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DEPARTMENT OF THE NAVY

USS PHILADELPHIA (SSN 690)
FPO NEW YORK 09582-2370

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OPNAV REPORT 5750-1

[REDACTED] (Unclassified upon removal of enclosure (1))

From: Commanding Officer, USS PHILADELPHIA (SSN 690)
To: Director of Naval History, (ATTN: OP-09BH),
Washington Navy Yard, Washington, DC 20374-0571

Subj: COMMAND HISTORY FOR CALENDER YEAR 1989 (U)

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command History for 1989 (U)

1. In accordance with reference (a), USS PHILADELPHIA Command History for 1989 is forwarded.

P. J. Ryan
P. J. RYAN

DECLASSIFIED BY: CNO (N09N2)
OPNAVINST 5513.16 SERIES
DATE: 23 Nov 2005

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USS PHILADELPHIA (SSN 690)
1989 COMMAND HISTORY

PART A: COMMAND COMPOSITION AND ORGANIZATION

Ship: USS PHILADELPHIA (SSN 690)
Type: Los Angeles Class Fast Attack Submarine
Mission: To sink enemy ships, primarily submarines
Commissioning Date: 25 June 1977
Commanding Officer: CDR Paul J. Ryan
Parent Squadron: Submarine Development Squadron TWELVE,
Groton, Connecticut
Homeport: Naval Submarine Base New London, Groton,
Connecticut.

PART B: CHRONOLOGY

1-2 Jan: Moored Naval Submarine Base New London in
holiday standdown.

3-5 Jan: Begin upkeep, Naval Submarine Base New
London.

6 Jan: Entered Drydock, ARDM-4 for hydrophone
replacement and to find a main ballast tank
rattle. The rattle was due to several loose
zincs in main ballast tank 5A.

6-16 Jan: Upkeep in drydock

17 Jan: Leave drydock for pier 13N to finish upkeep

30 Jan: Underway in the morning for Norfolk to
deperm. Completed a deep dive for post-
upkeep retesting.

31 Jan: Surfaced the ship for transit into Norfolk
on a clear and calm day with temperatures in
the 60's. Late in the afternoon, the ship
tied up to the deperm crib in Norfolk.

1-2 Feb: Wrapped the deperm cables around the ship and
commenced deperm.

3-5 Feb: Underway and transit to AUTEK underwater
acoustic range.

6-8 Feb: Torpedo shoot and testing on AUTEK range.

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8 Feb: Ran through a practice minefield on AUTEC range.

9-12 Feb: Slow transit with drills to Earle, New Jersey.

13 Feb: Arrive Earle, New Jersey to load Tomahawk weapons at Earle Naval Weapons Station.

14-15 Feb: Surface transit to Naval Submarine Base New London.

15 Feb: Moor pier 33N, Submarine Base New London.

15-23 Feb: Voyage repair period prior to Exercise NORTHSTAR 89.

24 Feb: Very early morning underway (0330) due to extended repairs on radio antenna (#1 AN/BRA-34).

25 Feb - 10 Mar: Slow transit to the Norwegian Sea for exercise NORTHSTAR 89. We are providing target services for various US and NATO units on the way.

10-13 Mar: Exercise NORTHSTAR 89. We played Orange submarine and opposed a carrier battle group attempting to break out of Vestfjord.

13-15 Mar: Transit to Holy Loch, Scotland to replace the flooded-out TB-16B towed array.

15-16 Mar: Moored Holy Loch alongside the drydock.

17 Mar: Underway for exercise OBLIO IV.

18-28 Mar: In area, running geometries for OBLIO IV

29 Mar - 2 Apr: Independent steaming, running drills in preparation for upcoming Operational Reactor Safeguards Exam.

3-4 April: High speed transit to Groton for personnel transfer.

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5 Apr: Personnel transfer. The OBLIO IV test engineers left the ship and squadron riders came on board for an ORSE workup. From CSDS-12 a team led by CDR RIEGEL (Squadron TWELVE Deputy Commander) and LCDR SCHWANZ (Squadron Twelve Material Officer) came on board. Also boarding is PHILADELPHIA's Prospective Commanding Officer, CDR Paul J. RYAN.

6-12 Apr: ORSE workup in the Narragansett Bay Operating Areas (NBOA).

12 Apr: Moored at State Pier, New London for overnight stay before ORSE.

13-14 Apr: Conducted ORSE. Team was led by Capt MAYER. Also aboard for the ORSE was Capt Richard W. MIES, Commander Submarine Development Squadron TWELVE. Grade received on the ORSE: Above Average.

15 Apr: Moored pier 33S in the afternoon.

16 Apr - 14 May: Pre-Overseas Movement (POM) Upkeep

5 May: At 1300, CDR Paul J. RYAN relieved CDR John J. PAULSON as Commanding Officer, USS PHILADELPHIA. Commander RYAN is married to the former Laura Tomb. They have three sons, Michael, Stephen and Craig. They reside in Gales Ferry, CT.

15-19 May: Underway for independent operations in NBOA's.

20-29 May: Moored Naval Submarine Base New London.

30 May - 4 Jun: Underway for POM workup in NBOA's, working with USS JOSEPHUS DANIELS (CG 27), USS SPADEFISH (SSN 668) and USS KEY WEST (SSN 722).

5-11 Jun: Moored Naval Submarine Base New London.

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12-16 Jun: Underway for POM certification with Captain MIES COMSUBDEVRON TWELVE on board. Worked with USS PARGO (SSN 650).

17-21 Jun: Moored Naval Submarine Base New London for final loadout of stores and weapons for North Atlantic deployment.

22 Jun: Underway on deployment.

23 Jun - 11 Jul: First phase of deployment, called Operation ROJO 1-89. Worked with USS SPRUANCE (DD 963) and USS JOHN L. HALL (FFG 32) in coordinated anti-submarine operations (ASW) in the Eastern Atlantic.

12-16 Jul: Transit to Holy Loch, Scotland for liberty call.

17-24 Jul: Liberty call, Holy Loch, Scotland.

25 Jul - 5 Aug: Commenced second phase of deployment, called Operation Streamers and Operation Moonbeam. Transited Straits of Gibraltar.

7-16 Aug: ASW operations in the Mediterranean Sea.

17 Aug: Surfaced the ship for a swim call under blue skies in calm seas in the central Mediterranean.

18-20 Aug: Transit to Gibraltar for liberty call.

20-21 Aug: Moored Gibraltar for liberty.

22-25 Aug: Transit to Holy Loch, Scotland for deployed upkeep.

26 Aug - 16 Sep: Upkeep in Holy Loch, Scotland.

7 Sep: Changed towed array to TB-23 for operations in North Atlantic.

7 Sep - 7 Oct: ASW operations in North Atlantic.

7-12 Oct: Transit to Holy Loch, Scotland.

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13 Oct: Change towed array back to TB-16B in Holy Loch, Scotland.

14-16 Oct: Surface transit through the Irish Sea and into the English Channel.

16-19 Oct: Moored Portsmouth Naval Base, England for liberty call.

20 Oct: Underway for transit home.

21-26 Oct: Transit across Atlantic doing drills for proficiency.

27 Oct: Moor Naval Submarine Base New London.

28 Oct - 13 Nov: Post-deployment Standdown

14 Nov - 18 Dec: Upkeep at Naval Submarine Base New London.

12-14 Dec: Nuclear Technical Proficiency Inspection to recertify ship to handle nuclear weapons. Received grade of Excellent.

19-20 Dec: Underway for Self Refresher training in Narragansett Bay Operating Areas.

21 Dec: Dependents cruise to Fisher's Island Sound.

22 - 31 Dec: Holiday Standdown

PART C: NARRATIVE

1. January Upkeep

The upkeep was designed to ready the ship for the upcoming NATO exercise, NORTHSTAR 89. A rattle was known to exist in one of the aft main ballast tanks and several hydrophones needed to be repaired in drydock. Inspection of all the main ballast tanks revealed several loose items including several unused zincs in one tank that were probably left during the previous autumn's Selected Restricted Availability. Once out of drydock, final preparations were made to meet the underway commitment.

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2. Norfolk Deperm

The deperm was the ship's first ever due to previous scheduling constraints. All magnetic media was removed from the ship to prevent inadvertent destruction by the deperm cables. This included all computer discs and credit cards.

3. Operations at AUTEK, February 1989

Upon arrival, the ship did Fleet Acoustic Sound Trials on the instrumented acoustic range in the Tongue of the Ocean to ensure that all rattles had been fixed in preparation for the upcoming summer deployment. Following this, the ship shot several exercise torpedoes to investigate the performance of a new lead-lined flex hose which the British developed after we sold them the MK-48 torpedo. One of the problems with the MK-48 is that the flex hose breaks at high speeds, with large rudder angles or significant ship's angles. This breaks the torpedo guidance wire and also causes the now broken wire to stream behind the ship and tangle in the rope guard on the propeller. The lead-lined flex hose is designed to prevent wire breakage. The torpedo shots were done at various angles and speeds. The lead lined hoses had hydrophones on the ends so that we could hear them and find out how well they went out.

All these torpedo shots assisted greatly in command quals for the Navigator and the Engineer and provided valuable data on the performance of the lead-lined flex hose. All together, six torpedoes were shot. After every shot, we surfaced the ship in calm Caribbean Seas to check and recover the flex hose using AUTEK divers.

Another purpose for going to AUTEK was to record sound cuts on our propeller in order to determine why it cavitates excessively at high speed. These sound cuts will provide data necessary to determine if the propeller needs to be replaced.

4. Voyage Repair Period, February 1989

This period was designed to bring on the nearly 6000 pounds of computer gear necessary for OBLIO IV testing and to fix several material problems which appeared in the last two weeks. The major material problems include problems with both AN/BRA-34's (all-purpose radio antennas) and the Type 18 periscope.

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The major material problems were all fixed in time for the scheduled underway on the morning of 23 February, except for #1 AN/BRA-34 which was replaced, but did not raise or lower properly. The problem was found to be a rag left in the hydraulic line. After removal of this, and retesting of the hydraulic movement of the antenna, the ship singled up lines at 0330 on 24 February in order to meet an underway commitment.

A snowstorm built up just off shore and made the surface transit extremely rough. We made it underway in time to meet with the surface forces which we were to provide target services for, but they were delayed in Norfolk by the same storm.

5. Transit to Norwegian Sea for NORTHSTAR 89

The schedule was a slow transit up to the Norwegian Sea while performing operations with USS YORKTOWN (CG 48) and two destroyers and a frigate. Following this, we were to oppose USS L. MENDEL RIVERS (SSN 686) and a Canadian surface group further north on the transit. Once up in the Norwegian Sea, we were a part of the Orange (enemy) force opposing the carrier battle group led by USS AMERICA (CV 66).

6. NORTHSTAR 89

The purpose of this exercise was to test the ability of a well-protected carrier battle group to penetrate the Norwegian Sea against a screen of enemy submarines. This is practice for the execution of the maritime strategy for a sea war against the Soviet Union. The carrier made it through, but the oiler was sunk so the battle group may not make it much further.

The towed array has flooded out and is useless for tracking submarines, however, tracking of surface ships is not affected. PHILADELPHIA left the exercise a day early to transit to Holy Loch, Scotland to replace the towed array.

7. OBLIO IV

This exercise commenced on 18 March after transiting from Holy Loch, Scotland to the exercise area which was about 270 nautical miles SE of Iceland. The ship ran various geometries. The work is being done by Johns Hopkins Applied Physics Laboratory.

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8. OPERATION ROJO 1-89/NORTH ATLANTIC DEPLOYMENT

This was a combined exercise for PHILADELPHIA, SPRUANCE and JOHN L. HALL to test the ability of the surface and submarine forces to coordinate in ASW operations. Success in the operation required constant cooperation and frequent, but short communication intervals. The operation was a huge success and demonstrated the potential for coordinated ASW. PHILADELPHIA began to make a name for herself with this operation, and started using the phrase "PHILLY DELIVERS".

Upon completion of the deployment in the North Atlantic and Mediterranean, PHILADELPHIA returned from a highly successful deployment in late October to accolades from Admirals and joy from family and friends. The ship spent 128 days underway and steamed 30,000 miles. The ship was in remarkably good material condition and at the top of her ability with a crew that is counted as one of the best in the Submarine Force.

PHILADELPHIA flies the Naval Unit Commendation, the Meritorious Unit Commendation and both Gold and Silver Dolphin Flags. In 1989, the ship received her third consecutive operations ASW 'A' award for being the best ship in the squadron at anti-submarine warfare, and the Medical "M" award for the best medical department in the Squadron.

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