



DEPARTMENT OF THE NAVY

USS KITTY HAWK(CV-63)
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IN REPLY REFER TO:

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From: Commanding Officer, USS KITTY HAWK (CV 63)
To: Director of Naval History (OP-09BH), Washington Naval
Yard, Washington, D.C. 20374-0571

Subj: COMMAND HISTORY FOR CALENDAR YEAR 1988

Ref: (a) OPNAVINST 5750.12D

Encl: (1) USS KITTY HAWK (CV 63) Command History for
Calendar Year 1988
(2) Commanding Officer's biography and photograph

1. As directed by reference (a), enclosure (1) is forwarded.


F. J. DODGE
Acting

a. Mission. USS KITTY HAWK is an operational aircraft carrier whose mission is power projection and sea control in support of national policy.

b. Commanding Officer, USS KITTY HAWK (CV 63)
Captain F. L. Tillotson - 01 January 1988 -
31 December 1988

c. Immediate Senior in Command

(1) Operational - Commander Task Force 41

(2) Administrative - Commander Naval Air Force, U.S.
Atlantic Fleet

d. Units under operational control of KITTY HAWK: None

e. Homeport: Philadelphia Naval Station, Philadelphia, PA

f. Type of aircraft assigned: None.

2. Chronology.

a. Significant Events:

January - Began Aircraft Carrier Service Life Extension Program (CV SLEP) overhaul at Philadelphia Naval Shipyard.

February - U.S. Atlantic Fleet Accounting and Disbursing Center audit of Personnel and Disbursing

May - Commander Naval Air Force, U.S. Atlantic Dental Inspection

June - Thirty second Aircraft Carrier Service Life Extension Program (CV SLEP) Review held aboard Philadelphia Naval Shipyard (first for KITTY HAWK).

October - Thirty third CV-SLEP Review held aboard Philadelphia Naval Shipyard (second for KITTY HAWK).

b. Awards earned:

(1) Meritorious Unit Citation and Navy Expeditionary Medal for superior performance during 1987 World Cruise.

(2) The Commander Naval Air Force, U.S. Pacific Fleet Black "E" recognizing KITTY HAWK Aircraft Intermediate Maintenance Department (AIMD) as best in Pacific Fleet (second consecutive award).

Enclosure (1)

c. Major accidents:

Loss of Life: None.

Serious Injury: 9 October - RM3 Erwin NMN Malveaux, motor vehicle accident.

3. Narrative of Events.

a. On 28 January 1988, KITTY HAWK was formally inducted into the Aircraft Carrier Service Life Extension Program (CV SLEP) aboard Philadelphia Naval Shipyard (PNSY), where she remained in Drydock 5 for the entire year. Although this particular overhaul is the fourth CV SLEP to be performed to date, the life extension of KITTY HAWK is significant since it is the most extensive overhaul ever undertaken by the Navy. Enclosure (1) provides an overview of CV SLEP objectives and scope.

b. Since KITTY HAWK's arrival in Philadelphia, her crew has been an inspiration in civil leadership, patriotism and community involvement. All through 1988, the crew's relentless "can do" spirit contributed monumentally to the effectiveness of the overhaul by reconditioning several major SLEP work shops, offices and recreational facilities aboard Philadelphia Naval Station. This dedicated effort positively effects KITTY HAWK and future SLEP carriers by providing a more generous basis from which to build.

c. The enthusiasm of KITTY HAWK extended well beyond the gates of Naval Base Philadelphia. KITTY HAWK sailors were instrumental in rebuilding Washington Square in historic Philadelphia, which enshrines the tomb of the Unknown Revolutionary War Soldier. Other significant projects included the adoption of Belmont School in West Philadelphia; participation in feeding the homeless at St. John's Hospice; providing manpower and technical assistance in restoring the cruiser USS OLYMPIA and submarine USS BECUNA at Penn's Landing; actively supporting the Police Athletic League and many other civic programs. KITTY HAWK was continually recognized as a catalytic element in rekindling the spirit of pride, patriotism and community respect throughout Philadelphia.

d. KITTY HAWK was also host to many significant dignitaries including: Secretary of the Navy, Deputy Chief of Naval Operations for Survivability, Commander Naval Air Force, Atlantic, Archbishop of Philadelphia as well as several active and retired Flag Officers and local distinguished visitors.

AIRCRAFT CARRIER SERVICE LIFE EXTENSION PROGRAM OVERVIEW

1. INTRODUCTION

The aircraft carrier is a vital component of the force structure required by the United States to fulfill overall national defense strategy. Budget constraints and other exigencies have caused the present rate of shipbuilding to be less than optimal, thereby prompting a search for alternatives to ensure that the required number of carriers is available to the operating forces. The Aircraft Carrier Service Life Extension Program (CV SLEP) was developed and approved to fulfill this requirement.

SLEP is not a normal conversion in that ships will not be reconfigured to meet new operational requirements. However, some modernization work is included in order to keep pace with the evolution of existing operational requirements.

2. OBJECTIVE

The objective of CV SLEP is to extend the expected service life of selected aircraft carriers by at least 15 years, nominally from 30 years to 45 years.

3. INITIATION/APPROVAL

CV SLEP was initiated in March 1975 when the Chief of Naval Material (CNM) was tasked by the Chief of Naval Operations (CNO) to investigate and develop a program which would extend the FORRESTAL class aircraft carrier life from 30 to 45 years. The CV SLEP was approved in concept by the CNO in his letter Ser 00/500807 dated 13 March 1976. Included were the guidelines that Research and Development (R&D) funds be used for planning and that the Shipbuilding and Conversion, Navy (SCN) appropriation be used for ship availability and outfitting costs. As stated in the CNO Executive Board (CEB) Decision Memorandum of 4 April 1977, the CEB selected the 28 month industrial availability option, with follow-on ships commencing the availability one month prior to completion of the previous ship's availability, and decided that the Fleet Modernization Program (FMP) alterations would be equivalent to those which the ship would receive during a regular complex overhaul (COH) (approximately 150,000 mandays). Ships will remain in an "In Commission" status during the SLEP availability.

In October 1981, the CV SLEP was extended to include the USS KITTY HAWK (CV 63), USS CONSTELLATION (CV 64), USS AMERICA (CV 66), USS JOHN F. KENNEDY (CV 67) and USS ENTERPRISE (CVN 65). It has subsequently been decided that the ENTERPRISE will undergo a refueling complex overhaul rather than a SLEP.

Enclosure (1)

In May 1985, the DON Strategy Board directed that SLEP duration be lengthened and SLEP start dates be revised to provide the "most cost efficient" industrial work package. INDEPENDENCE SLEP was scheduled for 34 months and 37 months for KITTY HAWK and subsequent ships.

4. SCOPE OF CV SLEP

As originally conceived, and as executed in USS SARATOGA (CV 60), USS FORRESTALL (CV 59) AND USS INDEPENDENCE (CV 62), CV SLEP overhauls encompassed approximately 1.7 million mandays of industrial work. This level of effort was determined to be necessary to fulfill the SLEP objective. However, the cost of the program led to consideration of reduced scope SLEPs. In May 1984, the Department of the Navy (DON) Strategy Board reduced the funding levels proposed in POM 86. CV SLEP for USS KITTY HAWK (CV 63) is now planned at a level of 1.4 million mandays, a total contracted cost of 947 million dollars, which is expected to be sufficient to meet the SLEP objective since the ship is somewhat more modern and a substantial amount of SLEP repair work has already been accomplished. SLEP for USS CONSTELLATION (CV 64) was further reduced to about 1.1 million mandays as a result of PBD 130M funding actions, a level insufficient to fully achieve the original SLEP objective. The out-year ships, commencing with USS RANGER (CV 61), will receive a thorough engineering assessment of their material condition approximately four years before the start of SLEP to determine what level of work needs to be accomplished.