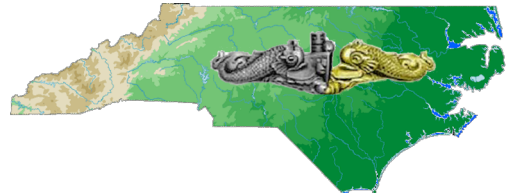


All Clear



OFFICIAL JOURNAL OF NORTH CAROLINA SUBVETS

Third Quarter 2020



The USS Bullhead art.

Read about the USS Bullhead (SS -332) the 701st and last
United States vessel to be lost during WWII.
Lost August 6th, 1945

ALL CLEAR is the award winning quarterly publication of the United States Submarine Veterans, Inc. (USSVI) sharing information from all USSVI bases in North Carolina

USSVI CREED AND PURPOSE

To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution.

In addition to perpetuating the memory of departed shipmates, we shall provide a way for all Submariners to gather for the mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. We support a strong U.S. Submarine Force.

The organization will engage in various projects and deeds that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today.

**Proud Members of the United States Submarine Veterans, Inc.
USSVI.org**

Contents:

North Carolina State Commander's Report	Pg. 3
David B. Campbell	Pg. 4 & 5
Up-Coming Events - Zoom Tips	Pg. 6
USSVI Good Deal - Submarine Books	Pg. 7 & 8
Mountaineer Article - USS Bullhead (SS 332)	Pg. 9 - 13
Lost Boats	Pg. 14

**Newsletter Editor: Joe Peek MMCS/SS (ret.)
email:ncsubvets.org@gmail.com**



NORTH CAROLINA SUBVETS STATE COMMANDER:

SHIPMATES: As our pandemic self quarantine has been extended like a four day transit to somewhere that ends 47 days later at somewhere else, we as submariners know that this to will end.

Have three important issues to discuss.

One is the Moonshine Mountain Banner which is in the process of being printed and sent to the Asheville Base for rigging and hanging trials and stowage. In addition to the mural painted by Old North State member Frans vanBaars it will have on one side the North Carolina Subvets logo and the logo of the seven (7) North Carolina Subvets Base's. Hopefully when the Asheville Base receives the banner, they will schedule a "dry run" to hang the banner and some type of ceremonial event.

The other issue is the proposed change to the North Carolina Subvets Charter. Change # 9 has been sent to all North Carolina Subvets Base Commanders for their review and approval or comments. In a nutshell it will establish a fund to be used by the North Carolina Subvets State Commander and approved by a majority of the North Carolina Subvets Base Commanders. This fund will be utilized for the benefit of all North Carolina Subvets Bases. The fund will be started and maintained by each North Carolina Subvets Base donating a fee of \$1.00 per primary member per year.

We have been asked to take our items (the torpedo float) out of the NC Aviation and Museum and Hall of Fame in Asheboro within the next two months. Anyone who can store these items please contact me.

Jerry Emerson

North Carolina Subvets

State Commander

David B. Campell, CDR retired

Last May District ES1 and Tarheel Base Commander Dave Campbell tended his resignation with this Email:

Shipmates,

Some of you may have heard me talking about the need to move. We've had trouble with false starts due to the need to find a house as close as possible to my daughter in Madison Alabama. Last week a house not in her neighborhood like we would have preferred but a little over 2 miles away jumped onto the scene and long story short we made an offer that was accepted before the house even went on the market. So needless to say I'm in the middle of buying a house, and trying to get the one I'm living in ready to put it on the market, while initiating early packing in preparation for moving. Therefore I feel I no longer can perform the position of base commander as it is needed.

I do apologize for the short notice, but the opportunity price location etc. was too good to pass up. It's been my honor and great pleasure to serve as your base commander and the district commander. The effective date of my resignation is one June. Jim Davis will take over as the base commander. I am hoping that one of you being a volunteer historically as a submariner will step forward and replace Jim as the vice commander.

I wish Jim, all elected and appointed officers of the base and all base members a "GREEN BOARD" and thank you very much for letting me be one of your shipmates.

s/
Dave Campbell

August 2, 2020 This Email came from Dave:

I received a UPS package today, wasn't expecting anything to be honest when I opened it up it was the ball cap I asked Tom McFadden to make for me, but the box seem to have something else in it. And this is what I found. There are not enough words nor are not adequate words to explain how thrilled I was to receive this from the special people I consider my shipmates. Totally unexpected. It was definitely an honor to be a member of the base with all of you guys especially the leader ship - Base executive committee. I would be lying if I said the gift didn't get to me.

Again thank you so very much.

Below is Dave's photo of the going away gift we sent for his years of hard work for the North Carolina Submarine Veterans and Tarheel Base.



Thank You Dave!

May You Have Fair Winds and Following Seas

COVID19 Note: The NC Dept. of Health and Human Resources reports while they make up 13% of the state's CORONA VIRUS cases, people over 65 are 80% of the 3000 deaths.

Be Smart! - **Wear a mask, keep 6 feet away and wash hands frequently.**

UPCOMING EVENTS

1. TARHEEL BASE PICNIC - Cancelled
2. NC STATE FAIR Cancelled
3. KINGS BAY WWII MEMORIAL Cancelled
4. ASHEBORO VETERANS DAY PARADE - NOV 9?
5. PEARL HARBOR DINNER - Dec 5 (Not Likely to happen)
6. WREATHS ACROSS AMERICA - Dec 19
7. 2021 NATIONAL CONVENTION - August 31 Orlando, FL

HOW TO PARTICIPATE IN A ZOOM MEETING

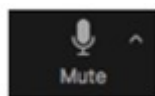
Once you've joined the meeting, you can see and hear other participants. Each participant is represented by a square that displays their face (if they've chosen to join with video) or just their name.

If you're in a large meeting, make sure your microphone is muted. Your computer microphone is pretty sensitive, and if you're unmuted, it can pick up a lot of background noise. The mute button, which looks like a microphone, is in the bottom left corner of the Zoom screen. If the microphone has a red line through it, you're muted, and no one in the meeting can hear you.



If the microphone has a red line through it, you are muted.

Click the button again to unmute yourself if you want to talk in the meeting.



If the microphone has no red line through it, you can be heard in the meeting.

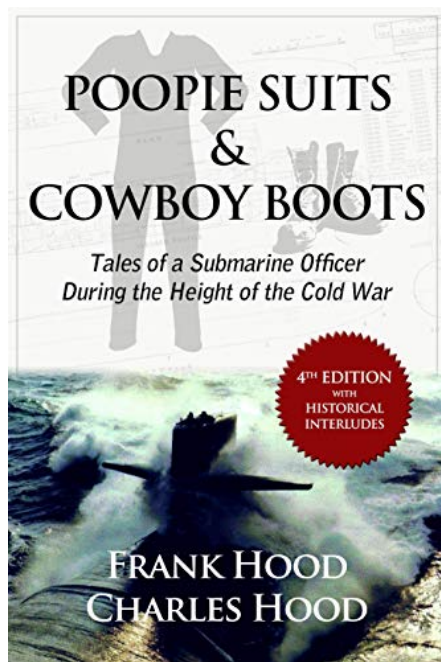
Only one person in the meeting can talk at a time. Zoom indicates who is speaking by highlighting their image with a yellow square.

There is also a chat feature in Zoom, where you can type messages to other participants. Participants can send messages to everyone in the meeting, or just certain participants. However, after the meeting, the host can view the transcript of all chats, so it's not entirely private. If there is a message for you in the chat, a notification appears on the Chat button, which looks like a speech bubble. Click that button to open the chat window.

LEAVE A ZOOM MEETING

Click "Leave Meeting" on the bottom right corner to leave the meeting.

6 Best New Submarines eBooks To Read In 2020



As featured on CNN, Forbes and Inc – BookAuthority identifies and rates the best books in the world, based on public mentions, recommendations, ratings and sentiment.

PooPie Suits & Cowboy Boots Was Ranked #3

Tales of a Submarine Officer During the Height of the Cold War (Kindle Edition)

[Frank Hood](#), [Charles Hood](#) | Jan 20, 2020| 4.06

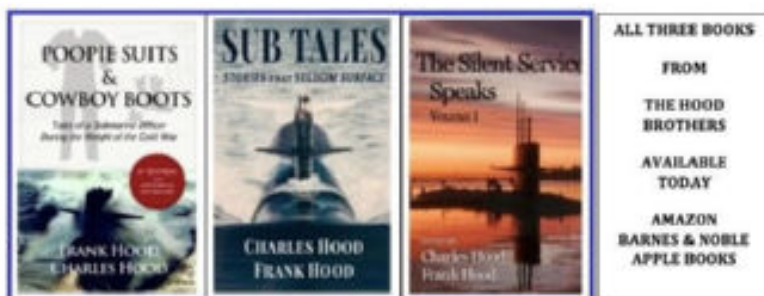
Quotes from the BookAuthority Writeup:

The submarine glossary has been expanded by 50%.The layout has been improved as well, resulting in a handsome publication that belongs on the bookshelf of any aficionado of submarine history. PooPie Suits & Cowboy Boots is a

semi-autobiographic trip through the process of training and deployment aboard a fast-attack nuclear submarine during the height of the Cold War. Finally, the fourth edition features 13 original “interlude” stories scattered among the chapters; these vignettes explore specific historical topics important to the legacy of the Submarine Force. All profits from the book have been donated to a single charity since the very first book was sold in 2018. As of January 2020, more than \$27,000 has been raised through sales of PooPie Suits & Cowboy Boots, and all donated funds are earmarked for the Scholarship Fund of the United States Submarine Veterans, Inc. (USSVI). This fund primarily assists family members of submarine veterans with tuition expenses, among other philanthropic aims. The authors are proud of this affiliation, and readers who buy the book can rest assured that their purchase will count toward this ever-increasing total. **\$5 from each purchase go to the USSVI Scholarship Fund**

Books can be purchased through Amazon or Barnes & Noble

- ***PooPie Suits & Cowboy Boots: Tales of a Submarine Officer During the Height of the Cold War*** by Frank Hood
- ***Sub Tales: Stories That Seldom Surface*** by Charles Hood
- ***The Silent Service Speaks: Vol.1*** by Charles Hood



ATTENTION:

ALL SUB VETS

GOOD DEAL 4U

Support the USSVI Scholarship Fund, as well as a deserving young person's Education – PLUS You get a Good Read – PLUS the chance for your story to be published

The 3rd book in the "Poopie Suits & Cowboy Boots" series has been published, and is available now. (Soft Cover and e-Book)

Written by 33 submarine veterans like yourself, "The Silent Service Speaks – Vol I" contains 150 stories, replete with 314 pictures, that cover life on a boat from stem to stern.

By buying a copy for yourself, you will be getting better than a Two-Fer, you get a Three-Fer.

A great read that you can identify with, support for the USSVI Scholarship Fund, and funds that help a deserving young person get their degree, thus helping them for the entire rest of their lives.

Copy and Paste the links to the right – to see a lot more.

If you have a story that is unique and interesting, see the contact info below.

Frank Hood fhood01@gmail.com

**Stories from
Bubbleheads
In Their Own
Words**

**Stories that
deserved to be
told and preserved
in print**

**\$5 from each
purchase goes to
USSVI Scholarship
Fund**

**A Win/Win/Win
Charitable Action**

**www.thesilentsservice.com
speaks.net**

**www.subtales.com for info
on Books 1 and 2**

**Thank You for Helping Us
Help Others**

HAYWOOD HISTORY

USS Bullhead loss overshadowed by atomic bomb

Local Ties to
the Last Ship
Sunk in WW II

BY KEN KITTIS

Special to The Mountaineer

As dates go, Aug. 6 is especially important in the 75th anniversary commemoration of the end of World War II. On that day in 1945, the American bomber Enola Gay dropped an atomic bomb on Hiroshima, Japan, thus setting in motion the steps that would lead to the surrender of Japan.

Less well known is the fact that the U.S. Navy suffered an important loss on that same date. Just after 8 a.m. Aug. 6, at roughly the same time that Enola Gay was beginning her bomb run, a Japanese plane on patrol off the island of Ili caught an American submarine on the surface of the Java Sea. The pilot attacked, his bombs found their mark, and the sub sank with all hands.

The USS Bullhead (SS 332) turned out to be the last of 701 U.S. Navy ships lost in World War II. The loss of an entire submarine crew at the end of a long and awful war was a sad story in its own right, yet the submarine has never rated more than a footnote in the history books. As storylines go, it's hard to compete with the atomic bomb.

Eighty-four brave sailors perished when Bullhead sank. One of those was from Haywood County.

Lt. j.g. Paul Austin Gossett was one of nine officers aboard Bullhead. Gossett, the son of J.H. and Ethel Gossett, graduated from Clyde High School in 1934 and worked for a few years at American Enka before joining the Navy.



Lt. j.g. Paul Gossett



Warren Kitts, 1944

When the war came, Gossett volunteered for submarine duty and was eventually assigned to the crew of Bullhead in July of 1944. The following month, he made his last trip home to marry Catherine Moody of Waynesville.

War correspondent Martin Sheridan accompanied Bullhead on her first war patrol in the spring of 1945 and got to know Gossett. He found the "short, affable Southerner" to be good company and enjoyed the stories he told of his family in the mountains of North Carolina.

The Mountaineer reported on the loss of Bullhead and Gossett's status as missing — it took time for the crew to be classified as presumed dead — on Aug. 30, 1945.

The story was surrounded by articles about the Japanese surrender and plans for local victory celebrations.

Gossett's wife, parents, and siblings had to deal with the disconnect of processing their shock and sorrow amid the jubilation that accompanied the end of the war. As with other Bullhead family members, they were on their own, victims of bad timing as much as their loved ones on the submarine. It was a lonely place to be.

To make matters worse, the secretive and unique

nature of submarine warfare meant that the location of the wreck would remain unknown. There would be no remains to repatriate and no grave to visit. Paul would never come home.

Among those most grieved by Gossett's death was his close friend Sam McCrary, also of Haywood County. McCrary served in the Navy as well, and upon returning from the war eventually married Gossett's widow and became a well-known businessman in Maggie Valley. But he never forgot the memory of the man who had looked after him "like a little brother."

Another young sailor with Bullhead ties would eventually make his home in Waynesville. Warren Kitts entered the Navy upon graduation from Knoxville High School in 1943. Following boot camp, he volunteered for submarine service and trained as a torpedo operator. In early 1945, Kitts was assigned to Submarine Division 302 in Fremantle, Australia, the unit responsible for Bullhead plus five of her sister boats.

Word eventually came down to Kitts that Bullhead needed a torpedo man and that he should prepare to join that crew. But fate intervened when he injured his hand on a training dive. The gash was deep enough to pre-



SUNK — USS Bullhead was the last of 701 U.S. Navy ships lost in World War II. It sank the very day the atomic bomb was dropped on Hiroshima, Aug. 6, 1945.

vent him from getting an active assignment until his hand healed, and so he was shuffled back into the deck of the relief crew.

Kitts' number came up again later this time to join the crew of USS Recuma (SS-319), another one of the boats operating out of Fremantle. It was on that submarine that the young seaman finally got into World War II. He had just completed a war patrol and disembarked Recuma at Subic Bay when the war ended. It was there that he learned that Bullhead had gone missing.

Submariners are a tight-knit group, and Kitts' time in Fremantle had put him into direct contact with Bullhead and her crew. Moreover, some of the guys he had been with since sub school had been assigned to the submarine as replacements and were aboard when she went down.

Kitts mustered out of the Navy after the war, became a dentist courtesy of the GI Bill, and married his hometown sweetheart. The couple moved to Hazelwood in 1955, where he opened his practice. The remainder of his life revolved around family, church, and his beloved garden. But through it all, he remembered friends who



A TRIP DOWN MEMORY LANE — Sam McCrary looks through his photographs in 2009.

had died aboard Bullhead, and he carried the weight of that loss in his heart until his death in 2004.

So as we remember Aug. 6, let's pause and remember the submarine that sailed out of Fremantle and into eternity 75 years ago. Let's remember Sam McCrary, Warren Kitts, and the hundreds of other local citizens who saw the war through to its conclusion.

Above all, let's remember Lt. Paul Gossett and the other sons of Haywood who gave the last full measure for country in history's largest conflict.

Waynesville native Ken Kitts is the youngest of four children of Warren and Betty Kitts. He lives in Alabama with his wife, Dena, and their two sons. He is writing a book on the loss of the USS Bullhead.

The loss of USS Bullhead overshadowed by atomic bomb

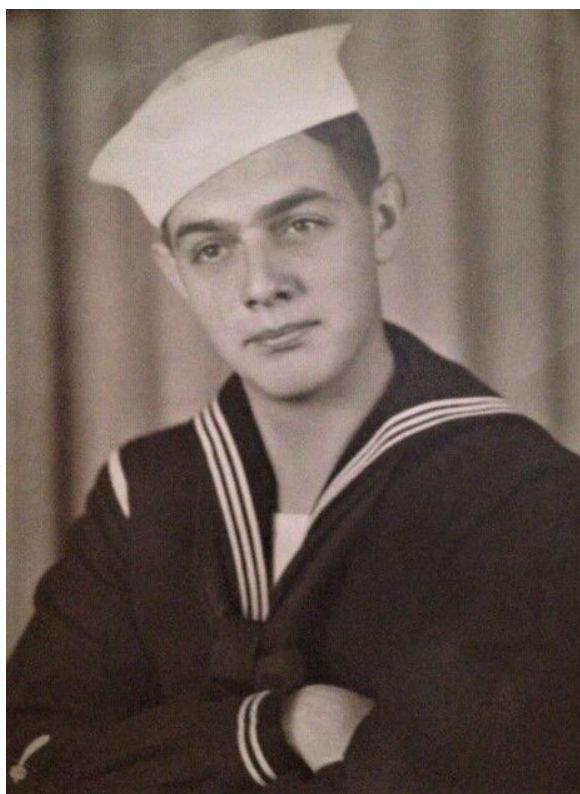
- By Ken Kitts Special to The Mountaineer Aug 10, 2020



SUNK — USS-Bullhead was the last of 701 U.S. Navy ships lost in World War II. It sank the very day the atomic bomb was dropped on Hiroshima, Aug. 6, 1945.

As dates go, Aug. 6 is especially important in the 75th anniversary commemoration of the end of World War II. On that day in 1945, the American bomber Enola Gay dropped an atomic bomb on Hiroshima, Japan, thus setting in motion the steps that would lead to the surrender of Japan.

Less well known is the fact that the U.S. Navy suffered an important loss on that same date. Just after 8 a.m. Aug. 6, at roughly the same time that Enola Gay was beginning her bomb run, a Japanese plane on patrol off the island of Bali caught an American submarine on the surface of the Java Sea. The pilot attacked, his bombs found their mark, and the sub sank with all hands. The USS Bullhead (SS 332) turned out to be the last of 701 U.S. Navy ships lost in World War II



Warren Kitts



Lt. j.g. Paul Gossett



A TRIP DOWN MEMORY LANE — Sam McCrary looks through his photographs in 2009.

The USS Bullhead (SS 332) turned out to be the last of 701 U.S. Navy ships lost in World War II. The loss of an entire submarine crew at the end of a long and awful war was a sad story in its own right, yet the submarine has never rated more than a footnote in the history books. As storylines go, it's hard to compete with the atomic bomb.

Eighty-four brave sailors perished when Bullhead sank. One of those was from Haywood County.

Lt. j.g. Paul Austin Gossett was one of nine officers aboard Bullhead. Gossett, the son of JH and Ethel Gossett, graduated from Clyde High School in 1934 and worked for a few years at American Enka before joining the Navy.

When the war came, Gossett volunteered for submarine duty and was eventually assigned to the crew of Bullhead in July of 1944. The following month, he made his last trip home to marry Catherine Moody of Waynesville.

War correspondent Martin Sheridan accompanied Bullhead on her first war patrol in the spring of 1945 and got to know Gossett. He found the "short, affable Southerner" to be good company and enjoyed the stories he told of his family in the mountains of North Carolina. The Mountaineer reported on the loss of Bullhead and Gossett's status as missing — it took time for the crew to be classified as presumed dead — on Aug. 30, 1945.

The story was surrounded by articles about the Japanese surrender and plans for local victory celebrations.

Gossett's wife, parents, and siblings had to deal with the disconnect of processing their shock and sorrow amid the jubilation that accompanied the end of the war. As with other Bullhead family members, they were on their own, victims of bad timing as much as their loved ones on the submarine. It was a lonely place to be.

To make matters worse, the secretive and unique nature of submarine warfare meant that the location of the wreck would remain unknown. There would be no remains to repatriate and no grave to visit. Paul would never come home.

Among those most grieved by Gossett's death was his close friend Sam McCrary, also of Haywood County. McCrary served in the Navy as well, and upon returning from the war eventually married Gossett's widow and became a well-known businessman in Maggie Valley. But he never forgot the memory of the man who had looked after him "like a little brother."

Another young sailor with Bullhead ties would eventually make his home in Waynesville. Warren Kitts entered the Navy upon graduation from Knoxville High School in 1943. Following boot camp, he volunteered for submarine service and trained as a torpedo operator. In early 1945, Kitts was assigned to Submarine Division 302 in Fremantle, Australia, the unit responsible for Bullhead plus five of her sister boats.

Word eventually came down to Kitts that Bullhead needed a torpedo man and that he should prepare to join that crew. But fate intervened when he injured his hand on a training dive. The gash was deep enough to prevent him from getting an active assignment until his hand healed, and so he was shuffled back into the deck of the relief crew. Kitts' number came up again later, this time to join the crew of USS Becuna (SS-319), another one of the boats operating out of Fremantle. It was on that submarine that the young seaman finally got into World War II. He had just completed a war patrol and disembarked Becuna at Subic Bay when the war ended. It was there that he learned that Bullhead had gone missing.

Submariners are a tight-knit group, and Kitts' time in Fremantle had put him into direct contact with Bullhead and her crew. Moreover, some of the guys he had been with since sub school had been assigned to the submarine as replacements and were aboard when she went down.

Kitts mustered out of the Navy after the war, became a dentist courtesy of the GI Bill, and married his hometown sweetheart. The couple moved to Hazelwood in 1955, where he opened his practice. The remainder of his life revolved around family, church, and his beloved garden. But through it all, he remembered friends who had died aboard Bullhead, and he carried the weight of that loss in his heart until his death in 2004. So as we remember Aug. 6, let's pause and remember the submarine that sailed out of Fremantle and into eternity 75 years ago. Let's remember Sam McCrary, Warren Kitts, and the hundreds of other local citizens who saw the war through to its conclusion. Above all, let's remember Lt. Paul Gossett and the other sons of Haywood who gave the last full measure for country in history's largest conflict.

Waynesville native Ken Kitts is the youngest of four children of Warren and Betty Kitts. He lives in Alabama with his wife, Dena, and their two sons. He is writing a book on the loss of the USS Bullhead.

Lost Boats - 3rd Quarter

USS S-5 (SS-110)	1-Sep-1920	No loss of life.
USS S-51 (SS-162)	25-Sep-1925	33 men lost.
USS Grunion (SS-216)	30-Jul-1942	70 men lost.
USS S-39 (SS-144)	13-Aug-1942	No loss of life.
USS Runner (SS-275)	Between 26-Jun and 15-Jul-1943	78 men lost.
USS Grayling (SS-209)	9-Sep-1943	76 men lost.
USS Pompano (SS-181)	17-Sep-1943	77 men lost.
USS Cisco (SS-290)	28-Sep-1943	76 men lost.
USS S-28 (SS-133)	4-Jul-1944	49 men lost.
USS Robalo (SS-273)	26-Jul-1944	77 men lost + 4 POWs died.
USS Flier (SS-250)	13-Aug-1944	78 men lost.
USS Harder (SS-257)	24-Aug-1944	79 men lost.
USS Bullhead (SS-332)	6-Aug-1945	84 men lost.
USS Cochino (SS-345)	26-Aug-1949	1 Cochino man and 6 USS Tusk men were lost in the rescue op- eration.