

## **Subject: Re: Submarine Incidents**

**From:** elmer@wpi.edu (Andrew Toppan)  
**Newsgroups:** sci.military.naval  
**Subject:** Re: Submarine Incidents  
**Date:** 2 Oct 1995 01:16:10 GMT  
**Organization:** Worcester Polytechnic Institute  
**Lines:** 11  
**Message-ID:** <44negq\$99s@bigboote.WPI.EDU>

Matthew Revelle (revelle@dreamscape.com) reshaped the electrons to say:

: *USS Georgia sank a YTB (off Guam I think) in the late 80's 1 or 2*  
: *people died.*

Georgia (SSBN 729) sank Secota (YTM 415) on 22 March 1986 off Midway Island.

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Andrew Toppan --- elmer@wpi.edu --- <http://www.wpi.edu/~elmer/>  
Railroads, Ships and Aircraft Homepage, Tom Clancy FAQ Archive  
"I am Pentium of Borg. Arithmetic is irrelevant. Prepare to be approximated."

## Subject: Re: Submarine Incidents

**From:** trostad@aero.und.nodak.edu (Brad L. Trostad)  
**Newsgroups:** sci.military.naval  
**Subject:** Re: Submarine Incidents  
**Date:** 7 Oct 1995 21:18:09 GMT  
**Organization:** University of North Dakota; Grand Forks, ND  
**Lines:** 33  
**Message-ID:** <456qqh\$23iq@heart.cas.und.nodak.edu>

>Matthew Reville (reville@dreamscape.com) reshaped the electrons to say:

>

>: I guess i've been out longer than I thought. :-) I didn't remember

>: specifics, just the video of it that we had to watch.

>Which brings up the question of "how did it happen?"

>A SSBN and a YTM don't just accidentally meet in the middle of

>the Pacific Ocean (at least not usually). Was the tug waiting

>to take the boomer in tow?

Almost forgot about that accident. I seem to remember that the Georgia was doing a PERSTRANS either near Guam or Midway and a line must of parted while they were underway at a slow bell. While standing lookout on the maneuvering watch (cool watch BTW) my Captain proceeded to tell me how a transfer with a tug while underway can get bad fast and I think he was describing the incident with the Georgia. The line from the bow of the tug to a cleat aft of the sub's sail must have parted/came free and the tug starts to fall back. The tug captain probably tried to turn away too quickly and the tug's screw slices thru a ballast tank like a hot knife thru butter. Once the tug hits the sub, there's no chance and the OHIO boat's stabilizer slices right thru the stern of the tug. I seem to remember the Georgia suffering a torn ballast tank in that incident, not to mention the tug sinking very rapidly and a few people going down with it.

- Brad

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Brad Trostad                    E-mail: trostad@agassiz.cas.und.nodak.edu  
Graduate Student                Phone: (701) 777-3219 or 772-5066  
Electrical Engineering        Go Navy!: USS H.M.Jackson SSBN-730 (83...87)  
University of North Dakota

## Subject: Re: Submarine Incidents

**From:** Rig4dive@voicenet.com (Johnnie)  
**Newsgroups:** sci.military.naval  
**Subject:** Re: Submarine Incidents  
**Date:** Fri, 13 Oct 1995 02:47:58 GMT  
**Organization:** Pottstown CyberKitchen CEO  
**Lines:** 17  
**Distribution:** world  
**Message-ID:** <45kjnu\$dj0@news.voicenet.com>

**Reply-To:** rig4dive@voicenet.com

kfridley@precisionimages.com spewed:

*U>Close, but no cigar!*

I was not crew on Georgia, but that incident (as I recall) was videotaped by a nuke who happened to have a camcorder on the after deck. Would that be correct?

Rig

Rig4dive (Johnnie)                      Rig4dive@voicenet.com  
<http://www.voicenet.com/~rig4dive>  
'But I digress!!!!' - Bob (Squeeze) Stein, Unofficial Voicenet  
Sales Manager, as quoted in Voicenet.chat.

## Subject: Re: Submarine Incidents

**From:** revelle@dreamscape.com (Matthew Revelle)  
**Newsgroups:** sci.military.naval  
**Subject:** Re: Submarine Incidents  
**Date:** Mon, 02 Oct 1995 00:52:24 GMT  
**Organization:** EMI Communications  
**Lines:** 14  
**Message-ID:** <44ncsh\$j2d@lucas.emi.com>

**Reply-To:** revelle@dreamscape.com

Derek Lyons <elde@delphi.com> wrote:

>199? USS Sam Houston runs aground in Puget Sound. Submarine is stranded for  
>several hours and visible from the Tacoma Narrows Bridge.

More like 88 or 89. I was at Bangor when they brought her into drydock.

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| \// | Matthew Revelle |
| |o o| | revelle@dreamscape.com |
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## Subject: Re: Submarine Incidents

**From:** JJENSEN@Vax1.Mankato.Msus.Edu (Joel Jensen)  
**Newsgroups:** sci.military.naval  
**Subject:** Re: Submarine Incidents  
**Date:** 1 Oct 1995 09:22:28 GMT  
**Organization:** Mankato State University  
**Lines:** 10  
**Message-ID:** <44lmkk\$e3b@nitrogen.mankato.msus.edu>

I<Snap>>>b  
efore I was booted to a 637 stretch hull the USS  
>Tunny. The CO on the Tunafish was George Fister.  
>  
>BKT(SS)

GEORGE FISTER!!! Did he still drive a (I think it was a Porsche??)

-JDJ(SS)