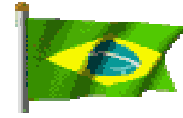


The Following Narrative By - Bob Shetron

Korean War Era - Bass Veteran



TWO HEROES -- ONE SHIP



Born in Chicago Illinois, on the 4th of July 1916, LCDR Harry Brinkley Bass USN, graduated from the U.S. Naval Academy in 1938. He served aboard the U.S.S. NEW ORLEANS and the U.S.S. FARRAGUT for two years before reporting to the Naval Air Station, Pensacola, Florida, for flight training. He was designated a Naval Aviator on 7 February 1941.

On 17 February 1941 Brinkley Bass was assigned to Bombing Squadron Two aboard the U.S.S. LEXINGTON (CV-2). In the Pacific he participated in missions against enemy installations and shipping while flying from the deck of the LEXINGTON. Most notable was the raid on Lae and Salamaua on the northern coast of New Guinea. He was credited with sinking an enemy ship during the attacks on 10 March 1942--an action for which he received the Navy Cross. Later, Lt (jg) Bass received a gold star in lieu of a second Navy Cross for his part in helping to sink the Japanese light carrier SHOHO on 7 May 1942 in the Battle of the Coral Sea. He flew from the LEXINGTON until her loss at the Coral Sea.

His next duty was with an escort fighter squadron attached to the U.S.S. SANTEE (CVE-29). On 14 December 1942 he became commander of his squadron which fought through the North African landings and successfully hunted German submarines, surface raiders and blockade runners in the Atlantic.

On 8 April 1944 Lt. Commander Bass was transferred to command of VF-74 aboard the U.S.S. KASAAN BAY (CVE-69). On 20 August 1944 LCDR Bass was killed while leading a strafing mission during the invasion of Southern France.

LCDR Bass' decorations included the Navy Cross and Gold Star in lieu of a second Navy Cross, Silver Star, Distinguished Flying Cross, Air Medal, Letter of Commendation, Purple Heart and various area campaign and service medals.

In October 1996 the people in a small French village near where his plane went down, dedicated a memorial to LCDR. Harry Brinkley Bass.

Born in Rio de Janeiro, Brazil, on 7 March 1835, Lieutenant Antonio Carlos de Mariz e Barros, Marinha do Brazil (Navy of Brazil) was a descendant of daring seamen. He completed his studies at the Naval School in 1852 and was commissioned to Corvette "Bahiana". From then on he spent his whole life at sea until his death at the hands of the enemy.

Although, Mariz e Barros could have had the protection of his father, Vice Admiral Joaquim Jose Inacio, Viscount of Inhauma, he never accepted it. It was at sea that he conquered glory and it was in the waters of a river that he fell fighting.

Mariz e Barros' decorations included the Order of the Rose. In 1860, he was awarded the title of Knight of the Honor Legion from the French Empire and the Empire Order of the Cross.

From 1852 to 1866, Mariz e Barros served in twenty-one ships, almost always in the position of Commanding Officer.

Among the various missions in which Mariz e Barros participated, the most prominent ones were the pursuing of ships carrying African slaves, hydrographic surveying and above all, the Uruguay campaign in 1864 and the Paraguay campaign in 1866.

His last commission was the command of Battleship "TAMANDARE", in 1865. In 1866 he sailed up the Prata River. Engaging in combat, his ship turned out to be enemy's favorite target. He responded with heavy fire from the "TAMANDARE". There was heavy firing from both sides. The "TAMANDARE" casemate was hit. Mariz e Barros fell seriously wounded.

Smoking a cigar and turning down the chloroform, Mariz e Barros watched lucidly, the amputation of his left leg. However, he did not resist the serious injuries and died 28 March 1866. His last words were a request to the doctor who operated on him: "Tell My Father That I Have Always Honored His Name".

LCDR Bass did not go by his first name but went by Brinkley or Brink. Hence the ship named in his honor was named Brinkley Bass. The U.S.S. BRINKLEY BASS (DD-887) was built in Orange Texas by the Consolidated Steel and Shipbuilding Corporation. She

was launched on 26 May 1945 and commissioned on 01 October 1945. Too late to participate in WWII combat, she was assigned to the Pacific Fleet where she participated in many fleet activities from 1945 to 1950.

U.S.S. BRINKLEY BASS made her mark in Naval History during the Korean War. Operating with the Seventh Fleet, fast carrier task force 77, she was Flag Ship of Des. Div. 52. Her call sign was Doughboy. While attached to the bombardment group at Wonsan she was taken under fire by enemy shore batteries numerous times. On two occasions she suffered hits resulting in the loss of one crewman and a number of wounded. She raised so much havoc and destruction and brought such misery to the North Koreans and Chinese, that she became known as the “Boss of Wonsan”.

From June 1961 to May 1962 she was at the Puget Sound Naval Shipyard in Bremerton, WA, undergoing the Fleet Rehabilitation and Modernization program known as FRAM I.

From 1965 to 1971 she operated with distinction with the Seventh Fleet once again showing her gunnery skills while on the gun line during the Viet Nam War.

In 1965 she was involved in a collision with the destroyer WADDELL which destroyed her bow back to frame 20. The

replacement bow came from a Fletcher class destroyer that was being scrapped. To match the width properly, the Fletcher bow had to be one frame longer. This made the BRINKLEY BASS the longest of all of the Gearing Class Destroyers.

On 3 December 1973 the U.S. Ensign was lowered and the Brazilian flag was raised. U.S.S. BRINKLEY BASS (DD-887) became CT MARIZ E BARROS D-26 of the Marinha do Brazil. MARIZ E BARROS or the "WIZARD" as she was affectionately known throughout the fleet, joined the Second Squadron of Destroyers Force. Through the years, all of the crew have served with dedication and professionalism. They honored her glorious past, turning her into one of the most effective units of Marinha do Brazil.

CT Mariz e Barros D-26 performed with distinction during naval operations with modern ships of the US Navy and Venezuelan Navy. She maintained high speeds for many days and was complimented by the Commanding Officer of the American Task Group, Rear Admiral W.R. Fladd, who issued the following statement. "I look at her with unbelievable nostalgia. She is a genuine example of American ship construction ability during World War II, and, more than this, the dedication and maintenance capability of the Brazilian Navy". Still today she is remembered for her long and glorious history by the U.S.S. BRINKLEY BASS (DD-887) Association.

At the Marinha do Brasil Base Naval do Rio de Janeiro, Ilha de Mocangue Niteroi - Rio de Janeiro, 1000 hrs 1 September 1997, officers and enlisted personnel in dress whites manned the rails of all the ships in the harbor. CT MARIZ E BARROS D-26 (The "WIZARD") in full dress and with a fresh coat of paint and her brass polished like gold was ready to celebrate the end of her 52 continuous years of service to two great seafaring nations.

Welcomed on the dock by representatives of the Brazilian Navy were six guests from the United States, who had come to say their final farewell. All were former crew members of MARIZ E. BARROS when she was U.S.S. BRINKLEY BASS DD-887. Present were, Al Davis (Plankowner), Bill Kuhn (1973) Charles Lewis (Viet Nam), Bob Shetron (Korea), Richard St.Clair (Plankowner) and Earl Swanson (1947).

Two, Three and Four star Admirals Including Admiral Chagasteles, the Chief of Naval Operations of The Marinha do Brazil were piped aboard. Fifteen of the past commanding officers joined the assemblage on the fantail.

As the bugle calls sounded and the shrill call of the boatswain's pipe filled the air, she sat with her twin 5" mounts, no's. 51 and 53 guns pointing skyward. It seemed that Mariz E Barros was straining at her moorings wanting to once again feel the open sea and run with the bone in her teeth. This was not to be. Even though she was one of the longest lived and most efficient destroyer designs ever built for any navy, (the 2250 ton Gearing class) time had passed her by. No longer can her oil fired boilers compete with the efficiency of new gas turbines. Her weapons systems are no match for those being produced today. Her hull plating is wrinkled and worn thin from the years of pounding seas, but she still sat there proud and glistening in the bright Brazilian sun, awaiting her final moment as a commissioned man of war.

When all of the admirals and other dignitaries were aboard, the ceremonies started with the welcoming of the crew members of U.S.S. BRINKLEY BASS. After speeches were made and salutes exchanged, the first Commanding Officer, Mauro Affonso Gomes Lages and the last Commanding Officer, Gilberto Malaquias stood by the staff on the fantail. To the strains of the Brazilian National Anthem the two of them lowered the national colors for the last time.

As the colors were folded, MARIZ E BARROS sounded a long blast on her horn and all of the ships in the harbor joined together with their horns and whistles to honor her. As the sounds died away, her siren shrieked three last times as if she was crying.

After the ceremonies were concluded, a reception was held on the after deck of a near-by ship. The U.S. shipmates had the pleasure of meeting the Brazilian Admirals and other officers including the past Commanding Officers of CT MARIZ E BARROS. The Brazilians commented that the U.S.S. BRINKLEY BASS shipmates were the only U.S. crew members to ever have accepted the invitation and attended one of their decommissionings of an ex U.S. War Ship.

The Brazilian Navy presented the U.S.S. BRINKLEY BASS Association with a brass, mounted coat of arms of CT MARIZ E BARROS D-26. Each of the U.S.S. Brinkley Bass shipmates were presented gifts and a piece of the ship. The U.S. shipmates in turn presented the Brazilian Navy with an engraved plaque in honor of 52 years of service upon the retirement of the "WIZARD" and a framed portrait of Lt Commander Harry Brinkley Bass USN. U.S.S. BRINKLEY BASS caps were presented to each of the past Commanding Officers.

The US shipmates were given the opportunity to take one last tour of "Their" ship. Thus ending 52 years of history of one ship that honored two naval heroes from two different countries from two different centuries. A history that started in Orange Texas in 1945.

To the lofty wizard

always navigating.

The sailor's heart

belongs to the sea.

Once a wizard

a wizard you'll always be!

To the wizard

(The traditional toast carried out by the crew of Mariz e Barros)

**For information about Brinkley Bass, the man, the ship or the reunion association,
visit us at**

<http://www.ussbrinkleybassdd887.com>
