

CV64/DAB:bs

5750

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12 SEP 1978

From: Commanding Officer, USS CONSTELLATION (CV-64)
To: Chief of Naval Operations (OP-05D2)

Subj: Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) USS CONSTELLATION (CV-64) Command History for 1977

1. Enclosure (1) is forwarded in accordance with reference (a).

P. F. McCARTHY, Jr.

Copy to:

→ Director of Navy History
CINCPACFLT

Chronological Schedule of Events

JAN

1-18 Inport San Diego
19-24 SOCAL OPS
25-29 Operational Readiness Exercise
31 READIEX 3-77 - multi-threat exercise USN/CANADIAN units in SOCAL OP AREA

FEB

1-4 Continue READIEX 3-77
5-15 Inport San Diego
16 SOCAL OPS
17-28 RIMPAC - Hawaiian OP AREA - Joint Australian, New Zealand and Canadian Naval operation in a multi-threat environment

MAR

1-3 Completion of RIMPAC
4-5 Inport Pearl Harbor, Hawaii
6-12 Enroute San Diego
13-31 Inport San Diego

APR

1-11 Inport San Diego
12 Underway for Western Pacific
13-17 Enroute Hawaii
18 FIXWEX Bravo - Hawaii OP AREA Strike Operations
19 Inport Pearl Harbor
20-27 Enroute Philippine Sea
28 Chop to SEVENTHFLT
29-30 Enroute Philippine Sea

MAY

1-2 Enroute Philippine Sea
3 Embark Commander Carrier Striking Force SEVENTHFLT
4-5 Inchop exercise - multi-threat, power projection exercise with other USN units.
6-16 Inport Subic Bay, Philippines
17-20 Subic OP AREA OPS, Refresher flight OPS
21 MAULEX 1-77 - Amphibious Exercise - USN units
25 Visited by Prime Minister of Thailand
26-30 Inport Pattava Beach, Thailand
31

JUNE

1-2 Enroute Subic Bay, Philippines
3-17 Inport Subic Bay
18-21 Subic OP AREA OPS
22-25 Multiplex 5-77 - conducted in South China Sea exercising
all aspects of Naval Warfare in 72 hours of extended flight
OPS - USN units
26-27 Enroute Singapore
28-29 Special OPS
30 Inport Singapore

JULY

1-5 Inport Singapore
6 Shellback initiation at Equator
7-12 Enroute Subic Bay, Philippines
13-26 Inport Subic Bay
27-31 South China Sea OPS

AUG

1-5 CASEX 5-77 - CVW-9 flying in support of USN amphibious task
group landing
6-9 Enroute Hong Kong
1-15 Inport Hong Kong
16-19 Enroute Subic Bay
20-31 Inport Subic Bay

SEP

1-6 Inport Subic Bay
7-25 South China Sea, East China Sea, Northern Japan OPAREA OPS
26-29 MULTIPLEX 7-77 - Multi-threat/power projection exercise with
USN units
30 Enroute Pusan, South Korea

OCT

1-2 Enroute Pusan, South Korea
3-6 Inport Pusan, South Korea
7-9 Enroute Yokosuka, Japan
10-24 Inport Yokosuka, Japan
25-27 North Japan OPAREA OPS
28-31 ASWEX J1-78 - A JMSDF/US exercise in ASW OPS

NOV

1 Complete ASWEX J1-78
2-5 Inport Yokosuka, Japan
6-8 Enroute CONUS

9 Outchop SEVENTHFLT
10-20 Enroute CONUS
21 Return from Western Pacific cruise to San Diego
22-30 Inport San Diego - Leave/Upkeep period
DEC
1-20 Inport San Diego - Leave/Upkeep period
21 Commence Ship's Restricted Availability to be completed
8 MAR 78
22-31 Continue SRA

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

The mission of the Aircraft Intermediate Maintenance Department is to manage the upkeep and repair work performed by the ship in support of the embarked Air Wing. This includes custody and upkeep of associated maintenance facilities and support equipment.

During the month of January the jet engine test stand was modified by installation of air control valves for the air bag leveling system. The first jet engine run on the jet engine test stand was accomplished on 23 January with the F-14 aircraft engine, TF30-P-412A. The engine run verified the new test cell modifications of air control valves to the air bag leveling system and test cell instrumentation.

AIMD passed the EWTPPI (Electronics Warfare Technical Preparedness Inspection) with a grade of satisfactory and passed the ORE (Operational Readiness Evaluation) with a grade of 95.7 and an adjective grade of Outstanding. AMH3 Avelino A. Garlejo was selected as the CV-64 Man of the Month for January 1977. The DTS (Digital Test Station) VANS for support of the EA-6B aircraft were installed as ship alteration 4748K. Test support equipment for repair of the proposed TRAM installation in the EA-6B was received and maintenance support capability was established.

February was the first month in which the four VAST (Versatile Avionics Shop Test) stations were all operational since their installation in August 1975. All ships and shore stations with VAST installation have normally been operating with a minimum of one station in a "DOWN" status. In addition to the station availability, the SRA's (Shop Repairable Assembly) are routinely being repaired on the stations - a feat very few VAST installations have been able to accomplish.

Installation of the Grumman CAT II/D and verification of the equipment's status have been completed.

accomplished in February. Installation of the DATS (Digital Analog Test Set) to augment VAST capability for repair of TDS (Tactical Display System) for the S-3A aircraft was completed. WRA (Weapon Repairable Assembly) and SRA components have been RFI'd. The first APU (Auxiliary Power Unit) for the S-3A aircraft was made RFI.

The "Mail Mule" was made RFI through the extensive efforts of IM-4 Division personnel without technical manuals, construction of side rails and cannibalization of three non-RFI units. The red, white and blue painted Mule was officially presented to the Commanding Officer with the formal presentation of the brass "Mule" key, Muleskinner driver's licenses and an Operational Logistics Support Plan (OLSP).

The EA-6B POD/WRA stowage (ShipAlt 4857K) was completed. A J52P8B was the first engine to be certified RFI by AIMD since December 1974. The engine was repaired, run on the jet engine test cell, and made RFI on 21 February 1977.

The Digital Test Station (DTS) VANS ship alteration 4748 was verified and the ShipAlt was completed in March. In April, the installation of S-3A/WR 27 APU (Auxiliary Power Unit) CV adapter assembly on the jet engine test stand was completed. Ship's company personnel received on-site familiarization and training on the adapter assembly utilization and operating procedures. Also, during the period of 12 to 18 April AIMD received the services of the COMNAVAIRPAC Maintenance and Material Management Advisory team.

Just prior to deployment the berthing compartment 01-29-0L was returned to an operational status after an extensive self-help rehabilitation project which included the removal of the existing bunks, redesigning the compartment layout and installation of North Hampton bunks. The PME (Precision Measuring Equipment) shop started deployment with an unprecedented 98.7% calibration capabil-

AIMD successfully passed the Mid-Deployment Material condition inspection completed 2 September 1977, receiving satisfactory grades for the condition of Ground Support Equipment (GSE) C-1A aircraft and the C-1A aircraft logbook entries. Then, on 9 December 1977, AIMD successfully passed the Post-Deployment Material condition inspection, receiving satisfactory grades once again for the condition of the GSE, aircraft and logbook entries. In December AIMD also received satisfactory reports in the areas of PMS accomplishment, confidence factor and administrative procedures during the ship's surface 3-M assist visit.

Throughout the calendar year of 1977 Commander E. E. Chelton was the AIMD Department Head.

AIR DEPARTMENT

The Air Department's mission is to conduct launching and landing operations and to provide the facilities for the care, maintenance and servicing of aircraft to enable the embarked Air Wing to most effectively perform their mission.

The Air Department is comprised of five divisions:

V-1 Division directs operations on the flight deck, including the launching, landing and spotting of aircraft. In addition, V-1 provides a crash and rescue crew to control accidents and fire.

V-2 Division is responsible for the operation and maintenance of four steam catapults, five arresting gear engines, visual landing aids and the plat television. The proper utilization of these facilities insures the safe and rapid launching and landing of aircraft.

V-3 Division directs operations on the hangar deck and is responsible for the handling and spotting of aircraft.

V-4 Division provides fuel and oil for the embarked aircraft.

V-5 Division provides administrative services for the Air Department and mans the control tower during flight operations.

After a holiday stand-down period CONSTELLATION commenced air operations on 19 January 1977. A warm-up period preceded the Operational Readiness Exercise and READIEX 3-77. RIMPAC was conducted in the Hawaiian Op area from 17 February until 3 March. The introduction of around-the-clock CV operations was both painful and educational from the standpoint of personnel shortages and the training shortfall.

The worst personnel problems occurred in V-2 Division. CONSTELLATION deployed to the Western Pacific on 12 April with two (2) qualified catapult and arresting gear officers, two Chief Petty Officers (only one of whom was an APO) and 106 enlisted men (56 AP and 50).

CONSTELLATION chopped to SEVENTH Fleet on 28 April 1977 and arrived in Subic Bay 6 May 1977.

CONSTELLATION participated in MAULEX 1-77 in May and MULTIPLEX 5-77. Both exercises consisted of sustained flight operations and exercised all aspects of naval warfare.

CONSTELLATION supported the Amphibious Task Group Landing (CASEX 5-77) 1-5 August 77 and participated in MULTIPLEX 7-77 from 26-29 September 77. Both periods were demanding on equipment and personnel.

A joint ASW exercise with the Japanese Maritime Self-Defense Force was conducted in the North Japan Operations area from 28 October to 1 November 1977.

CONSTELLATION's outchop of SEVENTH Fleet was on 9 November, and the ship arrived in San Diego on 21 November 1977. An extensive SRA period was in progress from 21 November until 31 December 1977.

Personnel problems were real and continuous throughout the year. The shortages of qualified ABE's prevented the simultaneous manning of all four catapults and it was necessary to stand down two arresting engines during alert status and for ASW operations. Aircraft crunch rates were initially high due to lack of trained personnel; however, experience and training improved this problem. A crunch analysis was made to identify the specific problem areas and to effect remedial action.

During the 1977 calendar year, the Air Department facilitated 9,383 aircraft launches and 9,792 aircraft arrested landings.

Catapult One was down from 22 April 1977 until 3 May 1977 and Catapult Four was down from 13-19 April 1977, both due to steam leaks in receiver flanges. These Engineering Department-related problems revealed Engineering was not stocked to handle the problem. Parts had to be shipped from CONUS, resulting in excessive down time.

Catapult Three experienced a catastrophic failure of the retract R&T cable on 23 April. Maintaining an alert posture and repair of the catapult were mutually exclusive events; however, work commenced at sunset and was completed prior to flight operations the following morning.

Arresting gear experienced considerable problems with retractable through-deck sheaves due to ingestion of grit from sandblasting prior to flight deck non-skidding in CONUS. Even though the sheaves were covered with polyurethane film, the workers were careless and would drive the sandblasting equipment directly over the covering which would deteriorate immediately. All through-deck sheaves had to be torn down, inspected and cleaned.

On 18 June 77 Arresting Gear Engine #1 two-blocked at the end of an F-14 arrestment due to misalignment of piping leading to anchor damper assembly flange which caused flange packing to rupture, resulting in loss of hydraulic fluid and subsequent two-block. No damage was incurred to the F-14. The Arresting Gear Engine required complete inspection and re-reave. COMFAIRWESPAC CAFSU representative flew onboard to assist and advise.

Arresting Gear repair procedure number 62 required removing Barricade Stanchions from onboard to SFR where the required structural modifications took place. This is a very dubious procedure in Typhoon season where an emergency sortie could easily occur due to weather and the necessity for a barricade engagement is much more likely (marginal weather, high seas, possible lack of divert fields).

On 2 October 77 excessive smoking occurred on the fixed end 28-inch high speed sheaves on number one Arresting Gear engine. It was left out of service for the remainder of the at-sea period. The engine was disassembled by SFR personnel under the direction of CAFSU in Yokosuka. Improper installation of Phenolic spacers during overhaul was found to be the problem.

injuries.

Commander C. G. ANDES was the Air Department Officer until 16 August 1977 and was relieved by Commander R. H. MARTIN.

COMMUNICATIONS DEPARTMENT

The Communications Department aboard CONSTELLATION is the voice of command, providing rapid, reliable and secure communications for the ship and embarked FLAG's needs. The Department provides a vast array of voice and record communications circuits to various subscribers onboard, enabling CONSTELLATION to talk to aircraft, other ships and shore stations.

The Communications Department is organized into three divisions: CM Division operates the Message Processing Center, which is responsible for the processing of all incoming and outgoing record communications.

CR Division operates and maintains receivers, transmitters, teletype equipment and satellite equipment for the Message Processing Center, Combat Information Center and Carrier Air Traffic Control Center plus other minor shipboard subscribers.

CX Division provides management and administrative support to the entire Communications Department.

CONSTELLATION maintained its own communications guard throughout the year until 21 November. On that date, the guard was shifted to NTCC North Island for the post-deployment standdown and initial SRA-78 period. During 1977 CONSTELLATION had assumed the guard for Carrier Group One, Carrier Group Three, COMCARGRU Five, and provided all communications services for Commander, Carrier Striking Force, Seventh Fleet during the 1977 Western Pacific deployment.

During 1977, message traffic totals were:

	SEND	RECV	TOTAL		SEND	RECV	TOTAL
JAN	2627	9639	12,266	JUL	4418	21,045	25,463
FEB	4327	20,824	25,151	AUG	4633	20,027	24,660
MAR	3169	14,646	17,815	SEP	8291	24,422	32,713
APR	5894	14,006	19,900	OCT	5051	21,363	26,414
MAY	5413	20,107	25,520	NOV	3314	10,881	14,195
JUN	5687	21,881	27,568				

CONSTELLATION transmitted an average 146 and received an average 555 messages daily for 1977.

There were four major exercises during 1977: READIEX III, RIMPAC 77, MULTIPLEX 5-77 and MULTIPLEX 7-77. These exercises impacted heavily on record communications, producing daily traffic volumes averaging in excess of 300 transmit and 900 receive.

During 1977 CONSTELLATION transmitted 686 commercial refile messages for a total dollar value of \$2,654.57.

Throughout the calendar year of 1977 Lieutenant Commander V. D. McDaniel was the Communications Department Head.

DECK DEPARTMENT

1. Mission: The mission of Deck Department is the performance of seamanship evolutions, including replenishment at sea, anchoring, mooring, and boating, as well as certain traditional honors and ceremonies. The Department is organized into three divisions:

a) First Division is responsible for the Forecastle and its installed ground tackle, most of the department's supply functions, the ship's survival at sea equipment and the quarterdeck.

b) Second Division has charge of the fantail, the boat booms and a destroyer refueling station.

c) Third Division maintains and operates the Captain's Gig, Admiral's Barge (when assigned) and the ship's two motor whale boats, as well as a destroyer refueling station.

d) The Bos'n Detail is composed of 14 personnel from all three divisions, and maintains the ship's sides.

e) All divisions are responsible for a wide variety of replenishment rigging, accommodation ladders and all of the main deck sponsons, as well as a large number of interior passageways and compartments.

2. Equipment Performance:

A. Boats: Two MK-10 motor whale boats were obtained to replace the older MK-7 and MK-9. One MK-10 was obtained in Subic Bay after SRF Subic renovation, while another was obtained "new" in San Diego in December.

B. RAS Winches: Considerable difficulties were experienced during the year in the maintenance of both destroyer refueling winches due to an erratic electronic tensioning control device. Mechanical controls are due to replace the electronic controls via Shipalt in June 1978.

3. Major modifications and alterations:

A. Life Rafts: During December 1977 all existing MK-5 CO2 inflatable life rafts and cradles were removed in anticipation of the MK-6 life raft installation. The latter is due for completion March 1978, and will reduce topside weight and PMS requirements and will provide a larger and better equipped raft.

B. Sliding Padeye and Stream Support Legs: The installation of these two major Shipalfts, started in December 1977, will provide the ship with the capacity to conduct Stream underway replenishment evolutions from the safety of the hangar bay, and to send retrograde material more efficiently and safely.

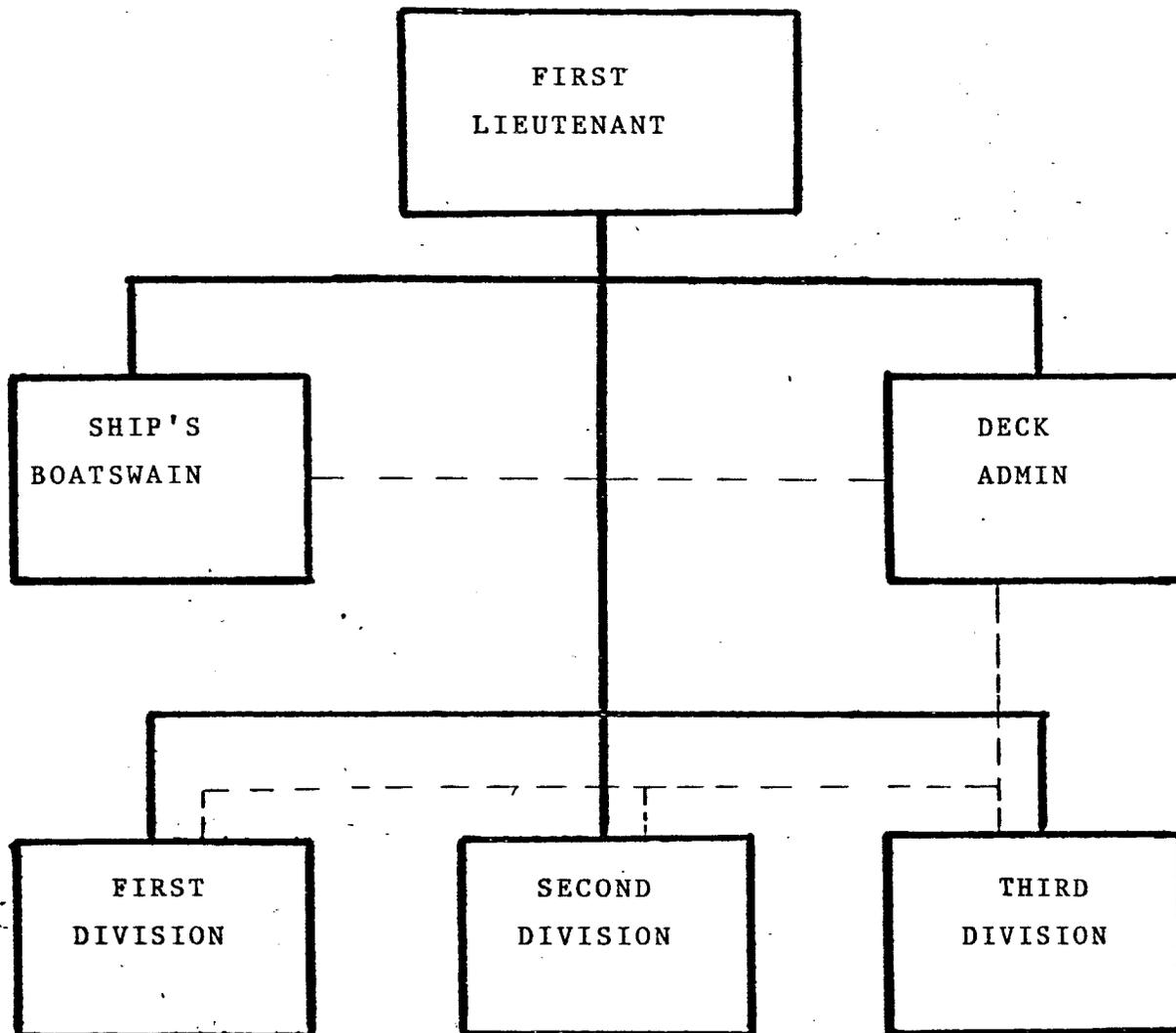
4. Administrative: In October Deck Department reorganized from five divisions to three, thus reflecting the organizational alignment of the ship's Manning Document (SMD). The new organization provides for more effective communications, consolidated departmental administration and a more flexible use of manpower in the face of a reduced personnel allowance being implemented by the SMD.

5. Awards: CW02 Beavers was the recipient of the Mrs. Christian Herter Award for leadership. BM3 Sarabiawas selected as Sailor of the Month for February.

6. During the WestPac 77 cruise the ship anchored in all ports except Subic Bay, Yokosuka and Cubi Point. Due to extreme weather, the ship moved from its Cubi Point berth to overnight anchorage in the bay during the month of July. The stern accommodation ladder was used once, in Pattaya Beach, Thailand. Other ports employed liberty vessels too large to make use of the ladder safe without heavy fendering devices. Such devices were employed on the ship's sides, but are incompatible with the geometry of the stern.

The First lieutenant during Calender Year 1977 was LCDR E. J. Taylor.

DECK DEPARTMENT



ADMINISTRATIVE LIAISON

DENTAL DEPARTMENT

CONSTELLATION's Dental Department is charged with the responsibility of providing complete dental care for the ship's company and embarked Air Wing. There are dental technicians assigned to assist the dental officers, process X-rays, provide preventive dentistry lectures and treatment, construct prosthetic appliances and assist at all times with dental emergencies. All phases of dentistry are offered to ship's personnel, but the major emphasis is on preventive dentistry.

In March of 1977 five A-DEC dental units were received aboard. Four of the new units were installed prior to CONSTELLATION's WestPac deployment on 12 April. The fifth unit was installed in August by the dental repairman from the Naval Regional Dental Center, Subic Bay, Philippines. Five Dental-ez PL2000 dental chairs were ordered to accompany the units. They are to be installed in 1978.

During the calendar year 1977, the following dental services were rendered to CONSTELLATION personnel: 41,836 individual procedures were performed. This included 5,279 permanent restorations, 659 crown, bridge and prosthetic procedures, 1,998 oral extractions and 9,415 oral prophylaxis, periodontal scalings, stannous fluoride treatments and plaque control instructions.

Commander G. L. Hartman was the Dental Officer until August, at which time he was relieved by Commander M. E. J. Heilman.

ENGINEERING DEPARTMENT

The Engineering Department, largest department onboard CONSTELLATION, provides for all the services and skill that keep CONSTELLATION on the move. These services range from providing the steam that enables CONSTELLATION to travel at more than 30 knots, to generating the electricity to operate a small bunk light.

Assisting the Chief Engineer are the Damage Control Assistant and the Main Propulsion Assistant. The Damage Control Assistant has direct control over the repair groups and has overall responsibility for the stability and watertight integrity of CONSTELLATION. The Main Propulsion Assistant is charged with the operation of the ship's eight boilers and four steam turbines. The ship produces 250,000 horsepower. The Main Propulsion Assistant is also charged with the production of fresh water.

PREDEPLOYMENT (1 Jan. 1977 to 11 April 1977)

The year started with an availability with DATC in San Diego, where 3A boiler was retubed by Maine Boiler. ORE was conducted late in January and early February, for which we received a grade of satisfactory.

The first blue-water operations since overhaul were conducted 17 February through 3 March when CONSTELLATION participated in "RIMPAC." After a three-day visit to Pearl Harbor, the ship transited back to San Diego, where the ship entered its Pre-Overseas Movement period. Three days before deployment, while testing NR 3A3 forced-draft blower, BTFN William B. Francois, [REDACTED] and NASCO worker Everett B. Hart, [REDACTED] sustained severe steam burns. Mr. Hart later died of the burns sustained. BTFN Francois was hospitalized, and after several operations has returned home.

DEPLOYMENT (12 April 1977 to 21 Nov. 1977)

General: Throughout the cruise the engineering plant remained reliable,

meeting all requirements. No typical shortages of LOX or nitrogen were experienced. The new evaporator from COH with existing evaporators provided adequate water for the ship and aircraft corrosion control throughout the cruise. The only troublesome casualty was the loss of two main thrust bearings during early September, but both were repaired quickly and did not disturb air operations. Estimate steaming at approximately 43,000 miles during deployment.

Boiler Requirements: Four boilers, one to each main space, were the normal mode of operation. Four boilers provided 25 knots for F-14A recoveries with no flaps and provided adequate speed for all launches. The newer aircraft, which are capable of operating with lower cross deck winds, netted a tremendous saving in main plant wear and tear as well as resulting in lower fuel consumption. On occasion, when winds were unfavorable or a sprint requirement existed, five boilers were available. Due to winds being from the opposite direction of PIM, high speeds were required (25 knots).

Casualty Control Exercise: Except during transit to WestPac, casualty control exercises were conducted routinely during non-flying hours. However, most drills were scheduled during the 0000-0800 time frame. Most WestPac Exercises exercised the Air Wing and air control capability in such a manner that casualty control drills were not possible during any exercise. A similar situation existed during RIMPAC 77. When drills could be scheduled, they were conducted throughout the cruise, including daily drills with AIRPAC EMTT observing during the transit back to CONUS. A total of 224 Engineering exercises were conducted.

Plant Performance: The dollars invested in Connie during COH were more than returned in general plant performance and reliability. No boiler tube failures were experienced throughout the cruise and boilers were only down for routine maintenance. Due to the need for only four boilers most of the

time, underway maintenance was the rule. Occasionally a shaft was locked for 8-10 hours and leaks corrected. The result was a tight plant.

Main Plant Operation in Various Ports

Subic: During all stops in Subic Bay the ship was assigned an upkeep and went cold iron. Due to the necessity to run VAST and all air conditioning equipment, an extremely heavy electrical demand was placed upon the ship (approximately 8500 amps). 9600 amps of power were available at both Alava and Leyte piers but Connie is equipped to receive only 6400 amps. Therefore, a portable cable was rigged into Number 3 emergency diesel switch-board, providing an additional 1600 amps. In addition to shore power, Number 1 emergency diesel generator was run continuously to meet the remaining power demands. Prior to getting underway it was found that lighting off four days in advance was most successful. This provided adequate time for engineering check-out and ship's power two days before underway for electronic check-out.

Pattaya Beach, Thailand: Two boilers were steamed during the last several days of this port visit. A two-boiler plant configuration provided power to operate all air conditioning equipment and a good back-up capability against loss of power. This configuration also provided an immediate underway-from-anchor capability. Potable water was distilled at this anchorage due to its open-sea location.

Singapore, Hong Kong and Pusan: In all three of these ports, two boilers were steamed, with potable water delivered by barge.

Maintenance Support in WestPac

Subic: SRF Subic provided excellent maintenance support throughout the cruise. The ship had one availability alongside Alava Pier and two at Leyte Pier. Maintenance at Alava was exceptional. Leyte, however, is quite remote to shop supervisors infrequently visiting the ship. At Leyte Pier

about 25 to 30 percent fewer jobs are accomplished. It is not recommended if numerous engineering jobs are to be undertaken. SRF Subic accepts more work than can be accomplished during a specific upkeep intending to complete such jobs during subsequent availabilities. Many jobs in this "next availability" category are ones which require extensive planning or design work; in both areas SRF Subic is well equipped. A daily progress meeting at 0630 was held with SRF to determine exact job progress and status. During the typhoon season this is essential. Worker security was established by maintaining an SRF Desk Watch at the after brow. This Watch held an IBM printout of all SRF employees and checked them on and off the ship. Security must be held tight, especially at Alava Pier. Work quality at SRF Subic, even though good, was less than desirable, about 10-15 percent of the jobs failed or required ship's force to actually complete. Repairs to pressure seal ring valves had about a 50 percent failure rate. QA can take up to two weeks to accomplish on high-pressure valve replacement.

Singapore; Repairs in this port were held to a minimum primarily due to the ship's steaming status. The U.S. Naval Office there can contract for almost any repair, provided the ship holds the spare parts, for few are available locally. Lagging was not requested in this port since lagging materials were of inferior quality and workmanship was poor.

Yokosuka; Connie had one upkeep with SRF Yokosuka. The SRF accepts only what can be accomplished during the upkeep and completes every job started. The SRF here does not have the in-depth planning or capability of Subic Bay, but this proved to be no handicap since subsequent availabilities were not scheduled. Worker security was handled in a similar manner to Subic. SRF did contract out some jobs; therefore, contract personnel were working aboard in addition to SRF workers. Work quality was exceptional. The SRF workers take a great deal of pride in doing a job correct the first time.

POST-DEPLOYMENT (22 Nov. 1977 to 31 Dec. 1977)

Upon returning to its homeport, CONSTELLATION entered a leave and upkeep period, which extended into the New Year. A DATC availability was scheduled on arrival and SRA-78 commenced 22 December 1977. The leave and upkeep period had a detrimental impact on the quality and quantity of DATC jobs.

Throughout the calendar year of 1977 Commander Charles D. Wasson was the Chief Engineer.

EXECUTIVE DEPARTMENT

The primary mission of the Executive Department is to collect, compile and display as appropriate, administrative management information for use by the Executive Officer and the Commanding Officer. A second function of this Department is to provide various services and management assistance to the other departments on the ship. These functions are carried out by the following divisions: Captain's Office, Career Information Office, Chaplain's Office, Educational Services Office, Human Resources and Management Office, Legal Services Office, Personnel Office, Post Office, Special Services Office and the Public Affairs Office.

The Captain's Office is responsible for handling ship's correspondence, officer service records and the administration of the Captain's shipboard affairs.

The Career Information Office has the responsibility of maintaining an ongoing career counseling program with the ultimate goal being maximum retention/reenlistment onboard.

The Chaplain's Office is not only responsible for the spiritual guidance of the crew, but also provides emotional and family counseling. In addition, the Chaplain's Office acts as the liaison between the crew and the Red Cross and Navy Relief Organization.

The Educational Services Office provides and administers courses and tests to the crew. College and high school courses, ACT and SAT tests, Service school applications, advancement exams, etc.

The Human Resources and Management Office has cognizance over the Overseas Diplomacy program onboard. Additionally, this office runs the EO/RR (Equal Opportunity/Race Relations) program training aboard.

The Legal Services Office processes any disciplinary cases aboard. It also supplies articles of war to the ship's court.

torney, etc.

The Personnel Office handles the service record of the ship's crew. It keeps track of the comings and goings of the ship's company.

The Post Office aboard handles all incoming and outgoing mail. Other services are also available such as stamp sales, money orders, etc.

The Special Services Office aboard supplies recreational equipment and activities to the ship's company, ie., discount tickets to Disneyland, Sea World, etc.

The Public Affairs Office is responsible for the ship's radio and television programming and operation. Other tasks include NEWSCOPE, the weekly inport newspaper, TIME & TIDES, the daily at-sea newspaper, the Connie-Gram, Fleet Hometown News Center releases, press releases and the scheduling and conducting of tours.

Commander R. W. Peacher relieved Captain G. E. Wales as Executive Officer on 3 August 1977.

CONSTELLATION received 73 officers and transferred 63 officers, with an average of 140 officers aboard.

In April CWO Donald Vaughn relieved CW02 Charles Tripp as Ship's Secretary.

In 1977 the Captain's Office handled approximately 11,018 pieces of unclassified and classified incoming and outgoing correspondence.

Onboard retention and reenlistment figures were:

First term 28.6%

Second term 55.8%

Career 69.8%

ESO Command History input for 1977:

469	E-3 exams administered	254	advanced to E-2
1322	E-4 M/L exams administered	528	advanced to E-3
609	E-5 M/L exams administered	593	passed E-4 M/L exam
418	E-4 tests administered	392	passed E-5 M/L exam
304	E-3 tests administered	274	passed E-4 exam
135	E-2 tests administered	115	passed E-3 exam

128 E-7 tests administered	22 advanced to E-6
62 E-8 tests administered	19 advanced to E-7
7 E-9 tests administered	11 advanced to E-8
65 typing performance tests administered	4 advanced to E-9
20 College PACE courses completed	16 typing tests passed
12 High school courses completed	249 Nelson reading tests administered
276 GED tests administered	82 students receiving high school diplomas
44 ACT tests administered	21 SAT tests administered
8 LDO applications processed	4 selected for LDO
12 WO applications processed	1 selected for WO
3 BOOST applications processed	0 selected for BOOST
1 Academy application processed	0 Academy selections
0 NESEP applications processed	0 NESEP selections
0 NROTC applications processed	0 NROTC selections
67 Class "A" school quotas obtained	39 Class "C" school quotas obtained
1435 functional school quotas obtained	2002 enlisted courses ordered (NRCC's)
144 officer-enlisted courses ordered	110 officer courses order
37 DANTES courses ordered	

During 1977 the following events took place through the Chaplain's Office:

- a. 9 ceremonies for scattering ashes at sea
- b. 15 Memorial Services
- c. Chaplains completed DWES Training and received certification.
- d. Completed and distributed Encl. (1) and (2) Pre-Deployment Booklets.
- e. Ship's personnel donated approximately 2000 manhours of work at the Pattaya Beach Children's Home, Pattaya, Thailand.
- f. Senior Chaplain participated by giving Invocation and Benediction at VS-21, VAW-126 and VF-24 Changes of Command.
- g. Protestant Chapel Fund donated \$203.03 to Subic and Lutheran Serviceman's Centers.
- h. Volunteers from ship's crew performed approximately 120 manhours of work at an orphanage in Hong Kong.
- i. Approximately 20 man-days of work were done on Taura Christian Mission in Yokosuka, Japan.
- j. November 10 - Memorial Service for USMC Birthday Celebration.
- k. December 4 - Dependent Communion Service.
- l. December 20 - Christmas Service and CONSTELLATION.

SPECIAL SERVICES

I. January through December 1977

.Prior to the 12 April 1977 deployment of CONSTELLATION Special Services was headed by LT(jg.) James Carter. Through his efforts the following equipment was purchased for the ship:

- a. A Universal weight machine
- b. Wrestling mats and accessories
- c. Thirty (30) RCA XL-100 color television sets
- d. Sports trophies for smokers and intramural sports
- e. Two (2) 16mm movie projectors
- f. Assorted record albums and tapes
- g. Diving, fishing, boxing and baseball equipment
- h. Uniforms for teams fielded by CONSTELLATION
- i. Shellback certificates and menus for Shellback initiation

In addition to the equipment purchased by CONSTELLATION, Special Services also provided discount nights at Sea World and Disneyland.

During the first quarter of 1977 CONSTELLATION teams finished third in basketball and second in softball

In mid-February Ensign Steven A. Maitland relieved LT(jg.) Carter as Special Services Officer.

An inventory was held at the close of fiscal year 1977. As of 30 September 1977, Special Services had an inventory of \$11,361.68 in non-expendable assets.

On 12 August Ensign Lee Rosenberg relieved Ensign Maitland as Special Services Officer.

During CONSTELLATION's visits to foreign ports several tours were arranged. During an October inport period in Japan, tours were offered to Kyoto and Nikko.

CONSTELLATION also excelled in Seventh Fleet competition. CONSTELLATION's slow-pitch softball team captured the Seventh Fleet title with a 46-and-6 record. Competition with teams from host countries also drew much participation. Teams from Thailand, Korea and Japan competed with CONSTELLATION's softball, tennis,

soccer, basketball and volleyball teams.

Special Services sponsored the Sailor of the Quarter during 1977. Winners of the Sailor of the Month Award for the year 1977 were:

January	AMH3 Garlejo	AIMD
February	PN2 Davis	EXEC
March	YN1 Talleur	ENG
April	EM3 Barnes	ENG
May	HT3 Duty	ENG
June	PH3 Chen	OPS
July	ABF2 Hart	AIR
August	AC2 Johnson	OPS
September	MM1 Kerby	ENG
October	AGAN Cardoso	OPS
November	MSSN Chapman	SUPPLY
December	BM3 Sarabia	DECK

POST OFFICE Statistics:

1. Money Orders

a. Money Orders issued.....	27,608
b. Cash value.....	\$2,019,972.28
c. Fees.....	\$4,225.32
d. Money Orders spoiled.....	297
e. Money Orders cashed/value.....	1,345/\$100,599.96

2. Stamp Sales: \$72,616.35

3. Incoming Mail Statistics (pounds):

a. First Class	--	28,350	Total incoming ordinary	271,446
b. Priority	--	20,865	Total incoming registered	<u>19,848</u>
c. MOM	--	105,124	Total incoming	291,284
d. SAM	--	51,793		
e. Parcel Post	--	65,314		

4. Outgoing Mail Statistics (pounds):

a. First Class	--	20,812	Total outgoing ordinary	82,118
b. Priority	--	3,329	Total outgoing registered	<u>5,128</u>
c. MOM	--	26,008	Total outgoing	87,246
d. SAM	--	28,856		

e. Parcel Post	--	3,113	Total mail handling statistics:	378,430 Pounds
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HUMAN RESOURCES MANAGEMENT OFFICE

The reorganization of HRMO (name change from HRO) not only created a positive image, but also tremendously increased its credibility. This was due to the new direction the office took meeting requirements of the Navy's Human Resource Management Support System. Although many of the previous functions remained, additional functions were established as follows:

- a. HRMO became the "nerve center" for implementation of the Overseas Diplomacy Program aboard CONSTELLATION.
- b. Additional Command Training Team (CTT) members were sent to HRMC, San Diego, to augment the existing CTT.
- c. Problems and complaints were kept to a minimum by maximum utilization of the chain of command and other resources such as HRC, Legal, MCPOC, CIO, ESO and CAAC.

LEGAL OFFICE

Lieutenant Albert A. Reynolds, Jr., JAGC, USN relieved Lieutenant T. D. Kelley, JAGC, USN, as Staff Judge Advocate on 11 April 1977.

GMCS Darrow assumed duties as Discipline Officer in June 1977.

Disciplinary cases included:

Mast cases	1,333
Deserters	72
Misconduct Discharges	90
Special Courts-Martial	9

Other legal assistance matters - 2,020

In 1977 the Personnel Office processed 1,465 receipts and 1154 transfers/discharges.

MEDICAL DEPARTMENT

The Medical Department aboard CONSTELLATION is charged with the physical well-being of the crew. Responsibilities include sanitation, pest control, water purity, environmental health, heat and noise stress, first aid training for the entire crew and, of course, sick call. The core of the Medical Department is sick bay, where sick call is held at 0900 and 1300 daily. Emergencies are seen anytime. CONSTELLATION's medical facilities include a 54-bed hospital unit, two patient wards and three additional isolation wards, an X-ray room, pharmacy, a clinical laboratory, an intensive care unit, an operating room and various examining and administrative spaces. There are five battle dressing spaces dispersed throughout the ship.

The medical facilities aboard CONSTELLATION were extensively renovated and upgraded during the year period at Puget Sound Naval Shipyard. A two-bed Intensive Care Unit (ICU) was installed and over \$20,000 worth of laboratory equipment was procured. In addition, a new ENT Operating Apparatus Unit, an X-ray processing unit and a "Life Pak-5" portable defibrillator were obtained. This renovation, new equipment procurement and installation of the Intensive Care Unit made CONSTELLATION medically self-sufficient and contributed to a very successful deployment.

Prior to deployment all ship's company Hospital Corpsmen were trained and certified as Emergency Medical Technicians (California Certification). Additionally, classes were held daily at sea to enhance clinical skills and increase professional knowledge. The time spent in training proved invaluable throughout the cruise, particularly in Hong Kong, where the efforts of the doctors and corpsmen in the treatment and resuscitation of drug and alcohol overdoses saved a number of lives.

During the cruise two blood drives were held, with CONSTELLATION crewmen

bers donating over 300 pints of blood to the Thailand National Red Cross and the Olongapo City Blood Bank.

The Naval Regional Medical Center, Yokosuka, provided outstanding support to CONSTELLATION. All requests for service or specialty consultation were expeditiously fulfilled. Medical equipment repair and supply support were excellent. The outstanding attitude of the staff and the Command's total commitment to Fleet support was gratifying and not encountered elsewhere. The Subic Naval Supply Depot Med-Mart also provided excellent service.

The incidence of venereal disease experienced by CONSTELLATION during this deployment represents a considerable investment in antibiotics and medical manpower, not to mention the manhours lost to the command for V.D. sick call and follow-up treatment. This problem recurs in every cruise report.

The CONSTELLATION Medical Laboratory had a CO₂ incubator installed prior to the deployment which greatly facilitated the identification and treatment of penicillin-resistant strains of gonorrhea. No therapeutic failures were encountered.

The Command program for drug/alcohol abuse incidents was outstanding.

The Senior Medical Officer for Calender Year 1977 was CAPT W. V. Crawford.

WORKLOAD STATISTICAL SUMMARY: 1 January through 31 December 1977:

a. Professional Services Rendered:

Outpatient Visits.....	43,577
Total Admissions to the Sick List.....	327
Total Admissions to the Binnacle List.....	269
Flight Physicals.....	359
Other Complete Physicals.....	1,089
Immunizations.....	12,737
Limited Services.....	21,581
Spectacles Ordered:	
Single Lens.....	1,037
Bifocal.....	55
	Total 1,092
Prescriptions Filled:	
Outpatient.....	40,148
Inpatient.....	2,848
	Total 42,996
Laboratory Procedures:	
Outpatient.....	21,579
Inpatient.....	1,663
	Total 23,242
X-Ray Films Exposed:	
Outpatient.....	7,348
Inpatient.....	635
	Total 7,983
Electrocardiograms:	
Outpatient.....	292
Inpatient.....	45
	Total 337
Audiograms.....	2,130
Shipboard Injuries.....	555
Other Injuries.....	150
Auto Accident Injuries.....	8
Motorcycle Accident Injuries.....	5
Drug Abuse (All Types).....	303
Alcohol Abuse.....	353
Behavioral Conditions.....	316
	Total Professional Services Rendered 159409

b. Operating Room Procedures:

Circumcisions.....	111
Vasectomies.....	69
Tattoo Removals.....	63
Hernia Repairs.....	72
Mastectomies.....	22
Wart Removals.....	65
Appendectomies.....	10
Ganglionectomies.....	6
Pilonidal Cystectomies.....	3
Tonsillectomies.....	3
Hemorrhoidectomies.....	2

b. Operating Room Procedures (Continued):

Vein Stripping.....	2
Scar Revisions.....	2
Tympanoplasty.....	2
Fistulectomies.....	1
Orchiectomies.....	1
Closed K-Wire Removal.....	1
Exploratory Laparotomy.....	1
Ear Reconstruction.....	1
Amputation, Fingers.....	1
Amputation, Toes.....	1
Hip Drainage.....	1
Total Procedures	<u>445</u>

c. Anesthesia:

Local.....	325
Spinal.....	45
Regional Block.....	14
General.....	24
Total Anesthesia	<u>408</u>

d. Venereal Disease (All Ports Visited):

Gonococcus.....	1,957
Chancroid.....	13
Syphilis.....	1
Lymphogranuloma Venereum.....	3
Non-gonococcal Urethritis.....	<u>1,230</u>
Total	<u>3,204</u>

NAVIGATION DEPARTMENT

Navigation is one of the smallest departments onboard CONSTELLATION, with one of the most important missions - providing for the safe and effective navigation and piloting of the ship. The Department consists of the Navigation Division and the Signals Division.

The following is a list of 43 unreps (receiving):

(1) USS WICHITA (AOR-1)	21 Jan 77	3 hours, 30 min.
(2) USS WABASH (AOR-5)	21 Feb 77	4 hours, 0 min.
(3) USS PONCHATOULA (AO-148)	26 Feb 77	2 hours, 0 min.
(4) USS WABASH (AOR-5)	27 Feb 77	5 hours, 0 min.
(5) USS WICHITA (AOR-1)	16 Apr 77	4 hours, 0 min.
(6) USS WICHITA (AOR-1)	30 Apr 77	4 hours, 3 min.
(7) USS SHASTA (AE-33)	30 Apr 77	3 hours, 8 min.
(8) USS MAUNAKEA (AE-22)	1 May 77	3 hours, 8 min.
(9) USS WICHITA (AOR-1)	5 May 77	2 hours, 49 min.
(10) USS WICHITA (AOR-1)	18 May 77	2 hours, 14 min.
(11) USS WICHITA (AOR-1)	21 May 77	3 hours, 30 min.
(12) USNS PASSUMPSIC (TAO-107)	25 May 77	3 hours, 15 min.
(13) USNS PASSUMPSIC (TAO-107)	1 Jun 77	1 hour, 52 min.
(14) USS WHITE PLAINS (AFS-4)	3 Jun 77	3 hours, 12 min.
(15) USNS NAVASOTA (TAO-106)	3 Jun 77	1 hour, 7 min.
(16) USS WICHITA (AOR-1)	20 Jun 77	3 hours, 0 min.
(17) USNS PASSUMPSIC (TAO-107)	23 Jun 77	3 hours, 51 min.
(18) USS SHASTA (AE-33)	25 Jun 77	1 hour, 14 min.
(19) USS WICHITA (AOR-1)	25 Jun 77	3 hours, 1 min.
(20) USS SHASTA (AE-33)	25 Jun 77	0 hours, 50 min.
(21) USS WICHITA (AOR-1)	28 Jun 77	2 hours, 19 min.
(22) USS WICHITA (AOR-1)	8 Jul 77	3 hours, 59 min.
(23) USS PONCHATOULA (AO-148)	29 Jul 77	4 hours, 0 min.
(24) USS PONCHATOULA (AO-148)	1 Aug 77	3 hours, 15 min.
(25) USNS MISPELLION (TAO-105)	4 Aug 77	2 hours, 55 min.
(26) USS PONCHATOULA (AO-148)	6 Aug 77	2 hours, 36 min.
(27) USS PONCHATOULA (AO-148)	8 Aug 77	2 hours, 26 min.
(28) USNS PONCHATOULA (AO-148)	19 Aug 77	5 hours, 19 min.
(29) USNS MISPELLION (TAO-105)	7 Sep 77	2 hours, 21 min.
(30) USS SAN JOSE (AFS-1)	7 Sep 77	2 hours, 12 min.
(31) USNS MISPELLION (TAO-105)	8 Sep 77	1 hour, 36 min.
(32) USS WICHITA (AOR-1)	12 Sep 77	2 hours, 53 min.
(33) USS WICHITA (AOR-1)	15 Sep 77	1 hour, 47 min.
(34) USS WICHITA (AOR-1)	19 Sep 77	2 hours, 45 min.
(35) USS WICHITA (AOR-1)	26 Sep 77	2 hours, 18 min.
(36) USS SHASTA (AE-33)	27 Sep 77	2 hours, 7 min.
(37) USS WICHITA (AOR-1)	29 Sep 77	2 hours, 52 min.
(38) USS SAN JOSE (AFS-1)	2 Oct 77	3 hours, 8 min.
(39) USS WICHITA (AOR-1)	8 Oct 77	2 hours, 47 min.
(40) USS HALEAKALA (AE-25)	27 Oct 77	5 hours, 27 min.
(41) USNS PASSUMPSIC (TAO-107)	28 Oct 77	3 hours, 10 min.
(42) USNS PASSUMPSIC (TAO-107)	1 Nov 77	3 hours, 50 min.
(43) USS WICHITA (AOR-1)	Nov 77	3 hours, 58 min.

Eleven (11) unreps (delivering)

(1) USS McCAIN (DDG-36)	15 Apr 77	2 hours, 18 min.
(2) USS BUCHANAN (DDG-14)	15 Apr 77	2 hours, 25 min.
(3) USS BROOKE (FFG-1)	15 Apr 77	2 hours, 10 min.
(4) USS BUCHANAN (DDG-14)	23 Apr 77	2 hours, 30 min.
(5) USS BROOKE (FFG-1)	2 May 77	1 hour, 9 min.
(6) USS ROARK (FF-1053)	3 May 77	0 hours, 56 min.
(7) USS ROARK (FF-105)	31 May 77	2 hours, 7 min.
(8) USS EDWARDS (DD-950)	17 Aug 77	1 hour, 34 min.
(9) USS WICHITA (AOR-1)	12 Nov 77	0 hours, 58 min.
(10) USS BROOKE (FFG-1)	18 Nov 77	0 hours, 55 min.
(11) USS BUCHANAN (DDG-14)	18 Nov 77	0 hours, 35 min.

Seven (7) Vertical Replenishments:

(1) USS SHASTA (AE-33)	16 Apr 77	4 hours, 30 min.
(2) USS SAN JOSE (AFS-1)	12 Jul 77	2 hours, 59 min.
(3) USS MOUNT HOOD (AE-29)	18 Jul 77	5 hours, 57 min.
(4) USS WHITE PLAINS (AFS-4)	19 Jul 77	3 hours, 41 min.
(5) USS SAN JOSE (AFS-1)	9 Aug 77	6 hours, 15 min.
(6) USS SAN JOSE (AFS-1)	29 Oct 77	2 hours, 11 min.
(7) USS KILAUEA (AE-26)	17 Nov 77	6 hours, 2 min.

Six (6) Conreps:

(1) USS NIAGARA FALLS (AFS-3)	19 May 77	4 hours, 30 min.
(2) USS WHITE PLAINS (AFS-4)	3 Jun 77	3 hours, 12 min.
(3) USS SAN JOSE (AFS-1)	12 Jul 77	2 hours, 59 min.
(4) USS WHITE PLAINS (AFS-4)	19 Jul 77	3 hours, 41 min.
(5) USS SAN JOSE (AFS-1)	29 Oct 77	2 hours, 11 min.
(6) USS KILAUEA (AE-26)	17 Nov 77	6 hours, 2 min.

Loran "C" was not operational until 24 October 1977 and has performed adequately since that date.

The SRN-9 Satellite Tracker has operated satisfactorily; at times the Ship's Inertial Navigation System (SINS) will not accept information from Navigational Satellites. Since SRF period in Yokosuka, Japan, both systems have performed as advertised. No other major problems encountered with the Navigation Department. There were no major conversions or modifications to Navigation Department.

Personnel Casualties - one case of hepatitis; quarantine precautions were taken. One electrical shock victim, Safety Office is investigating.

There were no notable records of firsts during this period.

Special Ceremonies:

a. Crossed the equator on 6 July 1977 at 0° N/S Latitude Longitude 105° 30' E, inflicted lovely bellwags into the necks of shellbacks.

- b. Full dressed the ship on 4 July 1977 in Singapore.
- c. Visited by the mayor of Pusan, Korea on 4 October 1977.
- d. Change of Command for Commander Attack Carrier Striking Force Seventh Fleet (CTF-77) on 15 October 1977.
- e. Full dressed ship for Japanese Culture Day on 3 November 1977.

Technical reports: NS (Signals Division) handled approximately 2,400 visual messages excluding tactical flashing light and flag hoist messages during this period.

Training has included Cross-Deck training with escort ships operating with CONSTELLATION by both NX and NS Division. Lessons learned during RIMPAC and MULTIPLEX have been valuable for both the Navigation and Signals personnel in Tactical Manuevering and Task Force Navigation.

Commander R. E. Ludwig relieved Captain J. P. Holm as Head of Navigation Department on 31 July 1977.

OPERATIONS DEPARTMENT

The mission of the Operations Department is the planning, coordination and scheduling of CONSTELLATION and her embarked Air Wing.

OI Division, the ship's Combat Information Center, is charged with the collection, evaluation and dissemination of tactical and combat information needed to effectively navigate and man the ship for battle.

OZ Division is CONSTELLATION's intelligence team, providing Flag, the Captain and air crews with information necessary to plan effective air strikes. A major source of information for OZ Division is the Photo Lab, or OP Division. The Photo Lab develops the photography of reconnaissance aircraft.

OX Division provides for the administrative support of the Department, providing the daily "green sheet" and the weekly training calendar. A part of OX Division is Strike Operations, a unit which determines the assignment and coordination of strike missions.

The last division in Operations is OC Division, which is Air Operations. This division includes CATCC, the Carrier Air Traffic Control Center. CATCC provides for positive radar guidance of each aircraft as it departs and returns to CONSTELLATION.

Throughout the cruise maintenance problems of major significance were limited to the AN/SPN-42 Automatic Carrier Landing System (ACLS) and the AN/SOX-1 Fast Time Analyzer in the Tactical Support Center for ASW.

During July, August and September, periods of inclement weather were encountered which severely limited the ability of the SPN-42 to acquire aircraft. Performance was degraded to the extent that lock-on distances of less than 2 miles was typical, and many times no lock-ons were achieved due to heavy rain. The use of Circular Polarization failed to negate the blocking effect of rain, thus eliminating the use of the ACLS System when it was needed most.

Secondly, a lack of parts availability caused both SPN-42's and SPA-18's to be CASREPT on multiple occasions. This lengthy delay in supply support derogated CATCC's overall effectiveness by limiting the final approach information that the above-mentioned systems offer. The lack of a consistent Mode 1 capability and inaccurate glide slope information while conducting Mode 2 approaches hindered the quality of precision control expected of the ACLS System.

The Fast Time Analyzer was CASREPT through August to November, preventing TSC verification of ASW contacts and requiring an increased demand for HS/VS units for contact certification. Additionally, this reduced the VS Squadron's readiness posture due to TSC's inability to adequately correlate target data with tactical progression while evaluating onstation effectiveness.

Of additional note: at the end of June the Photo Lab had a material failure in the Color Developer chemistry of the Kodak Ektaprint 2 process. The problem was identified as "tar" formation during mixing. Inquiries for a solution to the problem were answered by COMNAVAIRPAC as an inherent problem of the chemistry which possibly could be corrected by adding a chemical additive. The manufacturer was aware of the problem and has introduced a new Developer incorporating the additive.

There were no major conversions or modifications.

Developments in tactics, doctrine or command and control systems:

Major Policy and planing developments included:

The Implementation of a new Operations Department organization as depicted on the enclosed chart which gives increased responsibility and control to the Function Heads, allows more officers to fill Division Officer responsibilities and diminishes the administrative and counseling load of the Operations Officer. This was accomplished in August, along with the relief of Commander R. W. PEACHER as Operations Officer by Commander R. I. HEISNER when CDR.

PEACHER assumed the billet of Executive Officer.

The Combat Information Center was divided into five divisions: OW, OT, and OI1, OI2 and OI3. OW included all people working in the Electronic Warfare module, OT would be all those working in the ASW Tactical Support Center and OI was sub-divided to include the separate functions of the balance of CIC.

Prior to this, in May of 1977, ICAD (Intelligence Collection, Analysis and Dissemination) was established. The purpose of this sub-unit within CVIC is to accumulate raw intelligence data from CIC, SSES, mission debriefs, in-flight reports, photographic reconnaissance, CAP intercept missions, hard copy intelligence messages and publications and to restructure this data into a package suitable for expeditious consumption for shipboard consumers. ICAD was developed from existing personnel and hardware within the Ocean Surveillance Analysis Center (OSAC) and the Multi-Sensor Interpretation (MSI) Section within CVIC and, as a basic approach to OPINTELL management, has proven very sound.

Throughout the deployment CIC, EW and CATCC operated at reduced manning levels, yet in each case proved themselves capable of meeting each assignment. CATCC personnel were able to demonstrate their success by an unparalleled average recovery interval of 85 seconds and were nominated as a team by COMCARGRU FIVE, RADM H. P. GLINDEMAN, JR., for the VADM Robert B. PIRIE Air Traffic Controller of the Year Award.

These divisions were most responsible for CONSTELLATION's award in August of the Battle "E" for an Aircraft Carrier's Operations Department.

Throughout the year Meteorology accomplished the following:

- a. Radar Propagation Study for COMTHIRDFLT conducted during at-sea periods in JAN, FEB and SEP.
- b. ICAPS (Integrated Carrier ASW Prediction System) and SHARPS (Ship-Helicopter)

TER ASW Range Prediction System) Evaluation was conducted during RIMPAC-77 (FEB).

- c. Combination of ICAPS and FNWC (Fleet Numerical Weather Central) ASW acoustic products was recommended for the Subic OPAREA to better exploit the "afternoon effect" on acoustic ranges. The recommendation was based on observations during JUNE, and shortly thereafter was endorsed by CTF-77 and DNOM (Director, Meteorology and Oceanography) for operational use.
- d. Several recommendations for the DNOM Mid-Range Plan were coordinated with CTF's 76 and 72 and then forwarded for CTF-77 in JUNE.
- e. WESTPAC Facsimile Broadcast (GFAX) Evaluation was completed for CTF-77 in JULY.
- f. EASTPAC/WESTPAC Weather Broadcast Evaluation was conducted for CTF-77 in AUG.
- g. Pacific Oceanographic Synopsis (POS) Evaluation was conducted for CTF-77 in SEP and OCT.
- h. DMSP (Defense Meteorological Satellite Program) transparencies were forwarded to NEPRF (Naval Environmental Prediction Research Facility) for research data base purposes from JUNE through SEP.
- i. WESTPAC Tropical Cyclone Warning Service support was provided by analyzing DMSP data and submitting position and intensity reports on the following systems:

TS RUTH	13-15 JUNE
TY SARAH	16-21 JULY
TY THELMA	20-25 JULY
TY VERA	27 JULY - 1 AUG
TS WANDA	31 JULY - 4 AUG
TS AMY	19-23 AUG
TY BABE	1-10 SEPT

TS CARLA	2-5 SEP
TY DINAH	12-23 SEP
TS EMMA	14-20 SEP
TS FREDA	21-25 SEP

Casualties: None

R&D: N/A

Notable first: A CATCC team nominated for VADM Robert B. PIRIE Air Traffic Controller of the Year Award vice an individual Aircraft Controller.

Special Ceremonies: N/A

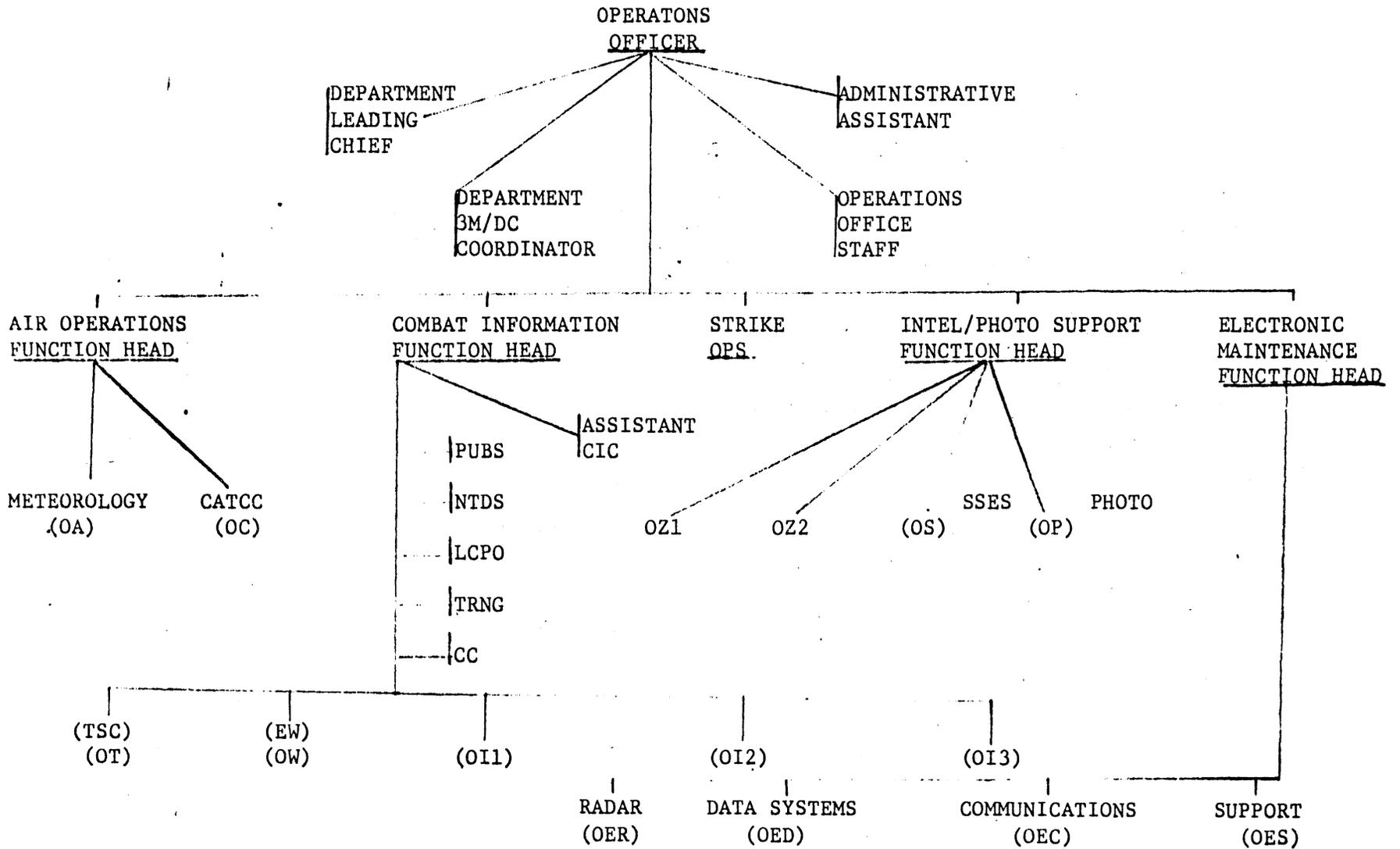
Tech report: N/A

Commander R. I. HEISNER relieved Commander R. W. PEACHER as Operations Department Head on 3 August 1977.

Flights and hours flown in 1977

Month	Flights	Hours
JAN	1243	2026
FEB	1388	2221
MAR	360	587
APR	765	1197
MAY	1265	2012
JUN	1261	2005
JUL	1359	2165
AUG	1176	1867
SEP	1815	2908
OCT	1291	2104
NOV	123	200
DEC	0	0
TOTAL	12046	19292

OPERATIONS DEPARTMENT ORGANIZATION



SAFETY DEPARTMENT

CONSTELLATION's Safety Department is composed of eight enlisted men in eight ratings and one officer responsible for the safety of all hands. Flight deck safety is a large area of responsibility for the Safety Department, with four men assigned to work on the flight deck ensuring that deck operations are conducted in accordance with safety regulations.

Safety ashore and safe driving is another area of responsibility and is a major collateral duty for Safety Department's petty officers. Motorcycle safety is a major concern, as is the driver who drinks.

As a result of a very high crunch rate during the workup period for the 1977 WestPac deployment, the Safety Department instituted a program of keeping a safety observer from the department plus a duty Air Group Safety Officer on the flight deck during flight quarters. In addition, a duty Air Group Safety Petty Officer was assigned to the hangar deck daily. The result was as desired. The crunch rate decreased almost immediately.

During 1977 the ship experienced only two aircraft-associated accidents of any magnitude. An EA3B from VO-1 collapsed a nose gear as a result of an inflight engagement. The other accident occurred during maintenance on number three catapult. One man was fatally injured when the catapult was fired (no load) with a deck edge power cable laying across the catapult track.

There were a total of seven instances of men going overboard. Of these, four were while the ship was at anchor in liberty ports. Three occurred in Hong Kong and one in Pusan, Korea. Of these, three were rescued, one was lost in Hong Kong. Of the three men overboard while underway, two of these were rescued by task group helicopters. The third man was lost at night while in transit to Westpac.

Motor Vehicle safety for the year was outstanding, probably due to the fact that the ship was deployed from 12 April to 21 November. There was only one fatal accident, a motorcycle accident prior to the cruise.

Commander W. H. Haley relieved Commander R. J. Wilson as Head of the Safety Department on 6 September 1977.

SUPPLY DEPARTMENT

CONSTELLATION's Supply Department ensures a constant supply of the essential items required by any large city. Items included food, personal items, aviation supplies and machinery. These are just a few of the essential items afforded us by the Supply Department.

S-1 Division is a floating supermarket. Here are found all necessary repair parts, office supplies and cleaning equipment required by our ship.

S-2, Food Services Division, provides meals for the crew on a round-the-clock basis. High sanitation and a balanced diet are their trademarks.

S-3 Division is responsible for the ship's stores. CONSTELLATION operates two soda fountains, three barber shops, a tailor shop, a dry cleaning plant and a million-dollar laundry plant.

S-4 Division is responsible for maintaining over 5,000 pay records and issuing paychecks twice monthly.

The Wardroom Mess, S-5 Division, prepares and serves meals in the two wardrooms.

S-6 Division ensures that a constant supply of spare parts is immediately available to maintain aircraft in a high degree of readiness.

The CPO Mess, S-8 Division, provides meals for Connie's CPO's, and is responsible for maintaining CPO berthing spaces.

For the Supply Department 1977 was an eventful year. January was highlighted by a dependents day cruise which resulted in approximately 7,000 meals being served in the various messes. A busy day! An annual Supply inspection was conducted during January. S-1 scored 83%; S-2, 91%; S-3, 84%; S-4, 89%; S-5, 90%; S-6, 91%; and S-7, 86%. February was almost entirely devoted to "RIMPAC 77." For the first time since 1974 an embarked Air Wing was supported by Supply Department for a long at-sea period. Much

was learned about prolonged Aircraft support, ship's store and dining facilities needs for the upcoming deployment. March/April was the POM period. All divisions "topped off" stores for the final time before deployment. This required many hours effort right up to the final minute to reach predetermined stock levels. During March, new equipment was installed in all galleys and some storerooms renovated.

Deployment saw the Swing Wing concept become a reality due to Aviation Stores Division excellent supply support. The Supply Department was tested with "bigger than ever" Unreps and Vertreps. Each was met with increased efficiency and experience.

November and December were spent in preparation for the ship's SRA.

Throughout the calendar year of 1977, Commander James ECKELBERGER was the Supply Department Head.

S-1 DIVISION

The Stores Division experienced 46,611 demands in 1977. The customer support rate was 67% with 31,033 issues made. This percentage of material availability exceeds the COMNAVAIRPAC goal of 65%. The ability to exceed the goal derives from a healthy range of carried stock. CONSTELLATION carries 82% of the items customers demand whereas COMNAVAIRPAC only requires a rate of 76%. Onboard management of carried assets has not been as effective. Only 82% of carried items were available when demanded, compared to a COMNAVAIRPAC goal of 85%. More frequent replenishment and investigation of overdue requisitions is being pursued to improve this performance.

The Stores Division workload during the 1977 deployment represented a 45% increase compared to the prior CONSTELLATION deployment. This marked an increase in requirements derived from the additional personnel onboard under the CV configuration, the new levels of electronic technology (Tactical Support Center) being supported and other new equipment installed during

CONSTELLATION's overhaul. This workload was accomplished without any increase in manpower.

The Stores Division was augmented with a second Supply Corps Officer through most of the year. This officer was a Supply Department ADP systems coordinator and was charged with inventory control for the Stores Division. Improvements in record accuracy were attained and the new one-for-one repairable system management with negotiated repairable allowances was implemented under the aegis of the Assistant Division Officer. The personnel allowance of the Stores Division was stable at 51 enlisted throughout the year. Actual manning was 105% of allowance in the early months but dropped to 88% in the final months. Manpower shortfall is the major problem of the Division.

A new SEAMART was established in an after storeroom. The management attention to stockage and the improved space availability resulted in a major boost to net material effectiveness. The addition of tools, nuts, bolts, lightbulbs and other items needed by divisional DCPO's has resulted in improved organization level maintenance capability of the ship.

The Stores Division relinquished a complete storeroom due to the new COMNAVAIRPAC requirement for an electrical safety shop. To offset the loss, the two forward gas bottle storerooms were completely renovated and holding apparatus installed in tiers. The result has been improved utilization of gas bottle storage. The Stores Division also lost storage space to the Aviation Stores Division. The single bulk storeroom below the Engine hatch was divided in two parts and half utilized by Aviation Stores. Also, the expanded need for AWP lockers with CONSTELLATION's modern deck load required the Stores Division to relinquish its repairable storeroom for an AWP locker. The result of these space reallocations has been crowded Stores Division Storerooms which are difficult to manage.

The Stores Division has established new procedures for processing requisition

tions for repair parts. All requirements are checked against the COSAL to ensure applicable equipment is supported on CONSTELLATION and that repair parts are not being ordered in quantities greater than needed for immediate usage. These policies have improved budgetary controls and are proving most effective for COSAL validation.

S-2 DIVISION

The calendar year 1977 was an extremely busy and eventful one for the Food Service Division. The start was good. The Annual Supply Inspection was conducted from 18 to 21 January and CONSTELLATION's Food Service operation was rated excellent. "Service" is the key word and the mission for the personnel of S-2 Division. The greatest efforts expended by Food Service personnel were directed toward ensuring a successful deployment.

Prior to deployment, twelve new Bloget Convection ovens and a new Triumph Dough Mixer were installed in the Bake Shop. This additional equipment greatly increased the ability of the Bake Shop to meet the anticipated need for bakery products. Additionally, two package conveyors were overhauled. Re-overhaul of all package conveyors was required during deployment.

The Food Service Division was undermanned before the ship deployed. While 117 Mess Management Specialists were allowed, 107 were onboard. Divisional manpower was augmented by Air Wing personnel.

During deployment, the forward dining facility operated fourteen hours and the after dining facility operated twelve hours daily. The combined operations provided nearly "round the clock" feeding. The Food Service Division supplied picnic rations for over one hundred divisional parties. Support was provided for five ship's picnics. Approximately one hundred cakes were prepared for various special events. S-2 Division organized, supported and managed hamburger stands at fleet landings in Pattaya Beach, Singapore and Pusan, Korea.

During the cruise, the division's four package conveyors operated with marginal reliability. The only major alteration to the Enlisted Dining Facility was the replacement of deck coverings in the after galley.

Over 60% of CONSTELLATION's provision requirements were met underway by Support Ships (AFS, AOR, AOE, etc.). There were approximately 35 Unreps/Vertreps in 1977, six prior to deployment and 28 during deployment. Overseas Seventh Fleet policy dictates topping off via Unrep/Vertrep before pulling into port.

The Food Service Division served approximately 1,800,000 meals at a cost of over \$1,900,000.00. The total rations generated were 678,148 while the average ration was \$2.93 per day for a total ration allowance of \$1,986,000.00.

Although the Ship's Manning Document allows S-2 Division 117 Mess Management Specialists, an average of 100 were onboard during deployment. To combat the possibility of racial strife resultant of personnel shortages and attendant working conditions, a series of seminars were conducted by the Human Resources Management Detachment, Subic Bay, in late August 1977. Leadership and management styles, interpersonal communications, organizational development and human behavior principles were discussed with Food Service personnel. Many grievances were identified and dealt with, thus defusing potential racial difficulties.

The post-deployment period was highlighted by the planning and commencement of CONSTELLATION's Selective Restricted Availability. The major SHIPALTS planned for the Selective Restricted Availability were:

1. Installation of Convection Ovens in both the forward and after EDF galleys.
2. Installation of Deep Fat Fryer Protection Systems in the forward and after EDF galleys and Bake shops.
3. Installation of self-service Ice Cream and Dessert Bars on both forward and after EDF mess decks.

4. Installation of self-service beverage stations on both after and forward EDF mess decks.
5. Replacement and repair of Terrazzo Decks in the forward galley, doughnut shop and scullery.
6. Modification of Gaylord ventilation hoods in the Bake Shop.

Additionally, the EDF mess decks, both forward and aft, were scheduled to be improved with new suspended overheads, naugahyde drapes, dining table tops, covers, seats, and plate, cup, glass, bowl and tray dispensers. Finally, all Food Service Division berthing areas were scheduled to be repainted and retiled.

To close the year on a holiday and festive note, Thanksgiving and Christmas were spent in San Diego. The usual holiday meals were prepared and served in a gaily-decorated EDF.

S-3 DIVISION

Sales Division is responsible for procuring, storing and selling all retail goods aboard ship. Profits from sales are turned over to the ship's Welfare and Recreation fund for use in shipwide, departmental and divisional parties and events. The Sales Division is also responsible for all service activities aboard ship (barbershops, tailor shop, laundry/dry cleaning).

Before the cruise, S-3 Division concentrated on loading goods and renovation of several pieces of service equipment. New barber chairs, washers and dryers were all installed. \$320,000 worth of inventory was unloaded between February and March.

\$68,659.30 was transferred to Welfare and Recreation from total sales of \$1,450,000.00 for 1977. Renovations in Subic Bay allowed installation of three new washers. With an embarked Air Wing aboard, additional washers were needed. From April through November, approximately 510,027 pounds of laundry was processed. During the cruise, a peak of 75,000 pounds was pro-

cessed during August, with an average of 63,750 pounds per month. Profits came easily as almost \$46,000 was transferred to Welfare and Recreation between January and September.

Upon return to CONUS, the total retail inventory dropped below \$300,000. Sales for December were \$20,000. Rehabilitation of all S-3 berthing spaces and retiling of all laundry spaces have been scheduled during SRA.

S-3 averaged 65 Ship's Servicemen assigned during the cruise. Coupled with an allowance of 83 Ship's Servicemen, S-3 fell short of manpower across the board all year long.

S-4 DIVISION

Nineteen-seventy-seven was a year of service improvements for S-4 Division. JUMPS was fully implemented in January. All crewmembers received their personalized monthly leave and earnings statements in February. March and April were spent in preparation for deployment. Ordering and receiving additional forms, publications and blank pay checks was accomplished during this period.

During the cruise, communication problems were encountered with Navy Finance Center in responding to JUMPS inquiries. This affected the maintenance and update of individual pay records. New methods were developed to provide answers with less time. Much was learned about entitlement, determination and processing. Cash and foreign currency requirements became easier to project and manage during the cruise. New style MICR (micro-encoded) pay checks were ordered, received and used.

During deployment business hours were increased and personnel working hours varied due to the increase of squadron personnel and TAD Disbursing Clerks. Ship's company Disbursing Clerks fell to 12 prior to termination of the cruise. Most Disbursing Clerks lost were experienced Petty Officers.

Post-deployment saw the implementation of a Disbursing Pay Representative

system. This system significantly decreased long waiting lines and provided more accessible information to the crew. A check-cashing window was installed and locally-prepared disbursing pay inquiry forms developed and distributed. In addition, a "drop box" was installed for suggestions, allotment forms and pay inquiries.

The addition of four new Disbursing Clerks in late November brought the total number assigned in par with allowance.

S-5 DIVISION

Before the cruise, S-5 concentrated on making the Mess Bill constant, while increasing the Mess Share, and increasing the officers' berthing capacity to accommodate the increased officer allowance resultant of the CV concept. Over 60 berths were added, unfortunately at the considerable cost of habitability standards. A \$55.00 standard monthly Mess bill was maintained on the cruise. Prior to January the Mess share was low at \$9.00 but by April had increased to \$44.51. Overseas the Mess bill averaged \$55.00 a month. The value of a Mess Share decreased to only \$12.46 by the end of November.

Wardroom II was partially renovated in Subic Bay. New seat covers, table covers, floor tile, steam tables, salad bars and soda dispensers were added. Further renovations to Wardrooms I and II are scheduled for SRA and CONSTELLATION's next cruise.

S-6 DIVISION

During 1977 Aviation Stores Division underwent a complete rebuilding. After a relatively inactive period during overhaul in Bremerton, S-6 Division regrouped in preparation for embarkation of a new CVW-9. The conversion from the F-4/S-2/E2B of the '74 cruise to the F-14, S-3A and E-2C had a major impact on Supply support. Space relocation had resulted from the expanded avionics complex. A significant increase in emphasis on repairables management and a completely new avcal are major examples of changes resulting from

the new deckload. In order to achieve the maximum in parts availability a project was undertaken to extract actual usage data from the Enterprise, America and home air stations and to augment the initial avcal based on field usage. The high point of operations during pre-deployment was CONSTELLATION's participation in RIMPAC. The exercise resulted in thirty days of continuous operations featuring numerous periods of around-the-clock flying/maintaining. RIMPAC took its toll through the draining of asset availability, but did provide an excellent indicator of S-6 Division's capability to support CVW-9 in a deployment environment. A "top-off" of all stores and a complete overhaul of the onboard Clamp System was completed the last few days prior to deployment.

As a pilot program the squadron supply officers from the F-14's, VF-24 and VF-211, were attached to S-6. The S-3A supply officer from VS-21 remained with his squadron. This assignment of two additional officers proved invaluable and contributed greatly to the successful support of CVW-9. On the basis of this experiment, COMNAVAIRPAC has since made the decision to have all squadron supply officers assigned to the Aviation Stores Division while embarked. S-6 Division was plagued throughout the cruise with personnel deficiencies both in quantity and experience. Short as many as fifteen Petty Officers throughout the cruise, the situation arose many times where there were not enough personnel to do the job. In addition to the number shortages, few of the AK's below the PO1 level had any carrier experience and were tasked as "experts" in an area of little expertise. To fill the AK shortage, 28 of the 36 Airmen provided by the squadrons as runners were placed in AK slots. This resulted in inexperienced Petty Officers supervising AE's or AD's in critical supply functions. The burden of providing hands-on supervision at the lowest level was elevated to the senior PO1's and CPO's. This greatly detracted from their capability and capacity to function as the

work center "manager." Juggling of key talented and experienced Petty Officers became a heavily-utilized, although costly, approach to covering all critical areas. Handling personnel shortages caused a significant increase in workload during the cruise.

CONSTELLATION's 1977 deployment saw a 48% increase in requisition processing over the 1974 deployment. The following support statistics were compiled during WestPac 77:

Gross Effect.....	52%
Net Effect.....	67%
Accommodation (Gross/net).....	78%
Ave NORS/NFE.....	322
High NORS/NFE.....	638
Ave Exrep.....	118
High Exrep.....	216

Two of the high points of the cruise were the significantly improved supply support for the S-3A and the successful execution of the Swing Wing Concept (Squadron Beach Detachment). Prior to CONSTELLATION's deployment, the Swing Wing Concept had met with little success. A dedicated effort by the onboard support team of the Supply Support Center and AIMD combined with a positive approach by participating squadrons resulted in superb supply support. VA-146, VA-147 and VS-21 were each off-loaded to NAS Cubi Point for a 4-to-6 week period. VS-21 marked the first time a S-3 squadron participated as a Swing Wing. During the final phase of Swing Wing a composite wing consisting of 6 A-7E, 4 A-6E and 3 F-14's were offloaded. CONSTELLATION returned to San Diego on 21 November and one week later commenced to offload its avcal to North Island. The final month of 1977 was spent in initial preparation for the avcal review conference.

S-7 DIVISION

Prior to the cruise, S-7 efforts were directed toward ensuring that suffi-

cient supplies were onboard for deployment. Supplies procured included: 300 new magnetic tapes, 60 printer ribbons, five dozen UNIVAC 1710 interpreting ink rollers, special format card stocks (ASD, GSE, MHA and SAF), and 10 rolls of tape cleaner gauze (ten-inch rolls), as well as vacuum cleaner bags.

Sufficient numbers of qualified DP's were nonexistent. Six key personnel were lost prior to deployment (1 DP2, 4 DP3's and 1 DPSN). Three DP2's were gained in late March. Fifteen DP's deployed out of an allowance of 18. The overall gain was inexperienced personnel and the loss was trained computer operators.

The lesson learned from the cruise is that an increase in DP allowance is required from 18 to 25. This should allow an overall supervisor, three shift supervisors/primary computer operators, three assistant computer operators, and 18 keypunchers (3 shifts of 6 to man all existing keypunch machines). Another lesson learned is that experienced computer operators and keypunchers are needed prior to deployment.

The workload in S-7 was extremely heavy throughout the cruise. Input documents were received at a very high rate. At the beginning of the cruise an extensive Location Audit Program was conducted which took approximately three weeks. While processing June monthly aviation 3-M reports, "garbage" data was input into the system, requiring extensive time and effort to alleviate the problem. This continued to haunt us during the following months. On two occasions during the cruise assistance was required from NSD Subic Bay to keypunch aviation 3-M documents while S-7 keypunched the remaining backlog in order to catch up.

An automated NORS/AWP program was developed and greatly enhanced S-7 Division's reliability and response time in expediting NORS/AWP requisitions. The implementation of the "error-in-family" tape eliminated approximately 10% of surface 3-M keypunching of partially erroneous records.

SFOMS was implemented on 22 August with CVIC performing the keypunching function. The implementation of SUADPS MIT 13 was accomplished on 1 September.

Personnel turnover was small but S-7 was quite limited in personnel, with an average of eleven keypunch verifier operators. Inport periods were manned with three eight-hour shifts while at-sea periods required shifts of six hours on/six hours off. This schedule was totally undesirable but necessary in maintaining a minimum keypunch backlog. Physical and mental stress were pushed to the maximum. There were simply not enough billets to handle the heavy work load.

Statistics:

Cards punched: 809,000

Computer utilization: 5,112 hours

Data processing supplies: 4-part paper - 300 cases
2-part paper - 132 cases
1-part paper - 21 cases
5081 cards - 175 cases
1710 ink rollers - 84
Printer ribbons - 100
TTY paper - 14 rolls

Although CONSTELLATION maintained the full complement of S-7 billets, S-7 was still critically undermanned for the work load assigned. An increasing keypunch backlog required outside assistance on two separate occasions. Increased billet structure to include eighteen keypunch operators, six computer operators, six computer operators/supervisors and one overall supervisor is needed.

S-7 processed weekly SFOMS (Ship's Force Overall Maintenance) updates after the cruise. Additionally, S-7 plans to repaint and recarpet the main office space and keypunch room.

Plans are to get the personnel manning situation up to par before the next cruise. Requisitions for hard-to-obtain materials and supplies will be processed. S-7 plans to process a new type of paper/ink/ribbon for the keypunch.

increase its tape library, and hopefully overhaul all 1710 keypunch machines.

S-8 DIVISION

Galley equipment in the CPO Mess was the major problem prior to deployment. Only one piece of galley equipment, the steamer, left San Diego unrepaired.

Consumable items such as sheets, blankets, etc., were requisitioned and stored. A seven month supply of provisions, difficult to obtain overseas, was ordered and received.

During the cruise, over 500 Chief Petty Officers subsisted in the CPO Mess. The CPO Mess encountered difficulties in keeping up with food service sanitation standards. Breakdown of equipment, delays in repair and non-availability of spare parts were recurring problems. With full support of S-2 Division personnel, who provided timely breakouts of fresh and frozen provisions, and the constant and efficient supervision by senior Mess Management Specialists, these problems were mitigated. Prior to returning to CONUS, CPO compartment cleaners began renovating decks in the CPO showers and heads.

Freezers, steamers and steam-jacketed kettles were ordered after deployment. Air conditioning units for the CPO Mess and aft and forward CPO quarters were also ordered. A Work Package was planned for a complete renovation of the CPO Mess, lounge, recreation room and the food service area.

WEAPONS DEPARTMENT

The Weapons Department has the responsibility of storing, handling and providing reliable weapons of all types to the ship's self-defense, security and striking forces. The Department handles Terrier guided missiles, air-launched missiles, bombs, the ship's Armory, all ordnance magazines and bomb elevators.

During calendar year 1977 approximately 438 tons of various types of ordnance were expended for training purposes by CONSTELLATION. Some 433 tons were assembled and delivered to Carrier Air Wing NINE when embarked for fleet and refresher operations. The ship expended five (5) tons in the form of Terrier guided missiles fired during missile exercises. All the Terrier missiles were equipped with telemetry warheads. The following major items account for the gross tonnage:

<u>TYPE</u>	<u>QTY</u>
General Purpose Bomb MK82	1437
General Purpose Bomb MK83	6
General Purpose Bomb MK84	8
Walleye I	1
Torpedo, Exercise MK46	5
Sidewinder Missile AIM-9	5
Sparrow Missile AIM-7	6
Terrier Missile RIM2F-4	3
Mine, Dummy MK52	20
Cartridge, 20mm (Various)	39000

WEAPONS ELEVATORS

During the month of January 1977 all repairs were completed on weapons elevator lower stage number six (6) and upper stage number four(4). Both were restored to operational status and CASCORed. Equipment pump rooms number one (1) and four (4) were also CASCORed. In February elevator lower stage number three (3) was CASREPT for multiple circuitry problems. During the months of March and April the NAVSEA-CENPAC technical assistance team came aboard to work on elevator lower stage number three (3); full operation was restored to number 3 in April. In March, the rewiring and testing of upper stage weapons elevator number four (4) was completed.

In May, elevator upper stage number two (2) was fitted with new flame shield doors and the main deck hatch lift cylinder of upper stage number one (1) was reworked by the U.S. Naval Ship Repair Facility, Subic Bay. The lift cylinder was damaged when the connecting linkage broke apart, causing the hatch to fall. A lock bar socket on weapons elevator lower stage six (6) was damaged due to a linkage bolt backing out. The elevator was still operable with three of the four lock bars functional. Elevator lower stage number 6 became inoperable in July due to the failure of an electronic component, but was repaired by a NAVSEACENPAO representative who used salvaged parts. It is now obvious that it is an absolute necessity to keep spare computer cards onboard. During the month of September many elevator problems were experienced. The heat exchangers in the pump rooms as well as various valves and fittings were leaking cellulube, and upper stage numbers 4 and 5 were operating erratically due to sticking electrical switches. The heat exchangers were repaired by SRF Yokosuka during the month of October but upper stage numbers 4 and 5 continued to experience sporadic electrical problems. SRF Yokosuka was unable to repair the leaking cylinders on weapons elevator lower stage number 3. The new PQS (Personnel Qualifications Standards) for elevator operators was received in October and qualifying by these standards has begun. The elevator hydraulic pump number 3 became inoperative in November due to faulty seals in the system's cut-out valve. Also, the weapons elevators were evaluated by NAVSEACEN-PAC representatives for the upcoming SRA, which commenced in December.

Missile Batteries and related equipment

In the month of January the long-range search radar, AN/P48A (V) received and completed installation of field changes 5 and 6. Fire Control Station (FCS) number 3 experienced the loss of the CWI auxiliary coolant pump in February, and voltage regulator. Power was temporarily restored using regulators from another station to allow continued troubleshooting of the radar itself. The month of

May brought a missile firing exercise, Z-30-GM, which was conducted on the 19th utilizing GMFCS number 1 and GMLS number 1. One Terrier missile RIM2F with telemetering was expended in a successful shot against a BQM-34 target drone. Two attempts to complete additional exercises were made with one aborted due to a warm-up power malfunction and one round misfiring when booster ignition did not occur at ITL. In the following couple of months FCS number 2 went hard down because of slip ring problems and cables being damaged in the director, and FCS number 3 because of BZI problems in the BT mode. Both needed repairs which were beyond ship's force capability, so they were CASREPT. The AN/SPS 48A radar went down in August due to arcing in the waveguide when radiating the final stage, but was corrected with technical assistance, becoming fully operational. It went down again in September due to the failure of the first stage TWT and the high voltage transformer. It was CASREPT when the second TWT drawn from supply was also faulty. It was finally repaired and CASCOREd in October. On 25 September 2 RIM 2F-4 Terrier missiles with TM warheads were fired in a Missilex conducted against a MOM-74C drone off Okinawa. Both missiles were successful. In December the SRA period began with that time being used to correct several discrepancies as well as begin some alterations in some of the equipment.

Other Miscellaneous Items Of Note:

Captain R. E. Carey, Jr., USMC, relieved Captain J. L. Clark, Jr., USMC, as Commanding Officer of the Marine Detachment on 18 March 1977.

On 13 September 3 AIM-7 (Sparrow) and 1 AIM-9 (Sidewinder) guided missiles were successfully fired by CVW-9 aircraft during exercises off Okinawa.

The Weapons Department successfully passed the Navy Technical Inspection (NTPI) conducted by COMNAVAIRPAC and NUCWPNTRAGRUPAC. The inspection, held on 7-11 November, covered the technical procedures, weapons handling and the security procedures of "W" division, SAM division and the Marine Detachment. The Department also completed its ammunition off-load in December, at pierside NAS North Island

without incident. All the guided missiles and air-launched weapons were transferred to various commands, while some ordnance was stored in magazines ashore until the completion of SRA 78. All mechanical equipment functioned well during the off-load.

On 28 July 1977 Commander A. T. Eyler, USN, was relieved as Weapons Department Head By Commander L. C. Pizinger, USN.