



DEPARTMENT OF THE NAVY

USS CONSTELLATION (CV-64)

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From: Commanding Officer, USS CONSTELLATION (CV 64)
To: Director of Naval History (N09BH), Naval Historical
Center, Washington Navy Yard, 901 M Street SE,
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Subj: USS CONSTELLATION (CV 64) COMMAND HISTORY INPUT FOR
CALENDAR YEAR 2000

Ref: (a) OPNAVINST 5720.12F

Encl: (1) Command Composition and Organization
(2) Chronology
(3) Narrative

1. Enclosure (1) through (3) are forwarded in accordance with
reference (a).

A handwritten signature in cursive script, appearing to read "D. P. Maloney".

D. P. MALONEY

By direction

USS CONSTELLATION (CV 64)
COMMAND COMPOSITION AND ORGANIZATION

The aircraft carrier's mission is to conduct operations in support of the United States Pacific Fleet and the unified command structure, and to maintain the highest possible degree of readiness for sustained combat operations. The ship's immediate senior is Commander, Naval Air Force, U.S. Pacific Fleet. USS CONSTELLATION (CV 64) is commanded by Captain John W. Miller and is homeported at Naval Air Station, North Island in San Diego, California.

**USS CONSTELLATION (CV 64)
CHRONOLOGY**

Dates	Operations: Location
01 Jan-27 Jan 00	INPORT NAS NORTH ISLAND
28 Jan-29 Jan 00	AMMO OFFLOAD: SOCAL
30 Jan-30 Jan 00	INPORT NAS NORTH ISLAND
31 Jan-06 Feb 00	FRS/CVW-11 CQ: SOCAL
07 Feb-08 May 00	INPORT NAS NORTH ISLAND: SRA
09 May-14 May 00	SEA TRIALS / JSHIP: SOCAL
15 May-18 May 00	FLIGHT DECK CERT: SOCAL
19 May-19 May 00	RECRUIT DAY CRUISE: SOCAL
20 May-05 Jun 00	INPORT NAS NORTH ISLAND
06 Jun-10 Jun 00	FRS CQ: SOCAL
11 Jun-24 Jul 00	INPORT NAS NORTH ISLAND
25 Jul-31 Jul 00	FRS CQ: SOCAL
01 Aug-04 Aug 00	TSTA I: ENROUTE SEATTLE
05 Aug-06 Aug 00	INPORT SEATTLE, WA
07 Aug-17 Aug 00	AMMO ONLOAD/UNDERWAY DEMO
18 Aug-10 Sep 00	INPORT NAS NORTH ISLAND
11 Sep-11 Sep 00	FAMILY DAY CRUISE: SOCAL
12 Sep-12 Sep 00	INPORT NAS NORTH ISLAND
13 Sep-18 Sep 00	FRS/CVW-2 CQ: SOCAL
19 Sep-30 Sep 00	INPORT NAS NORTH ISLAND
01 Oct-01 Oct 00	INPORT NAS NORTH ISLAND
02 Oct-06 Oct 00	CVW-2 CQ/ENR SAN FRANCISCO
07 Oct-09 Oct 00	INPORT SAN FRANCISCO
10 Oct-21 Oct 00	TSTA 2/3/FEP: SOCAL
22 Oct-25 Oct 00	INPORT NAS NORTH ISLAND
26 Oct-08 Nov 00	COMPTUEX: SOCAL
09 Nov-01 Dec 00	INPORT NAS NORTH ISLAND
02 Dec-08 Dec 00	FRS CQ/TRANSIT MAZATLAN
09 Dec-13 Dec 00	INPORT MAZATLAN
14 Dec-15 Dec 00	TRANSIT TO SAN DIEGO
16 Dec - 31 Dec 00	INPORT NAS NORTH ISLAND

USS CONSTELLATION (CV 64)
NARRATIVE

Command History 2000

Aircraft Intermediate Maintenance Department (AIMD)

Planned and executed an aggressive bench grooming and technician training program which resulted in AIMD embarking for COMPTUEX with zero broad arrows after peaking at over twenty, three months earlier.

Ensured 100 percent Sea Operational Detachment (SEAOPDET) billets manning six months prior to scheduled deployment. Conducted face-to-face visits with Naval Air Station SEAOPDET Coordinators, a first by any PACFLT carrier. Nearly all second term SEAOPDET personnel specifically requested assignment to AIMD CONSTELLATION.

Achieved high marks during pre-deployment Aviation Maintenance Inspection (AMI) resulting in 98 percent of Naval Aviation Maintenance Programs being graded as satisfactory.

In conjunction with the Air Wing Maintenance Officer, developed a tactical forward-looking infrared (T-FLIR) team composed of both organizational and intermediate-level technicians in preparation for upcoming deployment.

Leadership provided by AIMDs 6 officers and 24 enlisted khaki, resulted in higher-than-average advancement rates and a first term reenlistment rate of 50 percent, contributing significantly to CONSTELLATION being awarded CINCPACFLT's Retention Excellence Award for FY00.

Air Department

V-1 Flight Deck

V-1 Division conducted 47,532 aircraft moves without major mishap. V-1 and Crash & Salvage personnel responded flawlessly to 65 aircraft emergencies which included 41 fuel spills, 10 hydraulic failures, 8 tailhook failures, 1 blown tires, 3 planning link failures, 1 fires, 1 battery fire. Their skills were put to the ultimate test when they rapidly and successfully responded to a class "DELTA" fire on a SH-60B. Putting to use months of training, they quickly established a

ready deck, the aircraft experienced only minor additional damage and no personnel casualties due to the flight deck crew's exceptional efforts.

V-1's maintenance efforts included resurfacing over 350,000 square feet of flight deck non-skid, re-painting the flight deck VLA three times. Additionally they executed at total of 3,120 elevator runs with no reportable mishaps in support of high-tempo flight operations and critical squadron maintenance.

V-2 Aircraft Launch & Recovery Equipment

V-2 Division launched and recovered 8,358 fixed-wing aircraft. The division not only maintained four fully qualified Catapult crews but qualified a fifth Catapult Crew and two fully qualified Arresting Gear Crews that can efficiently launch four "CAT-GOES" and perform Carrier Qualifications (CQ).

V-3 Hangar Deck

V-3 Division conducted 1,095 aircraft moves, 3,117 elevator runs, and supported a total of 4 receptions and ceremonies on the hangar deck. Major maintenance performed included re-surfacing 30,000 square feet of Hangar Deck non-skid, re-painting the hangar deck and 20 spaces, re-tiling 5 spaces, and completing 327 miscellaneous maintenance actions. In addition, 30 fire drills and several mass casualty drills were coordinated and executed by V-3 personnel.

V-4 Aviation Fuels

Through constant maintenance of all aviation fuel related equipment the division was able to attain an operational level of 98%, with over 3,000 maintenance actions completed. Training record levels were maintained at a superior level to ensure 100% accountability of 199 sailors. Over 7 million gallons of JP-5 fuel was received during 20 replenishments at sea without incident. Over 7 million gallons of clean, clear and bright aviation fuel was delivered to over 6,000 embarked fixed and rotary wing aircraft. An aggressive quality assurance program analyzed over 13,000 fuel samples to ensure quality fuel was issued to all aircraft. During SRA-2000, the aviation fuels system received a major upgrade in the tank level indicating system by automating the system to digital bar-graph meter display panels interfaced with a Standard Calibration Flat Screen Fuel Display computer. With this new technology, the

division is able to virtually eliminate fuel spills and accidental fuel discharges over the side by a constant real time monitoring of the entire system.

V-5 Air Administration/Primary Flight Control

V-5 Division provided administrative support for the entire department, and tower support for all aircraft launch and recover operations, including the launch and recovery of rotary wing aircraft.

Chaplain

In 2000, CONSTELLATION provided 13 new Dell Pentium three computers for the crew's use. These new workstations allowed the crew access to the Internet at scheduled times and access to e-mail privileges which improved both quality of life and the ships morale during CONSTELLATIONS, pre-deployment, work-up underway schedule. The Chapel provided spaces for worship, bible study, prayer and meditation for 12 different religious groups including general Protestant, Catholic, and Lay services. Also facilitated the annual COMNAVAIRPAC Ecumenical Easter Sunrise Service and Shipyard Worker Memorial Service. Coordinated Annual Holiday Food Voucher Program providing for those less fortunate shipmates. Afforded single sailors the opportunity for the hospitality of local San Diego residents who wanted to open their homes for the "Host-A-Sailor" program. Classes and counseling for Suicide Awareness and Prevention, Core Values, Basic Life Skills, Marriage Enrichment, Stress Management, and Spiritual Growth were also offered. The Chaplain Department also provided a lounge area for the ship's crew and air wing personnel to enhance their quality of life. We disbursed over 22 pallets of PROJECT HANDCLASP material in overseas locations ranging from Sydney, Australia to Mazatlan, Mexico. We perform 15 community relations projects providing much need labor and expertise to bring a greater quality of life to the needy and underprivileged. We participate in local projects such as "Christmas in July," and "Hands on San Diego," providing over 60 sailors for each project.

Combat Systems

January

Commenced CINCPACFLT PC Lease load-out of hardware and software.

February

Installed NITES 2000 & removal of TESS

Started installation of 1000 dell computers.

March

Designed and installed a waveguide heat shield for the AN/SPN-43C antenna, greatly reducing the effects of stack-gases on the SPN-43C antenna rotary coupler and associated interconnecting cables and waveguide.

Upgraded digital photo lab hardware.

Completed transition to EKMS (Electronic Key Management System) accounting.

April

Reconfigured ACDS equipment cooling system with removal of over 300 feet of excess pipe and replacement of twenty low flow sensors.

May

Completed pals, SNAIAS and TACAN certifications.

Completed NSSMS 1 and 2 missile handling equipment 4 year weight test certification, to include the complete rebuild of 4 MK45 hand trucks.

June

Started shipwide LAN upgrade, consisting of installing three XYLAN Switches, fifteen Omnistacks, and over 15,000 feet of fiber optic cable and 6,000 feet of cat 5 cable.

TAMPS software upgrade.

Coordinated installation and testing of prototype switchboard in MK70 ACDS switchboard.

Satellite TADIL "J" capability installed and tested.

July

SIPRNET XYLAN Switch software upgrade. Installed two 10/100-MB modules to expand network.

Installed AUTOID software/hardware upgrade.

August

Installed T-1 line for SIPRNET connectivity to the pier.

September

Participated in Fleet SIPRNET Messaging (FSM) testing and Defense Message Distribution System (DMDS) training.

October

Color large screen display (CLSD) removal/upgrade and installation in CDC and TFCC.

Jots 26 install in radio.

Link 16 data extraction and testing

November

Installed JMHS server on SIPRNET.

NSSMS Certification of Systems

December

Link 16 JNL 2000 testing.

Fabrication and installation of SIPRNET and ASTAB monitors in new OOD table.

CSCS software upgrade.

Installed back up exchange server on SIPRNET

Programmed and populated Omnistacks on LAN.

Deck Department

During the Selected Repair Availability from February through May 2000, Deck Department remained extremely busy with preservation projects throughout the ship. They concentrated on

three of the four aircraft elevators preserving the underside by rigging staging and working under the elevators one at a time. The largest job completed during the SRA was the overhaul of the swivel shots of both of the ship's anchor chains. They had become frozen when the bushings were worn away. Other jobs that were completed included the overhaul of the Captains Gig and rigid hulled inflatable boats.

Coming out of the SRA in May, the department as well as the rest of the ship went through their CART II assessment by Afloat Training Group, Pacific. The assessment went very well with the department coming out virtually error free and being designated "Ready To Train" by the ATG Assessors.

In early August, the department completed a SAR Evaluation. Once again, Deck Department was prepared for the inspection and performed superbly. After the inspection the ship started its Tailored Ship's Training Availability (TSTA) period in which we start training as a department and ship. Deck Department obtained a Final Evaluation Problem (FEP) level classification by ATG PAC early on in the training phase due to the level of expertise within the Deck Mission Area. Upon that assessment we turned to help the ship in Damage Control with various members of the Seamanship Training Team acting in a dual role as a Damage Control Training Team member. Deck departments repair locker, 1-FOX, did very well during the basic training phase and helped the ship complete the Final Evaluation Problem in October. In August Deck department supported weapons Department by taking on ammunition via connected replenishment. Deck received ammunition at stations 7 and 17 sliding padeyes, significantly reducing the number of lifts for the Vertical Replenishment that was happening at the same time.

After completing TSTA I, II, and III the ship took a well-deserved port visits to Seattle, Washington to participate in the Seattle Sea Fair and San Francisco for Fleet Week. Coming out of the Sea Fair, the ship went right into its Final Evaluation Problem (FEP). On the 16th of October, LT [REDACTED] reported as a relief for LCDR [REDACTED] as First Lieutenant. LT [REDACTED] would be the first Limited Duty Officer First Lieutenant on the ship.

During the FEP exercise, an F-18 Hornet went into the water just after take off and for the next 15 hours, Deck Department conducted the surface search and recovery of the debris from the crash. During period of extreme darkness and increasing seas, they never stopped looking for evidence of the crash to be used to determine the cause of the crash. One of the ships RHIB boats was instrumental in the recovery of the aircraft flight data recorder.

During the ships in port periods, First Division worked diligently on updating the 219 MK-6 Life rafts which were running out of periodicity. The update took the rest of the year to complete and they were prepared to get underway for WestPac 2001.

Other significant events for Deck Department during the year include: Sponson Seven received a new replenishment-at-sea winch and a new gypsy head winch was installed on Sponson Nine. Both of the ships rigid hulled inflatable boats received new rubber sponsons during availabilities at the Coronado Boat Yard. The department, with the help of CEMAT performed grooms of all of the underway replenishment winches, sliding padeyes and refueling receivers. All accommodation ladders and boat booms were refurbished and made ready for deployment.

Due to the terrorist bombing of the USS COLE, Naval Station San Diego and Naval Region Southwest stood up a San Diego Force Protection Harbor Security Unit. Deck Department and other ratings on the ship provided personnel to the unit in order to provide water security to the ships in port

Dental

The year 2000 was a year of transition for the Dental Department as CDR [REDACTED] was replaced by CDR [REDACTED] in July. DTC [REDACTED] was replace the same month by DTC(SW) [REDACTED]. During the year the clinic provided the highest level of dental care to over 6300 patients. This past year the Dental Department had the following personnel advanced; DT3 [REDACTED] to DT2 (Command Advancement Program); DN [REDACTED], and [REDACTED] to DT3.

Engineering

SRA

After completing a successful six month deployment CONNIE's Engineering Department began the three-month Selected Restricted Availability to conduct major repairs/overhaul of systems and equipment. Major maintenance included:

Successfully conducted Strength and Integrity Inspections on 1B, 4B, and 3A Boilers. This inspection is conducted every 18 months to ensure the Boilers overall structure meets standard operating standards for maximum efficiency. It took approximately 70 man-hours to prepare each boiler for the inspection.

Successfully completed SAI Inspections on all four Catapult accumulators.

Overhauled NR 4 Main Engine LP/HP Turbine

Electrical Work during the refurbishment of Wardroom 2 by contractors: rewiring and installation of dimmers, 20 wall lights and trophy case lights. CONNIE electricians expended a total of 96 man-hours.

CART II/Underway Demo/TSTA

Engineers' sacrifices and hard work beginning in CART and continuing through the Underway Demonstration resulted in an expeditious and early Engineering Certification. It was a phenomenal performance, which lasted only less than 12 hours.

Scored an outstanding score of 95% in Evolution and Casualty Control Drills.

Zero record of electrical mishap as a result of strict implementation of CV64 Electrical Safety Program.

Electrical Safety Program Inspection conducted by Afloat Training Group resulted in SATISFACTORY marks.

Electrical Safety Program Inspection by NAVOSH resulted in zero discrepancies.

Tremendous and positive impact by R-Division during UD and FEP. Zero discrepancies noted in all 10 repair lockers and all AFFF Stations in all main spaces.

Damage Control Training Team members instrumental in an early Main Space Fire certification and CBR capability.

Key players in training and qualifying over 1000 personnel in Basic Damage Control in order to expand to 10 duty sections.

Outstanding Diesel Inspection on all three Emergency Diesel Generators. Zero discrepancies also found in programs and materials.

Major Work

Contractors replaced NR1 Main Thrust Bearing and resurfaced collar. They also replaced staves in NR1 Stern Tube Bearing and replaced 1H Line shaft Bearing.

NR 1 Main Condenser was both ultrasonically and hydrostatically tested then overhauled after a major leak was found during various underway periods. A total of 76 tubes were plugged.

AESS (51 Stations) 115VAC, 400HZ power supply for various aircrafts on the flight deck and hangar bay, utilizes Automatic Load Monitors (ALM) that are antiquated and equipped with circuit cards that are highly sensitive and susceptible to wear and tear. Major achievement was made when 5 ALM circuit cards were repaired from the "junk" drawer despite the limited technical knowledge and lack of technical manuals on board. It took merely eight man-hours and saved the U.S. Navy approximately \$25,000. The efforts of the engineers resulted in minimal downtime of the AESS.

Executive

The Executive Department had a very productive and highly successful year in 2000. The Career Information Office (CIO) ran an exceptional retention program in 2000, resulting in the Fiscal Year 2000 CINCPACFLT Retention Excellence Award.

CONNIE's Educational Services Office ran the best education program afloat Navy-wide in 2000. They enrolled 655 students in the PACE I program and completed 39 PACE II courses. The second annual commencement ceremony was held in San Diego, CA in July, that included conferral of 2 master's degrees, 5 bachelor's degrees, 62 associate's degrees, and 18 high school equivalency diplomas.

The Public Affairs office handled more than 55,000 visitors in San Diego throughout the year, plus 30,000 in San Francisco during Fleet Week, and 20,000 during Seattle Sea Fair. They hosted the Midway Anniversary celebration and VADM Mike Bowman's (COMNAVAIRPAC's) retirement ceremony.

Legal

Legal Division:

In addition to the administration of military justice, Legal division provided legal assistance in the areas of family law, wills, powers of attorney, citizenship and a myriad of other civil issues. The tax center enjoyed another banner year, processing over 1200 returns, saving sailors \$100,000 in fees and expediting the return of \$1.1 million in refunds. Statistics are as follows:

Captain's Mast: 267
Summary Courts Martial: 70
Special Courts-martial: 31
Article 32 Hearings: 2
Administrative Separations: 119
JAG manual investigations: 2

Security Division:

Security Division enjoyed an unparalleled level of success individually and as a team. Every inspection from the brig to force protection met with superior results.

ICR's written: 169
Restricted Men: 98
Urinalysis conducted: 9,643
Prisoners in our brig: 58
Anti-Terrorism training: 5765
9mm, shotgun, M-14 rifle qualified: 470

Maintenance

Consisting of 4 high-caliber-divisions which includes 3-M, Maintenance Support Center, Quality Assurance and Habitability Division, Maintenance Department clearly leads CONSTELLATION's superlative maintenance related productions. All precise planning is led by an ambitious senior group of personnel, ALL previously served and experienced in Engineering Repair and Maintenance process.

Initial planning and work package preparations are the basic function of the 3-M (Maintenance Material Management) division. Having to serve the second oldest Navy Ship in the Fleet, 3-M division expertly reviewed CSMP jobs and put together the most comprehensive package assembled for a Ship's Restricted Availability. This effort resulted in the clear and concise presentation of all jobs screened before the SRA. Their active involvement in daily production meetings and close coordination with contractors provided clearly defined solutions to problems

encountered. In addition, the well organized and closely monitored maintenance schedules provided shipwide maintenance personnel outstanding tools in increasing material readiness and resulting in a extended ship's operational service.

Ship's Force Habitability Team comprising of individuals from various ratings completed a total of 479 jobs, originally planned to be accomplished by 5 different civilian contractors, during the Ship's Restricted Availability 2000. This aggressive group tackled the jobs with a completion percentage of 97% for a total of 25,600 production man-hours, saving the ship approximately \$1,024,000. This team continue to provide shipwide assistance on berthing and head rehab, passageway painting, deck tiling and other critical renovations and have to date amassed a total of 45298 of man-hours, the most in any carrier.

Highest standard of acceptance is provided by the Quality Assurance division during Ship's Restricted Availability 2000. Their quality assurance effort resulted in the superior quality of repair and production and a 15% reduction in rework of the entire SRA work package. In addition, QA personnel inspected the installation of 205 High Pressure Level 1 and Non-Level valves throughout 4 main Machinery Spaces resulting in 952 man hours spent on inspection process. Reviewed and approved 119 Controlled Work Packages. Supervised and processed 75 Surveillance/audit records including the drafting of 65 Departure From Specifications. The outstanding effort by this team resulted in the highly successful material condition of CONSTELLATION's Light Off Assessment during the Inter-deployment Training Cycle.

Customer service area of Maintenance Department is a function by the Maintenance Support Center. A daily influx of customer service related resulted in the serving of 6442 enlisted, officers, contractors, and shipyard workers. Assisted the Combat Systems Readiness Review Team in completing the validation of the all equipment owned by Combat System department. Through its efforts and initiatives, MSC personnel maintained an average OPTAR balance of \$30,000 per month, well over the ship's OPTAR percentage. Procured items from DRMO which saved \$2700.00 spent on materials and equipment critical to the ship's operations. The validation of over 80 pieces of equipment which includes AIMD equipment and systems like fork trucks, fire truck, and Engineering O2N2 systems, JP-5 fuel, Winch systems, Laser-line-up systems, Thrust Block high temperature alarm system and SEED's resulted in the up to date

and quick equipment parts research and continued update of ALL ship's Technical manuals and 1500 Ship's Drawing Index. With their own initiative, made available the accessibility of the Advanced Technical Information Systems from the LAN system.

Medical

More than 50 jobs were complete during the ship's restricted availability (SRA), including updating and adding new equipment, upgrades to ventilation and a new deck. Several at sea periods brought updates in Battle Dressing Station supplies, updating lab and surgical equipment, and training for the department's officer and enlisted personnel, in preparation of a 6-month deployment. Later, CONNIE's Medical department participated in Fleet Week celebrations in both Seattle and San Francisco, and a Medical Readiness Inspection (MRI) by AIRPAC personnel. The department's outstanding efforts kept us at the top of the list for the Medical "Blue M" award.

The year's activities and medical capabilities are pharmacy, laboratory, radiology, preventive medicine, Command Alcohol and Assistance Center, sick call, emergency room, biomedical repair division, aviation medicine, and a 44-bed inpatient care facility, including an intensive care unit. Statistics:

Sick call visits: 9,544

ER visits: 8,100

Spectacles ordered: 30

Surgical Procedures: 49

Radiology exposures: 3,699 (1254 exams)

Inpatient ward Admissions: 20

CAAC screenings: 109

CAAC treatments: 6 (impact), 4 (outpatient)

Aviation Medicine Physicals: 1,917

PMT Physicals: 5,336 (occupational)

Navigation

The Navigation Department is composed of Quartermasters and Signalmen.

During calendar year 2000, the Navigation Department:

Safely navigated CONSTELLATION across 26,500 nautical miles during 128 days underway. This period included safe transits through the narrow waterways and harbors of San Diego, Puget Sound, San Francisco Bay, and the Gulf of California. CONSTELLATION made one foreign port call in Mazatlan, Mexico, as well as port calls in Seattle and San Francisco.

Conducted 32 Underway Replenishments (UNREP) (both day and night) and 16 Vertical Replenishments (VERTREP). Several of these UNREPs were 'silent' UNREPS during which all communications were passed from ship-to-ship via visual means using Flashing light, flag-hoist, and semaphore. In each case, more than 15 signals and 10 messages were passed during every UNREP evolution.

Anchored 9 times with pinpoint accuracy in the Coronado Roads and in Mazatlan, Mexico.

Qualified 9 Officers of the Deck Underway, 10 personnel as Quartermaster of the Watch (QMOW) and 6 personnel as Master Helmsman.

Full dressed the ship, hanging bunting and flags in the hangar bay for receptions in Seattle, San Francisco, and Mazatlan, Mexico.

Participated in a SAR operation following the loss of an F/A-18 Hornet. Signalmen deployed in ship's RIBs, spending more than 24 hours on the water searching for the pilot and recovering debris.

The Navigation department garnered its 6th consecutive White Wheel for Navigation excellence during CY2000.

Operations

After returning from a successful WESTPAC deployment in December of 1999, USS CONSTELLATION began the New Year home at North Island. After conducting an ammunition transfer with USS JOHN C. STENNIS on 28-29 Jan 00, and conducting CVW-11 /Fleet Replacement Squadron (FRS) Carrier Qualifications from 31 Jan thru 6 Feb 00, the ship underwent an extensive Selected Restricted Availability period from 9-14 May 00 to complete scheduled maintenance throughout the ship.

After successful Sea Trials from 9-14 May 00, CONSTELLATION went through three days of flight deck certification starting 15 May, before hosting a Recruit Day Cruise for over 1500 potential Sailors and guests on 19 May 00. May ended with the Command Assessment of Readiness and Training II, staged from 22 thru 26 May 00.

June saw CONSTELLATION host another FRS CQ, from 06-10 Jun 00, and start a month and a half "Self-Help Availability."

The ship steamed in-port from 16-25 July 00, before onloading FRS personnel for another CQ period and Tailored Ship's Training Availability from 25-31 Jul 00.

August opened with the ship steaming towards Seattle on another Tailored Ship's Training Availability. Following the 04-06 Aug 00 Port Visit to the Emerald City for Sea Fare 2000, CONNIE conducted an Ammunition On-load and Engineering Underway Demonstration before returning home. August closed with the crew undergoing its AIMD Maintenance Program Assist Visit.

From 6-8 September 00, CONSTELLATION participated in the NAVOSH Environmental Protection Assessment. CONSTELLATION demonstrated her might to Family and Friends during a day underway on 11 Sep 00. From 13-18 Sep 00 the ship conducted another FRS CQ, and onloaded CVW-2 at the end of the month in anticipation of another underway period.

CONNIE was underway at the beginning of October, conducting carrier qualifications for Carrier Air Wing 2 before heading north to participate in Fleet Week activities in San Francisco from 6-9 OCT 00. Enroute back from the Bay Area, CONSTELLATION underwent another Tailored Ship's Training Availability, including Final Evaluation Program, from 10-22 Oct 00. At the end of the month, the ship got underway to participate in COMPTUEX.

After successfully completing COMPTUEX, the Final Battle Problem, and the departure of CVW-2, the ship pulled pierside on 09 Nov 00. November also saw CONSTELLATION face the challenges of the Combat Systems Readiness Assessment, from 13-24 Nov 00, and the Conventional Ordnance Safety Review, from 20-23 Nov 00.

The crew of the CONSTELLATION finished 2000 with the final FRS/Fleet CQ enroute to a great Port Visit to Mazatlan, Mexico.

Safety

Highly successful NAVOSH and Environmental Programs (NEPA) inspection and preparation, SEP 00. Received ZERO major inspection hits, noted by INSURV inspectors as having some of the best safety and NAVOSH programs the inspectors had seen during NEPA inspections.

Highly successful major SRA with over one million work hours of ship's company personnel and over 750,000 man hours from contractors with ZERO reportable accidents and injuries, a major achievement.

Fostered and insisted on a "Safety First, Think Twice" mentality, ensuring that all hands implemented Operational Risk Management in daily work and homelife.

Performed major NAVOSH program improvements, including:

Inspecting and identifying deficiencies in ventilation systems for 37 spaces.

Performed noise studies in 18 spaces.

Provided a greatly improved level of personal protective equipment for the ship's company and air wing (respirators, gloves, hearing conservation equipment). Identified, purchased, and distributed the highest level of quality and quantity of PPE ever seen onboard.

Greatly increased the scope and depth of NAVOSH training for ship's company, offering over 25 contact hours.

Supply

The Supply Department completed another year of providing outstanding customer service and material support to CONSTELLATION and embarked units.

S-1 Division

S-1 coordinated and executed all forward logistics functions into three ports including the transportation and movement of freight, pre-positioning of critical material, serving as direct liaisons with high ranking foreign nationals and establishment of critical beach head support. S-1 initiated reorder decisions on more than 61,280 line items of material worth \$39 million based upon customer utilization and forecasted

demand, spending (OFC-01, 09, 20, 50) \$59 million. Executed more than \$1.5 million in commercial contracting acquisitions, including the management of a comprehensive Government Purchase Card program.

S-2 Division

S-2 loaded approximately 2,000 pallets of provisions worth \$2.5 million. They hosted several ice cream socials, twelve monthly birthday meals and several ethic meals. S-2 prepared dozens of reenlistment cakes. S-2 also completely renovated the galleys and the messdecks, introducing a sports theme on the messdecks.

S-3 Division

Since the last deployment S-3 Division has turned over \$430,000 to MWR. S-3 also supported the ship's mission by providing table sales during receptions in each port visited.

S-4 Division

During this past year, S-4 Division continued to provide top notch customer service to the crew, with hard working, talented and service oriented staff. During the COMNAVAIRPAC Assist Visit, Disbursing operations and overall condition was rated "OUTSTANDING." Commercial Banking Afloat dispensed over \$3.3 million and underwent a series of system improvements to continually improve Quality of Life for our service members. Reserve ACDUTRA's period onboard resulted in disbursements of \$29,000 while travel liquidations amounted to \$86,000. S-4 operations provided \$3.8 million in entitlement disbursements, \$2.4 million in collections and \$4.1 million in deposits. The shipboard ATMs provided \$1.4 million in Split Pay withdrawals.

S-5 Division

This past year, S-5 has continued to support officer habitability with superior stateroom and wardroom service. In addition to maintaining officer habitability, the division coordinated 3 command receptions during the year. The division has cleaned over 140 staterooms on a daily basis and maintained the material condition for over 411 spaces.

S-6 Division

During COMPTUEX, FLEETEX and JTFX CVW-2 flew in excess of 110 sorties per day and had over 2,000 traps, while maintaining an average MC/FMC rate of 85/83, respectively. In part, the aforementioned CVW-2 performance was a direct result of S-6's NMCS/PMCS material issue effectiveness average of 88% and low off-ship requisition count average of 7, well above COMNAVAIRPAC performance standards.

S-8 Division

S-8 continued a dynamic storeroom inventory plan that provided solid LAPS and percentage inventories. Issues continue to be completed in an average of two days well under the TYCOM goals. The HAZMAT team was nominated for the FY 01 Large Afloat Environmental Award.

S-9 Division

S-9 upgraded the fitness spaces onboard for the upcoming deployment and continued to provide high quality crew support. Additionally a summer's bash, CONNIE day at the Ballpark and a Football outing were all held with much success.

S-10 Division

S-10 continued to provide high quality inventories and research. They have created, initiated and executed more than 300 separate reviews, maintained the 3M/DC Program and CSMP reviews.

S-12 Division

For the fifth-consecutive year the Postal Division received a grade of Outstanding on the CINCPACFLT Postal Inspection and is once again in the running for the 2000 COMNAVAIRPAC Postal Excellence award. Business during the year included: Sold \$21,624.00 in postage stock, 2735 money orders worth \$303,948.58 and sorted (and delivered) 164,250 lbs of mail.

Training

The ship was at the forefront of integration efforts with Naval Reserve personnel. CONNIE received over 2,000 man-days of support from Reservists during high tempo operations, far exceeding any other carrier. CONNIE's Reserve Augment program not only alleviated manpower shortages, but also provided exceptional fleet opportunities for Reserve training.

CONNIE's Indoctrination program for newly reported personnel has been cited as a role model by COMNAVAIRPAC. Over one third of the ship's crew (approximately 1,000) were efficiently indoctrinated to shipboard life and command procedures. Basic safety, damage control, and preventive maintenance qualifications were obtained quickly before personnel reported to their departments allowing Sailors to contribute their job skills immediately. Also, the ship conducts an aggressive Professional Development Board program for new Sailors during their first month onboard.

Weapons

The year 2000 for the Weapons Department was marked by prolonged success and outstanding achievement. Many evolutions such as SRA, AMEI, COSR, and Magazine Sprinkler Certification were completed with outstanding marks. The department was extremely efficient in its ability to complete all demanding evolutions with the highest degree of efficiency and professionalism and went on to earn their sixth consecutive Black "W" Departmental Excellence award. Some of the specific accomplishments included the following:

G-1F Flight Deck Ordnance Division

Received over 800 vertical replenishment lifts of Aviation Ordnance in preparation of WESTPAC 2001

Rehabilitation of 4 Weapons Magazines, 6 Sonobuoy Storage Lockers, and 10 Pyrotechnic Lockers

Rehabilitation of 7 ship passageways, 1 Division Workcenter, and 1 Squadron Berthing Area.

Supported CVN/CVW Detachment to NAS Fallon, Nevada. Provided G-1F personnel to issue, receive, and store aviation ordnance in direct support of CVW operations.

G-1H Aviation Weapons Support Equipment Division

Rehabilitation of over 1850 pieces of AWSEP gear ahead of schedule during the SRA period.

Rehabilitation of 16 reachforks ahead of schedule

Participated in the mishap free major pre-deployment ammunition onload of over 750 vertically replenished lifts of conventional ordnance.

Received a score of "Outstanding" by COMNAVAIRPAC for the Aviation Maintenance Evaluation Inspection.

G2 Ships Armory Division

Rehabilitation of eleven .50 CAL gun mounts and 10 ready service lockers

Qualified over 200 crewmembers on 9MM pistol, 12 GA shotgun, M14 rifle, and M60 machine guns in support of SAF/Security Department

Scored "Outstanding" on Shipboard Explosive Safety Inspection and CSRA/FEP

Scored 13.5 out of 15 points on CNAP Torpedo Handling Team Assist Visit. The Assist was upgraded to a full Inspection/Certification.

G3 Weapons Assembly Division

Mishap-free ammunition offload of over 1300 lifts of conventional ordnance and components

Rehabilitated 44 magazine and 30 divisional spaces ahead of schedule

Repaired and weight tested over 60 pneumatic chain hoists, saving the Navy over \$30,000 dollars in repair costs

Scored "Outstanding" on the Mine Readiness Certification Inspection

Completed over 520 PMS checks during the year

G4 Weapons Elevator Division

Refurbished 12 weapons elevators for 2000 SESI Inspection

Identified tracked and repaired over 650 major/minor discrepancies resulting in 12 fully operational elevators

Provided liaison and coordinated work progress between WESU, FTSCPAC and PACSHIP contractors in support of shipboard weapons elevator repairs

Completed over 5,500 elevator evolutions in 2000 which included a major weapons off-load of over 1,500,000 pounds of ordnance and components