

USS BRADLEY ASSOCIATION

Founded July 6, 2002

December 2017

NEWSLETTER



Bradley shipmates and wives
New Orleans

Presidents Message

Shipmates!

My sincere thanks to all shipmates, wives, family and friends for helping to make our New Orleans reunion a success. I hope everyone had a good time – I know I did!

A special thanks to Bruce Gottsch for his hard work, and Al Hughey for the excellent banquet programs and music.

This reunion took more attention to detail than usual. But in true Bradley “can do” spirit, we made it happen! Our second best attended reunion since 2004 – thanks again!

Along with Bruce, we are already in the preliminary planning for the 2019 reunion.

Wishing all good health and happiness in the coming New Year. Steady as you go!

Bill Barrett

Treasurers Report ending 30 Sept.2017

In reviewing the Financial Summary of Receipts and Expenditures for the 9-month period ending 30 Sept. 2017, it appears that the Association received \$715 in dues.

Expenditures during this period consisted of \$15 for Admin. – Bank Fees. Postage and newsletter costs amounted to \$651.88.

Total expenditures for this time period was \$666.88.

Excess of Receipts over Expenditures was \$42.12

The Total Fund Balance of the Association at the end of this 9-month period is \$4,387.53.

The Association has \$145 excess remaining in the Memorial fund. Any thoughts on an appropriate use for those funds? As of 30 July 2017 there is Excess of \$542.69 in the Agent Orange project account. Any thoughts on appropriate uses for those funds?

Summary Report prepared and submitted by Don Ruhl, Treasurer

New Orleans Reunion Recap – October 12-15, 2017

Forty-two **BRADLEY** shipmates, their family and friends enjoyed sunny weather and great company in The Big Easy while celebrating our eighth ship-wide reunion. The venue was the Doubletree by Hilton Airport Hotel outside New Orleans in Kenner, LA. The location allowed easy transport to the City of New Orleans itself which was enjoyed by the reunion participants. It's always great to greet and spend time with those shipmates we've known from past reunions as well as get to know those attending for the first time!



While the reunion formally began with activities on Thursday, about a third of those signed up arrived a day early. We've seen more and more shipmates arrive a day or so early or stay a couple days after the reunion to take in local venues not included in scheduled reunion events. Arrangements with the hotel allowed us to enjoy the same hotel rates during these extensions.

On Thursday at noon our Hospitality Room opened, as usual, and was stocked with snacks and soft drinks, as well as the usual **BRADLEY** memorabilia brought and shared by our fellow shipmates. This included a beautiful scale model of the **BRADLEY**, loaned by shipmate Mike Stella and picked up in CA and transported to New Orleans by our ever-faithful shipmate Robert "Fuzzy" Furrer. Thanks guys! Along with the model there were photos, memory books, scrap books and other articles of interest to our shipmates. Thanks to all of you who brought and shared these **BRADLEY** memories!

Sarah Hord, the representative of *Ozark Kirkwood Travel and Tour*, our new reunion management company, was greeting arriving shipmates in the lobby and handing out reunion info. This was our first experience with a new company, having used Premier Reunion for the prior seven reunions. Our shipmates were extremely pleased with Sarah and the detailed and diligent services she provided to all our

participants. She truly helped make this reunion fun and enjoyable!

Thursday evening shipmates had their first experiences with New Orleans, including dinner in the famous French Quarter for some, while others enjoyed a local seafood restaurant.



Friday was the first full day of reunion activities. After an early breakfast at the hotel, included in the package, we boarded a Grey Line Bus for the trip to the WWII Museum in downtown New Orleans. The museum includes five buildings with various exhibits and interactive experiences as well as a theatre. Additional exhibit buildings are under construction on the site. Bob Planeta, a **BRADLEY** shipmate from the mid 1970's, learned that the B-17 his father served aboard during WWII is on display in the museum! Those who visited the museum were moved by its exhibits and impressed by the detail.

Friday evening featured a buffet New Orleans Creole dinner in a private dining room with after dinner remarks by Secretary Bruce Gottsch recognizing the roles and contribution of several **BRADLEY** shipmates. These remarks are recorded as part of the MINUTES of our Business Meeting.



A special treat was a report by shipmates Bill Johnson and Randall Watkins about their experiences at the Keyport Washington Naval Weapons Station. **The USS BRADLEY Association** was invited to participate in a ceremony dedicating a conference room at the facility to **Captain Willis Bradley**. More to follow about this event will be coming your way in a future **BRADLEY** Newsletter.

We also enjoyed the traditional "open mike" to allow shipmates to share humorous 'sea stories'.

Saturday was another busy day for reunion participants with breakfast followed by a bus trip to the banks of the Mississippi River to board the Steamboat Natchez for a luncheon cruise on the Big



Muddy.

At 3pm the **USS BRADLEY Association** held its biennial business meeting, the details of which are included in the Minutes of the meeting.

Not long after, at 5pm, we met for pre-dinner drinks and a photo shoot of all our reunion attendees, which has become a part of reunion tradition. Our thanks to shipmate Bill Johnson for taking these photos which will become part of our reunion *Memory Book*.

Our reunion Banquet began at 6pm with a welcome by President Bill Barrett and a blessing offered by shipmate Randall Watkins and we enjoyed a wonderful sit-down dinner. After the main course was served we began the Annual Memorial Service for our Departed **BRADLEY** Shipmates, presided over by President Barrett. It's always a somber high point of each of our reunions. Following dinner, group photographs were taken by Sheryl Watkins.

Shipmates said their goodnights and so longs to those leaving early Sunday morning.

Sunday morning breakfast has traditionally become a last meeting time for many reunion attendees and a chance to say their goodbyes until 2019. See ya all!

USS BRADLEY Association

Minutes of the Business Meeting

New Orleans LA

October 14, 2017

The meeting was opened at 3:09 by President Barrett and the Pledge of Allegiance was led by shipmate Dennis Walker.

Election of officers was held with the current officers -- President Bill Barrett, Vice President Irwin "Butch" Shattuck, Treasurer Don Ruhl and Secretary Bruce Gottsch -- re-elected without opposition.

The Secretary read the report prepared by Treasurer Don Ruhl due to Don's absence because of health issues. Many shipmates expressed their concern for Don and his wife Joan's health and wished them well and looked forward to their being at our next reunion in 2019.

After the reading of the treasurer's report a motion was made to move the \$145.00 excess from the Memorial Plaque Fund into the general fund. Motion passed. Motion made and passed to accept the treasurer's report.

Vice President Shattuck took the floor to update the members about the issues and continuing problems with *Blue Water Sailors* not being granted benefits for Agent Orange exposure. This in spite of much evidence having been produced of late indicating we deserve this benefit. Butch has been in contact with various veterans' groups working on the problem as well as members of Congress.

A discussion took place during which shipmate Mike Davis stated he was in possession of BRADLEY deck logs from 1966, obtained from the National Archives, indicating BRADLEY's presence in an area designed as legitimate Agent Orange usage. Butch stated that he will continue to work with any group seeking compensation for medical issues for our shipmates and other BWS who have been affected by AO. We thank Mike Davis for turning over the deck logs for use in developing claims for AO benefits.

The association has been working to raise awareness of this injustice by producing bumper stickers for sale and offering the proceeds for a donation to be used to further the work of obtaining benefits for all BWS, including our BRADLEY Shipmates. The balance of \$373.31 in the Agent Orange Fund was approved for use by Butch to further this campaign.

Vice President Shattuck collected dues from members present for forwarding to Don Ruhl by Secretary Gottsch.

The following remarks were made by Secretary Gottsch at the Friday, October 13th dinner and were included in the minutes by motion of those shipmates present:

"It seems that we sometimes don't recognize the important work done by members of the association in the years between reunions, which in many case is ongoing. In an attempt to correct that situation, the following are offered."

Our thanks to shipmate David Nugent. David accepted the job of repairing and bringing our **BRADLEY** Website up-to-date: ussbradley.com. At the last reunion (Washington D.C. 2015) the association recognized that the website was in need of a major overhaul and asked through our Newsletter for volunteers. David was the only guy to step forward; something for which we are all very grateful. Over the next nearly two years David worked on sections of the website between his regular work as a website designer and recently completed most of the updates. He continues to work on our TAPS PAGE and, with the help of shipmate Bill Johnson, started to post **BRADLEY** Cruise Books and Newsletters on the website as well. More on including all **BRADLEY** cruise books on our website to follow.

If you haven't checked out our website recently, you should (<http://www.ussbradley.com/>). Thanks again, David!

Shipmate Bill Johnson has also been working behind the scenes for our association. He's the guy who has put together the last few Newsletters that all of you have enjoyed. He offered to help with that ongoing process after the last reunion and has made the process much more efficient. He's also sent more and more Newsletters electronically to those members with active email addresses. We've been able to establish an email listing, thanks to Bill, which we hope to maintain and expand. Members are requested to keep their email addresses updated with the association. Sending Newsletters via email versus U.S. Mail saves the association dollars!\$!

Bill Johnson also came up with the idea of including **BRADLEY** Cruise Books and Newsletters on our website and has scanned several cruise books and newsletters which our Webmaster David Nugent placed on the website. Check them out!

Bill Johnson and shipmate Randall Watkins, and their wives, attended an important **BRADLEY** event earlier in the year up in Washington State. More on this event in the ***Spring Newsletter!***

We need to recognize the work that has been done by Director Al Hughey. At the last couple of reunions some problems developed with planning and running the Memorial Service for our departed **BRADLEY** shipmates at the banquet dinner. Al took the "bull by the horns" and corrected the shortcomings that had become apparent. He has continued to "fine tune" the elements of the service to include a "ship's" bell and color service booklets for those participating in the service. Thanks, Al, for this as well as your work on past services including appropriate music. This was a BIG job to be sure. Al has stepped up in a BIG way and we're all very appreciative for all his hard work on behalf of the association.

Don Ruhl, our long time reliable finance guy, is also greatly appreciated. Smooth Sailing and Following Seas, shipmate!

Bill Barrett, our intrepid president, did such a marvelous job for the association with the U.S. Navy Memorial in Washington back in 2015. He continues his work on behalf of our shipmates. Bill and I have been in contact much more regularly than in past years due to the changes that began last December with Premier Reunion going out of business. Always a pleasure and great to spend time with you, your wife, Diane and your school boy friend Rich Duffy, a frequent reunion regular.

We welcome aboard ***Ozark Kirkwood Tour and Travel***, our new reunion company represented by Sarah Hord. We've been working with Sarah since the demise of Premier last December. Thankfully, with Sarah's timely assistance, we were able to salvage this reunion's planned destination and hotel.

For the general information of our shipmates, the association has been fortunate to have established contact with three grandchildren of Captain Willis Bradley, our ship's namesake. We're hoping they will be able to attend a future reunion.

The date and location of our next ship-wide reunion was the next subject of business for shipmates

attending the reunion.

A discussion took place about the concerns various shipmates had about the somewhat “rocky” transition to Ozark Kirkwood Tour and Travel we experienced. However, all members present at the reunion felt that Sarah had done an outstanding job on the reunion and was ever ready to address any problems or concerns that arose. The vote of those present was one of confidence in Sarah and OKTT and to have our next **BRADLEY** reunion run by them. Sarah was invited into the meeting to provide any information on the four sites being considered.

After a good deal of discussion, the membership decided that our next reunion will be in *** Bremerton, WA, in 2019.

Sheryl Watkins, wife of shipmate Randall Watkins, requested to speak to our shipmates at the meeting. Motion made and approved. Sheryl proposed doing a “Memory Book” with photos from the reunion and making it available for about \$30.00 for interested attendees. Those present approved Sheryl's idea. Thanks, Sheryl!

The meeting was adjourned at 4:16.

Respectfully Submitted,

Bruce L. Gottsch – Secretary

USS BRADLEY Association Officer & Directors

2018-2019

Bill Barrett - **President**

Irwin Shattuck - **Vice President**

Don Ruhl - **Treasurer**

Bruce Gottsch - **Secretary**

Past Presidents/Directors: Paul Groos, Jerry Martin

Directors: Jose Carvello, Alfred Hughey, Randall Watkins

Webmaster - David Nugent

Newsletter Editor - Bill Johnson

Google Administrator - Tom Lettington

Facebook Coordinator - Sheryl Watkins



ATTENTION!!

Reunion Planning 2019

At the recent New Orleans reunion those members attending participated in the biennial **USS BRADLEY** Association Business Meeting, a report of which is included in this newsletter. As had been our practice since 2004, the date and location of our next reunion (2019) was discussed. Several sites were proposed and one of those was chosen, Bremerton, WA. However, almost from the moment that location was chosen many serious issues began to emerge.

Chief among them was transportation from the SeaTac (Seattle-Tacoma) Airport to the reunion hotel (not yet found) in Bremerton, across Puget Sound from Seattle. While the trip for those shipmates living in the immediate area may not be too much of a problem, those needing to fly in would be very challenged. The trip between Bremerton and Sea Tac would be at least one hour each way.

Although we investigated two methods of transport (not including car rental) both the expense (could be as much as airfare for many) and the physical demands of handling luggage (none of us is getting any younger!) seemed to indicate potential problems for our shipmates and their guests traveling to the reunion.

Because of these very serious concerns the association officers, in consultation with some of our directors and members living in the area, made an unprecedented decision. It was decided the fairest course of action would be to choose the destination that received the next highest number of votes, and that was San Diego, CA. *The 2019 reunion of the association will be in San Diego, CA, either September or October.* The month will be based on hotel prices and availability.



BRADLEY MEMORIES 1968-1969

Mike Stella, ETN3/ETN2 way back then.

I reported on board the Bradley, my first sea duty assignment, on 11 Sept. 1968 as a raw ETN3 after completing ET Prep school, ETA school, and two ETC schools ready to get off land and join the real Navy on a ship at sea. Indeed, the Bradley was soon heading out to sea but only to transit north about 80 miles to Long Beach for its first shipyard overhaul, but I was allowed to drive to Long Beach in my new Barracuda. I spent more time while on the Bradley looking at cranes and piers then at the ocean! We spent awhile in dry-dock and I remember thinking how huge and kinda funny the SQS-26 sonar dome looked sticking out from under the bow. I actually got to climb down inside that dome although I can't recall the reason why, but I remember it was quite large on the inside too! The Bradley was in the process of ramping up its crew when I reported aboard as only the 3rd or 4th ET in the OE Division headed by Chief Jacobsen. LtJG Tate, a Naval Academy graduate who also played on the football team, was my EMO. Both were terrific leaders and made my time aboard the Bradley a pleasure.

After 50 years one tends to forget the everyday, ordinary things that happen on board ship but a few of the more vivid memories I have from my time aboard the Bradley include an adventure on the mess deck; saying farewell to the missile deck; the Billy Day incident; a trip to the Long Beach Naval Hospital; and finally, a few weeks spent at sea!

Of all the armed services it was the Navy that always seemed to have the best food. Fresh milk, never powered, and fresh eggs, cooked to order. The very first eggs-over-easy I ever ate were in my Boot Camp mess hall and they became a favorite. But one morning while standing in the chow line on board the Bradley I decided I wanted a couple of fresh scrambled eggs and I spoke out my order to the mess cook. He had a couple of eggs already cooked sitting on the grill that had gone from over-easy to over- very-hard. With his spatula he made a couple of quick chops, scooped them up, and tossed them on my metal tray. He must have seen the very discouraged, disheartened look on my face because he screamed out, "What's Wrong?" Without trying to be funny I simply replied, "Those are the WORST LOOKING scrambled eggs I have ever seen!" He then reached across the grill, grabbed my tray, and flung it across the back of his galley saying, "If you don't like the way I cook you can come back here and do it yourself!" Crew members standing behind me laughed and cheered as I took advantage of this offer and proceeded into the galley to "do it myself."

Every morning Quarters were held throughout the ship and OE Division met on the missile deck. The MISSILE DECK!? Yes, the Bradley had a missile deck, albeit only as a test bed for the sea-sparrow missile system the previous year. It was a great place for holding morning muster, but it was scheduled to be removed in this shipyard stay and those of us in OE Division were sad to see it go. You can Google the Bradley and see how it looked with its missile deck intact and test firing the sea-sparrow missile.

The Bradley carried the SPS-10 Surface Search Radar and the SPS-40 Air Search Radar and both CIC and the Bridge contained a number of SPA-25 radar repeaters to monitor surface or airborne targets. These are the small round scopes with a rotating cursor that lights up targets with a tiny blip. Our EMO, Mr. Tate, thought the SPA-25 had too small a screen so somehow latched onto a used SPA-50 which was about four times larger! Being in the shipyard made it easy for the ETs to remove the smaller SPA-25 and mount the SPA-50 in its place. Every future Radarman that had to help navigate the Bradley from CIC, avoiding surface contacts and land masses, owes Mr. Tate a big (SPA-50 size!) Thank You.

ETN2 Billy Day was the leading PO during my time aboard the Bradley. He obtained permission to convert a small storage room into a space the ETs could use as needed so he went about cleaning out the room to maximize useable space. A few days later the ship was to get underway for testing but couldn't get any gyro information while preparing to leave the pier. Some hurried troubleshooting discovered that the main gyro cable had been cut! Tracing the cable showed it had been removed from the small storage room that Billy had cleaned out! "It was in the way," said Billy, "and I didn't think it was needed so I cut it and removed it!" The Bradley didn't get underway that day or for several days thereafter!

My assignment as an ETN3 and later an ETN2 aboard the Bradley was to maintain the WLR-1 and ULQ-6. These are the high frequency Electronic Counter Measurer's systems, both passive and active. The small control room was just off CIC and the main equipment room was just behind the bridge. One day while trying to lift a heavy signal generator to put back on its storage shelf I popped a childhood hernia and ended up in the Long Beach Naval Hospital for an operation. A few days later Mr. Tate and Chief Jacobsen came by for a visit telling me they were anxious for my return as the ship was making ready to leave the shipyard. The next day my doctor came in and asked if I'd like 30 days convalescent leave? He said this was the standard practice and it was free time off, wouldn't count as regular leave. The Bradley left Long Beach and headed to sea. I hopped into my Barracuda and headed for Tacoma taking the month off.

The Bradley eventually made its way to Puget Sound and tied up at Pier 91, Seattle, Washington. I hopped into my Barracuda and drove the 30 miles from Tacoma to park on Pier 91 and go aboard to say hello. I asked Mr. Tate if he would like to visit Mt. Rainier on the upcoming weekend. You could look off into the distance and see the picture postcard snow-capped mountain rising to over 14,000 feet above the sea level of Puget Sound. He reluctantly agreed but seemed more excited that Saturday morning when he asked if the XO and another officer could tag along. They were envious that HE was making the trek to the mountain. It turned out to be a fun outing for me but a long day for the three officers. While it looks like you can reach out and touch Mt. Rainier from Seattle it actually takes about three hours to get there. They kept asking, "Are we there yet?" They loved it when we finally arrived at Paradise Lodge, over 6000 feet higher than Puget Sound. I know they also loved it when Pier 91 came into sight at the end of a long day.

My convalescent leave now up I reported back aboard the ship while it was still in Seattle. Puget Sound is where the Navy sends ships to calibrate the sonar, test torpedoes, and fire the ASROC. I'd been on many small pleasure boats and larger ferries sailing many parts of the Sound while growing up in Tacoma, but it was still quite a thrill for me sailing under the Tacoma Narrows Bridge on a Navy

Destroyer Escort! The deck above the Bradley's bridge was a great place for sight-seeing and to witness first-hand the testing of the ships weapons systems. That's where I was standing when we arrived at the ASROC testing range. Leaning over the solid railing seemed like a great place to be just a few feet from the launcher, now pointing one of its rocket tubes skyward. I will never forget the NOISE, the smoke, the NOISE, the vibrations, the NOISE that the rocket made as it blasted upwards and away from the bow of the ship. Did I mention the NOISE??

The transit from Puget Sound back to San Diego was my first time at sea, or at least my first time in the Pacific Ocean. Memories include getting seasick, doing PM's on the ECM equipment (no lifting signal generators!), and watching that beautiful SPA-50 in CIC painting targets and shorelines. Back in San Diego, I enjoyed being the Captain's Driver, having taken the opportunity to obtain a Navy Driver's License for some forgotten reason. Very few, if any other, DE or DD Captains had an assigned Navy automobile and, of course, a driver to drive it. Our ship's captain, CMDR Joseph Metcalf III, must have been something special. Later in his career he made Vice Admiral, commanded the American participation in the Granada Invasion, and served as Deputy CNO for Surface Warfare. But to me, he was always the Bradley's Captain riding in the backseat.

We hadn't been back in San Diego for very long when Mr. Tate informed me I was being transferred off the Bradley!?! He said he had tried to keep me on board and even the captain had contacted BUPERS requesting I remain a Bradley sailor. But it seems when a sailor is detached from his ship for 30 days or longer he is put into an availability que and any ship with a greater need for crew members can grab him. I was needed on a DD heading to West-Pac months before the Bradley was scheduled to set sail so on 27 June, 1969, I left the Bradley, hopped into my Barracuda, and drove back to Long Beach Naval Station to catch the USS Benner, DD807 launched in 1945!

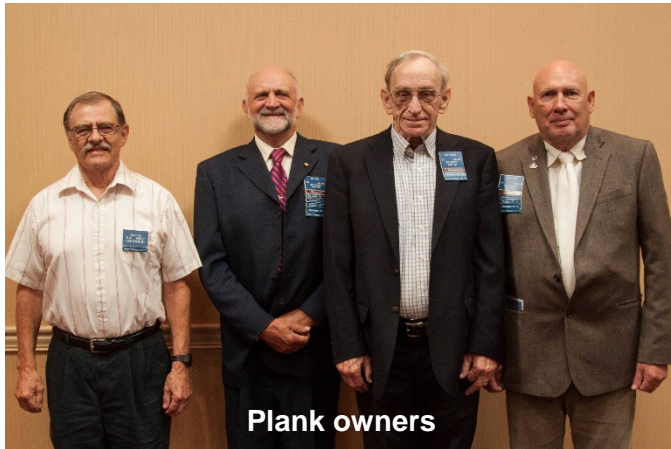
The Benner was older, showed a lot more red-lead covered rust, and one slept on CANVAS RACKS! We left for West-Pac soon after and when we anchored in Hong Kong for a few days of R&R after months in the Gulf of Tonkin I looked over the harbor and spotted DE1041 also at anchor. I went aboard to visit and greet the friends I had made in the nine months I had served aboard. It was the last time I ever saw the Bradley.

In 1971 I attended ETB School on Treasure Island Naval Station in the middle of San Francisco Bay. I had kept the home address of ETC Jacobsen who lived in Fremont at the south end of the bay and looked him up. Now retired we renewed Bradley memories and our friendship and I spent many a weekend with his family. His wife, Carol, drove the same style Barracuda! We became instant friends.

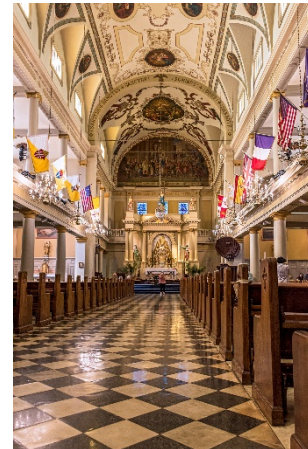
After 50 years one tends to forget many of the events in one's life but serving aboard the Bradley for nine months in 1968 and 69 has created life long memories for me that I have been happy to share with you. I hope it wasn't too boring. I stayed on active duty through 1975, graduated with a EE degree in 1979, and donated my Barracuda to the Mechanical Engineering Department.



Fred Todd with family and friends



Plank owners



The 60's



The 70's



Saturday night banquet



Saturday night banquet

USS BRADLEY Newsletter
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