Rec'd 3/4/02 w/o draft

1. Command Composition and Organization. The mission of USS ROBERT G BRADLEY (FFG 49), UIC 21201, is to provide local area protection to underway replenishment groups, amphibious groups, and other military shipping against subsurface, air, and surface threats. ROBERT G BRADLEY can also contribute to carrier battle group or SAG defense. The Commanding Officer of ROBERT G BRADLEY is CDR David K. Wright. The Immediate Senior in Command of the ROBERT G BRADLEY is Commander, Destroyer Squadron Fourteen. The ROBERT G BRADLEY's homeport is Mayport; FL. ROBERT G BRADLEY had one SH-60B helicopter, Proud Warrior 434, from Helicopter Anti-Submarine Squadron Forty-Two Detachment Three, embarked from 11JUN-07DEC in support of the ship's six-month overseas deployment.

2. 2001 Chronology-

01 JAN-11JAN	2nd Christmas Leave Period
12 JAN-04FEB	Inport NS MAYPORT, FL
22 JAN-02FEB	C5RA I
05 FEB-09FEB	Underway for Training
10 FEB-11FEB	Inport NS MAYPORT, FL
12 FEB-16FEB	Underway for Training
17 FEB-19FEB	Inport NS MAYPORT, FL
20 FEB-22FEB	Underway for Training
21 FEB-22FEB	Participated in SAR operations for downed plane and pilots training from USS EISENHOWER (CVN 69).
23 FEB-01MAR	Inport NS MAYPORT, FL
01 MAR-13MAR	COMPTUEX with ENTERPRISE BATTLE GROUP
14 MAR	Inport NS MAYPORT, FL
15 MAR-16MAR	Underway for Final Evaluation Period with CDS14 embarked
17 MAR-26MAR	Inport NS MAYPORT, FL
19 MAR-22MAR	C5RA II
27 MAR-06APR	Underway for GROUPSAIL 01-3 in Puerto Rican Op Area with USS SAMUEL ELIOT MORISON (FFG-13), USS MCINERNEY (FFG 8), AND COMDESRON FOURTEEN embarked in USS THOMAS S GATES (CG 51)
02 APR-03APR	Port Visit NS ROOSEVELT ROADS, PUERTO RICO
03 APR-07APR	Enroute St. Maartin, NA
07 APR-10APR	Port Visit St. Maartin, NA
10 APR-11APR	Transit
11 APR	Brief Stop NS ROOSEVELT ROADS, Puerto Rico
11 APR-14APR	Transit to Mayport, FL
15 APR-29APR	Intermediate Maintenance Availability, Mayport, FL
30 APR	U/W for Counter Narcotics Training/Operational Test Gas Turbine Engine 1A Power Turbine
31 APR-02MAY	Inport Mayport, FL for Maintenance
03 MAY-04MAY	U/W Shipwide Training/Navigation Check Ride/Operational Test Gas Turbine 1A Power Turbine
05 MAY-10JUN	Intermediate Maintenance Availability
09 MAY-22MAY	Predeployment Leave Period- First Section
23 MAY	Leave Turnover Day
24 MAY-06JUN	Predeployment Leave Period- Second Section

07 JUN	All Hands onboard/Fast Cruise
08 JUN	Family Day Cruise in JAX OPAREA
09 JUN-10JUN	Inport NS MAYPORT, FL
11 JUN	Depart for 2001 Counter-Narcotics/UNITAS Deployment
11 JUN-17JUN	Enroute to Caribbean Area of Operations
13 JUN	Counter Narcotics Training off Key West, FL/INCHOP to Joint Inter-Agency Task Force-East(JIATF-East)
17 JUN-19JUN	Port Visit Aruba, NA
19 JUN-26JUL	Counter Narcotics Patrol- Southern Caribbean
26 JUN-27JUN	Moored Cristobal(Colon), Panama
27 JUN	Southbound Transit of Panama Canal
28 JUN	Entered Pacific Ocean
28 JUN-07JUN	Counter Narcotics Patrol East Pacific Region
29 JUN	Ship responds to request for general assistance from M/V GARDEN BRIDGE after an engineering accident aboard injures two crewman- Embarked SH-60B medevacs the two from the deck of the container ship to a hospital in San Hosè, Costa Rica
07 JUL-09JUL	Inport Vasco de Nunez, Panama(Former US NAVAL STATION PANAMA CANAL, RODMAN)
09 JUL-20JUL	Counter Narcotics Patrol East Pacific Region
20 JUL	Brief Stop for Fuel- Talara, Peru
21 JUL-28JUL	Inport Manta, Ecuador
28 JUL-09AUG	Counter Narcotics Patrol East Pacific Region
01 AUG-31AUG	SEMAT III
02 AUG	Boarding of Colombian flagged F/V RECUERDO
03 AUG	F/V RECUERDO seized after a void discovered containing 9.2 Tons of Pure Cocaine
04 AUG	Cocaine transferred to and F/V Crew detained on ROBERT G ROBERT G BRADLEY for transfer to US Law Enforcement Authorities
09 AUG	F/V RECUERDO turned over to Panamanian authorities
09 AUG	Anchored Vasco de Nunez, Panama awaiting Canal Transit
09 AUG	Northbound Transit- Panama Canal
10 AUG	Moored Christobal(Colon), Panama
11 AUG-15AUG	Patrolling Caribbean Sea in route to NS MAYPORT, FL
15 AUG	Cocaine and Detainees turned over to US Law Enforcement Officials at NS MAYPORT, FL
15 AUG-29AUG	Intermediate Maintenance Availability, NS MAYPORT, FL
29 AUG-05SEP	Patrolling Caribbean Sea en route to Panama Canal
03 SEP	Captured a go-fast drug boat- four crew detained, 1.2 tons of pure cocaine recovered, go-fast sunk
05 SEP	Four crewmembers from go-fast transferred to USS HURRICANE for transfer to the US Law Enforcement Authorities
06 SEP	Anchored Cristobal (Colon), Panama
06 SEP	Southbound Transit- Panama Canal
06 SEP-07SEP	Moored Vasco de Nunez, Panama
08 SEP-19SEP	Counter Narcotics Patrol East Pacific Region
10 SEP	Ship Officially Crosses Equator 2230 +5R
11 SEP	Shellback Initiation Ceremony
11 SEP	Terrorist Attacks on New York and Washington Committed
19 SEP-20SEP	Anchored out- Manta, Ecuador
20 SEP	Moored for Brief Stop for Fuel- Manta, Ecuador
20 SEP-07OCT	Counter Narcotics Patrol-East Pacific Region
23 SEP	Joined USS DAVID R RAY (DD 971) on station for surveillance of F/V LILLIANA 1

24 SEP	DAVID R RAY detaches and departs after unsuccessful consensual search-LILLIANA 1 departs-ROBERT G BRADLEY follows
25 SEP	ROBERT G BRADLEY boards F/V LILLIANA 1 and takes her under tow after fishing vessel develops engine trouble
05 OCT	ROBERT G BRADLEY brings 13 LILLIANA crew members aboard and sends LILLIANA 1 into port under US Coast Guard control
07 OCT-09OCT	Moored Vasco de Nunez, Panama
09 OCT	Northbound Transit- Panama Canal
09 OCT-13OCT	Patrolling Caribbean Sea en route to NS ROOSEVELT ROADS
13 OCT-18OCT	Moored NS ROOSEVELT ROADS, Puerto Rico
18 OCT-25OCT	Enroute- Suape, Brazil in company with USS MONTEREY (CG 61)
25 OCT	Brief Stop for Fuel- Suape, Brazil
25 OCT-29OCT	Enroute- Rio de Janeiro, Brazil
29 OCT-31OCT	Moored- Niteroi, Brazil (Brazilian Naval Base outside Rio de Janeiro, Brazil).
31 OCT-03NOV	Enroute- Montevideo, Uruguay
03 NOV-06NOV	Moored- Montevideo, Uruguay.
03 NOV	Begin UNITAS-ATLANTIC PHASE 2001
06 NOV-10NOV	Underway for UNITAS-ATLANTIC PHASE 2001
10 NOV-12NOV	Moored- Montevideo, Uruguay.
12 NOV-15NOV	Underway for UNITAS-ATLANTIC PHASE 2001
14 NOV-18NOV	USNAVSOUTH/CTF 40, RADM Green embarked
15 NOV-19NOV	Moored- Montevideo, Uruguay.
19 NOV	End UNITAS-ATLANTIC PHASE 2001
19 NOV-24NOV	Underway- enroute to NS ROOSEVELT ROADS, PR
24 NOV	Brief stop for Fuel- Suape, Brazil
24 NOV-02DEC	Underway- enroute to NS ROOSEVELT ROADS, PR
02 DEC-03DEC	Inport- NS ROOSEVELT ROADS, PR
03 DEC-07DEC	Underway- enroute NS MAYPORT, FL
07 DEC	Return from deployment
07 DEC-31DEC	Inport NS MAYPORT, FL
15 DEC-27DEC	First Holiday Leave and Upkeep Period
28 DEC	Leave Turnover Day
29 DEC-10JAN	Second Holiday Leave and Upkeep Period

3. Narrative-

ROBERT G BRADLEY began the year 2001 moored at homeport, NS MAYPORT, FL, with a portion of the crew home on Christmas leave. All crewmembers returned on 11JAN and the ship began serious pier-side training in preparation for the ship's completion of the inter-deployment training cycle. Starting in early February and continuing throughout the month, ROBERT G BRADLEY spent the weekdays underway conducting intensive at-sea combat systems, seamanship, and damage control drills preparing for the comprehensive Final Evaluation Period that was completed in mid-March and certified the ship for advanced level training before deployment. The constant training was

interrupted by real-world tasking on 21 February when the ship, along with USS SAMUEL ELIOT MORISON (FFG 13), was directed to make best speed and rendezvous with USS EISENHOWER (CVN 69), which reported a training plane had crashed into the Atlantic Ocean. ROBERT G BRADLEY arrived and began to search for the downed pilots and their plane. After working through the evening and well into the night without luck, the decision was made by the on-scene commander to suspend further search efforts. Only one of two pilots was recovered, along with a small amount of aircraft debris.

In early March ROBERT G BRADLEY joined up with the USS ENTERPRISE Carrier Battle Group off of the Virginia Capes to act as opposing force in support of their training for deployment. As the ship arrived in the exercise area, the weather was sufficiently bad - sixteen foot swells - that the exercise commander, Commander, Carrier Group Four, ordered ENTERPRISE's escort of cruisers and destroyers to detach and continue their training farther south off of Puerto Rico where the weather was more favorable. ROBERT G BRADLEY having no force to oppose was directed by COMCARGRU FOUR embarked in ENTERPRISE to assume plane guard station astern the carrier. Through the next week, the ship remained close astern the carrier through solid twelve foot seas with swells to sixteen feet. At one point, while passing through a significant squall, ENTERPRISE lost one of her life rafts over the side. ROBERT G BRADLEY manned the SAR recovery team on the foc'sle and recovered the lost raft that was later returned to the carrier. The time spent with the ENTERPRISE was much appreciated by the carrier, and the Battle Group Commander; and the ship's support of required carrier operations and air wing training was essential to the deployment of the battle group that later formed the core of the early efforts of OPERATION ENDURING FREEDOM in Afghanistan.

With one day inport after returning from helping to train the ENTERPRISE, ROBERT G BRADLEY left NS MAYPORT, this time with COMDESRON FOURTEEN, Commodore Weppler, embarked to complete the ship's basic level training and demonstrate warfare are proficiency during Final Evaluation Period or FEP. FEP is a complex multi-mission area exercise over a two-day period, in port and at sea, involving every member of the ship's crew. During FEP the ship was exposed to endless simulated attacks, equipment and system casualties, and damage control scenarios.

With FEP completed, only one hurdle remained before the ship could be declared qualified to deploy - Groupsail. ROBERT G BRADLEY got underway for Groupsail 01-3 with USS SAMUEL ELIOT MORISON (FFG 13), USS MCINERNEY (FFG 8), and USS THOMAS S GATES (CG 51) on the 27th of March. COMDESRON FOURTEEN, embarked in THOMAS S GATES, was in charge of the GROUPSAIL training events, which culminated with 76mm gun and SM-1 missile firing exercises for all participants. After completing the GROUPSAIL schedule of events, the ship detached and proceeded to a well-deserved port visit at the beautiful island of St. Maartin.

ROBERT G BRADLEY returned home to begin an accelerated intermediate maintenance availability in preparation for deploying six weeks earlier than expected. Concurrent to the maintenance availability, the crew was given pre-deployment leave in two sections with half the crew gone while the other half worked to get the ship ready for deployment.

On June 7th, the entire crew was back on board for a fast cruise followed on the 8th by a family day cruise in the Jacksonville Operational Area.

Then, on the morning of June 11, 2001, the officers and crew of ROBERT G BRADLEY said a final good-bye to their families and got underway for their Counter Narcotics and UNITAS deployment.

After a brief stop in the Key West Operating Area, for a few hours of final counter narcotics training, ROBERT G BRADLEY proceeded south towards the Caribbean Sea and reported to Joint Interagency Task Force East (JIATF-East) and commenced patrolling enroute to a two-day port visit for refueling in sunny Aruba.

The two days in Aruba were soon over and the deployment began in earnest. The Panama Canal was transited on the night of 27 June. For many, this was their first trip through the Panama Canal and in the very early morning hours of the next day, the ship entered the Pacific Ocean, another first for many of the crew.

The ship began its patrol of the Eastern Pacific and as night fell on the 29th, ROBERT G BRADLEY received word of a vessel in distress off the coast of Central America. The ship immediately turned and made best speed for the

distressed ship. As the distance closed, the nature of the distress became clear. A large bulk container ship, Motor Vessel GARDEN BRIDGE, had suffered a small explosion and fire in an engineering space. Two crewmembers were seriously burned and required immediate medical attention. GARDEN BRIDGE lacked the ability to treat the men properly and requested assistance. ROBERT G BRADLEY was over two hundred miles away from the GARDEN BRIDGE at the time of the initial distress call and the distressed ship was over three hundred miles from the nearest hospital located in San Josè, Costa Rica. The initial call stated that there were two crewmembers with severe burns over portions of their arms, hands, and face, but ROBERT G BRADLEY was too far away to communicate directly with the ship and determine the injured personnel's condition. Assuming the worst, the embarked SH-60B from HSL 42-Det 3, Proud Warrior 434, was launched to intercept the ship as night was falling. On arriving at the GARDEN BRIDGE, the helicopter hovered precariously over a deck packed with layer-on-layer of cargo containers while the air crewman was lowered eighty feet down to the deck through the narrow space between cargo containers. The injured men were hoisted back to the helicopter and brought back to ROBERT G BRADLEY. While the helo refueled both men where treated by the ship's corpsman and further prepared for the flight to the hospital. The two were subsequently taken to a hospital in San José, Costa Rica where they were both expected to make a full recovery.

The next stop for ROBERT G BRADLEY was the former Rodman Naval Base in Panama, now known as the port of Vasco Nunez De Balboa (VNB) were the ship took fuel. While there the crew was unable to go on liberty outside the military facility due to an ongoing labor dispute between transport providers vying for Navy business to and from Panama City. The ship left Panama and returned to patrol.

After ten uneventful days, the ship pulled into Talara, Peru for fuel before leaving later on the same day for Manta, Ecuador.

The ship moored in Manta where it was met by Navy divers who flew in on short notice to inspect the ship's screw. After a thorough inspection, the divers from SIMA Mayport determined that the screw was fine but that the strut bearing was damaged through normal wear and tear. It was decided that the ship would be capable of continuing

operations as scheduled.

After five days of work in port, ROBERT G BRADLEY resumed its patrol of the Eastern Pacific. Following an intelligence lead provided by JIATF EAST, ROBERT G BRADLEY, along with USS MCINERNEY (FFG 8), was tasked to intercept a fishing vessel suspected of smuggling drugs.

The two ships approached the seventy-foot Colombian-flagged fishing boat during the early morning hours of August second. At about 0200 local time, both ships launched their rigid-hulled inflatable boats with U.S. Coast Guard Law Enforcement Detachments embarked. After launching their respective RHIB's, both ships, running dark, proceeded to intercept the suspect vessel from opposite sides. An unopposed boarding was achieved and the crew of the fishing vessel was caught completely off guard. ROBERT G BRADLEY's RHIB made its approach first, disembarking its entire LEDET team in less than thirty seconds. During the boarding illumination and cover was provided by Proud Warrior 434. The RHIB remained alongside helping to cover the LEDET during the short time it took them to gain control the fishing boat. The MCINERNEY's LEDET Team arrived shortly thereafter, and assisted with securing the crew and searching the vessel.

After the crew was accounted for, an intensive search of the fishing boat began and ultimately lead to the discovery of a secret compartment containing a significant amount of cocaine. The ten-crew members were detained while the space was accessed with the assistance of Damage Controlmen from ROBERT G BRADLEY. After the space was entered and partially unloaded, additional adjoining hidden compartments were discovered. Ultimately, over 350 bales of pure cocaine weighing more than 50 pound each were recovered from holds. With a total weight of over 9.2 tons, the seizure was the fifth largest in U.S. Maritime History.

A prize crew was sent over to take control of the fishing vessel and both the drugs and crew, now detainees, were transferred to the ROBERT G BRADLEY. Traveling in company, the ROBERT G BRADLEY and her prize transited to Panama and Panamanian authorities took over control of the now empty smuggler.

ROBERT G BRADLEY made a return transit of the Panama Canal and proceeded with the drugs and detainees aboard for the United States.

On 15 AUG, ROBERT G BRADLEY pulled triumphantly back into Naval Station MAYPORT, where the FBI, ATF, and US Customs Service were waiting to take custody of the ten suspected drug traffickers and the seized narcotics.

After the initial excitement of the turnover, ROBERT G BRADLEY began two-week maintenance availability. After much hard and a brief reunion with family and friends, the ship got underway on August 29th to return to patrol.

While transiting south and patrolling through the Caribbean on September 4th, ROBERT G BRADLEY received word that the a U.S. Coast Guard surveillance plane had spotted a suspected smuggling boat proceeding north at high speed from Colombian waters. ROBERT G BRADLEY immediately changed course to intercept the craft and prepared the helicopter for launch. The helicopter was launched a short time later to make the initial intercept. Upon realizing that they were being followed, the "go-fast", a thirty-foot long boat, which had multiple high horsepower outboard engines, began to run and the crew started to jettison its cargo of bails. The Coast Guard plane marked the spot. As the ROBERT G BRADLEY arrived on scene, the boat came to a full stop with the helicopter hovering overhead. The ship launched its RHIB with U.S. Coast Guard boarding team in order to board and search the vessel. As the RHIB made its approach, the boarding team realized that the crew of the "go-fast" had pulled their bilge plug and that the boat was sinking. To make matters worse a severe squall had blown up and the rain and wind pounded the exposed crews in the boats. The crew of the "go-fast" was brought back aboard ROBERT G BRADLEY and the ship proceeded to the site of the abandoned cargo to recover the bails.

About an hour later ROBERT G BRADLEY found the field of floating bails and forty-two, sixty-pound, bails of pure cocaine were recovered before weather conditions mandated that the ship abandon any further recovery effort. The suspected smugglers and their confiscated drugs were transferred to another U.S. vessel and returned to the United States for processing by law enforcement authorities.

After transferring the go-fast crew and their confiscated drugs, ROBERT G BRADLEY continued south and the ship once again transited the Panama Canal into the Pacific Ocean. Later, on the night of 10 September, ROBERT G BRADLEY crossed the equator and starting early on the morning of September 11th the "Slimy Wogs" were initiated in a tradition rich "Crossing the Line" ceremony. The ship's excitement over completing this time-honored event for mariners was hushed when word began to be received onboard about the terrorist attacks in New York and Washington, DC.

After several more uneventful days on patrol in the Eastern Pacific, the ship proceeded to Manta, Ecuador for refueling. Once refueled, ROBERT G BRADLEY returned to patrol and made course to join DAVID R RAY already watching another suspected smuggler. When the two ships rendezvoused, DAVID R RAY was directed to begin questioning Fishing Vessel LILLIANA. Subsequently, DAVID R RAY's Coast Guard Detachment received permission from the master of the LILLIANA to board and search her. ROBERT G BRADLEY's Coast Guard Detachment also went onboard LILLIANA to aid in the inspection and search of the fishing vessel. After a night and morning of searching, the master retracted his consent, asked the Coast Guard to leave, and they complied. The LILLIANA got underway. DAVID R RAY was directed to port for fuel and ROBERT G BRADLEY assumed a monitoring position of LILLIANA at a distance.

The next day, permission to board the fishing vessel was granted by the Mexican Government and ROBERT G BRADLEY moved into position and put the U.S. Coast Guard Law Enforcement Detachment back onboard to resume their inspection of the vessel.

The LILLIANA had damage to her diesel engines limiting her speed to 3 knots. When the decision was made to take the vessel to port, ROBERT G BRADLEY took LILLIANA under tow and proceeded toward Panama. After six days of searching the boarding team, which was often augmented by ROBERT G BRADLEY crewmembers, finally found a void, which was clearly designed for smuggling, but, unfortunately, was empty. After arriving in Panama, and with no drugs found onboard the suspected smuggling vessel, LILLIANA was reprovisioned and allowed to return to Mexico.

While in Panama, ROBERT G BRADLEY then enjoyed a few days of much needed rest and relaxation. On the afternoon of October ninth, as a steady rain fell, ROBERT G BRADLEY got underway and transited the Panama Canal one last time and into the Caribbean Sea on it's way to Naval Station ROOSEVELT ROADS, Puerto Rico.

After four days in ROOSEVELT ROADS, ROBERT G BRADLEY was once again underway but, this time in company with USS MONTEREY (CG 61). MONTEREY was flagship for COMDESRON 14, Commodore Jackson, the U.S. Commander of the two American ship's participating in UNITAS 42-01 - ATLANTIC PHASE - which was hosted by the navy of Uruguay.

The first stop along the group's track to Montevideo, Uruguay was Suape, Brazil. At Suape ROBERT G BRADLEY became the first U.S. warship to refuel at the new and very modern port facility. From there, the ship transited toward Rio de Janeiro, Brazil.

The ships arrived to a welcome of Brazilian Naval Units passing in column against the background of Rio. ROBERT G BRADLEY moored at the Brazilian Naval Base in Niteroi, Brazil, which is just outside of Rio. Unfortunately, the crew was unable to have liberty outside the confines of the Brazilian naval facility, but the Brazilian Navy did its best to provide activities for the ship on base. The visit was filled with meetings culminating in a diplomatic reception onboard MONTEREY.

The next stop was Montevideo, Uruguay where ship met up with the other ships participating in UNITAS, Atlantic Phase. In addition to U.S. ships, the Navies of Brazil, Uruguay, France, and Spain were represented. The Brazilian ships DODSWORTH (F47), UNIAO (F45), GASTAO MOTTA (G23) and submarine TAPAJO (S33); the Uruguayan ships MONTEVIDEO (F3) and ARTIGAS (F2); the French ships PRIMAUGUET (D644) and COMMANDANTE BIROT (F796); and the Spanish Frigate NUMANCIA (F83) were the primary ships involved in the exercise.

UNITAS had events in all areas of naval warfare. Highlighting the exercise was an AW drone exercise, towed-sled gunnery exercise, numerous underway replenishments, a free play war-at-sea exercise, as well as several ASW scenarios with the force pitted against the Brazilian submarine, TAPAJO. During the drone exercise, ROBERT G BRADLEY launched and controlled the drones, which simulated

anti-ship missiles. The exercise culminated in the skin-to-skin kill of a drone by the DODWORTH employing its Seawolf missile system. During the towed sled exercise, ROBERT G BRADLEY towed the target sled which all the other units fired upon. It was interesting to be fired at by other ships even with an offset. UNITAS events where curtailed by a severe storm which forced all to seek safe haven in port for two days in the middle of the exercise, but in the end, UNITAS was a great success.

With the Atlantic phase of UNITAS winding down, COMUSNAVSOUTH/CTF 138, RADM Green, arrived onboard to ride the ship into port for the exercise debrief and closing ceremonies. He embarked ROBERT G BRADLEY for the naval parade of ships as UNITAS participants entered Montevideo Harbor for the final time in conjunction with the exercise.

With UNITAS concluded ROBERT G BRADLEY was ready to head for home. On the morning of 19 November the ship got underway from Montevideo for the final time and turned north. After a brief stop for fuel in Suape, Brazil and a two-day stop in ROOSEVELT ROADS, the ship began its final leg home.

On the morning of 07 December, ROBERT G BRADLEY pulled into Naval Station Mayport to the cheers of family and friends waiting on the pier. With the cruise successfully completed, the officers and crew were ready for some much-needed time and the ship had returned just in time for Christmas. Post-deployment leave and upkeep closed out what was a challenging but extremely successful year for ROBERT G BRADLEY during which time she once again lived up to her motto "Power to Prevail".

Commander David K. Wright
Commanding Officer
USS ROBERT G BRADLEY(FFG 49)

Commander Wright was born in San Antonio, Texas. He was commissioned an Ensign through Officer Candidate School, Newport, Rhode Island in April 1982.

Commander Wright has served at sea as Boilers Officer and Main Propulsion Assistant in USS MARVIN SHIELDS (FF 1066), commissioning Combat Information Center Officer in USS REUBAN JAMES (FFG 57), Operations Officer in USS BERKELEY (DDG 15), Executive Officer in USS RENTZ (FFG 46) and as Assistant Surface Operations Officer/Surface Strike Officer on the staff of Commander Cruiser-Destroyer Group One (CONSTELLATION Battle Group).

Ashore Commander Wright has completed a Masters Degree program in Financial Management at the Naval Postgraduate School in Monterey, California and earned a Masters Degree in National Security and Strategic Studies from the Naval War College in Newport, Rhode Island. Commander Wright has also served ashore as Aide and Flag Lieutenant to the Commander, Naval Surface Force, US Pacific Fleet, and as the Shipbuilding and Conversion Navy appropriation analyst in the Office of the Chief of Naval Operations-Surface Warfare Directorate- Washington, DC. He has attended the Division Officer, Department Head, Prospective Executive Officer, and Prospective Commanding Officer courses of instruction at Surface Warfare School in Newport, Rhode Island.

Commander Wright is authorized to wear the Meritorious Service Medal with Gold Star, the Navy Commendation Medal with two Gold Stars, and the Navy Achievement Medal with Gold Star.