



FLAMIN' CAIMAN TALES

www.flamincaiman.org

SEPTEMBER 2013

COMMANDER'S SCUTTLEBUTT

Well shipmates, it's just about 8 months until May 12th and our SIXTH CAIMAN Reunion at the Beautiful Coeur d'Alene Golf and Spa Resort situated on Lake Coeur d'Alene in Idaho. There are numerous activities that are available that are too many to mention such as the golf course which includes a shuttle to the course via water taxi – Golfers take advantage of this one!!!! Incredible cuisine includes 6 on-site restaurants – Tito's Italian Grill, Dockside is a breakfast, lunch and dinner on the resorts first floor at the water's edge, Beachouse which is an Indoor and Outdoor dining with Huckleberry Ribs, seafood and steak menu's; Bonsai Bistro featuring Pan-Asian cuisine, The Cedars Floating Restaurant featuring Salmon, prime rib and always a fresh salad bar, and finally Beverly's – the resort's 5-star restaurant which offers distinct Northwest cuisine. If you like shopping and socializing, which we all do, both world-class and window shoppers will delight in the variety of shops and art galleries just waiting to be explored. As you can see, Coeur d'Alene offers the perfect blend of small town charm and big city excitement. All this and more is in addition to the luxurious beauty of the Pacific Northwest. Doug "Smitty" Smith will send out the signup package in the January 2014 Newsletter. We are not getting any younger and attending CAIMAN Reunions should be a MUST for all shipmates and their guests. I sure hope to see you all next May in the Potato State of Idaho
John "Yeo" Fagereng, Commander

STOLEN VALOR ACT

The House and Senate approved the "Stolen Valor Act" recently and the measure was signed into law in June 2013. The bill, sponsored by Rep. Joe Heck (Nev.), protects the integrity of military awards by making it a crime to knowingly benefit from fraudulent claims of military decorations. In June 2012, the Supreme Court (United States v. Alvarez) overturned a previous Stolen Valor law on the grounds that it infringed on constitutionally-protected free speech. It is a shame when a lie based on claiming awards that belong to true American heroes is free speech. This bill makes a key change to the previous language that should withstand constitutional scrutiny because the legislation narrowly focuses on those who seek to benefit from their misrepresentations of military awards - not the lie itself.

BBQ SAUCE

John "Loosey" Luce has volunteered to bring several bottles of his BBQ sauce to the reunion. He also donates one dollar to the CAIMAN Assn. for each bottle sold to a CAIMANITE. He has already sent one check to our treasurer – me. These means some of the beer is on Loosey. He will take cash or check so bring either or both. In a recent phone call, he asked me to tell you that the shipping for six jars is the same as one. So order one of each flavor and save money.

NEWSLETTER

This newsletter is coming out later in the month because I am on a SKI trip (Spending Kids Inheritance). I am on my way to New Mexico. Good news, I am coming back. I know you all would miss me. I plan, we all know plans never go awry, to pick up some information for our reunion committee during my travels. I have had problems getting information from Utah. I stopped in Saint George, Utah, to get some information. The area around Saint George has some beautiful scenery and would be great for tours. Only one hotel has a liquor license in that town. This poses a bit of a problem because we will not give up our free beer. A member of the tourist bureau is checking to let me know about the liquor laws in Saint George. Let's hope other states have different attitudes.

REUNION LOCATIONS

Your board and reunion committee are always looking for locations for our next reunion. If you have an idea please do not hesitate to inform us. Remember, we need a hotel that can handle 200 of us. Other requirements are hospitality room with beer, dining room, and rooms at less than \$100.00 a day. Also we need an airport close by and a location for a day tour or excursion. My email: #dbfrider@comcast.net. Remember delete the first character. Phones 360-377-4763 or 360-731-5233.

GOLF

Phil McGaughey is running the golf tournament again. As I know nothing about pasture pool and it is always fun to delegate a job, I recruit him every reunion. He has also volunteered to donate a couple of bottles of wine for the drawing again. It should be good – he stomps the grapes himself.

REUNION ROOMS

The Coeur d'Alene Resort has set aside 100 rooms for the four days of the reunion. We have the special rate for three days before and after the reunion. There is no CAIMAN hold on rooms before and after the reunion. The point is make your reservations early. You can cancel up to 72 hours prior to your arrival without a penalty. At 30 days prior to the start of the reunion any of the 100 rooms not reserved go back to availability for anyone. If you think you might go to the reunion – reserve a room. There are other events at the resort during our reunion so make your reservation soon. Don't let some civilian take your room.

DUES

I know I sound like a broken record, but here is another dues reminder. Dues is reasonable. We ask \$10.00 for a reunion cycle – due every reunion or \$75.00 for life. Pay your dues and you will get free beer and a free newsletter from a writer with a great sense of humor. I know you would miss that. Also where else can you get such important military updates and interesting sayings?

ALTERNATIVE MILITARY PAY PLAN

In a recent letter to Congress, President Obama referenced his authority under Title 37 to set military pay increases for FY 2014 at one percent - the amount requested in the Administration's budget for the new fiscal year - versus the Employment Cost Index (ECI) level of 1.8 percent. The House supports the authorization of the higher amount as part of the FY 2014 National Defense Authorization Act (NDAA), however, it's unclear if the full Senate will follow its Armed Services Committee's recommendation for the lower rate. As usual, our elected representatives enjoy making the military wait and most likely do with less.

REUNION ATTENDEES

CAIMAN is an unusual boat. I mean that in a good way. We have averaged 109.8 sailors plus guests for our five reunions. To my knowledge, there is not another submarine that can claim anything close to that. With that many sailors in attendance, you can bet the sea stories are better and the jokes are funnier. As the sea stories get better, the consumption of beer seems to increase. Isn't that strange? I have also had many guests tell me that they also enjoy the reunions. We always include the ladies in as many activities as we can. They also enjoy the roasts. A few of the ladies have assisted in gathering material for a roast or two. According to the bylaws of the USS CAIMAN Assn, the ladies do not have a vote, but we all know when the vote for the next reunion is taken - their opinion is highly considered by the swab they are sitting next to. He had better do more than consider it if he wants to sleep in the big bed.

EXTRA ROOM

Don't forget to leave extra room in your suitcase or car. With all the shops that are within walking distance from the hotel, your other half will be bringing home some new treasures. Since there is a good chance she will request you accompany her, you might find something you can't live without. There is a sky bridge between the hotel and the shops so she won't have to dodge cars to bring home the goods. Oh yes, don't forget the credit cards, but the stores do take the green stuff - if you prefer.

NEWSLETTER

As I am sure you all know we send the newsletter out both email and snail mail. Sending the newsletter email has saved CAIMAN lots of money. This translates to more free beer at the reunions. If you would like to change the way you receive the newsletter please inform me. My email is #dbfrider@comcast.net (delete first character). Of course I will need your email address and include your name - emails do not always include the correct name. If you want to go to snail mail, make sure the address I have for you is correct and the one you want to use.

ATTACHMENT

I have been asked many times what happen to the CAIMAN. The attachment describes the sad end for a great submarine. USS CAIMAN served the US Navy and Turkish Navy well for over 43 years. She was a grand old lady.

ETERNAL PATROL

Once again it is my sad duty to include this section in our newsletter. All of our shipmates and associate members that receive Eternal Patrol orders will be missed.

Sailors, rest your oars.

Davenport, George R (61/64) EN2(SS) 17 Feb 2012

Kidder, John (44/45) MoMM2(SS) 7 June 2013

Malcom, Emerson (46/47) EMC(SS) 18 June 2013

Bandfield, Burnell E. (60/62) EMCM(SS) 12 July 2013

Hardesty, Carl (48/49) EM1(SS) 17 August 2013

Bucher, Rose (58/59) Widow 4 September 2013

SAILING LIST

I always include the latest numbers on our shipmates in each newsletter. As you can see I am not having much luck shrinking our lost list. This winter I will be working on the lost list again. Wish me luck. As I mentioned earlier, I am busy during the summer spending my kid's inheritance.

Sailing List: 1258

Expected at the next reunion: 539

Eternal Patrol: 719

Lost List: 168

"The tasks of diving, attack and surfacing take scores of interlocking motions by dozens of crewmen with split-second timing, but more is required of submariners. They must be alert without being brittle, interested in their shipmates without being nosy, respect privacy without being seclusive, talk without being gabby, and be friendly without being tail-waggers - in short, round pegs for very closely machined round holes. The wrong kind of man aboard a sub can be an insufferable thorn in the sides of shipmates. He can, emotionally, cause almost as much damage as an enemy depth bomb. In no other branch of military service are men required to remain away from normal human contacts as long as submariners assigned to lengthy patrols that demand long hours - sometimes days - at depths far below the least glimmer of sunlight and far away from the natural feel and smell of natural air. Moreover, these conditions must be endured with good cheer in overcrowded, sometimes ill-smelling, dew-dripping, steel compartments. Those whose tempers or temperaments cannot stand the strain are soon eliminated."

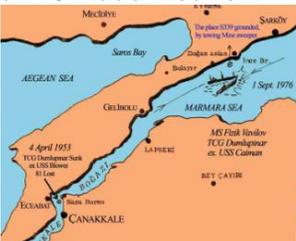
Admiral Charles A. Lockwood, a WWI submariner who rose to Commander-in-Chief of the Pacific sub fleet during World War II

**The Day My Heart Sank 1-Sept-1976
By Sait Kucuk**



It was the morning of August 31st, 1976 when the Dumlupinar (formerly the USS Caiman (SS-323), the Muratreis (formerly the USS Razorback (SS-394) and the Hizirreis (formerly USS Mero (SS-378) departed the Golcuk Naval base, Turkey, headed to the Aegean Sea for exercises. The next day I took the watch in the maneuvering room at 04:00. We were running ahead full on both engines in the Marmara Sea, ten mile from the Dardanelles. Fifteen minutes into the watch, I received an order for all ahead flank. Knowing that flank speed can only be achieved on the battery, I started to call the bridge when all of a sudden the collision alarm sounded. I immediately shut down the engines and then a few seconds later WHAM, something hit us. The boat leaned to port and then came back and listed hard to starboard. The 1MC blared "collision in the after battery compartment". I tripped the after battery circuit breaker. Chatter on the sound powered phones told me that the after battery was flooded and there were 13 men in the compartment inside of the oily water and 2 feet high narrow breathing area. About a minute and half later on the sound powered phones the word was passed "All hands, abandon ship". We went aft and got out through the after torpedo room hatch. Some crew members had already jumped into the water. I couldn't believe the sight before me. There was a very large ship with its bow embedded into the side of the Dumlupinar. The bow had torn through the fuel ballast tank and safety tank and collapsed the pressure hull at the after battery just aft of the door into the crew's quarters. It all happened so fast.

The ship that rammed us was the Fizik Vavilov, has an ice breaker bow. Vavilov put boats in the water right after the collision to help with the rescue of our crew. The Captain, Engineer, me and three more chiefs refused to leave the boat. I went to the after battery hatch which inside of water and opened it. With my flash light I looked down into the compartment and could see the water and faces coming up at me. They started climbing out and all 13 made it out ok.



The Muratreis stayed with the Vavilov, so they couldn't leave the scene. Meanwhile, the Hizirreis threw us a line so they could tow us to shallow water where we hoped to ground the Dumlupinar to prevent her from sinking. The Hizirreis could not get close enough to shore. A nearby mine sweeper came to our rescue and towed us to the shallows. A salvage ship arrived the next morning to begin salvage operations. After six days the boat was down at the stern. The after torpedo room hatch was three feet under. The boat was flooded from the control room to the after torpedo room. On the seventh day we refloat her and towed the boat to the shipyard for repair.

It took two years of a lot of hard work, but we finished the overhaul in 1978. The Dumlupinar returned to service. I left the ship in 1980 to go to Submarine School as an instructor. The Dumlupinar was decommissioned on February 6, 1983. Later that year in December she was re-commissioned as a battery charging boat and operated for another three years. On September 15, 1986 the Dumlupinar (USS Caiman) was decommissioned for the final time. Shortly after she was sold for scrap.

Sait Kucuk.



The grand prize for the drawing at our reunion in May 2014. Stained glass set of dolphins 33 inches by 14 inches. Ready to be hung on your wall if you have the winning ticket.