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DEPARTMENT OF THE NAVY
USS CONSTELLATION (CV 64)
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From: Commanding Officer, USS CONSTELLATION (CV 64)
To: Ship's History Branch, Navy Historical Center, Washington
Navy Yard, 901 M Street SE, Washington DC 20374-5060

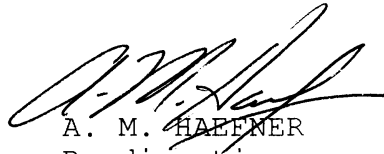
Subj: USS CONSTELLATION (CV 64) COMMAND HISTORY FOR
CALENDAR YEAR 1993

1993

Ref: (a) OPNAVINST 5720.12E

- Encl: (1) Command Composition and Organization/Chronology
(2) USS CONSTELLATION Command History Narrative
(3) Ship's Photo
(4) Commanding Officer Biography
(5) 8" X 10" Commanding Officer Photo

1. Enclosures (1) through (5) are forwarded in accordance with reference (a).


A. M. HAEFNER
By direction

**USS CONSTELLATION (CV 64)
COMMAND COMPOSITION AND ORGANIZATION**

In 1993 USS Constellation (CV 64) finished the Service Life Extension Program (SLEP) overhaul in the Philadelphia Naval Shipyard (PNSY). Following completion of SLEP, the ship returned to its San Diego homeport, with stops in Mayport, Florida; Charlotte Amalie, St. Thomas, U.S. Virgin Islands; Port of Spain, Trinidad and Tobago; and Acapulco, Mexico.

At the end of 1993, the ship's Commanding Officer was CAPT Gilman E. Rud.

The carrier's operational commander was Commander, Cruiser-Destroyer Group ONE, and the administrative commander was Commander, Naval Air Forces, U.S. Pacific Fleet.

CHRONOLOGY

01JAN-13JAN	Pierside, Pier 6E, PNSY
13JAN-16JAN	Underway (U/W) Sea Trials (NR 2)
16JAN-18JAN	Anchored, Norfolk, VA (INSURV Prep)
18JAN-21JAN	U/W Enroute PNSY
21JAN-08FEB	Pierside, Pier 6E, PNSY
08FEB-14FEB	U/W, VACAPES (Flight Deck Cert)
14FEB-16FEB	Anchored, Norfolk, VA (INSURV Prep)
16FEB-17FEB	U/W, Enroute PNSY (INSURV)
17FEB-04MAR	Pierside, Pier 6E, PNSY
04MAR-11MAR	U/W, Transit to Mayport, Florida
11MAR-12MAR	Inport Mayport (CVW-17 Onload)
12MAR-16MAR	U/W, Jacksonville, Florida OpArea
16MAR-17MAR	Inport Mayport (Refuel)
17MAR-25MAR	U/W Puerto Rico OpArea (CQ, CSSQT)
25MAR-29MAR	Inport, St. Thomas, USVI
29MAR-08APR	U/W, Puerto Rico OpArea (Shakedown)
08APR-29MAY	Inport, Mayport
29MAY-03JUN	U/W South American Transit
03JUN-07JUN	Inport, Port of Spain, Trinidad and Tobago
07JUN-12JUL	U/W South American Transit
12JUL-18JUL	Inport Acapulco, Mexico
18JUL-22JUL	U/W Enroute San Diego, California
22JUL-31DEC	Inport, Naval Air Station North Island, San Diego

**USS CONSTELLATION (CV 64)
COMMAND HISTORY NARRATIVE**

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

Following the completion of SLEP, Aircraft Intermediate Maintenance Department (AIMD) spent most of the year verifying test stations, staging IMRL equipment and outfitting shops, preparing to support an embarked air wing.

IM-2 Division certified the jet engine test cell during the Board of Inspection and Survey (INSURV), a "first" for any post-SLEP carrier. IM-2 also fabricated 22 deep-fat fryer components, making it possible for the ship's aft mess decks to come on-line ahead of schedule.

In February, IM-4 Division moved on board after extensive rehabilitation of their spaces, and on-loaded more than 200 items of support equipment to support flight deck certification.

From April to July, AIMD supported CVW-2 and CVW-17 during post-SLEP sea trials and the South American Transit. Significant accomplishments include:

Provided an unprecedented 91 percent post-SLEP aircraft support availability while flying 2,075 accident-free hours.

Deployed with 14 female crew members assigned to AIMD.

Awarded the Enlisted Aviation Warfare Specialist pin to PRC Christine E. Reichard -- the first woman to become EAWS qualified on board.

From August to December, AIMD installed 11 major ship alterations designed to support the newest airwing afloat.

In November, IM-4 Division hosted Naval Air Warfare Center engineers in the test and evaluation of the new concept OMNI Directional Vehicle. IM-4's field testing of the vehicle provided the NAWC engineers with valuable reliability and product improvement data.

AIR DEPARTMENT

Carrier Air Wing SEVENTEEN and Carrier Air Wing TWO were embarked during both a Caribbean work-up and South American Transit, respectively.

V-1 Division conducted 10,090 moves without a major mishap or injury. All 190,000 square feet of the flight deck were re-surfaced, and extensive re-work of aircraft tie-down points, elevator locks and catwalks was completed.

V-2 Division launched and recovered 3,310 fixed-wing aircraft and qualified three catapult crews and one arresting gear crew. Service changes to the flight deck included flight deck lighting, Fresnel Lens Optical Landing System, Mobile Visual Landing Aids System and an improved heads-up display for the landing signal officer platform.

V-3 Division re-surfaced hangar bay TWO as well as all four elevators and elevator wells. At-sea operations saw 1,368

Enclosure (2)

aircraft moves and 990 elevator actions.

V-4 Division fueled 2,672 aircraft with 3,027,097 gallons of JP-5, with more than 186,000 gallons pumped on the busiest day. The year concluded with the pierside onload of 500,000 gallons of JP-5 to reactivate and test tanks, valves, pumps and purifiers.

CHAPLAIN DEPARTMENT

Chaplain Department coordinated seven community relations projects, involving more than 500 Constellation sailors, in St. Thomas, Trinidad and Tobago and Acapulco during the South American Transit.

"Project Handclasp" assisted the Chaplain's Department in delivering school desks donated by San Diego schools to orphanages in Acapulco, Mexico.

COMMUNICATIONS DEPARTMENT

In accordance with directives from the Chief of Naval Operations, the command converted to diskette delivery of message traffic, becoming the first Pacific Fleet "paperless" carrier. Traffic totals for the ship were:

Incoming: 62,300
Outgoing: 7,130
Total: 69,430

DECK DEPARTMENT

Both 30-ton anchors were removed and refurbished, as were both motor whaleboats and one of the ship's two incinerators. Twelve flawless underway replenishments were conducted.

During Constellation's port call in Acapulco, Mexico, Deck Department responded to the destruction of a boat containing four Mexican nationals, successfully retrieving them from the water and enabling them to return home when their boat was destroyed during high seas.

DENTAL DEPARTMENT

Dental Department's staff increased from three to five dental officers, and from seven to 14 technicians. Two of the officers are specialists: one is an oral surgeon, and the other a prosthodontist.

In addition to dental care, Dental Department was responsible for planning and coordinating the Navy/Marine Corps Relief Society fundraising drive and the "Buy Bonds" campaign. More than \$49,000 was raised for the NMCRS, and the number of personnel participating in direct (payroll) purchase of bonds increased by 55 percent.

Dental personnel also coordinated the certification of more than 700 crew members in basic life support/CPR.

ENGINEERING DEPARTMENT

The propulsion plants were fully tested during sea trials in February, and the Navy's Board of Inspection and Survey (INSURV) later certified the quality of the work performed by ship's force and shipyard personnel.

P-Division made history in December, when Constellation's entire engineering department was tested in a single light-off examination, a process which usually is accomplished with a series of week-long tests.

Electrical Division completed 4,928 trouble calls. All eight ship's service turbo-generators' reverse power relays were replaced with new, solid state relays.

In support of the year's end light-off exam, E-Division cleared 601 documented discrepancies and thousands of minor undocumented discrepancies.

Electrical Division also played a vital role in the refurbishment of the after mess decks, rewiring the entire facility, requiring more than 5,000 feet of cable for 47 pieces of equipment.

Auxiliary Division completed extensive troubleshooting and repairs for all four deck-edge aircraft elevators and effected repairs to numbers one and two steering units.

Repair Division completed more than 3,000 trouble calls, as well as performing more than 2,000 welding and brazing jobs. The division also completed more than 4,000 label plates and engraving jobs.

Engineering Department created a 45-man damage control training team and established a four-section, 80-man (per section) in-port fire party and rescue and assistance team.

EXECUTIVE DEPARTMENT

The following awards were presented to USS Constellation crewmembers:

Legion of Merit	1
Meritorious Service Medal	5
Navy Commendation Medal	45
Navy Achievement Medal	29 (Group)
Navy Achievement Medal	23 (Command)
Flag Letter of Commendation	15
Commanding Officer LOC	10

Fifty-six officers reported aboard, 57 officers transferred, and 14 officers separated from active duty.

The two-month change of homeport transit forced an inordinately large amount of early personnel transfers and separations. This, coupled with the Navy's reduction in force, severely depleted ship's manning.

While underway, the Public Affairs Office (PAO) operated three television channels, two radio channels and published a daily newspaper. PAO hosted more than 1,500 visitors in

Philadelphia and Mayport, Florida, and nearly 6,000 visitors in San Diego through its in-port tour program. During the South American transit, more than 300 distinguished visitors from seven South American countries embarked the ship while at sea and more than 5,000 visitors toured the carrier at each of the three port calls. PAO also hosted more than 150 members of the national and international media. In December, PAO coordinated the nationally-televised Holiday Bowl luncheon in the ship's hangar bay.

LEGAL DEPARTMENT

The Legal Department prepared hundreds of wills and powers of attorney. Legal Department's other notable activities include the following:

Captain's Masts	227
Summary Courts-Martial	23
Special Courts-Martial	19
Administrative Separations	156
JAG Manual Investigations	15
Legal Assistance Clients	783

MAINTENANCE DEPARTMENT

Following the end of the Service Life Extension Program (SLEP) overhaul March 10, Maintenance began preparing for the Post-SLEP Availability in Mayport, Florida. More than 200 work items were screened for SUPSHIP Jacksonville, totalling more than 15,000 man-days of work.

Final contract trials were conducted May 10-14 while in port at Mayport. More than 3,494 maintenance actions, requiring more than 4,985 parts, were entered and audited.

A Post-Shakedown Availability/Selective Restricted Availability began July 22 in port at Naval Air Station North Island, San Diego. Approximately 170,000 man-days of work was assigned, at a cost of \$55 million. Work continued into calendar year 1994.

Maintenance Department also re-established the Quality Assurance Division, Maintenance Support Center and Habitability Division. QA qualified six quality assurance supervisors and 54 quality assurance inspectors. MSC ordered more than 3,000 technical manuals, 1,000 blueprints and validated more than 40,000 line items. Hab Division refurbished 30 staterooms, six berthing compartments and 28 passageways.

OPERATIONS DEPARTMENT

The Electronic Material Operation technicians installed more than 30,000 feet of cable for the ship's television distribution system, providing service for 690 televisions shipwide.

EMO also corrected more than 650 discrepancies for the Board of Inspection and Survey. EMO personnel directed and closely monitored the completion and quality assurance testing of more

than 1,100 shipyard and ship's force combat systems tests, ensuring high quality installation of 10 major combat systems ship alterations.

OA (Weather) Division was restored to full manning and became fully operational just prior to USS Constellation's transit to San Diego. The division produced 3,300 surface weather observations, 55 balloon launches, 45 bathythermograph drops and more than 620 aviation and tactical forecasts during the South American transit alone.

Upon arrival in San Diego, the Tactical Environmental Support System was upgraded.

Air Operations conducted more than 3,300 incident-free arrested landings. USS Constellation's Carrier Air Traffic Control Center scored the highest team average ever (95.87%) on a carrier NATOPS examination. The CATCC team also scored 100 percent on a graded simulator exercise.

Anti-Submarine Warfare (ASW) module in the Combat Direction Center personnel supervised the upgrade of all suite equipment to version 4.2. This required the complete removal and replacement of all systems in the ASW module. The new equipment allows the operators to analyze acoustic data, control ASW aircraft and serve as the ASW Command and Control Center for the battle group when the commander of the destroyer squadron is embarked. This upgrade also added the capability to support the new SH-3B and SH-60F aircraft. During the same period, multi-national exercises were conducted with Brazil, Argentina and Chile.

The Carrier Intelligence Center (CVIC) Photo Lab processed and printed Sighting Team imagery in support of USS Constellation, Commander, Cruiser Destroyer Group ONE, Carrier Air Wing (CVW) 17 (in the Atlantic) and CVW-2.

The Photo Lab also contributed to ten biographical intelligence information reports on approximately 50 visiting South American dignitaries; these reports with accompanying photos were forwarded to the Defense Investigation Agency to update the agency's biographical files.

Commander Second Fleet, confronted with a casualty, selected USS Constellation to provide comprehensive SCI communications support for the Second Fleet's area of responsibility for a ten-day period while USS Constellation operated off the coast of Brazil and Argentina.

OZ Division manning rose from 50 percent to 90 percent by the end of the year, gaining a draftsman in late July.

During the transit, CVIC produced more than 30 Intelligence Information Reports and more than 50 Locator Reports.

SAFETY DEPARTMENT

USS Constellation's first industrial hygienist joined the Safety Department. Safety Department compiled the following statistics:

Safety hazard reports	1,821
Hazards corrected	1,658

Correction rate	89%
Respirator fit checks	800
Asbestos samples	500
Personal injury/death reports	15
Motor vehicle mishap reports	5
Material/property damage reports	1
Crew fatalities	1 (motor vehicle, non-alcohol related)
Fires	4
Reportable fires	3
Reportable flooding	7

On September 25, two crew members, MM3 Keith Combs and MMFN Eugene Ellis, were murdered in an open field 12 miles south of San Diego. The case is still under investigation by the San Diego Police Department.

SECURITY DEPARTMENT

Security Department recorded 737 investigations, which was a reduction of more than 20 percent from 1992. The most significant investigations were:

Alcohol-related offenses	90
Drug-related	39
Unauthorized absence	47
Desertion	59

The urinalysis program resulted in 1,261 samples being tested on board, and 1,078 samples being forwarded to the Navy Drug Screening Laboratories. The Brig was completed in September, certified in November and opened in December. By the end of the year, one crew member had been incarcerated in the Brig.

SUPPLY DEPARTMENT

Manning levels in Supply Department increased from 20 to 28 chief petty officers and from 380 to 440 E-1 through E-6 personnel.

S-1 Division comprises Customer Service, Stock Control and the Post Office. Customer Services managed more than 3,900 open purchase requisitions valued at more than \$1,500,000 and more than 11,000 Casualty Report/high priority requisitions in support of USS Constellation and CVW-2. Stock Control managed more than \$12,000,000 in S&E, AOM, flight operations and operationally targeted (OPTAR) requirements; more than 62,000 Basic Material File records worth more than \$24,000,000; and conducted material obligation validations and Report 21/OPTAR log reconciliations. The Post Office sold over \$1,000,000 in postage and money order sales, and processed more than 50 tons of incoming and outgoing mail.

S-2, the Food Service Division, implemented a new policy of serving hot dogs, hamburgers and sodas at fleet landing sites during liberty calls at foreign ports. The food and drink

contributed significantly to reducing liberty incidents ashore and boosted crew morale. The crew consumed the following quantities of food:

- 59,583 dozen eggs
- 62,297 gallons of milk
- 49,391 pounds of bread
- 246,254 pounds of beef
- 84,627 pounds of chicken

In the Sales and Services Division (S-3), a major milestone was reached in February when the totally renovated Forward Ship's Store was opened. The Officers' Barber Shop opened in March. Sales for the ship's stores totalled \$1,500,000, with an additional \$500,000 in sales from the soda vending machines. More than \$350,000 was provided to the ship's Morale Welfare and Recreation Fund from these receipts. Approximately \$12,145 worth of merchandise was sold at hangar bay sales, a new and extremely popular event.

The Disbursing (S-4) Division totally renovated its spaces, upgrading the computer work stations. With 24-hour automated shipboard teller service and the popular split pay option, participation in the direct deposit system increased to 95 percent for officers and chief petty officers and 75 percent for enlisted personnel. More than 250 travel claims were processed monthly, with an average (monthly) disbursement of \$650,000.

Wardroom (S-5) Division operated both Wardrooms and all staterooms during the transit around South America -- the first time in more than three years that all facilities had been in use at the same time.

The Aviation Stores (S-6) Division provided aircraft parts service to two airwings. Initially, Carrier Air Wing 17 (CVW-17) was supported while the ship was en route from Philadelphia to Mayport, Florida, then supported CVW-2 during the transit around the Horn, sustaining full mission-capable ready-rates of over 90 percent.

The Automated Data Processing (S-7) Division completed its move aboard and rebuild of the AN/UYK-65 computer system containing the supply and maintenance database and tracking programs. A second AN/UYK-65 computer was rebuilt and installed to support aviation supply and maintenance requirements. More than six miles of fiber optic cable were installed in phase one of the administrative local area network.

Material (S-8) Division initiated comprehensive wall-to-wall inventory and location consolidation plan for 65,000 line items in 48 storerooms. Thirty-seven percent of inventory was completed, with inventory validity improving to 99 percent. S-8 Division re-established a comprehensive command hazardous material control and management work center to minimize hazardous material and hazardous waste generated, and to better comply with environmental regulations. S-8 also managed the mechanized off-load of more than 3,000 line items worth \$3,800,000 identified as Redistributable Assets Onboard.

TRAINING DEPARTMENT

Temporary Additional Duty/Schools processed more than 2,236 TAD orders.

The Educational Services Office administered 1,591 Navy-wide advancement exams, with 1,212 personnel passing the exam (E-4 to E-7) and/or being board-eligible. Two hundred forty-six personnel were selected for advancement; of these, six were promoted to chief petty officer. ESO offered courses in Basic Functional Skills in English and Reading to 200 members of the crew; 100 percent of those enrolled completed the courses.

Indoctrination Division assigned 1,450 reporting personnel to their "parent" divisions, in addition to providing basic shipboard indoctrination.

WEAPONS DEPARTMENT

During the February 16-19 Board of Inspection and Survey (INSURV), inspectors cited one-half the usual number of discrepancies for a weapons department, including zero significant discrepancies attributable to oversights or lack of action by Weapons personnel.

A March 6 night vertical replenishment brought aboard 350 lifts of ordnance, marking the beginning of air wing support by Weapons Department. Weps received and issued more than 2,300 tons of ordnance in support of two separate air wings during the ship's transit around South America.

Shortly after arrival in San Diego, a Marine Detachment was established under the aegis of Weapons Department.

MARINE DETACHMENT

On August 20, a Marine Detachment (MARDET) was re-established after an absence of more than three years. By the year's end, manning was at 100 percent: one officer and 30 enlisted men. At its reestablishment, not a single piece of equipment was assigned to the MARDET, however, 782 items of gear and equipment were cross-decked from USS Kitty Hawk's MARDET.

Eight disciplined for alcohol consumption on ship

Story by NAVAIRLANT Public Affairs

ON BOARD USS CONSTELLATION (NNS) -- Eight naval aviators assigned to the USS Constellation (CV 64) air wing were given non-judicial punishment by the ship's commanding officer for consumption of an alcoholic beverage on board a ship. Two other officers were counseled for their involvement.

The hearing, conducted under Article 15 of the Uniform Code of Military Justice, was held on March 27 and resulted in the eight officers receiving punitive letters of reprimand for violation of Navy Regulations, Article 1162, that prohibits the unauthorized introduction, possession or use of alcoholic beverages on board a ship.

The officers were discovered at approximately 1:30 a.m. on March 25 following reports of the odor of alcohol and loud music coming from their berthing compartment.

Following the non-judicial proceedings, the officers receiving punitive letters of reprimand were transferred from USS Constellation to their respective home base awaiting arrival of their squadrons. The incident involved two lieutenant commanders, four lieutenants, three lieutenant junior grades and one ensign. Nine of the officers are assigned to Strike Fighter Squadron 81 (VFA-81), Naval Air Station Cecil Field, Fla., and one officer is assigned to Tactical Electronic Warfare Squadron 132 (VAQ-132), Naval Air Station Whidbey Island, Wash.

Missiles *(from page 10)*

airlift capability over a number of days," said the captain. THAAD is the next generation land-based system that the Army is developing as a follow-on to PATRIOTS.

Rempt explained that another advantage of the Sea Based TBMD program is that it is affordable, requiring only about 10 percent of the nation's previous investment in the existing AEGIS fleet and its support infrastructure, including nearly 50 AEGIS cruisers and destroyers.

"The nation has already invested over 40 billion dollars in building the AEGIS fleet. We are talking about a 10 percent additional investment to achieve a substantial jump in capability. The costs of developing a deployed ballistic missile defense on the AEGIS ships are relatively inexpensive compared to developing entire new systems," said Rempt.

In addition, he said the program will take full advantage of the Navy's outstanding existing AEGIS training pipeline.

"We don't anticipate the need for any more people aboard ship nor any substantially increased training, although we will change the content of existing training to include operations and exercises against this higher speed, higher altitude target," explained Rempt.

"From the sailors's perspective, you can expect the OS's and FC's to see ballistic missile defense training sections

as they go through the AEGIS training pipeline. Initial groups would begin to receive some of this new training by 1995," said Rempt.

The goal is a deployable User Operational Evaluation System (UOES) no later than 1997, and a full Initial Operational Capability (IOC) in 1999.

Rempt emphasized that Sea Based TBMD is a critical portion of the Navy-Marine Corps strategy for the 21st century outlined in "...From the Sea."

"Sea Based TBMD meets all the criteria that are discussed in the '...From the Sea' paper in respect to mobility and flexibility. The whole point of it is to enable us to influence events ashore from ships at sea. In this case we are going to protect inland regions from ships at sea against ballistic missile attack," said Rempt.

Finally, the Navy plan to implement Sea Based TBMD is designed to improve joint coordination by tying together all the theater missile defense assets in the theater at sea, ashore and in the air.

"We anticipate a close coordination between ships with ballistic missile defense capability, the land-based PATRIOT and THAAD units, airborne sensors such as AWACS (Airborne Warning and Control System) and the E-2 as well as space-based sensors," said Rempt. "In the end result, you will have a fully integrated theater-wide air defense system that includes ballistic missile defenses as one of its key components. It's truly a joint concept and operation."

New Navy Lodge Directory

WASHINGTON (NNS) -- Navy families around the world now have an easy reference guide to Navy Lodge facilities. The new Navy Lodge directory includes information and detailed directions to 40 Navy Lodges worldwide.

Navy Lodges provide affordable lodging to Navy, other military, and DoD personnel who are relocating or on temporary duty. Active duty or retired military and their dependents may also use the lodges during vacations or leisure travel.

For a copy of the Navy Lodge directory or to make reservations for Navy Lodges in the continental U.S., call 1-800-NAVY-INN, 24 hours a day, seven days a week.

CNO Bulletin Board adds two new phone numbers for user access

WASHINGTON (NNS) -- The CNO Bulletin Board has added two new telephone numbers for user access to the system. The following is an updated list of CNO Bulletin Board phone numbers:

- (703) 695-6198
- (703) 695-6388
- (703) 697-2442
- (703) 697-2446
- (800) 582-2355
- (800) 582-6940

Voice Number is (703) 695-5471/DSN 255-5471

