

Welcome Aboard!



**UNITED STATES SHIP
PHILADELPHIA (SSN 690)**





Welcome Aboard,

The officers and men of USS PHILADELPHIA take great pride in extending to you the hospitality of the Submarine Force of the United States Navy. It is our desire to make your stay with us as pleasant as possible. All members of the ship's crew are ready to assist you in any way possible — you have only to ask.

As a warship, PHILADELPHIA is neither spacious nor designed for large numbers of people. Submariners are accustomed to this environment. If you need assistance or an explanation of the equipment or activities aboard, please do not hesitate to ask any crew member.

This pamphlet is provided as a memento of your visit. As your hosts, all of us on PHILADELPHIA hope your visit will be informative, interesting and pleasant.

Commanding Officer
USS PHILADELPHIA (SSN 690)



Commander Douglas J. McAneny **UNITED STATES NAVY**

Commander Douglas J. McAneny graduated from the University of Nebraska at Lincoln, earned a Bachelor of Science degree in Civil Engineering and received his commission through the NROTC program in May 1978.

After completing nuclear power training and Naval Submarine School in December 1979, he reported to USS TREPANG (SSN 674) homeported in Groton, Connecticut. During his tour onboard, the ship completed a two year overhaul and operations with the Atlantic Fleet.

In October 1983 Commander McAneny reported to the staff of Commander Submarine Group TWO in Groton, Connecticut where he served as the Flag Lieutenant. During his tour, the staff was awarded the Meritorious Unit Commendation.

From April 1986 to July 1989, he served as Engineer Officer, USS TUNNY (SSN 682) homeported in Pearl Harbor, Hawaii. During this period, the ship completed one Western Pacific deployment, two Northern Pacific deployments, and the first sixteen months of a two year nuclear reactor refueling overhaul at Puget Sound Naval Shipyard in Bremerton, Washington.

Commander McAneny's next assignment was as Executive Officer of USS DRUM (SSN 677) homeported in San Diego, California. During his tour, USS DRUM completed one Western Pacific deployment and one Northern Pacific deployment. The ship was awarded two consecutive Battle Efficiency "E" awards and the Meritorious Unit Commendation for action while deployed to the SEVENTH FLEET.

In February 1992, Commander McAneny relieved as Officer In Charge of the Moored Training Ship 635 in Charleston, South Carolina. During this tour, over 1800 officer and enlisted nuclear propulsion plant operators completed initial qualification aboard the Moored Training Ship.

Commander McAneny is entitled to wear the Meritorious Service Medal (three awards), the Navy Commendation Medal, and the Navy Achievement Medal (two awards).

Commander McAneny is married to the former Margaret Mary Schmitz of Jefferson, South Dakota. They reside in Groton, Connecticut with their three children Amy, Katie, and John.

USS PHILADELPHIA (SSN 690)

USS PHILADELPHIA (SSN 690) was the first 688 class SSN built by the Electric Boat Division of General Dynamics Corporation, in Groton, Connecticut. The ship's sponsor, Mrs. Hugh Scott, welded her initials into what would become the keel of the USS PHILADELPHIA at the keel laying ceremony on 12 August 1972. PHILADELPHIA was christened and launched on 19 October 1974, and was commissioned on 25 June 1977, at Naval Submarine Base, New London.

Since her commissioning in 1977, USS PHILADELPHIA conducted a deployment to the Mediterranean in 1979, a deployment to the Western Pacific in late 1980, a second Mediterranean deployment and in 1983 received the COMSUBDEVRON TWELVE Battle "E" Award and the Ney Memorial Award for outstanding food service. PHILADELPHIA conducted a successful North Atlantic Deployment in December 1983 for which she received a Navy Unit Commendation, and commenced a regular overhaul in June 1984 at Portsmouth Naval Shipyard. After completing overhaul in January 1986, USS PHILADELPHIA returned to the operating fleet, and deployed to the Mediterranean in Fall 1986/Winter 1987. There she won the COMSIXTH Fleet "Hook'em" Award for outstanding performance in Anti-Submarine Warfare and a Meritorious Unit Commendation. PHILADELPHIA was awarded the COMSUBDEVRON TWELVE "A" Award in 1987 for outstanding ASW operations, and again in 1988, 1989 and 1991. In 1989, USS PHILADELPHIA completed a four month deployment in the Eastern Atlantic during which she completed the first scheduled SSN upkeep in Holy Loch, Scotland. For this deployment the ship received her second Meritorious Unit Commendation. During 1990, USS PHILADELPHIA received the CONSUBDEVRON TWELVE Battle Efficiency "E" Award and the CINCLANTFLT "Golden Anchor" Award for attack submarines. In the Fall 1990/Winter 1991 she conducted a Mediterranean Deployment which included participation in Operation DESERT STORM and the award of the Southwest Asia Service Medal with bronze star. The ship conducted a deployment to the North Atlantic and then from September 1992 to December 1994, conducted the first-ever refueling overhaul of a Los Angeles Class submarine at Portsmouth Naval Shipyard.

PHILADELPHIA, PENNSYLVANIA

CITY OF BROTHERLY LOVE

The city of Philadelphia was founded in 1682 by William Penn, an English Quaker who founded the city on a dream of religious tolerance and racial freedom. By the time of the Revolutionary War, Philadelphia had grown into the commercial, cultural, and political center of the American colonies. Its role in the shaping of the colonies and our nation was unsurpassed as it served as the site for the First and Second Continental Congress at Independence Hall. Three of our nation's most important documents were drafted and enacted in Philadelphia: The Declaration of Independence, The Articles of Confederation and The Constitution. Its historic landmarks include the Independence Hall, the Betsy Ross House, the First Bank of the United States, and of course, the Liberty Bell.

Today, Philadelphia has grown to a population of over four million people in its metropolitan area. It serves as a major center for several industries, including chemicals, pharmaceutical, publishing, oil refining, and banking. Philadelphia is the home of many institutions of higher learning, including the University of Pennsylvania, Temple University, St. Joseph's University, and Drexel University. In addition, other major schools in the metropolitan area include Villanova University, Swarthmore College and Bryn-Mawr College.

Philadelphia is famous for its passionate sports fans who ardently root for its hometown professional sports franchises as well as the Big Five collegiate basketball teams. In addition, the Schuylkill river provides the setting for numerous rowing regattas throughout the spring and summer.

Philadelphia has an extensive and diverse list of cultural attractions from which to choose, ranging from a world-renowned orchestra and numerous museums of art to the annual New Year's Day celebration, highlighted by the unique Mummers' Parade.

A HISTORY OF SHIPS NAMED PHILADELPHIA

The first PHILADELPHIA was constructed by General Benedict Arnold as part of the Continental Navy. It was sunk by British forces at the Battle of Valcour Bay in October 1776. It was raised in 1935, and is presently on display at the Smithsonian Institution.

The second PHILADELPHIA was built in Philadelphia, Pennsylvania and commissioned on 5 April 1800 with Captain Stephen Decatur, Sr. in command. In October 1803, she ran aground on an uncharted reef off Tripoli Harbor, and surrendered under fire from gunboats and shore batteries. PHILADELPHIA was boarded on 16 February 1804 and burned where she lay in Tripoli Harbor by a volunteer party of officers and men under Lieutenant Stephen Decatur, Jr. in the ketch INTREPID. Lord Admiral Nelson is said to have called this "the most bold and daring act of the age."

The third PHILADELPHIA was a side-wheel, iron-hulled steamer. She saw duty as a troop transport and as flagship of the South Atlantic Blockading Squadron. She participated in the blockading of Charleston, South Carolina in the fall of 1863. At the close of hostilities, she was sent to Washington Navy Yard where she was decommissioned in August 1865.

The fourth PHILADELPHIA, an armored cruiser, was built in Philadelphia, Pennsylvania and commissioned in July 1890. PHILADELPHIA served

initially in the Atlantic Fleet until the fall of 1893 when she arrived in San Francisco and became the flagship of Commander in Chief Pacific Station. She served as flagship of Pacific Station until relieved of that duty by USS IOWA (BB-4) in February 1900. She continued operations with the Pacific Fleet and was decommissioned in September 1902 at Puget Sound Navy Yard.

The fifth PHILADELPHIA, a light cruiser (CL-41), was built at Philadelphia Navy Yard and commissioned on 23 September 1937. She operated with both the Atlantic and Pacific Fleets and was in a repair status in Boston Navy Yard when the Japanese attacked Pearl Harbor. During World War II, PHILADELPHIA participated in the landings on the Atlantic coast of French Morocco, Sicily, Salerno, and Anzio and provided naval gunfire support. During the latter part of the war, her commanding officer accepted the surrender of the fortress islands within the Bay of Marseilles. At the conclusion of the war, she participated in several "Magic Carpet" runs to bring the troops home from Europe. USS PHILADELPHIA (CL-41) received five Battle Stars for service during World War II.





DOLPHINS

Many people are interested in the history and development of Navy traditions. One Navy tradition is the wearing of Dolphins by qualified submariners. “Earning Dolphins” is a significant event in a Navy submariner’s career—one of those special high points that instill tremendous personal pride and a sense of accomplishment.

Dolphins are earned through a process of “Qualifying.” Individuals must learn the location of equipment, operation of systems, damage control procedures and have a general knowledge of operational characteristics of their boat. Dolphin wearers qualify initially on one boat and must requalify on boats to which they are subsequently assigned.

Once Dolphins have been earned, they are awarded by the Commanding Officer in a special ceremony.

The origin of the U. S. Navy’s Submarine Service Insignia dates back to 1923. On 13 June of that year, Captain Ernest J. King, USN, later to become Fleet Admiral and Chief of Naval Operations during World War II, and at that time Commander Submarine Division THREE, suggested to the Secretary of the Navy, via the old Bureau of Navigation, that a distinguishing device for qualified submariners be adopted.

A Philadelphia firm, which had done work for the Navy previously, was approached with the request that it undertake the design of a suitable badge. Two designs were submitted by the firm and these were combined into a single design that is still in use today: a bow view of a submarine proceeding on the surface with bow planes rigged for diving, flanked by dolphins in horizontal positions with their heads resting on the upper edge of the bow planes.

The Officer’s Insignia is a gold plated metal pin worn centered above the left breast pocket and above the ribbons or medals. Enlisted men wore the insignia, embroidered in silk, in white on blue for blue clothing, and in blue on white for white clothing. This was sewn on the outside of the right sleeve, midway between the wrist and elbow. The device was two and three-quarters inches long. In mid-1947 the embroidered device shifted from the sleeve of the enlisted men’s jumper to above the left breast pocket. Subsequently, silver metal Dolphins were approved for enlisted men.

Recently, Dolphins for specialist officers in the submarine force have been developed. These include the Engineering Duty Officer Dolphins, Medical Officer Dolphins, and Supply Corps Dolphins. Regardless of the color of the pin or the insignia at the center, Dolphins are worn with pride by members of the Submarine Force.

GENERAL INFORMATION

LIVING ACCOMODATIONS

Berthing is assigned to visitors embarking upon their arrival. If possible, lockers will also be assigned.

Heads and washroom facilities are located throughout the ship. Please realize they are maintained by crewmen who consider the ship their home. Before using a head for the first time, please consult a member of the crew for proper flushing procedures. Please do not discard any solid object, no matter how small, into a water closet. It may foul the seat of the sanitary tank overboard discharge valve.

Showers may be taken any time at your convenience, but because the number of shower facilities is very limited, showers should be taken as expeditiously as possible. There is no restriction on water. However, the ship's water-making capacity, while large, does have reasonable limits. Standard navy showers are encouraged.

Messing arrangements are established prior to your arrival and you are requested to eat at the scheduled time. All meals must be served in shifts, so you are requested to be punctual and not to linger over coffee.

Smoking is permitted in authorized areas. If you smoke please consult a crewman for location of the authorized areas. The smoking lamp is out whenever an emergency occurs.

ORDERS

If you are under military orders, please turn your orders in to the Yeoman in the Ship's Office (Forward Compartment Middle Level in the passageway inboard of the Chief Petty Officer Quarters). The orders will be endorsed and ready for pickup at the end of your visit.

WAKE UP

For embarked visitors, wake up calls are made by the Messenger of the Watch from the Control Room. To request a call, notify the Chief of the Watch in the Control Room.

SECURITY

Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The Radio Room, Sonar Room, Combat Systems Equipment Space and the Engine Room are classified areas.

MEDICAL FACILITIES

The Hospital Corpsman should be consulted for any illness or injury that may occur during the underway. It is recommended that those personnel susceptible to motion sickness obtain medication prior to getting underway. However, medication for this purpose will be available throughout the cruise.

EMERGENCIES

In the unlikely event that an emergency situation arises, an alarm will be sounded and the word will be passed. You are requested to stand fast but clear of all passageways and operating areas. Do not obstruct ladders, hatches, or the watertight door. Allow ship's personnel to perform required action without interference. The member of the ship's company in charge at the scene will explain the situation as soon as he is able. Please follow the instructions of the man in charge at the scene without hesitation. In most instances, the best place to be during a casualty or drill is in your berthing space or the mess decks.

EMERGENCY AIR BREATHING MASK INSTRUCTIONS



Tighten side straps first, then tighten the top strap. Completely loosen all straps upon removal.

ACCESS AND CONGESTION

Visitors are always welcome in any authorized space when the operations of the ship permit. Operating and control station space is very limited. As a result, it is necessary for any person not on watch to have the permission of the proper authority before being allowed in the space. This regulation is in effect at all times and for all persons embarked, including members of the ship's company. You are asked to conscientiously abide by these regulations. If allowed in an area so controlled, you will be requested to leave when necessary. Summarized below are those areas in which access is controlled in this manner and the name of the watchstander who may allow visitors in the area.

- | | |
|---------------|--|
| Control Room | — Officer of the Deck
Chief of the Watch (when surfaced) |
| Sonar Control | — Sonar Supervisor (Note: only authorized personnel are permitted in this space.) |
| Radio Room | — Radioman of the Watch (Note: only authorized personnel are permitted in this space.) |
| Bridge | — Officer of the Deck:
Personnel visiting the Bridge are asked to consult the Chief of the Watch prior to proceeding up the ladder. The Chief of the Watch will obtain the necessary permission for visitors to go on the Bridge. |

IMPROVED HABITABILITY

The ship is completely air conditioned and has equipment for revitalizing the air. Other facilities include a library, laundry, stereo system, soft drink and ice cream machines.

CAUTION

Do not attempt to operate any equipment, twist knobs, flip switches or turn any valves. There are members of the crew on watch in every compartment to assist you. Please observe all warning signs.

USS PHILADELPHIA

(SSN 690)

Vital Statistics

KEEL LAID:		12 August 1972
CHRISTENED:		19 October 1974
COMMISSIONED:		25 June 1977
LENGTH:		360 FEET
DISPLACEMENT:	(SURFACED)	6100 TONS
	(SUBMERGED)	6900 TONS
HULL DIAMETER		33 FEET
DRAFT:		32 FEET
SPEED:		OVER 20 KNOTS
DIVING DEPTH:		OVER 400 FEET
COMPLEMENT:	OFFICERS:	14
	ENLISTED:	120

Commanding Officers of USS PHILADELPHIA (SSN 690)

Commander Robert S. Osborne, USN
June 1977 – May 1978

Commander Edward S. Little, USN
May 1978 – September 1981

Captain Thomas L. Parry, USN
September 1981 – September 1986

Commander John J. Paulson, USN
September 1986 – May 1989

Commander Paul J. Ryan, USN
May 1989 – February 1992

Commander Richard T. Luke, USN
February 1992 – June 1995

Commander Douglas J. McAneny, USN
June 1995 – present