

U.S.S. BRADLEY

DE 1041



The USS Bradley DE-1041, was commissioned on 15 May, 1965 and made her debut in the western Pacific in July 1966. With the completion of a very successful cruise in Dec of 1966, Bradley returned to her home port of San Diego, Calif. After a brief period of rest, Bradley again displayed her versatile talent with the evaluations of the basic point defense surface missile system.

In December of 1967, Bradley again made all preparations for an extended deployment in the Western Pacific. On a cold and somewhat miserable Thursday morning, 28 Dec. 1967, Bradley once again left her home port to become a part of our nation's proud fighting force, fighting to keep America and the Free world free.

For both deployments to the Seventh fleet, Bradley was commanded by Commander W.S. Whaley of Coronado, Calif. On her proud second tour, Bradley was the proud flagship of Commodore J.F. Matejcek, Commander Destroyer Squadron Thirty One.

This "Facts" booklet was constructed to give all of you an insight to some of Bradley's achievements, and to give you some information about statistics you may not know.

The past deployment was a long, hard tour, but it did have its "moments" of achievements, of which all Navy men can be proud. We want to offer our compliments for a job well done.

Wellane & Rec.

SHIPS SCHEDULE

28 Dec - 3 Jan	Enr Hawaiian Cp Areas
3 Jan - 12 Jan	ASW Trng with Yorktown
13 Jan - 18 Jan	Inport Pearl Harbor, Hawaii
18 Jan - 30 Jan	Enr Seventh Fleet
31 Jan - 29 Feb	Sea of Japan Cps, off Korea
29 Feb - 2 Mar	Enr Koa Hsiung, Taiwan
3 Mar - 10 Mar	Inport Koa Hsiung
11 Mar	Enr Subic Bay, P.S.
12 Mar	Inport Subic, Ammo on load
13 Mar - 14 Mar	Enr HGF5, Corp 2 S.V.H.
15 Mar - 29 Mar	Shore Bombardment S.V.H.
30 Mar - 31 Mar	Enr Subic Cp areas
1 April	Gunnery exercises, off Subic
2 April	Enr Koa Hsiung, Taiwan
3 Apr - 12 Apr	Inport Koa Hsiung
13 Apr - 14 Apr	Enr Yokke Station
15 Apr - 22 Apr	SSSC and Enterprise escort
23 Apr - 24 Apr	Enr Honk Kong
25 Apr - 30 Apr	Inport Hong Kong
30 April	Enr ASW exercise area
1 May - 4 May	ASW trng with Yorktown
5 May - 15 May	ASW Coordinator, Area "A"
16 May	Plane guard Yorktown
17 May	Plane guard Kitty Hawk
18 May - 23 May	Plane guard Yorktown
24 May - 28 May	Enr Port Swettenham, Mal.

28 May	Shellback Holiday
29 May - 1 June	Inport Port Swettenham
2 June	Transit Straits of Malacca
3 June - 5 June	Rdru Yorktown, Enr. NGFS
5 June - 14 June	Shore Bombardment S.V.N.
15 June - 16 June	Enr. Subic Bay, P.I.
16 June - 17 June	Inport Subic Bay, Ammo off load
17 June - 20 June	Enr. Sasebo, Japan
20 June	Inport Sasebo, Japan
21 June - 4 July	Enr. San Diego, Calif.
5 July	Arrive San Diego, Calif.

Command Structure

Commanding Officer

CDR. W.S. WHALEY

Coronado, Calif

Executive Officer

LCDR. J.M. HAMERICK

Chula Vista, Calif.

LCDR. C.E. LEEDOM

San Diego, Calif.

Department Heads

Operations

LT. T.E. SOLES

Clairemont, Calif.

LTJG. S.S. ROBERTS

Scotia, N.Y.

Engineering

LT. T.R. PETERMAN

San Diego, Calif.

Weapons

LT. W.L. WERNSMAN

San Diego, Calif.

Supply

LT. R.E. FULGHUM

San Diego, Calif.

COM DES RON 31

Commodore

CAPT. J.F. MATEJCEK

Bonita, Calif.

Communications

LT. M.D. HEMSCHMEYER

San Diego, Calif.

Operations

LT. D.V. CRABBE

Chula Vista, Calif.

Material

CWO D.K. TAYLOR

Chula Vista, Calif.

Junior Officers

Operations department

CIC OFFICER:

LTJG. E.L. JENKINS, also Personnel Officer, OC Division Officer, Education and training off.

ELECTRONIC MAINTENANCE OFFICER:

ENS. D.J. TATE, also Electronic Warfare Officer, CE Division Officer, Postal Officer

COMMUNICATIONS OFFICER:

LTJG. J.C. COLBY, also RPS Custodian, CC Division Officer

LTJG. MENKHEIM was relieved by LTJG COLBY

Weapons Department

FIRST LT.:

ENS. J.J. ROOT, also Special Services Officer, W-1 Division Officer, Welfare and Rec. Officer

GUNNERY OFFICER:

ENS. R.F. KRAYOHL, also Nuclear Weapons Officer, W-2 Division Officer

SONAR MAINTENANCE OFFICER:

WO-1 J.L. DUNNING, also PMS-11DC Officer, W-3 Division Officer

Engineering Department

MACHINERY PROPULSION ASSISTANT:

LTJG. T.M. STEVENS, also Legal Representative, M Division Officer

DAMAGE CONTROL ASSISTANT

LTJG. J.W. WOLLETT, also USAFJ Officer, R Division Officer.

LTJG. T.J. BURTON was relieved by LTJG. WOLLETT

R Division Officer assistant

WO-1 G.M. POWERS

Supply Department

STOREKEEPERS:

LT. R.E. FULGHUM, also department head

COMMISSARY AND DISBURSING:

LT. D.L. PARKER, also Public Affairs Officer

ENS. W.H. DOERDORFF is relieving LT. PARKER

OPERATIONS DEPARTMENT

Department Head: LT. T.E. SOLES/LTJG. S.S. ROBERTS

Bradley's operations department is probably one of the busiest aboard ship. Ops is the nerve center of the ship, combining the talents of JC, Radio Central, Signal Bridge and Pilot House along with the many administrative functions performed by the ships office, post office, and medical department. Most everything that comes aboard or leaves Bradley, will at one time or another, pass through one of these multi-purpose channels. Our quartermasters in the pilot house are responsible for the safe navigation of the ship, keeping logs, and helping out in after steering. Our JC is always alert for any new threat or area of concern, from ASW to AAW and is a constant and accurate back-up to the Officer of the Deck. Radio Central is ultimately responsible for keeping all our communications circuits in order and manned. They handle everything from CW to secure teletype circuits. Radio is always a "hub" of constant activity. The "visual" signal watch handles administrative traffic from ship to ship, as well as tactical signals by either flashing light or flag hoist. They are one of our best visual sensors. Our Yeoman and personnelmen handle one

of the worst chores aboard any ship, that of paperwork. Not only do they keep all service jackets up to date, their system of filing is "unique" in its own. To put out a Plan of the Day, every day is but one of their jobs. The job of morale is never far away from the mind of our Postal clerk who is constantly reminded of it by pleas of, when is the next mail call, etc. Another very important input from the ops department is the health of the crew. This task is handled effectively and sometimes schrewedly, by our Medical department representative.

The following is a list of those who make up your Operations department:

OC DIVISION:

LCPO, S.L. Taylor,	RMC
Birch, J. (n)	QM SN
Blurton, P.E.	RM3
Brothers, D.L.	SN
Brown, T.D.	SM2
Clinton, G.T.	RM3
Geil, J.R.	RM3
Gibbs, J.J.	RM3
Hawking, D.R.	QM3
Hawley, D. (n)	SM2
Hynes, J.L.	SM SN
Keifer, L.J.	QM1

Khalial, R.E.	RM2
Monett, A.L.	SM1
Montez, R.H.	QM3
Newton, A.C.	RM3
O'Bouchon, J.H.	RM3
O'Connor, M.P.	QM3
Palmer, W.H.	QM3
Parker, J.E.	RM1
Seaton, D.E.	SN
Stanton, R.C.	RM1
Tomasello, J.A.	RM SN
Uchiyama, K. (n)	RM3
Whitney, R.	SM3
Wilcox, L.E.	SM3
Young, R.O.	QMSN
Eads, W.E.	SM1

OE DISSECTION:

LPO: J.F. Gutzman,	ET1
Ballard, R.G.	ETR2
Day, W.D.	ETM2
Duffney, D.F.	ETR3
Gibson, W. (n)	ETR3
Johnson, R.G.	ETR3
Keilholz, J.E.	ETR3
Neumann, K.A.	ETR2
Orham, R.C.	ETR3
Quick, R.L. ✓	ETR2

GANDY, RON

MENAB, WAYNE

MELTON, NIM

ETR3

ETN2

ETN2

WETZLER ETR2
RASMUSSEN

Sinkins, W.J. ETN3

Snell, L.T. ✓ ETR2

OO DIVISION:

LCPO: Rice, D.G. ROC

Bishop, W.F. RD1

Buckland, R.L. RD3

Burchfield, R.W. RD3

Burgower, P.L. RD3

Caldwell, D.F. RDSN

Davis, M.R. RD3

Garwick, J.E. SN

Ginett, T.W. RD2

Gomes, G.P. RDSN

Groos, P.J. RD1

Keith, A.R. SN

Malotte, T.P. Jr. RD3

Meade, C.D. RD2

Moffitt, E.G. RD3

Nadeau, J.G. RD2

Spooner, L.L. SN

X DIVISION:

LPC: Moses, A. (n) PN1

Corbett, C.E. SN

Dubois, J.E. YN3

Gartner, W.S. YN2

Gillespie, G.R. HM1

Maddox, J.H. YN3

Ruhl, C.A.	PN3
Revoir, B.D.	PHSN
Schuck, W.F.	PC3

The following is a brief summary, by division of the past deployment.

QUARTERMASTERS

The QM rating is a highly specialized and versatile rating. Our QM's are responsible for knowing where we are at ~~was~~ all times, steering the ship alongside during underway replenishment, setting and comparing chronometers and keeping all charts of the world up to date and correct. QM's can determine the ship's position by a variety of ways; radar, celestial, Loran, visual. During our last deployment, the QM's held Bradley steady alongside some 24 different types of unrep ships, for a total of 62 underway replenishments. The QM's have taken an average of some 10,000 fixes since our departure in December of 1967.



SIGNALMAN

Our signal gang, the SM's, are the back-up eyes of the Bradley. The SM's are our vital visual communications link with all other units. During our cruise, the SM's headed by Monett, SM1 (old man of the sea), have exchanged calls with about 1,000 different ships and were responsible for transmitting and receiving some 1911 visual messages. The SM's and their "big eyes" are always alert to help locate and identify all contacts, air and surface, and are a direct back-up for CIC and the bridge watch. The signal bridge is always manned, a job that requires skill, temperament and courage. The SM's face all sorts of weather, from freezing temperatures in the Sea of Japan, to hot humid climate in the sub tropics of South and North Viet Nam.

Radioman

Bradley's RM's are another rating that spent many hours on watch with little or no recognition. They are almost always in a port and starboard watch section and ~~at any time one looks into Radio Central it is quite evident.~~ The RM's are ultimately responsible ~~for setting up and manning the many transmitters and receivers in radio central.~~ They have the job of receiving, typing up and routing all message traffic. Here are just a few of their particulars: Jan. 1761, Feb. Staff 2178, ship 1987, Mar. staff 805, ship 826, Apr. staff 1075 ship 776, May staff 2032 ship 1975 for a total through May of 13,415 messages. Their daily average is 84 messages, with 17 daily from onestep circuits. The RM's have copied a total of 130,000 numbers on the ship's broadcast frequencies this cruise.

ELECTRONIC TECHNICIANS

Bradley's ET's are directly responsible for the upkeep of the majority of the ships electronic equipment. Our ET's are divided into two groups, ETI and ETR. The ETI's, headed by Billy Day, ETN2 have the job of repairing, cleaning and maintaining 107 pieces of communications gear. This total includes from the smallest piece of test equipment, to the varied transmitters and receivers used by our Radio Central. The ETR's, headed by Leroy Snell, ETR2, have a smaller number of pieces of equipment as compared with the ETI's. Nevertheless, their job is equally important. There are 20 pieces of associated radar equipment, with the largest being our SPS-40 radar. The ETR's are also required to clean, repair and maintain 13 pieces of electronic countermeasures equip. Our ET's are also the primary early warning defense of Bradley, by maintaining an alert watch in ETI, working in conjunction with the RC's.

On this, our second cruise, the ET's have spent 10,300 man hours working on their equip, and they have been called upon to perform 1050 repair jobs. On these, they have replaced some 1200 parts. The ET's are responsible for \$33,171.00 spent on parts, of which \$17,074.00 has been used on our famed SPS 40 radar.

RADARMAN

Bradley's radarman, or RD's, are a somewhat "mole" type group, having to live in semi-darkness most of the time. Their job is to maintain a complete, up to date picture on all that is taking place around Bradley, in the air, on the surface and assisting the ST's in sub-surface contacts. This cruise the "scope dopes" have tracked approximately 3,500 surface contacts alone, obtaining course, speed and the closest point of approach for each of them, "skunks as they are normally called. The RD's work out of CIC, or Combat, and this is sometimes referred to as the nerve center of the ship. Very little the Bradley does, does not concern combat in one way or another. In any evolution where Bradley is required to maneuver, a common place phrase is heard, "Sir, combat recommends", and the RD's are busy in their job of assisting the COB in placing the ship in the proper perspective. The RD's are involved in such evolutions as 1AS and 1AA. For the most part, the RD's perform in a port and starboard manner, but with a will do attitude at all times. This past cruise, Bradley's air controllers logged 288.5 hours of aircraft control and conducted approximately 60 jet aircraft intercepts.

WEAPONS DEPARTMENT

Department Head: LT. W.L. WERNISMAN

Our weapons department is composed of five different rating, utilizing a myriad of talents. Weapons department is responsible for the total ordinance aboard Bradley. Our main armament, two 5"/38 guns and the various small arms used for shipboard security are the responsibility of our gunnermates. The fire control equipment which is used to control our main armament, is a responsibility of our fire control technicians. Our torpedomen ensure the availability of our ASW weapons to cope with any situation. The Asroc and its associated equipments are the responsibility of our Asroc gunnermates working ~~with~~ the Sonarman. Our sonar technicians also have the job of maintaining our many ASW sensors. Our general appearance and cleanliness is handled by our "deck force"!

The following is a roster of our weapons department:

W-1 DIVISION

LPO: CAVE, D.A. BM1

Ambriole, D.L. SN

Bettino, M.L. SN

Bivona, R. (n) SN

Brown, J.D. SN

Carroll, C.R. SN

Dewaele, J.J. SN

Dines, R.A.	SN
Dragon, J.P.	SA
Duncan, W.W.	SN
Furnace, B.F.	BM3
Garcia, L. (n)	SN
Guaragna, L.M.	SN
Hall, J.E.	SN
Jewett, J.D.	BM3
Lingard, K.H.	BM3
Matthews, M.D.	BM2
McCart, H.L.	SN
McGinn, P.L.	SN
Moore, J.W.	SA
Patterson, J.W.	SN
Polansky, S.M.	SN
Preston, J.A.	SN
Rosewall, A.L.	SN
Russell, T.A.	SN
Shafer, T.F.	BM3
Thomas, S.R.	SR
Trail, R.C.	SN
Underwood, H.L.	BM3
Van Nada, J.A.	SN
Wagester, L.W.	SN

w-2 DIVISION

LPO: WINKLER, G.L. FTG1

Bennett, Ch. H. GNG3

Bennett J.P.	GI92
Bode, J.D.	FT92
Borden, R.B.	GI92
Covert, D.A.	TM2
Durham, D.P.	SN
Fambrini, D.J.	GI93
Gerhart, J.A.	FT92
Hoelzle, D.J.	FT92
Jordan, J.H.	SN
Klinefelter, G.E.	TM3
Lear, C.W.	GI92
Mc Garrity, M. J.	GI92
Motley, D.R.	GI93
Neisser, S.M.	SN
Regula, D.E.	FT93
Sizemore, P.P.	GI93
Stanfield, G.T.	GI91
Sweeden, O.M.	GI92
Thompson, E. (w)	SN
Wall, D.D.	FT93
Wagner, D.L.	SN
W-3 DIVISION	
LEPO: DENNIS, H.C.	STCS
Bledsoe, D.C.	ST92
Cain, J.L.	ST92
Clifton, D.R.	STC
Cunningham, J.E.	ST1

Euper, T. (N)	STG2
Frederickson, D.J.	STG2
Jones, J.P.	STG3
Karr, S.A.	STG2
Landis, D.A.	STG2
Maruna, R.E.	STG3
Monihan, E.A.	STG2
Neal, H. (n)	STG2
Nims, F.A.	STG1
Reishon, PAAA	ST1
Roberts, R.G.	STG3
Ryan, V.A.	ST1
Vierna, G. (n)	STG3
Degmont,	ST1

BOATSWAINMATES

On each ship in the Navy, there is a group of men who spend a lot of time doing a lot of hard work which is not often recognized. One reason could be the work they do is almost taken for granted. This is the true case aboard Bradley and our BM's, or Boatswainmates, are the ones who keep Bradley's sides and topside spaces looking sharp, for the appearance we aboard her definitely take for granted. During our last cruise, the BM's braved adverse conditions in the Sea of Japan as well as the Tonkin Gulf, to completely repaint our sides four times and use a total of 613 gallons of paint during the last six months. The BM's report we used 720 cans of scouring powder and 320 sponges for titivating the ship this last cruise.

GUNNERSMATES

Our GM's are our main factor in our fine record for gun fire of all types. No one need expound on the record, it stands for itself. During our cruise this year, our GM's fired 5,703 rounds of 5" ³⁸ ammunition. 3,186 of these were passed through the tight domain of "Odis" Sweed's crew in our mount 51. Our more reluctant gun, mt. 52 was responsible for 2,517 rounds. Mount 52 was also the reason for \$1,034.00 spent on two major parts for repairs. Our GM's also report we used 900 rds of 50 cal. at \$180.00, 1000 rds of 45 cal. at \$60.00, 3000 rds of 30 cal. carbine at \$180.00 (this could not have been done without the expert help of Captain Whaley and his keen eye for sport) 800 rds of 30 cal. M-1 at \$64.00. The total cost for our 5,703 rds of 5" ammo is \$570,300.00. Another facet of the GM rating is our ASROC system without which Bradley could not perform her primary task of ASW.

FIRE CONTROLMAN AND TORPEDOMAN

Along with our outstanding GM's go our FT's which ~~without their pulling the trigger and maintaining the computer solution, we would have been~~ unable to fire our 5,703 rounds. The FT's are also in charge of maintaining their own important electronic gear and ~~this includes a somewhat reluctant~~ director. Our ~~fair~~ FT's report that 1/5 th an inch was worn off the inside of both 5" guns this cruise. This means mount 51's barrel was over 100% expended and mount 52 was 60% expended.

Our TM's are those who maintain the triple torpedo tubes on our port and starboard sides, man them for firings and maintain all our torpedo handling spaces. As with our Asroc GM's, the Bradley could not perform her primary function of ASW without the dedicated help of our TM's.

SONAR TECHNICIAN

Bradley's sonar tech's, ST's, are more common referred to as "ping jockeys". This is derived from the well known fact that the sonarman's underwater gadget does, in effect, ping when it transmits. The ST's are required to maintain a constant audio and video search of the waters through which Bradley passes each day. They are also responsible for the upkeep of their multitude of units comprising the 26 sonar, which is sometimes easier said than done. Our illustrious sonar gang managed to out do themselves with 2,978 hours of ping time. While doing this, they had a maximum range of 21,000 yds (10.5 miles) and a minimum range of 800 yds, (.4 miles). They were involved in two actual weapons shots, both exercise, one an Asroc and one an over the side torpedo shot. The ST's gained 15 confirmed sonar contacts and 2 unidentified contacts. Our magnificent system used approximately \$45,000.00 to keep it going, with 984 hrs for repair and cal.

ENGINEERING DEPARTMENT

Department Head; LT. T.R. PETERMAN

Bradley's engineering department might be called the ship's heart, providing vital services to all extremities of the ship. The functions and services provided by the engineers are as varied as the personnel who make up Bradley's "snipes".

~~XXXXXXXXXX~~ Basically the engineering dept. is composed of two divisions, M and R. M division, composed of the BT's and MM's, provide the propulsion power to allow Bradley to meet her operational commitments, up to 35,000 shaft horsepower. In addition to providing steam for the main engine, the BT's provide steam to heat the ship, cook meals and operate the laundry. The feed water and potable water distilled by Bradley's BT's, up to 16,000 gallons per day, satisfies the needs of both the boilers and crew in ample fashion.

R division provides an multitude of electrical and auxillary services, plus maintain Bradley in a high state of repair. The EM's provide power and lighting without which the ship could not function. The IC gang provides both internal communications and gyro information vital to the ship's combat mission and safe return to port. "A" gang keeps the ship cool, even in the hottest climates and maintains the reefers which

allow Bradley to serve fresh foods even after weeks at sea. And finally there are the SF's and damage controlmen, the repair gang, who keep Bradley materially ready, whether repairing damage caused by combat, storm or just plain wear and tear.

The following is a roster of our engineers:

M DIVISION

LCPO: HEATH, J.L.	MMCS
Anderson, J.E.	BT3
Avila, G.R.	MM2
Baddeley, R.W.	MM3
Barnes, E.E.	FN
BOTTS, M.W.	FN
Christiana, J.L.	BT1
Coday, P.W.	MM1
Davis, M.L.	MM3
Decker, K.A.	FN
Dunnigan, C.H.	BT2
Garrett, C.A.	MM2
Ginn, R.E.	MMC
Hansen, D.B.	FN
Hirsch, R.H.	FN
Hutchinson	MM1
Kirchker, G.L.	FN
Lemons, J.F.	MM1
Long, A.J.	BT3

McClellan, B.J.	BTG
McGraw, J.C.	ET1
Miles, W.R.	MM#
Montgomery, J.	BT2
Paegel, A.W.	BT3
Pierce, T.D.	FN
Pond, E.M.	FN
Reed, W.E.	MM3
Rice, E.W.	FN
Seavey, R.W.	MM3
Smitherman, J.E.	FN
Stinch, M.L.	FN
Taylor, K.C.	FN
Vanderbeek, C.G.	MM2

R DIVISION

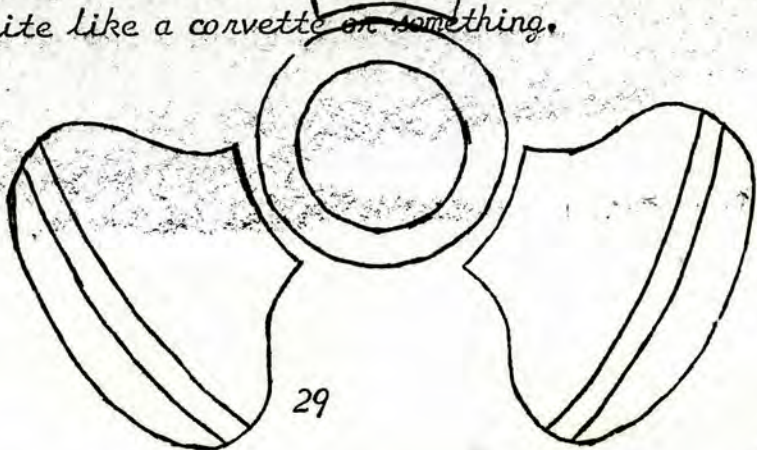
LCPO: YOUNG, JMS

Amick, R.C.	JCC
Annot, K.L.	SFP 3
Bean, J.	SFP2
Belk, E.E.	SFC
Benson, P.R.	SFP3
Bowles, J.V.	EM3
Caudle, J.R.	EM3
Chamberlain, G.J.	EM2
Enck, H.W.	EMC
Flood, G.C.	JCB
Flowers, A.R.	JCB

Frederickson, R.E.	EM3
Jungles, R.E.	FN
Kahbhaugh, K.R.	FN
Kirkland, G.L.	FN
Larson, R.A.	FA
Ledet, R.A.	FN
Massey, R.S.	FN
McQuinston, W.R.	FN
Moore, E.G.	DC1
Roth, J.C.	EM3
Simmons, S.C.	FN
Sloon, T.A.	EM2
Thompson, R.E.	EN1
Turner, A.J.	EN3
Urbanek, B.R.	JC2
Valdez, J. (n)	EN1
Zaniger, R.H.	FN

BOILERMAN AND MACHINIST MATES

Our "M" division, comprised of the BT's and MM's have some very unusual and little noted statistics for us. It is reported that the two rates, working hand in hand, are responsible for a total of 50,124.3 engine miles steamed. (Enough to go around the world twice) In their fine hands Bradley consumed some 3,040,534 gallons of fuel. This is a remarkable figure and amounts for about \$16,280.10 in "gas money". (I'm sure they use a credit card) Through the BT's evaporators, we used 1,521,269 gallos of the freshest water available. Our Unique and Unquitting plant consumed 595,122 gallons of feed water. Our BT's and MM's spent a lot of hot steaming hours, about 3,300 and 874 hours in port. Our fuel consumption rate averages out to be about 60.7 gallons per mile, quite like a corvette or something.



ELECTRICIAN MATES

This year our E's were quite fortunate in being allowed to re-lamp the Bradley forty two times. We gave them the opportunity to rig the "dress ship" lights on five different occasions. The E's skill was directly tested by placing 23 ground wires on our personal gear, record players and such. The E's gave them the opportunity to repair the hangar deck lights twice after our NGFS tours. Of the different type lamps used aboard Bradley, our industrious E's replaced 300 fluorescent, 975 incandescent and 675 fluorescent starters. We don't really have a lot of flashlights aboard, but somewhere we used 410 flashlight batteries; maybe for some other purposes, huh. To count the number of hours stood on diesel watches would be impractical, but we do have to thank the electricians for "lighting our way" for the past six and one half months.

INTERNAL COMMUNICATIONS

During our extended tour away from home, radio stations were few and far between. Our IC men not only kept up their end of the communications gear (internal), but gave the whole ship 2,280 hours of ship's entertainment. In doing this, the IC men played over 53,720 records and used stylus to do it. In our leisure hours, and some when we weren't quite so leisure, we saw 336 movies, thanks to the IC men and their counterparts. Theirs is definitely an inspiring job and one our fine morale hinges upon.

ENGINEER

Engineers on *EN*, are not exactly what the title may imply to some of us. Although they are not like our hometown "mechanics", they are very much in demand aboard ship. It is with their hard work that Bradley was kept a "cool" ship. Their air conditioning genius was put to a task by cooling some 420,723 tons of air since our departure last year. They also were responsible for our warmer times when Mother Nature turned off our sun-lamp. In their over all job of being helpful they also logged 100 hours on the boat engines while helping tend lines for our Bli's. Thanks to their sheer fortitude, the Ice maker on the mess-decks allowed us all to enjoy cold drinks without having to go next door.

SUPPLY DEPARTMENT

Department Head: LT. R.E. FULGHUM

The supply department is responsible for providing the daily services required by each man and the ship. To accomplish this task, the department is divided into five divisions (sections).

S-1, on stores division, is responsible for procurement, receipt, stowage and issue of repair parts, consumables, equipage and services such as potage, pilots and tugs. S-2 on commissary is responsible for the preparation of four meals a day. This responsibility also entails the procurement, receipt and stowage of all the food materials necessary for their preparation. S-3 on ships service division, is responsible for personal services such as laundry and barber and for the operation of the retail activities, the ships store and vending machines. S-4 on disbursing, by far the most popular, is responsible for maintaining the pay records of each individual and insuring that he gets every precious dollar the government allows on each payday. S-5 on stewards division, is responsible for the preparation and service of the officers meals and the maintainance of their living quarters.

The following is a list of the supply department:
S-1 DIVISION

LPO: RAMIREZ, T.C. SKC

Pryor, H.R. SK1

Leasure, J.D. SK3

Moore, G.W. SK2

Safrans, G.L. SK3

Soriano, F.B. SK1

S-2 DIVISION

LPO: NORTH, A.E. CS1 / STOTH CS1

Eckstein, P.J. CS3

Ganner, M.E. CS2

Hall, E.G. CS3

James, H.A. CS1

Murray, T.W. CS3

Surace, G.P. CS3

Sutton, W.J. CSSN

S-3 DIVISION

LPO: GEORGE, B.J. SH1 / SCROGGINS, N. (n) SH1

Dejonge, J.M. SH3

Donley, R.L. SHSN

Shawot, S.J. SH3

S-4 DIVISION

LPO: SCHUBERT, E.R. DK1

Szatko, A.A. DK3

S-5 DIVISION

LPO: VEGGA, L.L. SD2

Bugue, W.U. TN

Intalion, L.L. SD3

Rosario, P.N. TN

SARMENTO, B.M. TM

STOREKEEPERS

SK's are the real go-getters of our organization - its always go get this or go get that. The SK's domain which is way up forward, is a small room loaded with many, many books and price lists and catalogs. During the last deployment, our SK's have spent \$55,999.75 on repair parts for the Bradley. The SK's had 2300 1250's submitted for parts and have typed 1915 DD 1348 forms Navy Requisition forms. Our SK's also have a few more interesting comments about our seventh fleet unrep. With the USS Niagara Falls AFS-4, we spent \$3,575.62, with the USS Castor AKS 1, we spent \$1,780.81, with the USS Pollux AKS 4, we spent \$1,268.80 and with the USS Mars AFS 1 (vertrep) we spent \$3,984.15 for a total amount of \$10,609.38.

COMMISSARYMAN

Our CS's, or food service technicians, have seen to it the crew was fed a well rounded diet at least three times a day during our past deployment. Some figures of interest from the CS's are: The crew drank a lot of coffee, using some 10,800 lbs. of coffee grounds. Our appetites led to the disposal of 28,520 lbs. of fresh potatoes and 9,446 lbs. of six way beef. Our CS bakery department used the bulk of 10,000 lbs of flour to make fresh bread and pastry. To add to this, our fancy for the finer things of life led to the destruction of some 1,164 gallons of ice cream, not including the IC consumption. We took on stores at 10 different occasions during our last cruise. The CS's fed the crew a minimum of 764 meals this cruise.

SHIPS SERVICE MAN

The SH rating is broken down into three categories. The first of these is the barber, who this cruise has managed to keep Bradley crew members neatly trimmed with a total of over 1900 hair cuts. The second of these is the laundryman, where we are directly affected. The enterprising young group of two, spend a lot of hours at the presses and the old "scrubbing" board to keep us in clean attire. They have pressed over 4500 shirts and 4300 pairs of trousers for our officers and chiefs. They were kept real busy with over 145,000 lbs of enlisted men's laundry and used 1500 lbs. of detergent. Thirdly is our famous "Sears of the Seas", or ships store operator, who without, we would never have made it. Our SH's have had a cash sale business of over \$34,351. This went to help us with over \$3,000.00 being put into welfare and rec. Our fine "gedunkers" have disposed of some 3,970 gals of coke this past cruise.

DISBURSING CLERK

Our DK's, headed by LT. (Sloopy) Parker have been about the most significant factor to Bradley's morale. They are responsible for our "hard earned Pay" and do a good job of keeping it up to date. Although sometimes we feel like they are keeping some of it, theirs is still a good job. This cruise \$356,897.00 was paid to our crew in regular payrolls. We also received \$64,675.00 for our efforts in the combat zone. In another feature of our cruise we were able to save some \$30,000.00 in income taxes while here and the crew saw fit to put \$20,000.00 into the 10% savings program.

STEWARDS

Bradley's SD's are responsible for the welfare and neat and trim appearance of our fine officer staff. This year our "green table" has been set about 575 times for meals and the SD's have prepared about 130 settings for mid nations. The Bradley "Bradels" have consumed approximately 500 lbs of the world's finest coffee, prepared in tantalizing and aromatic way by the SD's. During our stay in the Western Pacific, our wonderful and conscientious officers have gladly paid out approximately \$5,500.00 for their superb cuisine including "fresh" salads and as much fresh fruit as the SD's were able to procure. They were also enlightened many times by the SD's firsts on a number of dishes.

HOSPITALMAN AND POSTAL CLERK

X division is a very talented and versatile group that comprises the administrative staff of the ship. X division is also graced by the presence of the ship's Medical representative and Postal Clerk.

During the past six months, Gillespie, HM1, sometimes called "DOC", has administered 1,830 inoculations to the willing Bradley crew members. He is also "happy" to report he dispersed 146 2 oz. bottles of Brandy for exposure to the elements, (he wouldn't say what elements). Doc has been the direct cause of our healthy crew, having had some 350 guests at sick call the past deployment.

968
Dubois, our PCYN3 reports Bradley had approximately 100 mail calls, with an average of 10 lbs of mail per day received. He also states we averaged 400 letters per day, outgoing. With direct cooperation with the DK's, the PCYN3 reports we did a whopping \$56,774.60 money order business.

PERSONNELMAN AND YOEMAN

This year our PM and YM staff kept up with an ever changing picture by staying on top of all our paperwork. Though not necessarily an arduous job, they have definitely put in their time, while during special evolutions they have added to our shipboard functions by dividing their talents among the rest of the ship. A few little statistics from our "office" show they have typed some 275 liberty cards, handled 332 examinations issued 111 new id cards, have typed 150 military pay orders for disbursing, handled over 4900 official letters received by the ship. One important part of their jobs, a reflection on all of us, are our quarterly evaluations marks, which they have seen fit to keep updated and correct.



AIR GUESTS

Commander Destro, or Squadron Thirty One, whose flagship is USS Bradley DE-1041, wears two hats; one as an administrative commander and the second as an operational commander. As an administrative commander, he is directly responsible to Commander Cruiser Destroyer Flotilla Nine and directs training, material readiness, management and general policy decisions directly relating to those units specifically assigned as units of Destroyer Squadron Thirty One. As an operational Commander, he is directly responsible to Commander Anti Submarine Warfare Group one and directs policy, employment, scheduling, movements, logistics and material readiness of any destroyers assigned to Anti Submarine Warfare Group One. The function of all staff members assigned to ComDesRon 31, is to carry out the policy so designated by the Commander and to advise him on matters of administrative and operational matters when called on to do so. The staff is assisted by the following enlisted men:

Dyer, L.C.	STC11
Long, F.A.	YN2
Hagen, R.L.	N12
Bravo, C.R.	TH
Bersarino, R.	TH

A Word From The Captain

The recently completed deployment with the Seventh Fleet, BRADLEY's second, was quite comparable to the first and at the same time was different in many ways.

This and the first cruise were comparable both in the type of operations performed and in the success the ship had in these operations. Every functional unit on the ship should feel great pride in their excellent performance and in their contribution to the nations war effort. In the case of some units the contribution was direct and readily measured. For other units the contribution was indirect and difficult to measure but no less important. In some areas BRADLEY's excellent performance stood in marked contrast to other ships. In many areas your performance, while still excellent, only marked on gave us only a slight edge over other fine ships. Our true objective, and where you of BRADLEY really stood alone, was achieving uniform excellence day to day and operation to operation, throughout the cruise.

The accomplishments are too many to list the all, but some of them are; the reliability and performance of the engineering plant; the performance of the ASW team; the reliability of the sonar; the 6000 rounds of 5"/38 cal shells delivered on enemy targets; the response and effec

iveness of repair personnel; precise navigation; excellence of radio and visual signal stations; (IC's overall coordination of operations; provision of necessities and comfort by supply; smart ship handling and alert bridge watch personnel; smart deck seamanship at many unrecs, plane guard details, rescue details and helo details; consistently smart appearance of the ship; and appearance, attitude and conduct of the crew. RE- MEMBER these with satisfaction, both as units and as an entire ship. These accomplishments belong to you, the officers and crew of BRADLEY, but no commanding officer ever felt greater pride.

William A. T. Haley

"THANKS"

We would now like to say thanks to all of those who made this little booklet possible. To all division Petty Officers for their interesting facts and figures, the welfare and recreation members who made it possible. to the Captain and the Commodore for their fine endorsements, and a special thanks to the fine Bradley Wardroom and their great sense of humor. Special thanks go to Joe Garwick, SN, for his personal interpretations of all the rates, and to "Fats" Bishop, RL1 for his job of editing. We sincerely hope you like it, even though there are a few typographical errors.

Your Welfare and Recreation
Committee Members

HAWAII

KOREA
(SEA OF JAPAN)

TAIWAN

HONG KONG

MALAYSIA

PHILIPPINES

JAPAN

THANKSGIVING DAY

MENU



THANKSGIVING DAY

U.S.S. BRADLEY (DE-1041)

W.S. WHALEY, CDR, USN
Commanding Officer

J.M. HARTICK, LCDR, USN
Executive Officer

R.E. FULGHUM, LT, SC, USN
Supply Officer

D.L. PARKER, LTJG, SC, USNR
Ass't Supply Officer

Commissary Personnel

A.E. NORTH, CS1, USN

JAMES CS1

STANTON PM1 (MAA)

GARNER CS2

HALL SN

MURPAY CS3

SUTTON SN

MERKLIN SK2

SURACE SN

THANKSGIVING MENU

CHILLED SHRIMP COCKTAIL

SEAFOOD COCKTAIL SAUCE

LEMON WEDGES

CREAM OF TOMATO SOUP

ROAST TOM TURKEY

BAKED HAM

MASHED POTATOES

CANDIED SWEET POTATOES

CORN O' BRIEN

BUTTERED PEAS

GIBLET GRAVY

CRANBERRY SAUCE

CORN BREAD DRESSING

LETTUCE WEDGES SLICED TOMATOES

SALAD BAR ASST. RELISH TRAY ASST. DRESSINGS

HOT BROWN AND SERVE ROLLS

BREAD, BUTTER

ASSORTED CAKES

ASSORTED FRUIT PIES

FRESH MILK

COFFEE

CHILLED FRESH FRUIT

MIXED NUTS

USS BRADLEY (DE 1041)
Fleet Post Office
San Francisco, California 96601

NOT TO BE REMOVED FROM THE LIMITS OF THE SHIP

PLAN OF THE DAY - THURSDAY 22 DECEMBER 1966

DUTY SECTION: OOD - 2 UNIFORM OF THE DAY
 ENL - 2 Officers & CPO: Service dress blue
 Other enlisted: Undress blue
 Working: Clean dungarees
 Liberty: Service dress blue

<u>COMMAND DUTY OFFICER</u> - LT HUGHES		<u>DEPARTMENTAL DUTY OFFICERS</u>
OOD	08-12 BMC EASTERLY	WEPS DUTY OFFICER - BMC EASTERLY
	12-16 DKC KOON	OPS DUTY OFFICER - RML STANTON
	16-20 BTC MC CLELLAN	ENG DUTY OFFICER - BTC MC CLELLAN
	20-24 RML STANTON	SUP DUTY OFFICER - DKC KOON
	00-04 BMC EASTERLY	DUTY SEC. OFFICER - BMC EASTERLY
	04-08 DKC KOON	DUTY MAA - RML STANTON
MAA	RML STANTON	DUTY YN - SN DUBOIS

SHIP'S ROUTINE

CARRY OUT THE NORMAL DAILY ROUTINE IN ACCORDANCE WITH BRADLEYINST P5400.1
WITH THE FOLLOWING EXCEPTIONS:

0600 Reveille
0630 Breakfast for the crew
0745 Muster on station
0800 Commence ship's work
0900 Knock off ship's work. Commence holiday routine.
0900 Liberty commences for sections 1, 3, and 4 to expire on board at 0730,
23 December 1966 for section 3; 0730, 24 December 1966 for section 4;
and 0730, 25 December 1966 for section 1.
1600 Muster the duty section on the fantail
SUNSET Colors
2000 Movie call

R. A. Nichols
R. A. NICHOLS
LT, U. S. Navy