

USS McCaffery DD/DDE- 860

Shipmates Association

C/O James Bell, Editor

763 E. Gaines In

Hernando Fl 34442



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Remember those days



USS MC CAFFERY DDE/DD -860

SHIPMATES ASSOCIATION - Winter 2023–24



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

USS McCaffery Shipmates Association – President’s Message, January 2024

Shipmates, As we begin the new year, I wish you good health and good cheer.



Not much has changed regarding our association since I wrote you in our last newsletter. At that time, we reported the unexpected passing our President Doug Hackett and that, by default, I had assumed his office. (If anyone aspires to the association’s presidency, please raise your hand.) As you will see elsewhere in the newsletter, the association’s leadership decided to honor Doug service with a donation to the Boy Scouts of America.

I also asked for your input as to what should be the future of our association. I have had minimal response. The response that I have received was inclined toward a “newsletter” association. The realization is that our membership is of an age that finds it difficult to do many of the things we did in the past, e.g., go up and down a ship’s ladder. However, if there is interest in doing an in-person event, let me hear about it.

In the near term, realizing that we will not “sail on” forever, I will again take up the challenge to find a repository for our records. Several “life events” have slowed my efforts in that regard this year.

I must recognize our shipmates who help keep us on an even keel: Treasurer Ron Trippett; Newsletter Editor Jim Bell; Web Master Jerry Rose; Data Manager Ralph Despathy; and General Support Nick Donatello and Lee Hendrickson.

Wishing you all the best,
Don

On 1 January 1973, McCaffery was underway at Picket Station Alpha in the Gulf of Tonkin. Commanding Officer - CDR S.W. Coulbourne On 2 January, McCaffery was operating at various speeds and courses to maintain a three to five mile distance north of Bainbridge (DLGN-25). On 3 January, McCaffery was steaming at 16 knots in company with Cochrane (DDG-21), and Mason (DD-852) while maintaining shore bombardment. She fired as many as 144 rounds from her five-inch guns in a sustained barrage. On 16 January, firing ceased from the 51 mount for a short time due to a hot barrel which fouled the bore. The bore was cleared with no casualties. A short time later, a fire occurred in the upper handling room of the 52 mount. The fire was extinguished with no casualties. On 19 January, McCaffery left the Gulf of Tonkin for Kaohsiung, Taiwan, and arrived on 20 January. While McCaffery was moored at a buoy with two other ships, a Chinese Nationalist ship (LST-209) drifted into her starboard bow with no apparent damage. McCaffery remained moored until 31 January, when she got underway for the Gulf of Tonkin. McCaffery conducted exercises along the Vietnam coast. On 8 February, she proceeded to Subic Bay, Philippines, moored alongside Mackenzie (DD-836), and later moored to a pier where she could receive all services from the pier. On 17 February, McCaffery got underway for sea trials, testing a recently repaired evaporator. On 19 February, McCaffery got underway for Hong Kong, arrived on 20 February, and moored to a buoy in the naval anchorage area. On 26 February, McCaffery returned to Subic Bay.

USS McCAFFERY ASSOCIATION

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CONTRIBUTIONS TO THE NEWSLETTER

Listed below are the shipmates that have contributed to the publication of the newsletter. **Your continued 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
Biegen, Robert J.	71-73	FTG2
Dunham, James W.	63-64	SN
Rose, Clifford M.	61-64	IC3
Stockwell, Glenn	72-73	OSC

Editor's Note:

As you can see by the number of Shipmate contributions listed above our group as a whole, are losing interest. In the past newsletters we would receive 15—20 donations. At this point in time we are still a viable group. If you or family members are no longer interested in receiving the Newsletter please return to sender or E mail me and I will remove you from the mail list. This will save on expenses.

PS: Donate if you can in any amount to keep us going into the future.

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 of a deceased shipmate? Notify:: USS McCaffery Association:

631 Squaw Rock Road , Moosup, CT 06354

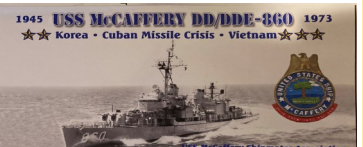
E Mail-despathy860@gmail.com.



McCAFFERY MERCHANDISE : **Please disregard the adds on social media, get your items here.** 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 stickers 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.**

Memorial
Plaque
at the
NAVY
Memorial
Washington DC



McCaffery Shipmates Association

Attached is a copy of the letter sent to the Boy Scouts of America Foundation with a donation honoring our shipmate Doug Hackett. The donation was in the amount of \$500.

Regards,

December 2, 2023

Boy Scouts of America Foundation
1325 West Walnut Hill Lane
Irving, TX 75032

To Whom It May Concern:

Douglas Myron Hackett recently of Potomac, Maryland, participated in the Boy Scouts as a youth and was later a Scout leader. He passed on October 6, 2023. In lieu of flowers, the family requested donations be made in Mr. Hackett's honor to the Boy Scouts of America. A copy of his obituary is attached.

Mr. Hackett was at the time of his death the long-serving president of the USS McCaffery (DD- 860) Shipmates Association. He had served onboard the McCaffery during his Navy career.

The Association is pleased to make the enclosed donation in Mr. Hackett's honor. An acknowledgement of this donation is requested.

J Donald Turk

President : USS McCaffery Shipmates Association 1139 NW 136th ST, Newberry, FL 32669

A SAILOR YOU BE

*Have you felt salt spray, upon your face?
Have you seen porpoise at the bow, keeping pace?
Have you viewed sea birds, above the wake in flight?
Have you fixed on a star, at sunset shining bright?*

*Has there been a time, to save a shipmate?
Has the roll of the deck, ever kept you awake?
Has the vastness of sea, left you feeling alone?
Has a foreign port, made you wish you were home?*

*If you have weighed anchor, from calm shelter
If you have crossed the equator, at noon time swelter
If you have stood your watch, on a pitching deck
If you have made landfall, on the horizon a speck*

*When you have secured the decks, for the night to turn in
When you have mustered at sunrise, seen a new day begin
When you have dogged down hatches, in mountainous sea
When you have known all these things, a sailor you be*

by:
Noel Payne

Naval History Trivia:

In what year and date was the Navy founded:

1775– 13 October, The Continental Congress , meeting in Philadelphia Pennsylvania appoints a Naval committee to contract and fit out of two sailing vessels as fighting ships. This date is celebrated as the birthday of the US Navy.

28 November: The Continental Congress adopts the first “Rules for the Regulation of the Navy of the United Colonies of North America” The regulations outline the conduct expected of officers and such provisions as divine services on board ships, punishments for crimes such as blasphemy and drunkenness, and the issuing of rations.

Taken from “US NAVY, A COMPLETE HISTORY,” Naval Historical Foundation. (More to follow later)

James,

I decided to take you up on your offer to submit some information for the next newsletter. My input is more a few comments on the Fall newsletter. I hope that you find these of interest. My first comment is that LTJg Pilnick got the year wrong on his cruise observation.

I reported to the McCaffery on November 5, 1971 and the cruise which he referred to was long since over by the that time. So I am guessing that he was off by one year and so it should have been 1971. Second is the fact that the picture titled Mystic-2014 was not truly identified. This picture is the McCaffery family who flew in to participate in the 2014 Reunion that year. They were a lovely family who were a real pleasure to meet with and get to know. They all remembered the McCaffery going to Fort Lauderdale to host them for a tour of the ship and a fantastic party over the Fourth of July.

Last but not least the Sea Stories about the drones at sea did not truly end in 1969. With the war in Vietnam raging, this program morphed into the HIFR project. This stood for helo in-flight refueling program in which the ship participated. The concern was that in Vietnam helos were going along the coast line finding and engaging the enemy. If they got into a real airfight, they could potentially run too low on fuel to return to their home base.

The idea was that there were always destroyers off the coast who could have fuel to provide to get them back to base before they crashed. In order to participate, McCaffery had to reconfigure the whole helo deck to do this. It has to get a special surface and special markings to allow the helos to perform this refueling.

We got the ship completely prepared and then had to become certified to perform this maneuver. To do this we went to sea with the USS Saratoga who had a helo squadron on board in order to test out our capabilities. It was a relatively simple procedure to perform. You would submit a sample of fuel which your purpose to transfer and the pilot would give his okay for the transfer. However, fly up along the port side, we would send a hose up to the helo until he gave signal to stop. They would pass back the hose and away they went.

On the day we went to qualify it was not rough but there were gusting winds from time to time. We got out there to begin the exercise and things are going fine. The fuel is great, they pull up on the port side, we pass the hose and we are ready to pump. Before we begin a strong gust of winds hits both of us and our over-sight comes into play immediately.

From the McCaffery's days of doing surveillance off the coast of Cuba, there is a whip antenna on the side of the hanger for the helo. As the wind hits it, it snaps back and hits the rotor blade of the helo. You want to talk about hell breaks loose. The helo starts flying erratically, disconnects the hose and fights to avoid going into the ocean. Somehow or another the pilot managed to fly back to the carrier and lands safely on the flight decks.

The entire staff on the helo deck is much more than shaken up. Everyone is trying to come to grip with what had just happened. We had almost put the helo in the Atlantic Ocean. Subsequent pictures revealed that the pilot had flown the halo back on 2 1/3 rotor blade. The blade which hit the antenna had severed 2/3 of the way through the blade.

Needless to say, that ended the McCaffery's career of doing HIFR!

Best Regards,

Michael C. Pohl
Vice President
HORIBA Instruments Incorporated

PS: I sometimes insert pictures into the articles in order to attract comment. It does sometimes. The Editor.

The 'DASH' was a Drone Anti-Submarine Helicopter which was used on long-range missions from ships too small to operate a full-sized helicopter. 755 were built between 1962 and 1969, of which 377 were QH-50D variants with fiberglass rotor blades and increased fuel capacity. General characteristics Crew: none Length: 12 ft 11 in Height: 9 ft 8.5 in, Empty weight: 1,154 lb. Max takeoff weight: 2,285 lb Fuel capacity: 35 US gal

Powerplant: 1 × Boeing T50-BO-8A turboshaft, 300 shp, Main rotor diameter: 2 × 20 ft, Maximum speed: 92 mph Cruise speed: 50 mph, Range: 82 mi, Endurance: 1 hr. Service ceiling: 16,400 ft, Rate of climb: 1,880 ft/min

Armament : 2× Mark 44 torpedoes or 1× Mark 6 torpedo



Jerabek, Richard J. 66-69 E-3

I read the story about DASH in the recent newsletter and I think it was being overly kind when it said "ships lost helicopters through no fault of their own". I was the last person added to the Mac's original Dash division. The division was only eight people. The division officer, two POs and two SN to work on the mechanics and two POs and one SN (me) to work on the electronics. The group named the Mac's first two helicopters Crash and Splash.

Th story mentions the one helicopter that was launched and just keep going up. I was there and watched that happen. A number of ships from our group were at sea for training. I think there was an Admiral or new commander on board one of the other ships. He had never seen DASH fly and wanted to see a demonstration.

The McCaffery was chosen to do the demonstration. We had done pre-flight test and had a helicopter on the flight deck ready to go, when we told the ship the Admiral was on would do the flight. We were not happy about that, because we had a perfect flight record at that time. We watched the other ship as the helicopter took off and just keep going up. Some of us had a good idea what happened.

When doing preflight PMS you calibrate the altimeter for various pressures. There was a small antenna on the top of the helicopter you took off to attach the instrumentation to do the calibration. The calibration could have been messed up, but more than likely they forgot to put the antenna back on. When the helicopter was signaled to go to a certain altitude it would not know it reached that altitude, and would just keep going up.

The real funny thing was that at first they tried to position the ship under the helicopter so when it came down it would on the flight deck. Luckily they realized that wasn't such a good idea.

I was a short timer in mid-1969 and was transferred prior the Mac leaving on the NATO goodwill cruise.

If as the story said," Dash ended in 1969" and the Mac did not lose a Helicopter during the early part of the NATO cruise that would mean the McCaffery would be one of a few or possibly the only DASH ship in the Navy to never lose a Helicopter.

That should be part of the ships history and everyone who served in that division should feel good about it.

For me; I'm the lucky one because I would be the only person who got to serve with all of them (except anyone who joined for the NATO cruise).

Collorafi ,Joseph 64-67 RM2

(Ron Trippett) Please send me two of the McCaffery Caps . I wear the cap proudly and the one I have is getting pretty worn

When I was discharged from the Navy I was following the directions in the discharge packet & went to the local employment office as directed. They sent me to a National Guard Nike Missile site. I got the job and enlisted as a PFC. I never would have imagined it.

The Battery Commanding officer sent me to OCS and I became Commissioned. Long story short, I went back on active duty with the Guard and retired after 36 years of service as a Brigadier General.

From there I went on to become division Chief for the Veterans Administration (VA) compensation & pension division in the New York VA regional office. I am now Chief of the Public Assistance Section of the New York division of the Homeland Security & Emergency services , handling disaster recovery operations.

One day as I was assigned as the Chief of Staff of the 42 infantry Division (MECH) I was at the Ballston Spa Naval clinic for a medical appointment. I was in the waiting room along with several sailors when one of my Division Headquarters staff walked past and said " See you at the office Chief". The look on the sailors face was priceless. I was wearing Eagles and he had called me "Chief" I really confused them until I explained. (To them)

Wearing my Mac cap confuses some of my Army friends also but I explain, "The time I spent on the McCaffery was very special".

My best wishes to all my Shipmates.

Joe Collorafi BG (retired)

Former RM 2 USN (USS McCaffery)