

USS McCaffery DD/DDE- 860

Shipmates Association

C/O James Bell, Editor

763 E. Gaines In

Hernando Fl 34442

Hope your Christmas IS blessed and the New Year is rewarding for us all.



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

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

This would greatly reduce the cost of printing and mailing. Notify me, Jim Bell jb4813446@gmail.com for changes



Mac at Massawa Ethiopia, 1965
Christmas



USS MC CAFFERY DDE/DD -860

SHIPMATES ASSOCIATION - Winter-2025



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:



Hello, Shipmates,

Since I'm writing this mid-December and you're not likely to receive the newsletter before Christmas, so let me wish you a Happy and Healthy New Year.

My current project for the association is to get a new webpage up and on-line. As you may recall from earlier communications, we lost our old domain name and were not able to retrieve it.

So, with the gracious help of my son-in-law, we have obtained a new domain name and are working on populating it with McCaffery and association-related information. I found it interesting that there is a site that tries to capture everything that's been posted on the web, except photos. So, we have been able to capture some old information.

Our new site isn't live yet, so I don't want to release the new name yet. When it's up, I'll post the information to the association's Facebook page and announce it in the next newsletter.

As per our previous requests, we'd love to have reports of your experiences while onboard the McCaffery that we might share in the newsletter.

Wishing you all the best, Don Turk President



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. Please send checks made out to **James Bell 763 E Gaines Ln, Hernando Florida, 34442** .with McCaffery Association on the memo line.

Name	Year	Rank/Rate	Rogers JR, William H. 62-63 DK3
Biegen, Robert J.		71-73 FTG2	
Boyce Arthur R.		46-48 SN	
Kettler, Kenneth F.		55-56 FT3	
Kirkland, Jake R.		51-54 MM2	
Raymond Robert W.		60-63 LTjg	

Boyce, Arthur R. 46-48 SN

" I served on the McCaffery 1947 and 1948 and I am 96 years old" (Happy Birthday and thank you for the donation Arthur.)

Seeking website manager! We are looking for an individual who has the expertise to upload information to the association's Internet website. Does not require a lot of time. Domain hosting fee to be paid by the association.

Contact: Don Turk, dturkx2@bellsouth.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

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 address, know of a deceased shipmate?

Notify: USS McCaffery Association: c/o James Bell 763 E. Gaines Ln, Hernando Florida 34442 or E mail. jb4813446@gmail.com



McCAFFERY MERCHANDISE : Clearance sale, once they are gone they are gone. Following is the inventory and selling price for what I have left .

Golf Jackets - Small - 1 @ \$25.00. Large - 1 @ \$25.00 XL - 2 @ \$25.00 2XL - 1 @ \$30.00. 3XL - 4 @ \$30.00

Polo Shirts - SM - 1 @ \$15.00. Med - 3 @ \$15.00 - Large - 1 @ \$15.00 3XL - 3 @ \$20.00 TCS Shirts - 2XL -1 @ 15.00 3XL - 3 @ \$15.00

White t shirt with ships plaque on front - 2XL - 7 @ \$5.00 License Plate Holder - 50 @ \$5.00 each. Ron Trippett 17 Bay View Circle, Salem Mass 01970. 978.887.6315 / Cell 978 996 8995 rontrippett@comcast.net

Fall newsletter comments

Tue, Sep 17

So interesting about Dr. Bayrd! While he served under my dad, Capt. Martin, he may not have started his coursework yet. I would hope my father would have been so tolerant.

Like Dr. Bayrd remarked, the men were there for our country. I remember asking my dad, years later about the Viet Nam war and he remarked the same.

Also as a coincidence, I finished my career as an Immunology Representative calling on dermatologists. The degrees of commonality we find in the USS McCaffery newsletters!

Best regards, Leslie Harper (Daughter of Captain Martin)

JOSEPH MCCAFFERY Sep 17, 2024,

Super edition of the newsletter!!! Thanks all you McCaffery sailors and anchors away!

The McCaffery Family living and deceased!!!

9/16/2024 Raymond, Robert W. 60-63 *LTjg

Hi Shipmates

I appreciate receiving the Mac Newsletter in print form , too much stuff via E mail.

I was 1st Lt , ASW officer and Weapons officer from June 1960 to June 1963. CDR's Bob Fisher and Keith Gillette were my skippers.

LtJg Doug Hackett was my ASW officer— An absolutely superb Naval officer. His God daughter, named after my wife Nancy. I hated to lose him. My wardroom shipmate's are really thinning out.

Being weapons officer during the Cuban missile blockade was probably the most exciting period in my USN career.

Cheers, Bob Raymond Ltjg (Commander, USN Ret)

(edited slightly)

Kettler Kenneth F. 55-56 FT3

I really enjoy Mac's history and news of the crew. I'll always think of Capt. Miller, when we returned to port if we saw a red and white Desota you could bet the YoYo was telling us to slow down. He could drive the Mac like a Taxi driver

God speed and good job.

James, Thomas M. 60-61 RDSN

In June of 1960 I joined the crew as a RDSN and we went on a Med cruise and making this a short story I was sent up to clean the air search radar antenna with the ship stopped as we were with an aircraft carrier group and they released us to independent time.

We got called to go back on station with the group and someone turned on the surface search radar right below my feet and nobody was watching me and I was stuck up there holding on for dear life and got radiated but good. we were in the Med for a short time with CVA 45 Valley Forge? It was a screw up and the captain had to stop the ship and send the RD3 up to help me down as I was scared to let go as the ship was rocking back and forth and I was hanging over the ocean each time side by side.

I've had skin cancer for years and I never have put in a claim to the VA and never for any other problems associated with this like electrical heart problem and a few more problems.

That statement above is short. I have recently found proof as someone took a few pictures of me up there and I'm in the process of filing a claim but I don't think I'll succeed as I'll be 83 on January 3rd.



Watts, William R. 69-73 RM3 Brandon Bay

I was onboard for this operation, an RM3 in radio. We were standing port and starboard watches, 0700-1900, 1900-0700. I was on the night shift. During our time on these ops we would anchor out just above the DMZ during the day, unless we had daytime refuel, rearm, or stores onload. Each nights firing orders would be received in time for all involved to plot and plan out the strikes.

Just about dark we would get underway to complete the harbor strikes scheduled. On the night of the Brandon Bay strike we got underway and proceeded above the DMZ. We went to general quarters and coordinated with the other 2 ships assigned. As we entered the bay, where the Vihn ammo dump was located, you could feel the ship moving in the zig-zag courses as previously planned. We started taking counterbattery that was heavy at times, some you could hear hitting near in the sea. The 5 inch 38's were firing on targets and some of the time on rapid continuous. The bridge personnel later confirmed there were numerous secondaries on the beach. RMC Mers and I were listening to the attack on secure voice radio. Sometime during the attack, B52s made a strike so forceful that the concussion moved the ship. Chief and I thought, at that moment, we had been hit, and didn't know better until it was apparent that we had not been.

When we had shot all assigned targets, we were detached for withdrawal, and I'm sure it was as fast as that Greyhound could muster. I don't know how long the strike lasted, but it seemed like an eternity.

Respectfully, Bob Watts



Biegen Robert J. 71-73 FTG2

Dear Newsletter Editor,

Our lives are composed of chapters and each chapter contains a unique story anchored in time, place, and association. One such chapter was my four-year Navy enlistment. This vignette describes the moment that chapter ended, and another began.

On 15 January 1973, all US combat activities in Vietnam were terminated and a few days later the Paris Peace Accords were signed which ended direct U.S. involvement in the Vietnam War. On August 1973 the USS McCaffrey steamed into Mayport Harbor after completing its Westpac deployment. Expectations were high among the crew that "early outs" were in the works, but not so for me. Within a month's time I was transferred to the USS Koelsch, DE 1049, also stationed in Mayport, while preparations were underway to deploy to the Indian Ocean. On November 15th the Koelsch lifted anchor, and it was back to sea for me.

In late February 1974 my Navy enlistment was coming to an end. The USS Koelsch had paid a port visit to the Kingdom of Bahrain, home of the U.S. Naval Forces Central Command and the U.S. Fifth Fleet, for a command change. Prior to port arrival, I was able to secure two weeks of leave in Europe before returning to the States for separation. The Navy had agreed to provide me with airline tickets from Bahrain to Rome and then from Paris to New York. My plan was to tour Europe by train and arrive at De Gaulle Airport in Paris in time to return to the United States and be processed out of active duty.

Arriving in NYC from Paris on March 20, 1974, I reported to one of the few buildings still used by the Navy at the former Brooklyn Navy Yard and was formally civilianized. I heard somewhere that it was possible to walk across the Brooklyn Bridge, and so I meandered south along the Brooklyn waterfront until I found the pedestrian entrance to the bridge and proceeded to cross it. When I arrived at mid-point, I stopped to take in the magnificent skyline of Lower Manhattan, removed my Navy white hat, made a frisbee of it, and hurled it into the East River below. This is an unofficial Navy tradition upon discharge, but my act was more symbolic. It was my way of affirming that this would be my City and here I would spend my life. And I have.

Kirkland Jake R. 51-54 MM2

Hello ,

My name is Lesley Kirkland, I'm the daughter- in- law of Jake Kirkland. I enjoy reading the Newsletter to Jake each month and then listening to the stories of his time on the McCaffery. I too was in the Navy, so the terms and acronyms are familiar to me. I'd like to share Jake's story in hopes that it's published in the Newsletter as a surprise to him. He will be 96 years old in Nov. If anyone is interested in sending a card, writing a note or asking Jake a question, he would be open.

Jake Kirkland 3700 Palos Verdes Valley Center, Ks 67147

Jake's Story

Born November 17th, 1928, the son of a sharecropper from Beebe, Ar., Jake R. Kirkland joined the Navy in November of 1950. The day after completing boot camp at NTC San Diego, Jake received orders to the USS McCaffery. Along with at least 1,000 soldiers, Jake boarded a Troop Ship headed to Yokohama, Japan. From there it was on to Sasebo, Japan to board the McCaffery. The ship and crew immediately left port and headed to the coast of Korea to join the Seventh Fleet.

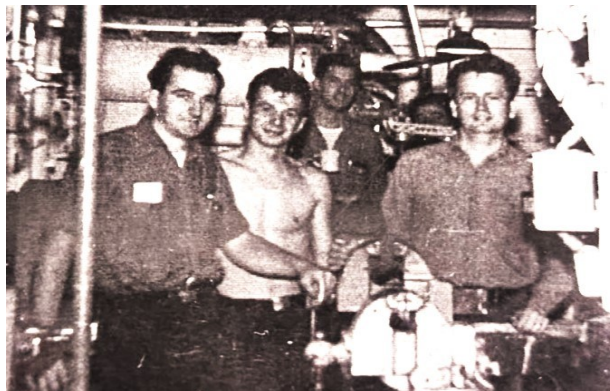
Assigned to the forward engine room as a Fireman (snipe), Jake spent the next 10 months as part of the fleet that ensured American ground forces got the men and supplies needed to defend our allies in the Korean war.

Due for dry dock, the McCaffery left the coast of Korea and sailed to the Boston Shipyards in 1953.

Jake was assigned to the USS McCaffery from 1951 - 1954 and reached the rank of MM2. To this day, Jake says "Joining the Navy was the smartest decision I ever made. I made lifelong friends with many of my shipmates."

Jake will be 96 years old on November 17th. He recounts like it was yesterday his time on the USS McCaffery.

Respectfully



Forward Engine Room L-R

Jim McCaw

Ron Beals

Jake Kirkland

Bobby Tyson

@ San Remo, Italy

Taps list - 2024

Hoenshell, Leslie A. 53-55 MM1

Meissner, William E. 45-46 TM3

Donatiello, Nicholas E. 57-59 YN2

Siebeneck, Earl E. 1963 SN

Kirby, Clarence R. 1955 GM1

Hackett Douglas M. 61-63 *LTjg

