



## Subject: Re: Sunk sub question

**From:** ocarlson@mnsinc.com  
**Newsgroups:** sci.military.naval  
**Subject:** Re: Sunk sub question  
**Date:** 8 Feb 1996 02:27:29 GMT  
**Organization:** Monumental Network Systems  
**Lines:** 28  
**Message-ID:** <4fbn2h\$1uk@news1.mnsinc.com>

**Reply-To:** ocarlson@mnsinc.com

In <4fakp3\$p6g@shiva.usa.net>, Tim McFeely writes:

>> *Chuck@pe.net (Chuck Cunningham) writes:*

>> *Eric Hosmer <ehosmer@tir.com> was saying:*

>>

>> *>Bull!! Sturgeon was first in her class hull number SSN 637. I was on*

>> *>her until decom in Feb of 94. She had no Buoy. As an ST who got*

>> *>bagged with Deck Div there was no system like this.*

>*Just curious but don't you mean something else. Sturgeon was 637, Queenfish*

>*could not have been SSN 561. Also, I am almost sure (no references in front of me, but...)*

>*that the Queenfish WAS NOT the first 637 class built.*

Let's get it right, here. Queenfish (SSN651) was the first Sturgeon-class put into commission. Sturgeon (SSN637) was second, followed by Ray (SSN653), then the other five Sturgeons authorized in 1963. Note that there were also six Polaris boats authorized in 1963.

We, on Ray, had the damn buoy. But we removed it for every spec-op.

>*As far as bouys, I said right at the beginning that I could be wrong; and so far*

>*several have proved as such. I do however stick with my statement, that they were*

>*worthless. Either because of water depth or welding them down (does this make*

>*them a White Elephant???)*.

Amen, brother.

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stcm/ss/ret

## Subject: Re: Sunk sub question

**From:** 129.131.1.71 (BlackBeard)  
**Newsgroups:** sci.military.naval  
**Subject:** Re: Sunk sub question  
**Followup-To:** sci.military.naval  
**Date:** 5 Feb 1996 19:09:13 GMT  
**Organization:** 4D's  
**Lines:** 37  
**Distribution:** world  
**Message-ID:** <129.131.1.71-050296110059@edward\_teach.chinalake.navy.mil>

In article <4eugk3\$4bn@newsbf02.news.aol.com>, roundtower@aol.com (RoundTower) wrote:

>  
> *"The Other end of the cable attached to this bouy is secured to a sunken*  
>> *: submarine, USS Sturgeon. Do not pull on this cable with a force*  
> *greater than*  
>> *: 5000 pounds. Keep the cable to the submarine taut at all times to*  
> *prevent*  
>> *: fouling. Do not moor to this bouy."<<*  
>  
> *might also - possibly - be from SS-187, rather than SSN-637 . . .*  
>  
> *SS-187 was sold for scrap 12 June 1948, to International Metals of*  
> *NY...*  
>  
> *RT*  
>  
> *"I speak for myself, only for myself, and for no one but myself."*

Sturgeon Class boats (637 class) definately had the rescue bouy. Up until the mid 1980's French and English were recognized as the two 'main' international languages. I believe French might still be considered one of the international languages but English is rapidly becoming the sole survivor of the language game... Most sciences now recognize English as the IL, and the internet has also adopted it.

Although the rescue bouys were an interesting idea, the fact that they welded them down prior to us going on spec-ops made them useless. I guess

it's better to have the sub lost at sea than have it caught somewhere where it might be embarrassing.

BlackBeard USS Gurnard SSN 662 (637 class)

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De Profundis