



DEPARTMENT OF THE NAVY
USS CONSTELLATION (CVA-64)
FLEET POST OFFICE
SAN FRANCISCO, 96601

IN REPLY REFER TO:

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From: Commanding Officer, USS CONSTELLATION (CVA-64)
To: Chief of Naval Operations (OP-05D2)
Subj: Command History (OPNAV Report 5750-1)
Ref: (a) OPNAVINST 5750.12A
Encl: (1) Basic History, Narrative, and Special Problems
(2) List of Press Clippings
(3) Officer Roster, November-December
(4) Important Photographs
(5) Commanding Officer's Picture and Biography
(6) Familygrams

1. Enclosures (1) through (6) are forwarded in accordance with reference (a).

2. CONSTELLATION's Cruise Report, January-July 1972; IOIC Intelligence Report, January-July 1972; and Cruisebook, 1971-72 may be found in CONSTELLATION Command History 1971, enclosures (9) through (11).


J. D. Ward

Copy to:
Director for Naval History
CINCPACFLT

Basic History and Narrative

A. Command Organization

1. Commanding Officer: Captain J.D. Ward, USN
2. Embarked Staffs: Commander, Task Force 77/Commander Carrier Division Five Embarked 16 Jan - 25 Mar 1972.
3. Homeport: San Diego, California
4. Mission; To engage in Naval air operations against enemy ships, installations, and aircraft in all weather conditions in order to carry out assignments by higher command.
5. Composition of Command:
 - (a) Embarked Attack Carrier Air Wing Nine from 1 January 1972 to 1 July 1972.
 - (b) End of year complement: Officers: 135
Enlisted: 2,585

B. Chronology of Events

January

1 ENROUTE SUBIC BAY
2 ENROUTE/INPORT SUBIC BAY
3-7 INPORT SUBIC BAY
8 INPORT/ENROUTE YANKEE STATION
9 ENROUTE YANKEE STATION
10 ENROUTE/YANKEE STATION OPERATIONS
11-31 YANKEE STATION OPERATIONS

February

1 YANKEE STATION OPERATIONS
2 YANKEE STATION OPERATIONS/ENROUTE HONG KONG
3 ENROUTE HONG KONG
4 ENROUTE/INPORT HONG KONG
5-8 INPORT HONG KONG
9 INPORT/ENROUTE YANKEE STATION
10 ENROUTE YANKEE STATION
11-29 YANKEE STATION OPERATIONS

March

1 YANKEE STATION OPERATIONS
2 YANKEE STATION TURNOVER/ENROUTE SUBIC
3 ENROUTE SUBIC BAY
4 ENROUTE/INPORT SUBIC BAY
5-11 INPORT SUBIC BAY
12 INPORT/ENROUTE YANKEE STATION
13 ENROUTE YANKEE STATION
14 ENROUTE/YANKEE STATION
15-22 YANKEE STATION OPERATIONS
23 ENROUTE SUBIC BAY
24 ENROUTE/INPORT SUBIC BAY
25 INPORT SUBIC BAY CTF 77/COMCARDIVE FIVE DEBARKED
26 INPORT/ENROUTE YOKOSUKA
27-30 ENROUTE YOKOSUKA
31 ENROUTE/INPORT YOKOSUKA

April

1-2 INPORT YOKOSUKA
3 INPORT/ENROUTE YANKEE STATION
4-6 ENROUTE YANKEE STATION
7 ENROUTE/YANKEE STATION
8 YANKEE STATION OPERATIONS
9-30 SPECIAL OPS MR II/MR III

May

1-16 SPECOPS YANKEE STATION
17 SPECOPS/ENROUTE SUBIC BAY
18 ENROUTE SUBIC BAY
19 ENROUTE/INPORT SUBIC BAY
20-22 INPORT SUBIC BAY
23 INPORT/ENROUTE SINGAPORE
24-25 ENROUTE SINGAPORE
26 ENROUTE/INPORT SINGAPORE
27-29 INPORT SINGAPORE
30 INPORT/ENROUTE SPECOPS SOUTHERN STATION
31 ENROUTE SPECOPS SOUTHERN STATION

June

1-12 SPECOPS SOUTHERN STATION
13 SPECOPS SOUTHERN STATION/ENROUTE SUBIC BAY
14 ENROUTE SUBIC BAY
15 ENROUTE/INPORT SUBIC BAY
16 INPORT/ENROUTE YOKOSUKA
17-19 ENROUTE YOKOSUKA
20 ENROUTE/INPORT YOKOSUKA
21 INPORT YOKOSUKA
22 INPORT/ENROUTE SAN FRANCISCO
23-29 ENROUTE SAN FRANCISCO
30 ENROUTE/INPORT SAN FRANCISCO/ENROUTE SAN DIEGO

July

1 ENROUTE/INPORT SAN DIEGO
2-31 INPORT SAN DIEGO

August

1-31 SRA SDIEGO

September

1-26 SRA SDIEGO
27 CRUISE SDIEGO
28-29 UNDERWAY FOR SEA TRIALS (SOCAL)
30 IPT SDIEGO

October

1	IPT SDIEGO
2-3	UNDERWAY FOR LOCAL OPS
4	IPT SDIEGO
5-6	ATENR SOCIAL (COMMENCED REFTRA)
7-9	IPT SDIEGO
10-13	REFTRA SOCIAL
14-15	IPT SDIEGO
16-20	REFTRA SOCIAL
21-23	IPT SDIEGO
24	ATENR SOCIAL (A/OPS)
25-26	A/OPS SOCIAL
27	ENRAT SSDIEGO
28	DEPENDENTS CRUISE SOCIAL
29	IPT SDIEGO
30-7 Nov	A/OPS SOCIAL

November

8-26	RAV SDIEGO
27-4 Dec	AIROPS SOCIAL

December

5-9	ORI SOCIAL
10	ORI SOCIAL/ENRAT SDIEGO (COMPLETED ORI)
11-31	POM SDIEGO

C. Monthly Narrative

January

The new year found CONSTELLATION underway for Subic Bay following an extended period of flight operations on Yankee Station. The inport period proved a needed rest after more than thirty days on the line. On the 12th of the month, catapult number two fired her 40,000th shot and a week later Lt. Randy CUNNINGHAM and Ltjg. Willie DRISCOLL, Fighter Squadron 96, shot down a MIG-21 in an engagement over the DMZ.

The 27th found the ship "standing down" with the "13th Annual Connie Relays." This day featured intra-ship competition in various track events as well as an individual event in pie-eating and a funny uniform contest. Carrier Early Airborne Warning Squadron 116 earned the most team points to cop the "Coveted Connie Cup," symbol of athletic supremacy.

February

On 4 February CONSTELLATION anchored in Hong Kong Harbor for the long-awaited visit to that former British colony. A large number of the ship's wives were on hand to meet their husbands for the scheduled week of vacation. On 9 February, however, orders arrived recalling the ship to Yankee Station immediately. By the evening of the 10th, CONSTELLATION was back on the line.

In mid-February the chaplain's office hosted a two-day conference on military evangelism.- The conference, which spanned five sessions, was conducted with the aid of the Rev. Harry E. JONES, Asian Director of the Campus Crusade for Christ.

22 February found the ship with a day of rest and boxing was the order of the day. Twelve intra-ship matches were held in the hangar bay, followed by a concert by the Seventh Fleet Band.

March

On 4 March CONSTELLATION completed three weeks on the line and moored in Subic Bay. The week's rest was beneficial and morale was high as the carrier returned to Yankee Station for her final scheduled line period of

the cruise. On 17 March the air wing commander dropped the 50,000th MK-82 of the deployment.

24 March saw CONSTELLATION complete her final scheduled day of combat operations and turn for Subic Bay. En route to port the Engineering Department received a grade of "Outstanding" on a full power run. On the same day twenty-four men reenlisted in a single ceremony in the ship's forecattle.

Arriving in Subic on 24 March, CONSTELLATION off-loaded the staff of Commander, Carrier Division Five. A week later, after six days at sea, the carrier moored at the U.S. Naval Station, Yokosuka, Japan.

April

Activities in Yokosuka were fast-paced. G-Division took nearly two days to load some 350 crated motorcycles into magazines and hangar bay. Supply took on many tons of individually ordered merchandise and the entire crew embarked on a round of shopping and sightseeing.

2 April, Easter Sunday, was CONSTELLATION's day as hostess. Vice Admiral MACK, Commander Seventh Fleet, was one of some 250 worshipers at a windy sunrise service conducted on the flight deck. At the conclusion of the service, the ship held Open House for all base employees. An estimated 2000 braved chill winds to tour hangar bay, flight deck, and aircraft, escorted by officers from the ship and air wing.

Early that morning orders arrived, directing the ship to return to Yankee Station to help stem the tide of the "Easter offensive." A nearly miraculous performance by the entire complement got CONSTELLATION underway late the next afternoon and on 8 April the air wing flew missions in support of allied forces at An Loc and Kontum. For the remainder of the month, the carrier remained on the line, sustained by twenty underway replenishments in twenty-two days.

May

On the 8th, still on the firing line, Lt. CUNNINGHAM and Ltjg. DRISCOLL of Fighter Squadron 96 scored their second MIG kill of the cruise. Two days later the pair connected again, blasting three MIG's

from the sky to become the first "aces" of the Vietnam conflict. Hit by a surface-to-air (SAM) missile, CUNNINGHAM piloted his aircraft out to the water where the two ejected, to be picked up by search-and-rescue helicopters.

Other pilots were not idle on that date, as the air wing garnered seven MIGs while the attack squadrons continued to afford timely support to rallying ground forces.

On 17 May, Cdr. T.R. WILKINSON, commander of Attack Squadron 147, was struck by a SAM missile. He also nursed his stricken aircraft over the water, and parachuted to safety, narrowly escaping capture by enemy boats which were held at bay by cannon fire from circling A-7's.

On that same day CONSTELLATION received orders to Subic accompanied by a message from Vice Admiral T.J. WALKER, Commander Naval Air Forces, Pacific Fleet:

"As the officers and men of the CONSTELLATION and Attack Carrier Air Wing Nine commence a well-deserved respite after 41 days of combat operations, I add my personal congratulations and admiration to the many accolades you have earned. Although your outstanding MIG kill record and the first aces of the Vietnam war are in the limelight and a matter of great pride to all of us, they in no way overshadow the many other successes scored by CONSTELLATION during the recent demanding line period. Well done."

On 19 May, after 47 days at sea, CONSTELLATION put into Subic Bay.

After a brief stop in Subic, the carrier proceeded to Singapore for a four-day rest stop. Here valuable and necessary work was done on the ship's evaporators to ensure an adequate supply of fresh water. During the month of May the Aircraft Intermediate Maintenance Department serviced their 36,000th aircraft component.

June

Returning to Yankee Station in early June, CONSTELLATION spent another two weeks on the firing line. During this final action, attack aircraft dropped the 91,000th bomb of the cruise. On 15 June, the ship pulled into

Subic briefly and again steamed for Yokosuka, arriving on the 21st. After a short rest in Yokosuka, CONSTELLATION steamed for home.

The return trip was a cheerful time, with a Las Vegas night in the hangar bay and the Captain's Cup athletic competition helping to pass the time. On 31 June the carrier arrived in San Francisco to offload aircraft and ordnance.

July

Arriving in San Diego on 1 July, CONSTELLATION was greeted by Vice Admiral Walker and a pier filled with dependents and friends. On the last day of the month, after four weeks of stand-down an eight-week overhaul began.

August

The overhaul continued throughout the month of August. During this month the Communications Department received the Naval Tactical Satellite System, enabling improved communications by use of the transceiver installed aboard, in coordination with an orbiting satellite.

September

In late September the eight-week overhaul was completed. More than 4 million dollars of work had been accomplished, more than in any previous carrier overhaul of like duration. On the 27th of the month, CONSTELLATION began refresher training (REFTRA) to train new crew members and refresh the old.

October

Refresher Training continued through the month of October. On the 28th the ship hosted some 2500 guests - dependents and friends - on a Dependents Day Cruise.

November

In November, CONSTELLATION resumed air operations in preparation for deployment. The third of November saw the ship return to port to take on fresh water and to place a group of 130 sailors ashore, designating them

the "CONSTELLATION Beach Detachment." (See "Special Problems,--Encl II) CONSTELLATION spent 8-26 November in port. On the 17th DPN William Jay KISSELL was married to the former Jean CRESPIE in the ship's forecabin. Captain J.D. WARD gave away the bride and Chaplain SCHNEIDER performed the ceremony. On 24 November CONSTELLATION completed canvassing for the Combined Federal Campaign; contributions from the ship's company totalled more than \$17,000.

December

On 5 December, CONSTELLATION commenced her Operational Readiness Inspection. Certified ready for combat, the ship went to a maximum liberty and leave policy, preparing for deployment in early January. During this inport period the Engineering Department made a valuable addition, incorporating an Aviation Fuel Oil Analysis Laboratory into their operation. In this same period the Aircraft Intermediate Maintenance Department completed installations to support the EA-6B aircraft on CONSTELLATION. The major part of this installation consists of three vans suspended from the overhead in the forward section of the Hangar Bay. These vans contain the special electronics test equipment needed to sustain the peculiar EA-6B weapons system components.

D. Special Information

1. Flight Information

- (a) Launches 1972: 11,294
- (b) Recoveries 1972: 14,414

2. Underway Replenishments

- (a) Receiving : 76
- (b) Delivering: 8
- (c) Vertical replenishments: 19

3. Medical Report

Total outpatient referrals	23,149
Admission referrals	189
Flight Physicals	192
Other complete physicals	1684
Limited Services	3572
Refractions	384
Glasses ordered	1335
Prescriptions filled	11,720

Laboratory Tests done	14,367
X-rays processed	2763
Gonorrhoea	574
NSU	1070
Minor injuries	283
Major injuries - fatal	3

4. Ordnance Report

- (a) Ordnance received: 19,680 tons
- (b) Ordnance expended: 19,042 tons

5. Milestone Landings

124,000	Lt. Crans	VA-146	18 JAN 72
125,000	Lt. R.J. Kelsey	VA-146	29 JAN 72
126,000	Lt.-A.J. Hotaling	VA-147	13 FEB 72
127,000	Lt. D.E. Graham	VA-165	21 FEB 72
128,000	Lt. R.A. Foltz	VA-165	14 MAR 72
129,000	Lt. Mike Eddy	VA-165	22 MAR 72
130,000	Lt. J.J. Campbell	VF-92	16 APR 72
131,000	Cdr. T.R. Wilkinson	VA-147	26 APR 72
132,000	Lcdr. J.E. Cartwright	VA-165	4 MAY 72
133,000	Lt. R. Wilkes	VA-165	14 MAY 72
134,000	Lt. Charles Allen	VA-165	6 JUN 72
135,000	Lt. S.C. Shoemaker	VF-96	18 OCT 72
136,000	Cdr. W.C. Smith	VA-147	2 NOV 72
137,000	Lcdr. J.J. Shutt	VA-165	5 DEC 72

E. Guests

A number of dignitaries visited CONSTELLATION during 1972. On 16 January, 1972, the Secretary of the Navy, the Honorable John H. CHAFEE, arrived by helicopter to visit the ship on Yankee Station. Mr. Chafee was accompanied by Commander Seventh Fleet, Vice Admiral William P. MACK.

Three days later the Assistant Secretary of the Navy (Manpower and Logistics), the Honorable Charles ILL, arrived on board for an overnight stay in the Gulf of Tonkin. Vice Admiral Charles S. MINTER joined Mr. ILL for the visit.

On 27 February Admiral E. R. ZUMWALT, Chief of Naval Operations, visited CONSTELLATION at sea. CNO arrived in early morning to meet with Admiral Damon W. COOPER, Commander Task Force 77, and with Captain J. D. WARD. During the day Admiral Zumwalt worked a helicopter tour of Yankee Station units into a schedule already filled with question-and-answer sessions with various groups of ship's personnel.

During the months January through May CONSTELLATION hosted some

forty members of the press corps for visits of various duration and purpose. Represented in these embarkations were the three major news networks; UPI, AP, and Reuters wire services; several news magazines including Newsweek, Time, and U.S. News & World Report; major American dailies, including the Washington Post, New York Times, and Chicago Daily News; and a number of foreign media.

The media embarkations generally were scheduled as overnight visits by one or two journalists; however, as press interest in CONSTELLATION increased, it was necessary to include more guests for shorter visits.

On 11 March Kiki Paige and her Las Vegas Review entertained members of the crew in the Hangar Bay. The single show drew a crowd of nearly 1500 men.

In early August David THORNBURG , a five-year old hemophiliac boy, came aboard with his family and with officials and stewardesses from American Airlines. The purpose of their visit was to publicize blood drives on board for David. In five drives the ship raised more than eight hundred pints of blood for the THORNBURG family.

On 28 October CONSTELLATION held a Dependents Day Cruise. More than 2000 dependents and friends of the ship came aboard for a day at sea complete with air operations.

In mid-November the ship hosted a number of press representatives on board. Included in this group were correspondents from the Washington Post, Time magazine, New York Times Sunday Magazine, AP and UPI, the three major news networks, and a host of San Diego media.

En route to Pearl Harbor Mr. Mike MARTELLA, Vice President of San Diego Navy League , and Mr. John HOOPER of New Orleans toured the ship as guests of the Commanding Officer.

SPECIAL PROBLEM: HUMAN RELATIONS

A. Narrative of the Problem

On 3 November 1972 CONSTELLATION was conducting carrier qualifications. The ship was in its fifth day of a scheduled 12-day period at sea. On that afternoon at about 1230, approximately 80 blacks sat down on the

mess decks, declaring their unwillingness to leave until their alleged "grievances" were considered.

The command determined, in light of incidents aboard other ships, that force was not the means to a solution at this point. Accordingly, the group remained on the mess decks, causing considerable disruption to other crewmen who could find no place to sit down and eat. During the afternoon, the original number was swelled by sympathizers and interested spectators.

A meeting of the Human Relations Council had previously been scheduled for that night. It was decided that the meeting should be held in the mess decks, in order to give the dissenters a chance to voice their complaints constructively.

The "meeting" developed into little more than a shouting match as it is very difficult to control a group so large with such strong opinions. Any constructive exchange was usually "shouted down" by the agitators.

The nature of the grievances did make itself known, however, in a general way. The blacks claimed that they were being singled out - particularly in several departments - for the dull and dirty jobs. They further complained that fair grades on quarterly evaluations - and thus a fair opportunity for promotion - were also denied them. The sailors complained about the cases of several blacks who, they felt, were victims of discrimination in receiving general discharges.

The personnel officer was invited to speak to the Council meeting, but no useful dialog could be established. Anything resembling serious discussion was disrupted by noise and invective.

The meeting lasted until after midnight, when it broke up. The group did not, however, leave the mess decks. At this point the ship's officers were called out with instructions to "show the khaki uniform" to help curb possible violence.

Two hours later all petty officers were ordered to their work centers to give the command greater control. The mood of the ship was tense, but the night passed with only a few minor incidents.

Early in the morning of Saturday, 4 November, CONSTELLATION entered San Diego harbor. The Commanding Officer ordered the dissident sailors off-loaded on a beach detachment. This decision was based on the fact that the ship could not safely continue high tempo training operations with a large cadre of dissident men aboard. This group would be designated the "CONSTELLATION Beach Detachment."

The next day, Sunday CONSTELLATION returned to sea while discussions continued ashore. On Monday, 6 November, the carrier returned briefly to off-load a damaged aircraft. One day later, in accordance with orders from the Chief of Naval Operations, the ship returned once more. This was to enable the commanding officer to take a personal hand in the discussions. On 8 November, the Beach Detachment was dissolved with orders to return to the ship at 0800, 9 November.

The Beach Detachment gathered on the pier at about 0730, 9 November but made no attempt to come aboard. At about 0830 the ship's division officers came down to the pier and at first attempted to persuade - then ordered - their men back to the ship. This action produced no results.

At about 1430 the commanding officer came down onto the pier. He directed the men to return to the NAS NORIS barracks. After returning to the barracks, these men were divided into three groups and assigned to one of the three air bases in the San Diego area - NAS North Island, NAS Imperial Beach, NAS Miramar - for further duties. Six of the men voluntarily returned to the CONSTELLATION.

B. Specific Problem Areas

1) Violence. The prevention of violence was the first concern of the command once the eighty men established themselves on the mess decks. This was achieved by allowing the men to remain where they were. Had the order been given to eject them, force would very likely have been met with force.

The argument that by dealing with these men firmly, the command could have prevented later disciplinary problems, is a moot point. The command solution was effective in resolving the immediate problem. The command's intention was to deal with disciplinary actions after removal from the ship.

2) Communications. The grievances of which the men complained were several: a general discrimination against all enlisted men in a particular department, resulting in low grades and slow advancement; specific discrimination against blacks; and lack of information flow to the individual sailor regarding his rights and benefits.

The solutions to all these problems were already in being on the ship, but the ship's employment of such programs had rendered them inefficient. New solutions were found in the Human Relations Council, formed some six months prior to the mess decks incident. The Council provides a forum for any group or individual to air its grievances, and advises the commanding officer directly.

To deal with the problems of blacks and chicanos, the old Minority Affairs Committee proved inadequate. A newly-formed Minority Affairs Office, with a staff of four and direct access to the commanding officer, should alleviate any problems.

In the area of internal information, a committee of the Human Relations Council - the Education Committee - is launching a pilot program. The program will make maximum use of the carrier's broadcasting system for educational and informational programs of all natures.

3) Press. A third problem area lay in the reporting of the entire affair. CONSTELLATION was the focus of considerable press attention for many days, only relieved when the Kitty Hawk trials began.

The major problem area - other than the bad news itself - was the reluctance of higher command to allow the ship to tell the whole story. This resulted in the printing of the news in daily installments, keeping the ship in the headlines for some time. A certain amount of speculation by the press was also encouraged by this policy.

Further complicating the affair was a similar reluctance to allow reporters on board after the bad news was out. This reluctance denied the command equal time in the papers while giving rise to press speculation about "cover-ups" on board.

4. Additional Problems. Two additional problems tangentially related to this discussion are that of controlling organized underground groups on Navy ships and that of the Navy's recruiting policies which admit substandard recruits into the service in special programs, only to be generally discharged when, predictably, they prove unfit. As these problems are beyond the scope of this command they are not treated here.