



USS BRADLEY ASSOCIATION

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USS BRADLEY (DE/FF-1041) REUNION SAN DIEGO, CALIFORNIA OCTOBER 7 – 10, 2004

By the time this newsletter is posted on the ship's website and mailed to those shipmates without internet access, the second Reunion Mailing should already be in the hands of our registered association members.

This mailing includes provisions for: hotel registration, meal plans, tours and other reunion related matters. The various 'plans' will provide plenty of latitude for our members in terms of available choices. They will need to be returned not later than **September 7, 2004**, which should give everyone plenty of time to decide what they want to do and still get their forms and fees sent in to **ML & RS** in plenty of time.

However, those members who have special needs, be it handicapped accessible rooms etc. should get their reservations in **AS SOON AS POSSIBLE** to insure they are able to get the type of accommodations they need.

It's the hope of the Board of Directors that our first ship wide reunion will be a great success and involve a huge number of our former Bradley crewmembers.

THE USS BRADLEY ASSOCIATION...BEGINNINGS

With our first ship-wide reunion less than six months away perhaps a look back to the association's beginning would be appropriate.

In February 1992 I was happy to receive a letter from former Bradley shipmate SH2 Irwin "Butch" Shattuck inviting me to a small reunion to be held February 15 & 16 in Des Moines, Iowa. I had not heard from Butch since leaving Bradley in April 1975 and thought it would be good to renew shipboard friendships. It was going to involve a group of shipmates who had served aboard together from about 1970-1975. Another Bradley shipmate, RD/OS3 Jack "Ripper" Minster also contacted me about the reunion. Jack and I had kept in contact over the years at Christmas. Unfortunately, for me, I was unable to attend this first gathering due to prior travel plans. By the way, it has always impressed me that so many Navy people come from the Midwest, many never having seen an ocean! Why do you suppose this is the case?!

Jack dropped me a line after the get-together in Des Moines with a brief report. Seems everyone had a great time, looked the same, for the most part, and no one could drink like they did 20 years earlier! He mentioned that Butch was thinking about putting out a little newsletter.

West Salem, Wisconsin, ten minutes from La Crosse in the tri state area of Wisconsin, Minnesota and Iowa was to be the site of the next meeting of Bradley shipmates from the early 1970's. The flyer read...*NOW HERE*

THIS... Calling All Sea Dogs...mess pukes, swabbies, deck apes, scope dopes and other non-land lubbin' salts...time to meet again in the Spring of 1993.

We met at The Midway Hotel in La Crosse, April 8-10. Shipmates Butch and Jack were again the organizers. Happy for me, I was able to make this second 'reunion' of the guys I had known while onboard Bradley for three and a half years. I flew from Newark Airport to Minneapolis/St. Paul Airport and then took a short flight to La Crosse. Most everyone else drove, one from California. Six former shipmates and their ladies attended and all had a great time. We even had a tour of Downtown La Crosse...I really enjoyed the tour and free samples offered at the local G. Heileman Brewing Company. Have this great postcard of the World's Largest Six Pack...brewery silos or tanks painted as a six-pack of their brew! The Shattuck's were really great hosts. This former PN2 had become a dedicated reunion attendee after the experience! After the get together Butch published and maintained a list of former shipmates from our era. This way everyone would stay in contact.

In December 1994 I received a letter from Jack Minster. Along with reminisces, Jack was already thinking about the next time. He mentioned the it would be great to have more shipmates attend in the future, that we needed to be better organized with better communications, had to get a definite game plan down and plan early. He wanted to improve on our list of addresses and go after it all more aggressively. This letter could have served as a blue print for the organization of our present association!

Unfortunately, it was going to be nearly ten years before we were able to meet again.

The next get together started with a flyer, produced by Butch Shattuck and began ..."Hey Sailor, "Buy me drink??" Plans called for a meeting over the Fourth of July weekend, 2002 in Des Moines, Iowa. Later the site was shifted to the picturesque town of Pella, Iowa, home of Pella Windows and local Dutch culture and architecture. Thursday through Sunday would the duration and arrangements would be made at a local hotel for meeting space and accommodations. Pella is located approximately 45 minutes from Des Moines so this time I had a rental car I picked-up at the airport. We would meet at 5PM on Thursday evening at the hotel for a social hour followed by a group dinner in town. I arrived a couple hours early but managed to find a couple other early birds and started up the reunion in style.

Before we parted on late Sunday morning we had had three great dinners together, watched some slides of Bradley and her crew, that I had dragged along on the plane, attended the fireworks in town for the 4th, traveled around the area and walked around town, partied a lot and generally had a really super time together. Once again, the ladies and six of us made it to this event.

At our last get together, I brought up the idea of establishing a ship's association. Earlier I had discussed the idea with Jack and Butch and had their full support. So on the evening of July 6, 2002 the USS BRADLEY ASSOCIATION came into being. Somehow it doesn't seem that two years have passed since that wonderful time I spent with my shipmates in Pella, Iowa and the founding of our association.

After returning home and thinking about the way to proceed and getting some good advice from contacts at *Tin Can Sailors* and the *DESA* as well as from other former Navy types I learned that one of the best ways to grow an association is to publish a newsletter of materials written by former shipmates. They said that our former crewmembers would never tire of reading about "Life Aboard the Bradley" and similar articles. Following their advice, the first USS BRADLEY ASSOCIATION NEWSLETTER was published and distributed to those on our membership list in late summer 2002. Slowly our numbers grew. An AD placed in *The Legion Magazine* produced several telephone calls early on, including one from Bob Sisson, a former XO. He and I left the ship on the same day in April 1975.

Visiting various website I had been informed about including: Classmates.com; HullNumber.com and Destroyers On-Line helped me get into contact with many more former Bradley crewmembers. Our first association roster included 46 names. However, I soon realized that we'd never have a viable association without communications and interaction. About half of the names on that roster did not include U.S. Postal mailing addresses. Over time we lost contact with many shipmates due to bad email addresses with no way to communicate on-line.

The problem of on-line communications was solved in December 2002 when retired U.S. Navy CDR Thomas Lettington, a former Bradley CO, volunteered to set up and run, at his own expense, a ship's website for the association. It was an immediate success! We now were able to contact many new members from among the ranks

of former Bradley crewmembers and keep in contact with them on-line. However, I continued to mail newsletters to about a dozen shipmates who don't have access to the World Wide Web and still do.

About this time it became clear that the association needed leadership. A group of shipmates stepped forward and volunteered to serve the association as a Board of Directors until By Laws could be written and elections held at our first ship wide reunion. Along with Tom Lettington and myself, GMT2 Bill Barrett, Jack Minster, Irwin Shattuck, and DK1Chris Koon became the first directors.

Tom Lettington started posting each new Bradley Newsletter on the ship's website and many guys who had served aboard from 1964 until 1988 contributed stories, and still continue to write articles for their shipmates enjoyment. Tom also made it possible for association members to communicate with each other via the website. Members can message everyone signed aboard the site. Many interesting discussions have taken place on the site since. As time went on other features were also added to the website including the ever popular member photo pages.

By June 2003 the association had grown to over 130 members. New members continued to come aboard regularly. A very large number of Bradley Plank Owners were contacted and joined thanks to the efforts of several of their number. Former YNC Jim Bundrick keeps tabs on our 'original' Bradley crew.

It was about this time the first talk of a reunion took place. While it was hoped we could hold it in 2003 it just wasn't going to happen. However, the board was able to get started early for 2004. After much discussion and worry the idea of hiring a company to run a reunion in 2004 at San Diego, Bradley's former homeport, took shape. Eventually we hired ML&RS and the rest of it is reunion history.

Around this time Tom Lettington ship's website was merged with one started by a former Bradley Radarman, Paul Groos. Paul graciously agreed to let us use his web address...our current web address.

As the association continued to grow throughout 2003 another website development took place when former Bradley shipmate FC3 Thomas Hyett (86-88) came aboard the association and expressed an interest in using his expertise to do a "make-over" on the website. To make a long story short, he and Tom Lettington have done and continue to do just a terrific job for all of our shipmates with the ship's website. They are constantly working to expand and improve the site and no suggestion or idea is too much work. Our two Tom's are presently working on new ideas for www.ussbradley.com ...stand by! Tom Lettington continues to keep involved with the site and still provides us with the site at no cost to the association. Tom Hyett now acts as our Webmaster.

By January 2004 our membership was approaching 200 former Bradley shipmates. The first ship wide reunion planning was well underway, the prospects for the association seemed bright and the newsletters continued to be published and posted.

What are the things about the beginning years of the USS BRADLEY ASSOCIATION that stand out in my mind?

First of all the speed of its growth...from 46 in late 2002 to 240 registered members now (with about another 30-40 'on the fringes') is most gratifying for me.

Next would be the breath and depth, as I'm going to call it, of our group ... crewmembers from the entire 23 years of the Bradley's commissioned history in the U.S. Navy and every rank and grade from Seaman to Admiral...all sharing a common Bradley bond.

Of equal importance would have to be the most outstanding ship's website in cyber space, bar none!

I'm going to hope that we break all records for first ship-wide reunion attendance when we meet in San Diego in October and set still another Bradley record!

I've attempted here to recount the development and growth of our association and how many of our former shipmates have contributed to it meteoric growth. I trust I haven't omitted any significant events or contributions made by our members to the growth and prosperity of the USS BRADLEY ASSOCIATION. If I have may I beg your forgiveness.

Bruce Gottsch

Invocation

The sweep of the foothills down to the bay
The half-light of dusk on a mist-ridden day
The shaft, through a cloud, of a single sun's ray
Give pause:
Yield, yield to the impulse to fashion a clause
To contain all that is, all that will be, that was
As the promise of bliss
Is contained in a kiss.

--April 1966

David Parker
(65-68) LT

NEW OFFICER, NEW SHIP

Not many officers get to begin their sea going career on a new ship. I was lucky enough to begin mine on the USS Bradley (DE 1041). It was late '64 when I reported "aboard" Bradley. Actually she was still in the yards in Hunters Point and I reported to the XO, LCDR Squires, in San Diego. We had a few officers in a building on the Naval Base; from there the XO was getting us organized to go to San Francisco when the ship was ready for a crew. At the time I was newly commissioned Ensign, and didn't have much of a clue what had to be done since I had most recently been a flight Radioman in MATS planes over the Pacific. Ships were new to me. I probably wasn't much help getting things together for the transition to San Francisco. The XO tried by sending me to a lot of schools, but it wasn't until we reported to Hunters Point that I acquired the appropriate "situational awareness."

The ship was anything but a sea going entity then. She was still being outfitted. There were hundreds of things to be corrected, and there were workers all over her all the time. There were also air lines, steam hoses, electrical cables, (you name it) running from shore to ship all the time. And she was anything but clean! I can remember then LTjg Art Schroeder spending most of his time crawling in every space and void in that ship, large or small, and inspecting it for defects. He knew that ship better than anybody at that time, (or probably ever) did. I ended up going to DCA School at Treasure Island. I got more schools in the first 18 months than anybody.

I certainly can remember the first time out on sea trials. Now, I had been motion sick before. I had to get used to riding backwards (flight radioman station) bouncing along at 10,000 to 15,000 feet in a four engine, prop driven MATS plane. I did finally get over that and was able to cope. But the first time out on the Bradley was a real eye-opener for me on that little cruise. I eventually was able to "stomach" it, but some level of motion sickness was a constant companion for me while at sea.

Bradley gradually became a real Navy ship and she was really a nice looking ship, with that high bow and rather low-slung superstructure. Being the second ship of the class to be commissioned we got a lot of attention. Underway training was a real challenge, but we were ready. We did extremely well on all exercises. I was Assistant DCA and spent my time in DC Central. We got through with no incidents, except for one. A plug in the fire main corroded away and dumped hundreds of gallons of seawater in the diesel generator room. That was a real challenge. Both automatic starters shorted from the salt water and started both emergency diesels. They just sat there and idled, with the generator coils splashing around and around in the salt water. Naturally they were both completely shorted out and useless. Then CH ENG LT Bob Zetterberg pulled out the trusty NAVSHIP engineering manuals and figured out how to put them both back in service with out having to replace them. It took several washings with clean distilled water and hours of baking the coils with heat lamps. Then testing to be sure the salt was all out and doing it all over again. That went on for a few days, and finally they were ready for use. We never had any more trouble with them. Another incident that was a surprise was when most of the fluorescent light fixtures aft fell off the overhead from the vibrations during the test firing of the 5" 38 on the 01 level aft.

The first WESTPAC cruise took place in 1966, and CDR Whaley, second CO, ably led us. We left San Diego in Late May or early June and made it back in Late December. Before it was over I ended by being the sea-detail JOOD, fueling officer (ask me about that sometime), qualifying as OOD Underway and ran DC Central during General quarters. There are many stories about that cruise. The wetting down Joe Todd and I had in Sasebo when we made LTjg was quite a time (what I can remember of it). I don't recollect getting back to the ship on my own, and I think Bob Zetterberg sort of carried me back. There were the port and starboard watches for a couple weeks in the South China Sea, where everyone was involved. There were four of us that stood bridge watches in pairs; i.e. eat mid-rats, stand watch from midnight to 0600, eat breakfast, sleep from 0600-1200, get up, eat lunch, stand watch from 1200-0600, eat breakfast, sleep from 1800-2400 then do it all over again. There was another pair that did the reverse. Other than aching feet, we survived rather well. Since Bradley burned JP-5, we were asked to provide underway refueling of the helos as they hovered alongside the ship. That was always a bit exciting. We also refueled a few small boats. There was also the ship's party in Kaohsiung (I believe that's where it was). 'Nuff said about that!

I remember when I came aboard Bradley I noticed that the deck in the aft officers' head was stainless steel plate. I wondered why it was different from the terrazzo in others. Then during firing of the aft gun I found out. The after officers head was the repository of spent 5"38 shell casings from the after gun on the 01 level. During shore bombardments that was a real trip when the head filled up with shell casings. I guess everybody else on the crew thought that was an appropriate use of the head. The cruise ended in a bit of a downer. Instead of going to Japan for our final WEST Pac shore leave before the states, the after effects of a typhoon forced us to go to Guam. We pretty much cleaned out the Navy Exchange. Almost everything of interest in the NEX (motorbikes, stereo sets, cases of spirits) ended up in our after torpedo room for shipment home!

We arrived in San Diego a few days before Christmas. I took leave and went home to Michigan where I had a new baby girl waiting for me, born in November while we were off the coast of Vietnam. While I was in on leave Michigan I was notified I was to be transferred to the USS Courtney to be the Engineering Officer. I was sorry to leave the USS Bradley. "Whatever it takes" was her motto, and that's what we did. I have never forgotten that great ship or the crew that sailed her on that first West Pac.

Bill Jorgensen
1964-1966