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Bruce Gottsch (71-75) – Editor

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[bgottsch@optonline.net](mailto:bgottsch@optonline.net) (845) 634-3993

**USS BRADLEY ASSOCIATION  
REUNION, October 7-10, 2004, Hanalei  
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**HAVE YOU RECEIVED YOUR REUNION  
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ML&RS, EXPLAINING PROGRESS TO DATE  
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WILL PUBLISH A BOOK: SENTIMENTAL  
JOURNAL BASED UPON THE DATA  
RECEIVED FROM ALL OF US. IT WILL BE  
AVAILABLE AT THE REUNION.**

#### USS BRADLEY'S HERO NAMESAKE

USS BRADLEY was the second ship of the Garcia Class of frigates. Her keel was laid on 17 January 1963 at the San Francisco Yard of the Bethlehem Steel Company. She was launched on 26 March 1964 and placed in commission on 15 May 1965. She was the first ship of the Navy to bear the name of Captain Willis W. Bradley, Jr., USN.

Willis Winter Bradley, Jr. was born in Ransomville, New York, on June 28, 1884, son of Willis Winter and Sarah Anne (Johnson) Bradley. He attended the Archibald Business College and Curtis Commerce College in Minneapolis, Minnesota, and Hamlin University (Preparatory Department), in St. Paul, Minnesota, before his appointment to the U.S. Naval Academy, Maryland, from North Dakota in 1903. As a Midshipman he was a member of the Crew for three years, its Captain in 1906. He was graduated on September 12, 1906, with the first section of the Class of 1907; served the two years at sea then required by law, on the USS VIRGINIA; and was commissioned Ensign in the U.S. Navy on September 3, 1908. By normal advancement, he attained the rank of Captain, to date from July 1,

1933 and was transferred to the Retired List of Navy in that rank on August 1, 1946.

Detached from the USS VIRGINIA in the fall of 1908, he served on board the USS CULGOA until October 1910, then reported to the Fore River Shipbuilding Company at Quincy, Massachusetts, to assist in fitting out the USS PERKINS. For five months after her commissioning on November 18, 1910 he served on board that destroyer, then from March 1911 until September 1912 had successive duty on board the USS HANCOCK and USS NORTH CAROLINA. Later in 1912 he was ordered to Annapolis, Maryland to command the USS BIDDLE, and upon arrival was placed in command of the Reserve Torpedo Group there.

From September 1913 to May 1915 he was a student in Ordinance, first at the Naval Postgraduate School, Annapolis, later at George Washington University, Washington, D.C. from which he was graduated with the degree of Master of Science in Chemistry and Explosives, and still later at various other places, including the Naval Proving Ground Indianhead, Maryland and Works of Bausch and Lomb Optical Company, Rochester, New York, and of Midvale Steel Company, Philadelphia. Pennsylvania.

Again ordered to sea, he commanded the USS STEWART from July until December 1915, and then was Commanding Officer of the USS HULL, with additional duty as commander Reserve Torpedo Division, Pacific Fleet. While in command of the USS HULL he also commanded all Naval forces in flooded areas during the Otay-Tijuana, California flood. From September 1916 until February 1917, he served on board the USS SAN DIEGO, after which, during the early period of World War I until January 1918, he served as Gunnery Officer of the USS PITTSBURGH. He was awarded the Medal of Honor, with the following citation.

"For extraordinary heroism and devotion to duty while serving on the USS PITTSBURGH at the time of an accidental explosion of ammunition on that vessel. On July 23, 1917, some saluting cartridge cases were being reloaded in the after casemate, through an accident an explosion occurred. Captain Bradley (then a Lieutenant), who was about to enter the casemate was blown back by the explosion and rendered momentarily unconscious, but while still dazed, crawled into the casemate through blinding smoke, rescued a man, then reentered the casemate to extinguish burning materials in dangerous proximity to a considerable amount of powder, thus preventing further explosions."

During the last years of the war, and until August 1919, he served as Chief of Explosives, Fuses and Primers Section, in the Bureau of Ordnance, Navy Department, Washington, D.C., and for ten months thereafter was Naval Inspector at the Naval Torpedo Station, Keyport, Washington. At sea from June 1920 until May 1921, he served as Gunnery Officer of the USS TEXAS, and upon detachment reported to the Navy Yard, Mare Island, California, to assist in fitting out the USS CALIFORNIA. He joined the battleship as Gunnery Officer upon her commissioning, August 10, 1921, and served as such until May 1922.

Returning to Keyport, he had another two-year tour at the Naval Torpedo Station, this time as Naval Inspector of Ordinance in Charge. In July 1924 he assumed command of the USS GOLDSTAR, station ship at Guam, Marianas Islands, and in November 1926 was detached for duty in the Naval Reserve Section of the Bureau of Navigation, Navy Department, Washington, D.C. In June 1929 he returned to Guam, having accepted an appointment as Naval Governor of that island. For service to the Catholic Church while there, His Holiness Pope Pius XI awarded him the Silver Medal commemorating the First Anniversary of the Independence of the Catholic Church.

In July 1931 he assumed command of the USS BRIDGE, and after two years at seas served until June 1935 as Captain of the Yard, Navy Yard, Pearl Harbor, territory of Hawaii. From December of the year until June 1937 he had command of the USS PORTLAND, after which he was a student for a year at the Naval War College, Newport, Rhode Island. In May 1938 he was appointed a Member of the Board of Inspection and Survey, Pacific Coast Section, with headquarters at Long Beach, California. When detached a year later, he assumed command of Destroyer Squadron THIRTY-ONE, his pendant in the USS MACLEISH, and after a year at sea, was then assigned to the Board of Inspections and Survey, Pacific Coast Section. He served there until his retirement on August 1, 1946.

Captain Bradley served as a Member of the Eightieth Congress of the United States, as representative of the Eighteenth District of California, in 1947-1949.

**In addition to the Medal of Honor, awarded by Congress for World War I service, Captain Bradley had the Cuban Pacification Medal (USS VIRGINIA); The Mexican Service Medal (USS HULL); The World War I Victory Medal, Patrol Clasp (USS PITTSBURGH); the American Defense Service Medal, American**

**Campaign Medal, and World War II Victory Medal. He was also awarded the Messina Earthquake Medal by the Italian Red Cross, as well as the Silver Medal by Pope Pius XI.**

***Thanks to Brain Brisky, GMG3 87-88 for faxing a copy of the Decommissioning Program from which this biography was taken. Ed.***

## SHARING BRADLEY MEMORIES

***Editor's Note: What follows are messages that have been posted, in the past months, on our ship's website from Bradley plank owners or other 'early on sailors'. Since they seemed to be of interest to all of our shipmates and have historical value, I believe, I am sharing them in the newsletter. I trust that those who have their message printed didn't object too much to any editing that was necessary.***

My name is Bob Zetterberg and, like many of you, I am also very proud to have served onboard the Bradley. I am a PLANKOWNER and was the first Engineering Officer.

I first would like to thank Chris Koon and all those association members who located and published the FIRST WESTPAC CRUISE LOG. That was quite an undertaking and the results were nothing short of OUTSTANDING. Thank you. Reading the log brought back so many, many memories. Please allow me to share a few MEMORIES!

After completing the required training at the Naval Boiler Turbine Laboratory (NBTL) Philadelphia Naval Shipyard, I reported for duty at Bethlehem Steel and Shipbuilding in San Francisco where Bradley's Ships Company was located awaiting sea trials and commissioning. Our time was spent writing Operating & Casualty Control Manuals, preparation of spare part lists, inspection & monitoring the progress of construction, machinery installation and operational testing. AT LAST sea trials were scheduled and everyone was looking forward to this "Mile Stone" with optimism and enthusiasm. Bethlehem Steel was responsible for the ship's operation. A licensed maritime captain was on the bridge and several licensed maritime engineering personnel were in main control and in the fire room. The Ships Company was along as observers. All main propulsion machinery was tested as well as the pressure fired steam

generators and all auxiliary machinery associated thereto. A TIME TO REMEMBER - Testing of the Prairie Masker system had been overlooked, and it was decided to test this prior to entering port. Well, to make a long story short, the Prairie Masker cut in just as we were passing under the Golden Gate Bridge. YES! It worked and YES we went BLACK. Shortly after that, a directive came out of NAVSHIPS limiting operation of Prairie Masker system ONLY at speeds above 15 knots. Other than that the day went without a hitch. Bradley's performance was outstanding.

Commissioning and Pre-deployment inspections followed in which again Bradley's performance by ALL departments was outstanding. The ship was coming together and our new CO, Cdr. Whaley expected nothing less than excellence from each department. I remember Captain Whaley as very capable and a GREAT Captain.

Having previously served on two WWII destroyers as Engineering Officer and having a marine engineering background I was especially pleased to be assigned to a NEW destroyer which had the latest technology in steam generation (PFSG), fuel oil compensating system, fin stabilizers, prairie masker system etc. etc. Our engineering department success in operational readiness and reliability could not have been achieved without the dedication and professionalism of Leonard BTC (fireroom), Heath MMCS (engineroom) Rodgers BTC (A gang) and all the engineering personnel that assisted them.

JUST A NOTE: Prior to our first deployment, COMCRUDESPEC material officer and I had a gentlemen's bet. His bet was that Bradley could not complete the deployment without either a main propulsion and/or sonar CASREP. We proved him wrong!

Of all the experiences we had, the one I will always remember is the sound of the superchargers winding up followed by the thrust of the main engines as we accelerated and broke away from the carrier and/or tanker during re-fueling operation. The personnel on the bridge of the refueling ship were in awe of Bradley's performance and thereafter gave us much praise and respect.

I have lots more stories, but will save them for our next reunion. San Diego would be a great location where lots of memories were founded. Call me if I can be of assistance.

Thanks again for allowing me to walk down memory lane. Here's to a GREAT ship with GREAT crews.

I wish CALM WINDS & FOLLOWING SEAS to Bradley and all who served her.

Bob Zetterberg

### ANOTHER PLANKOWNER REMEMBERS

It was great to hear from Mr. Zetterberg. I remembered him as soon as I saw his name. I just wanted to add something that possibly his humility would not allow him to say.

The "Bad Brad", I like that name, as Mr. Z stated, met all its requirements on its maiden cruise. If you think that is not a special accomplishment, consider this. NONE of the other DE1040 class ships can say that. It seemed like we were always being re-routed to meet commitments of one of the other 1040 class ships. I am a Radioman. We usually have little do to with operations. Unfortunately for me, I became good friends with BT2 Larry Sanders and BT3 Ray Vidrine. They were always telling me of Chief Leonard's skills and how well OUR ship was doing compared to other 1040. You could tell just by listening to these guys how proud our Engineering Department was of their accomplishments and how well they got along and worked together. Being enlisted, I almost hate to say it, but Mr. Z's leadership played a big part in that. These guys believed in him and felt he really knew what he was doing. Good leaders make good followers. I MUST add though that our best leader was our Captain, Bill Whaley. An ex-UDT officer, who was going to disagree with whatever he had to say... I have always been so proud of our "snipes" on that ship. Thanks to all. You started this trend of success. But honestly, ALL the divisions were special. Damn I miss those days. Thanks for your comments Mr. Z

Bob Stanton, RMC-RET

### AN RD REMEMBERS EARLY BRADLEY DAYS

My tour on the Bradley was from January 1965 until December 1969 and I'm a proud plank owner. I left the Bradley RD1 and a much better person because of my associations with a great crew. The Captain, CDR Whaley, has had a profound effect on my life, I can only hope his career in the Navy was good. He only demanded one thing from Bradley's crew "PROFESSIONAL PERFECTION". Under his leadership we made it happen! He had no hidden agenda, he was the LEADER!

Quick memories: Commissioning, Sea trials, Maneuvering, SQS-26 evaluations, Wire guided

torpedo shots from stern tubes, MK 44 torpedo shots and ASRCO shots. First Cruise: First shore bombardment Viet Nam. One big typhoon, running low on JP-5, well below combat zone minimums, the same with food and toilet paper, Heavy weather unreprs. Point Defense Missile Systems trials. Second Cruise: Market time operations; Mount 51, 52 and two 50 Cals. On Bridge were used, SSSC; I was CIC watch officer when the Russian Trawler we were tracking came on radio and in perfect English, announced to us, her contact designation, exact position, course, speed, and closet point of approach. What was most interesting was that we had changed our grid reporting reference point 3 to 5 minutes prior to this transmission.

When the USS Pueblo was boarded and taken Bradley was the most northern picket ship, it was cold. We were taken out of the Gulf of Tonkin (NGFS) and steamed toward North Korea, lots of stories there, we then returned to Taiwan. Out total time out was 40 days. I do have photos (check the Bradley website, Ed. Note) of the three snowmen behind mount 52. They were actually sitting over where the Sea Sparrow missile fire control radar once was located. Most of the CIC gang off watch personnel spent lots of time sleeping in CIC. Needless to say things were a little tense. During the deployment our fresh water tanks developed leaks, our drinking water had a thin film of JP-5. Crossing the equator, enough said.

Paul Gross

### ANOTHER RD'S VIEW

During this last weekend I found a Commissioning Program for the Bradley; how I acquired that I will never know (I did not arrive on board until November 67, a couple years later) but there it is in my "kit". I also have a 1966 Cruise Book, also before my time (I must have been absolutely anal about getting hold of Bradley "stuff"...I was but 20 at the time and thrilled to death to be on a destroyer after three years in Amphibs). Paul Groos was my LPO so I will consult with him as to what to do with this stuff. Suffice it to say that it will do more good with the Association than buried in my "war stuff" so my kids can simply throw it out someday after I go to my final reward. Brian's description (Brian Brisky, GMG3 87-88 wrote a piece on the website which created much comment, Ed. Note) of the Bradley as dilapidated and breaking down throws me because the Bradley I knew was a new, strong destroyer that I don't ever remember breaking down. We sailed that thing all over West Pac (and east Pac too) and into the Sea of Japan and off the coast of Vietnam. Our guns were burned black from use, but I always knew Bradley was going to get us out of there. I remember nights

in the South China Sea, on gun support duty a mile or so off the coast of Vietnam, Republic of: watching the seas of sampans drifting just feet from us as we made 4 knots or so, back and forth. I am surprised Charley never had the same idea I had: to put some buoys in some of those sampans, come alongside and plant some kind of satchel charge. The idea scared the hell out of me but I kept my mouth shut because my shipmates already thought me weird enough. Anybody know what happened to Capt Whaley? God, he was a GREAT captain...definitely my favorite in the 7 years I did in Uncle's Canoe Club. Take care and have a good week guys.

Tom Malone 67-69