

USS BRADLEY ASSOCIATION

Founded July 6, 2002

April 2025
NEWSLETTER



Taken from the starboard side of the USS Southerland DD-743 pulling into Portland, OR for Rose Festival in June 1975. The story is below.

President's Message

Shipmates, you will find some information on the upcoming reunion in this newsletter – we're 12 months away. I hope to see a good turnout! Bill Johnson has been working tirelessly to bring it all together - thanks Bill for your efforts. We are planning some great activities.

FYI, reunions are the time when we elect Association Officers. We have some Officers who requested to step down after the 2026 reunion.

Recently, I testified before the Nevada Assembly Finance Committee supporting a bill to protect veterans from unscrupulous people who offer to "help" veterans file claims for a fee. The bill has made it out of the committee - the next step is to testify before the full legislature when it comes to the floor.

I also recently attended a class on suicide prevention presented at our local chapter meeting of Vietnam Veterans of America. Vietnam Veterans are the largest demographic of veteran suicide. So, keep alert to our brothers and sisters and let them know help is available. Sadly, after the class one of our members committed suicide. Help is available through the VA Crisis Line – dial 988 then press 1.

As summer approaches I hope we can all spend time outdoors again, I have missed wearing shorts and sandals.

Stay safe and stay cool

Bob Planeta

Treasurer's Report 1 January 2024 to 31 December 2024

Fund Balance 1 January 2024:

Uncommitted Cash = \$6325.03

Receipts:

Member Dues = \$930.00

Other Receipts – Reunion/Donations = \$545.00

Disbursements:

Newsletter Printing & Postage = \$472.11

PO Box = \$182.00

Total Funds Disbursed = \$654.11

Excess of Funds Disbursed over Receipts = -\$820.89

Reconciled Account Balance 31 December 2024: \$7145.92

Membership Dues

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(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

Reunion 2026 Update

THE 2026 REUNION HAS BEEN SET FOR MAY 15 – 17 2026 IN SAN ANTONIO, TX. PREVIOUS NEWSLETTER PROVIDED INFO THAT THE 2026 REUNION LOCATION WAS GOING TO BE GALVESTON TX IN APRIL 2026. SEE BELOW FOR WHY THIS HAS CHANGED

Normally by now we have all the details for the upcoming reunion nailed down, but pulling together our 2026 reunion has been a challenge.

First off – **the reunion is still on!** But there have been a few changes which are explained below.

At our 2024 reunion in Annapolis our group voted to hold the 2026 reunion in Galveston, TX. One of the main draws to hold it there was that the USS Texas (BB-35) is there. At the time, none of us knew about the challenges the Texas was facing. As the time drew near to begin setting up the 2026 reunion, we learned about those challenges.

To cut to the chase – in 2022 the Texas had been moved to dry dock to effect very badly needed repairs. Because of the arrangement between the State of Texas and The Battleship Texas Foundation (oversimplified here), upon completion of repairs the Texas would not be returned to her berth at San Jacinto Battleground State Historic Site. Thus, the Battleship Texas Foundation began looking for a new location. After many uncertainties about where she would live (even considering moving from Texas), it wasn't until March 2025 that it was negotiated to berth her at Pier 15 in Galveston.

To add to the story is the uncertainty of when she would reopen. Dates range from late 2025 to early 2026. As with all estimates of work completion, we're guessing that even this range should be taken with a grain of salt.

So all that, plus the fact that many of our shipmates have difficulties or are simply unable to navigate a ship's environment, combined with the lack of other local attractions, our association officers held a conference call and decided to move the reunion location. There was discussion about moving it to another part of the country, but it was suggested and agreed that since the Annapolis reunion vote was for a Texas location, the decision was made to keep the 2026 reunion in Texas.

Several locations were discussed, but the final agreement was to hold the 2026 reunion in San Antonio. Also, to hold the costs down the date has been moved to avoid not only Spring Breakers, but also a couple of celebrations, including Cinco De Mayo. The reunion date is set for 15 - 17 May 2026.

As mentioned above, there have been challenges in pulling this reunion together, not least of which was finding a vendor to arrange the hotel, tours, etc. The vendor selected is now working to set up arrangements for the hotel, tours, Sunday night banquet, etc.

We know this is usually the time of year when we send out the reservation information, but because of all the difficulties in getting things lined up, the reservation info will not be coming out until late June or early July. If (***IF***) we can get everything set up sooner, we'll send out a "supplemental" newsletter with all the info. We hope you all will be able to attend and that the delay in getting info out doesn't interfere with your planning.

Rose Festival!!

By Bill Johnson

The Southerland was a Gearing Class destroyer commissioned in December 1944. She was the first US warship to enter Tokyo Bay in August 1944 (according to Wikipedia). In 1963/64 she was converted to FRAM 1, and then in 1973 she became a Naval Reservist training ship.

In the summer of 1975, a message was sent out to ships in San Diego looking for sailors to fill out the crew of the USS Southerland DD-743 for a trip to the Rose Festival in Portland, Oregon. The message included requests for OS and GMG. Having lived in Vancouver (right across the Columbia River from Portland) as a kid and being a bit familiar with Rose Festival, I decided to throw my name in the hat and apply.

I filled out the request chit and began running it up the chain of command. My first stop was GMG 1 McCoy. He pointed out that we were scheduled to swap out Mt. 51 and so he couldn't spare me, so he disapproved my request. I asked if he'd mind if I ran it up the chain anyway, and he said no, but that because he disapproved it, the result would be disapproval. I thought what the heck, and off I went anyway.

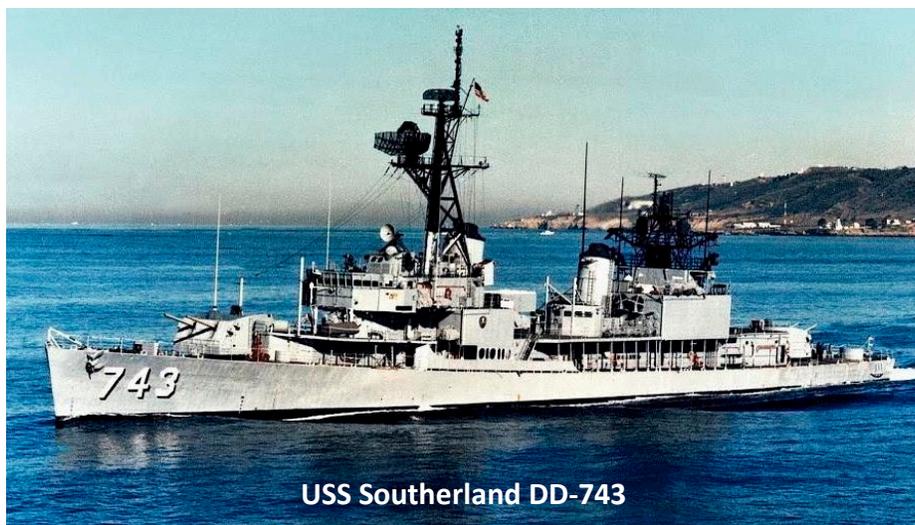
My next stop was our division officer, Ens. Frazier. But he was off at some training, so I then went to the weapons officer, Lt. Robertson. When I found him, I explained Ens. Frazier was at training and that I understood McCoy's disapproval meant it would be disapproved, but I decided to run with it anyway. To my surprise he took the chit and said something about he being the one to approve or not and walked off. Of course it would be shot down, right?

A couple days later I was shooting the breeze with a couple shipmates in the hanger when Robertson went walking by. Without stopping, all he said when he walked past us was, "Johnson, you owe me a knobber!" I immediately knew what he meant, but my three chums demanded to know what that was about. After swearing them to secrecy I told them I was going to Rose Festival.

I had about a week and a half before I was due to report to the Southerland and I just KNEW McCoy would somehow find out and get the approval squashed. But my luck held until the night before I was to report aboard. I was heading out on liberty and Ens. Frazier, having returned from training, was the OOD. As I approached, he said something about my going to Rose Festival. I thought for sure the jig was up. All I had was a sheepish look and a "yes sir" He just grinned and said, "have fun" I was pretty sure he was talking about Rose Festival and not liberty, but just wasn't sure, so down the brow I went.

When I returned from liberty nothing was said to me, so I packed and then hit my rack. Early the next morning my good buddy GMT 3 "Og" Orton was going to run me down to the Southerland, but since he had the 0800 – 1200 watch he was in dress blues to save time after.

Og was a few steps ahead of me when he entered the hanger from the main deck passageway. Before he was even through the hatch I heard McCoy call out, "Orton – why are you up here so early?". And just before I stepped through the hatch, he told McCoy he was running me over to the Southerland.



USS Southerland DD-743

Well, as I stepped into the hanger, McCoy wanted to know what the F*#& was going on! I told him I was headed over to the Southerland to go to Rose Festival. More salty Navy words and terms came out of McCoy, and he finished by telling me I wasn't going anywhere because he wasn't going to sign my orders departing the ship. I asked him if Dewar and Thompson (two OS's who were also to go) had left yet and he replied yes. I asked if he'd signed their orders, and he said yes (actually his affirmative reply was not that polite). I said "Great, because my name was on the same set of orders". I saluted and got off the ship and down the brow as quickly as I could. Whew, right?

Well, I got to the Southerland, got squared away and we finally pulled out. I gotta tell ya, it was like some sort of vacation cruise.

Oh sure, I had work to do, but it was nothing like on the Bradley. I only had to stand one day of duty in port (and no underway watches) the whole time, and that was "pier guard" in Monterey on the way back. Phbttt – piece of cake!

We were traveling with another ship (don't remember which one) and after we crossed the bar at the mouth of the Columbia River we pulled into Astoria to pick up some civilian visitors. Once underway again the Southerland and our "sister ship" engaged in a bit of fun and began shooting potatoes at each other. We were steaming side by side for a bit, and somehow, they'd hooked up some compressed air (I think for the torpedo tubes) to some tubes (not torpedo tubes) and they began firing away. Neither ship got any closer to the other than a hundred feet or so, but it was great entertainment. Then the river narrowed and we were back to steaming single file.

As we approached downtown Portland, we moved into the Willamette River which empties into the Columbia. There are several bridges crossing the Willamette before getting to Portland's Waterfront Park where we would tie up. As we passed under the St. Johns bridge (which didn't need to be raised) we saw people throwing confetti at us as we passed under. At least we thought it was confetti. Of course, most of it landed in the water, but some did drift onto the ship. The

TAD TRAVEL ORDER
NAVPER 1326/16 (REV. 5-71) S/N 0106-093-5421

FROM: **COMMANDING OFFICER USS BRADLEY (DE-1041)**

TO: **GMSGN WILLIAM JOHNSON, [REDACTED]**
OS3 EDWARD L DEWAR, [REDACTED]
OS3N MARK THOMPSON, [REDACTED]

TANGO NUMBER
SOCIAL SECURITY NUMBER
FILE NO./DESIGNATOR
DATE: **5 JUNE 1975**

REF: (A) INDIVIDUAL GROUP TRAVEL

PROCEED ON OR ABOUT: **0500** AUTHORIZED PROCEED ON OR ABOUT: **9 JUNE 1975** APPROXIMATE NUMBER OF DAYS: **13 DAYS** ESTIMATED DATE OF RETURN: **21 JUNE 1975**

ITINERARY (Place/places indicate below):
REPORT TO COMMANDING OFFICER USS SOUTHERLAND (DD-743) NO LATER THAN 0800 9 JUNE L(1975).

REASON FOR TRAVEL: **TEMPO FOR PORTLAND**

APPROPRIATION SYMBOL AND SUB HEAD: (7 SYM) (4 SYM) (3 SYM) (2 SYM) (1 SYM) (6 SYM) (12 SYM) (6 SYM) (12 SYM)

OBJECT CLASS: (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (00)

ESTIMATED COST: TRANSPORTATION: **NONE** PER DIEM: **NONE** MISCELLANEOUS: **NONE** TOTAL: **NONE**

REPORT TO A DISBURSING OFFICER WITHIN THREE DAYS AFTER COMPLETION OF TRAVEL TO SETTLE YOUR TRAVEL EXPENSES.

ADDITIONAL COMMENTS AND INSTRUCTIONS: **I HEREBY ACCEPT AND UNDERSTAND THESE ORDERS.**

APPROVED SIGNATURE: **G. J. ASSOTT by direction**

TRANSPORTATION REQUEST/ACCOMMODATION AUTHORIZATION FURNISHED

SECURITY CLEARANCE: **IT IS CERTIFIED THAT YOU HOLD A VALID SECURITY CLEARANCE.**

COMPLETED BY: **GMSGN JOHNSON OS3 DEWAR OS3N THOMPSON**

COPIES TO: (Include Operating Budget/fund manager in all cases)

confetti had women's names and phone numbers!!! If I hadn't seen it with my own eyes and someone was telling me this story, I would have found that hard to believe. But I DID see it!

My brother was living in Vancouver at the time and I was able to borrow his car one day. It was probably best it was only for one day.

After our time at Rose Festival was up, we sailed back down the Willamette, into the Columbia, and out to sea. We then took a couple days getting to Monterey. We had originally been scheduled to stop in San Francisco – never did hear why the change.

We were only in Monterey for a couple days, and the Southerland finally realized I hadn't had to stand any watches or duty. So, I stood "pier guard" for two shifts. Piece of cake. But because of that and our limited time in Monterey, I didn't get to see much of the town. Oh, well.



We finally returned to San Diego and as I was walking back up the brow onto the Bradley, GMG3 Prusia (known to all as Lurch because of his size), was POOW. As I stepped off the brow, he said something about being in the biggest, deepest, bucket of crap I could ever imagine. Apparently, McCoy was pissed. And not just a little bit – but a LOT! I just sort of shrugged, thanked him for the head's up and went down to unpack and hit the rack.

Next morning I mustered with the rest of the GMG's and FTG's in front of Mt. 51. When McCoy showed up, he began pacing back and forth in front of us like some kind of cat hunting prey, always keeping his eyes on me as we waited for the officers. He didn't say anything to me, but you could just about see steam coming out of his ears.

Sooooo, for several months I got every single crap assignment that he could possibly assign me. Including working parties. The normal routine was to rotate who in the division would go to the working parties. It was made clear to all that nobody but I would be filling that slot. It wasn't too bad though. The worst of it was when we had to supply someone to help do some kind of cleaning in the bilge. But even that only lasted a couple days.

After those several months passed, McCoy softened (sort of) and things mostly went back to normal. I never did learn anything about how it was McCoy didn't learn about my assignment to the Southerland. But I'll tell you this: All the crap I had to put up with after I got back was **TOTALLY** worth it!

Bill Johnson
GMG3 (formerly)

Sorry fellas – I’m going through stuff trying to whittle things down and ended up taking a trip down memory lane. I hope you don’t mind, and maybe some of my “stuff” below will bring back some memories. Problem is, I have soooo much more!

NAME: Johnson SA
 RATE: 1M473 DIVISION: 1
 OFFENSE: Furcut

 CMAA/DMAA: R. J. Frederick, Jr
 DIV. OFF.: _____
 XO: _____

Oops



Ticket from double-decker bus 13 Mar 1973



Upon returning from WestPac/Vietnam in May 1973 we were given tickets to various attractions and entertainments

western union **Telefax**
 525071000071-0000-0000002770 01730715 0051
 ICS IPMSEUC SEA
 ZCZCO3023 SD011 NL GOVT IDSE SAN FRANCISCO CA 100 01-29 753P PST
 PMS SR WILLIAM H JOHNSON
 (14426-5 AVE SOUTH) *346-8839 (advise)*
 SEATTLE WA *Will call Main Counter*
 292244Z
 //NO4650// *JUN 30 AM 7 55*
 PORT CALL
 A. BUPERS INST 4630.2 (SERIES)
 B. HTC SDIEGO 261824Z JA 73
 1. FLT J253/042
 2. AMD SUU CRK 2PU NZ02
 3. YOU ARE DIRECTED TO REPORT TO PASSENGER SERVICE DESK MAC
 TERMINAL BLDG TRAVIS AFB FAIRFIELD CA BETWEEN THE HOURS
 OF 1600 & 1900 ON 11FEB73. *cont*
 WU 1270 (R 5-69)

western union **Telefax**
SEB 057/2 *JUN 30 AM 7 55*
 4. HAVE UP TO DATE RECORD OF IMMUNIZATION AVAIL UPON
 REPT FOR TRANS.
 5. HAVE MTA FORM DD 1482 IAW REF A.
 6. THIS PORT CALL CONSTITUTES MODIFICATION OF YOUR
 PRESENT ORDERS
 COMTWELVE/COMNAVBASE SFRAN CA
311P *Mo 220P* *2 days*
 WU 1270 (R 5-69)

**Remember when orders sometimes came from
 Western Union?**

No 52668
DIAMOND TOURS
Kowloon/New Territories Tour
 Daily
From Fenwick Pier
 10.00 a.m. and 2.00 p.m.
US \$ 7.85
HK\$40.00
 Sold subject to published conditions

Ferry Ticket across
 Victoria Harbor to
 Kowloon March
 1973

USO
 MANILA
 TEL: 49-37-51
 47-60-71, ext 466
 MANILA HOTEL
 APO SAN FRANCISCO 96528

USS BRADLEY (DE 1041)
FPO SAN FRANCISCO 96601

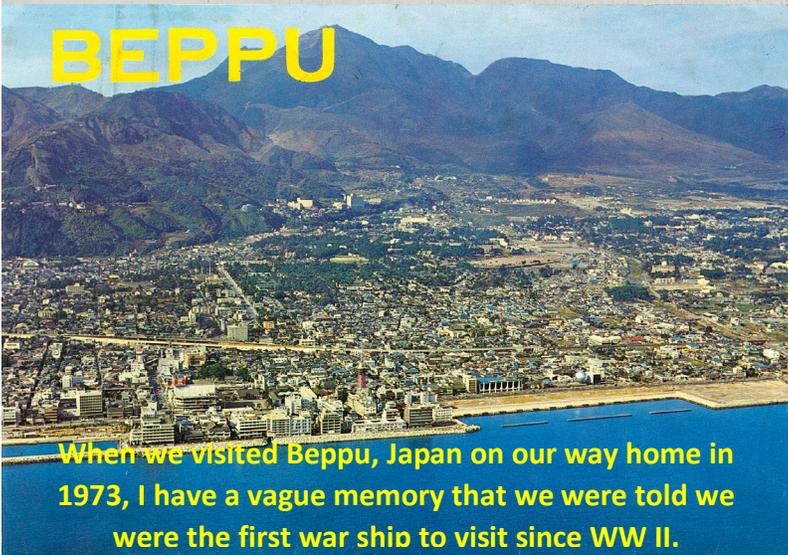
30 May 73

From: Commanding Officer, USS BRADLEY DE-1041
To: State Board of Equalization

Subj: Motorcycle Registration

1. BRADLEY personnel attempting to register motorcycles in the state of California and applying for the Military Exemption to use tax have been asked to provide a specific date on which they were under orders to return to the Continental United States. Individual or collective orders are not issued and the ship remained an active part of the Seventh Fleet until it reported to Commander Third Fleet on 13 May 73.
2. BRADLEY departed Yokosuka, Japan on 11 May 1973 and was subsequently ordered detached from duty with Commander Seventh Fleet to duty with Commander Third Fleet on 13 May 73.
3. When computing the Tax Military Exemption for BRADLEY personnel, it is requested that 13 May 73 be considered as the date when they were in receipt of orders to return to the United States.

R.T. Vallin
R.T. VALLIN
By direction



APPOINTMENT OF MILITARY POSTAL CLERK, UNIT MAIL CLERK OR MAIL ORDERLY <small>(See Instructions on Reverse)</small>		1. DATE EFFECTIVE 29 MAY 1975	2. DATE REVERSED
3. NAME OF APPOINTEE (Last, First, Middle Initial) JOHNSON WILLIAM			
4. NAME OR GRADE GMGSN	5. SSN [REDACTED]	6. TITLE OF APPOINTEE MAIL ORDERLY	
7. ORGANIZATION/ACTIVITY USS BRADLEYDE-1041 FPO SAN FRAN		8. APO, MPO, OR CONUS INSTALLATION	
9. MAIL AUTHORIZED TO RECEIVE <small>(Check and Initial)</small>		10. THIS FORM MUST BE VALIDATED BY THE SERV- ING AGENCY'S GENERAL PURPOSE DATING STAMP PRIOR TO CLERK RECEIVING MAIL. IN THE CASE OF THE NAVY MOBILE UNITS, VALIDATION MAY BE BY IMPRESSION OF THE UNITS OFFICIAL SEAL.	
<input type="checkbox"/> PERSONAL (All)	<input type="checkbox"/> OFFICIAL (Except accountable)		
<input checked="" type="checkbox"/> PERSONAL (Except accountable)	<input type="checkbox"/> OFFICIAL POUCHES ONLY		
<input type="checkbox"/> OFFICIAL (All)	<input type="checkbox"/>		
SIGNATURE OF APPOINTING OFFICIAL <i>W.A. Fullerton</i>		SIGNATURE OF APPOINTEE	
DD FORM 67 285 8/N 0102-002-9201		EDITION OF THIS FORM NOT HAVING SSN IS OBSOLETE AFTER 30 JUNE 69	

Apparently I was designated to collect and distribute mail for our division. I have no memory of that.