



Subject: Re: Seawolf Casualty

From: ad658@osfn.rhilinet.gov (Tim McFeely)
Newsgroups: sci.military.naval
Subject: Re: Seawolf Casualty
Date: Fri, 11 Oct 1996 13:49:32 GMT
Organization: US Govimint and Weenies R US
Lines: 42
Message-ID: <53ljca\$I0v@shiva.usa.net>

Mark Borgerson <borgerm@peak.org> wrote:

>Ray Wilson wrote:

>>

>> I very humbly suggest that anything like this not be discussed here.

>>

>> Ray

>>

>> Ives100 wrote:

>>>

>>> Does anyone know if the Seawolf (SSN-21) recently suffered a casualty
>>> during seatrials? The story was that during a high speed run (the comment
>>> was that she is very fast) one of the lateral sonar blisters "delaminated"
>>> from the hull. Parts of the sonar were then ingested by the pump jet
>>> propulsor. Interesting story but don't know if there is any truth to it
>>> whatsoever.

>>> Tom Dougherty (Ives100@aol.com)

>And I, not very humble at all, suggest that it should be discussed here in great
>detail for several reasons:

>1. If it's true, let's not let the Navy cover up any warts. This boat is
>costing all of us a lot of bucks. If something doesn't work right, I'd like
>to know, so I can write my congressperson with an informed opinion.

>2. If the Navy is trying to cover up some warts, the discussion will let them



Scottish Campaign for Nuclear Disarmament,
15 Barrland St, Glasgow, G41 1QH.
Tel 0141 423 1222, Fax 0141 423 1231.
E-mail cnscot@servelan.co.uk



flank bell runs at 100 feet, full plane jam dives at > 20 knots, etc,
etc. Never once did we shake them loose.

That it happened on the Seawolf was unexpected, but the reason why the
USN insists on seatrials. No big deal.

On a like note, 710 was constantly losing hull tiles from the sail.
Heavy sea state PD evolutions in the North Atlantic took its toll.
Only real problem was when one would only partially delaminate and
flap against the sail. Made a hell of a racket. Surface the boat, go
topside with safety lines etc., and cut it off. Always at night,
always rough, and always seemed to be snowing.

Scope's under...
Tim McFeely
ex-TM2(SS)...a dying breed
ad658@osfn.rhilinet.gov



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ives100@aol.com (Ives100) wrote:

>As the original poster of this question, I should point out that the
>casualty has been confirmed in the New London Day newspaper. Seawolf is
>in drydock for repairs. Certainly it has been the consensus of this group
>not to discuss sensitive topics where specific capabilities such as diving
>depth, etc. are discussed (it's always speeds in excess of 20 knots,
>depths in excess of 400 ft). I think we all agree on this. However, other
>casualties, such as the run in between Jacksonville and the Saudi
>container ship have been topics. I think this roughly fits in this
>category. Since, as pointed out by another post, Seawolf is on seatrials
>and this is the point at which you want to discover deficiencies, this is
>a not unexpected result. I'm sure the navy will have Seawolf fixed for
>the Nov. 11 commissioning.
>Tom Dougherty (ives100@aol.com)

I was stationed onboard the USS Augusta SSN 710. We were the WAA test platform. The WAA installations on the 710 were conformal arrays mounted in blisters along the side of the vessel. The difference between 710 and the Seawolf is only in the mounting. Seawolf's arrays are flush mounted with a GRP fairing.

After the install on 710 we went out and tried like hell to shake the arrays off. Insanely stupid Safe Operating Envelope be damned evolutions. Emergency blows while running a flank bell at test depth,



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>know that there are leaks.

>3. Why should we limit our discussion of submarines, their advantages and
>faults, to historical or currently operational boats? Seawolf should be
>subject to as much discussion as Aurora is on the aviation groups.

>Mark Borgerson

I agree 100% with one caveat...nothing you read here is going to be
true (unless the USN releases info).

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