1980

**DEPARTMENT OF THE NAVY**
**USS CONSTELLATION (CV 64)**
**FPO SAN FRANCISCO, 96635**

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From: Commanding Officer, USS CONSTELLATION (CV 64)
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Subj: USS CONSTELLATION (CV 64) 1980 Command History; forwarding of (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) USS CONSTELLATION (CV 64) 1980 Basic History

1. Pursuant to the provisions of reference (a), enclosure (1) is hereby forwarded.

D. M. BROOKS

Copy to:
Director of Naval History (OP-09B9), Washington Navy Yard,
Washington, D.C. 20374

## OPENING NARRATIVE

The Constellation opened up the new year by welcoming its new commanding officer, Captain L.A. Edney and saying good bye to the old commanding officer, Captain P.F. McCarthy, at a flight deck change of command ceremony on January 4th. After only a few days of command on the Constellation, Captain Edney put her to sea. Connie's first underway assignment was to provide a deck for fleet carrier qualification for both Navy and Marine Corps squadrons in the southern California area. After a brief one day on-load of her own CVW-9 airwing, Constellation set to sea again for refresher landing qualifications. While that process was going on about the flight deck, the rest of the ship was being put to the test. The entire ship was scrutinized by an operational readiness examination (ORE) by visiting Commander Naval Air Force, U. S. Pacific Fleet inspectors. Along with the ORE, the operational capabilities of the ship were exercised as both Carrier Air Wing NINE (CVW-9) and shipboard operations department coordinated their efforts in a multi-ship exercise called READIEX 2-80. This exercise involved both air, surface and subsurface units of the third fleet simulating a real world threat environment. Following this busy at-sea period, the ship enjoyed a month of pre-overhaul maintenance in San Diego. Upon completion of this month of upgrading the ship's readiness, the Constellation set sail on a Western Pacific deployment. The deployment opened with a multi-national exercise entitled RIMPAC 80. The RIMPAC 80 exercise proved to be a testing ground for imaginative and untested theories. Constellation and her battle group accomplished a successful and undetected transit into the simulated enemy orange territory. For the first time in many years the attacking carrier was able to launch an air strike before being detected. By unconventional measures including deceptive lighting, limited radio emissions, a circuitous approach, and silent underway replenishments, RADM Ramsey, Commander Carrier Group ONE (COMCARGRU ONE) was able to lead the Constellation battle group to a startling tactical success.

Following this multi-phased operation, the crew enjoyed four days of relaxation in Hawaii. On 15 March, Commander B.W. Churchill assumed the duties of executive officer, relieving Captain D.J. Taft. Following her stay in Hawaii, the Constellation continued westward to become a member of the seventh fleet. This busy quarter came to a close with Constellation still heading westward enroute to Subic Bay, Phillippines.

The second quarter of 1980 opened with the Constellation continuing westward enroute to a short upkeep period in Subic Bay, R.P. Easter Sunday was celebrated with a flight deck sunrise service on April 6th. Two days later, the Constellation began an eleven day upkeep period that proved to be the last inport maintenance period scheduled prior to a lengthy at sea-period. The ship conducted three days of refresher air operations after her departure from Subic Bay on April 18th. With the air wing ready for the task ahead, Constellation joined the rest of the Battle Group; consisting of USS Sacramento (AOE 1), USS Truxton (CGN 35), USS H. E. Holt (FF 1074), USS Bagley (FF 1069), USS Davidson (FF 1045), and USS Obrien (DD 975). The Battle Group transited to the vicinity of Singapore, to participate in an exercise that included units of the Australian and Singapore Navy, as well as the Royal Singapore Air Force. Following this realistic tactical training period, the Constellation proceeded with her escorts through the congested Straits of Malacca and across the vast Indian Ocean to what was to become her new summer home, Gonzo Station.

After a turnover with the USS Coral Sea, the Constellation took its place along with the USS Nimitz as the core of the deterrent force in the Indian Ocean. The Nimitz was soon to be replaced by the USS Eisenhower (CVN 69), Connie's summer long east coast counterpart and companion. While on station, both carriers maintained aggressive flight schedules, averaging six flying days per every eight day cycle. For variety's sake, COMCARGRU ONE sponsored the First Annual Gonzo Olympics on June 3rd. The Constellation was the site of this novel recreational event, which included participants from both the Connie and four of her escorts. After approximately one month of on-station operations, Constellation clandestinely streaked to Diego Garcia, evading detection by local Soviet units. On the way to Diego Garcia, the equator was crossed and the ship was cleansed of slimy pollywogs by a flight deck initiation on the morning of June 12th.

The three days spent drifting within ten nautical miles of Diego Garcia were devoted to extensive vertical replenishment and maintenance around the clock on the ship and on the heavily taxed aircraft. This time period also allowed the visit of the HURMANN BURMANN USO Show, a country-western band, who provided a spirited hangar deck concert. After a short replenishment from Diego Garcia, Constellation returned in stormy seas and high winds to Gonzo Station. A few days after operating back on Gonzo Station, Connie was involved in a minor collision at-sea with the merchant ship Banglar Joy. It occurred at night during an underway replenishment. Fortunately, no one on either ship was injured and the damage was not so extensive as to not allow Constellation to continue with all of her upcoming commitments and scheduled flight operations on Gonzo station.

Constellation began the third quarter of 1980 underway in the Gulf of Oman. Along with the USS Eisenhower, she conducted routine flight operations in the Gulf throughout the early summer months. July proved to be a month of heavy flight hours on a day-in-day-out basis with conditions on the deck and in the air at less than satisfactory. Poor atmosphereic conditions made flying hazardous, yet the Connie managed to post an impressive month of cyclic air operations. July also brought visits from Vice Admiral Carlisle A.H. Trost, COMSEVENTHFLT, and none other than Admiral Thomas B. Hayward, Chief of Naval Operations.

On 27 July, with the USS Midway on its way to relieve Constellation, the ship bid farewell to the Gulf of Oman and its associated Muppet friends and began the long transit out of the Indian Ocean. For its time in the Indian Ocean the ship and crew would be awarded the Navy/Marine Corps Expeditionary Medal. Flight operations were conducted on a daily basis throughout the transit as the Connie remained ready for any change in tasking. With the transit almost complete, news of Midway's unfortunate at-sea collision resulted in diverting the Constellation for a short stay in Singapore instead of Pattaya Beach, Thailand. The crew awaited anxiously for news on the repairs to Midway which determined the future schedule of the Constellation.

On August 5th, after 110 days underway, the crew enjoyed a week of liberty in the multinational city of Singapore. Soon news of the Midway arrived and entailed another short Indian Ocean Modloc for Constellation in the Eastern Indian Ocean.

After another transit of the Malaccan Straits and a five day Modloc, Constellation once again headed through the Straits and toward Subic Bay, flying her air wing and maintaining its readiness should the situation call for another change in plans.

After two weeks of much needed and extensive repairs in SRF Subic Bay, the Constellation transited to Pusan, Korea for a short official port call in mid September. During the four day stay, the ship played host to a large group of dignitaries and military VIP's of several nations. With the flag-waving mission accomplished, Constellation returned to Subic Bay, for a final stopover before the long transit back to the states. With ammo unloaded and wicker furniture occupying every available storage area, the ship ended the quarter transiting toward her rendezvous and turnover with the USS Ranger.

The begining of the month of October 1980 saw Constellation continuing eastward toward Pearl Harbor, Hawaii. Along with the other members of the Battle Group, Constellation maintained a high tempo of readiness during this period. Flight operations were routinely held before and after the turnover with the Ranger on the morning of 3 October. Readiness exercises, General Quarters drills, and Underway Replenishments were held until 8 October, when Constellation steamed into Pearl Harbor with her rails manned. The quick one-day stop in Hawaii was just long enough to on-load some four hundred fifty fathers, sons, and friends for the upcoming week-long Tiger Cruise. The Tiger Cruise was a time of general relaxation and pride as the Connie sailors showed off their ship and displayed their occupation to very special people. Included in the week of festivities were an air show, a boxing and karate smoker, and general tours conducted by each of the departments on the ship.

On the morning of 15 October 1980 Constellation ended a long and successful deployment at Pier MN of the North Island Naval Air Station in San Diego, California. Thousands of well-wishers were on hand to greet the returning ship. Once again, the aircraft carrier entered port with her rails manned for this long awaited homecoming. The following month would be relatively easy for the crew of Constellation. A great number of sailors took the opportunity to enjoy some leave before the busy SRA and work-up period was to begin.

It wasn't long after Constellation returned that signs for the upcoming Restricted Availability became apparent. Contractors began to establish their work areas and the ship's organization began to form. It continued in a slow, steady fashion throughout the rest of the month of November and into the new year of 1981.

## 1980 SCHEDULE

| | |
|---|---|
| 01 JAN - 08 JAN | Holiday Upkeep |
| 09 JAN - 14 JAN | Airops Socal |
| 15 JAN | Aircraft On Load |
| 16 JAN - 24 JAN | Readiex/CQ/ORE |
| 25 JAN - 25 FEB | POM |
| 26 FEB - 14 MAR | RIMPAC 80 |
| 15 MAR - 19 MAR | Inport Pearl Harbor, Hawaii |
| 19 MAR - 31 MAR | Enroute to Subic Bay, R.P. |
| 01 APR - 07 APR | Enroute Subic Bay, R.P. |
| 08 APR - 17 APR | Inport Subic Bay |
| 18 APR - 20 APR | Refresher OPS, Subic OPAREA |
| 21 APR - 22 APR | Subic to Singapore Modloc Transit |
| 23 APR - 24 APR | Merlion Exercise Vicinity Singapore |
| 25 APR | Transit Malacca Straits |
| 26 APR - 30 APR | Enroute Gonzo Station |
| 01 MAY - 02 MAY | Crossdeck/Turnover with Coral Sea |
| 03 MAY - 07 MAY | Arrive Gonzo Station and Commence Gonzo Operations |
| 08 MAY - 13 JUN | Fastbreak to Diego Garcia |
| 12 JUN | Cross Equator |
| 14 JUN - 16 JUN | Arrive Diego Garcia/Conduct Driftex |
| 17 JUN - 23 JUN | Transit Back to Gonzo Station |
| 26 JUN | Minor Collision with Banglar Joy |
| 24 JUN - 30 JUN | Conduct Gonzo Station Operations |
| 01 JUL - 27 JUL | Indian Ocean OPS on Gonzo Station |
| 28 JUL | Depart Muppetland |
| 28 JUL - 03 AUG | Transit Indian Ocean |
| 04 AUG | Transit Straits of Malacca |
| 05 AUG - 11 AUG | In-port Singapore |
| 12 AUG | Western Transit of Straits of Malacca |
| 13 AUG - 18 AUG | New Indian Ocean Modloc |
| 19 AUG | Eastern Transit of Straits of Malacca |
| 20 AUG - 22 AUG | Transit South China Sea to Subic Bay, R.P. |
| 23 AUG - 06 SEP | In-port Subic |
| 07 SEP - 08 SEP | Refresher Airops |
| 09 SEP - 12 SEP | Transit to Korea |
| 13 SEP - 17 SEP | In-port Pusan |
| 18 SEP - 22 SEP | Transit to Subic Bay, R.P. |
| 23 SEP - 26 SEP | In-port Subic |
| 27 SEP - 30 SEP | Transit to Pearl Harbor, Hawaii |
| 01 OCT - 07 OCT | Transit to Pearl Harbor |
| 03 OCT | Chop to COMTHIRDFLT |
| 08 OCT | Arrive Pearl Harbor Hawaii - On Load Tiger Cruise Guests |
| 09 OCT - 14 OCT | Transit from Pearl Harbor to San Diego |
| 15 OCT | Arrive San Diego, California |
| 15 OCT - 14 NOV | Standown and Leave Period and Pre-SRA PERIOD |
| 17 NOV | Commence SRA |
| 17 NOV - 31 DEC | SRA in Progress |

## 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.

AIMD is composed of four divisions. IM-1 division handles departmental administrative matters, controls and manages the production effort, and provides a quality assurance facility, which includes a technical library.

IM-2 division (general maintenance) offers a vast array of support in maintenance fields, such as airframes, power plants and survival equipment. One impressive capability provided is to check and test jet engines when removed from aircraft. IM-2 division also provides organizational maintenance for the ship's COD aircraft.

IM-3 division has numerous work centers providing maintenance support for various aircraft communication, navigation, radar and fire control systems. IM-3 division also maintains ejection racks, launches and aircraft gun systems.

IM-4 division maintains equipment necessary for operational support for the embarked Air Wing, and maintains various cargo handling and ordnance handling equipment.

During the 1980 deployment (26 FEB - 15 OCT) AIMD supported Air Wing NINE by repairing, manufacturing or calibrating 30,353 items and maintaining an overall (RFI) Ready for Issue rate of 79.7%.

During the RIMPAC 80 exercise alone, AIMD received 3816 items for repair, and/or calibration tests. Due to EMCON conditions which precluded off-ship requisitions, tremendous internal resourcefulness and expertise allowed 2768 of these items to be made RFI for an overall RFI rate of 83%.

In the last quarter of 1980, AIMD completed two major alterations which enabled the department to effectively support the A-6E TRAM and F-14 TARPS equipped aircraft.

As the year ended, AIMD's outstanding performance was recognized with the awarding of the 1980 Villard C. Sledge Memorial Maintenance Award for excellence in jet engine repair.

## 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. Two Crash and Salvage operations highlighted the 1980 deployment. Both a VA-146 A-7E Corsair II and a VF-211 F-14A collapsed a starboard main mount on landing. Neither potentially disastrous incidents resulted in fatalities or further damage to equipment.

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 of aircraft.

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

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

## FLIGHT DECK STATISTICS

| | | | |
|---|---|---|---|
| total launches | 24,363 | total recoveries | 24,235 |
| day | 19,847 | day | 18,019 |
| night | 4,516 | night | 6,216 |

Average cost per launch equaled $36.47.
Average cost per recovery equaled $31.15.

Over 4000 individual aircraft moves were executed in the Hangar Bay alone during the deployment.

On February 1, 1980 JP-5 increased in price from .65¢ to $1.32 a gallon.

JP-5 received via UNREP amounted to 35,171,394 gallons.
Constellation received an additional 2,152,947 gallons of JP-5 from shore stations, combining for a staggering 37,593,504 gallons of jet fuel consumed by the ship and its Air Wing during 1980.

## COMMUNICATIONS DEPARTMENT

The Communications Department aboard Constellation is the voice of the command, providing rapid, reliable and secure communications for every need. The Department provides a vast array of voice and teletype circuits to many different subscribers on board, enabling Constellation to talk to aircraft, other ships and shore stations.

The Communications Department is organized into three divisions:

CM division handles the messages center, which is responsible for the processing of all incoming and outgoing message traffic.

CR division is the equipment division for the department, operating and maintaining some of the most complex communications gear in the world.

On 21 Janaury 1980 a new division was added to the Communications Department when the Visual Signals Division was transferred from the Navigation Department to the Communications Department.

During 1980, message traffic totals were:

| | SENT | RECEIVED | TOTAL | XEROX COPIES PRODUCED |
|---|---|---|---|---|
| JAN | 114 | 883 | 997 | 269,637 |
| FEB | 1,310 | 11,631 | 12,941 | 342,876 |
| MAR | 5,045 | 28,124 | 33,169 | 558,640 |
| APR | 5,591 | 23,010 | 28,601 | 842,956 |
| MAY | 8,923 | 31,990 | 40,913 | 1,151,237 |
| JUN | 6,657 | 26,556 | 33,213 | 957,544 |
| JUL | 8,386 | 32,221 | 40,607 | 1,066,156 |
| AUG | 4,394 | 25,413 | 29,807 | 795,064 |
| SEP | 5,412 | 20,906 | 26,318 | 639,667 |
| OCT | 2,489 | 11,801 | 14,209 | 372,989 |
| NOV | 446 | 1,838 | 2,284 | 164,338 |
| DEC | 462 | 1,150 | 1,612 | 131,714 |

| Total for 1980: | SENT | RECEIVED | TOTAL | XEROX COPIES |
|---|---|---|---|---|
| | 49,229 | 215,523 | 294,752 | 7,292,818 |

The Signal Bridge generated the following:
Total sent signals sent: 611
Total signals received: 570
Total traffic: 1181
Total number of tactical signals for 1980 was 4152.

Constellation's Communications Department also provides the crew with commercial message service for personal communication. During the 1980 deployment 1168 commercial messages were sent for a total dollar value of $11,221.00.

## DECK DEPARTMENT

The primary operational responsibility of the Deck Department is the transfer of fuel and stores from replenishment vessels to Constellation. During 1980, 67 conreps were conducted by deck personnel.

The achievements and milestones in the arena of deck seamanship included the five and six station unreps conducted with USS Sacramento and the servicing via Constellation's two Destroyer refueling rigs of battle group escorts. Constellation routinely took three refueling stations while responding to national tasking in the Gulf of Oman and Indian Ocean. The requirement of the mission dictated that Constellation unrep in gale winds and heavy seas more than once.

Additional significant Constellation high points involving Deck Department were the Singapore and Pusan, Korea port calls. In Singapore the stern accommodation ladder was secured to a rented barge allowing the liberty ferries to shuttle the crew to the beach. Constellation is the largest vessel ever to moor in Pusan Harbor.

During the lighter moments of an arduous 110 day at-sea period Constellation anchored in forty fathoms off Masiraha to facilitate conducting the Gonzo Olmypiad (an intra battle group sports competition).

Significant developments in Constellation's Deck capability included the installation of single probe receivers of sponsons seven and nine and the successful operation of the tensioned span wire and sliding padeye at maximum capacity while transferring jet engines. Constellation's achievements in seamanship were a testimony to the resilience of the one hundred plus boatswain's mate strikers who successfully performed their mission under challenging conditions.

## DENTAL DEPARTMENT

Constellation's Dental Department is charged with responsibility for 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 to assist at all times with dental emergencies. All phases of dentistry are offered to ship's personnel; however, major emphasis is placed on preventive dentistry.

During 1980 a total of 59,199 individual procedures were performed for ship's company and air wing personnel. Among those procedures were:

| | |
|---|---|
| a. Diagnostic: | 12,550 |
| b. Preventive Dentistry: | 10,883 |
| c. Restorative: | 11,047 |
| d. Endocontic: | 439 |
| e. Periodontic: | 2,057 |
| f. Removable Prosthetics: | 326 |
| g. Fixed Prosthetics: | 1,355 |
| h. Oral Surgical: | 2,305 |
| i. Orthodontic: | 26 |
| j. Adjunctive General Services: | 16,747 |
| k. Laboratory Services: | 1,464 |

## ENGINEERING DEPARTMENT

The Engineering Department, largest on board Constellation, provides all the services and skills 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.

Following a well earned and deserved Christmas leave period (successful OPPE recertification), the Engineering Department commenced preparation for underway operations on 2 January 1980. The propulsion plant was lighted off 4 January 1980. The ship got underway as scheduled 9 January for the annual Command Inspection and Operational Readiness Examination. The ship returned to port 16 January, and just after getting underway the morning of 17 January number 4 thrust block bearing failed due to loss of the electric lube oil pump (the attached chain drive pump was malfunctioning and would not provide sufficient lube oil at the shaft speeds). During the ORE, the ship operated with number 4 shaft trailing free after the line shaft coupling was disconnected, and the propulsion plant responded to all mobility requirements and speed demands. Routine speeds of 20 - 22 kts were available and used to support operations.

During the ORE, the Damage Control organization was subjected to over 200 damage control drills by outside observers. The overall grade on the inspection was an excellent 88. In fact, the DC observers were so satisfied they completed their observation and departed the ship two days before originally scheduled.

During the POM, 26 January - 25 February, an extensive repair package was undertaken by both ship's force and industrial assistance. Most jobs that were started were completed. SUPSHIP San Diego sent several mechanics to sea with the ship to complete work on a few steam pumps. The ship experienced inadequate contractor work on the installation of automatic purge units on the ship's air conditioning plants. In order to overcome these problems a civilian technical representative, was embarked in the ship to assist with underway repairs.

After an extensive and very aggressive POM, Constellation Propulsion Plant commenced light-off six days prior to getting underway. Light-off went as scheduled in 4MMR on 20 February. One day later the load was shifted to 1MMR to support repairs to emergent problems in 4MMR. The steaming configuration for the first four days was modified main, using one main engine connected to an auxiliary feed pump, and one boiler and one SSTG loaded as a load for the boiler and a source of make-up feed as required. Warm up of the catapults commenced on 21 February.

On 24 February, a second plant was placed in operation, 2MMR. This enabled the ship to split out all systems forward and aft. On 25 February, the electrical load was taken by the SSTG's and the remaining two machinery plants were placed into operation. It should be noted that to support the above light-off and steaming schedule, it was necessary to place main propulsion personnel into port and starboard liberty sections commencing 20 February. Prior to deployment the following major plant derangements were noted: 3A3 forced draft blower-steam seals, 3 main condenser limitorque, and number one evaporator salt water heater drain pump.

Constellation deployed on time on 26 February with minimum absentees in the Engineering Department. During the first three days underway, extensive carrier qualifications were conducted. During this phase, five and six boiler operations were common. On 29 February, a six boiler high speed run was conducted to elude an "enemy" submarine and marked the commencement of RIMPAC 80. Six to eight boiler operations became the standard for the next two weeks. During RIMPAC 80 exercise, Constellation conducted a full power demonstration run to satisfy TYCOM requirements. This runwas witnessed by COMCARGRU ONE staff. Four boilers were successfully flexed during RIMPAC exercises. A second period of high speed was required with eight boilers on the line for our simulated attack, this run lasted approximately twenty hours. Material problems experienced during this period were blown oil seals on 4B1 forced draftd blower, pressurization of 4A2 forced draft blower oil sump, worsening of steam seals on various steam pumps, sheared couplings on 4A and 4C main feed booster pumps, and erratic govenor on 7 ship's service generator. Three days from Pearl Harbor, an excessive use of feed water was noted in the forward plant. This was tracked down to the dumping of 1AMR's fresh water drain collecting tank to the bilge suction well.

The in-port period in Pearl Harbor was treated as a liberty port although a significant work package was attempted and two engineering plants were kept on the line. Again, the main propulsion plant personnel were in port and starboard liberty sections. Significant repairs accomplished by Pearl Harbor Navy Shipyard personnel were 4A2 force draft blower, 4A and 4C main feed pumps, and number 7 ship's service generator. Constellation departed Pearl Harbor on time, headed for Subic Bay.

The next two weeks generally reflected typical blue water carrier air operations. Generally six boilers were required throughout the period. Successful boiler flexs were conducted on both 2A and 2B boilers. Three sets of engineering casualty control drills were conducted. During this period, CNAP and PERA personnel were embarked for COH planning. Problems were experienced with the firemain pressure due to the number of equipment utilizing firemain and the number of fire pumps out of commission. On 29 March the ship ran a 16 knot fuel consumption data trial as directed by CNAP. As the ship neared the Philippine Islands, SRF Subic Bay embarked fifteen personnel to commence various repairs such as removal of 3A3 forced draft blower rotating assembly, 3A boiler front wall brick work, repairs to NR1 DEE and survey of air conditioning for the SSES spaces. On April 6th, the ship shut down 3MMR and locked up 3 main shaft in order to facilitate the repair effort in 3MMR. This was to support the in-port repair package as the ship was placed on a 24 hour steaming standby which would necessitate leaving one plant steaming at all times. Liberty for main propulsion personnel was to be three sections. The ship sent its maintenance manager ahead to Subic on 4 April for work definition job and acceptance.

Constellation arrived in Subic Bay, Republic of the Philippines, on 8 April, and moored starboard side to Alava Pier at 1420. All steaming boilers were secured with the exception of 1A Boiler, which was used to supply steam for ship's power. Number three SSTG remained on the line to furnish the boiler with a source of make up feed, provide a load, and supplement shore power. Engineering Department personnel were placed in a three section duty status due to an inability to support a fourth and because of an OPREADY status of 24 hours. An aggressive 10 day SRF program commenced in which work on numerous parts and systems were to be repaired or overhauled. This was a significant event due to the fact that the upcoming four-month Indian Ocean contingency tasking would be without port calls for ship repair work.

Engineers took an active interest in the culture of the Philippines by participating in numerous division parties and by visiting many of the country's cities.

On 12 April, limitorques were tested satisfactorily in 2MMR, and fires lit in 2B boiler. Upon placing 2B boiler on the line, 1B boiler was reduced to cold iron status for work accomplishment. NR 6 SSTG was placed into operation for boiler load on 2B, and NR 3 SSTG was secured. On 14 April, NR 1 main engine was secured from jacking over the ahead direction with the only remaining jacking shafts in 2MMR.

Commenced warming all steam lines on 16 April in preparation for lighting off boilers in all main spaces for the upcoming Indian Ocean commitment. The forward group was placed into service and all main engines started jacking. All lighting off evolutions went smoothly on 17 April until AS-20 in 4MMR developed a major steam leak. The forward group was secured about 0100, 18 April and repairs were completed by 0430, which allowed for a successful (but very tight) underway commitment time of 0855, 18 April.

The next several days were involved in flying the remaining aircraft aboard and smoothing out various systems and equipment. Several SRF workers were aboard for further completion of jobs, i.e., lagging, valve packing, testing SSTG overspeed trips, etc.

On 8 May, NR 2 main engine shaft was stopped and locked for cleaning of boiler watersides/firesides and other general maintenance. This evolution provided the ship extended service life time without the aid of in-port facilities. Constellation carries a 10,000 PSI water blasting machine to "punch tubes" whenever the time factor of 1,800 hours is near for cleaning watersides - operational conditions permitting. Problems were experienced with NR 3 SSTG governor control which resulted in a mass casualty involving the loss of electrical power throughout the mid and aft portions of the ship on 11 May. All emergency diesel generators were placed on the line until turbo-generators were able to be placed back on the line for service. Airborne aircraft were safely landed on board Constellation without a need for diverting them elsewhere. The quick response of engineering personnel reduced a potentially hazardous event to a routine landing evolution.

18 April to 5 August were spent underway in the Indian Ocean. This long arduous at-sea period taxed every man on board Constellation, but pushed the men of the Engineering Department beyond what had previously been considered the absolute limits of endurance. But they somehow continued to press on. Some of the more significant difficulties Connie engineers had to contend with during the Indian Ocean period were the following:

1. Degradation of engineering training in casualty control drills during sustained periods of combat readiness in the Indian Ocean. The imposition of VAST and HATS, with their 12-hour long computerized maintenance checks requiring stable power, meant a no-win trade off for the Engineers. To keep the aircraft maintained, casualty control drills were repeatedly slid back. As long as the ship's power generation/distribution remains unchanged and VAST/HATS remain onboard, there doesn't seem to be a solution to the problem.

2. Vulnerability of Battle Groups to loss of oilers. The unexpected loss of NAVASOTA in the Indian Ocean, and the inaccessability of ASHTABULA until late in the transit to Pearl Harbor, underscore the short leash carrier battle groups survive on. A casualty to an oiler while the battle groups are in the Western I.O. could prove both politically and militarily disastrous.

3. Need for a repair ship in the Northern I.O. The Diego Garcia based tenders were too far away to be of much use. The US-3A aircraft has a very limited cargo hold for machinery. Diego Garcia is over 2,000 nm from Gonzo station, our tenders should be where we need them, that is where the operating area is.

4. Engineering manning. Being C-4 in E5 and above paygrades seriously impacted on Engineering supervision and significantly degraded efforts to build up plant reliability. A continuing high turnover of personnel at the start of the cruise and on into the I.O. created turbulence in watch-bills and efforts to stabilize expertise.

5. Lack of liberty ports in the I.O. Liberty was denied in Diego Garcia to CV crews. Further, apart from 10 days of cold iron in Subic, the Engineers had to continuously steam the plant in other liberty ports. Any upkeep period of less than 14 days, and which does not allow at least a 96-hour standby, precludes engineers' liberty. This deployment provided scarce liberty for CV 64 engineers.

6. Fuel Contamination. In early June the fossil-buring ships in the battle group with automatic combustion controlled boilers experienced problems with fuel contamination that led to sticking fuel oil control valves and burner fuel plungers. The fuel oil control valves, in particular, suffered from abrasion that rapidly used up available spare parts. Source of the contamination appears to have been two mideast refineries supplying oilers at that time. On board spectrographic analysis showed sand and rust forming a light silt that did not settle and appear in BS&W samples, and caused problems both by passing through and clogging fuel oil strainers.

7. During the latter part of the deployment, distilling plant production fell from the rated 400,000 gallons per day to 325,000 gallons per day. This reduction was due to the scaling of the heat exchanger surface which is exacerbated by high injection temperatures. This reduction in capacity, coupled with the loss of approximately 25,000 gallons per day of LP drains due to long-standing system contamination forced shower hours on several occasions. The institution of citric acid cleaning while the evaporator is in operation should provide relief for the next deployment.

The maintenance requirements of a high tempo operating CV are enormous, particularly after extensive at-sea periods. To offset the negative effects on both habitability and combat readiness, a fledgling program whereby Constellation, in coordination with SRF Subic Bay, would pre-plan and prioritize a work package prior to the ship's arrival in the Philippines was attempted.

The effectiveness of the program was rated very high. The program achieved the following:

1. Constellation sent message work requests from the I.O. to SRF Subic beginning on 3 July, and by 23 July had 402 jobs submitted by message and prioritized.

2. The ship continued to send messages to SRF, so that by about 16 August, (one week prior to the ship's arrival in Subic), an additional 79 jobs were identified.

3. Precise figures as to the number of those 481 jobs that were accepted for the SRF work package are not readily available. Estimate 50%-60%.

4. Work requests can be submitted to SRF from anywhere in a timely and fast manner.

5. Receipt can be verified by message, which also serves to notify other addees (CANP, PERA, CCG 1, CTF 73) who are included on the message transmission of the status and progress or work package development.

6. Program fosters steady work package development, vice a crisis mangment approach several weeks prior to start of availability.

7. The program provides the opportuniy for easier and longer term screening. Although packages will not ordinarily be screened thoroughly until the appropriate time in availability planning and preparation, the regular submission of work requests permits the SRF repair activity to screen work requests selectively or as partial packages as received and pull out jobs for preliminary planning and follow up as deemed necessary by them, or as requested by the ship.

8. Over 400 work requests were accepted and approximately 290 job orders were accomplished by SRF in the 23 August through 7 September time frame.

9. Over the period 8 September - 27 September another approximate 85 work requests (some carryovers from previous period) were accepted and about 55 jobs were completed.

10. SRF accomplished the extensive repair of the collision damage, and hull painting, and 14 casreps over the 23 August - 7 September time frame, plus another 6 casreps over the 8 through 27 September period. SRF as extremely cooperative in both the planning and the production phases of the work. Both were marked by a "can do" or at very least "lets try" attitude.

The length of time in port was 15 full days. This is considered very acceptable overall. Most of the jobs were completed easily, however, many big jobs and significant jobs were close or down to the wire. Ideal length would probably be 16 to 17 days.

Upon her return to San Diego, Constellation's engineers took a well-deserved 4-week stand down, the first real liberty for most of them since the cruise began. The boilers were laid up dry under decant, and DFM and JP-5 fuel tanks pumped down to low suction to prepare for extensive repairs. To reduce inconvenience to the crew, repairs to the ship's fresh-water system were undertaken during stand down when the crew population was at a low point. Selected valve work was also began early.

As Constellation's 13-week Selected Restricted Availability (SRA) began on 17 November, Constellation's Engineering Department concomitantly began a Quality Assurance (QA) program, designated an LDO Ensign as the Department QA Officer, and promulgating an instruction covering QA procedures, with lists of system primary and secondary inspectors.

A Chief Boiler Technician was also assigned full-time to the QA Section, assisting the QA Officer in coordinating inspectors and checkpoints/inspections. A schedule of checkpoints for each job was drawn up from job specifications, and procedures set up to give inspectors as much "heads up" alert as possible, to minimize time conflicts with their other primary duties in their own divisions. A parallel effort was also started to upgrade the technical manuals, technical repair standards, and files of old test memoranda, to give QA inspectors ready reference to use during inspections. The QA program represented a major step forward in formalizing Engineering's technical surveillance of repairs.

The Department also rededicated itself to the Command goal of daily training, setting aside the first hour of the day to teaching of theory and systems, from Engineering Officer of the Watch down to the lowest watch-stations. To reduce conflicts with contractor support needs, the Department adjusted working hours to begin at 0700, so that personnel would be available at 0800 to work with industrial workers.

The industrial work package itself represented a major challenge to the whole Department, starting with the planning effort required to shift gears from preparing for an SRA instead of a Complex Overhaul (COH). After five years and two heavily-steamed deployments with minimum upkeep time, it was inevitable that an industrial work package of unprecedented size would be rquired to prepare the ship for another deployment. Closely scheduled ship's force and contractor work schedules were developed to ensure that the ambitious package would be completed on time. Contract specifications, available only two weeks before the invitation to bid, were reviewed by the ship's QA force for accuracy, with recommended changes submitted.

Southwest Marine Company won the primary contractor bid, with Triple A South winning a secondary package of auxiliary machinery. Rip out began expeditiously and daily progress meetings ensured from the start that close cooperation kept work on schedule. Despite a 40% growth of the work package, plant light-offs in February were achieved with minimum problems. As the SRA drew to a close at the end of the month, Constellation set a record for accomplishing the largest work package -- over 70,000 man-days -- ever attempted in San Diego. The ship got underway 15 minutes early on 27 February 1981 for Sea Trials, which came to a successful conclusion on 3 March 1981. RADM Brown, Commander Carrier Group ONE, commended Constellation for the smooth, successful completion of the unprecedented SRA effort.

## 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. As a secondary function, the Executive department provides various services and provides management assistance to the entire ship including the ship's Master-at-Arms Force, Print Shop and Public Affairs Office.

The office of the ship's chaplains is part of the Executive Department. Protestant and Catholic worship services/programs were held aboard ship on Sundays and during the week throughout the year. Religious instructions and bible studies were conducted on an individual and group basis. Chaplain services for worship and counseling were also provided to carrier escort ships on a regular basis while deployed. A command counseling program was conducted on a weekly basis, and Chaplains visited Brig prisoners and Medical Ward patients on a regular basis. Evenings at-sea prayers were offered nightly over the ship's 1MC system. American Red Cross messages were processed and answered in a timely manner for hundreds of Connie sailors. The Ship's Library and Crew's Lounge were open on a round-the-clock basis. A structural redesign and rebuilding of the Chaplain's office spaces to adequately accommodate the needs of all three carrier chaplains for counseling and confessional purposes was completed in 1980, as well as a SFOMS funding program for special budgeting for the ship's chapel, library and crew's lounge which were all professionally redecorated and re-equipped during the San Diego SRA in-port period.

A significant increase in Command support for the Chaplain's programs was reflected in an increase of Command OPTAR funds to support a full and active religious program aboard the ship. FY 81 saw a budget of $13,010.00 approved by the command. In addition the Chaplain's office became an independent cost center to manage and budget its own programs.

Offerings were received for charities in the Philippines and Korea. Ship donations to myriad Philippine and Korean orphanages, schools, medical clinics, scholarship programs and servicemen centers were coordinated by the ship's chaplains and volunteer work parties were organized.

Upon arrival in Pusan, Korea over 80 ship volunteers helped paint two local orphanages, the St. Francis Orphanage and the Dong Son Won Orphanage. USS Constellation crew members also contributed $1,305.00 to these orphanages and to St. Vincent's Home for Amerasians in Inchon City, Korea. American Hispanic Heritage Week and the Jewish High Holy Days of Rosh Hashannah and Yom Kippur were observed. "Project Handclasp" materials/supplies were turned over to local Catholic English speeking schools in the Philippines. On 5 August 1980 Chaplain (b) (6) [redacted] was relieved by Chaplain (b) (6) [redacted] as the Senior Chaplain aboard.

ESO COMMAND HISTORY INPUT FOR PERIOD: 01 JAN 80 TO 31 DEC 80.

367 E-3 EXAMS ADMINISTERED

496 E-4 M/L EXAMS ADMINISTERED

433 E-5 M/L EXAMS

401 E-4 TESTS ADMINISTERED

376 E-5 TESTS ADMINISTERED

105 E-6 TESTS ADMINISTERED

82 E-7 TESTS ADMINISTERED

0 E-8 TESTS ADMINISTERED

0 E-9 TESTS ADMINISTERED

157 TYPING PERFORMANCE TEST ADMINISTERED

108 NELSON READING TESTS

38 COMMAND ADVANCED PROGRAM

394 COLLEGE PACE COURSES COMPLETED

315 HIGH SCHOOL COURSE COMPLETED

198 NHSSP REMEDIAL READING COURSES COMPLETED

128 NHSSP ESL COURSES COMPLETED

100 STUDENTS RECEIVING HIGH SCHOOL DIPLOMAS

263 GED TESTS ADMINISTERED

75 ACT ADMINISTERED

0 SAT ADMINISTERED

7 LDO APPLICATION PROCESSED

6 WO APPLICATIONS PROCESSED

4 BOOST APPLICATIONS PROCESSED

0 ACADEMY APPLICATIONS PROCESSED

0 NROTC APPLICATIONS PROCESSED

2 OCS/AOC APPLICATIONS PROCESSED

166 ENLISTED COURSE ORDERED (NRCC's)

536 OFFICER-ENLISTED COURSES ORDERED

404 OFFICER COURSES ORDERED

32 DANTES COURSES ORDERED

283 ADVANCED TO E-2

362 ADVANCED TO E-3

341 PASSED E-4 M/L EXAM

298 PASSED E-5 M/L EXAM

397 ADVANCED TO E-4

157 ADVANCED TO E-5

50 ADVANCED TO E-6

17 ADVANCED TO E-7

3 ADVANCED TO E-8

0 ADVANCED TO E-9

68 TYPING TEST PASSED

29 ADVANCED THROUGH COMMAND ADVANCEMENT PROGRAM

350 STUDENTS RECEIVING COLLEGE COURSE CREDIT

307 STUDENTS RECEIVING HIGH SCHOOL COURSE CREDIT

138 STUDENT QUALIFYING FOR NHSSP READING CERTIFICATES

171 STUDENTS QUALIFYING FOR NHSSP ESL CERTIFICATES

1 SELECTED FOR LDO

1 SELECTED FOR WO

1 SELECTED FOR BOOST

0 ACADEMY SELECTIONS

0 NROTC SELECTIONS

1 OCS/AOC SELECTIONS

# POSTAL TRANSACTIONS FOR 1980

1. MONEY ORDERS ISSUED
33,218

MONEY ORDERS SPOILED
456

CASH VALUE
$3,196,773.72

TOTAL FEES
$6,643.60

MONEY ORDERS CASHED
798

CASH VALUE
$77,082.87

2. TOTAL STAMP SALES
$119,707.19

3. INCOMING MAIL

TOTAL 547,462 LBS.

| REGISTERED MAIL | FIRST CLASS | PRIORITY | MOM | SAM | PARCEL POST |
|---|---|---|---|---|---|
| 23,535 | 34,455 | 186,854 | 25,673 | 184,188 | 92,757 |

OUTGOING MAIL

TOTAL: 135,539

| REGISTERED MAIL | FIRST CLASS | PRIORITY | MOM | SAM | PARCEL POST |
|---|---|---|---|---|---|
| 5,612 | 27,193 | 43,137 | 20,785 | 15,086 | 23,726 |

## LEGAL ASSISTANCE PROVIDED

| | |
|---|---|
| 1. Powers of Attorney: | 628 |
| 2. Wills: | 58 |
| 3. Disciplinary Actions: | |
| a. Captain's Masts | 1,014 |
| b. Misconduct Discharge processing | 103 |
| c. Court Martials completed: | |
| (1) Special | 22 |
| (2) Summary | 19 |
| d. Appeals from Captain's Mast | 29 |
| e. Line of Duty Investigations | 42 |

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## COMMAND RETENTION STATISTICS

FIRST TERM

| Fully Eligible | RE-3R | Ineligible | Reenlisted | % |
|---|---|---|---|---|
| 464 | 77 | 50 | 154 | 33.1 |

SECOND TERM

| Fully Eligible | Ineligible | Reenlisted | % |
|---|---|---|---|
| 75 | 3 | 46 | 61.3 |

CAREER

| Fully Eligible | Ineligible | Flt. Reserve | Reenlisted | % |
|---|---|---|---|---|
| 73 | 6 | 15 | 72 | 98.6 |

Constellation's retention efforts during 1980 resulted in the ship being awarded the "Golden Anchor" for large sea-going commands.

## PERSONNEL STATISTICAL DATA

1. Officer Statistical data:

   a. Allowance of 142

      (1) Onboard as of 01 JAN 80 - 147
      (2) 01 APR 80 - 145
      (3) 01 JUL 80 - 154
      (4) 01 OCT 80 - 165
      (5) 31 DEC 80 - 157

2. Enlisted Personnel statistical data:

   a. Manning:

| | Allowance | On board |
|---|---|---|
| 01 JAN 80 | 2739 | 2588 |
| 01 APR 80 | 2731 | 2581 |
| 01 JUL 80 | 2732 | 2480 |
| 01 OCT 80 | 2611 | 2462 |
| 31 DEC 80 | 2611 | 2542 |

   b. Personnel Transactions:

| | |
|---|---|
| Receipts: | 1199 |
| Transfers: | 454 |
| Separations: | 570 |

## MEDICAL DEPARTMENT

The Medical Department is charged with the physical wellbeing 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 when daily sick call is held. Emergencies are seen at 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.

During 1980 the following medical services were rendered:

a. Professional Services Rendered:

| | |
|---|---|
| Outpatient Visits | 59,580 |
| Total Admission to the Sick List | 399 |
| Flight Physicals | 198 |
| Other Complete Physicals | 1099 |
| Immunizations | 6645 |
| Limited Services | 12,250 |

Spectacles Ordered:

| | |
|---|---|
| Single Lens | 407 |
| Bifocal | 02 |
| | Total: 409 |

Prescriptions Filled:

| | |
|---|---|
| Outpatient | 20,243 |
| Inpatient | 639 |

Laboratory Procedures:

| | |
|---|---|
| Outpatient | 15,342 |
| Inpatient | 1536 |

X-ray Film Exposed:

| | |
|---|---|
| Outpatient | 4160 |
| Inpatient | 187 |
| | Total: 4347 |

Electrocardiograms:

| | |
|---|---|
| Outpatient | 154 |
| Inpatient | 0 |
| | Total: 154 |

| | |
|---|---|
| Audiograms | 1459 |
| Shipboard Injuries | 166 |
| Other Injuries | 127 |
| Auto Accident Injuries | 0 |
| Motorcycle Accident Injuries | 1 |
| Drug Abuse (all types) | 306 |
| Alcohol Abuse | 88 |
| Behavioral Conditions | 89 |
| Total Professional Services Rendered | 125,077 |

B. Operating Room Procedures:

| | |
|---|---|
| Appendectomies | 2 |
| Hernia Repairs | 9 |
| Circumcisions | 24 |
| Cyst Excisions | 7 |
| Vasectomies | 18 |
| Hemorrhoidectomies | 1 |
| Wound Debridements | 2 |
| Hydrocelectomies | 1 |
| Total: | 63 |

C. Anesthesia:

| | |
|---|---|
| Local | 48 |
| Spinal | 15 |

D. Venereal Disease (all ports visited):

| | |
|---|---|
| Gonnococcus | 1053 |
| Chancroid | 6 |
| Syphillis | 8 |
| Lymphogranuloma Venereum | 0 |
| Non-Gonnococcal Urethritis | 500 |
| Total: | 1567 |

## NAVIGATION DEPARTMENT

Navigation is one of the smallest departments on board Constellation, with one of the most important missions - providing for the safe and effective navigation and piloting of the ship.

The tasks of the Navigation Department include the continual and accurate plotting of the ship's course and position, recommending courses to be steered, and the training of underway deck officers, helmsmen and in-port quarterdeck watchstanders. Navigation division personnel are continuously on watch in Captain's Plot, on the bridge as Quartermaster of the Watch, and in after steering as emergency helmsmen.

The Navigation Department successfully steered Constellation half way around the world back during 1980. Constellation's seven and a half month deployment covered over 46,000 nautical miles. The Navigation Department provided highly qualified helmsmen to steer Constellation through 40 underway-replenishments with a total of over 110 hours alongside refueling ships. In addition, 16 CONREPS were executed for a total of another 47 and a half hours alongside supply vessels. Constellation also maintained its supply life via 14 separate VERTREPS, which accounted for 41 hours and 57 minutes of intense teamwork by Connie's Air, Supply and Navigation personnel.

The Navigation department also maintains over 1,000 different charts and publications which depict millions of square miles of the world's oceans and contain the most up-to-date navigational information. Navigation is also responsible for the maintenance of the ship's Deck Log.

## OPERATIONS DEPARTMENT

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

OI, OT and OW divisions, comprise the ship's Combat Direction Center, is charged with the collection, display, 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, provided in 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.

Due to the critical nature of the work performed within the operations department, OPS is required to maintain a stable and effective organization. Throughout 1980 Constellation's Operations Department performed with total professionalism in all areas. Examples of the kind of talent and dedication that exist within the department are ACCS Michael E. Allen, USN, who was named as the Navy's Air Traffic Controller of the year for 1980, and OS2 Robert Sheehy, who was selected as Constellation's Sailor of the Year.

The most serious challenge to the smooth operation of the Operations Department is Material/Suitability problems. The following difficulties with both software and hardware were experienced during 1980.

a. The SPA-74 radar scope which was repaired during the POM period became inoperable again after running only 24 hours.

b. A bad circuit made the SPA-25 repeater unable to focus. This problem also made running the SPS-10 radar difficult.

c. S-7's RD-293 was CASREP in February of 1980 as the result of a PUNCH unit failure. Replaced by cannibalization for the USS KITTY HAWK, a new PUNCH head was received and installed in March of 80. ECLIPS was up and down; an apparent design flaw between calculator buffer and COMM patch panel resulting in recurrent failure of the buffer.

d. The NA/SPS-37 was brought up to full operating standards following problems encountered during the SRA overhaul. Final work by PACORD and NAVSEACENPAC was accomplished during the POM period.

e. SINS received SNAIAS certification for A7E, S3A, A6E TRAM E-2C and F14 based on tests conducted from 15 OCT 79 through 14 DEC 79.

f. AN/SPS-10 was CASREP due to a faulty transformer, T103. Transformer cannabilization from the USS MORTON, with authority from COMNAVSURFGRU MIDPAC, along with equipment repairs and CASCORs resulted in satisfactory performance.

g. SINS experienced chilled water problems during the 1980 deployment, causing it to drop off the line. Following restoration of chilled water, the system has been operating at peak efficiency.

h. SRN-9 was inspected by MOTU ONE and determined to be marginally operational.

i. AN/SPN-43A experienced gyro stabilization problems during the latter part of the transit to Hawaii. MOTU FIVE provided a technical representative to provide assistance to correct the problem.

j. AN/SPN-43A remained CASREP at the end of 1980 (79-173), awaiting echo box motor and tilt indication porentiometer.

k. AN/SPN-42A channel B was CASCOR upon receipt of a pitch gyro; the system performed well during remainder of March.

l. Experienced ICAPS software difficulties in April. By copying the disk on NIMITZ' system, the problem was corrected in a short time. In May, however, a hardward failure of the ICAPS fixed disk resulted in considerable equipment down time. A replacement unit was sent by NAVOCEANO.

m. Problems with the ECLIPS system occurred due to the operations of only one buffer instead of two. System will be inoperative until receipt of MIDWAY'S system, which was forwarded at CNAP direction.

n. Continued problems in the AN/SXQ (Pilot Briefing System) were attributable to delayed arrival of PXS-C-15V power supply.

o. SPN-43 Radar was CASREPT for the entire second quarter of 1980 and remained so until in port San Diego. As a result, the 48 Radar was used as an approach radar.

## SAFETY DEPARTMENT

1. Constellation's Safety Department is composed of seven enlisted men in seven different ratings and one Commander. This small cadre of men is responsible for the Safety Program aboard Constellation, with areas of responsibility ranging from below deck in the main spaces, to berthing spaces and the hangar, to deck seamanship and ordance handling, and to the ever hazardous flight deck. Their charter is to ensure that all operations on the ship are conducted in accordance with all safety precautions and regulations. While the ship is in-port safety ashore and safe driving are additional areas of responsibility for the Safety Department.

2. Major Safety Department milestones for 1980 were:

a. Only two major aircraft accidents; one of the best records in the Pacific Fleet.

b. Prepared and coordinated a pace-setting FOD prevention program that kept the major FOD incident rate at .79; one of the best records in the Pacific Fleet.

c. Zero ground accidents.

d. Over 400 Safety discrepancies indentified and corrected.

e. Improved the material condition of over 20 ladders throughout the ship.

f. Published numerous safety-related articles for the ships newspaper and other internal media.

g. Established an active safety training program for the ship. Over 100 lectures have been given by the Safety Department.

h. Succeeded in drastically improving the cleanliness and safety of the hangar deck.

i. Performed numerous safety surveys on such equipment as AFFF stations, battle lanterns and portable fire bottles.

## SFOMS DEPARTMENT

1. During the period of the Ship's Selected Restricted Availability (SRA) a new department, the Ship's Force Overhaul Management System (SFOMS), was established for the period 14 November 1980 thru 23 February 1981. The organization consisted of 12 officers in grades ranging from 05 to warrant and included slightly over 400 enlisted personnel.

2. Administratively, the department had five separate divisions: Habitability Division (compartments and heads), Tools Division, Fire Watch Division, Ventilation Division, and the Quality Assurance Division. The goals established were to rehabilitate five berthing compartments, eight heads, and clean 40 percent of the ventilation systems while scoping out all ventilation systems on the ship.

3. During the SRA period the SFOMS Department recorded the following accomplishements:

a. ~~Seven~~ NINE berthing compartments were rehabilitated, for a total of ~~956~~ 1124 berths, which increased the ships total berthing capacity by ~~113~~ 137 berths.

| | | | |
|---|---|---|---|
| 3-49-0L | 2-205-0L | 01-39-0L | 3-195-0L |
| 3-69-0L | 02-74-0L | 2-215-0L | 03-235-0L |
| | | | 03-190-0L |

b. Eight heads were totally rehabilitated:

| | | | |
|---|---|---|---|
| 2-54-5L | 2-215-4L | 03-225-6L | 03-220-1L |
| 2-205-3L | 2-220-3L | 03-182-3L | 03-235-1L |

c. The Ventilation Division exceeded their goals, cleaning approximately 45 per cent of the ventilation systems and completed scoping out all ventilation systems on Constellation.

d. The Fire Watch Division, established primarily for support for civilian contractors during the SRA, proved to be the most successful organization and received verbal plaudits from SUPSHIPS for their outstanding support.

4. The SFOMS Department was disbanded on 23 February 1981 on completion of the ship's SRA period. Several key personnel with special talents were retained in a small Habitability Division within the Executive Department to support and provide assistance to shipboard divisional rehabilitation efforts.

## SUPPLY DEPARTMENT

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

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

b. 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.

c. S-3 Division is responsible for the ship's stores. Constellation operates two soda fountain type stores, two barber shops, a tailor shop, two clothing stores, a luxury goods store, a dry cleaning plant and a million dollar laundry plant.

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

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

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

g. S-7 Division operates the ship's computers and manages the tremendous flow of data required to maintain Constellation's logistic state of readiness.

From any viewpoint, the dominant activity for the year centered around the WESTPAC/Indian Ocean deployment which spanned the greater part of eight months. Preceding this monumental effort was a period of last-minute preparations followed by a massive Pacific Fleet Exercise called RIMPAC. From the end of the cruise until the end of the year, the ship went into a brief post-deployment leave period followed by a relatively huge Selected Restricted Availability (SRA). Support of the ship's operations as follows:

## THE STORES DIVISION (S-1)

Other than the initial loadout, and two small UNREPs enroute to WESTPAC, the ship primarily restocked itself from NSD Subic Bay. This resupply was accomplished during three in-port periods plus numerous underway replenishments from MLSF units. Two massive airlifts of stores were also accomplished; the first utilized CH-53 aircraft to fly 166,00 pounds of stores out to the ship from Diego Garcia, and the other involved the movement of 360,000 pounds of stores out to the ship which was anchored in Singapore harbor by barges. Upon commencement of the SRA, the Stores Division processed more than a million dollars worth of material requests to support the Ships Force Own Maintenance System project.

Cruise statistics include:

77% - average Coordinated Shipboard Allowance List (COSAL) net effectiveness.

71% - average Coordinated Shipboard Allowance List (COSAL) gross effectiveness.

34.6% - average daily number of open Cash Upon Receipt (CASREP) requirements.

## THE FOOD SERVICE DIVISION (S-2)

In anticipation of prolonged periods of operations at sea, the Food Service Division began the cruise with an absolutely full load of provisions, and through diligent reorders never allowed the precent on hand to drop below 60. With the Ship/Air Wing Team consuming food at the daily rate of 14,500 pounds, it was necessary to take on additional food at every opportunity. During Constellation's 110-day Indian Ocean Operation, we replenished 16 times at sea, taking on more than 1260 pallets of food. A special treat was provided to the crew in the form of "Daisy" milk from Singapore and fresh produce from the Middle East. Because of fresh-water-generation problems, it was often necessary to feed the crew on paper products; on a typical "dry" day, a total of 18,000 paper plates and 30,000 paper cups were used. Upon return to San Diego, the ship's dining facilities were shut down for extensive repairs and modernization. The crew was then subsisted out of the Enlisted Dining Facility at NAS North Island. Vending machines placed on the hangar deck along with tables and chairs, also provided a source of ready-to-eat food as well as a dedicated space in which to eat. The single noteworthy cruise statistics is:

1,481 - tons of food consumed.

## THE RETAIL SALES DIVISION (S-3)

The extent of the time spent at-sea presented a never-before-experienced opportunity to excel for members of this division due to the fact that assigned Petty Officer leadership never got above the C4 category. Despite this fact, all service facilities worked longer hours than ever before, trying to render best possible service to the crew. A considerable amount of foreign merchandise was flown out to the ship for sale in the Ship's Stores from the NEX's in Subic Bay and Yokosuka; with very few exceptions it all sold out within a few days of being placed in the stores. Key cruise statistics include:

725 - tons of laundry washed.
$1,626,540 - gross sales (averaged $7400/day)

## THE DISBURSING DIVISION (S-4)

Although disbursing activity in the Indian Ocean was less than during previous at-sea periods in WESTPAC, the hoarding of change began to impact the check-cashing phase of the operation after about 2 1/2 months. By the time the ship returned to Subic Bay, nearly $16,000 in change had disappeared from general circulation. Following deployment, the everyday business in Disbursing actually increased, while at the same time the numbers of assigned DKs decreased. A number of innovative management procedures were therefore instituted that reduced manpower requirements and yet improved service to the customer. Among these were: A pay-inquiry system that generates written answers to the member within one week, and a reduction in average travel claim processing from 20 to 5 working days. Statistics for the cruise include:

$3,229,343 - average gross disbursements/month.
300 - average number of travel claims/month.
$1,294,873 - average checks cashed/month.
.005 - average SJUMPS error rate.

## THE WARDROOM MESS (S-5)

The single largest impact on the Wardroom operation was the unusually high officer population on board during the I.O. excursion. With many department heads and division officers being relieved in normal rotation, the juggling of staterooms attained extraordinary proportions. Also, due to pre-overhaul and pre-SRA planning requirements as well as large numbers of civilian Tiger Teams, the demands for officer berthing taxed this division's resources, such that USO entertainers could not be scheduled for overnight stays. Upon return to homeport, 125 staterooms were thoroughly cleaned and painted out, and an interior designer was hired to develop a plan for rehabilitating Wardroom I, while another contractor redecorated the Wardroom II lounge.

## THE AVIATION SUPPORT DIVISION (S-6)

The most difficult phase of supply support, support for the aircraft of the embarked Airwing, also proved to be unusually challenging. The first half of the I.O line period was characterized by an extremely aggressive flying schedule. The second half's flying schedule had to be constrained due to the onset of the monsoon season with its 18-22 foot seas and very high winds. The previous heavy flying schedule plus the green water coming over the bow began to take its toll. The ship arrived in the I.O. with a partially depleted AVCAL, due to the demands of RIMPAC, and the inability of the Subic complex to satisfy the AVCAL reorders consistently above the 65% level. By mid-July, the Subic SUPER AVCAL went dry and many urgent F-14 and S-3 requirements had to be referred to CONUS. The pool of TF-30 and TF-34 engines in WESTPAC was reduced to zero. The Not Carried rate began to increase as did supply-system response times. CONUS backup assets were consumed to the point that 50 of 64 S-3 and 27 of 49 F-14 IG ONE requirements had "backordered/delayed" status. With the onset of the monsoon, the consumption rate of corrosion control materials more than tripled. As on board stocks were depleted, a special project was mounted out to fly in large quantities of these materials. During the final phase of the cruise, one last special effort succeeded in getting enough required assets flown out to the ship that the entire Air Wing, less 6 aircraft, was able to fly off on schedule. Before the year's end, the AVCAL was offloaded and the process of rebuilding the aviation spares package for the next cruise was set in motion. Key cruise statistics include:

77% - average AVCAL net effectiveness.
60% - average AVCAL gross effectiveness.
135 - average daily number of open Non Messiah Capable Supply (NMCS)

## THE DATA PROCESSING DIVISION (S-7)

It is a continual source of amazement that the non-tactical ADP requirements of one of the largest, afloat national assets are being provided for by a late-1950's vintage computer system that is no longer capable of providing "acceptable" service due to its age and antiquated technology. Measured across the entire year, the AN/UYK-5 system was fully operational 66% of the time in an average month.

Unlike the main frame phase of the ADP operation, the keypunching throughput was consistently above average due mostly to good leadership and consummate management of both people and hardware resources. Intermittent CPU problems were a genuine aggravation during the entire cruise; the next largest contributors to down time were the MILTOPE tape drives and the HETRA printer, neither of which is really an improvement over the original equipment. Finally the CRPU, which is essentially irreplaceable due to its ancient design frequently created backlogs of up to 60,000 unprocessed status cards due to its unreliability; for the first time in 4 1/2 years the ship was forced into a manual payday due to multiple hardware problems with the computer during the Pusan-Subic Bay transit. In the face of all of these problems, S-7 still managed to produce an incredible amount of output as witnessed by the following statistics from the cruise:

406,500 - documents keyed.
227,000 - SUADPS records produced.
547,000 - Aviation 3-M records produced.
28,800 - SJUMPS records produced.
6.43% - average error rate.

2. Awards received by the Supply Department:

COMNAVAIRPAC Food Service Excellence Award.
COMCARGRUONE Extraordinary Material Support Award.

## WEAPONS DEPARTMENT

The Weapons Department has the responsibility for 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 ordance magazines and bomb elevators.

The Anti-Air Group has as its mission the defense of the ship against enemy air attack. It is composed of two divisions: Fox division operates and maintains the complex target acquisition radar director systems, and Sam division operates and maintains the Terrier Missile launchers.

The Aviation Ordance Group provides for the storage, assembly and strike-up of bombs and missiles. It is comprised of four divisions: G-1 division maintains most of the magazines which are associated with the "heavy ordance"; G-2 division maintains all air-launched missiles and the sophisticated Walleye hypergolic missile; G-3 division maintains bomb elevators and bomb handling equipment; G-4 division provides for the transfer of ordnance on the hangar deck and flight deck levels.

The Marine Detachment provides for the security of personnel and equipment, as well as providing orderlies, guards of honor and a Landing Party Rifle Company.

W division is comprised of the Nuclear Weapons Group and has the responsibility of maintaining the ship's nuclear weapons capability.

The Explosive Ordnance Disposal Team has the mission of safely de-arming and disposing of all malfunctioning bombs or missiles that pose a safety hazard to the ship.

During 1980, the Weapons Department participated in direct support of operations during Constellation's Operation Readiness Inspection, READIEX 1-80, and RIMPAC 80. Events of exclusive interest to the Weapons Department were:

a. NWTPI - conducted 9-14 JAN 80.
b. NWTG - conducted 11-15 FEB 80.
c. CSRT Assist Visit 19-22 FEB 80.
d. Missile Exercise 12 MAR 80.
e. I.R.R.S. 29-31 MAR 80.

A Nuclear Weapons Technical Proficiency Inspection was held on Constellation in early January 1980, with "W" Division receiving an overall grade of satisfactory. In addition "W" Division participated in three NOREX exercises during ORI.

A refresher training class was given by the nuclear weapons training group located at NAS North Island, California. All of "W" Division participated.

From 19 through 22 January 1980, a team was on board to conduct a combat systems readiness test assist. This assist was held in order to disclose any problems which existed in the combat systems aboard Constellation. At this time the ship was encountering severe electrical power supply problems. The technical experts were able to help the ship eliminate many of the problems which had been hindering weapons systems readiness. The Terrier Missile system is approaching obsolesence and the uniqueness of the AN/SPG-55A system posed a few problems. The CSRT was terminated due to Constellation preparing to get underway for a WESTPAC Deployment.

A missile exercise was conducted off of the Pacific missile range facility, Barking Sands, HI. on 12 MAR 80. Constellation fired two RIM-2F missiles at an air launched BQM-34A drone. The drone made two runs. The first was for a Z-30-GM exercise which was judged a failure due to missile failure. The second run was for a Z-35-GM which was judged a success.

During the ship's passage between Hawaii and the Philippines, a bombing exercise was held in the Guam operating area. During this operation, Constellation's aviation ordnance divisions demonstrated the capability of a CV to build, and deliver ordnance to aircraft in support of an extensive air strike. This ability is made possible through a rapid re-arm system. This system was demonstrated in a highly effective manner and allowed Constellation's air wing (CVW-9) to drop over 1000 bombs in three days.

On 19 May the EOD DETACHMENT THREE was called upon to examine an A-7 Corsair Aircraft which had its landing gear collapse on landing. The plane was carrying one AIM-7 sidewinder missile and two MK 20 Rockeye bombs. The plane came to rest on one of the MK 20 bombs. The weapon was determined safe for moving so Crash and Salvage moved the aircraft and EOD disposed of the damaged weapon.

On 7 April a missile exercise was conducted off Poro Point, Republic of the Philippines. Constellation fired one RIM-2F missile at a land launched BQM-34A drone. The Z-42-GM exercise was determined a failure due to the missile's failure to receive and process proper firing orders.

Constellation's Marine Detachment attended the Jungle Escape Survival Training School conducted at NAS Cubi Point, RP on 25, 26 and 27 August.

In early September the Weapons Department participated in direct support of operations off Okinawa on our transit to Pusan, Korea. A training package of 356-MK 86 bombs was built-up and loaded for the air wing to conduct bombing practice off of Okinawa.

As the final days of the 1980 cruise approached, an end of WESTPAC weapons back load was conducted on the morning of 23 September, prior to arrival in-port Subic Bay, RP.

## ORDNANCE EXPENDITURES 1980

| NOMENCLATURE | NUMBER EXPENDED |
|---|---|
| 20 mm TP-T | 4,407 |
| 20 mm HEI-T | 1,629 |
| 20 mm TP (A890) | 27,626 |
| 20 mm TP (A891) | 41,819 |
| MK 82 GP Bomb | 2,244 |
| MK 83 GP Bomb | 24 |
| MK 20 Rockeye | 4 |
| MK 76 PB | 6,221 |
| GM ATM-&F TRNG. | 1 |
| M 904 E4 Bomb Fuse | 1,171 |
| MK 344-1 Bomb Fuse | 1,167 |
| MK 376-0 Bomb Fuse | 306 |
| GM AIM-7E TRNG. | 2 |
| GM AIM-7E TRNG. | 1 |
| MK 25 Marker, marine | 432 |
| MK 58 Marker, marine | 1,085 |
| RR 129/AL Chaff Countermeasures | 2,251 |
| RR 171/AL Chaff | 96 |
| GM AGM-45 A-6 Shrike | 2 |
| GM AIM-96 | 18 |
| GM AIM-9H | 15 |
| GM AIM-9L | 3 |
| Torpedo MK 46 W/EX Head (1405) | 8 |
| Torpedo MK 46 W/EX Head (1419) | 6 |
| GM RIM-2F-4 Practice | 3 |
| RKT Motor MK 12-1 F/RIM-2F | 3 |