

IN MEMORY OF THE USS BASS JACK STEVENSON CBM(SS) A FORMER COB 7/2000

COMMISSIONED 1925 FIRST FLEET TYPE SUBS BUILT 342' LONG DISPLACEMENT 2,000 TONS SURFACE 2620 TONS SUBMERGED SURFACE SPEED 18.7 KNOTS. SUBMERGED 9 KNOTS

TEST DEPTH 200' RANGE SURFACE 6,000 NM SUBMERGED 50 NM CREW 50 MEN & 6 OFFICERS. THE V1-3 WERE COMMISSIONED IN 1925 AND DECOMMISSIONED IN 1936. FIRST SKIPPER OF BONITA WAS ADMIRAL LOCKWOOD WHO DIDN'T THINK MUCH OF THEIR CAPABILITIES. THEY WERE TOWED FROM PHILA. NY, WHERE THEY HAD BEEN RUSTING AWAY, TO PORTSMOUTH AND RECOMMISSIONED IN 1940. THE COMMANDING OFFICER AT RECOMMISSIONING WAS LTCDR. GORDON CAMPBELL COB FRENCHY DILON. CTM(SS)RET. BASS OPERATED IN THE SOUTH ATLANTIC ON NEUTRALITY PATROL OUT OF BERMUDA AND PANAMA AND MADE 4 PATROLS OUT OF PANAMA. BASS MADE 4 PATROLS AFTER THE START OF WW2 IN THE SOUTH PACIFIC.

BASS HAD 10 WATERTIGHT COMPARTMENTS, FOWARD TORPEDO ROOM, FOWARD BATTERY, FOWARD ENGINE ROOM AND GENERATORS, CONTROL ROOM, CONNING TOWER, MAIN ENGINE ROOM, MANEUVERING ROOM AND MAIN MOTORS, AFTER BATTERY ROOM, AFTER TORPEDO ROOM, AND TILLER ROOM AND 2 TUBES. SLEEPING QUARTERS FOR THE CREW WERE THE FOWARD TOPEDO ROOM, FOWARD ENGINE ROOM ABOVE THE GENERATORS FOR THE FOWARD M-A-N ENGINES, AFTER BATTERY WHICH WAS ALSO THE MESS TABLES AND GALLEY, AND THE AFTER TORPEDO ROOM.

FOWARD & AFTER BATTERIES EACH HAD 60 LARGE EXCIDE BATTERIES AND THE FLOOR PLATES HAD TO BE REMOVED TO WATER BATTERIES EVERY FEW DAYS. THERE WAS A MAJOR BUSHIPS ALTERATION TO THE FOWARD & AFTER BATTERIES WITH THE IDEA THAT THE ARRANGEMENT OF THE CELLS COULD SET UP A MAGNETIC FIELD 30 CELLS IN EACH BATTERY WAS TURNED 180 DEG AND LONGER BUSS BARS INSTALLED,

ON AUG 42 WHILE ON 4TH PATROL BASS MADE A TRIM DIVE AT ABOUT 4:30 AM AFTER A FULL BATTERY CHARGE. THE ELECTRICIAN WAS TAKING A TEMPERATURE READING IN THE DARKENED AFTER BATTERY WHEN HE HEARD A GURGALING NOISE COMING FROM THE BATTERY BLOWER ON THE BULKHEAD HE SHINED HIS FLASHLIGHT ON THE BLOWER AND SAW SMOKE COMING OUT OF THE INTAKE. HE IMMEDIATLY SHOUTED FIRE IN THE AFTER BATTERY AFTER TURNING ON THE LIGHTS TO TO AROUSE THE CREW, AND HE WENT FOWARD TO THE MANEUVERING ROOM CLOSING THE WATERTIGHT DOOR BEHIND HIM AS THE BATTERIES AT THE FOWARD END WERE BEGINNING TO EXPLUDE. IN THE AFTER BATTERY WITH ABOUT 16 MEN SLEEPING. SEVERAL OF THEM WERE BUSY WAKING THE MEN AND SENDING THEM AFT. THE SMOKE AND FIRE WAS VERY HEAVY IN THE AFTER BATTERY AND THE AFTER TORPEDO ROOM AND THEY CLOSED THE DOOR TO THE ATER TORPEDO ROOM LEAVING 3 MEN IN THE AFTER BATTERY. 2 MEN WENT FOWARD THROUGH THE FIRE TO THE MANEUVERING ROOM AS THE DOOR WAS ON THE LATCH AND CLOSED AND SEALED IT. THE 3RD MAN WAS SLEEPING UNNOTICED ON THE PORT SIDE FOWARD AND WAS LEFT IN THE AFTER BATTERY. IN THE MANEUVERING ROOM ONE MAN WAS ON THE CONTROLLERS WEARING AN RBA AS THERE WAS HEAVY SMOKE IN THE COMPARTMENT THE 2 MEN WENT FOWARD TO THE CONTROL ROOM AND ASSISTED IN RISSING TO BLOW FUEL AND MAIN BALLIST TANKS. AFTER A ROLLER COASTER RIDE WE GOT TO THE SURFACE AND THE CONNING TOWER HATCH WAS OPENED. THE CAPT. LTCDR. ANTHONY DRUPP CALLED FOR MEN TO COME TO THE BRIDGE. HE TOLD US TO OPEN THE AFTER TORPEDO ROOM LOADING HATCH TO ASSIST THE MEN IN THE AFTER TORPEDO ROOM AND TILLER ROOM. WHEN WE OPENED THE LOADING HATCH THERE WAS A LOT OF PRESSURE FIRE AND SMOKE IN THE COMPARTMENT. 2 MEN WENT DOWN INTO THE AFTER TORPEDO ROOM AND DRAGGED MEN TO THE BOTTOM OF THE LADDER WHERE THEY WERE DRIED UP TOASTED. THE MEN WERE DELIVERED BY OTHER MEN AND A TOTAL OF 27 MEN WERE BROUGHT UP TOPSIDE AND GIVEN ARTIFICIAL RESPIRATION AND OXYGEN FOR SEVERAL HOURS. WE WERE ONLY ABLE TO REVIVE TWO MEN MEN THAT HAD COME FOWARD FROM THE TILLER ROOM.

WE FINALLY CONTACTED PEARL HARBOR AND WERE TOLD TO PROCEED TO GULFITO COASTA RICA. WE TOOK THE 25 DECEASED MEN BELOW AND PUT THEM IN A SMALL BERTHING COMPARTMENT ABOVE THE GENERATORS IN THE FOWARD ENGINE ROOM. THE SUBMARINE TENDER ANTERIES MET US IN COASTA RICA. THEY CAME ABOARD AND REMOVED THE 25 CASUALTIES AND REPLENISHED OUR CO2 AS WE WERE FORCING CO2 INTO THE UPPER SALVAGE LINE AND RELIEVING THE PRESSURE WITH THE LOWER SALVAGE VALVE IN THE AFTER TORPEDO ROOM AFTER BATTERY COMPARTMENTS. WE THEN PROCEEDED TO THE PACIFIC SIDE OF THE PANAMA CANAL.

AFTER THE THE NAVAL REPAIR FACILITY ON THE PACIFIC SIDE OF THE CANAL PUT OUT THE FIRE AND CLEARED THE SMOKE IN THE AFTER THREE COMPARTMENTS WE WERE GIVEN PERMISSION TO TRANSIT THE CANAL TO THE ATLANTIC SIDE.

THE 26 CASUALTIES, 23 FROM THE AFTER TOPEDO ROOM, 2 FROM THE TILLER ROOM AND 1 FROM THE AFTER BATTERY COMPARTMENT, WERE BURIED IN THE MILITARY CEMETARY ON THE PACIFIC SIDE. THE BASS WAS UNABLE TO SUBMERGE SO WE PROCEEDED BACK TO NEW YORK IN THE MIDDLE OF A HARASSED ENGLISH CONVOY AND TIED UP AT THE BUSH TERMINAL IN THE EAST RIVER IN BROOKLYN. AFTER SEVERAL DAYS WE PROCEEDED TO PHILLY VIA THE SWEPT CHANNEL ESCORTED BY A COAST GUARD CUTTER TO PHILADELPHIA NAVY YARD WHERE WE WERE CONVERTED TO A CARGO CARRIER. THE FORWARD TORPEDO ROOM WAS THE FORWARD CARGO SPACE, NO TUBES, THE MAIN ENGINE ROOM, THE MAIN CARGO SPACE, NO MAIN ENGINES AND THE AFTER TORPEDO ROOM THE AFTER CARGO SPACE, NO TORPEDO TUBES IN THE TILLER ROOM. AFTER ABOUT 2 YEARS OF EXPERIMENTS WITH MANY TERRIBLE EXPERIENCES AND UNBEARABLE LIVING CONDITION THE POWERS ABOVE DETERMINED IT WOULD'NT WORK SO THEY TOOK POOR OLD BASS OUT AND SANK HER IN A WATERY GRAVE AT 155 FEET, A FAVORITE DIVING SPOT OFF BLOCK ISLAND RHODE ISLAND AFTER 15 YEARS OF BACK BREAKING BALL BUSTING COMMISSIONED AND RECOMMISSIONED SERVICE.

THE 26 CASUALTIES OF THE BATTERY FIRE.

JOHN ROBSON CMOMM
CLYDE WALTERS CMOMM
LEWIS GIBSON CEM
ROY ADAIR TM1
JOHN BARRETT RM1
LAURENCE CRISS YN1
NELSON ROWE BK1
LEONARDO BLAGG EM2
ROBERT MERRITT SC2
CARL SWANSON COX
STANLEY PLEVA GM3
JOSEPH LARKIN EM3
EMERY NOCKS S1

GEORGE SCHNEIDER S1
ROSWELL GARLAND F2
STANLEY AMBO S2
THOMAS BOYCHULK S2
DANIEL LUYK S2
JAMES MINOR S2
JOHN PITTENGER S2
MARION REID S2
GEORGE STEELE S2
RALPH STEINHAUER S2
ROBERT WARD S2
PHILLIP WEND S2
DONALD GYMER F3

THE FOLLOWING SURVIVORS OF THE FIRE WERE LOST ON SUBS LATER DURING WW11

BILL MASON LCDR CAPELIN (SS289)
HUGH RIMMER LCDR CO ALBACORE (SS218)
HAROLD STROMSOE CTM COB S-44
TIM DELANEY CGM COB TULLIBEE (SS284)
BILL JODER CMOMM TULLIBEE (SS284)
CHUCK BRABHAM CRM ESCOLAR (SS294)
ART STANTON CMOMM ALBACORE (SS218)
TOM PARR SM2 S-44

IN MY OPINION THE GREATEST ACHIEVEMENT OF THE BASS WAS THE WONDERFUL TRAINING SHE GAVE TO THE MEN THAT LEFT HER FOR OTHER BOATS DURING WW11. TO THE BEST OF MY KNOWLEDGE THE REMAINING SURVIVORS WENT ABOARD OTHER SUBMARINES, BUT THERE ARE NOT TO MANY OF US LEFT. I AM ONLY AWARE OF ABOUT 8 OR 9. SEE THE ATTACHED PICTURES OF USS BASS AND THE LETTER ETCHED IN

File No.

FF4-3/L11/P6
Serial 408

RESTRICTED

UNITED STATES ATLANTIC FLEET
SUBMARINES
SUBMARINE SQUADRON THREE

U.S.S. S-13 (Flagship)

c/o Postmaster, New York, N. Y.
August 22, 1942

From: Commander Submarine Squadron Three.
To : Submarine Squadron Three.

SUBJECT: Casualty Occurring to the U.S.S. BASS.

1. Recently, while engaged in operations against the enemy, a serious fire occurred in the after battery compartment of the U.S.S. BASS, resulting in the suffocation and death of the following personnel:

ROBSON, John A.	CMoMM(AA), USN.
WALTERS, Clyde E.	CMoMM(PA), USN.
GIBSON, Lewis G.	CEM(AA), USN.
ADAIR, Roy	TM1c, USN.
BARRETT, John F.	RM1c, USN.
CRISS, Laurence S.	Y1c, USN.
ROWE, Nelson L.	Bkr1c, USN.
BLAGG, Leonard O.	EM2c, USN.
MERRITT, Robert F.	SC2c, USN.
LARKIN, Joseph J.	EM3c, USN.
PLEVA, Stanley W.	GM3c, USN.
SWANSON, Carl A.	Oox., USN.
NOCKS, Emery L.	Sea1c, USN.
SCHNEIDER, George F.	Sea1c, USN.
BOYCHULK, Thomas	Sea2c, USN.
REID, Marion H.	Sea2c, USN.
STEELE, George E.	Sea2c, USN.
STEINHAUER, Ralph L.	Sea2c, USN.
AMBO, Standley	Sea2c, USNR.
LUYK, Daniel	Sea2c, USNR.
MINOR, James E.	Sea2c, USNR.
PITTENGER, John K.	Sea2c, USNR.
WARD, Robert L.	Sea2c, USNR.
WEND, Phillip H.	Sea2c, USNR.
GARLAND, Roswell L.	F2c, USN.
GYMER, Donald R.	F3c, USN.

2. Funeral services were held at Corozal Cemetery, Canal Zone on August 21, 1942.

3. The loss of these men who gave their lives in the service of their country is keenly felt by all.

T. J. DOYLE

V 1, latest type U. S. fleet submarine,
in Washington, D. C. for inspection by
House Committee of Naval Affairs.

PHOTOGRAMS OF WORLD EVENTS
THE ELLIOTT SERVICE COMPANY, NEW YORK





