



DEPARTMENT OF THE NAVY

USS CONSTELLATION(CV-64)
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Subj: USS CONSTELLATION (CV 64) COMMAND HISTORY INPUT FOR
CALENDAR YEAR 2001

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Encl: (1) Command composition and organization
(2) Chronology
(3) Narrative

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

J. W. Miller
J. W. MILLER

USS CONSTELLATION (CV 64)
COMMAND COMPOSITION AND ORGANIZATION
(Enclosure 1)

The mission of the USS CONSTELLATION (CV 64) is to: Project power from our flight deck; Lead as the Battle Group's Flagship; Serve as the foundation of the success of our shipmates; and Engage as the showpiece of our Nation's military. The ship's immediate superior in command is Commander, Cruiser Destroyer Group ONE. USS CONSTELLATION (CV 64) is commanded by CAPT John W. Miller, USN, and is homeported at Naval Air Station, North Island, San Diego, CA.

USS CONSTELLATION (CV 64)
NARRATIVE
(Enclosure 3)

Aircraft Intermediate Maintenance Department

The dynamic relationship between CONSTELLATION and Carrier Air Wing TWO produced superb 86 percent Mission Capable and 81 percent Full Mission Capable rates with an impressive 94 percent sortie completion rate. AIMD had over 37,589 items inducted while sustaining a Ready for Issue (RFI) rate for repairable components of 71 percent. Despite significant delays in our logistics pipeline, average WRA/SRA backlog for deployment was less than 200 IW/AWM items daily.

Exceeded all TYCOM production metric goals during deployment:

Items processed per month:	6,264
Turn-around-time:	4.6 days
WRA/SRA backlog average:	199
SE availability:	97.2 percent
Broad arrow average:	1.83
Engines/modules repair per month:	13

Served as the repair coordinator for all BFIMA related repair demands. Sustained high-levels of support:

Items process per month:	103
Man-hrs expended per month:	500
Ready-for-issue rate:	99 percent
Turn-around-time:	1.5 days

The tremendous success during deployment stands as the hallmark achievement of many of the Navy's finest and most dedicated Aviation Maintenance Officers, Chief Petty Officers, and 400 of the Navy's best Navy and Marine Corps technicians. While underway, 119 personnel received their warfare qualifications, nearly 30 percent of the department. AIMD's re-enlistment rate was an impressive 83 percent, which was well above the ship's average of 58 percent and the Navy's goal of 38 percent. Seventy-four personnel re-enlisted this deployment, including 32 in one day, making it one the most successful "Stay Navy" cruises on record.

AIMD established an aggressive Beyond Capability of Maintenance (BCM) review process at the beginning of the IDTC and followed the process throughout the deployment. The process begins at Aviation Material Screening Unit (AMSU) where knowledgeable I-level technicians were assigned as supervisors. AMSU supervisors screened every BCM candidate and put together a package that contained Capability Code, SM&R code, combined ICRL screen results, and the turn-in VIDS/MAF that listed the specific component discrepancy. The package was reviewed by the Production Control SCPO and MMCO and then forwarded to the AIMDO for final approval. At any point in the review process, the BCM could be kicked back to a workcenter as a possible repair candidate. If the repair was successful, the "BCM Save" was logged in AMSU for tracking purposes. Of all components BCM'ed during deployment, nearly 78 percent were BCM-1 (Repair not Authorized). The BCM review process did identify possible repair actions for many components that were BCM-1 candidates. Items turned in for discrepancies such as "broken knob", "stuck buttons", and "no backlighting" were saved by performing simple maintenance actions and requesting plane checks to verify operability of the component. In all, over \$1.2 million was saved through the BCM analysis process.

AIMD was also called upon to perform Emergency Reclamation on several aircraft doused with AFFF in the hangar bay. Over 1,300 man-hours were expended on corrosion control, test and check, and administrative procedures to save these critical assets. The professionalism and rapid response of the Emergency Reclamation Team and the supporting work centers returned 55 items to RFI. These enormous efforts saved nearly \$500,000 in scarce aviation depot funding costs and made mission critical assets immediately available to the fleet.

Diligent pre-deployment planning and strict execution of all required scheduled maintenance inspections ensured a consistent availability average above 98 percent for self-propelled support equipment during deployment and work-ups. Not one Air Wing mission was lost or delayed due to non-availability of IM-4 Support Equipment. This high state of deployed readiness can be attributed to the daily practice of assisting equipment end users with required

daily and pre-operational checks. This cooperative effort helped identify and repair minor discrepancies before potentially becoming major equipment degradations.

CDR ██████████ was selected as the COMNAVAIRPAC 2001 Virgil Lemmon nominee, Outstanding Maintenance Officer of the Year.

CONNIE AIMD was awarded the 2001 Black "E" for AIMD Excellence, the only AIMD in the Pacific Fleet to be so recognized.

Air Department

The CONSTELLATION Air Department had another extraordinary year conducting a superb Persian Gulf and Western Pacific Deployment culminating in selection as a Commander, Naval Air Force U.S. Pacific Fleet Air Department Yellow "E" Award winner.

V-1 Flight Deck

V-1 Division conducted 10,812 aircraft moves without major mishap. V-1 and Crash & Salvage personnel responded flawlessly to 74 aircraft emergencies, which included three fuel spills, ten hydraulic failures, seven tailhook failures, two blown tires, five tow link failures, one aircraft fire, and battery fire. Their skills were put to the ultimate test when they rapidly and successfully responded to the crash of a CH-46 on deck. Putting to use months of training, they quickly established a ready deck, the aircraft was saved, and no personnel casualties were suffered.

V-1's maintenance efforts included resurfacing over 95,000 square feet of flight deck non-skid and re-painting the flight deck VLA three times. Additionally, they executed a total of 3,484 elevator runs, with no reportable mishaps in support of high-tempo flight operations and critical squadron maintenance.

V-2 Aircraft Launch & Recovery Equipment

The Aircraft Launch and Recovery Equipment (ALRE) Division (V-2) accomplished 13,574 incident-free fixed wing Launches and Recoveries during CY 2001. This was the cornerstone for the USS CONSTELLATION's successful Western Pacific/Arabian Gulf deployment in which V-2 launched and recovered over 7,500 aircraft with zero injuries and zero mishaps.

During pre-deployment, V-2 lifted catapult four's launching engine power cylinders for complete alignment and penning. Catapults one, two and three's waterbrakes were overhauled, and catapult one's rotary retraction engine cable was replaced. Arresting gear engine one's purchase cable was re-revved, arresting gear engine three's accumulator air-oil separating piston was re-packed, and arresting gear four's upper anchor damper and main engine cylinder were overhauled and re-packed. Habitability and quality of life improvements during POM included all passageway tiling being replaced with low-maintenance decking, which saved thousands of man-hours during the deployment. Additionally, all divisional crew lounges were refurbished and upgraded with new furniture that incorporated locker storage for all crewmembers.

During deployment, V-2 not only flawlessly accomplished its launch and recovery mission, but also achieved milestones in completing maintenance and training. Division personnel exceeded expectations in both areas. Additionally, V-2's 212 Sailors were excellent foreign ambassadors, with no liberty incidents. The division completed thousands of critical maintenance actions and maintained above 99% equipment availability.

Visual landing aids' centerline camera was replaced with a Watec digital camera as a test directive being performed only onboard CONSTELLATION. Through testing on the deployment, the configuration of the Watec camera was found to be unable to hold steady alignment due to flight operation vibrations. The data collected on the centerline camera was critical to the implementation of this new system in the fleet. The Depot now has the essential information to manufacture a more stable stand. Ultimately, the Watec camera will save the Navy thousands of man-hours and dollars, as the new camera is much cheaper with a higher picture quality.

The Fresnel Lens Optical Landing System (FLOLS) Heads Up Display (HUD) monitor was damaged beyond repair during the cruise. The division's IC-men adapted and installed a temporary monitor, which enabled the command to continue its primary mission of flight operations until the correct monitor was received through supply; the new HUD is now installed and fully operational.

The arresting gear crew safely and efficiently re-revved and replaced five purchase cables, cropped and poured 24 threaded terminals, and repaired and replaced number four's retractable sheave motor unit. In addition, the arresting

gear engine room operators' attention to detail permitted them to discover cable guards on the fixed end of engine four were loose. This could have caused major damage to equipment, personnel injuries, loss of aircraft, or even fatalities. Ship's force reinstalled self-locking bolts, which is normally accomplished by a depot-level activity.

Catapults one, three and four's waterbrakes' high/low skim valves were removed, cleaned, inspected, and replaced. The water pumps were repacked on catapults one and three, saving the ship thousands of gallons of water throughout the deployment. Numbers one, three, and four low-loss launch valves were overhauled during the deployment due to the environmental impact of extreme heat in the Arabian Gulf. Number three's hydraulic line cracked to the nose gear launch manifold and was repaired by ship's force.

At the end of deployment, the division proved its versatility. While en-route to Pearl Harbor, Hawaii to pick up civilians for tiger cruise, catapult number two's launching engine sealing strip fell from its seating due to the mechanical failure in the steam cut-off switch. The shuttle was unable to move and was lodged on the unseated sealing strip. This situation often requires Depot assistance and has been known to take weeks to repair. The entire division of 212 personnel worked around the clock for two days during the ammo offloads to completely correct the problem. V-2 replaced the sealing strip and shuttle in such a timely manner that the ship's flight and operating schedule were never impacted. Completed one week prior to homecoming, this unified effort demonstrated the division's perseverance, dedication, and foresight. The command remained fully combat-ready at all times

Training accomplished on deployment is as follows: for catapult major stations the division qualified nine new console operators, eleven deck edge operators, thirteen topside PO's, eleven retraction engine operators and over 170 various catapult watch stations. For arresting gear major stations the division qualified three new topside PO's, eight deck edge operators, four primary flight controllers, and thirteen engine room operators and over 50 various arresting gear watch stations. Ground Support Equipment gained nine 6K Forklift, six 20K Forklift, and 20 Tow Tractor licenses. V-2 continued to maintain five fully-qualified Catapult Crews, allowing the command to continuously implement "Four Cat Go's." Although V-2 expects to lose 99 personnel prior to the 2003 deployment with only 11 personnel identified as prospective gains, the division already has four catapult crews and two arresting gear crews in place throughout the Inter-Deployment Training Cycle, an extremely rare achievement.

Overall appearance of divisional spaces have improved 200% with over 30 spaces, including divisional berthing completely rehabilitated and spray-painted. The Aircraft Launch and Recovery Maintenance Program (ALREMP) received a grade of outstanding during a COMNAVAIRPAC audit performed prior to deployment. A solid maintenance and quality assurance program in maintaining ALRE operational availability rate and an aggressive training program for qualifying personnel were noted as the "BEST IN THE WEST" during the COMNAVAIRPAC mid-cruise handling team inspection.

Advancement Percentages: The division's efforts in training personnel directly resulted in V-2 Sailors enjoying advancement rates greater than the Navy-Wide average, increasing retention to a phenomenal 72%. For the March Navy-Wide Exam the division advanced 45% to E-6, 34% to E-5, and 83% to E-4. For the September Navy-Wide Exam the division advanced 63% E-6's, 19% E-5's, and 92% E-4's among all eligible. For selection to Chief Petty Officer the division advanced an incredible 80%; 4 out of 5 eligible promoted.

Selective Restricted Availability (SRA): Major overhaul accomplishments. Catapult One's Launch Valve was removed and re-installed. Catapult Two's Power Cylinders were lifted and Cylinder covers re-worked. Engine Number Three Re-Stack, MEC Re-Pack. Barricade stanchion overhaul, LSO base console, FLOLS and Heads up Display. Re-habilitation of 4 JBD's and 21 machinery spaces. V-2's outstanding management of personnel ensured Quality of Life of our Sailors while completing 1.8 million dollar work package within 90 days, and completely functioned and tested all Aircraft Launch and Recovery equipment one month prior to closing out SRA.

V-3 Hangar Deck

V-3 Division conducted 4,635 aircraft moves, 4,749 elevator runs, and supported seven command receptions and ceremonies on the hangar deck. Major maintenance performed included resurfacing of 30,000 square feet of hangar deck non-skid, spray painted Hangar Bays 1 and 2, 33 divisional spaces, re-tiling of twelve spaces, and completion of 1,035 miscellaneous maintenance actions. In addition, eleven personnel qualified EAWS and two personnel qualified ESWS. V-3 coordinated and conducted 19 fire drills and several mass casualty drills. V-3 qualified personnel in 628 individual in rate PQS' Qualified personnel with 50 licenses for ground support equipment.

V-4 Aviation Fuels

Deployment was a resounding success for the division. The division issued over 12 million gallons of JP-5 to ten operating squadrons of CVW-2 and transient helicopter units, and received over 13 million gallons of JP-5 from various refueling at sea vessels without a spill internal or external to the ship.

Manning of the division was managed by the LCPO, ABFCS(AW/SW) Paras. At no time did the division fall short of qualified personnel to operate the system. PQS training was a high priority by all hands not only to ensure maximum qualifications but also to prepare for the next Inter-Deployment Training Cycle (IDTC). Training of personnel that would be present for next cycle was key to be able to come out of Selective Restricted Availability (SRA) ahead of the training cycle.

Fueling operations below deck, led by ABFC(AW/SW) Ba Maung, were on a continued and steady basis. Hundreds of assigned maintenance actions were performed.

CONSTELLATION was selected as a test platform for a prototype computerized aviation fuels monitoring and information system. The system uses a computer that is tied into the existing digital TLI panels. It monitors real time information of fuel movement throughout the system from the panels to the flat screen touch display panel. This system also automates the aviation fuels report by using spreadsheet data to pull the current data onto a workable spreadsheet. Should there be any inoperable tanks, one can manually input the data on the sheet and input into the flat screen. The Fuel Master's capability to automate the aviation fuels sounding report and to provide real time underway replenishment information as well as assess its oil spill prevention features has proven very reliable.

On the transit to the Arabian Gulf, it was discovered that a crack on the forward service discharge header piping had occurred. Paperwork was initiated to have emergent repair work done at the first port visit. The affected system was drained and all valves removed by ship's force to assist in the piping overhaul. Pipe was patched and hydro tested to 250 psi. Contractors re-installed all valves and op-test was performed once underway.

JP-5 was leaking into the ship's main drainage educator system through our # 2 pump room flood and drain manifolds. Upon investigation with Engineering Department it was found that not only were our two valves leaking, but also they had many valves in their system leaking by causing the fuel to drain into the forward pump room bilges. This caused concern as a possible fire hazard. V-4 emptied a total of 14 tanks and pulled 14 valves on the manifolds for repair and inspection. Once complete and with engineering efforts to fix their valves the problem was solved.

Flight deck fueling operations, led by ABFC(AW) Gifford, were ongoing daily with the supervision of refueling and de-fueling of all aircraft. Hundreds of maintenance actions were performed on all refueling stations.

CONSTELLATION was selected to be a test platform of subject ground fueling nozzle and dry break quick disconnect coupling. We were provided with two units to be tested at various refueling stations throughout the hangar bay and flight deck. The units performed without any noted problems and naval messages were sent out periodically to update test status.

Once on station in the Arabian Gulf, there was a failure in our NAVIFLASH flashpoint tester. This was the only unit on board and a CASREP was generated to get the unit repaired and an additional unit purchased. This was a significant problem due to the squadrons tanking with Air Force tankers carrying JP-8 during their OSW missions. All aircraft coming back aboard that were down traffic to the hangar bay had to be tested in addition to the aircraft that needed a de-fuel. The minimum flashpoint to come back into the system is 140 degrees. There were many aircraft that required refueling with JP-5 to bring up the flashpoint prior to performing a defile or down traffic. The QA Lab had to use the old Pensky Martin flashpoint tester until the new NAVIFLASH arrived. This slowed down operations involving the nightly aircraft re-spot and required significant planning to get the flashpoints done so as to not slow down the operations. The total number of samples done for down traffic while in the gulf was over 300.

During SRA, V-4 conducted major work on the system. The ship came back under 40% JP-5 capacity for tank work and valve manifold work needed. Below decks finished 63 ship's force and contractor jobs. Flight deck completed 54 ship's force and contractor jobs. In addition nine Quality of Life jobs were completed on the division workcenters and crew living quarters.

V-5 Air Administration/Primary Flight Control

V-5 Division provided administrative support for the entire department, processing over 200 awards for the 2001 Western Pacific/Arabian Gulf deployment. The division also provided tower and LSO platform support for all aircraft launch and recover operations, including the launch and recovery of rotary wing aircraft.

Chaplain

In 2001, the Chaplain's Department provided spaces for worship, bible study, prayer and meditation for 10 different religious groups including general Protestant, Catholic, and Lay services. These services provided meaningful spiritual ministry to over 18,000 personnel. Special services included an ecumenical Easter sunrise service, a Memorial Day service, services in memoriam for pilots from VS-38 and VF-2, and most significantly, a Service of Prayer and Supplication following the terrorist attacks on the World Trade Center towers and the Pentagon. Utilizing the "United Through Reading" program, the department facilitated 298 personnel in communicating with their families. The chapel coordinated seven COMRELS involving 280 people in projects ranging from visits to hospital wards in Fremantle, Australia to pouring concrete for a handicapped children's school in Hong Kong. The department processed over 1000 AMCROSS and NMCRS messages during the year. Departmental personnel earned five warfare pins. 2001 was an enriching year, both departmentally and individually, for the Chaplain's Department as the department provided for the spiritual and emotional needs of the people aboard.

Combat Systems

Combat Systems was responsible for: all external and internal communications; administration and maintenance of C41 systems; Local Area Network; SIPR and NIPR net; maintenance of combat systems electronic equipment, radars, and the ship's self defense weapons systems (CIWS and NATO Sea Sparrow Missile). The department was manned by 12 officers and 219 enlisted personnel (Electronic Technicians, Fire Controlmen, Interior Communications Technicians, and Information Systems Technicians). The CONSTELLATION Combat System's Department had another extraordinary year conducting a superb Persian Gulf and Western Pacific Deployment culminating in selection as a Commander, Naval Air Force U.S. Pacific Fleet Combat System's Department Green "CS" Award winner.

January

- Completed equipment groom on the Advanced Combat Direction System (ACDS)
- Installed SPS-48 Field Change 14 and closed circuit secure television in navigation area of Pilot House
- CIWS TDU MT24 and PACFIRE

February

- Completed upgrade to NIPRNET LAN which included infrastructure upgrades, router re-configuration and server optimization.
- Rebuilt JOTS 16 and replaced JOTS 17
- Installed SPS-48 MTI software patch
- Refurbished Laser Line-up pedestal
- Installed SPN-43 Field Change 4 and NITES 2000 and removed TESS

March

- Installation of Battle Force E-Mail (BFEM)
- Groomed Ship's Control Display System
- Installed Force Protection camera system
- Groomed 23 TV pilot briefing system
- CWIS PACFIRE

April

- Received BZ from CNAP for Combat Systems ability to complete NIPRNET LAN upgrade (completed in Feb 2001) on limited time, budget and outside assistance
- Completed installation of "STONE GHOST" for computability between US and Canada classified networks
- Provided tech assist for USS Rainier's TACAN
- Replaced Pitsword
- Reconfigured telephone system to support 3rd fleet configuration
- CWIS PACFIRE

May

- Installation of Coalition Wide Area Network (CWAN) connectivity and SIPRNET-to-CWAN email transmission tools – First real-time Allied chat.
- Connection of 3 KY-68 secure telephones to JTF-SWA
- Repaired TARPS DI
- Orbit satellite TV comes online
- 2 CIWS PACFIREs
- Provided a tech assist to USS BENFOLD for Naval EHF Communication Control System

June

- Overhauled USW OJ-535 from class "C" fire
- Repaired DAIR Core Memory module and Time Code Generator
- Completed depot level repairs to DRAI, 3A6 and 3A1 modules
- Replaced Pitsword
- CIWS PACFIRE, 200 rounds each
- Provided tech assist to USS CHOSIN for Naval EHF Communications Control System

July

- Installed JOTS 13 in Admiral's stateroom
- Class "C" fire in TOP SCENE. Replaced UPS

August

- Reconfigured telephone system to support 3rd fleet configuration
- Installed CV-64 world map on SITE TV and a SIPRNET LAN line
- Added 3rd channel in DTS TV
- 2 CIWS PACFIRE
- Provided tech assist to USS BENFOLD for URT-23E

September

- Configured television and phone support for SRA berthing barge
- Repaired underwater log with DC stepping motor and backlash spring
- Refurbished DTS and Direct TV sponsons and SPN-46 antenna platforms
- MISSILEX NATO2 Skin-Skin
- CWIS PACFIRE
- Install CSU/DSU
- Overhaul NAVMACS PC client LAN

October

- Began SRA
- Arranged telephone, announcing, and SITE services for berthing barge

November

- Reloaded NAVMACS

December

- Started NIPRNET upgrades

Special Topics

During the period 01 January – 31 December 2001, the ship processed the following numbers of unclassified e-mail:

NIPR	SEND	RECEIVE	TOTAL
Internal	2,544,246	2,614,571	5,158,817

External	3,356,436	4,996,200	8,352,636
Total	5,900,682	7,610,771	13,511,453

Those numbers represent an increase of 81% over 2000 due to CS-3 and CS-5 upgrade in NIPRNET LAN.

During the period 01 January – 31 December 2001, the ship processed the following numbers of classified e-mails.

SIPR	SEND	RECEIVE	TOTAL
Internal	509,802	856,328	1,366,130
External	89,703	375,273	464,976
Total	599,505	1,231,601	1,831,106

Cleared over 10,400 personal computer trouble calls. Cleared over 6,200 trouble calls on Warfighter and SCI Local Area Networks. Repaired 386 Flight Deck Communication radios (PRC-114), 343 cranial headsets, 56 remote handsets (C-10907), and 203BDCS radios. Cleared over 650 trouble calls on flight deck communications systems radios and cranials. Cleared over 300 trouble calls on below deck communications systems radios. Maintained and cleared over 2100 trouble calls on 70 Xerox class II and DC-220/230 class copiers. Cleared over 300 trouble calls on Docutech and Docucolor copiers, maintaining ship's print shop at 98% readiness.

Deck Department

Deck Department earned 2001 COMNAVAIRPAC Crossed Anchors/Seamanship Award. While deployed to the Western Pacific/Indian oceans and Arabian Gulf Deck Department completed 35 underway replenishments, pumped over 33 million gallons DFM & JP-5, transferred approximately 350 pallets containing ammunition and repair parts. Majors evolutions throughout the year where the depot level repair and over haul of the DD RAS Winch and clutch system, RAS Station 19 compete overhaul and the over haul of the port and starboard anchors, detachable links and chain. The ship anchored three times over the year to include: Mazatlan, Arabian Gulf, and Hong Kong.

Dental

In March, members of the Dental Department said a final farewell to their shipmate DT3 Shawn Grimes who was killed on his way into work in a head-on collision with a drunk driver. During the year the Dental Department provided the highest level of dental care to over 6,000 patients. While on deployment the Dental Department provided emergency treatment to 15 Sailors and/or Marines from other ships within the Battle Group. LCDR [REDACTED] qualified as Surface Warfare Medical/Dental Officer (SWMDO)

Engineering

CONSTELLATION's Engineering Department had a very successful and productive year in 2001. The department completed a demanding IDTC and entered the 2001 Arabian Gulf deployment 100% full mission capable thanks to the hard work and dedication of the 600 man Engineering Team.

The department was an integral source of corrective maintenance and repair work for the entire ship and contributed strongly to CONSTELLATION maintaining full mission capability throughout an arduous training cycle, which culminated in the 2001 Arabian Gulf deployment. Department technicians and craftsmen were instrumental in completing literally hundreds of emergent repairs. Every department on the ship benefited from the skill and resourcefulness of the Engineers. Additionally, CONSTELLATION's Engineers performed a myriad of critical emergent repairs on Battle Group units throughout the deployment. These included Level 1 system repairs, motor rewinds, structural repairs, pump overhauls and AC&R system troubleshooting and repairs.

Keeping a 40-year-old conventional aircraft carrier propulsion and auxiliary plant in top operational condition is a difficult task to say the very least. CONSTELLATION's Engineers were more than equal to the task throughout 2001. Ship's force technicians overhauled 60 pumps, which failed during routine operations. Among these were major overhauls performed at sea to 1T Main Condensate Pump, 1B Main Feed Pump, NR 3 Lube Oil Purifier, NR

4 Auxiliary Circulating Seawater Pump and 3B Fuel Oil Service Pump. Additionally, the Engineers replaced over 750 high pressure, low pressure and constant steam drain valves and well over 300 ft of associated piping.

The cryogenic shop performed emergent repairs to both the forward and aft O2N2 refrigeration compressors, which guaranteed uninterrupted oxygen/nitrogen production that was vital to the ship's primary mission of conducting flight operations in support of Operation Southern Watch in the Persian Gulf. The AC&R technicians labored diligently while keeping all eight A/C plants fully operational throughout the deployment. This required that a myriad of emergent repairs be conducted, including overhauls of NRS 3, 6 and 7 A/C Seawater Pumps and NRS 2 and 4 Salt water regulating valves.

Ship's force electricians demonstrated great ingenuity while keeping all switchboards and load centers fully operational. Additionally, the electricians conducted 130 motor rewinds and an equally large number of bearing replacements.

The Engineering Department's stellar effort did not stop at the conclusion of the 2001 deployment. Selected Repair Availability (SRA) 2001 included major repairs to NR 2 Main Engine, replacement of the Starboard rudder post/fin, a comprehensive hotel steam piping inspection/replacement and a large package of machinery overhauls and valve replacements. Ship's force technicians conducted vital repairs to all eight main propulsion boilers and completed badly needed replacements of HPO/LP drain valves. Automatic Boiler Control components were groomed and repaired and significant corrosion preventative measures were taken. The Engineering Department embarked upon an unprecedented SRA training program, which served to enhance Watchstander proficiency during the industrial periods, and facilitated a high state of Watchstander readiness at the beginning of our new IDTC. This effort culminated in CONSTELLATION attaining its Main Space Firefighting Certification during the SRA, an unprecedented accomplishment.

The CONSTELLATION Engineering Department also had another extraordinary year conducting a superb Persian Gulf and Western Pacific Deployment culminating in selection as a Commander, Naval Air Force U.S. Pacific Fleet 2001 Engineering Department Red "E" Award winner.

Damage Control

CONSTELLATION's dynamic Damage Control Training Team conducted 52 General Quarters and 80 Main Space Fire Drills producing an exceptional level of damage control readiness. During a demanding deployment, the DCTT elevated the quality and readiness of all ten repair parties. Aggressively maintained M-1 during the entire deployment. Performance peaked as the deployment ended, which created an ideal position for the ship to excel during the upcoming IDTC. The readiness of CONSTELLATION's Damage Control organization was put to the test during an underway casualty while deployed. More than 2,000 gallons of lube oil leaked from #2 Main Engine during a restricted maneuvering port exit. Unquestionably the rapid response and damage control led efforts prevented a catastrophic fire.

Within 2.5 months of our return from deployment, CONSTELLATION's Main Space Fire party was certified. This is the second straight certification during a selected Restricted Availability, and CONSTELLATION is the only PACFLT carrier that accomplished this feat. Developed, coordinated and completed a comprehensive SRA work package that will ensure the ship enters the coming IDTC with all damage control systems in top operational condition.

The CONSTELLATION Damage Control Training Team earned the Commander, Naval Air Force U.S. Pacific Fleet 2001 Red "DC" Award.

Executive

The Executive Department had a very productive and highly successful year in 2001. The Career Information Office (CIO) had a record breaking year. This year the command re-enlisted over 460 of the crew, with an astounding 55% First Term Reenlistment rate -- 18% higher than the previous year -- accounting for over 275 reenlistments. On 31 AUG the ship had a one day reenlistment record of 110 personnel. The SRB dollar amount for the fiscal year for a conventional carrier was a figure well over the average of any other. Over 200 members of the crew re-enlisted utilizing the SRB program culminating in over \$5M in SRB funds, the highest dollar amount for at least the previous 8 years. CONSTELLATION's Career Development Board (CDB) for the newly reporting first-term Sailors set the benchmark for the entire Navy. The latest Navy-wide CDB instruction adopted CONSTELLATION's process of guaranteeing a Sailor a CDB within the first two weeks of reporting.

The Command DAPA, trained and educated 100% of CONSTELLATION new check-ins on alcohol awareness and Alcohol and Drug Abuse Managers/Supervisors (ADAMS).

The Personnel Office maintained 3,000 enlisted service records. Processed 4,600 documents per month, including 42 enlisted transfers, 24 enlisted separations and 82 enlisted gains.

Dubbed "Connie University" by the Chief of Naval Education and Training, CONSTELLATION continues to surpass the bar for afloat educational programs throughout the Navy thanks to the efforts of the Educational Services Office. Under the expert leadership of LT Lynne Pine, CONSTELLATION's Department of Defense Activity for Non-Traditional Educational Support (DANTES) College-Level Examination Testing Program eclipsed all other Naval Activities. Administering 2119 DANTES examinations in 2001, the ship's testing numbers are eight times higher than the entire Pacific Fleet with a testing ratio of one out of every four Sailors participating and comprising over one-third of the Navy's Pacific Fleet examinations. This equates to roughly 11,000 semester hours of college credit. The highlight of ESO's year was the Third Annual College Graduation Ceremony conducted on Monday, 9 July while deployed in the Arabian Sea. This was the first college graduation and recognition ceremony conducted in US Navy history aboard an underway naval vessel, whereby 144 Sailors and Marines attained educational certificates and college degrees presented by the Commander, U.S. Naval Forces Central Command and Commander, FIFTH Fleet. The Commander in Chief, U.S. Pacific Command presented the ESO and the Lead PACE Professor, Dr. Samuel Taylor, with his personal medal commenting that the CV64 educational program was the finest he had seen in his Naval career. Additionally, while deployed during Operation Southern Watch, the ESO organized the first-ever satellite-delivered MBA college courses simultaneously transmitted in real-time between USS CONSTELLATION, Old Dominion University in Norfolk, VA and the USS BOXER, also underway in the Arabian Sea. Throughout WESTPAC 2001, the ESO hosted 16 full-time college professors who taught three full terms of 94 upper- and lower-level courses to 1341 Sailors and Marines. Additionally, 36 computer-delivered college courses were completed. Dubbed "Battle Group ESO" by the Commander, Destroyer Squadron SEVEN, the ESO conducted seven educational assistance visits to USS CHOSIN, USS BENFOLD, USS KINKAID, and USS RAINIER. The Educational Services Office administered ten advancement examinations: 187 E7 candidates/38 selectees (20%); 353 E6 candidates/78 selectees (22%); 1122 E5 candidates/302 selectees (27%); and 646 E4 candidates/426 selectees (66%). Overall for these period ESO administered 2308 examinations with 844 selectees (37% overall average advancement rate for the year).

The Public Affairs office handled more than 100,000 visitors throughout deployment, including 60,000 general visitors during a port visit to Sydney and 30,000 in Fremantle. The ship's public affairs achievements were singled out for recognition by the Australian country team as the best they had seen by any Navy ship. During overseas port visits, the ship hosted more than 300 members of the media, resulting in overwhelmingly positive international coverage. PAO produced 142 editions of the command newspaper, The Starscope, 74 episodes of the command information television program, Connie Currents, and 7 port visit television briefs. The Public Affairs Office, with the Photo Lab, also co-produced two digitally-edited training videos, FOD Awareness and Connie's War on Substance Abuse. Public Affairs also coordinated the ship's 40th anniversary celebration in October, attended by more than 300 ship's alumni.

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 1000 total returns, 742 state returns, and with 19 volunteers contributing a total of 920 man hours. Statistics are as follows:

Captain's Mast: 337
Summary Court-Martials: 46
Special Court-Martials: 4
Article 32 Hearings: 1
Administrative Separations: 75
JAG Manual Investigations: 9

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.

Incident Complaint Report's written: 169

Restricted Men: 336

Urinalysis conducted: 5,500

Prisoners in the brig on board USS CONSTELLATION (CV 64): 136

9mm, shotgun, and M-14 qualified: 811

Maintenance

Maintenance Department consists of 4 outstanding division that includes 3-M, Maintenance Support Center, Quality Assurance and Habitability division. These divisions lead CONSTELLATION's unparalleled maintenance related production. Precise planning and execution is administered by senior level leadership, ALL previously served and experienced in the different fields of Engineering Maintenance and Repair process. Fiscal year 2001 proved to be a very productive year for Maintenance Department. Each respective divisions contributed to the overall success that only the Maintenance Department can achieve.

The collection and gathering of maintenance data, planning and work package preparations is the function of the 3-M division. 3-M expertly reviewed over 10,000 CSMP jobs, this resulted in the most aggressive and comprehensive package during the 2001 Selected Restricted Availability. Daily production meetings and aggressive follow up on all jobs screened for the avail resulted in the well organized and closely monitored maintenance schedule. Their outstanding effort included training of all personnel in the management and input of all jobs screened for all availability.

Maintenance Support Center's customer service has increased with the deployment of USS CONSTELLATION to the Arabian Gulf. MSC has served over 12 squadrons totaling over 3000 personnel, 13 department with 170 work centers with over 2000 personnel compliments. Civilian contractors of over 30 different repair activities during ship's selected restricted availability add to the continued involvement of MSC to the outstanding maintenance product shipwide. With the continued validation of approximately over 150 equipment vital to the ship's and Airwing operation, downtime to most critical equipment were significantly reduced. Increased availability of repair parts was a direct result of MSC's proactive role in the updates of 5,000 technical manuals in the Ship's Technical Library. Over 80,000 entries in the Coordinated Shipboard Allowance List ensured the upkeep of Engineering propulsion equipment and AIMD. MSC's continued training in Organizational Material Management Systems produced most effective methods in the outstanding repairs and maintenance of all equipment.

Quality Assurance Division reviewed and closed out 64 Controlled Work Packages involving maintenance and repair of Engineering propulsion and associated machinery. Through its persistent effort, the QA Division qualified over 20 Quality Assurance Inspectors, 14 Planners and 12 Controlled Material Petty Officers, all vital in the meticulous of repair throughout Engineering and Combat Systems departments. Their excellent effort towards civilian contractor repairs assured the highest quality workmanship aboard USS CONSTELLATION.

The untiring effort of the Habitability Team showed most productive results. A team of 8 personnel completed over 594 habitability projects. This included the refurbishment of 360 doors during the excruciating days in the Arabian Gulf. The team saved the government over 800,000 dollars of contractor cost. Over 6,580 man-hours spent to accomplish 23,122 square feet of decking repaired that reduced maintenance and routine repairs increasing quality of life for shipboard personnel. The completion of over 1182 square feet of lagging and insulation ensured a cooler environment during the ships deployment in the Arabian Gulf.

Medical

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, concluding in a successful 6-month deployment to the Arabian Gulf. The ship's restricted availability (SRA), provided upgraded shelving for the Emergency Room and Central Sterilization Room. The department's outstanding efforts kept us at the top of the list for the Medical Blue "M" Award.

2001 activities and medical capabilities were pharmacy, laboratory, radiology, preventive medicine, Command Alcohol and Assistance Center, sick call, emergency room, biomedical repair division, aviation medicine, physical

therapy, psychology, podiatry and a 44 bed inpatient care facility, including a two bed intensive care unit. Inpatient care area saw an increase of 300% in patient load from WESTPAC 99.

- Sick call visits: 9,100
- ER visits: 4,072
- Spectacles
 - Ordered: 33
 - Fabricated: 580
- Surgical Procedures: 56
- Radiology exams: 1584
- Inpatient ward Admissions: 100
- CAAC
 - Screenings: 190
 - Impact & Outpatient: 82
- Aviation Medicine Physicals: 3,622
- PMT Physicals: 2,450(occupational)
- Medevacs: 85
- Laboratory Test: 4250

Implemented Birth Month Recall on the 2nd of each month. This provided the ship with 90% and above percentages for each month during WESTPAC. New Sick Call hours implemented to facilitate night and day crew treatment. PMT/AVR implemented new hours for physical examinations. New physicals were added to every day of the week, increasing our capability by 80% and serving the crew.

Navigation

The Navigation Department is composed of Quartermasters and Signalmen.

During 2001, the Navigation Department safely navigated CONSTELLATION across 64,190 nautical miles during 202 days underway. This period included safe transits through the Strait of Hormuz (twice) and the Strait Malacca. CONSTELLATION made foreign port calls in Sydney, Fremantle, Jebel Ali (three times), Singapore and Hong Kong as well as a port call in Pearl Harbor.

The ship conducted 41 Underway Replenishments (UNREP) (both day and night), and anchored twice with pinpoint accuracy in the Arabian Gulf and Hong Kong.

The department advanced one first class petty officer, 7 second class petty officers, and 6 third class petty officers. Six personnel earned Enlisted Surface Warfare Specialist qualifications and two personnel earned Enlisted Aviation Warfare Specialist qualifications. An Associate's Degree was also earned. Two quartermasters re-enlisted.

Navigation also qualified 19 CVW-2 and CV-64 personnel as Command Duty Officer (underway), conducted a top-notch midshipmen training program, which was highly lauded in critiques, full-dressed the ship, hanging bunting and flags in the hangar bay for receptions in Sydney, Fremantle, Singapore, and Hong Kong, as well as two receptions in San Diego.

The department earned its seventh consecutive White Wheel.

Operations

CONSTELLATION's Operations Department completed a highly successful 2001. They pioneered the integration of several tactical systems, against the backdrop of complex real-world operations. With the ship hosting HSL-47, the first HSL DET to be deployed aboard an aircraft carrier for a Western Pacific/Arabian Gulf deployment, the Combat Direction Center (CDC) became the CNO Project Test Bed for LAMPS CDLN (Common Data Link Navy). This contributed greatly to the superb effort by DESRON SEVEN in the execution of Maritime Interception Operations (MIO) boardings and detentions in support of United Nations sanctions against Iraqi oil smugglers. Meanwhile, CDC's Tactical Support Center (CV-TSC) developed and implemented fleet-wide Personal Computer-Interactive Multi Sensor Analysis Trainer (PC-IMAT) procedures and personal qualification standards (PQS).

Dual Battle Group Operations with USS ENTERPRISE in the Arabian Gulf during early August were followed closely by CINCPACFLT-directed dual BG Ops with USS CARL VINSON later that same month in the South China Sea. Both operations benefited greatly from the huge tactical advances demonstrated in April's dual CVBG Ops with USS KITTY HAWK. During that exercise, the respective Battle Group's cruisers utilized the CV's SAT TADIL-J capability, successfully employing link connectivity while steaming over 800 nautical miles apart. CONSTELLATION followed these high-profile dual BG Ops in the South China Sea by making the first CV/N port visit to Hong Kong in the aftermath of the Hainan Island/EP-3 incident, demonstrating the full spectrum of capability a U.S. carrier represents.

Other significant operational accomplishments: CVIC supported combat operations in Operation SOUTHERN WATCH with "the best (operational intelligence and cryptographic) support seen in the last nine carriers," according to the full Military Intelligence Database (MIDB) afloat, a model for all future large-deck deployments. In addition to safely defending the carrier's vital area in the constrained sea-space of the Arabian Gulf, CDC scored a direct hit with a NATO Sea Sparrow Missile on a target during a live firing exercise in the Central Pacific. CDC also collaborated with Air Operations to successfully guide CVW-2 aircraft around politically sensitive airspace and jet routes with zero violations. Air Operations successfully supported an overall 94% Sortie Completion rate while completing 9,347 incident-free arrested landings.

CONSTELLATION's Operations Department met all challenges arising during this demanding deployment, and continue to be the cutting-edge innovator for the rest of the Fleet.

Supply

At home and deployed, CONSTELLATION's Supply Department continued to reach unparalleled levels of success as it went about the daily business of providing food, shelter, and parts support to the crew and airwing. The department continued to reach progressively higher levels of extraordinary service and world class performance as documented by CONSTELLATION's recognition as winner of the 2001 Commander, Naval Air Force U.S. Pacific Fleet "Blue E" for Supply Excellence, CAPT Edward F. Ney Award for Carrier Food Service Excellence, Best Ship's Store Award Large Afloat Division, Dorie Miller Award for Best CNAP Wardroom Mess, Carl Schuefele Award for Best CNAP CPO Mess, and CNRSW Disbursing Excellence award -- a clean sweep of every eligible Services award. The Readiness Divisions continued to consistently meet or exceed every TYCOM fiscal, aviation and surface support goal throughout the year. The department's proactive and able management of the ship's operating funds enabled CONSTELLATION to be the first ever PACFLT carrier to complete a deployment with ZERO financial augments. The department kept the logistics pipeline open and flowing during WESTPAC 2001 through the outstanding execution of 25 vertical replenishments (VERTREP) by the VERTREP team. This team, comprised of personnel from all Supply ratings, processed 720,000 lbs. of food and material and 448,104 lbs. of incoming/outgoing mail that significantly increased morale and command mission readiness.

Although the ship's September 2001 homecoming was marred by the tragedy of the 9/11 World Trade Center destruction, CONSTELLATION did not falter when put on a 96-hour tether to deploy to the Gulf. In just over 48 hours, CONSTELLATION off-loaded almost 1000 "Tigers" and the Supply Department off-loaded thousands of pounds of not ready for issue (NRFI) retrograde and on-loaded 30 days of provisions and stores. Grateful that the crew was able to spend the holiday season at home and to show the crew's appreciation to the family and friends who have supported and enabled them to concentrate on fighting the good fight, the Food Service Division prepared outstanding Thanksgiving and Christmas meals that were shared by over 1400 sailors and guests. Never satisfied with the status quo, during CONSTELLATION's Selected Restricted Availability (SRA) 2001 the department implemented an extensive rehab plan that affected 50% of Sales and Services spaces, totally restructured the Disbursing operations to provide a customer friendly environment that increased direct interaction with the personnel office's customer service section, completed over 60 Food Service jobs to paint and install new deck coverings throughout the entire messdecks, renovated the crew's self-serve laundry and set up the division to provide "non-stop" support during the intensive sea trials and FRS CQ underway schedule.

S-1 Stock Control

The Stock Control Division coordinated and executed all forward logistics functions for nine ports including the transportation and movement of freight, pre-positioning of critical material, served as direct liaisons with high ranking foreign nationals and established critical beach head support. S-1 initiated reorder decisions on more than 62,803 line items of material worth \$41 million based upon customer utilization and forecasted demand, spending

(OFC-01, 09, 20, 50) \$84 million. Executed more than \$1.5 million in commercial contracting acquisitions, including the management of a comprehensive Government Purchase Card program.

S2 Food Service

The award winning Food Service division continues hold its position as the premier food service operation of the Pacific Fleet. During WESTPAC 2001 the division went to great efforts to provide the crew with a touch of "Americana" wherever the ship was located. Executing 15 ice cream socials, 25 special theme meals, and a July 4th picnic in the Jebel Ali sandbox the food service division did much to ease the long weeks on station.

S3 Sales and Services

The Sales and Services Division realized sales of \$3.5 million and turned over \$400K to the Morale Welfare and Recreation Fund, both record achievements during WESTPAC 2001. Since returning home, the division has been able to commit another \$300,000 to MWR as a result of an aggressive sales and marketing plan. High points for the crew have been special hangar bay Christmas and New Year sales and price slashing Valentine's day promotions.

S4 Disbursing

The Disbursing Division started the year with an outstanding performance during a surprise audit by Commander Navy Region Southwest Audit team. The inspecting team duly noted the Division's top-notch customer service and exceptional attention to detail. During the year, Commercial Banking Afloat dispensed \$7,200,560.00. Split Pay Option transactions was \$3,770,320.00, total disbursements were \$8,031,871.43, and collections were \$4,978,134.48. The TAD/Travel section processed 516 TAD claims, settled 834 PCS travel claims/collections, and issued 462 advance PCS/TAD disbursements. During the deployment, the department took extra care to integrate airwing disbursing clerks into the shipboard division operations and training activities with an eye toward improving overall service. As the senior Supply Officer of the Battle Group, CONSTELLATION supplied key technical and functional guidance to USS CLEVELAND (LPD 7) to liquidate a backlog of 50 travel claims and 2 months of Split Pay Option payroll discrepancies.

S-5 Wardroom

The Wardroom Division continued to support officer habitability with superior stateroom and wardroom service. In addition to maintaining officer habitability, the division coordinated eight command receptions during the year, including receptions for thousands of international guests in Australia, Singapore, Hong Kong, and San Diego. Countless letters of appreciation and thanks from foreign Consulates and Military Commands were received to recognize a "job well done" by the division. The division cleaned 226 staterooms on a daily basis and maintained the material condition for over 411 spaces.

S6 Aviation Support

The Aviation Support Division reached unmatched levels of PACFLT carrier readiness while deployed to the Western Pacific and Arabian Gulf with CVW-2. Aggressive inventory management enabled the division to provide nearly all material support from on board stock. The daily off ship NMCS/PMCS requisitions were 25 throughout the IDTC and deployment, 7% below TYCOM average. Issue effectiveness was 88% and Routable Pool issue effectiveness was 98% which allowed CVW-2 to achieve an impressive 86/82 MC/FMC rate and a 94% sortie completion rate. Ambitious BCM screening resulted in the induction of only 96 components to station AIMD's upon return from deployment. This induction rate was a phenomenal 75% lower than that of the past three deployments.

S-8 Material

The Material Division's inventory validity continued to exceed TYCOM goals. Through the use of a strong Location Audit Program (LAP) and Inventory Team they developed a dynamic storeroom inventory plan that

provided ongoing verification of stocked material that consistently increased storeroom validity. Material issue averaged two days which was also well below the TYCOM goal of 4 days. The HAZMAT Division continued on its march to success culminating in their CNAP nomination for the "FY 01, Chief of Naval Operations, Large Afloat, Environmental Award, for Large Ships in the Pacific Fleet."

S-10 Quality Assurance

The Quality Assurance Division continued to keep the department on track with a series of audits, inventories, and reviews. Under their aggressive plan the division created, initiated and executed more than 300 separate reviews of Supply programs.

S-12 Post Office

In March the post office received its sixth consecutive grade of outstanding on the CINCPACFLT Postal Inspection/Assessment. During the deployment to the Western Pacific and Arabian Gulf, the post office processed a total of 448,104 lbs. of mail. This was a 20 percent increase over previous "Deployment '99" mail handling statistics. The increase in mail volume was mostly attributed to an increase parcels that overcame the noticeable decrease in first class letter mail volume. Total revenue from postage and money orders sales \$1,022,266, a 15 percent increase over the previous deployment sales.

Training

Supported 3,500 man-days of augment for Reserve program – more than all other Pacific Fleet carriers combined. Continued strong Training Indoctrination program for over 1,000 new Sailors. Comprehensive instruction includes PREVENT, DC, 3M, ORM, Safety, Educational Skills evaluation, Career Counseling, and Professional Development Boards. Organized dynamic training program for 41 Midshipmen in the Persian Gulf. Managed all TAD requirements for ship and processed over 6,000 orders. Meticulously maintained FXP database for ship's training evolutions, tracked 260 exercises to ensure C1 readiness status and Battle "E" achievement for all departments. Teamed with DAPA and PAO to produce innovative video – "Connie's War on Substance Abuse".

Weapons

The year 2001 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 seventh consecutive Black "W" Departmental Excellence award.

G1F Flight Deck Division

Refurbished four weapons magazines, three sonobuoy lockers, three alpha spaces, ten pyrotechnic lockers, eight emergency jettison release handles, one 204 man berthing, eight passage ways and one divisional office. For a total of 4500 man hours.

G1H Aviation Weapons Support Equipment Division

Received a score of "Outstanding" by COMNAVAIRPAC for the Aviation Maintenance Evaluation Inspection. Moved over 1445 tons of ordnance in support of Operation Southern Watch. 2,200 maintenance actions on Weapons Support Equipment maintaining 99 percent ready for issue. Rehabilitated 3 magazines, 3 Workcenter spaces, 2 passageways, 1 berthing, and one head.

G2 Weapons Armory Division

Refurbished eleven 50 caliber gun mounts and 10 ready service lockers. Rebuilt 8 magazine sprinkler valves and refurbished 43 magazine sprinkler systems in preparation for magazine sprinkler certification. Qualified over 50 personnel on the M-60 machine guns and over 60 personnel on the 9mm pistol in support of increased threat condition

and updated requirements for the Chief of the Guard. Refurbished both 40mm saluting batteries located on the starboard sponsor.

G3 Bomb Assembly Division

Rehabilitated 44 magazine and 30 divisional spaces in less than three months. Scored "Outstanding" on the Mine Readiness Certification Inspection (MRCI). Scored "Satisfactory" on Conventional Ordnance Safety Review (COSR). Completed over 613 PMS checks during the year.

G4 Elevator Division

Saved over 20,000 dollars repairing Upper Stage #4 Weapons Elevator counter balance cable preventing the CASREP of mission essential assets. Dedicated 2000 man-hours in the preparation of CONSTELLATION (CV-64) Elevator Assessment resulting in zero safety discrepancies, 99 minor discrepancies and for having the least amount of discrepancies ever recorded for a war fighting vessel. Rehabbed 12 Weapons Elevators, two hydraulic pump rooms, ten mechanical rooms and 46 spaces using shipboard materials expending 2000 man-hours. Completed 2,500 PMS checks, repairs and preventive maintenance. Coordinated training and work repair effort of three different civilian contractors (WESU, FITSCPAC, and PACSHIP). During this period over 163 major and minor discrepancies were identified, tracked and repaired resulting in 12 fully operational elevators. Successfully completed approximately 5,200 elevator evolutions to include two major on-loads and offloads.