

USS BRADLEY ASSOCIATION

Founded July 6, 2002

April 2021
NEWSLETTER



1970 - the Bradley was moored in Chao Phraya, Thailand during a port call. This photo was taken from the ships gig by then Lt. Stephen Roberts. Photo courtesy of LtCdr Stephen Roberts, USNR. *(From Naval History and Heritage Command site)*

President's Message

Shipmates!

Wishing you all the best, especially during this health crisis.

We're looking forward to holding the next reunion in April 2022. The location will be the same as the 2021 canceled reunion – Jacksonville, Florida. Costs will remain the same. Secretary Johnson will be getting out the details in the next few months.

If you haven't attended a reunion yet, I encourage you to consider attending this one. Let's keep the association strong with former shipmates from the 60's, 70's, and 80's. Most former shipmates that have attended reunions have been from the 60's and 70's and we'd love to see some of those from the 80's make the trek and swap stories with the "old timers".

Looking forward to seeing all the familiar faces once again.

Steady as ya go,

Bill Barrett

Treasurers Report ending 31 December 2020

Fund balance at beginning of year was \$6461.52.

In reviewing the Financial Summary of Receipts and Expenditures for the year 2020, the Association received \$475.00 in dues and \$10.00 in donations for a total of \$485.00.

Expenditures during this period amounted to \$517.12 for newsletter printing and mailing costs and \$500.00 for 2022 Reunion Deposit. Total expenditures for this time period was \$1017.12.

Excess of Expenditures over Receipts was -\$532.12

The Total Fund Balance of the Association at the end of 2020 is \$5929.40.

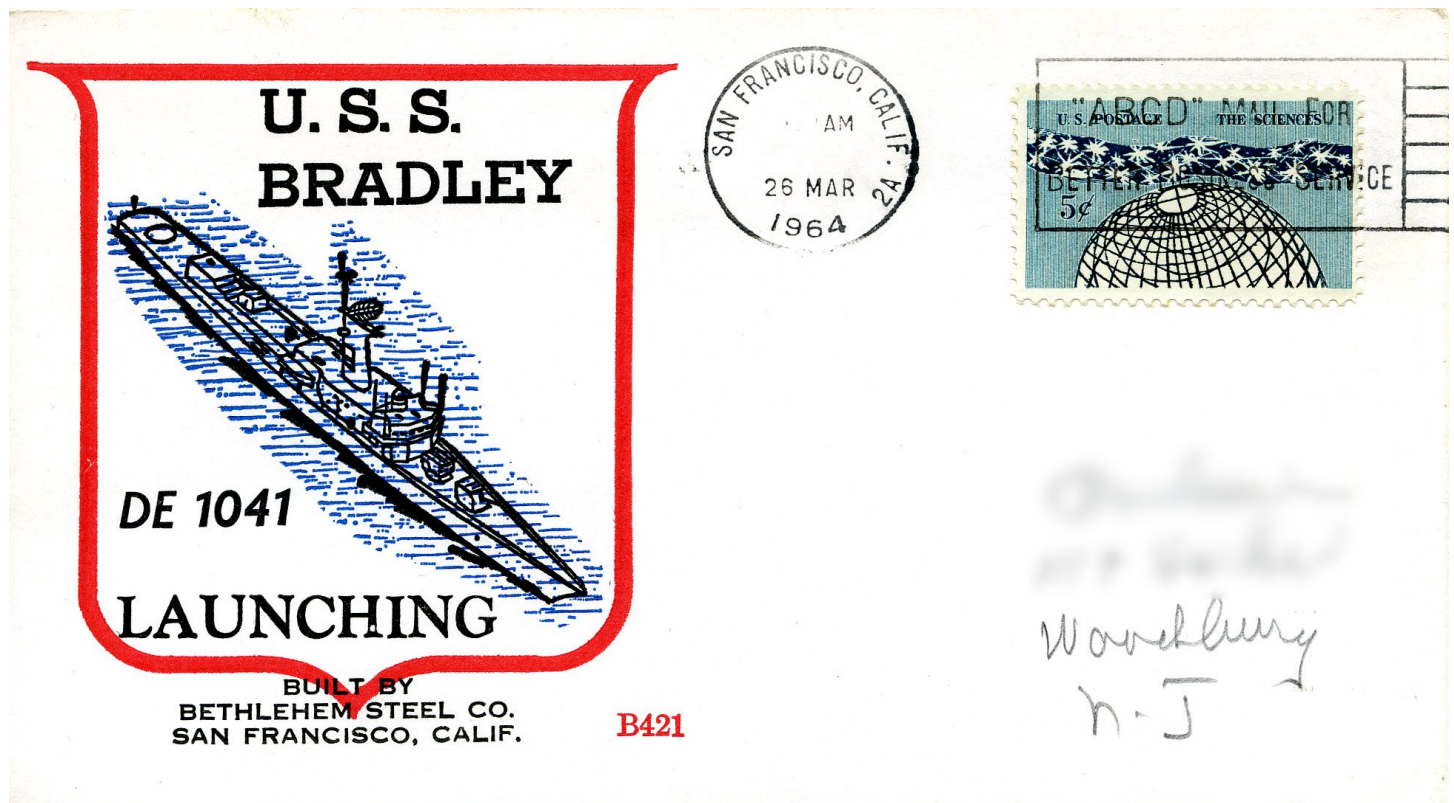
Summary Report prepared and submitted by Don Ruhl, Treasurer

**ASSOCIATION SECRETARY NOTE: THE ABOVE DOES NOT REFLECT COSTS FOR SEPT. 2020 NEWSLETTER. RECEIPTS TO BE SUBMITTED.*

Attention!!

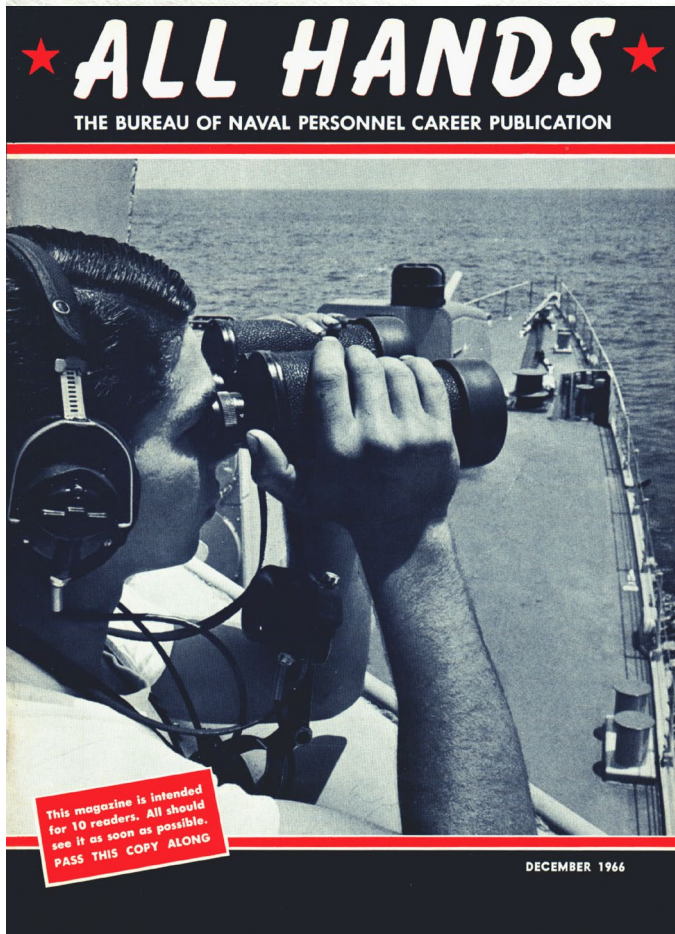
We are in the process of working with Military Reunion Planners to develop a registration packet for the **RESCHEDULED** reunion to be held in Jacksonville, FL April 22 - 26 2022. After discussion, Bradley Assoc. Officers have decided to send out the registration packet this summer (2021). Stay tuned for 2022 reunion info.

WHERE WERE YOU?





B512



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1966
Nav-Pers-O
NUMBER 599

VICE ADMIRAL BENEDICT J. SEMMES, JR., USN
The Chief of Naval Personnel
REAR ADMIRAL BERNARD A. STREAN, USN
The Deputy Chief of Naval Personnel
CAPTAIN JAMES G. ANDREWS, USN
Assistant Chief for Manpower Services

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John A. Oudine, Editor
Associate Editors
G. Vern Elsdell, News
Don Addor, Layout & Art
Ann Hanabury, Research
Gerald Wolff, Reserve

♦ **FRONT COVER:** SUB SEEKING—A destroyerman stands at his station as lookout on the bridge of escort ship USS Bradley (DE 1041), scanning the surface of the South China Sea during ASW exercises.—Photo by William M. Powers, PH1, USN.

♦ **AT LEFT:** TWINKLE, TWINKLE—USS Northampton (CC 1) lights up the night with Yuletide cheer as she shows off her Christmas decorations while in port at Norfolk Naval Base. Santa parked his reindeer and arrived in the antique car in the foreground.

♦ **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

U. S. S. MOLALA (ATF-106)
FLEET POST OFFICE
SAN FRANCISCO, CALIF. 96601

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Ser 72
25 APR 1972

From: Commanding Officer, USS MOLALA (ATF-106)
To: Director of Naval History (OP-09B9)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Brief Chronology and Basic Narrative

1. In accordance with reference (a), OPNAV report 5750-1 is submitted covering the period 1 January 1971 through 31 December 1971.


R. J. BRANCO

Part I- BRIEF CHRONOLOGY of IMPORTANT EVENTS

6. MOLALA performed various towing operations during the remainder of 1971:

28 July: Towed WLV-612 from Salina Cruz, Mexico to Panama.
5 AUG : Towed YRBM-29 and 30 from Panama to San Diego.
17 NOV : Towed YFN-954 from San Diego to Seal Beach.
18 NOV : Towed YFN-953 and 945 from Seal Beach to San Diego.
19 NOV : Towed USS BRADLEY to Long Beach.

Membership Dues Reminder

Those members wishing to pay their dues may do so by sending a check to Treasurer Don Ruhl as follows:

Make check to: USS Bradley Association

Amount of: \$30 per year (*indicate year(s) you are paying for*)

Mail to: USS Bradley Association
c/o Donald Ruhl, Treasurer
136 East 550 South
Mantua, UT 84324

Any questions or comments, please give me a call or let me know. Always glad to hear from fellow shipmates.
Donald Ruhl, Treasurer (360 303-2328) donruhlcpa@yahoo.com

An Officer and A Gentleman

By Jack Minster

Reprinted from the Winter 2003 Newsletter

My name is Jack Minster, RD / OS3. I was on the Bradley from 1971-74. Most everyone on board back then, called me Ripper.

Bruce Gottsch has asked me to write an article for the newsletter, thinking I might have an old sea story tucked away somewhere in my ditty bag. Ditty bag??

My article will be (somewhat) about an officer on board I served under, who I think went on to be the highest-ranking officer that the Bradley was ever associated with. If someone knows of another person that was on board, that reached a higher achievement, please correct me.

My saga begins in early 74. I had an EAOS of 16 June 1974.

The Bradley was scheduled for a WestPac cruise in mid-

March. This would have been my 3rd cruise, and quite frankly I saw no reason why the Navy needed me on board for another. But the Navy on the other hand, saw it different. It seems they were short of OSs (Radarman) and to get an early release in this rate was almost impossible.

So, I started this crusade of submitting chits for an early discharge. Every week or two, at Quarters (and even more so as the year came closer to the month of March), I would have a chit with a request for an early out. Now I didn't think that a discharge on the day of deployment, (roughly 90 days early), was too much to ask for. And I truly cringed at the thought of going back over, you know, just to go to a transit barge in Subic Bay to await discharge, and then a flight aboard some cargo plane back to the states. No, it just didn't make a whole lot of sense to me. But I was short and thinking like a civilian.

Being the supply petty officer for my division, I had an ample supply of chit pads, and being an OS (RD), in port, I had ample time on my hands to conger up excuses for my early departure. Some of my requests were well thought out; others were just pleas for mercy. I remember one I submitted that broke down exactly how much of the taxpayer's money would be wasted by keeping me in. Another one was how my short timer's attitude was affecting the division strikers, and it would be in the Navy's best interest to get this type of thinking away from them. Anyhow towards the middle of February, my requests were becoming lamer, and sometimes downright comical. It even got to the point, that if I hadn't submitted a chit in a week or so, the LPO, at Quarters, would ask me if I had one, or if I had scuttled the idea. I must have submitted at least 20 or 25 requests. (M*A*S*H wasn't on TV yet, so the Klinger approach never occurred to me).

So, what does this have to do with a high-ranking officer you ask? Well, every chit I handed in was always approved by my LPO. Then the Division Officer would get it, and he would approve it too. But it always came to a screeching halt when the Operations Officer got it. You see, here was a career man, a purple heart, a man by the book. He was very hard, but he was also very fair, and there weren't any free lunches with him. No sir, if I want out, I had to justify it. He also had a sense



of humor. When each chit was returned to me, it always included a comment or humorous reply. And towards the end it was like a game we played. Although I still wanted out.

Finally, one day, someone told me that if I was accepted at a college, and the semester started before my discharge date, the Navy sometimes granted early releases. Whoa!!! I had a weekend pass, and a day of leave on a Friday. Flew out of San Diego on a Thursday night, and was in Michigan in about 4 hours. The next day, I was at a community college, signing up for courses. I also talked to someone in Admissions and asked if they could write a letter of acceptance. And boy did they ever. It was like I brought them a script to go by.

In about a week, I got their letter in the mail. My chit with the “see attached letter” was already made out, I just needed to date it. This time it worked! He signed it!

I still have that chit. His remarks on it read as follows:

“Nothing but smiles and Good Luck Minster!!” RJN And off to the side, he wrote:

Suitable for Framing

Oh yea, the officers name? (then) Lt. Robert J. Natter. Adm. Natter retired October 3rd, 2003, after 41 years of service. A sad day for the Navy. He was truly one of her best.

Just one more thing, his comment...“*suitable for framing*”...A Four-star Admiral!! “Yes Sir, you’re damn right it is”! I’m going to Wal-Mart to look for a frame!



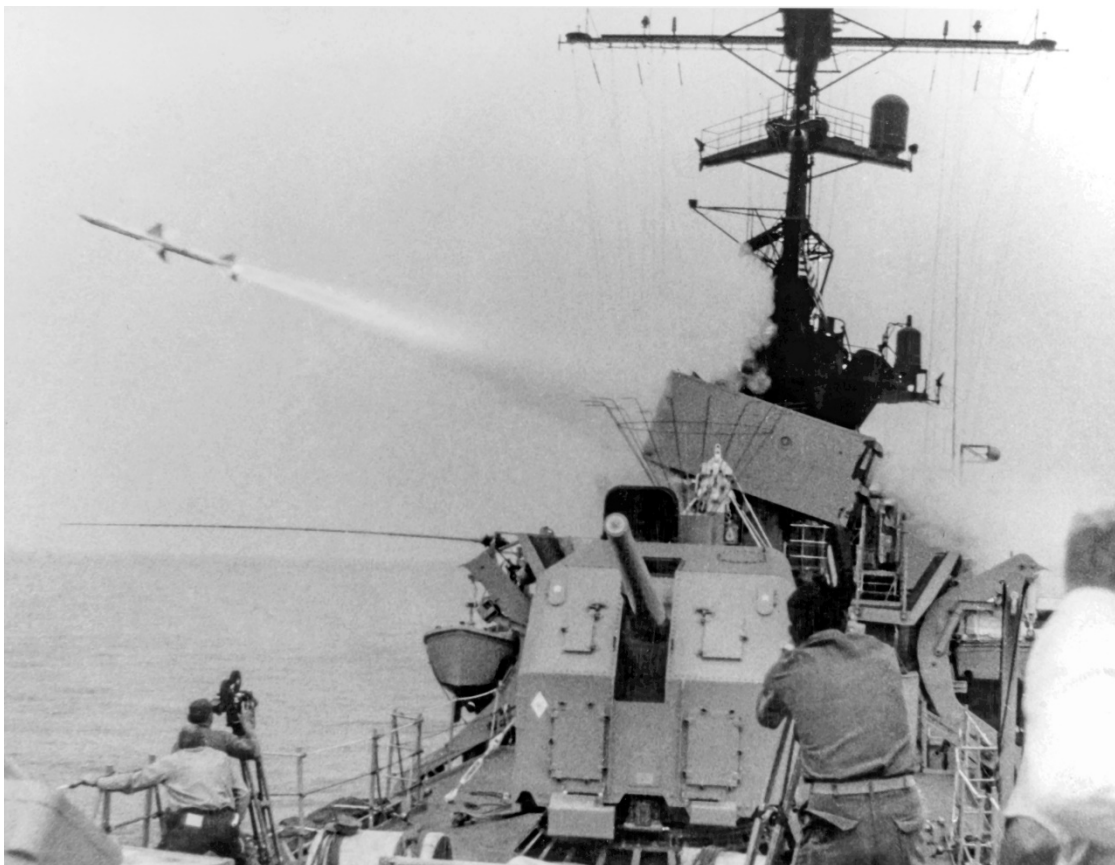
Jack Minster
aka **Ripper**



9 April 1974 - Then Lt. Natter (above right) with Ed Sabin. Ed Sabin was a sociology teacher with what was then Chapman College. In 1974 the Navy began the Program Afloat College Education (PACE). The PACE program provided basic college courses to sailors at sea. Ed Sabin was a sociology instructor and sailed with the Bradley when she departed for WestPac this day. Every time I saw Mr. Sabin, he had a pad in his hand making notes. For a sociologist, observing a DE crew under way headed to WestPac MUST have been worth the trip! Not being the sharpest pencil in the box, I received a B for the two classes I took. The program ended in September 2019.



SKSN Bob Lopez (far right) watching as we preparing to receive some JP5 from the USS Kitty Hawk – WestPac 1974



USS Bradley (DE-1041) launching a RIM-7 Sea Sparrow missile during initial shipboard trials of the Basic Point Defense Missile System (BPDMS) between February and September 1967. After its removal, the Mk 25 launcher was installed aboard the aircraft carrier USS Forrestal (CVA-59).