



Rec. 1/18/90

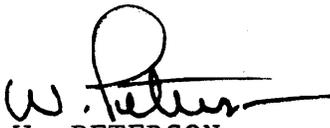
DEPARTMENT OF THE NAVY

USS DOLPHIN (AGSS 555)
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA 96663-3400

1000
Ser AGSS555/003
02JAN1990

From: Commanding Officer, USS DOLPHIN (AGSS 555)
To: Director of Navy History (OP-09BH), Washington, DC
Subj: COMMAND HISTORY OF USS DOLPHIN (AGSS 555) FOR CY88
Ref: (a) OPNAVINST 5750.12D
Encl: (1) Command Composition and Organization
(2) Chronology
(3) Narrative
(4) Supporting Documents

1. Per reference (a), enclosures (1) through (4) are forwarded for calendar year 1988.


W. PETERSON

COMMAND COMPOSITION AND ORGANIZATION

1. USS DOLPHIN (AGSS 555) is a unique deep diving research submarine, designed to test advanced submarine structures and systems. She serves as a platform for underwater research at depths greater than previously possible with a vehicle of this type and size.
2. USS DOLPHIN's immediate superior in command is Commander, Submarine Development Group One, San Diego, California. DOLPHIN was commanded by Lieutenant Commander David W. Schreck, USN until 11 August, when he was relieved by Lieutenant Commander Wayne Peterson who reported from Commander, Submarine Group Nine where he was the Assistant to the Deputy Commander for Training and Readiness. Lieutenant Commander Schreck reported to Commander, Submarine Development Group One where he is awaiting retirement. USS DOLPHIN is homeported at San Diego, California, and is located at the Naval Ocean Systems Center (NOSC) there. For complete biographies of Lieutenant Commander Schreck and Lieutenant Commander Peterson see the Change of command Pamphlet in enclosure (4).

CHRONOLOGY

- 01 JAN Continued the removal of the BQR-2/BQS-4 Sonar System and installation of the AN/BQR-21 and integrated AN/BQS-4F EDM Sonar System.
- 19 JAN Commenced Sea Trials for the AN/BQR-21 Sonar System. Sea Trials were completed on 20 January. DOLPHIN returned to port to drop off vender personnel then went to sea the same day to conduct ISE. During the ISE, DOLPHIN conducted Burial at Sea Services for Chief Electrician (SS) Phillip A. Lewis, USN (Retired), Yeoman's Mate First Class Robert C. Pangburn, USN (Retired) and Chief Hospital Corpsman Franklin R. Becker, USN (Retired). DOLPHIN returned to port on 23 January.
- 27 JAN Departed San Diego to conduct Upper Ocean Turbulence experiments. The experiments had to be cancelled when DOLPHIN returned to port because of severe arcing in the Number 2 Diesel Generator. The arcing severely damaged the generator brush rigging which had to be manufactured and replaced. After repairs the Generator was load tested satisfactorily on 24 February. After testing Number 2 Generator, repairs commenced on Number 1 Generator which required cutting of the commutator. Number 1 Generator was tested satisfactorily on 2 March. DOLPHIN departed on Sea Trials on 3 March and returned to port on 4 March.
- 08 MAR Departed San diego to conduct the Upper Ocean Turbulence experiments. More details are contained in enclosure (3). The ship returned to port on 14 March.
- 16 MAR Departed San Diego to conduct ISE and to conduct a Port Visit in Long Beach, California. DOLPHIN arrived in Long Beach on 18 March and departed again on 21 March to arrive in San Diego on 22 March. Upon return to port the ship commenced a Ships Force Upkeep until 24 April.
- 25 APR While conducting Fast Cruise DOLPHIN experienced a runaway diesel engine. The damage to Number 1 Diesel Engine was severe enough to require replacement of the block. the size of the Detroit 12V71 engine block is too large to fit through the hatch, which necessitated a drydocking and a hull cut.

Enclosure (2)

05 MAY DOLPHIN moved to drydock in ARD 30 San Onofre for a hull cut to replace the damaged engine block. DOLPHIN left the drydock on 7 June to return to NOSC to complete repairs to Number 1 diesel Engine. Repairs were completed and conducted Dock Trials and Crew Certification on 22 and 23 June and Fast Cruise on 24 and 25 June. Sea Trials were conducted satisfactorily from 27 to 30 June. Upon return to port Experimental equipment was installed for the CLIPPER SHALE Phase Three project.

11 JUL Commenced the CLIPPER SHALE Phase Three project. This consisted of three at sea periods and is explained in more detail in enclosure (3). CLIPPER SHALE testing was suspended on 30 July to make preparations for the Change of Command.

11 AUG Lieutenant Commander Wayne Peterson relieved Lieutenant Commander David W. Schreck of command of USS DOLPHIN in ceremonies at NOSC pier Alpha.

15 AUG DOLPHIN recommenced CLIPPER SHALE Phase Three testing in conjunction with continuing testing of the Vorticity Meter System, which was tested in 1987. for further details see enclosure (3). On 25 August, DOLPHIN made her 1000th Dive. CLIPPER SHALE Phase Three testing was completed on 02 September and all equipment was removed. In the following inport period DOLPHIN completed an IMA upkeep and the High Frequency Obstacle Avoidance Sonar (HFOAS) System and the Wide Area Imaging System (WAIS), which are to become a permanent part of the DOLPHIN sensor suite, were installed.

15 OCT DOLPHIN conducted a Fast Cruise then on 17 October commenced at sea testing of the HFOAS and WAIS systems. Further details are in enclosure (3). Testing was completed on 27 October. The WAIS system was removed for redesign and repair.

09 NOV DOLPHIN commenced a Navigation Evaluation conducted by Commander Submarine Development Group ONE. The evaluation was completed on 10 November with DOLPHIN receiving a grade of Satisfactory.

Enclosure (2)

NARRATIVE

1. CLIPPER SHALE PROGRAM. The purpose of the CLIPPER SHALE system is to perform non-acoustic anti-submarine warfare. Phase One and Two testing were completed in 1987. Phase Three of the operation began in July through September 1988. Operations included six weeks at sea. Commencement of CLIPPER SHALE Phase Three was delayed due to a casualty to one of the ship's main engines. In spite of poor environmental conditions and equipment malfunctions, all test objectives were met and each of the respective trial directors expressed their complete satisfaction with the results achieved. For more information see CLIPPER SHALE Phase Three Operation Summary in enclosure (4).

2. OBSTACLE AVOIDANCE SONAR (OAS) SYSTEM AND WIDE AREA IMAGING SYSTEM. Testing of the HFOAS system produced excellent results. During testing the HFOAS did fail to transmit at maximum down angles. This problem was traced to the software and has since been solved. Overall results of the testing for OAS were evaluated as satisfactory with some post trial processing necessary to evaluate the system fully. Upon completion of the HFOAS testing DOLPHIN conducted a search for a downed SH-3H helicopter. DOLPHIN's search revealed several strong bottom contacts in the search area. DOLPHIN was unable to identify these contacts because the WAIS was out of commission. For more information, see Operations Summary in enclosure (4).

Enclosure (3)

SUPPORTING DOCUMENTS

1. Pamphlet "The USS DOLPHIN ... a Research Submarine"
2. USS DOLPHIN Welcome Aboard Pamphlet
3. Change of Command Pamphlet
4. DOLPHIN Photo
5. CLIPPER SHALE, Phase Three, and Vorticity Meter Operations Summary
6. Obstacle Avoidance Sonar system and Wide Area Imaging System Operations Summary
7. SITREP for number one diesel engine casualty

Enclosure (4)



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 DEPARTMENT OF THE NAVY
 NAVY BOARD OF INSPECTION AND SURVEY, PACIFIC
 BLDG. 116, P.O. BOX 106
 NAVAL STATION
 SAN DIEGO, CALIFORNIA 92136-5107

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4730/1S/mh
 Ser LCH/C-002
 21 JAN 1988

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From: Senior Member, Pacific Board of Inspection and Survey
 To: President, Board of Inspection and Survey
 Subj: UNDERWAY MATERIAL INSPECTION USS DOLPHIN (AGSS 555) (U)
 Ref: (a) SM, INSURVPAC ltr 4730 Ser DEW/C-190 of 14 JAN 88
 Encl: (1) Complete Departmental Deficiency Listings (Section V)
 (2) Information Section

1. Reference (a) was the official report issued by the INSURVPAC Board on subject inspection.
2. Attached is the Complete Departmental Deficiency Listings for that inspection, which should be appended to reference (a) as Section V of enclosure (1). Enclosure (2) is attached to be appended to reference (a).


 L. C. HILLMANN
 By direction

Distribution List:

COMNAVSEASYSYSCOM (2)
 NAVSEASYSYSCOMHQ (SEA CEL-PA3, 921, 05N, 63, 06U)
 NAVSEASYSYSCOMHQ (SEA 61) (2)
 COMNAVSPAWARSYSYSCOM (Code 501A/4604)
 NAVSUPSYSYSCOMHQ (SUP 30, 0312)
 CINCPACFLT (2)
 COMSUBPAC
 CO DOLPHIN (AGSS-555) (3)
 COMNAVSHIPYD MARE ISLAND NAVAL SHIPYARD
 NAVSEADDET (SUBMEPP)
 NAVSAFECEN
 NUSCDET NLON LAB
 NUSCDET NPT LAB

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

ALTHOUGH INDIVIDUAL DEFICIENCIES MAY BE UNCLASSIFIED WHEN COMPILED AS ONE DOCUMENT, THE COMPLETE LISTING IS CLASSIFIED AS CONFIDENTIAL BECAUSE IT DESCRIBES IN FULL THE MISSION CAPABILITIES OF THE SHIP.

CLASSIFIED BY: MULTIPLE SOURCES
 DECLASSIFY ON: OADR

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4730/1S/mh
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21 JAN 1988

Distribution List Cont.:

INSURVLANT
NAVSEACENLANT
NAVSEACENPAC
NAVSHIPWPNSYSENGSTA
NAVSHIPWPNSYSENGSTA NORDET
NAVSEACOMBATSYSENGSTA
NAVSES (SSES 00)
NAVSHIPRANCEN ANNAPOLIS LAB
NAVELEXSYSENGCEN PTSMOTH (Code 00A)
NAVELEXSYSENGCEN SDIEGO (Code 0L)

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USS DOLPHIN
AGSS555
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RECOMMENDED REPAIRS

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CLASSIFICATION AND IDENTIFICATION
OF DEFICIENCY ITEMS

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PAC AUXILIARIES

1G001AXUS RUDDER SHAFT ALLEY
THE RUDDER RAM COUPLING NUT IS NOT TORQUED PROPERLY. (THE NUT CAN BE TURNED BY HAND).

1G002AXS RUDDER
THE RUDDER HYDRAULIC OIL SYSTEM FILTER IS HOLED.

1G003AXS HPAC NR 2 E.R
NR 2 HIGH PRESSURE AIR COMPRESSOR OIL PUMP PRESSURE IS LOW.

1G003AX01S HPAC NR 2
THERE IS NO LOCAL CONTROLLER FOR NR 2 HPAC IN THE ENGINE ROOM LOWER LEVEL.

1A004AXS PERISCOPE
THE SHIP CANNOT RAISE THE PERISCOPE BELOW 65 FEET WITHOUT EXCEEDING THE MAXIMUM HOIST CAPACITY. A SUBMARINE MOST VULNERABLE TIME IS WHEN COMING TO PERISCOPE DEPTH. RECOMMEND THAT A HIGHER RATED HOIST MECHANISM BE INSTALLED TO ALLOW OPERATION OF THE PERISCOPE AT DEPTH GREATER THAN 55 FEET.

1A005AX SAIL
THE SHIP'S SEMI-WATERTIGHT SAIL DOES NOT DRAIN PROPERLY ALLOWING EXCESSIVE SEA WATER TO FLOW DOWN THE MAIN HATCH. THIS CAUSES SEA WATER TO FILL THE PUMP ROOM AREA ADDITIONALLY, THE ACCESS TRUNK LEAKS THROUGH OPENINGS AND THE DOOR WETTING THE FORWARD ROOM, CONTROL AND THE ELECTRONICS EQUIPMENT SPACE WITH SEA WATER. RECOMMEND THAT THE SEAL AREA AND ACCESS TRUNK BE MODIFIED TO REDUCE THE POSSIBILITY OF SEA WATER INTRUSION INTO THE SHIP.

1G006AX FLEX HOSES
FLEX HOSE RECORDS ARE NOT UP-TO-DATE ADDITIONALLY, SEVERAL REPLACEMENT DATES IN THE RECORDS ARE SUSPECT.

1G007AX NOAP RECORDS
NAVY OIL ANALYSIS PROGRAMS (NOAP) RECORDS ARE NOT BEING MAINTAINED IN ACCORDANCE WITH LATEST DIRECTIVES.

1G008AX DECK PLATES
DECK PLATES WERE NOT CORRECTLY FASTENED IN THE FOLLOWING LOCATIONS: PUMP ROOM

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AUXILIARIES

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1G009AX HULL
SHIP'S FORCE REPORTS THAT EXTENSIVE DAMAGE HAS OCCURED ON ELECTRICAL HULL FITTING (EHF) HULL INSERT ASSEMBLIES SHORT TERM REPAIRS HAVE BEEN MADE USING SYNTHETIC POLYAMIDE AND POLYURETHANE TO FILL IN CORROSION PITS.

1G010AX NR 2 EMER MBT 90W COMPT
NR 2 EMERGENCY MBT VENT VALVE WILL NOT OPERATE BY HAND AT TEST DEPTH.

1G011AX NR 2 MBT 30W COMPT
NR 2 MAIN BALLAST TANK VENT VALVE IS EXTREMELY HARD TO OPERATE BY HAND AT TEST DEPTH.

1G012AX TD-1 PUMP ROOM
TD-1 DID NOT INITIALLY OPEN WHEN OPERATED IN POWER AT TEST DEPTH MINUS 100 FT. THE VALVE WAS MECHANICALLY MANIPULATED AND SUBSEQUENTLY OPERATED IN POWER.

1G013AX COMMODE
THE AFTER COMMODE DOES NOT DRAIN PROPERLY.

1G014AX L.P DRAIN
THE L.P DRAIN PUMP PRIMING PUMP SUCTION TANK VIEW GLASS IS DIRTY.

1G015AX DRAIN PUMP
THE DRAIN PUMP STRAINER IS NOT A DUPLEX STRAINER/

1G016AX FLOWMETER PUMP RM
FLOWMETER IS OUT-OF-CALIBRATION.

1G017AX TRIM + DRAIN TD-1 +2 PUMP ROOM
TD-1 AND TD-2 AND ASSOCIATED PIPING ARE SUBJECT TO SEVERE WATER HAMMER WHEN SEA VALVES ARE CYCLED TO FLOOD AUX TANK FROM SEA BELOW 100 FT.

1G018AX HULL VALVES VARIOUS
FO, TD, OG, AND DSW HULL AND BACK-UP VALVES ARE NOT INSTALLED ON THE HULL, A LENGTH OF PIPING IS INSTALLED IN THE SYSTEM BETWEEN THESE VALVES AND THE HULL.

1G019AX RELEIF VALVE AFT TRIM MOTOR RM
RELIEF VALVE LIFTS WHEN PUMPING TO THE AFT TRIM TANK.

ENCLOSURE (1) - V

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PAC DAMAGE CONTROL

- 1G001DCS CO2 BOTTLE BATTERY WELL
THE CO2 BOTTLE IN THE PROXIMITY OF THE BATTERY WELL IS MISSING ITS LEAD WIRE SEAL.
- 1A002DC EAB SYSTEM E AND E
THERE IS NO EAB SYSTEM MANIFOLD INSTALLED IN THE ELECTRONIC EQUIPMENT SPACE WHERE THREE (3) BUNKS ARE INSTALLED FOR BERTHING REQUIREMENTS. RECOMMEND THAT AT LEAST A 3 CONNECTION MANIFOLD BE INSTALLED.
- 1G003DC HATCH
THE WATERTIGHT HATCH POSITION INDICATION DOES NOT INDICATE PROPERLY ON THE BCP.
- 1G004DC EAB SYSTEM
THE EAB DECK MARKINGS IN CREWS BERTHING ARE COVERED OVER BY CARPETING.
- 1G005DC CO2 BOTTLE VARIOUS
WEIGHT RECORD CARDS ON ALMOST ALL CO2 FIRE EXTINGUISHER THROUGHOUT THE SHIP DO NOT HAVE CORRECT DATA FILLED OUT ON THEM.
- 1G006DC MATERIAL BAGS BOW COMPT
MATERIAL BAG HAS THE FOLLOWING MISSING:
A. ONE 1"X3" WOODEN PLUG
B. ONE 2"X4" WOODEN PLUG
C. TWO 3"X8" WOODEN PLUGS
D. THE REQUIRED AMOUNT OF 1/3"X24"X36" RUBBER SHEET.
- 1G007DC MATERIAL BAGS
MATERIAL BAG HAS THE FOLLOWING MISSING:
A. THE REQUIRED AMOUNT OF RUBBER SHEET
B. SIX 3"X8" WOODEN PLUGS (THE ONES IN THE BAG ARE TOO SHORT)
C. TWO 5"X10" WOODEN PLUGS
- 1G008DC EAB SYSTEM
THE EAB SYSTEM INLINE AIR FILTERS DO NOT APPEAR TO MEET CURRENT SPECIFICATION FOR AIR BREATHING SYSTEMS.
- 1G009DC AFFF SYS
THE SHIP DOES NOT HAVE ANY AFFF FIRE EXTINGUISHERS INSTALLED.

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PAC ELECTRICAL

- 1G007ELS PROTEC ENCLOSURE VARIOUS
APPROPRIATE PROTECTIVE COVERS ARE NOT IN PLACE TO PROTECT PERSONNEL AND EQUIPMENT. (GS 300F TABLE 1) EXAMPLES ARE:
A. NR 2 HPAC TACH GENERATOR
B. NR 1 AND NR 2 SSDG SPEED LIMITERS.
- 1G008ELS VENT HTR CONTROL VARIOUS
VENTILATION HEATER CONTROLLERS ARE EQUIPPED WITH SINGLE POLE, SINGLE THROW SWITCHES WHICH DO NOT ISOLATE POWER TO THE UNITS WHEN SECURED.
- 1G009ELS SUBMERSIBLE PUMP
SUBMERSIBLE PUMPS HAVE ONE OR MORE OF THE FOLLOWING DISCREPANCIES:
A. 450 VOLT 15 AMP FUSES ARE NOT INSTALLED IN THE PUMP ROOM SUBMERSIBLE PUMP CONTROLLER
B. ERL SUBMERSIBLE PUMP IS NOT EQUIPT WITH A CONTROLLER
- 1G010ELS GRNDED EQUIP/CIR 4000
GROUNDED ELECTRICAL EQUIPMENT AND CIRCUITS ARE ENERGIZED. EXAMPLES ARE:
A. BATTERY BUS, INTERMITTENT GROUND. (CORRECTED)
B. PHASE "A" 120 VAC 60HZ SYSTEM, ISOLATED TO THE BQN-2U CKT. (CORRECTED)
- 1G011ELS BATTERY MAIN STO PORT AND STB BOW COMPT LL
BATTERY WELL HAS INSUFFICIENT OVERHEAD CLEARANCE TO SAFETY PREFORM ROUTINE MAINTENANCE ON THE SHIPS MAIN STOWAGE BATTERIES, AND SUPPORT SYSTEMS.
- 1G012ELS SHORE POWER AC/DC
SHIPS SHORE POWER CONNECTION BOX IS INTERNAL TO THE SHIP. SHORE POWER CABLES MUST BE RIGGED DOWN THE SHIPS ONLY ACCESS TRUNK FOR CONNECTION PRODUCING BOTH EQUIPMENT AND PERSONNEL SAFETY HAZARD.
- 1G012EL01 NOT USED
- 1G012EL02S CABLE TOPSIDE
STERN LIGHT CABLE IS FLOODED.

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PAC ELECTRICAL

1G012EL03S DETAIL LIGHT RADIO ROOM
SWIVEL DETAIL IN THE RADIO ROOM HAS THE FOLLOWING DEFICIENCIES:
A. LIGHTS CASING IS METAL AND EQUIPPED WITH A TWO CONDUCTOR CORD VICE THREE CONDUCTOR
B. ONE FLUORESCENT TUBE IS MISSING EXPOSING ENERGIZED SOCKETS.
C. LIGHT IS NOT FITTED WITH A LENS GUARD.

1G013EL SSDG NR 1 ERL
NR 1 SHIP SERVICE DIESEL GENERATOR WAS INSPECTED AND THE FOLLOWING DEFICIENCIES NOTED:
A. GENERATOR COMMUTATOR IS LIGHTLY THREADED AND CHANNELED
B. SMALL QUANTITY OF MISCELLANEOUS MATERIALS ADRIFT IN THE BOTTOM OF THE COMMUTATOR HOUSING.
C. GENERATOR TERMINAL BOX POWER CABLES ARE ATTACHED TO THE TERMINAL WITH NYLOCK NUTS VICE A HALF NUT AND LOCK NUT.

1G014EL SSDG NR 2 ERL
NR 2 SHIP SERVICE DIESEL GENERATOR WAS INSPECTED AND THE FOLLOWING DEFICIENCIES NOTED:
A. GENERATOR COMMUTATOR IS LIGHTLY THREADED AND CHANNELED.
B. GENERATOR CUMMUTATOR IS DISCOLORED (BLUE)
C. GENERATOR TERMINAL BOX POWER CABLES ARE SECURED TO THE TERMINALS USING NYLOCK NUTS VICE HALF NUTS AND LOCK NUTS.

1G015EL SSDG NR 2 ERL PORT
SHIP FORCE REPORTS NR 2 SHIP SERVICE DIESEL GENERATOR ACCESS COVER BOLTS ARE BROKEN OFF INSIDE TAPED HOLES.

1G016ELR SSDG NR 1 AND 2 ERL
NR 1 AND NR 2 SHIP SERVICE DIESEL GENERATOR REVERSE CURRENT TRIPS HAVE A HISTORY OF DRIFTING FROM ADJUSTMENT AND FAILING TO ACTUATE WITHIN DESIGN SPECIFICATIONS. PROCEDURE FOR ADJUSTING OR SETTING THE TRIP POINTS ARE NOT AVAILABLE FOR SHIP BOARD USE BY SHIP FORCE. PMS (MRC EL-17, M-1) PROCEDURES FOR CHECKING THE TRIP POINT (65 AMPS) REQUIRE THE USE OF THE PROPULSION CONTROL PANEL MOUNTED 0-1000 AMP METER WHICH HAS 20 AMP DIVISIONS.

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ELECTRICAL

- 1G017EL MOTOR GENERATOR NR 2 ERUL
NR 2 35KW 60 HZ MOTOR GENERATOR COMMUTATOR HAS FLASH/ARC MARKINGS ON TWO COMMUTATOR SEGMENTS AND LIGHT STREAKING.
- 1G018EL MOTOR GENERATOR NR 3 ERUL
NR 3 35 KW 60HZ MOTOR GENERATOR COMMUTATOR IS DISCOLORED (BLACK) AND HAS STREAKING.
- 1G019ELR FLASH ARRESTOR DSB 45B BATTERY WELL
SHIPS FORCE REPORTS DOLPHINE BATTERY FLASH ARRESTORS DETERIORATED, CRACK AND CLOG EASILY ARE DIFFICULT TO CLEAN AND QUICKLY LOSE THIER WATER REPELLANT QUALIFIES. PROCUREMENT OF REPLACMENT FLASH ARRESTOR IS DIFFICULT AND REQUIRES A LONG LEAD TIME. PMS CAN NOT BE ACCOMPLISHED ON THE FEASH ARRESTORS.
- 1G020EL BATTERY WATER FI
THERE IS NO BATTERY WATER FILLING SYSTEM WITH DEMINIRALIZER INSTALLED ONBOARD.
- 1G021EL PROP CONT PNL CONTROL ROOM
INSTRUMENT/METERING LEADS IN THE UPPER SECTIN OF THE PROPULSION CONTROL PANEL ARE IMPROPERLY SUPPORTED.
- 1G022EL 60HZ CONTRL PANE CONTROL ROOM
THE 60HZ ALTERNATING CURRENT MOTOR GENERATOR CONTROL PANEL HAS A WIRE RUN PASSING THROUGH A SHEET METAL SEPERATOR PLATE WITH OUT A GROMMET FOR CHAFING PROTECTION.
- 1G023EL BCP CONTROL ROOM
ONE LEAD IN THE UPPER SECTION ON THE BALLAST CONTROL PANEL IS IMPROPERLY SPLICED.
- 1G024EL POWER PANELS
VARIOUS ALB-1 POWER PANELS WITH SINGLE PHASE INDIVIDUAL CIRCUIT BREAKERS IN A MULTI-PHASE CIRCUIT ARE MISSING CIRCUIT BREAKER CONNECTING HANDLES. EXAMPLES ARE:
A. POWER PANEL 3-31-1, SPACE CIRCUITS.
B. POWER PANEL 2-23-2, SPARE CIRCUITS.
- 1G025EL TRUNK PLATE BOW COMPT
SHIPS ACCESS TRUNK SHORE POWER PASS THROUGH PLATE IS MISSING.

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PAC

ELECTRICAL

1G026EL

CABLING VARIOUS
SHIPS CABLING WAS INSPECTED AND THE FOLLOWING DEFICIENCIES NOTED:

- A. APPROX 5% OF THE CABLING IS PVC JACKETED. (SHIPS FORCE HAS LIST)
- B. NUMEROUS CABLE RUNS ARE IMPROPERLY SUPPORTED BANDED AND MISSING CHANNEL RUBBER UNDER THE BANDING MATERIAL. (SHIPS FORCE HAS LIST)
- C. TEMPORARY CABLE RUNS TO SUPPORT RESEARCH EQUIPMENT ARE IMPROPERLY SECURED TO SHIPS PERMINATE CABLES AND CABLES SUPPORT BRACKETS WITH NYLON LINE.
- D. ENGINE ROOM CENTERLINE BILGE LEVEL DETECTOR CABLE IS NOT SUPPORTED.
- E. SHIPS ENTERTAINMENT CABLES IN THE CREWS DINETTE PASS THROUGH SHEET METAL WITHOUT A GROMMET FOR CHAFING PROTECTION.

1G027EL

GROUND DETECTOR AC PASSIVE CONTROL ROOM
THE AC PASSIVE GROUND DETECTOR HAS TRANSLUENT VICE TRANSPARENT (CLEAR) LENSES (NSTM CHAP 320)

1G028EL

NOT USED

1G029EL

NOT USED

1G030EL

NOT USED

1G031EL

HPAC NR 1 ERL
NR 1 HIGH PRESSURE AIR COMPRESSOR MOTOR WAS INSPECTED AND THE FOLLOWING DEFICIENCIES NOTED:

- A. EXCITER CONNECTION BOX IS LOOSE
- B. MOTOR COMMUTATOR HAS SLOT BAR MARKINGS ON EVERY FIFTH SEGMENT.

1G032EL

LP DRAIN PUMP PUMP ROOM
THE LOW PRESSURE DRAIN PUMP MOTOR HAS ONE BRUSH SPRING DEFORMED AND SALT DEPOSITS WITHIN THE COMMUTATOR HOUSING.

1G033EL

VENT FANS NR 7 ERUL
NR 7 VENTILATION FAN MOTOR COMMUTATOR IS LIGHTLY THREADED AND HEAVILY CHANNELED.

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- 1G034EL VENT FANS NR 8 AND 9 ERUL
NR 8 AND 9 VENTILATION FANS ARE REMOVED FROM THE SHIP FOR OVERHAUL REQUIRED FROM EXCESSIVE COMMUTATOR WEAR. (CHANNELING)
- 1G035EL VENT FAN NR 10 ERUL
NR 10 VENTILATION FAN MOTOR COMMUTATOR IS LIGHTLY THREADED AND HEAVILY CHANNLED.
- 1G036ELR VENT FANS VARIOUS
SHIP FORCE REPORTS PROPER BRUSHES FOR THE SHIPS DIRECT CURRENT VENTILATION FANS ARE NOT AVAILABLE WITHIN THE NAVY SUPPLY SYSTEM.. SUBSTITUTE BRUSHES WEAR RAPIDLY. TO MAINTAIN SHIPS DC BUS GROUNDS ABOVE MINIMUM LIMITS AND FANS OPERATIONAL QUARTELY PMS ACTION IS REQUIRED ON A MONTHLY BASIS. SINCE INTRODUCTION OF THE SUBSTITUTE BRUSHES THREE VENTILATION FAN ROTORS HAVE REQUIRED REPLACEMENT DUE TO EXCESSIVE WEAR.
- 1G037EL HTR CONTROLLER NR 4 PUMP ROOM
NR 4 HEATER CONTROLLER IS INOPERATIVE.
- 1G038EL HTR CONTROLLER NR 6 E & E SPACE PORT
NR 6 HEATER CONTROLLER IS INOPERATIVE.
- 1G039ELR VENTILATION HTR NR 1-7
SHIP FORCE REPORTS VENTILATION HEATER CONTROLLERS HAVE HIGH FAALURE RATE AND NOT SUPPORTED BY THE NAVY SUPPLY SYSTEM.
- 1G040EL HAND DRYER CREWS HEAD
HAND DRYER IS INOPERATIVE.
- 1G041EL MG 400 HZ
THE NR. ONE 400 HZ FIVE KW MOTOR GENERATOR HAS THE FOLLOWING DEFICIENCIES; TWO POTENTIOMETERS LOCK NUTS ARE CROSS THREADED, IN THE VOLTAGE REGULATOR.
- 1G042EL STATIC INVERTER NR 1 E AND E SPACE
SHIPS FORCE REPORTS THE 400 HZ STATIC INVERTER WILL NOT OPERATE ON THE LOW DC BUS VOLTAGE (APPROX 195 VDC) AVAILABLE WHEN THE SHIPS MAIN STOWAGE BATTERIES ARE ALIGNED FOR SERIES OPERATION.

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USS DOLPHIN
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PAC ELECTRICAL

1G043EL UNDERWATER LOG 355 PHASED EQUIP
SHIPS FORCE REPORTS UNABLE TO ACCOMPLISH PREVENTIVE
MAINTENANCE ON U/W LOG 10-12 (18M-1R) DUE TO LACK OF
ELECTROMAGNETIC VOLTAGE SIMULATOR.

1G044EL IC CKT 2 PG
THE HIGH PRESSURE TRIM AND DRAIN PUMP 2PG TRANSDUCER IS
INOPERATIVE.

1G045EL HATCH INDICATION TOPSIDE
HATCH INDICATION CABLE IS FLOODED.

1G046ELS DEX INDICATOR ENGINE ROOM
VALVE DEX-1 OPEN INDICATION AT ENGINE NR 1 CONTROL PANEL
DOES NOT ILLUMINATE WHEN VALVE IS IN THE OPEN POSITION.

1G047EL AN/WIC E-E PORT FR 28
AN/WIC PWR SUPPLY INDICATING LAMP NR 2 IS INOPERATIVE.

1G048EL IC CKT A CALL
THE CABLE USED IS NOT THE PROPER MILSPEC DURABLE CABLE FOR
IC CIRCUIT CAPTAINS "A" CALL.

2G049EL MN PROP MTR CUB ERUL
THE MAIN PROPULSION MOTOR CUBICAL WAS INSPECTED AND THE
FOLLOWING DEFICIENCIES NOTED:
A. CUBICALS ARE OPEN BOTTOM DESIGN
B. BUS WORK FASTENERS NUT ARE REVERSED. THE HALF-NUT
SHOULD BE AGAINST THE WORKING SURFACE AND THE FULL NOT
USED TO LOCK THE HALF-NUT IN PLACE.
C. AUXILIARY CONTACT TERMINAL BOLT HAVE EXCESSIVE THREAD
ENGAGEMENT.

2G050EL SWDS
THE LOCKING MECHANISM ON THE IC SWITCHBOARD DOORS REQUIRES
PERSONNEL TO REACH ACROSS ENERGIZED COMPONENTS TO RELEASE
THE MECHANISM.

2G051EL HPAC INDICATION NR 1 AND 2 ERL PORT
NR 1 AND NR 2 HIGH PRESSURE AIR COMPRESSOR OPERATING HOURS
METERS DO NOT ACCURATELY REFLECT EQUIPMENT RUN TIME.
OPERATING HOUR METERS ARE ENERGIZED FROM THE HPAC
TEMPERATURE MONITORING CIRCUIT INSTEAD OF THE UNITS MOTOR
CONTROLLERS.

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PAC MAIN PROPULSION

- 1G001MPUS MAIN PROP DIESEL NR 1 ER
THE UNDERSPEED/OVERSPEED DEVICE FAILED MAKING THE NR 1 DIESEL INOPERATIVE. (CORRECTED)
- 1G002MPS MAIN PROP DIESEL NR 2 ER 1
THE OVERSPEED MACHANISM FAILED TO LIMIT ENGINE RPM BELOW THE SPECIFIED LIMIT OF 2310 +/-30 RPM. ACTUAL ALLOWED RPM 2370 RPM. (CORRECTED)
- 1G003MPS MAIN PROP DIESEL NR 1 ER
THE UNDERSPEED MECHANISM FAILED TO LIMIT ENGINE RPM ABOVE SPEIFIED VALVE OF 900 +/-30 RPM. ACTUAL ALLOWED RPM 837 RPM. (CORRECTED)
- 1A004MPSM PROPULSION DIESEL
SHIPS FORCE REPORTS THE OVERSPEED/UNDERSPEED TRIP MECHANISM DEVICE HAS EXHIBITED A HIGH FAILURE RATE OF ABOUT ONE IN EVERY 20 ENGINE OPERATIONS. FAILURE OF THIS MECHANISM MAKES THE ASSOCIATED MAIN ENGINE INOPERATIVE AND DEPENDING ON FAILURE SEQUENCE CAN DAMAGE THE ENGINE. RECOMMEND REVISE MEANS OF LIMITING UNDERSPEED TO LOW DFW PRESSURE OR D/P. REVISE MEANS OF LIMITING OVERSPEED TO SINGLE RANGE IS MORE RELIABLE TRIPMECHANISM.
- 1G005MPS PROPULSION DIESEL NR 1
BLOWER LOBES ARE WORN MODERATELY AND IMPROPERLY FITTED. SEVERAL BLOWERS INTERNAL CLEARANCES ARE AT MINIMUM ALLOWED CLEARANCES. SPECIFICALLY:
 - A. FORWARD BLOWER TRAILING EDGE L.H. HELIX ROTOR TO LEADING EDGE R.H. HELIX ROTOR ALLOWED CLEARANCE .012 INCHES. ACTUAL .012 INCHES.
 - B. FORWARD BLOWER TRAILING EDGE R.H. HELIX ROTOR TO LEADING EDGE L.H. HELIX ROTOR ALLOWED CLEARANCE .002-.006 INCHES. ACTUAL .006 INCHES
 - C. BOTH BLOWERS ROTOR TO UNDER SIDE OF HOUSING ALLOWED CLEARANCE .016 INCHES. ACTUAL FOR BOTH BLOWERS .016 INCHES.

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PAC MAIN PROPULSION

- 1G006MPS BATTERY COOLING PUMP ROOM
PUMP INTERNAL CLEARANCES ARE EXCESSIVE AS INDICATED BY:
A. THROAT BRUSHING ALLOWED .0075 INCHES, ACTUAL .0152 INCHES.
B. SHAFT SLEEVE ALLOWED .004 INCHES, ACTUAL .010 INCHES
C. VOLUTE WEARING RING ALLOWED .004 INCHES ACTUAL .008 INCHES.
- 1A007MPS MAIN PROP DIESEL BOTH ER
BOTH MAIN ENGINES OPERATE AT EXHAUST PRESSURE IN EXCESS OF DESIGN DUE TO THE FOLLOWING:
A. EXCESSIVE EXHAUST PIPING BENDS AND RESTRICTIONS.
B. BOTH ENGINE EXHAUST INTO A HEADER IN SUCH A WAY TO OPPOSE THE OTHER ENGINE CREATING AN ADDED BACKPRESSURE
C. EXHAUST COOLING FLOW SYSTEM FREQUENTLY CLOGS.
D. EXHAUST SYSTEM FREQUENTLY CLOGS. RECOMMEND REDESIGN OF EXHAUST SYSTEM AS FOLLOWS:
1. REDUCE EXHAUST PIPING BENDS AND CONNECT INDIVIDUAL ENGINE EXHAUST IN A WAY TO LIMIT FORCE AGAINST THE OTHER ENGINE.
2. FILTER EXHAUST AND ECF SYSTEMS TO REDUCE CLOGGING.
- 1G008MPS DSL ENGINE
THERE ARE NO SIGNS IN THE AREA OF ENGINE COVERS OR ACCESSES STATING "DO NOT REMOVE UNTIL AT LEAST 30 MINUTES HAVE ELAPSED AFTER SHUTDOWN OF ENGINE."
- 1G009MP DSW PUMP NR 1 ERLL
INTERNAL CLEARANCES EXCEED OR ARE NEAR ALLOWED VALVES. SPECIFICALLY:
A. IMPELLER TO ADAPTER ALLOWED .015 - .020 INCHES, ACTUAL CLEARANCE .024 INCHES.
B. IMPELLER WEAR PLATE ALLOWED .015 - .025 INCHES, ACTUAL CLEARANCE .024 INCHES.
- 1G010MP NOT USED

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PAC MAIN PROPULSION

- 1A011MP DIESEL EXH VALVE TOPSIDE
SHIPS FORCE REPORTS OUTBOARD DIESEL EXHAUST VALVE (DEX-1) LINKAGE JAMS ABOUT ONE IN EVERY 100 OPERATION. THERE ARE NO GREASE FITTINGS INSTALLED TO ALLOW VALVE LINKAGE LUBRICATION. CURRENT TEFLON COATED LINKAGE PINS/DEVICES APPEARS TO BE INSUFFICIENT. RECOMMEND GREASE FITTINGS BE DESIGNED AND INSTALLED.
- 1G012MP MAIN PROP DIESEL BOTH ERL
BOTH DFW EXPANSION TANK SIGHT GLASSES ARE DIFFICULT TO READ.
- 1G013MP MAIN PROP DIESEL BOTH ER
MEANS TO DRAIN THE JACKET WATER SYSTEM TO A WASTE AND WATER SYSTEM HAVE NOT BEEN PROVIDED.
- 1G014MP MAIN PROP DIESEL BOTH ERL
(PMS)
MRC IC-33-A-5 MAIN ENGINE UNDERSPEED MECHANISM CHECK INDICATED 400 RPM VICE 900 RPM INDICATED BY TECHNICAL REFERENCES.
- 1G015MP DFW BOTH ERL
(PMS) THERE IS NO PMS COVERAGE FOR MAINTAINING THE DIESEL FRESHWATER PUMPS.
- 1G016MP DWS PUMP BOTH ERL
(PMS) MRC AND TECHNICAL MANUAL SPECIFICATIONS FOR IMPELLER TO ADAPTER AND IMPELLER WEAR PLATE INTERNAL CLEARANCES DO NOT CORRESPOND.
- 1G017MP MAIN PROP DIESEL BOTH ERL
(PMS)
OVERSPEED/UNDERSPEED LIMITER MAINTENANCE REQUIREMENT CARD (MRC) E 101 Q-2 CANNOT BE ACCOMPLISHED WITH CURRENT INSTALLATION.
- 1G018MP PROPULSION DIESEL
ENGINE EXHAUST MANIFOLDS ARE MODERATELY CARBONED.
- 1G019MP PROPULSION DIESEL
INTAKE FILTERS ARE MODERATELY DIRTY AND OIL COATED.
- 1G020MP PROPULSION DIESEL
MODERATE LUBE OIL IN ENGINE AIR BOX.

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MAIN PROPULSION

1G021MP MAIN PROP DIESEL BOTH ER/CONTROL
ENGINE TACOMETER RPM INDICATED AT THE 9CP, DIESEL GAGEBOARD
AND BY HAND HELD TACOMETER VARIES BY AS MUCH AS 50 RPM.

1G022MP MAIN PROP DIESEL NR 1/2 ENG ROOM
CRANKCASE PRESSURE MANOMETER SENSING LINES ARE NOT ROUTED
IN SUCH A MANNER THAT RESTRICTION AND TURNS ARE MINIMIZED.
THIS CAUSES INACCURATE INDICATIONS.

1G023MP DIESEL 1 AND 2 ENG RM
DSW BELT GUARDS ARE INSUFFICIENT.

1G024MP DFW NR 1 ERL
THE PUMP GEARS ARE PITTED AND MODERATELY WORN.

1G025MP MAIN PROP DIESEL NR 1 ENG RM
THE ENGINE TACOMETER CABLE IS NOT LONG ENOUGH TO ALLOW
MOUNTING OF GAGE ON DIESEL GAGBOARD.

1G026MP MAIN PROP DIESEL NR 2 ENG RM
LUBE OIL FILTER ADAPTER LEAKS OIL AT ABOUT ONE DROP PER
MINUTE DURING ENGINE OPERATION.

1G027MP MAIN PROP DIESEL BOTH ERL
THE HIGH VACUUM SHUTDOWN ACTUATED BELOW THE SPECIFIED VALVE
OF 5 INCHES. ACTUAL VALVE 4 INCHES.

1G028MP PROPULSION DIESEL
FUEL OIL FILTERS ARE MODERATELY FOULED WITH FOREIGN
MATERIAL.

1G029MP MAIN LO STRAINER ALL
THE MAIN LUBE OIL STRAINERS DRAIN DIRECTLY TO THE
BILGE/DECK PLATES BELOW INSTEAD OF TO A DRAIN PAN AND THE
NUMBER ONE MAIN ENGINE LUBE OIL STRAINERS ARE MOUNTED
HORIZONTALLY SO THAT THE LOW POINT DRAIN WILL NOT FULLY
DRAIN THE STRAINER DURING REMOVAL.

1G030MP INFL SHAFT SEAL SHAFT ALLEY
THE INFLATABLE SHAFT SEAL INSTALLATION WHEN INFLATED WILL
NOT HOLD PRESSURE DUE TO A LEAKING SEAL INDICATED BY
EXTENSIVE AIR BUBBLES OUTSIDE THE SHIP IN THE STERN AREA.

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1G031MP LO PURIFIER
THE SHIP DOES NOT HAVE LUBE OIL OR FUEL OIL SPECIFIES.

1G032MP MAIN PROP DIESEL ER
(PMS) THERE IS NO PMS REQUIREMENT TO TEST THE EXHAUST
COOLING FLOW HIGH TEMPERATURE ALARM.

1G033MP MAIN PROP DIESEL ER
EXHAUST COOLANT FLOW ALARM LIGHT HAS ALARM CUTOUT SWITCH
REQUIRING THE LIGHT TO REMAIN FLASHING WHEN THE DIESEL
ENGINES ARE NOT RUNNING.

1G034MP MAIN PROP DIESEL ERLL PORT
EXHAUST EXPANSION JOINTS ARE CRACKED.

1G035MP REVERSE OSMOSIS ERUL
THE REVERSE OSMOSIS UNIT OPERATES AT 90 PERCENT CAPACITY.

1G036MP REVERSE OSNOSIS ERUL
INTERNAL INSPECTION OF THE REVERSE OSNOSIS DISTILLING UNIT
YIELED THE FOLLOWING:
A. SYSTEM ISOLATION VALVES LEAK BY AT 60 DPM
B. MP PUMP BELT IS WORN AND MICKED.
C. THE PRE-FILTERS AND CYCLONE FILTERS ARE MODERATELY
FOULED.

1G037MP DISTILLING PLANT
THE FRESH WATER FLOW METER IS INOPERATIVE.

1G038MP DISTILLING PLANT
THE REVERSE OSMOSIS TECHNICAL MANUAL IS INCOMPLETE IN
OPERATING INSTRUCTIONS TO CORRECT REDUCED OUTPUT CAPACITY
OR OUTPUT PURITY.

1G039MPM BOLT COOL WATER
THE BATTERY COOLING WATER PMS MRC AND TECHNICAL MANUAL
SPECIFICATION FOR PUMP INTERNAL CLEARANCES DO NOT
CORRESPOND.

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PAC MAIN PROPULSION

- 1A040MP MAIN FRESH WATER VARIOUS
SHIPS FORCE REPORTS, THE MAIN FRESH WATER SYSTEM FREQUENTLY BECOMES FOULED WITH RUST AND DEBRIS AND SYSTEM INTERGRITY IS REDUCED DUE TO ACCELERATED CORROSION. RECOMMEND FILTRATION SYSTEM BE INSTALLED TO PROTECT COMPONENTS AND SACRIFICIAL ANODES BE INSTALLED TO REDUCE SYSTEM CORROSION RATE.
- 1G041MP ANNUNCIATING ER
THE ENGINE ROOM DOES NOT HAVE AN AUDIBLE ANNUNCIATING SYSTEM TO ALERT WATCH STANDERS OF INCOMING SOUND POWER PHONE COMMUNICATION.
- 1G042MP AIR CONDITIONING VARIOUS
SHIP DOES NOT HAVE THE FINAL/APPROVED COPY OF THE THERMAL AIR CONDITIONING SYSTEM TECHNICAL MANUAL. A PRELIMINARY COPY IS HELD.
- 1G043MP SW-8 ERUL
SW-8 LEAKS PAST STEM AT THE RATE OF 20 DROPS PER MINUTE AT TEST DEPTH.
- 1G044MP GAUGES/THERMTRS
PRESSURE, VACUUM AND TEMPERATURE GAUGES ARE OUT OF CALIBRATION, MISSING, IMPROPERLY MOUNTED, BROKEN, AND ARE NOT SET IN A MEANINGFUL MANNER. EXAMPLES:
A. NR 2 DIESEL ENGINE TACOMETER MOUNTED IMPROPERLY
B. NR 1/2 DIESEL ENGINE MANOMETER (NO CAL STICKERS)
C. NR 1 DIESEL FRESH WATER PRESSURE (WRONG GAUGE)
- 1G045MP RELIEF VALVES ENG RM
SEVERAL RELIEF VALVES ARE MISSING HAND LIFTING DEVICES.
- 1G046MP ISOLATION DOOR
THE ENGINEROOM SOUND ISOLATION DOOR LATCH STICKS OPEN.
- 1G047MP BILGES FLUSHING
BILGES ARE AWASH WITH MODERATE QUANTITIES OF OIL AND DEBRIS.

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PAC NAVIGATION

- 1G001NVS ALDIS LAMP
THE LAMP HAS A METAL BACKED PLUG ON ITS POWER CORD.
(CORRECTED)
- 1G002NV BEARING REPEAT
SHIP'S FORCE REPORTS THAT THE BEARING REPEATER FOR
PERISCOPE IS ERRATIC WITH NO DECIMAL READOUT.
- 1G003NV NAV LIGHTS
THE CABLE RUN TO THE STERN LIGHT IS FLOODED CAUSING THE
LIGHT TO BE INOPERATIVE.
- 1G004NV BINOCULARS
1 OF 8 BINOCULAR IS MISSING.
- 1G005NV SEARCH LIGHT
8 INCH SEARCH LIGHT IS MISSING RED AND AMBER FILTERS.
- 1G006NV NAV LIGHT WAIVER
THE FOLLOWING NAVIGATION LIGHTS DO NOT MEET COLREG
REQUIREMENTS AND PREVIOUSLY APPROVED WAIVERS ARE MISSING
-- MASTHEAD LIGHT
-- SIDE LIGHT
-- STERN LIGHT
-- EMERGENCY OVERTAKING LIGHT
-- ANCHOR LIGHTS
THE ABOVE LIGHTS DO NOT HAVE FRESNEL LENSES.
- 1A007NV PLOTTER SYSTEM
THE TEKTRONIX 4663 PLOTTER IS UNRELIABLE FOR NAVIGATION
PURPOSES. THE SYSTEM REGULARLY LOCKS-UP THE COMPUTER
PROGRAM CAUSING THE OPERATOR TO FULLY RE-INITIATE SYSTEM TO
MAKE MINOR CHANGES OR ADDITIONS. WHENEVER POWER IS LOST TO
THE SYSTEM ALL DATA MUST BE RE-ENTERED INTO THE PLOTTERS
COMPUTER PROGRAM CAUSING SIGNIFICANT LOST OPERATING TIME.
RECOMMEND INSTALLTION OF MK 19 MOD 19 PLOTTER.
- 1G008NV NAVSAT
THE CONTROL CABLING FOR THE NAVSAT IS HARDWIRED WHICH
PREVENTS DISMOUNTING OF EQUIPMENT AND ACCESS TO THE
INTERIOR FOR MAINTENANCE. (REPEAT)

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PAC

OCCUPATIONAL SAFETY/HEALTH

- 1G0010HS HEAT STRESS MON.
INADEQUATE HEAT STRESS MONITORING PROGRAM ABOARD SHIP. SHIP USING SRF/NAVSEA/NEPMU/NRMC/NEHC SURVEY; SHIP HAS NOT ROUTINELY PERFORMED REQUIRED SURVEILLANCE OF KNOWN OR POTENTIAL HEAT STRESS AREAS. CORRECTIONS REQUIRED IN ACCORDANCE WITH OPNAVINST 5100.20C, OPNAVINST C3501.2F (MOB 12.3), NAVMED P-5010-3 AND NAVMED P-5052-5.
- 1G0020HS HEAT STRESS CTRL
SPACE SUPPLY AND EXHAUST VENTILATION VERY LOW AND NOT ABLE TO CONTROL HEAT STRESS. CORRECTIONS NEEDED IN ACCORDANCE WITH OPNAVINST 5100.20C AND HVAC MANUAL 0938-018-0010. LOWER LEVEL ENGINE SPACE.
- 1G0030HS CHEMICAL HAZARD
CALCIUM HYPOCHLORITE LOCATED WHERE OIL, WATER, HYDRAULIC FLUIDS AND ACIDS STORED/USED. CORRECTIONS REQUIRED IN ACCORDANCE WITH NSTM 533.
- 1G0040HS CHEMICAL HAZARD
IMPROPER STORAGE/HANDLING OF HAZARDOUS CHEMICALS. CORRECTION REQUIRED IN ACCORDANCE WITH OPNAVINST 5100.19A, DOD HMIS AND NSTM 670. SPECIFIC DEFICIENCIES IDENTIFIED WERE:
- 1G0050HS EYE/FACE PROTECT
ABSENCE OF EMERGENCY EYEFUSHING UNIT(S) WITH 15-MINUTE CONTINUOUS FLOW OF WATER FLUSHING CAPABILITY READILY AVAILABLE IN AREAS WITH HIGH PROBABILITY OF EYE/FACE EXPOSED TO INJURIOUS CAUSTIC/CORROSIVE/FLAMMABLE LIQUID MATERIALS. CORRECTIONS REQUIRED IN ACCORDANCE WITH OPNAVINST 5100.19A (SEC. 1030.5.B).
- 1G0060HS RESPIRATORY PROT
INADEQUATE RESPIRATORY PROTECTION PROGRAM ABOARD SHIP. CORRECTIONS REQUIRED IN ACCORDANCE WITH OPNAVINST 5100.23B AND OPNAVINST 5100.19A
- 1G0070HS PMS NAVOSH EQUIP
BELOW NAVOSH EQUIPMENT DOES NOT HAVE ADEQUATE PREVENTIVE MAINTENANCE COVERAGE: HYDRAULIC FLUID SPILL KIT CORRECTIVE ACTIONS REQ IN ACCORDANCE WITH OPNAVINST 5100.19AM NSMT 635 AND NSTM 670.

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PAC OCCUPATIONAL SAFETY/HEALTH

- 1G0030H NAVOSH PROGRAM VARIOUS
SHIP'S OCCUPATIONAL SAFETY AND HEALTH [NAVOSH] PROGRAM WAS DEFICIENT IN BELOW COMPOSITE BASIC AREAS. CORRECTIONS REQUIRED IN ACCORDANCE WITH OPNAVINST 5100.23B [CHAPTER 1, PARAGRAPHS 1005.A AND 1005.D; CHAPTER 12, PARAGRAPH 12009 (TOTAL) AND CHAPTER 12, PARAGRAPH 12010.B] AND OPNAVINST 5100.19A. THE MOST SIGNIFICANT COMPOSITE AREAS OF DEFICIENCIES ARE: HEAT STRESS
RESPIRATORY PROTECTION
- 1G0090H HEAT STRESS MON.
ABSENCE OF MONITORING OF HEAT STRESS WITHIN NOTED AREAS OF SHIP. CORRECTIONS NEEDED IN ACCORDANCE WITH OPNAVINST 5100.20C AND OPNAVINST 5100.19A. SPECIFIC ASPECTS OF HEAT STRESS MONITORING MISSING, INADEQUATE AND/OR INCORRECT IN IDENTIFIED SPACES ARE:
ENGINEERING
SCULLERY
- 1G0100H RESPIRATORY PROT
RESPIRATORY PROTECTION EQUIPMENT IS NOT READILY AVAILBLE, NOT MAINTAINED AND NOT PROPERLY STOWED. CORRECTIVE ACTIONS REQUIRED IN ACCORDANCE WITH OPNAVINST 5100.19A
SPECIFIC DEFICIENCIES IDENTIFIED ARE (INCLUDE ABSENCE OF FACE MASK, AIRLINE HOSES, CLEANED FILTER, ETC.)
- 1G0110H HEAT STRESS MON.
ABSENCE OF NAVSEA APPROVED ALCOHOL-IN-GLASS HANGING DRY BULB THERMOMETERS (NSN 9G-6685-00-234-9964) IN NOTED SPACE(S). CORRECTIONS NEEDED IN ACCORDANCE WITH OPNAVINST 5100.20C.
- 1G0120H HEAT STRESS MON. MEDICAL/ENGINEERING
HEAT STRESS METER(S) IN MEDICAL/ENGINEERING DEPARTMENT(S) NOT PROPERLY MAINTAINED/NOT WITHIN CALIBRATION INOPERABLE SO AS TO RENDER HEAT STRESS MONITORING OF SPACES UNRELIABLE RELATIVE TO DETERMINING PROPER EXPOSURE LIMITS. CORRECTIVE ACTIONS REQUIRED IN ACCORDANCE WITH OPNAVINST 5100.20C AND NAVSEA TECHNICAL MANUAL (SN 000-AA-MMO-0010).
- 1G0130H NAVOSH PROGRAM SAFETY OFFICER
NO COMMAND REQUEST FOR INDUSTRIAL HYGIENE ASSISTANCE FROM NAVMED FACILITY FOR IDENTIFIED HEALTH HAZARDOUS OPERATIONS. CORRECTION REQUIRED IN ACCORDANCE WITH OPNAVINST 5100.23B.

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PAC OPERATIONS

- 1G0010PU AX/BRA-17
AN/BRA-17 HF ANTENNA RUNER IS CASREPT DUE TO UNITS
INABILITY TO HANDLE THE MAXIMUM TRANSMITTER POWER
THROUGHOUT THE FULL OPERATIONAL FREQUENCY RANGE. ALSO, IAW
THE TECHNICAL MANUAL THE BRA-17 CANNOT BE USED BELOW 4MHZ
WITH CURRENT INSTALLED ANTENNA (12-FOOT AS-1287 WHIP)
- 1G0020PU END SEAL
GROUND CONNECTOR CABLE TO THE END SEAL IS BROKEN. MAKING
BOTH EMERGENCY WHIP ANTENNAS (AT-741 AND AT-441)
INOPERATIVE. (CORRECTED)
- 1G0030PU AN/URT-23
THE HF TRANSMITTER DOES NOT HAVE LIMITED RANGE INTERCEPT
(LRI) INSTALLED.
- 1G0040PS WAVEGUIDE
WAVEGUIDE TO AN/SPS-53 RADAR HAS FOLLOWING DEFICIENCIES:
A. LOCATED IN POSITION SUBJECT TO DAMAGE BY
PERSONNEL GRABBING OR LEANING ON.
B. VALVE TO ESCAPE AIR MANIFOLD IS CONSTANTLY
PRESSING AGAINST IT.
C. PAINT IS PEELING OFF-NOT PRESERVED.
- 1G0050PS SHORTING PROBE
1. SHORTING PROBE NOT INSTALLED IN SPACE CONTAINING MAJOR
ELECTRONICS EQUIPMENT.
2. SHORTING PROBE NOT PLUGGED AT BASE OF HANDLE.
EXAMPLES:
A. SONAR - PROBE NOT PLUGGED AT BASE OF HANDLE
B. RADIO - PROBE NOT INSTALLED IN SPACE
- 1G0060PS WARNING LABEL
EQUIPMENT DOES NOT HAVE A WARNING LABEL INDICATING MULTIPLE
POWER SOURCES.
EXAMPLES:
AN/SPS-53 RADAR REPEATER
- 1G0070PS WARNING SIGNS
1. "DANGER HIGH VOLTAGE" SIGN MISSING FROM ENTRANCE TO
RADIO.
2. "RADIO FREQUENCY (RF) HAZARD" SIGNS MISSING FROM
ENTRANCE TO RADIO AND ON
RADAR CONTROL CONSOLE.

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PAC OPERATIONS

- 1G0080PS AN/PRC-96
THE AN/PRC-96 EMERGENCY TRANSCIEVER IS INOPERATIVE.
- 1G0080P01S GPETE STOWAGE
PROPER STOWAGE IS NOT PROVIDED TO PROTECT DELICATE
ELECTRONICS TEST EQUIPMENT IN ACCORDANXE WITH NAVSEA 0907-
LP-019-5440 PORTABLE TEST EQUIPMENT STOWAGE GUIDE.
(REPEAT)
- 1G0090P URC-94V RADIO
SHIP'S FORCE REPORTS UNABLE TO TRANSMIT, TUNE, OR RECEIVE
WITH URC-95V HF/VHF TRANSCIEVER.
- 1G0100P AN/URT-23
UNIT WAS NOT OPERATIONALLY DEMONSTRATED DUE TO LACK OF HF
ANTENNAS.
- 1G0110P ANT URT-23A(V)
FRONT PANEL IS VULNERABLE TO DAMAGE DUE TO THE LOCATION OF
INSTALLATION AND NO PROTECTIVE COVER IS INSTALLED.
(REPEAT)
- 1G0120P R-1051/B/URR
THE RECEIVER FREQUENCIES ARE OUT OF ALIGNMENT
- 1G0130P AT-441
SHIP'S FORCE REPORTS THAT THE ANTENNA CONNECTION CENTER
BOLTIS CORRODED. PART IS NO LONGER IN STOCK AS SINGLE ITEM.
- 1G0140P TSEC/KY-75
NOT OPERATIONALLY DEMONSTRATED DUE TO DEFECTIVE AN/BRA-17
HF ANTENNA AND DAMAGED GROUP CONNECTOR ON THE END SEAL FOR
EMERGENCY ANTENNAS.
- 1G0150P AN/BPS
SPS- 53 RADAR DOES NOT MEET REQUIREMENTS FOR POWER. (32DB
VICE 39.8 DB MIN)
- 1G0160P AN/SPS-53L RADAR 01 SAIL
SHIPS FORCE REPORTS THAT RADAR ANTENNA VSWR SPRC IS 1.3 TO
1 AFTER ROH VSWR ISN 1.32 TO 1.
- 1G0170P TEMPEST
THE DOOR TO RADIO IS NOT IN COMPLIANCE WITH MIL-STD 1680B.

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PAC SUPPLY

- 1G001SP SUB FOOD SRV
FOR SUBMARINES:
A REFRIGERATED MEAT THAW SPACE IS NOT PROVIDED IN THE
GALLEY OR VICINITY OF GALLEY. GSFS 651D
- 1G002SP GALLEY OVEN
GALLEY OVEN DOOR GASKET IS DETERIORATED. (REPEAT)
- 1G003SP SUBDECK COVERING
THE DECK COVERING IN THE FOLLOWING SUBMARINE SPACES IS
DAMAGED
PASSAGEWAYS, MESSING, IS AND AT EACH SIDE OF DOORS.
GSFS 634
- 1G004SP GALLEY EQUIPMENT
THE SHIPS GALLEY EQUIPMENT INCLUDES TWO FOOD WARMERS-HOT
PLATE DESIGN WHICH CONSISTENTLY GROUND OUT.
- 1G005SP DECK IN GALLEY
DECK IN FRONT OF GALLEY FREEZER IS NOT RIGID AND FLEXES
SUBSTANTIALY WHEN STEPED ON.
- 1G006SP SUB DINING TIME
A DINING FACILITY FOR CPO'S AND CREW COMBINED WITH A
SEPARATE DINING FACILITY FOR OFFICERS IS NOT PROVIDED.
- 1G007SP SUB GEN STOW
FOR SUBMARINES:
1. GENERAL STOWAGE AIDS ARE INADEQUATE FOR QUANTITIES, AND
TYPE MATERIAL STOWED FOR REPAIR PARTS
(GRATINGS ARE NOT REQUIRED IN DRY PROVISIONS STOREROOM.)
GSFS 670 NUMEROUS STORAGE BINS DO NOT HAVE HANDLES.
- 1G008SP GALLEY FREEZER
DRAIN FOR CONDENSER INSIDE FREEZER DOES NOT DRAIN PROPERLY.
- 1G009SP ICE MAKER
EXCESSIVE CONDENSATION BUILDS UP ON ICE MACHINE AND DRAINS
ONTO DECK.
- 1G010SP MILK DISPENSER
ICE BUILD UP INSIDE MILK DISPENSER EXCEEDS 3/16 INCH.

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USS DOLPHIN
AGSS555
UMI ON 12/18/88

1/19/88

DECLASSIFIED

PAC WEAPONS

- 1G001WP AN/30S-4B
ACTIVE MODES ARE INOPERATIVE DUE TO A FAILURE IN THE THIRTY SECOND TIME DELAY SECTION PREVENTING THE APPLICATION OF HIGH VOLTAGE TO THE TRANSMITTER.
- 1G002WP AN/BQR-20A SONAR CONTROL ROOM
THE AN/BQR-20A DISPLAY IS OUT OF ALIGNMENT (UNIT FOUR)
- 1G003WP AN/UNQ-7E
UPPER AND LOWER DECKS RECORD AND REPRODUCE REQUIRE ALIGNMENT IAW MRC U-3 AND U-4.
- 1G004WP AN/UNQ-7 AN/UNQ-7
MICROPHONE TO CHANNEL "A" DOES NOT PROVIDE OPEN MIC CAPABILITY.
- 1G005WP AN/BQR-20A
CURSOR INTENSITY KNOB ON UNIT FOUR HAS NO EFFECT ON CURSOR INTENSITY.
- 1G006WP DEPTH DETECTOR
THE PLESSEY DIGITAL DEPTH DETECTOR SENSOR FREQUENCY IS BEING INDUCED INTO THE AN/3QR-2B AND AN/BQA-3A SYSTEMS.
- 1G007WP AN/BQR-2B BOW DOME
HYDROPHONE NR (34) THIRTY FOUR CABLE IS FLOODED.
- 1G008WP AN/BQS-4
CABLES UNDER CABINETS IN E AND E SPACE HAVE FRAYED ARMOR.
- 1G009WP AN/BQS-4 FORWARD COMPT
POWER CABLE TO ISOLATION SWITCH HAS WORN ARMOR.
- 1G010WP AN.BQS-4 SYSTEM FWD COMPY
AN/BSQ-4 SYSTEM SOUND MOUNTS AND GROUND STRAPS ARE CORRODED AND PAINTED OVER.
- 1G011WP SONAR FWD COMPY
FRAMING LOCATED UNDER SONAR CABINETS IN E AND E SPACE IS RUSTING.

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WEAPONS

- 1G012WP SIGNAL EJECTOR FWD COMPARTMENT
URO-25 FOR SIGNAL EJECTOR VALVES REQUIRES TWO TO FIVE SECONDS TO OPEN/SHUT:
A. THE MUZZLE BALL VALVE EXCEEDS THE SPECIFIED CYCLE TIME.
B. SE-12 AND SE-13 HULL AND BUCKUP EQUALIZING VALVES OPERATE MORE QUICKLY THAN SPECIFIED TIME.
- 1G013WP SIGNAL EJECTOR
SIGNAL EJECTOR DRAIN TROUGH DOES NOT DRAIN TO HEMI-HEAD BILGE PROPERLY (REPEAT)
- 1G014WP SIGNAL EJECTOR FWD COMPT
SIGNAL EJECTOR GAGES SE-001 AND SE-002 WERE REJECTED BY CALIBRATION FACILITY. GAGES ARE WELDED INTO SUBSAFE PIPING.
- 1G015WP AMMUNITION LKR FWD COMPT
THE AMMUNITION LOCKER IS NOT PROVIDED WITH A FLOOD SYSTEM (REPEAT)
- 1G016WP SUPERSTRUCTURE VARIOUS
1. THERE IS LIGHT RUST ON APPROXIMATELY TWENTY PERCENT OF THE SAIL STRUCTURAL MEMBERS.
2. THERE IS LIGHT SURFACE RUST IN THE AREA OF THE CAPSTAN MOTOR ACCESS.
3. THE UPPER SEAL BRIDGE ACCESS LATCH SEAL IS NOT GLUED TO THE HATCH FOR APPROXIMATELY FIFTY PERCENT OF THE DIAMETER.
- 1G017WP ESCAPE APPLIANCE
OF THE FIVE APPLIANCES TESTED, THREE HAVE DETERIORATED ZIPPER SEALS.
- 1G018WP HELO TFER KIT
THE HELICOPTER TRANSFER KIT IS MISSING THE FOLLOWING ITEMS:
A. TIPS FOR THE HELICOPTER PASSENGER (NAVAIR 00-800-66)
B. HELICOPTER EMERGENCY INFORMATION CARDS. (NAVSAFECENT 3730 SERIES)
- 1G019WP SAIL SIDE DOOR
1. SAIL SIDE DOOR GASKET LEAKS WATER.
2. SIDE DOOR GASKET IS NOT ATTACHED TO THE DOOR ON THE AFT LOWER CORNER.

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a. Stars indicate completion requirement.

(1) Single Starred Deficiencies: (*) Deficiencies which significantly degrade a ship's ability to perform an assigned primary or secondary Required Operational Capability (ROC); which represent General Safety, Navigational Safety, Security, Fire Fighting, Habitability operating and maintaining ship systems are Single Starred Deficiencies. Single Starred Deficiencies must be corrected or waived prior to delivery.

(2) Double Starred Deficiencies: (**) Double Starred Deficiencies are applicable only to those ships constructed, converted, or modernized with a separate fitting-out period assigned away from the building site. Such designation represents General Safety, Navigation Safety, Security, Fire Fighting, Habitability, or Maintainability Deficiencies which would prevent crew from living on board safely and/or operating and maintaining ship systems for which the Navy has assumed responsibility. Incompleteness or inoperability of equipments or systems even though significantly affecting the ship's ability to perform her assigned mission is of itself, justification for double stars. Double Starred Deficiencies must be corrected before the ship is removed from the building site.

b. Arabic Numeral Part 1, Part 2, or Part 3 indicates importance.

(1) Part 1 -- Identifies those Deficiencies which will or are likely to:

- (a) cause the ship to be unseaworthy;
- (b) substantially reduce the ability of the ship to carry out her assigned mission;
- (c) substantially reduce the effectiveness of personnel or essential material;
- (d) cause serious injury to personnel or serious damage to important material;

(2) Part 2 -- Identifies less important Deficiencies not considered to be Part 1.

(3) Part 3 -- Identifies Deficiencies which are:

- (a) beyond the current technical authority (e.g. GENSPECS) but are an essential for correction in future ship designs.
- (b) not in compliance with current technical authority, but may be impractical and/or too costly.

c. K, G, or A indicates responsibility.

(1) K -- In the Board's opinion identifies that deficiency which is the responsibility of the contractor to correct.

(2) G -- In the Board's opinion identifies that deficiency which is the responsibility of the government to correct.

(3) A -- Designates a recommended alteration.

d. Sequential Numbering. Arabic numerals are used for identification of deficiency item within each departmental grouping. The order of deficiency items within a departmental grouping does not necessarily indicate priority or importance.

e. U, S, M and R indicate significance.

(1) U -- Identifies a mission degrading item.

(2) S -- Identifies a safety item.

(3) M -- Identifies an item requiring unusual maintenance.

(4) R -- Identifies an item in reliability.

f. Departmental Cognizance. A combination of two letters is used to identify the dept having primary cognizance. These two letter symbols are shown on the deficiency listing.