



FLAMIN' CAIMAN TAILS

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SEPT 2012

COMMANDER'S SCUTTLEBUTT

It's time again for our newsletter. If you didn't attend the San Antonio reunion, you missed a fabulous time. The museums in Fredericksburg, Texas, were outstanding experiences and worth every cent of the trip to the CAIMAN reunion. Our sixth reunion in 2014 will be at the Coeur d'Alene Golf and Spa Resort. There are many tours offered plus numerous Lake Coeur d'Alene cruises for our enjoyment. For shipmates and their guests who live in the Pacific Northwest and surrounding areas, this is a "MUST" reunion to attend. The only drawback is the Coeur d'Alene airport is not large enough to service airlines. Our shipmates will have to fly into Spokane, Washington, and either rent a vehicle for a short drive to the hotel or use the hotel shuttle which will be available at a discounted price. So, start planning for the 2014 reunion and renew old friendships.

John "Yeo" Fagereng, Commander

USS MIAMI

I am sure you have all heard about the fire aboard the USS Miami on 23 May 2012, while in the Portsmouth Naval Shipyard. A shipyard worker wanted off work early so he set a fire on board the Miami. The scum bag is charged with arson and is being held in jail. I can imagine there will be several other charges by the time he goes to trial. I am sure he will be convicted and will send a long time in prison. Bubba is waiting for him. Adm. Jonathan W. Greenert, Vice Chief of Naval Operations, said he feels comfortable that the Miami's extensive repairs, which mostly will involve cables, pipes and some internal components, can be finished by the middle of 2015 for about \$450 million. This will be a long and expensive overhaul.

USS CLAMAGORE

The USS Clamagore (SS 343), the last Guppy III submarine still around, is destined to become a reef off the Florida coast. The Clamagore, still serving as part of the [Patriots Point](#) museum in Mount Pleasant, SC, needs a multi-million dollar overhaul. Unfortunately, neither the museum nor the state of South Carolina has the money to fund the refurbishment. The Clamagore association has sent a request to all past and present submariners of the world to save Clamagore, or she will be towed out to sea, sunk, and used as a reef.

Donations, by check or money order, may be sent to:

Save The Clamagore

c/o George Bass

110 River Birch Drive

Salisbury, NC 28146

Any donation small or large will be greatly appreciated.

Donations to the Save The Clamagore fund, are under the umbrella of the Clamagore Veterans Association (a 501(c) tax exempt nonprofit), are fully deductible. Your thank you note will include all of the pertinent tax information.

AT-SEA RESCUE OFF SUB

Navy Times, Aug. 20

Somewhere off the East Coast this June, an Air Force V-22 Osprey was scheduled to rendezvous with a ballistic-missile submarine. The mission? An at-sea rescue exercise. It was a first, according to the Navy and naval experts — a stealthy sub and the tilt-rotor aircraft had never operated in this way together.

The Osprey, flown by the 20th Special Operations Squadron, took off from Cannon Air Force Base, N.M., refueled twice in midair and headed toward the submarine Wyoming. The Osprey approached the surfaced boomer like a plane and tilted its rotors back, making them parallel to the ground like a helicopter. While hovering over the boat, it dropped its rear hatch and lowered a stretcher, sending it toward the sub's conning tower. (I believe they mean sail since Nucs don't have conning towers. Ed)

From there, the sub crew loaded a rescue mannequin onto the litter. The aircrew hoisted it into the Osprey, raised the gate, transitioned into airplane mode and flew back to Cannon. The mission spanned 2,600 nautical miles — and showed Ospreys can be used to take sailors off of subs.

"The proof was demonstrated," said Cmdr. Sean McDermott, the Navy's integrated product team lead for the Osprey program at Naval Air Systems Command. The inspiration for the mock mission came after an incident during the end of a two week training period with the carrier George H.W. Bush in December 2010. Hours away from its port in Norfolk, Va., the carrier was diverted off course when a sailor on a submarine suffered a serious head injury and needed to be evacuated. The Navy has not identified the sub, nor has it disclosed the exact area where it was operating.

The carrier's training mission turned in to a full-fledged, two-day operation that also included the frigate Boone. Medical personnel from Naval Medical Center Portsmouth and other locations were flown out to the two ships to provide care. Bush launched an MH-60S Seahawk for the medical evacuation from the submarine, while Boone sent an SH-60B for surface surveillance. After the Seahawk took the injured sailor onboard, he was transported to the Medical University of South Carolina for treatment.

Soon after the Bush rescue, officials realized a V-22 at Marine Corps Air Station New River, N.C., was within range and could have pulled off the mission, possibly in a much simpler way. That led to the June demonstration. Compared with the Bush mission, the Osprey's exercise took half as long and required one aircraft.

The operation came at a time when the Navy is seeking to redefine how it incorporates V-22s Ospreys in its operations. While the Navy doesn't have any V-22s Ospreys of its own, Marine Corps Ospreys operate on Navy ships.

SUBMARINE MEMORABILIA

As I have mentioned before and will probably mention again, any submarine memorabilia you, or your family, do not plan to keep, we, the USS CAIMAN Assn, would like to have it. Submariners are the only military group that attempts to keep all our memorabilia within the community. We do not want to lose anything from our past and want to keep it for future generations to enjoy. Call me, email me, write me and I will have a CAIMAN sailor pick it up. We have CAIMAN sailors in every state except five and those states are small so we can get someone to pick it up. If necessary, I will come and get it. Some of the prizes at the San Antonio reunion were submarine memorabilia that had been passed to us from former and present shipmates. Here is my information:

Doug Smith

3835 B Maple Ave

Bremerton, WA 98310

H 360-377-77

C 360-731-5233

#DBFridr@comcast.net (Drop the first character)

REUNION PLANNING

I am sure everyone is aware that John "Yeo" Fagereng and I go to the reunion sites a year before the reunions to plan and schedule all the events. Since Bob "Dings" Dengel lives a short distance from Coeur d'Alene, Yeo volunteered his services for 2013. So Dings and I will be traveling to Coeur d'Alene to plan and schedule everything. I tell you this so if there are any problems or you don't like something – blame Dings. The good news is this time Cheryl, my lady friend, and Renay, Mrs. Dings, will be there to add the woman's touch. A side benefit of having a shipmate living close to a reunion site is we use them for other little tasks also. In San Antonio we attempted to fill up Jerry "Giff" Gifford's garage with reunion items. In 2014 we will try and fill Ding's garage. We get free storage this way and the hotel doesn't lose our stuff. We gave Giff two CAIMAN glasses for stowing our stuff, that was the reunion gift that every attendee received, but we didn't tell Giff. We will probably give Dings the same deal. Yes, we are cheap

TRAVELING TO THE REUNION

As Yeo mentioned there is a slight hitch for our shipmates that are flying into Coeur d'Alene, but not as long as the trip from the airport to Branson. Coeur d'Alene is at the junction of highway 90 (East and West) and highway 95 (North and South). The closest train station is in Spokane, Washington. There is a resort scuttle from the airport so I sure we can get anyone that rides the train to the resort. I will put more information in newsletters closer to the reunion. I am well aware of the memory problems many of us have. If it wasn't for our wives and girl friends we wouldn't get anyplace on time.

ROASTS

I am stilling looking for stories on our shipmates. Since I have time between reunions I can take a simple story and make it a "bit more colorful". Remember the more items I have on your shipmates reduces the odds on you becoming a victim. Wives and lady friend's stories are very acceptable. I bet they have some very interesting tidbits. Also this is a chance to have some fun at his expense and I will be blamed

SHIP STORE

We have made some money in our ship store items by selling to other boats and to SubVets (USSVI) bases. Our DBF coffee cups have been a big item. When we sell in bulk, ten or more of an item, we give a little discount. Since our markup is so small the discount is not much. I recommend they sell at a dollar more than we do to CAIMAN sailors.

PRIZES AND GIFTS

Yeo and I have attended a show for Presentation Products in Las Vegas in January for several years to get some ideas for prizes and gifts for our reunions. Greg "Hawkeye" Baer, our webmaster, is also attending in January 2013. The wives and lady friends like visiting Las Vegas also. We just have to make sure Yeo doesn't bring one of each. We found the grand prize for the San Antonio reunion at this show. We do get some good deals, as with the last grand prize. Many of the presenters like the military and want to get into that market. It is nice that someone besides a used car salesman wants to do business with us.

ETERNAL PATROL

Some of our shipmates have received Eternal Patrol orders since our last newsletter. Since I have met many of our shipmates and have talked on the phone to probably everyone, this is the hardest part of this job. I call and offer CAIMAN's condolence to every widow and give them the option of staying in the CAIMAN community.

WATERS, Gordon (58/62) EMCS(SS) 15 April 2012

SHEPPARD, Aubrey (45/?) CS1(SS) 23 June 2012

WILLIAMS, Edwin (67/70) EN2(SS) 11 July 2012

KOOKEN, Joel (51/54) ET2(SS) 31 July 2012

STANKO, Peter (59/60) RMC(SS) 13 August 2012

Sailors, rest your oars.

SAILING LIST

I have not had any luck lately finding more shipmates. As most of you know, other boat sailors have helped me locate our shipmates, but no new leads for awhile. Once again any assistance would be greatly appreciated – no matter how small the information seems. I have found a shipmate because another wife mentioned the city where they had visited him. Another time, during a conversation a shipmate's quail boat was mentioned. Sailors go back to the general area where they were from, where they had shore duty, or where their wives are from. This is what I have learned from searching for shipmates. Anything helps. There is lots of information available on the internet but I need a lead on where to start looking – so put your thinking caps on.

Sailing List: 1256

Expected at the next reunion: 554

Eternal Patrol: 703

Lost List: 169



"Silent Service - Earned, not given"

BROTHERS FOREVER

When we were young and feeling our oats
We joined the Navy and went on those boats
That sank on purpose sliding into the sea.
Nobody knew where we were going to be
Except for a few who charted the way to a
Far off coastline or a secret bay. The rest of us
Did what we were trained to do and trusted each
Other, but prayed a lot too.

In a sewer pipe coffin we just did our jobs
Pulling sticks, cycling vents or adjusting some knobs.
When all hell broke loose we knew what was best
Because we had dolphins affixed to our chest.

But although we knew every valve on the boat
That made it submerged or caused it to float
It wasn't dolphins or qual cards or years worth of studies
That would save us.....but rather our crewmates...our buddies.

Many stood by us then, but they stand here no more.
On Eternal Patrol they have left their last shore.
Husbands and fathers and grandfathers too
Who sailed with us, challenged us under the blue.

Forever a mate, forever our friend
we're bonded as shipmates beyond our lives end.
We pray for them now as we prayed with them then.
May you rest in peace always, my brothers - AMEN.

By Mike Bickel