to college for a second degree (Public Relations) and began my contractual Reserve drills. (The drill pay and GI Bill sure helped.) In my fifth year, and having made YN2, the CO of my reserve unit suggested that based on my education and work experience, I should apply for a direct commission as a PAO. I did, and in 1974 was commissioned an Ensign. Thirty-three years later, after serving in a dozen Reserve units in as many locations – traveling at my own expense, I retired as a Captain. During those years, I was fortunate to work for three different companies who valued the experiences I gained while serving in the Navy and often made accommodations for my time away for annual training.

Was everything roses onboard the Mac? Of course not. But if not for the positive experiences – serving with great shipmates and qualified officers, I may not have stayed the course. They helped make me a better man and I'm thankful for the experience.

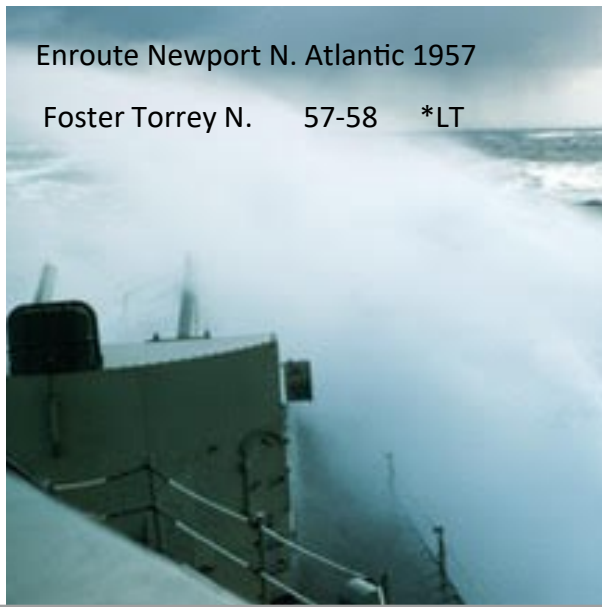
Sincerely,

Don Turk, CAPT (USNR, Ret)

USS McCaffery / YN3

Enroute Newport N. Atlantic 1957

Foster Torrey N. 57-58 *LT



McCaffery liberty Massawa, Eritrea 1957 —Torrey Foster, Deck Officer, our Gunnery Officer, Jacobs, Communications Officer enjoying liberty.



Association donates USS McCaffery cruise books to U.S. Navy Library collection

The USS McCaffery Shipmates Association has added two USS McCaffery cruise books to the collection of the U.S. Navy Library. The books were made available by two members of the association.

The Navy Library now holds seven USS McCaffery cruise books; one of the latest donated books was not previously held by the Navy Library.

The Navy Library has the following USS McCaffery cruise books in its collection: 1950 -51 World Cruise; 1954 Mediterranean Cruise; 1962 Mediterranean Cruise; 1963

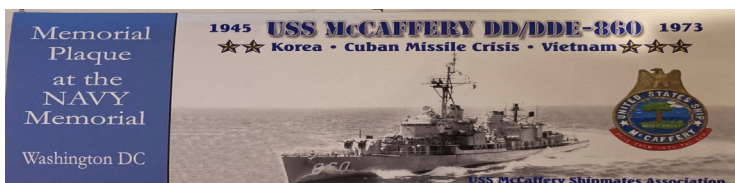
Mediterranean Cruise; 1969 North Atlantic NATO Cruise (NAVSTAFORLANT); 1971 Middle East Cruise (MIDEASTFORLANT); AND 1971 WestPac Cruise (McCaffery's last cruise to Viet Nam before decommissioning.)

The Association also has photo copies of the 1964 LANTMIDTRARON Cruise (Midshipmen Training Cruise); 1965 Middle East Cruise; and 1967 West Pac Cruise. However, the Navy Library cannot accept those copies due to copyright issues

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.



In 1969, ships of North Atlantic Treaty Organisation Standing Naval Force Atlantic steam into Boston harbour, Massachusetts (USA). The leading ship is the U.S. Navy destroyer USS McCaffery (DD-860). The other STANAVFORLANT ships at that time were: the British frigate HMS Dido (F104); the Portugese frigate Almirante Peixeira da Silva (F472); the West German destroyer Hamburg (D181); the Dutch frigate Hr.Ms. Isaac Sweers (F814); the Canadian frigate HMCS Assiniboine (DDE 234).

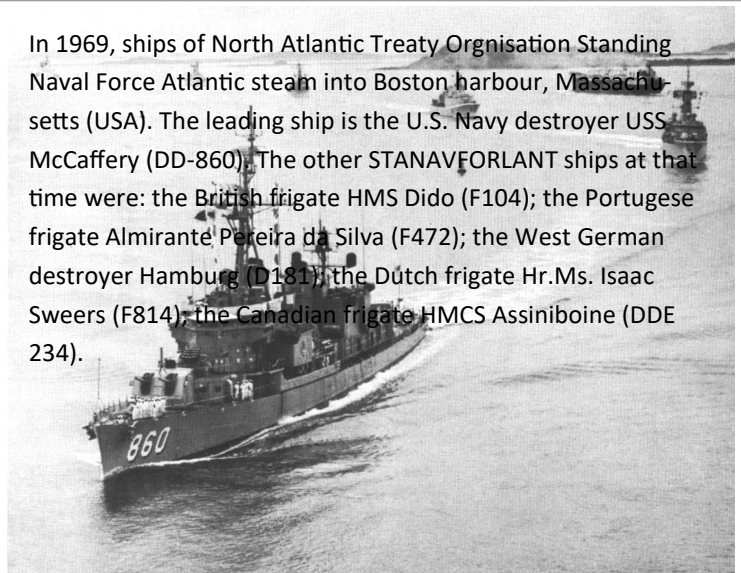




Photo: The aircraft carrier USS Wasp (CVS-18) and the destroyer USS McCaffery (DDE-860) underway at sea, in 1960. Wasp, with assigned Carrier Anti-Submarine Air Group 52 (CVSG-52), was deployed to the Atlantic Ocean from 11 June to 11 August 1960.

26 July

1812 - USS Essex captures the British brig, HMS Leander, off Newfoundland. Engaging British vessels the following week, USS Essex burns the brig, HMS Hero, and captures the ship, Nancy, also off Newfoundland on August 2.

1852 - John P. Kennedy takes office as the 21st Secretary of the Navy, serving until 7 March 1853.

1912 - The first tests of an airborne wireless are conducted near Annapolis, Md. using the Wright (B 1) piloted by Lt. John Rodgers. On one flight, Ensign Charles H. Maddox, who is giving technical assistance to the aviators, sends messages to USS Stringham (TB 19) at a distance of about one and a half miles.

1946 - Joy Bright Hancock is promoted to Captain and is appointed Director of the WAVES, or Women Accepted for Volunteer Emergency Service. She guides WAVES in the later 1940s the early 1950s, a period that also witnesses the Navy's women achieve status as part of the Regular Navy. Capt. Hancock retires from active duty in June 1953 and dies on Aug. 20, 1986.

1948 - President Harry S. Truman signs Executive Order 9981, desegregating the Armed Services.



Here are scenes from a field day aboard USS JOSEPH P. KENNEDY, JR. (DD-850) in Fall River, Massachusetts. If you are interested in participating in a field day, contact the Tin Can Sailors office. It's a chance to "go back in time." You'll spend a weekend living and working aboard a destroyer, and you'll also help to preserve a piece of our naval heritage.

After Fireroom - Engi-

neers Berthing Compartment

The bridge has been restored. Visible here are the ship's wheel, the gyro compass, the magnetic compass, and the rudder angle indicator .

Thanks to TCS: The National Association of Destroyer Veterans : (800) 223-5535 Monday - Friday,