



USS BRADLEY ASSOCIATION

Established July 6, 2002

AUTUMN 2007 NEWSLETTER

Association Officers: 2007-2008

Jerome Martin (80-82) President T.J. MacVeigh (80-83) Vice President
Donald Ruhl (67-68) Treasurer Bruce Gottsch (71-75) Secretary
Thomas Malone (67-69) Legal Counsel Thomas Hyett (85-88) Webmaster

Board of Directors

Paul Groos (65-68) Past President 2005-2006
William Barrett (71-73) Chris Koon (65-68) Thomas Lettington (75-77)
Jack Minster (71-73) Irwin "Butch" Shattuck (72-75)

THIRD USS BRADLEY SHIP WIDE REUNION

Where: Chicago, Illinois

When: Fourth of July Weekend (July 3-6, 2008)

Details to follow

THE STATE OF THE ASSOCIATION

July 2007 marked the fifth anniversary of the founding of the USS BRADLEY ASSOCIATION. As with any human endeavor, much as happened in the life of our ship's association since then.

At this writing we have 325 former Bradley shipmates aboard the association. We've had two, ship wide reunions, one in San Diego in 2004 and the second in Charleston, South

Carolina last November. One might compare the reunions based upon the numbers of former Bradley shipmates who attended, the venues themselves, the activities provided for the attendees and, of course, the host hotels. For me, each was unique and different, just as each one of us; all former shipmates are unique and different. Personally, I enjoyed each one thoroughly, especially meeting crewmembers for the first time. I'm looking forward to next July's reunion in Chicago!

Our ship's website is a source of great pride and we owe our thanks to those who developed, expanded and have maintained it over the years: Tom Lettington, Paul Groos and Tom Hyett. It has provided the framework to help organize our association as well as providing a depository for so much valuable and interesting Bradley data, including all of our past newsletters. If you still have not visited it, please do so at: www.ussbradley.com

On behalf of the membership, please allow me to thank those officers who have served the association since its inception. All of our shipmates appreciate the dedication and hard work.

My main reasons for writing this message are to first, point out the serious need for continued and sustained leadership for the association and second to continue to carry on the mission of this association.... to bring all former Bradley shipmates together. We share a unique and significant heritage. Let us never forget it.

More Bradley Memories 1970-1975

The **BRADLEY** was a "McNamara designed, Cost Saver" that tried to get the most for the dollars spent. As such she was a combination and/or compromise between State of the Art Technology and Cost Saving Economy. She combined the best and a couple of the worst concepts of ship design and cost saving techniques. She was designed as an Ocean Escort vessel, primarily an ASW (anti-submarine) platform, and as such she was designed for maneuverability and acceleration around a top of the line SONAR system and ASW weapons system. Here the **BRADLEY** excelled. Then in order to save money, older, used equipment was installed in "less critical locations". Such as; the infamous vertical axis main water pumps and the ABT's (automatic electric buss transfer switches) and the projectile (Ammunition) hoists. The vertical axis water pumps, despite the Herculean efforts of the engineering department, we were lucky to have two of three working at any one time. Normal rocking and rolling of the ship's motion at sea caused rapid deterioration of the vertical pump axial bearings, due to gyroscopic action. The ABT's were manufactured by an elevator company that went out of business after WW2 and parts generally had to be hand made to repair them. The lower ammo hoist were for an older and large ship and originally designed to handle lighter 3"/50 gun ammo and not the weight of the heavier 5"/38 ammo we used.

For her role as an Ocean Escort, her maneuverability and acceleration came from a large rudder, a large single screw (propeller) and a "state of the art" German WW2 designed super high pressure fired boiler(s) which were surprising for their small size and capabilities. When going down into the Fire room, one found two main boilers just slightly larger than the third "donkey" (auxiliary) boiler. And they had an automatic combustion control pressure fired system to help control the boilers' operation. But, those little boilers were special in other ways and they themselves, with the assistance of the BT's on board, could really put out steam on demand... For as small as they were, the boilers could produce almost instantaneous large amounts of steam at very high pressures. The boilers could produce steam so rapidly and on demand that we could "Drag Race" other ship's and beat them consistently. No other ship in the Navy could out accelerate and beat the **BRADLEY**, from a standing start sprint (i.e. five or six miles). Other ships had a higher top speed over the longer distances, but we were faster in the short sprints.

Bradley originally designed, as primarily an ASW platform and sprint speed and maneuverability, coupled with really great SONAR, were her primary attributes. At this she excelled.

The most common little quirk the **BRADLEY** had was for the super high-pressure boilers to "Burp" a big fireball from our Mack (Mast/Stack) that would burn down most of the signal halyards and put the fire out in the boiler. (Not to mention scaring the hell out of topside watch-standers.) This in turn caused loss of electrical power and the ship went "dark" until we could power back up. As I understand it was caused by an incompatibility between the self-compensating fuel tanks, the fuel line piping, the fuel and the seawater, which caused the boiler burners to clog-up and interrupt the fuel, flow to the respective boilers. It could be very hairy, at times, especially if waterways were restricted, or crowded with other traffic, or at night. I can recall at four times it occurred while I was standing underway watches: (a) While steaming off San Diego and conducting special Helo Ops Tests, (2) At dawn, just off San Clemente Island while approaching the Test Range Area, (3) Just prior to entering the narrow entrance channel at Midway Island, and (4) In the early evening, in the Tonkin Gulf, halfway between Hainan Island and Vinh, North Vietnam.

All this added to the character and the flavor of the **BRADLEY** and a crew who worked hard together to overcome and find solutions to any problems presented and to make sure we met our commitment and obligations. We may have occasionally had some minor differences between the deck apes and the snipes but when push came to shove, we were one crew working together for the ship. A prime example is the RODEO the ship put on in Subic. That was primarily the lower enlisted personnel who set it up and carried it off to a successful completion. Once the idea of the Rodeo got started, the whole crew worked on it in one way or the other and still managed to get all the necessary ships work and repairs accomplished. All in all, she was a good ship, a good feeder, and had a tight crew that worked and played together.

Another example of the **BRADLEY'S** crew activities was the support for the children's orphanage up on top of the mountains near Olongapo. I can remember a day up there where we constructed and repaired pigpens using prime Philippine mahogany lumber. There we were making pigpens and sties out of lumber that a yacht owner would love to have for his boat repairs. They (the children) really enjoyed the apples, oranges, cake and ice cream we brought along, but I think it was the adult attention and friendship that they liked best...

I recall a high-speed squadron (multi ship) transit from Japan to the San Diego, during the tail end of a typhoon... We steamed in columns and while in the typhoon we had an almost permanent 20-degree port list due to the high winds and rolled from that relatively stable position. One night I went down to the Chief's Mess for a cup of coffee to relax, prior to hitting the sack, after stand an underway deck watch. While sitting there the ship lurched, picked me up and the chair I was sitting in and threw us both across the width of the CPO Mess and against the port bulkhead. No broken bones, but what a wild ride while it lasted.... Later, after we cleared the worst of the storm, we ran into the famous Aleutian Islands Fog and kept column station using the old "towed spar method" during periods of heaviest fog. You tow a large piece of lumber at the end of a known distance length of line, and the ship astern keeps station on the "Towed Spar" by keeping it in sight.

How many remember the "Tacos" from restaurant north of Olongapo, made from won-ton wrappers and stuffed with shredded cabbage, shredded cheese, and "grilled monkey meat" and topped off with Banana catsup and Tabasco sauce? I recall it tasted pretty good, along with a couple of bottles of ice-cold San Miguel beer. Of course, one had one's feet up on the porch railing, while sitting on the patio next to the beach. Another hard day at the office...

William A. Von Protz, FTC

(Chief Von Protz passed on several years ago. This a reprint of one of several Newsletter articles he authored.)

Business Meeting Minutes

USS Bradley Association

November 11, 2006

The meeting was called to order by association president, Paul Groos at 3:02pm at the Town and Country Inn & Conference Center, Charleston, SC. The following association members were present and signed in:

Butch Shattuck	Dick Bottenberg	Michael O'Connor	Jose Carvalho
Bill Barrett	Jim Bundrick	Steve Green	David Nagy
Paul J. Gross	T. J. Mac Veigh	Bruce Gottsch	Don Ruhl

A discussion about association membership, dues (\$25 per year) and how to increase dues paying members took place. The suggestion was made that the association provide membership cards to those members paying their annual dues as other ship associations and veterans groups do.

Treasurer, Don Ruhl distributed copies of the association's **Summary of Receipts and Expenditures** to those present. A summary of said reports follows:

We have a total of 44 dues paying members. A total of \$2,924.00 in dues have been collected by the association for 2002-2006 to date and other receipts, such as the auction at the 2002 reunion and donations. Expenses total \$116.39 for legal fees involving the establishment of the association and banking. Fund balance as of 9/30/06 was \$2,807.07. A sample **Dues Invoice** was also displayed. The treasurer's report was accepted.

Next the members present discussed possible uses of the association funds on hand. Several suggestions were made as to using these funds. One suggestion was to use it to benefit the children and grandchildren of association members; another thought we should support the USS Slater Museum ship. A members wanted to have the association compensate Tom Lettington for using his server for the association website. (Just for the record, Tom has not requested any compensation from the association for hosting the ship's website.) According to one shipmate, the USS Philippine Sea Association awards scholarships annually. We were told that they have about 500 dues paying members with total assets of about \$30,000.00.

Bill Barrett made a motion, seconded by Mike O'Connor that the association send membership cards to dues paying members. The motion carried. Bruce Gottsch and Don Ruhl will work on the dues letter and format of the membership card. Information to be included will include a questionnaire on how to use due funds, a facsimile of the I.D. Card as well as the minutes of the business meeting. An extended discussion ensued about how to use the association's funds. The idea of a scholarship was well received by many of the members present.

A motion was made by T. J. Mac Veigh and seconded by Bill Barrett to establish a committee to research options and report back to the board and the association with recommendations of program(s) to be supported by association funds, mainly member dues. The following committee was established:

Dick Bottenberg T. J Mac Veigh Jim Bundrick, Advisor Dave Nagy, Chairman
(After the meeting Dave Hoskins also volunteered to serve on this committee)

Next order of business was nomination and election of officers for 2007-2008.

Mike O'Connor nominated Jerry Martin for associations president and Jose Carvalho seconded the nomination. A short discussion took place because Jerry was not present. However, the members present felt since Jerry has served as association Vice President for the past two years he'd agree to move up. Jerry Martin was unanimously elected the second president of the association.

Bruce Gottsch nominated T. J. Mac Veigh for Vice President seconded by Bill Barrett. T.J. Mac Veigh was elected Vice President of the association.

Don Ruhl was elected treasure and Bruce Gottsch was elected Secretary by acclamation. The board of directors was also re-elected with the addition of former president, Paul Gross.

The final issue to be resolved was the place and date for the next meeting of the association. Several possible sites were discussed and voted upon. The decision to have the 2008 Reunion in Chicago, IL was nearly unanimous. It will take place over the July 4th weekend 2008 (July 3rd-6th). Bruce Gottsch moved to again hire ML&RS to plan and run the 2008 reunion, seconded by Paul Gross.

Dick Bottenberg made a motion to adjourn the meeting at 4:25pm with a second by Paul Gross.

Respectfully Submitted,

Bruce L. Gottsch
Secretary

Treasurer's Report

At the business meeting there was discussion as to the purpose and use of the funds collected by the Association by dues and other means. It was approved to have a committee study the possibility of the Association sponsoring a scholarship program for Association members and/or their families.

A majority of the dues received are paid by check. As Treasurer I see those checks and am surprised to see the number of checks that are being used that have full names, address, phone number,

Drivers license number and in a couple of cases what looked to be Social Security Numbers printed on the check. In this day of identity theft I would ask each one of you to look at the information you imprinted on your personal checks, talk with your bank to find out what the minimum information that needs to be on the check. It is a convenience to have all of that ID information preprinted on the check when writing a check at a store or for other purchases. However, if does not need to be there, I would recommend removing vital information where you can.

At 2nd reunion of the Association held in Charleston in November, a financial report was distributed to the members present. That report covered the period from inception to September 30, 2006. At that time the Association had a net fund balance of \$2,807.07. As of year-end December 31, 2006, the fund balance is \$3,112.07. Total funds received during the year 2006 were \$1,255. Dues in the amount of \$1,150 were received, along with \$5 contributed to the scholarship fund and a separate donation of \$100 by Association Past- President Paul Groos. Expenditures amounted to \$32.98 for bank checks and deposit slips. The Association fund balance increased by \$1,222.02 during 2006. A file with the financial statement is attached. During 2006 the Association collected dues from 48 members. In addition, four members prepaid their dues for 2007 during 2006. A file with the dues paid members is attached. Dues for 2007 are currently due. Dues are \$25 annually. A DUES PAYMENT FORM FOLLOWS. They should be mailed to the Association Treasurer:

USS Bradley Association
Donald Ruhl, Treasurer
P O Box 642
Custer, Washington 98240

HOW IT ALL STARTED

Our hard working Webmaster, Tom Hyett, asked me to write an article for this issue of the newsletter chronicling the founding and early years of the USS Bradley Association. I, in turn, asked those former Bradley shipmates I had served with to lend a hand. Seems Tom feels with our second ship wide reunion only four months away (Veteran's Day Weekend – November 9-12) this would be an appropriate time to look back.

While I might like to take credit for the idea of getting former Bradley shipmates together, that honor must go to Irwin “Butch” Shattuck, former SH2 . In February 1992, I received a letter from Butch (before the days of the Internet and Email!) informing me of a gathering to be held in West Des Moines from February 15-16, 1992. Unfortunately for me, I had reservations for a Caribbean Cruise on the Crown Princess and was unable to attend. Seven former Bradley shipmates were involved and many attended that first reunion.

Jack “Ripper” Minster, RD3 joined Butch in spearheading the second reunion, which was held at La Crosse, Wisconsin in April 1994. Fortunately, I was able to attend this reunion and enjoyed it

thoroughly; the reunion bug had bitten me! It was held at the Midway Motor Lodge that featured a large indoor pool and sitting area that was a big hit in those still cold early April days (the 8th to the 10th). A car tour of La Crosse and a visit to the Heileman Brewing Company were high points. Six former Bradley shipmates and their ladies attended. The sea stories flowed for those two days. All had a good time.

Butch again was the moving force behind the next meeting of former Bradley sailors. The Fourth of July weekend 2002 were the dates and the town of Pella, Iowa, east of Des Moines, was the setting. Pella is the home of the Pella Window Corporation and a center of Dutch-American culture. The festivities began at noon on Thursday, July 4th and continued until the morning of Sunday, July 7th. Beside Butch, Ripper and myself, Dave Hoskins, Mike Wiseman and Kent Grass were also in attendance, as well as a visit by Ernie Schieffers.

The plane ride for me from Newark, NJ to Pella, IA, on that July 4th morning, was pleasant. The weather was perfect and the flight less than half full. Plenty of room to spread out and spend some time thinking about those long ago years (1971-1975) aboard the Bradley and the other young sailors I served with during the ending days of that undeclared war in Vietnam which was to cost over 58,000 other young Americans their lives. I was anxious to see Butch and Jack and the other guys. The drive from the airport in Des Moines to Pella was long and somewhat confused since there was no direct route due to construction closing down part of the interstate between these two points. Finally made it to Pella and found the motel, on the outskirts of town, next to the interstate as luck would have it. Checked in and got to unloading the luggage and went to find some lunch. It wasn't long before I found some of the guys and their ladies in Jack's room, I think, and the party and Bradley stories began to be told.

The following is excerpted from the Summer 2002 Newsletter:

A late afternoon social hour was followed by dinner at a local golf club and attending the village's firework display.

Friday July 5th, the first full day for the reunion began with some participants Exploring Lake Red Rock, a tour of the local historical society's extensive museum of more than 20 buildings and the largest working windmill is the USA, just recently built in Holland and reconstructed in Pella. The village is known for it's Dutch architecture and culture. Viewing slides from the Bradley years and overseas ports-o-call followed a social hour. A catered supper including smoked Iowa pork chops, was followed by an evening of socializing and reminiscing. Some attendees enjoyed the hot tub before retiring for the evening.

Saturday, July 6 included a return trip to Lake Red Rock and the Visitor's Center for information on the area's wildlife as well as a trip to view vistas of the Red Rock Dam that forms Lake Red Rock, a flood control measure constructed by the Army Corps of Engineers. An afternoon social was the setting for my bringing up the idea of establishing of A ship's association. Various options were discussed. Many favored a Caribbean cruise, perhaps during March of 2004. The group decided that a mailing list of former crewmembers should be developed. All

those on the mailing list would receive a questionnaire regarding sites, duration and types of possible future reunion choices. Additional suggestions would also be solicited as well as information about former crewmembers, their spouses, girl friends, children, grandchildren, careers and interests. Much of this information would provide copy for future newsletters. A delicious dinner followed at the Udder Restaurant where we were treated to fresh prime Iowa beef prepared to order.

Ripper recalls... "The Udder Incident"... while we were enjoying our steak dinner... out of the blue, one of our ex-shipmates, decided to entice, and attract, the entire Iowa female population, with his moose bellowing mating call. Embarrassing at the moment, but on your ass funny by the time we got to the car. Laurie and I still laugh about it! After that incident, I guess what I would remember best is, just sitting around in the hotel room, having cocktails and reflecting on the memories of years gone by, with long lost shipmates, who will remain my brothers until I go to the grave.

The evening concluded with a final social of reminiscences, laughter and good cheer.

Butch wrote these thoughts... that he was glad we organized and attended the reunions... remembered taking some heat for choosing Pella as the reunion site because of it's Middle America, conservative outlook... the kidding Bruce gave his then date for being Jackie O... what seemed like a lame fireworks display on the fourth... of seeing Papa Charlie (Dave Hoskins) for the first time since my hitch... and feeling great being back with men I risked my life with in days gone by as well as an overall feeling that it was all worth it and happy that we started a ship wide event.

Sunday, July 7th was the time for farewells, as the attendees bid one another so long until the next reunion.

That's how the USS Bradley Association came into being.

Don't quite remember when the idea for a ship's association first came to my mind. Made it a point to attend the Tin Can Sailors annual convention in Annapolis, MD in September 2001, just days before the fateful date of the 11th. I was probably also influenced by talking with friends who were members of their own ship's associations.

I attended the Destroyer-Escort Sailors Convention in Myrtle Beach, SC in October 2002, after the July reunion. The guys who run that association of former DE sailors were very helpful and supportive of the idea and made some really good recruiting suggestions, which would come in handy later. Many hours would be spent on line searching for former shipmates on various Navy related sites like Hull Number, and other website such as Classmates. Also spoke with many other guys, not Internet folks, who saw our ads in veteran's magazines.

In December 2002 former Bradley CO, Tom Lettington came aboard and started up the website that would really start to grow our ship's association.

At this writing 320 former Bradley shipmates are registered members of our ship's association and preparations for our second ship wide reunion are well underway. Hope to see all of you in Charleston in mid November.

Thanks to Irwin "Butch" Shattuck, SH2 and Jack "Ripper" Minster, RD3, both members of the Board of Directors, for their input in the preparation of this article.

Bruce L. Gottsch, PN2 71-75
Secretary
USS Bradley Association
(This is a reprint of an earlier Newsletter Article)

Why Are We Mailing Newsletters to Members?

As a result of a vote by the members present at the Charleston Reunion, the entire membership (or at least those for whom we have mailing addresses 313 of 325) are receiving the newsletter via the U.S. Postal System for the first time. Hopefully, it will also be posted on our website. This is a major change from the past.

While all the Newsletters are now posted on the ship's website, it was my policy to also mail them to former crewmembers who I knew didn't have Internet access. It has become evident that other members didn't have the time or interest to find the Newsletters each time they were posted. People are busy working and traveling after all. Hopefully, by mailing the Newsletter to all members, we will keep ALL members up to date on the association.

I realize that some members were annoyed, and several even asked to have their email addresses removed from our list, due to what they felt were inappropriate emails messages sent by other member to the association's email lists. Without getting into the merit of either point of view, this approach will by pass that possible stumbling block!

What About The Future?

If we're going to keep this association moving forward we're going to have to reenergize it. One of the best ways to do that is to better utilize the Newsletter now being mailed to all members. And we will continue to mail the Newsletter to ALL members regardless of their status in terms of being dues paying members of the association...or at least as long as we (the dues paying members) can afford it!

Here are some possible ways to improve the Newsletter and association communications:

Have members write articles for publication in the Newsletter about:

- **Actual experiences they had aboard Bradley or while on liberty.**

- Missions Bradley was assigned at various periods of her active U.S. Navy service.
- People they served with aboard Bradley

Some other suggestions include a column on “What he’s doing now...” Post Bradley lives

Another possible means of keeping everyone informed about former shipmates and their families would be listing the passing of former crewmembers (we already have a “Taps Page” on the website), new marriages, children and grandchildren.

What do you think? Do you have any other suggestions?

THE CHIGACO REUNION...

Having as many Bradley shipmates attend our third reunion over the 2008 July 4th weekend is another great way to get together, tell sea stories, renew old friendships and make new ones!

You can reach me at: P.O. Box 1256, New City, NY 10956

OR

(914) 261- 1984 (Cell) (845) 634-3993 (Home)

OR

bgottsch@verizon.net

**LET’S SPREAD THE WORD ...
AND KEEP OUR “FOUND” SHIPMATES ABOARD!!**

We should all be spreading the word about our ship’s association. Do you know any former BRADLEY shipmates, who you are still in contact with who are not members? Tell them about the association, our website and get them aboard as soon as possible!

Each year we loose contact with BRADLEY Shipmates because they change their EMAIL ADDRESS and/or their POSTAL ADDRESS. Please keep the association (That’s Me Your Secretary!!) informed about changes in your addresses. It’s really tragic to get into contact with a former shipmate then loose that contact over the years.



USS BRADLEY Association

DONALD RUHL - TREASURER

The USS Bradley Association

200 Coon Rapids Blvd. Suite 400

Coon Rapids, Minnesota 55433

(Legal address of registration – see below for mailing address)

DUES INVOICE

2007-2008

INVOICE #100

DATE: APRIL 11, 2017

FROM:

Member Name: _____

Street Address: _____

City/State/Zip: _____

Phone Number: _____

DESCRIPTION	TOTAL
Annual dues for Association membership for year 2007	25.00
Annual dues for Association membership for additional year/s (indicate year/s _____)	
Scholarship Fund	
Other	
Total	

Make all checks payable to The USS Bradley Association

Mail all checks and a copy of this invoice to:

USS Bradley Association

Donald A Ruhl, Treasurer

P O Box 642

Custer, WA 98246

If you have any questions concerning your dues, contact: Donald A Ruhl, Association Treasurer,
360 671-3172 or email djruhl@msn.com