

USS BRADLEY ASSOCIATION

Founded July 6, 2002

Spring 2017
NEWSLETTER



South China Sea 1970

Presidents Message

Shipmates!

It's 2017 and time for another Bradley Reunion – our 8th! This year our “homeport” will be New Orleans, October 12 – 15. I urge as many shipmates as possible to attend. If you have not yet attended, please consider; it's a good time spent with fellow Bradley shipmates! Who knows? Maybe with someone you haven't seen for years!

So, mark your calendar, come join us, and bring your “Bradley memories”. “We” can only have a good time!

Until October – steady as you go!!

Bill Barrett

Treasurers Report as of December 31, 2016

In reviewing the Financial Summary reports for the year ended December 31, 2016, it appears that the Association received \$265 in members' dues. The Association also received an additional \$100 contribution towards the Memorial Place that was dedicated at the US Naval Memorial in Washington DC at the last reunion in 2015. In addition, \$40 was received into the Agent Orange bumper sticker sales fund. Total receipts \$405.00.

Expenditures during 2016 consisted of \$400 for the web-hosting fee for the Association web-site for two years. Postage and newsletter costs amounted to \$424.30. A check that was issued in 2015 but still outstanding at the end of the year for \$29.22, was cancelled.

Net expenditures for the year \$795.08.

The net expenditures over receipts for the year amounted to \$390.08. This is typical result in a non-reunion year. The Association maintains a no fee/no interest account at US Bank.

The balance in the account at year-end 2016 is \$4,339.41.

The Association has \$145 excess remaining in the Memorial fund. Any thoughts on an appropriate use for those funds? To date there is \$542.69 in the Agent Orange project account after expenses attributed to the bumper stickers. Any thoughts on appropriate uses for those funds?

Summary Report prepared and submitted by Don Ruhl, Treasurer

2017 Reunion New Orleans LA

October 12-15

Doubletree Hotel by Hilton

2150 Veterans Memorial Blvd

Keener LA 70062

The hotel is two miles from the Louis Armstrong Airport with 24 hour free shuttle from the airport to the hotel. Just use the courtesy phone in the terminal to contact the hotel. Free Parking at the hotel if you are driving, as well as free Wi Fi throughout the hotel. All arrangements will be made through our new reunion company, Ozarks Kirkwood Tour and Travel.

All association members should have received a reunion packet by now. If not, contact Bruce Gottsch at: 914-261-1984
OR brucegottsch@gmail.com

Our customary reunion activities will include optional tours such as the Mississippi River and bayou boat trip, the World War II Museum or an evening in the French Quarter of New Orleans.

We will also have our business meeting where we elect officers and the banquet and Memorial Service for our departed **BRADLEY** shipmates. A room will also be provided for shipmates attending the reunion to meet, enjoy light refreshments and tell their favorite **BRADLEY** stories. Table space will be available for memorabilia and cruise books shipmates desire to share with others during the reunion.



Keeping in Touch

(OK you guys, because we only received a couple of updates we're gonna try this again)

Since the founding of the USS BRADLEY Association more than a decade and a half ago, keeping in touch with those BRADLEY Shipmates brought into the association has been an ongoing challenge.

Certainly, people move, and many no longer have landlines. And of course, as time passes we can lose contact. Sometimes we (the association) will be notified of changes in address, telephone number, email address or about those shipmates we have lost to death. Other times we will not be notified and loose contact shipmates.

We need to update our records, which all of you know are held in strict confidence. We're asking that **all** association members update their data in one of the following ways:

First, email me (**brucegotts@gmail.com**) with your present postal address and a phone number. We'll have your current email address once we've received your email message.

Second, if you don't have access to reliable email, telephone me at **914-261-1984**. If you have to leave a voicemail message, **PLEASE** include your **name and telephone number!**

Third, you can, of course, send a message via snail mail to: **Bruce Gottsch, Secretary P O Box 23516 Oakland Park FL 33307. Please include your mailing address and a telephone number.**

Thank you all for your prompt attention to this very important matter.

Membership Dues (**If you haven't sent in your dues, please do so ASAP!**)

At the Association general business meeting held in Washington DC in 2015 it was approved that the annual dues be increased to \$30 per year effective following the meeting. 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 you are paying for*)
Mail to: USS Bradley Association
 c/o Donald Ruhl, Treasurer
 PO Box 642
 Custer, WA 98240

Any questions or comments, please give me a call or let me know. Always glad to hear from fellow shipmates.
Donald Ruhl, Treasurer (360 366-4549) donruhlcpa@yahoo.com

USS BRADLEY

1970 - 1975

By William A. Von Protz, FT Senior Chief Petty Officer

(Many of you aboard during those mid 1970's years knew the Chief. Hope you all enjoy it)

Reprinted from USS Bradley Association July 2002 Newsletter

I reported aboard USS BRADLEY DE-1041 on 2 October 1970, for duty as Leading Fire Control Man and Fox Division Leading Chief Petty Officer, just after the ship returned to San Diego from West Pac. STC Lewis Laforce, also reported aboard the Bradley at about the same time. He and his wife Georganne and their family became lifelong friends and we still get together as often as possible. Our initial interest was trains, steam engines in particular, and we chased them all over the Far East. In Kao Shung, Taiwan we were treated to the sight of a very old Belpaire Boilered 2-6-0 working the waterfront and the piers. It was very rusty and leaked steam from almost every joint, it was beautiful. I was advanced to Senior Chief Petty Officer and did three tours to Vietnam aboard the BRADLEY, each tour lasting from seven to nine months. We did just about everything a Destroyer could do; plane guarded for Aircraft Carriers, did anti-shipping patrols, shore bombardment, mine sweeping and disposal, Special Black Operations, etc. We fired the last rounds fired in shore bombardment in Vietnam. I also qualified as a Fleet Qualified Officer of the Deck (Ship Driver). While

aboard the BRADLEY in 1974/75, I became deeply involved in a special project to bring computers aboard ships to help with the maintenance support effort. I spent three weeks at "Bunco Ramo Corporation," in Thousand Oaks, CA, going to a computer school and developing the installation design, maintenance forms and system parameters for the BRADLEY. Then I helped with the installation and startup during an overhaul in San Diego. We had a Central processor unit and three major input/output stations, Deck, Ops and



Engineering. To my knowledge this was one of the first attempts to put computers/processors aboard a ship to help with the maintenance and overhaul work. The project was successful and got to the point where we could print out our maintenance and repair forms on the ship and send them to the repair facility or shipyard via a computer tape. I did presentations for the US Navy Brass and Senior Canadian Armed Forces officials, with regard to the computer project, which were well received.

The ship always had a good crew and a good chief's quarters. The officers generally were good and competent. The CO, when I reported aboard, was a real good one and smoked little "De Noboli" cigars. He later went on to be Admiral in Charge of the Grenada Island Invasion. When I started training to stand watches underway, I appreciated his counsel and training and coolness under pressure.

The rumor topics when I went aboard was the recent West Pac cruise, the try to rescue the USS Pueblo, the snowman on the flight deck off Korea, the shortage of toilet paper during a portion of the cruise, and the Peanut Butter episode.

As I understand it the ship ran short of Peanut Butter while the ship was at sea. Several of the crew from Georgia wrote home about it and the ship had a Congressional Investigation over it. Several dignitaries visited the ship and brought numerous recipes for using peanut butter. For months after, we had Peanut Butter at each meal in some form or another. Meals that had Peanut butter glazed ham, Peanut Butter glazed chicken, Peanut Butter glazed pork chops, Peanut butter this, and peanut butter that. And we **ALWAYS** had Peanut Butter and Jelly or Jam and bread on the Mess Decks, 24/7, for all the rest of the time I was aboard. The CPO cook aboard, at the time I reported aboard, was an excellent cook and one of the best I served with during my 21 years of active duty.

Remember going for replenishment with the USS Shasta, and how her crew always sent over several cases of Shasta sodas at the conclusion of each replenishment exercise.

The toilet paper incident was sort of serious, as Bradley was sent out on a detached duty assignment and only occasionally met with a support ship for re-supply. Bradley ran out of toilet paper. POD's and any other paperwork were in top demand for obvious reasons. Several messages went out requesting the essential commodity, but to no avail. One of the supply ships recovered and returned one of Bradley's fenders, lost overboard during a replenishment, painted it up like a large roll of Scott toilet tissue. It didn't solve the problem, but the humor was appreciated.

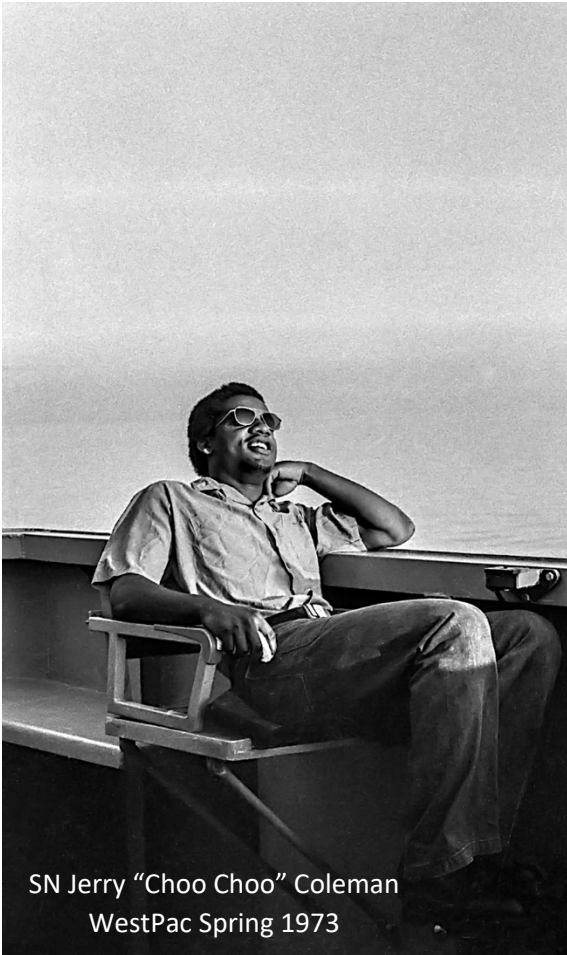
How about the PO2 cook who made such good mid-rats that darn near the entire crew either got up or stayed up just to eat mid-rats and it got so expensive for the ships budget, that mid-rats were restricted to the oncoming and off going watches only except, of course, for the Peanut Butter, Bread and Jam/Jelly, always available.

There was the West-Pac Cruise where we went up to San Francisco to join up with the USS Ranger CVA-61 and escort her to the Tonkin Gulf by way of the San Bernardino Straits. We joined off the Golden Gate in a bad storm and while the Ranger was taking green water over the flight deck, we played submarine. I remember the storm being so bad that all we could do was stand watches and or try to stay in your bunk and sleep. Chow was soup, sandwiches, and coffee for about four days. The highlight of the incident was the Ranger flashing over a message by light to ask us if we were danger of sinking, as we were going under two waves and sometimes surfacing on the third wave. A day or two from San Francisco, one of the Bos'n of the watch was knocked unconscious while making his rounds inspecting the ship. We were concerned we lost him overboard, but fortunately found him near the potato storage bin, between the boats.

Does anyone remember the "RAT Searches?" Twice that I recall. Once, when we tied up out in the stream of buoys, in Kaohsiung Harbor, Taiwan, just forward of a rusty old merchant ship under going repairs. We didn't get the rat guards out fast enough and had several large visitors come aboard from the merchant ship. A good portion of the crew spent several hours chasing them down with baseball bats and CO2 extinguishers while wearing Heavy Gloves which delayed liberty in port. The second time was at the Manila Pier, near the Philippine Presidential Yacht, when they tried to come aboard at night across the brow. We had to set a RAT Patrol Watch of several people near each mooring line, shore connection and the brow.

Yes, I recall the night and the several hundred feet of fishing net I wrapped around the screw near HUE, Vietnam. And how we had to limp to Da Nang to get it removed. Sorry about that...

Some important points. We, the BRADLEY, fired the last 5 inch gun rounds at Vietnam just before the Final Cease Fire.



SN Jerry "Choo Choo" Coleman
WestPac Spring 1973

How about after coming off almost 45 days on the gun line, only to go out for some much-needed training. I had some minor problems understanding it at the time, but now realize the importance of re-looking at your training to eliminate any bad habits picked up, and to re-enforce the correct procedures.

Standing watches underway and being trained by CWO Shaw are some of the memories that really stand out. STC LaForce and I competed against each other as we learned and developed our skills of ship handling and working with the watch sections. For all those that suffered or stood watch with me, Thank You! from the bottom of my heart, you were and are a great bunch of guys.

Two episodes stand out. One involved the CVA and the other, one of the BRADLEY'S little quirks. Steaming in formation, at 20 knots, with a CVA and several other destroyers, and trying to hold 500 yard spacing intervals, the carrier signal for one maneuver and did a completely contrary one that almost caused the collision of several ships. The CVA's later comment, via flashing light, to all concerned "OOPS." About a half hour later, still formation steaming and still at 20 knots, now in a column formation, we noticed the we seemed to be closing the CVA rapidly, she had slowed down and not told anybody before doing so. This is when our throttle decided to jam at 20 knots. As I tried to fishtail the ship to slow it down, the ship astern of us was now coming up our starboard side, with a third ship also close astern of us. About this time the CVA send over a message

"exercise complete reduce speed to 14 knots." We were able to ease the ship to port and away from the other ships and finally get the throttle un-jammed, but it did get a little hairy there for a while. My thanks to MMC Thompson and his watch section in the machinery spaces for helping us get through that incident.

One of my fondest memories is of Gun Mount 51, loading and firing 25 rounds in less than one minute and getting 23 TTB's on Target. A hell of a job by the loaders and handlers, in the mount crew, from First Division. A 5"/38 gun is only supposed to fire about 16 to 18 rounds per minute.

Does anybody remember the RODEO the ship put on in the Philippines, or how about getting stranded in Manila during the Typhoon??? The fantail Cookouts and Fantail beach??? And how about Monte Carlo nights on the Mess Deck??? The several Typhoons we were involved with at sea??? Going up to San Francisco and having some of the BRADLEY family aboard some meals and several aboard for a short cruise back to San Diego???

How about Hong Kong with it's China Fleet Club and the Kowloon Pier Shopping area??? Shopping for clothes and shoes in Hong Kong??? How many ate at the Parisian Grill, or one of the Floating Restaurants in Aberdeen Bay??? Sometimes just sending the bar girl or boy out for some dinner from the corner stand was an adventure. Getting the ship cleaned and painted in Hong Kong??? Or there was port visits to Manila, Subic Bay, Yokosuka, and Sasebo and Beppu, Japan. The stops in Oahu, Hawaii, Guam, and Midway Islands to refuel the ship and a quick trip to the exchange for goodies. The Goonie bird on Midway really live up to their name, but they are beautiful. The bus trip down to visit Taipei, from the port of Tanshui, Taiwan. The trip up to the Inlet near Tacoma, WA for the sonar testing and the CPO initiation at one of the two drinking establishments in Gig Harbor, WA. I recall a great view of McNeil Island Federal Penitentiary.



Chief LaForce almost got me into serious trouble. We were out with the Squadron Commander and Staff aboard running sonar test of one type or another. After several days of testing, tempers and moods got a little tight, so I thought I would bring LaForce back to reality if I sneaked into Sonar Control and gave him a friendly jab and tickle in the ribs. Sonar Control was a very dark cubby-hole just off CIC and I had no trouble sneaking in, however just as I was about to tickle Laforce,

a light flashed on the one of the sonar consoles and I noticed It was not Laforce I was about to tickle, The Squadron Commander, Commodore Tesh!!! I almost really goofed on that one. Lew Laforce did lighten up, later, and he still laughs about the “almost incident”.

SKC Sasser, senior enlisted supply type, was affectionately know as **N.I.S.** (Not In Stock), as that is how his Supply people usually marked submitted material request chits.

BMC Ernie Nadeau, a very competent Bos'n Mate, was at times, teased. Once, I recall, was when a replenishment ship sent over a forward rig that looked like a Gordian knot. Poor Chief Nadeau was wrapped up in it trying to get it untangled when the C.O. looked over the rail and down at him and teasingly asked if he was trying to have sexual relations with the tangle lines or what??? The Capt. realized that Ernie was doing his best and that the rig sent over was a mess.



I departed the Bradley, April 1975, with many found memories and several longtime friends.

William A. Von Protz, FT Senior Chief Petty Officer



Operations Dept.
Change of Command
San Diego Oct 1975

Other info

Cruise Books and Newsletters on BRADLEY Website

If you haven't yet checked the updated and redesigned BRADLEY Website at <http://www.ussbradley.com/>, please do so. Fellow shipmate Dave Nugent has completed his work to preserve the site. He's also adding BRADLEY CRUISEBOOKS and Newsletters to the site under Gallery/Archives. Bill Johnson is in the process of digitizing cruise books from 1971 and 1974 (72-73 already completed and posted). Once completed, he is willing to digitize additional cruise books if shipmates are willing to trust him with them for a short period of time. Stay tuned for more info on how to contact Bill (he's a bit wary of over committing, but is quite willing to take on this project).



USS Missouri
Pearl Harbor
December 7, 2016