



USS KITTY HAWK (CV-63)
FLEET POST OFFICE
SAN FRANCISCO 96601

DECLASSIFIED

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5750

Ser. 03/S 16

16 JUL 1980

(Unclassified upon removal of enclosures (7), (15), and (16))

From: Commanding Officer, USS KITTY HAWK (CV-63)

To: Chief of Naval Operations (OP-05D2)

Subj: USS KITTY HAWK (CV-63) Command History; forwarding of

Ref: (a) OPNAVINST 5750.12 (series)

Encl: (1) USS KITTY HAWK (CV-63) Command History

(2) Executive Department

(3) Supply Department

(4) Training Department

(5) Air Department

(6) Aircraft Intermediate Maintenance Department

(7) Weapons Department and Marine Detachment

(8) Communications Department

(9) Deck Department

(10) Navigation Department

(11) Medical Department

(12) Dental Department

(13) Engineering Department

(14) Operations Department

(15) Intelligence Report

(16) Deployment Report

(17) KITTY HAWK Flyer

(18) KITTY HAWK Photos

(19) Officer Personnel Social Roster

(20) Officer Personnel Roster of Primary and Collateral Duties

(21) Ship and Air Wing Roster of Personnel

1. In accordance with reference (a), enclosures (1) through (21) are submitted.

J. S. Teague
J. S. TEAGUE

CLASSIFIED BY OPNAVINST 5510.1F

REVIEW ON: MAY 2000

Copy to:

Director of Naval History (w/o enclosure (21))

DECLASSIFIED

DECLASSIFIED BY: CNO (N09N2)

OPNAVINST 5513.16 SERIES

DATE: 3 Oct 2000

UNCLASSIFIED

USS KITTY HAWK (CV-63)

COMMAND HISTORY

1979

UNCLASSIFIED

1. (U) USS KITTY HAWK (CV-63) began 1979, its eighteenth year of service to the nation, in its homeport of San Diego, California under the command of Captain W. Lewis Chatham, USN. Routine activities in port and local work-up operations in preparation for scheduled overseas deployment consumed the first five months of the calendar year. The requisite qualifications, inspections and exercises culminated in the April-May time frame with successful completion of the operational readiness and command inspections.

2. (U) The 30 May to 6 July San Diego to Western Pacific Transit, which included a 9 to 11 June inport period at Pearl Harbor, Hawaii, was extremely productive. The 30 May to 21 June Transitex 8-79 and additional exercises tested and developed Battle Group AAW posture, enhanced ASW teamwork, and identified and rectified communications link shortcomings. Commander Third Fleet considered this training exceptionally well executed. On both 19 and 20 June, immediately prior to 21 June inchop to SEVENTH Fleet, USS KITTY HAWK and embarked Carrier Air Wing FIFTEEN detected and intercepted Soviet Bear reconnaissance aircraft. This was the first of many overt reconnaissance events conducted by Soviet naval and air elements throughout the ship's deployment. Between 25 and 27 June, the Ship/Air Wing team expended a CRAE package in the Guam operating area and on 29 June Commander Task Force SEVEN SEVEN/Commander Carrier Group FIVE and staff embarked. The scheduled 3 July arrival at Subic Bay, Republic of Philippines was delayed by Typhoon Ellis until 5 July.

3. (U) Operations in the South China Sea en route Pattaya, Thailand, from 17 to 28 July included air wing refresher operations, extended range AAWEXes associated with 14 to 28 July exercise COPE THUNDER 79-8, and Vietnamese refugee search and assistance operations. This humanitarian search and assistance action was ordered by the Commander in Chief, President Jimmy Carter, for the express purpose of aiding Vietnamese refugee "boat people" who were escaping the tyranny and oppression of communism in the Socialist Republic of Vietnam. There was a great deal of sympathy among the crew of the KITTY HAWK for the plight of these courageous people. As a result, a high state of vigilance was maintained and a total of 114 people were ultimately rescued through the efforts of the ship and air wing. Following the 29 July to 1 August Pattaya port visit, refugee search and assistance operations continued in the South China Sea while en route for a 10 to 15 August Hong Kong port visit.

4. (U) Evasion of Super-Typhoon Judy disrupted the first half of exercise FORTRESS GALE, a 23 to 29 August large-scale amphibious exercise in the Okinawa area for which the KITTY HAWK Battle Group was tasked to provide air support. Although the modified exercise provided the ship and air wing team's first ASW training since the transit and included a well-executed anti-missile BUZZARDEX, no close air support training was accomplished. Immediately prior to exercise FORTRESS GALE, Admiral Davis (CINCPACFLT) and Vice Admiral Foley (COMSEVENTHFLT) were aboard to present the coveted NEY Award. This award was won for having the best food services among all aircraft carriers in the Pacific Fleet.

Enclosure (1)

5. (U) On 28 and 29 August, USS KITTY HAWK and Carrier Air Wing FIFTEEN participated in USN/ROKN MINEX/EODEX K4-79 before commencing a five-day Pusan, Korea inport period.

6. (U) Operations in the East China Sea and the Philippine Sea during the 4 to 8 September transit to Subic Bay included tactical air support to U.S. Air Force B-52 mining operations during exercise BUSY STORM and an ASW encounterex which provided valuable freeplay and tactical planning opportunities. Ocean surveillance operations during this period obtained high-quality photography of a transiting Soviet Navy SVERDLOV cruiser Task Group. During 8 September night operations, VF-111 lost an F-14 fighter at sea; however, the crew was recovered safely.

7. (U) Following an almost month long mid-deployment upkeep period in Subic Bay, the ship departed on 4 October bound for Yokosuka, Japan. From 3 to 7 October, a coordinated tactical reconnaissance exercise, CONRECEX 80-1, demonstrated the teamwork of the ship, Fleet Intelligence Support Center Western Pacific, Cubi Point, Republic of Philippines, and Fleet Air Photo Lab, Cubi Point. ASWEX 01-80 and BUZZARDEX 4-79 followed on 8 to 10 and 9 October respectively.

8. (U) During operations on 11 October an engineering casualty forced the temporary diversion of airborne Carrier Air Wing FIFTEEN aircraft to MCAS Iwakuni, Japan.

9. (U) USS KITTY HAWK arrived in port Yokosuka, Japan on 12 October and on 14 October dressed ship and welcomed more than 32,000 visitors during Japanese-U.S. "Friendship Day". During this period, on 19 October, Commander Naval Air Pacific, Vice Admiral Coogan, arrived to present the ship the "Blue H". This award recognized the aircraft carrier which had made the greatest improvements in overall ship habitability during the competitive cycle. A weakened Typhoon Tip also arrived at landfall near Yokosuka on 19 October. The ship remained in port and no damage was suffered.

10. (U) Departing Yokosuka on 22 October, KITTY HAWK and Air Wing FIFTEEN provided area surveillance support to MISSILEX 2-80, an exercise including live missile firing by surface combatants.

11. (U) Scheduled exercise events in the Philippine Sea were cut short on 27 October because of the assassination of Republic of Korea President Park Chung Hee. KITTY HAWK was immediately directed to steam at best speed to a contingency support station off the southwest coast of the Korean peninsula. Upon arrival, Air Wing FIFTEEN aircraft initiated cyclic flight operations within the detection envelope of North Korean early warning radars. This activity was designed to demonstrate U.S. resolve at insuring the territorial integrity of South Korea. It apparently worked. U.S. officials who visited the ship during these operations stated that in their opinion and the opinion of many South Koreans, the presence of the KITTY HAWK Battle Group was the single most important factor in thwarting North

Korean military intervention in South Korea, an opportunity for which the North Koreans had been planning and awaiting for several decades. As the situation stabilized, KITTY HAWK was released from contingency station and participated in a USN/ROKN MINEX/EODEX KI-80 before making a second port visit to Pusan from 5 to 10 November. The Korean contingency operations did force the cancellation of MULTIPLEX I-80, scheduled for 27 to 31 October, after only ten hours of Blue-Orange interaction. Before cancellation, however, significant long range AAW training was accomplished.

11. (U) Following five peaceful days in Pusan, the ship steamed southbound for Subic Bay. Although scheduled to arrive in port on 15 November, most thoughts were focused on the 28 November departure for San Diego and the end of a six and one-half month deployment. However, earlier in the month, on 4 November, an event occurred in Tehran, Iran, which would lengthen the ship's scheduled deployment beyond Christmas and the New Year. On that day a group of Iranian revolutionary radicals stormed the U.S. Embassy compound and took fifty-three Americans hostage. Negotiations were immediately initiated by the U.S., but a satisfactory diplomatic solution to the situation was not forthcoming. As a result, the KITTY HAWK Battle Group was ordered to depart Subic Bay on 21 November and join the USS MIDWAY Battle Group which was already operating in the Arabian Sea off Iran. En route to station via Diego Garcia, the ship and air wing "Pollywogs" were initiated by Neptune Rex and his court into the ranks of "Shellbacks" as KITTY HAWK crossed the equator on 27 November. On 28 November, a VAQ-135 EA-6B and its crew of four were lost at sea.

12. (U) From 3 December until the end of the year USS KITTY HAWK and Carrier Air Wing FIFTEEN stood ready to carry out U.S. policy in the Northern Arabian Sea vis-a-vis Iran. Throughout this period, the ship and air wing were under the constant surveillance of Soviet Navy units. KITTY HAWK air wing aircraft also intercepted and escorted frequent Soviet, Iranian and Omani aircraft reconnoitering the Battle Group. On 29 December, a VA-52 KA-6B and its crew of two were lost off the ship's forward port catapult.

13. (U) The year ended with the American hostages remaining captive and the USS KITTY HAWK Battle Group on station. No shots had been fired and no bombs dropped in combat. No one knew what the new year would bring, but every one knew the best aircraft carrier was on the scene ready to do whatever was necessary.

CALENDAR OF EVENTS

1 Jan to 10 Jan	In port San Diego.
11 Jan to 18 Jan	At sea in Southern California (SOCA) OPAREA. 11 to 18 Jan - COMCARGRU SEVEN embarked. 14 to 18 Jan - A-4M Skyhawk and F-4S Phantom aircraft shipboard trials.
19 Jan to 1 Feb	In port San Diego.
2 Feb to 12 Feb	At sea in SOCAL OPAREA. 2 to 12 Feb - COMCARGRU SEVEN embarked. 5 to 8 Feb - ASWEX AIREM DELTA-79. 8 Feb - COMNAVAIRPAC and thirty-five guests visited.
13 Feb	In port San Diego.
14 Feb to 21 Feb	At sea in SOCAL OPAREA. 14 to 21 Feb - CARQUALS. 21 Feb - HS-8 SH-3H helicopter 723 down in water during test flight. Helicopter sank, but crew recovered safely.
22 Feb to 5 Mar	In port San Diego.
6 Mar to 15 Mar	At sea in SOCAL OPAREA. 7 to 15 Mar - COMCARGRU SEVEN embarked. 7 to 15 Mar - WEPTRAEX and COMPTUEX 3A-79.
16 Mar to 17 Apr	In port San Diego. 2 Apr - Congressman and Mrs. Marchant visited. 3 Apr - COMCARGRU ONE visited.
18 Apr to 26 Apr	At sea in SOCAL OPAREA. 18 to 26 Apr - ORE. 18 Apr - Senators Thurmond and Lanier visited. 18 Apr to 26 Apr - COMCARGRU ONE and COMDESRON THIRTEEN embarked. 20 Apr - COMASWWINGPAC visited.
27 Apr	In port San Diego.
28 Apr	At sea in SOCAL OPAREA. 28 Apr - Dependents cruise and air show.
29 Apr to 29 May	In port San Diego. 8-10 May - Command inspection by COMCARGRU ONE. 11 May - COMCARGRU ONE Change of Command on board.

30 May to 9 Jun	En route to Pearl Harbor: TRANSITEX 8-79; two ASW TACREADs. 30 May to 4 Jun - TRANSITEX Phase I. 4 Jun to 5 Jun - COMTHIRDFLT visited.
5 Jun to 8 Jun	TRANSITEX 8-79 Phase II, MIDPAC operations. 5 and 8 Jun - MISSILEX Barking Sands. 6 and 8 Jun - TORPEX Barster Range. 8 Jun - NSSMS shoot Barking Sands. 8 Jun - SINKEX of opportunity
9 Jun to 12 Jun	In port Pearl Harbor.
12 Jun to 21 Jun	TRANSITEX 8-79 Phase III: ten ASW TACREADs and one ASW TACREAD. 19 Jun - Soviet TU-95 Bear reconnaissance. 20 Jun - Soviet TU-95 Bear reconnaissance. 21 Jun - Chopped to COMSEVENFLT.
21 Jun to 4 Jul	En route to Subic Bay. 24 Jul - VQ-1 DET B fly aboard. 25 to 27 Jun - Dropped CRAE Package and ran GARF range (Guam). 29 Jun - CTF SEVEN SEVEN Embarked. 30 Jun - FORTRESS WARRIOR. 30 Jun - NOTNOEX. 1 Jul - BEAVER SNARE. 3 to 4 Jul - Delayed entering Subic Bay by Typhoon ELLIS.
5 Jul to 17 Jul	In port Subic Bay, Philippines.
17 Jul to 28 Jul	Operations in South China Sea. 17 Jul 28 Jul - COPE THUNDER 79-8. 18 Jul - MINEX ALFA Bananga Bay. 18 Jul - TORPEX Subic OPAREA. 20 Jul - BEAVER SNARE. 24 to 28 Jul - Search and assistance operations for Vietnamese "boat people". 26 Jul - READIEX LOADEX.
28 Jul to 1 Aug	At anchor Pattaya, Thailand. 29 Jul - Drug overdose death of ADAN Alfred Schuier.
2 Aug to 10 Aug	Operations in South China Sea: Search and assistance operations for Vietnamese "boat people".
10 Aug to 15 Aug	At anchor, Hong Kong. 14 Aug - American Consul General, Hong, Kong, visited. Cardiac arrest death of CW02 Neil Peters.

16 Aug to 30 Aug Operations in South China Sea/East China Sea.
 17 Aug - MISSILEX Poro Pt.
 20 Aug - BUZZARDEX 3-79.
 23 Aug - CINCPACFLT and COMSEVENTHFLT visited KITTY HAWK. CINCPACFLT presented the NEY Award.
 23 Aug to 29 Aug - Exercise FORTRESS GALE (portions cancelled by Supertyphoon JUDY disruption).
 27 Aug - CTG SEVEN SEVEN/COMCARGRU FIVE Change of Command.
 28 to 29 Aug - USN/ROKN MINEX/EODEX K4-79.

30 Aug to 4 Sep At anchor Pusan, Korea.

4 Sep to 9 Sep Operations in East China Sea/Philippine Sea.
 4 Sep - MMRI economizer fire.
 5 to 9 Sep - Exercise BUSY STORM.
 8 Sep - Lost VF-111 F-14 203 at sea; crew rescued.
 8 Sep - MISSILEX Poro Pt.

9 Sep to 4 Oct In port Subic Bay.
 11 to 22 Sep - DACT Det 3 TFW Clark AFB.
 26 Sep - Exercise NEWBOY 79-4.
 26 to 27 Sep - COMASWINGPAC and COMFITAEWINGPAC visited.

~~4 Oct to 12 Oct Operations in South China Sea/Philippine Sea.~~
~~3 to 7 Oct - CONRECEX 80-1.~~
~~8 to 10 Oct - ASWEX UI-80.~~
~~9 Oct - BUZZARDEX 4-79.~~
~~10 Oct - READIEX ALFA (ASW).~~
~~11 Oct - Engineering casualty. Airborne aircraft diverted to MCAS Iwakuni, Japan.~~

12 Oct to 22 Oct In port Yokosuka, Japan.
 14 Oct - Hosted 32,000 Japanese "Friendship Day" visitors.
 19 Oct - COMNAVAIRPAC visited, presented "Blue H" Habitability Award. Typhoon Tip arrived in the vicinity of Yokosuka, Japan. The ship remained in port and no damage was suffered.

22 Oct to 5 Nov Operations in Philippine Sea/East China Sea.
 22 Oct - COMSEVENTHFLT/Japanese guests visited (Air Demo).
 27 Oct - Commenced MULTIPLEX 1-80. Terminated participation after 10 hours due to contingency tasking as a result of President Park's (KOREA) assassination.
 27 Oct to 4 Nov - MODLOC off Korea.
 1 Nov - CASEX (Okinawa).

2 Nov - USN/ROKN MINEX "B"/EODEX K1-80.

5 Nov to 10 Nov In port Pusan, Korea.

10 Nov to 15 Nov En route Subic Bay.

14 Nov - READIEX ALFA (Power Projection).

15 Nov to 21 Nov In port Subic Bay.

21 Nov to 28 Nov En route to northern Arabian Sea, via Diego Garcia vicinity, in response to Iranian Crisis.

27 Nov - Visited NEPTUNUS REX at 086-20 East Longitude.

28 Nov - Arrived vicinity of Diego Garcia to load special equipment and supplies. Lost VAQ-135, EA-6B 626; entire crew of four killed-CDR Peter T. Rodrick, LCDR William J. Coffey, LT James B. Brown Jr. and LTJG John K. Chorey.

3 Dec to 31 Dec Operations in northern Arabian Sea as flagship, Task Force SEVEN ZERO and Task Group SEVEN ZERO PT TWO (Battle Group Bravo); USS MIDWAY (CV-41) and ships in company comprised Task Group SEVEN ZERO PT ONE (Battle Group ALFA). Continuous Soviet and other foreign surface surveillance; frequent Soviet and other foreign air surveillance.

3 Dec - Omani JAGUAR reconnaissance.

4 Dec - Iranian P3F and Omani JAGUAR reconnaissance.

5 Dec - Soviet IL-38 MAY, Iranian P3F, and Omani JAGUAR reconnaissance.

9 Dec - Iranian P3F and Omani JAGUAR reconnaissance.

10 Dec - Soviet IL-38 MAY reconnaissance.

13 Dec - Soviet IL-38 MAY reconnaissance.

15 Dec - Omani JAGUAR reconnaissance.

16 Dec - Soviet IL-38 MAY reconnaissance.

17 Dec - Soviet IL-38 MAY reconnaissance.

20 Dec - Soviet IL-38 MAY reconnaissance.

23 Dec - Omani JAGUAR reconnaissance.

24 Dec - Soviet IL-38 MAY reconnaissance.

25 Dec - Celebrated Christmas Day.

27 Dec - Soviet IL-38 MAY reconnaissance.

29 Dec - Lost VA-52, KA-6D 521 off catapult number 2; both crew killed-CDR Walter D. Williams and LCDR Bruce L. Miller.

UNITED STATES MARINE CORPS
Marine Detachment
USS KITTY HAWK (CV-63)
FPO San Francisco 96601

JSS/rf
5750
31 Dec 1979

From: Commanding Officer
To: Commandant of the Marine Corps, (Code HD), Headquarters
U. S. Marine Corps, Washington D. C. 20380

Subj: Command Chronology; submission of

Ref: (a) MCO P5750.1D

Encl: (1) Command Chronology for period of 1 July 1979
through 31 December 1979

1. In accordance with reference (a), enclosure (1) is
submitted.

JSS-jt
J. S. SWIFT

31 Dec 1979

Command Chronology

1. Organizational Data

a. Marine Detachment, USS KITTY HAWK (CV-63), FPO San Francisco 96601. Homeport Naval Air Station, North Island, Coronado, CA.

b. Period covered by this report 1 July through 31 December 1979.

c. Personnel Assignment

- (1) Commanding Officer
Captain James S. SWIFT
- (2) Executive Officer
First Lieutenant Michael C. O'NEAL
USMC
- (3) First Sergeant
First Sergeant Hinton T. TUCKER
USMC
- (4) Platoon Sergeant
Staff Sergeant Raymond L. HOLT
1 July 1979 through 9 August 1979
Staff Sergeant Gerald A. KEEZEL
USMC 10 August 1979 through 31 December 1979

d. Average Monthly Strength

2 Officers
60 Enlisted

2. Sequential Listing of Significant Events

a. Personnel. The Detachment operated during this period with an average on board strength of 60 Marines, eight (8) below authorized strength.

b. Administration. The command experienced no significant problems relating to administration during the reporting period.

c. Inspection. Results from the Field Supply and Maintenance Analysis Office inspection completed in May 1979 indicated the Detachment was satisfactory in all areas. On 13 August 1979 the Ship's Detachment Supply Office conducted an inspection with noteworthy results.

d. Training

- (1) 9 July 1979 - The Detachment took a 10 mile conditioning hike at Subic Bay Naval Base, Republic of the Philippines.
- (2) 25 July 1979 - The Detachment famfired the M-60 Machinegun and M-79 Grenade Launcher.
- (3) 26 July 1979 - The Detachment participated in a Nuclear Weapons Readiness Exercise.
- (4) 10 September 1979 - The Detachment took the Physical Fitness Test.
- (5) 12 September 1979 - 38 Marines completed Water Survival Training.
- (6) 14 September 1979 - The Detachment took a 15 mile conditioning hike at Subic Bay Naval Base, Republic of the Philippines.
- (7) 17 September 1979 - 21 September 1979 - The Detachment conducted Field Training in the Zambales Area of Subic Bay Naval Base, RP.. Training included patrolling and individual action courses. Weapons famfired included the M-16, M-60, M-79 and the M-72 LAAW. A live fire maneuver course was held under simulated poison gas conditions.
- (8) 1 October 1979 - Qualified 13 Marines with the .45 caliber pistol.
- (9) 6 October 1979 - The Detachment famfired the M-870 Shotgun.
- (10) 18 October 1979 - The Detachment took the Physical Fitness Test.
- (11) 1 November 1979 - The Detachment famfired the .45 caliber pistol.
- (12) 21 November 1979 - 28 Marines completed the course at the Jungle Environment Survival Training (JEST) School, Subic Bay Naval Base, Republic of the Philippines.
- (13) 1 December 1979 - 15 December 1979 - 10 Marines (MOS 0331) trained as Door Gunners in the SH-3 helicopters of Helicopter Anti-Submarine Squadron Eight, in preparation for sea-air rescue missions in case of hostilities during Iranian contingencies.

e. Deployment. The USS KITTY HAWK (CV-63) deployed to the Western Pacific on 30 May 1979:

3-14 July 1979 Subic Bay, Republic of the Philippines
15-27 July 1979 Vietnamese Refugee Rescue Operations

31 Dec 1979

28-2 August 1979 Pattaya Beach Thailand

3-9 August 1979 Vietnamese Refugee Rescue Operations

10-16 August 1979 Hong Kong, British Crown Colony

30 August - 4 September 1979 Pusan, Korea

9 September - 4 October 1979 Subic Bay, Republic of the Philippines

22 October - 23 October 1979 Yokosuka, Japan

24 October - 4 November 1979 Korean Contingency Operations

due to President Park's death.

5-10 November 1979 Pusan, Korea

15-21 November - 31 December 1979 Indian Ocean Contingency operation due to the Iranian hostage crisis.

f. Ceremonies/Special Events

(1) The Marine Detachment provided color guard and/or honor guards for the following events:

5 July, Change of Command, Tactical Electronic Warfare Squadron One Three Five

28 July, Change of Command, Helicopter Anti-Submarine Squadron Eight

27 August, Change of Command, Commander Carrier Strike Force Seventh Fleet

15 September, official visit of the American Ambassador to the Republic of the Philippines

25 September, Change of Command, Fighter Squadron One Hundred Eleven and Attack Squadron Twenty-Two

8 November, Change of Command, Attack Squadron Fifty-Two

(2) On 14 October 1979 the Detachment helped the KITTY HAWK host over 35,000 Japanese visitors on Naval Station Yokosuka, Japan Annual Friendship Day.

(3) On 10 November 1979 the Detachment celebrated the Marine Corps Birthday, while at sea, with a formal dinner and traditional cake cutting ceremony.

(4) On 27 November 1979 the Detachment has 58 shellbacks initiated in the Solemn Order of the Deep as KITTY HAWK crossed the equator near Diego Garcia.

(5) On 30 November 1979 the Detachment participated in a memorial service for four aviators lost at sea by providing a gun salute, color guard and bugler.

JSS/rf

5750

31 Dec 1979

(5) The Detachment gave a total of \$4,620 during the annual Combined Federal Campaign, and average of \$75.00 per Marine a year.

JSSiel

J. S. SWIFT

COMMUNICATIONS DEPARTMENT

1. (U) Communications Department supported the communications requirements of the ship, CVW-15 and COMCARGRU SEVEN between January and May while working up for the deployment. In March the department implemented a training plan designed to maximize professional growth. This training was successfully accomplished between the rotating watchbill schedules of CR and CS Divisions. During the work-up period, the model-40 KVDT high speed message processing machine was installed for technical evaluation. Upon completion of a comprehensive communications circuit plan, an "excellent" for the Command inspection, "outstanding" for the ORE, "satisfactory" for the PMS inspection and 96% average for competitive exercises for the divisions, the department was ready in all respects to deploy.

2. (U) COMCARGRU FIVE/Carrier Strike Force Seventh Fleet embarked in June and worked closely with the department for the last six months of the year in maintaining task force communications at the highest level. A second series of competitive exercises was conducted and an average score of 98.4% was received. Coupled with an advancement rate of 70% from the September fleet wide examinations and a reenlistment rate of 63% (12 of 19), the training program implemented in March created a positive attitude throughout the year. The high degree of professionalism displayed by the communications team was put to a rigorous test when the ship was deployed to the Indian Ocean in November just prior to scheduled return to CONUS. The achievements of the department in addition to completing all readiness exercises, serving as a test platform for Tacintel "double hop" to the Indian Ocean, and the drafting and publishing of a Telecommunications manual for use by all message drafters embarked in KITTY HAWK, allowed the Indian Ocean deployment to begin and end on an extremely high professional note.

3. (U) From 30 May to 31 December 1979, the Communications Department processed 228,555 messages (1149 average daily), which equates to approximately 5 million copies distributed (approximately 25,125 copies daily). It should be noted that this message volume is higher than many shore based Naval Telecommunications Centers.

4. (U) The entire month of December was filled with dual Carrier Battle Group operations in the Indian Ocean and Arabian Sea. Throughout this period, KITTY HAWK acted as communications control ship.

Inclosure (8)

DECK DEPARTMENT

1. (U) Deck Department reorganized from five divisions to three divisions plus a Bosn's Detail during the year. Included in this reorganization was the reallocation of spaces, weather decks and machinery. Personnel reorganization was established as follows:

First Lieutenant.....Department Head

Ship's Bos'n - Assist 1st LT.....3-M Coordinator/Dept Career Counselor.

<u>WORK CENTER</u>	<u>BOS'N DETAIL</u>	<u>1ST DIV</u>	<u>2ND DIV</u>	<u>3RD DIV</u>
Div Officer	LT/LTJG	ENS/LTJG	ENS/LTJG	ENS/LTJG
LPO	BM1	BM1	BM1	BM1
ALPO	BM2	BM2	BM2	BM2
GIG COX	BM2			
	3 BM3	3 BM3	3 BM3	3 BM3
YEOMAN	YN3			
NON-RATED	19	35	35	35

2. (U) Operational status on all deck related machinery and equipment was outstanding. Both motor whale boats and the Captain's gig were completely overhauled by SRF, Subic Bay during KITTY HAWK's 1979 deployment. During deployment the only CASREPs experienced were to the port motor whale boat and the RAS double drum constant tension winch NR 8.

3. (U) Fueling receiver on station 9 was changed from a ROBB to a probe fitting. Stream support legs, although slow to rig and unrig, proved as reliable as the sliding padeyes.

4. (U) Utilizing aft sliding padeye engine loads weighing 4 to 8 thousand pounds were routinely transferred during the Indian Ocean phase of KITTY HAWK's deployment.

5. (U) During the regular part of the deployment Deck conducted 31 CONREP evolutions and on the Indian Ocean extension 16 more UNREPs were conducted through the end of the year.

Enclosure (9)

NAVIGATION DEPARTMENT

1. (U) USS KITTY HAWK began 1979 pierside at NAS North Island, San Diego, California. On 11 January KITTY HAWK returned to sea beginning a series of at-sea periods which continued through 28 April and consisted of various exercises culminating with the ORE 18-26 April and a Dependent's Day Cruise and air show on 28 April. Navigation received an overall evaluation of "outstanding" during the ORE.
2. (U) On 30 May KITTY HAWK deployed. World events played a significant role in determining the ship steaming schedule. First, Vietnamese Refugee Rescue operations in the South China Sea; then contingency operations off South Korea in the aftermath of the assassination of the South Korean President, and finally to the Indian Ocean in response to the situation involving hostages in Iran. Throughout the deployment the Navigation Department safely navigated the ship. This included the transits of the Malacca Strait and several evolutions in restricted waters and high density traffic.
3. (U) Extensive Quartermaster training was conducted during the year. Six of seven Quartermasters advanced to Second Class and eleven of eleven Quartermasters advanced to Third Class.
4. (U) Fifteen officers were trained and qualified as Officers of the Deck Underway and thirteen were qualified as Surface Warfare Officers.

Enclosure (10)

MEDICAL DEPARTMENT

1. (U) In preparation for the Operational Readiness Exercise, the Medical Department carried out an intensified program to refresh and train the crew in basic first aid, and prepare to respond to mass casualty situations. Medical supplies in the portable medical lockers, decontamination boxes, and battle dressing stations were reinventoried, updated and restocked on a quarterly basis. The location of all first aid boxes and stretchers was reverified during the last quarter of CY 1979, with a list of locations scheduled to be incorporated in revisions to the Mass Casualty Bill and the Medical Department Organizational Manual.

2. (U) Prior to deployment, the crew was also trained in prevention of venereal disease and other medical problems which might be encountered. Continual education on these topics was presented through the various shipboard media.

3. (U) The Medical Department continued its efforts to upgrade equipment in its spaces. Major items received in 1979 were for the laboratory section and included a Marster incubator, Corwas repeating syringes (for blood-banking and bacteriology), "Bacti-cinerator", a Vortex "Genii" solution mixer, a Jordan security refrigerator, a Poyco "Cell-Crit-X" system (provides capability for seven-parameter hematologies), a "mico-Hematocrit II" centrifuge and an American Optical total solidmeter, illuminated stand, prism cover and pump. Some material deficiencies left the Medical Department in a less than adequate state of readiness. No portable X-ray unit was on board for the duration of the deployment. The monitor portion of the portable cardiac monitor-defibrillator became inoperative in August, after the unit was received in new condition in March 1979. The Medical Department has a workable audiometer, but the hearing booth is not certifiable because of inadequate door insulation. ENT capability was still somewhat limited because of non-receipt on an ENT chair, which was funded in fiscal year 1978.

4. (U) The Medical Department continued to utilize (as the situation permitted) a rotational training program for its personnel to permit maximum exposure to the widest variety of work centers.

5. (U) Between 31 October and 30 November, ten patients manifesting hepatitis-like symptoms were admitted to KITTY HAWK's inpatient ward. Confirmation as to the type of hepatitis was made by HBAG determination on six of the ten personnel. One case, a food service worker assigned to the vegetable preparation area in the after enlisted dining facility, prompted a mass immunization program with 1.8 - 2.0 cc of ISG vaccine being administered to ship's company and air wing personnel as prophylaxis. All cases were traced epidemiologically, with all conclusions being uniformly indicative of dietary indiscretion during our second inport period in Subic Bay. To avoid possible shipboard transmission, the free available chlorine (FAC) in our potable water supply was increased to 2.0 parts per million (PPM).

Enclosure (11)

6. (U) A mass gamma globulin immunization program was also required. However, since we lacked the necessary quantities of vaccine, syringes and needles, Environmental Preventive Medicine Unit in Pearl Harbor, Hawaii recommended the ship contact Navy liaison personnel at the U.S. Sixth Army Medical Supply Depot in Seoul to get assistance in obtaining the required supplies. A telephone call from the Hialeah Compound, Pusan at 1400, 9 November 1979, produced a quick response. About 1600 an Army Medical Officer (Colonel) and two Army preventive medicine technicians arrived on board to assess the situation. After all arrangements were completed, the inspection team departed. At 0200, 10 November 1979, only twelve hours after the initial call, the necessary supplies arrived on board. During the ensuing five days, the immunization program was completed thanks to the tremendous effort from the Medical Department personnel and the fine cooperation from all hands.

DENTAL DEPARTMENT

1. (U) Throughout calendar year 1979, the Dental Department performed its primary mission of providing dental treatment for the crew and the embarked personnel. Improvements of a noteworthy nature included:

a. (U) The seamless deck in patient treatment was resealed during the inport Subic Bay period, in September.

b. (U) A new dental chair was received and installed in the X-ray room during the inport Subic Bay period.

Enclosure (12)

ENGINEERING DEPARTMENT

1. (U) During early 1979 the Engineering Department prepared for deployment by scoring well in casualty control drills during the ORE and the PMS inspection. Material improvements were made when numbers 1 and 2 condensers had long standing leakage problems solved and numbers 2 and 4 DFTs had structural problems solved that had caused improper operation. The deployment period was strenuous for the department which was C-4 in manning throughout, but the engineers' performance was excellent. The ship burned 30 million gallons of fuel for propulsion. Over 25,000 steaming hours were logged on the boilers and the ship was on cold iron services only twenty days in the entire cruise.

2. (U) Detailed Engineering Department History:

a. (U) January - Operating periods were used to sharpen the skills of the propulsion watchstanders in casualty control procedures.

b. (U) February - Repairs were made to number 2 condenser and number 4 DFT to correct long neglected problems. Twelve hundred tubes were "un-necked" in the condenser. Poor control of packing on this condenser in past repair periods had caused a significant and continuing chloride problem. Distorted internals in the DFT prevented proper operation of the DFT.

c. (U) March - The propulsion divisions did very well in ECC drills for the ORE. Over eighty percent of the drills were effective. The 3-M inspection was another success for the Engineering Department as the engineers carried the ship to a satisfactory inspection.

d. (U) April - A good operating period was conducted before the ship entered the POM UPKEEP period.

e. (U) May - During the POM UPKEEP period, repairs were made to NR 1 main condenser and NR 2 DFT to correct long neglected problems of chloride contamination and high dissolved oxygen. The repairs to the condenser consisted of repairing damaged tube ends as in the February repairs to NR 2 condenser. The deployment light-off was started 21 May and the ship steamed until deployment 30 May.

f. (U) June - The transit to MIDPAC was uneventful except for necessary repairs to NR 3 condenser. Inport Pearl Harbor final repairs were made to a forced draft blower expansion joint which had ruptured during the May light-off. From Pearl Harbor to the Philippines repairs to 4, 2, and 3 condensers were necessary. On 25 June an oil fire occurred in 4MMR when the lube oil purifier was improperly lined up to the SSTG. The fire occurred while at GQ for drills and it was extinguished by the GQ watch team in a professional manner. Damage was limited to lagging and several electric motors which had to be thoroughly cleaned of PKP. NR 2 300 KW 400HZ M/C set failed en route and was out of commission for almost the entire cruise although SRF Yoko and Subic made major repeated repair efforts.

g. (U) July - The major event was a two week upkeep in Subic Bay. During inspection of line shaft bearing 3-1 (which was running a higher than normal temperature) it was discovered "wiped". SRF Subic replaced the bearing. Additionally, the 4B1 forced draft blower was given a class B overhaul. During the transit to Pattaya, Thailand, high oil temperature on forced draft blowers became a problem. The temperatures from the bearings were in the range of 180-190 degrees.

h. (U) August - Machinery condition analysis and vibration analysis were conducted by Diehl and Lundgaard for PERA-CV. The analysis confirmed problems with forced draft blowers probably due to high oil temperatures. This was also associated with the difficulty experienced in conducting successful flex tests on boilers. Blowers were usually out of parallel. A significant casualty occurred to 3B boiler on 29 August when a side wall tube ruptured. The ruptured tube caused the remainder of the side to be distorted and extensive repairs were scheduled for SRF Subic.

i. (U) September - During September, two failures occurred to forced draft blowers. Repairs to these as well as repairs to 3B boiler were undertaken on a scheduled three week upkeep in Subic Bay. The upkeep was thrown into a hubbub when a typhoon approached Subic. Although on 96-hour standby, an attempt was made to throw all the disassembled machinery together and get underway in 48 hours. The attempt failed and this was a low point of the deployment for the engineers. The typhoon passed uneventfully with the ship at Leyte pier after a cold iron move across the bay.

j. (U) October - A well planned availability in SRF Yokosuka was fouled-up by another typhoon which passed through Yokosuka and required the ship to steam while in port. No worthwhile work was accomplished in propulsion, but many armored doors were repaired for the DC Division. The Morpholine System in 2 and 3 MMRs were also activated.

k. (U) November - Diehl and Lundgaard returned to continue the study of the forced draft blower oil temperature problem. It was determined that the ship has lube oil coolers that are half the size called for by the design. This served to explain many problems with forced draft blowers since COH. The final availability at SRF Subic was cut short when KITTY HAWK got underway on 12 hour notice and steamed to the Indian Ocean. This was an outstanding example of the progress made by the propulsion groups throughout the cruise. The transit was made in excess of 23 knots. Reassembly of machinery which had been down in Subic for maintenance continued during the transit. A second side wall rupture occurred. This rupture was in 1B boiler.

l. (U) December - Because a decision was made to keep foreign nationals off the ship while in the Indian Ocean, ship's force undertook the job of repairing the sidewall of 1B boiler. Equipment and the tubes were provided by SRF Subic. The job was completed in January after all equipment finally arrived. The BR Shop did an outstanding job in this

effort. A lube oil loss to the auxiliary thrust block of number three engine occurred late in the month. Ship's force replaced the thrust shoes to restore the shaft in a major undertaking. The NR 1 low pressure air compressor was given a class B overhaul by ship's force with technical assistance by a NAVSEACENPAC representative. Morpholine injection was started in the forward plants completing the installation begun during COH.

OPERATIONS DEPARTMENT

1. (U) The Operations Department received an overall grade of excellent for the ORE.
2. (U) In keeping with the Composite Warfare Commander concept and the modular aspects of the Combat Directions System, the title "Tactical Support Center (TSC)" was updated and replaced with "Anti-Submarine Warfare Module" (CV-ASWM). This organization functions as the primary command and control center for task force ASW.
3. (U) During the period January-May the ASWM was involved in shipboard and CVW-15 work-ups in preparation for the WESTPAC deployment. Numerous exercises were conducted to test and evaluate KITTY HAWK's ASW readiness posture during this time frame. The ASWM completed the ORE with a grade of 98 percent. Because of the aggressiveness and tenacity with which the exercise was conducted, the Commanding Officer named the ASWM the "Junkyard Dogs". Due to the high temperatures anticipated during the deployment, a five-ton package salt water-fed air conditioner was installed in the ASWM's ADP spaces to augment the ship's air conditioning system. By ducting hot air exhaust from the base of the UYK-7 computer under the deck plates into the air intake vents of the air conditioner, a maximum conservation of cold air was achieved with a substantial overall decrease in operating temperature within the space. Undoubtedly, the high reliability rate of the equipment experienced on deployment can be attributed to the redesigning of the cooling system.
4. (U) An acoustic matrix panel was designed and installed by ASWM personnel which significantly increased the ability of the ASW module to analyze and process acoustic data. By installing a bank of eight ARR-52 sonobuoy receivers and utilizing the existing SKR-6 mast antenna (virtually the highest point on the ship's mast), the ASWM was able to drop sonobuoys over the side and monitor them for ranges in excess of twenty-five nautical miles independent of airborne MCJR platforms such as the SH-3H or SH-2 Lamps aircraft. This greatly enhanced the ability of the ship to "delouse" itself during non-flying hours.
5. (U) ASWM personnel planned the search tracks flown by CVW-15 aircraft in search of the Vietnamese "boat people". In all, 114 refugees were rescued in the combined surface and air search efforts conducted by the KITTY HAWK Battle Group.
6. (U) During the first symposium on CV ASWM standardization throughout AIRPAC, KITTY HAWK's ASWM's inputs were adopted by the committee for inclusion in the first CV ASWM standardization manual.
7. (U) Throughout the 1979 deployment the ASWM provided maximum support for the anti-submarine warfare coordinator. During fleet exercises and real world contingencies, the ASWM/air wing team continually ensured the best possible utilization of assets to counter the subsurface threat. Additionally, an active acoustic intelligence collection program was sustained to support national collection objectives.

8. (U) Electronic warfare personnel in CIC received a new allowance parts list (APL) which helped in drawing parts and also increased the parts available since all parts listed in the APL were ordered. EW personnel also received new APLs for the entire ESM system. The AN/WLR-1G (ESM receiver) reliability and sensitivity was increased with the addition of the CV-3599 converter, a transistor version of the two units (CV-741 and CV-742) it replaced.

9. (U) Carrier And Traffic Control Center (CATCC) 63, although undermanned, finished 1979 at its highest state of readiness. From a novice crew during the pre-deployment work-ups, the CATCC team matured into a fine-tuned and flexible organization. CATCC demonstrated excellent performance during the ORE, receiving a grade of 94.6 percent. During the deployment CATCC was graded twice on a Z-32-CC (air traffic control) by the embarked staff and on both occasions a near perfect grade of 99 percent was assigned.

a. (U) The advent of CATCC DAIR (Direct Altitude Identify Readout) has been a major improvement to the shipboard air traffic control system. This highly reliable system gives air traffic controllers the ability to quickly identify and locate aircraft under CCA control, thereby reducing controller training time. During the deployment, CATCC 63 was asked to assist in evaluating the DAIR IV computer program. This program gives CCA personnel the ability to enter video mapping into the DAIR system or access NTDS mapping and also provides a video display of the ship's final bearing line.

b. (U) The SPN-43 air search radar suffered two antenna gear box failures during the year. This problem coupled with frequent ship's chill water system interruptions caused the SPN-43 radar to be shut down on numerous occasions during the cruise.

c. (U) The SPN-42 Automatic Carrier Landing System was either down or only one channel capable for more than 50 percent of the cruise. While on Indian Ocean contingency operations the SPN-42 was at its highest state of readiness and was at least mode IA capable during the major portion of that period. Poor system reliability was identified by COMNAVAIRPAC and NAVLEX and a comprehensive overhaul of the system is scheduled upon return to San Diego.

10. (U) The Meteorological and Oceanographic Division's support services were significantly upgraded by the addition of the IREPS (Integrated Refractive Effects Prediction System) computer model. This program which is run on a HP9845A computer, accurately depicts the radar detection capabilities of surface and air base systems. In addition, ESM detection ranges, UHF communication ranges and MCJR (Multi Channel Jezebel Relay) ranges are predicted. A model evaluation was conducted during predeployment work ups and showed the model to be between 60 and 80% accurate. This was for surface based radars against incoming air targets. The model was used extensively in ship, air wing, CVW-15, and task group support.

a. (U) Another support service improvement was the development of a new ASW/Oceanographic support packet used extensively by the embarked ASW aircraft. The new packet is knee board size and has improved organization and readability. COMSEVENTHFLT has recommended that the new ASW packet be the "initial model in the development of a standardized packet for all sea based ASW aircraft."

11. (U) Intelligence and other functions pertaining to the Operations Department follow in enclosures (15) and (16).

ROSTER OF KEY PERSONNEL

Commanding Officer.....CAPT W. L. CHATHAM
 30 Jun 78 through Dec 79
 Executive Officer.....CAPT G. A. SCOFFIELD
 11 Oct 77 to 17 Jul 79
 relieved by
 CDR W. J. DAVIS, Jr.
 17 Jul 79 through Dec 79
 CWV-15.....CDR F. P. MEYERS
 22 Nov 78 through Dec 79
 Navigation Department.....CDR [REDACTED]
 5 May 77 to 8 Aug 79
 relieved by
 CDR [REDACTED]
 8 Aug 79 through Dec 79
 Operations Department.....CAPT F. R. SCHLUNTZ
 26 Jun 78 through Dec 79
 Air Department.....CDR [REDACTED]
 31 Dec 78 to 27 Aug 79
 relieved by
 CDR [REDACTED]
 27 Aug 79 through Dec 79
 Training Department.....CDR [REDACTED]
 31 Dec 78 to 25 Sep 79
 relieved by
 CDR [REDACTED]
 25 Sep 79 through Dec 79
 Supply Department.....CDR [REDACTED]
 3 Sep 77 to 14 Jul 79
 relieved by
 CDR [REDACTED]
 14 Jul 79 through Dec 79
 Medical Department.....CDR [REDACTED]
 20 Oct 77 to 7 Nov 79
 relieved by
 CDR [REDACTED]
 7 Nov 79 through Dec 79
 Dental Department.....CDR [REDACTED]
 25 Nov 77 to 15 Aug 79
 relieved by
 CDR [REDACTED]
 15 Aug 79 through Dec 79
 Communications Department.....CDR [REDACTED]
 1 Aug 77 to 1 Feb 79
 relieved by
 LCDR [REDACTED]
 1 Feb 79 through Dec 79
 Weapons Department.....CDR [REDACTED]
 11 Mar 78 through Dec 79

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Deck Department.....LCDR [REDACTED]
13 Apr 78 through Dec 79
AIM Department.....CDR [REDACTED]
15 Sep 78 through Dec 79
Engineering Department.....CDR [REDACTED]
31 Dec 78 through Dec 79

THOUSANDTH CARRIER LANDING

<u>DATE</u>	<u>TRAPS</u>	<u>WIRE</u>	<u>TIME</u>	<u>A/C</u>	<u>SIDE</u>	<u>PILOT</u>	<u>SQUADRON</u>
02FEB79	175,000	3	1658	A-7	416	LTJG [REDACTED]	VA-122
14FEB79	176,000	4	1444	F-4	147	*** [REDACTED]	VMFA-232
19FEB79	177,000	4	1947	E-2	337	*** [REDACTED]	VAW-110
13MAR79	178,000	3	1428	A-7	301	CDR [REDACTED]	VA-22
25APR79	179,000	3	1226	A-7	412	LTJG [REDACTED]	VA-94
08JUN79	180,000	3	2040	E-2	603	LCDR [REDACTED]	VAW-114
03JUL79	181,000	2	1216	F-14	203	LTJG [REDACTED]	VF-111
23JUL79	182,000	4	1620	F-14	107	LCDR [REDACTED]	VF-51
21AUG79	183,000	3	1622	A-7	314	LCDR [REDACTED]	VA-22
08SEP79	184,000	4	2100	A-7	303	LTJG [REDACTED]	VA-22
24OCT79	185,000	3	1414	A-7	412	LT [REDACTED]	VA-94
04NOV79	186,000	3	1315	F-14	105	LTJG [REDACTED]	VF-51
06DEC79	187,000	3	1943	A-7	403	LCDR [REDACTED]	VA-94
23DEC79	188,000	4	1059	A-6	523	LCDR [REDACTED]	CVW-15

UNDERWAY REPLENISHMENT SCHEDULE

14 Jan	USS ROANOKE	AOR-7
17 Jan	USS PYRO	AE-24
18 Jan	USS ROANOKE	AOR-7
03 Feb	USNS TALUGA	TAO-62
06 Feb	USNS TALUGA	TAO-62
06 Feb	USS PYRO	AE-24
07 Feb	USNS TALUGA	TAO-62
12 Feb	USNS TALUGA	TAO-62
17 Feb	USNS TALUGA	TAO-62
21 Feb	USNS TALUGA	TAO-62
03 Mar	USS WABASH	AOR-5
09 Mar	USS WABASH	AOR-5
12 Mar	USCGC RUSH	WHEC-723
14 Mar	USS WABASH	AOR-5
19 Apr	USS SACRAMENTO	AOE-1
22 Apr	USS FANNING	FF-1076
23 Apr	USS SACRAMENTO	AOE-1
26 Apr	US SACRAMENTO	AOE-1
01 Jun	USS WABASH	AOR-5
06 Jun	USS WABASH	AOR-5
08 Jun	USS WABASH	AOR-5
14 Jun	USS WABASH	AOR-5
19 Jun	USS WABASH	AOR-5
23 Jun	USS WABASH	AOR-5
27 Jun	USS WABASH	AOR-5
29 Jun	USS WABASH	AOR-5
02 Jul	USS WABASH	AOR-5
17 Jul	USS WABASH	AOR-5
19 Jul	USS WABASH	AOR-5
22 Jul	USS WABASH	AOR-5
26 Jul	USS WABASH	AOR-5
04 Aug	USS WABASH	AOR-5
09 Aug	USS WABASH	AOR-5
16 Aug	USS WABASH	AOR-5
20 Aug	USS WABASH	AOR-5
26 Aug	USS WABASH	AOR-5
29 Aug	USS WABASH	AOR-5
07 Oct	USS WABASH	AOR-5
26 Oct	USNS PASSUMPSIC	TAO-107
28 Oct	USNS PASSUMPSIC	TAO-107
29 Oct	USS SHASTA	AE-33
29 Oct	USS WHITE PLAINS	AFS-4
31 Oct	USS WABASH	AOR-5
04 Nov	USS WABASH	AOR-5
10 Nov	USS WHITE PLAINS	AFS-4
10 Nov	USS WABASH	AOR-5
14 Nov	USS WABASH	AOR-5

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30 Nov	USS WABASH	AOR-5
03 Dec	USNS NAVASOTA	TAO-106
04 Dec	USS WABASH	AOR-5
06 Dec	USNS NAVASOTA	TAO-106
08 Dec	USS SAN JOSE	AFS-7
10 Dec	USNS NAVASOTA	TAO-106
10 Dec	USNS PASSUMPSIC	TAO-107
12 Dec	USNS NAVASOTA	TAO-106
15 Dec	USS WABASH	AOR-5
18 Dec	USNS NAVASOTA	TAO-106
18 Dec	USS WHITE PLAINS	AFS-4
21 Dec	USS SAN JOSE	AFS-7
22 Dec	USNS NAVASOTA	TAO-106
26 Dec	USS WABASH	AOR-5
27 Dec	USNS NAVASOTA	TAO-106
30 Dec	USNS NAVASOTA	TAO-106

UNCLASSIFIED

COMBAT AND COMBAT SUPPORT SORTIES

No combat or combat support sorties were flown from USS K ITY HAWK during 1979.

SELECTED CONGRATULATORY MESSAGES

DATE	FROM	TO	FOR
16 Jan	AIRTEVRON FIVE	USS KITTY HAWK	Outstanding cooperation and assistance during 12-13 Jan A-7E FLIR Tests.
09 Feb	COMCARGRU SEVEN	USS KITTY HAWK	Aggressive professional performance during exercise AlREM DELTA-79.
26 Feb	COMFITA EWING PAC	USS KITTY HAWK	Outstanding support and total cooperation resulting in best CARQUAL operation.
23 Mar	SECNAV	USS KITTY HAWK	1979 NEY Awards competition finalist.
11 Apr	COMNAVAIRPAC	AIRANTISUBRON TWO ONE	Outstanding zero deficiencies performance during NTPI.
23 Apr	COMNAVAIRPAC	ATKRON TWO TWO	Four years of accident free operations.
27 Apr	CTG ONE SEVEN SEVEN	TF ONE SEVEN SEVEN	Outstanding performance during READIEX 2A-79.
09 Jun	COMCARGRU SEVEN	USS KITTY HAWK	Winning coveted NEY Award.
11 Jun	CINCPACFLT	USS KITTY HAWK	Winning NEY Award.
16 Jun	COMTHIRDFLT	USS KITTY HAWK	"Smoothest operating CV to pass MIDPAC in many months."
22 Jun	CTG SEVEN SEVEN PT TWO	TG SEVEN SEVEN PT TWO	Exceptional performance during WESTPAC transit.
19 Jul	USS KNOX	CTG SEVEN SEVEN PT TWO	Outstanding support.
20 Jul	COMNAVAIRPAC	FITRON ONE ONE ONE	Compiling 20,000 accident free flight hours.
25 Jul	6200TFG	COMCARAIRWING ONE FIVE	Top notch, professional contributions during exercise COPE THUNDER 79-8.
25 Jul	CTF SEVEN SEVEN	COMCARAIRWING FIFTEEN	Most professional performance in exercise COPE THUNDER 79-8.
26 Jul	CTF SEVEN SEVEN	USS KITTY HAWK	High state of readiness of aircraft attached to the Cubi Pt. detachment.
26 Jul	COMINHEWARINSGRU	AIRANTISUBRON TWO ONE	Best Pacific Fleet ASW squadron in aerial mine warfare.
15 Aug	USS WABASH	USS KITTY HAWK	"Bravo Zulu" to supply team for support CASREPS.
22 Aug	USS LANG	USS KITTY HAWK	Initiative and helpful attitude of valve shop personnel.
25 Aug	COMNAVSURFGRU	USS KITTY HAWK	Outstanding repair support provided to other ships.
26 Aug	CTF SEVEN SEVEN	TG SEVEN SIX PT EIGHT	Support and enthusiastic participation in exercise FORTRESS GALE 79.

DATE	FROM	TO	FOR
06 Oct	COMCARGRU ONE	USS KITTY HAWK	The Habitability Excellence Award for PACFLT Carriers.
09 Oct	COMFAIRWESTPAC	USS KITTY HAWK & CVW-15	First carrier and air wing to be assigned satisfactory grades in every area of aircraft and ground support equipment material inspection.
23 Nov	CTG SEVEN ZERO FT TWO	TG SEVEN ZERO PT TWO	Outstanding performance in response to short notice Iranian contingency tasking.
24 Nov	COMSEVENTHFLT	TG SEVEN ZERO PT TWO	Superb responsiveness of Battle Group Bravo in meeting short notice Arabian Sea deployment tasking.
04 Dec	COMCARGRU ONE	USS KITTY HAWK	Winning the fiscal year 1979 Golden Anchor Award for Pacific Fleet Carriers.
05 Dec	COMCARGRU FIVE	USS KITTY HAWK	Winning the CINCPACFLT Golden Anchor Award for superb retention efforts in fiscal year 1979.
18 Dec	SECDEF	USS KITTY HAWK	"Sacrifice in the service of our most urgent national objective - the release of fellow Americans from captivity (in Iran), and the preservation of our nation's reputation."
21 Dec	SECNAV	USS KITTY HAWK	Contribution and commitment to peace and freedom during time of crisis.
22 Dec	COMSEVENTHFLT	USS KITTY HAWK	Patriotism, professionalism and self-sacrifice during Iranian crisis contingency operations.
26 Dec	COMNAVAIRPAC	USS KITTY HAWK	Editorial in the Christmas Day Edition of San Diego Tribune, mentioning USS KITTY HAWK: "God Bless U.S. Sailors..."

SHIP'S AWARDS

- 30 Jan - SECNAV Energy Conservation Awards Program Certificate of Recognition.
- 23 Mar - COMNAVAIRPAC Aviation Safety Award Certificate.
- 06 Jun - 1979 NEY Memorial Awards Program - First Place in Aircraft Carrier Division.
- 03 Oct - COMNAVAIRPAC Habitability Excellence Award.
- 03 Dec - CINCPACFLT Career Motivation Award "Golden Anchor".

AWARDS EARNED BY SHIP'S PERSONNEL

02 Jan 79 - COMCARGRU FIVE Letter of Commendation	AMSC
	ADSC
12 Jan 79 - Navy Achievement Medal	AO1
19 Jan 79 - Joint Service Commendation Medal	LT
19 Jan 79 - COMCARGRU FIVE Letter of Commendation	AMCS
	LT
01 Feb 79 - COMCARGRU FIVE Letter of Commendation	AQC
	AK2
	AMH1
	AX1
	AKAN
	AZ3
	LTJG
	AT2
	AO1
	ATC
	AZ3
	AVCM
	ADR1
	ENS
	AE2
	ETN2
	AE3
	AMS1
	AOC
	AOAN
	AZ3
	AZC
	AZ3
	ATCS
	AD1
	ATCS
	ENS
	AX3
	AQ3
	AT1
	AZC
09 Feb 79 - NAVCRUITDIST San Diego Letter of Commendation	LCDR
13 Mar 79 - USS KITTY HAWK Letter of Commendation	AN
	AX2
	AMS3
15 Mar 79 - COMNAVAIRPAC Letter of Commendation	IS2
	DP2
19 Mar 79 - USS KITTY HAWK Letter of Commendation	AKCM
27 Mar 79 - KITTY HAWK Sailor of the Year	BM1
30 Mar 79 - Navy Commendation Medal	EMCM

04 Apr 79 - Navy Commendation Medal
 22 Apr 79 - Navy "E" Ribbon
 26 Apr 79 - Expert Pistol Medal
 10 Jul 79 - Navy Achievement Medal
 07 Aug 79 - Navy Commendation Medal
 24 Aug 79 - Navy Achievement Medal

 05 Sep 79 - Meritorious Service Medal
 06 Sep 79 - Humanitarian Service Medal

 07 Sep 79 - Humanitarian Service Medal

 25 Sep 79 - Meritorious Service Medal
 04 Oct 79 - Navy Achievement Medal
 08 Oct 79 - Humanitarian Service Medal
 23 Nov 79 - Rep. of Vietnam Armed Forces Unit Cite.
 18 Dec 79 - COMCARGRU FIVE Letter of Commendation
 30 Apr 79 - Joint Staff Commendation Medal


AX2
 BM1
 CAPT W. L. Chatham
 BM1
 ABEC
 CDR
 BT1
 BTFN
 CDR
 CDR
 CWO
 CWO
 LCDR
 LCDR
 LT
 LT
 RM1
 CAPT W. L. Chatham
 LTJG
 YN2
 CTO1

SAILOR OF THE MONTH

January.....	AK3	[REDACTED]
February.....	QM3	[REDACTED]
March.....	GMG3	[REDACTED]
April.....	EM3	[REDACTED]
May.....	AN	[REDACTED]
June.....	SK3	[REDACTED]
July.....	PR3	[REDACTED]
August.....	BT3	[REDACTED]
September.....	AO3	[REDACTED]
October.....	AMS3	[REDACTED]
November.....	AMS3	[REDACTED]
December.....	AD3	[REDACTED]

SUPERVISOR OF THE MONTH

January.....	DP2
February.....	ABE2
March.....	QM2
April.....	AO2
May.....	ABH1
June.....	M11
July.....	FTM2
August.....	PH1
September.....	AO2
October.....	DT1
November.....	RM2
December.....	AMS1



COMMUNITY RELATIONS AND PUBLIC AFFAIRS ACTIVITIES

- 30 Jan - Ship tour, Mr. Roger Veach and family.
- 27 Feb - Ship tour, 80 students and 6 adults from Los Angeles.
- 27 Feb - Ship tour, 50 Medical lab technologists of California.
- 03 Mar - Ship tour, Eagle Scout Court of Honor for YNC [REDACTED].
- 17 Mar - Ship tour, 50 students from El Cajon High School.
- 17 Mar - Ship tour, 20 members of Pomerado Road Baptist Church.
- 20 Mar - Ship tour, 85 prospective doctors, nurses, and dentists from Navy Recruiting Area 7 - Dallas, Texas.
- 20 Mar - Ship tour, members of Bryna Co. of Los Angeles.
- 21 Mar - Ship tour, 10 businessmen and wives from Oregon.
- 22 Mar - Ship tour, 15 officers and 22 enlisted Canadian Air Force.
- 24 Mar - Ship tour, 22 members of California Agriculture Aviation Assc.
- 31 Mar - Ship tour, 70 physicians and nurses from Pollard, Oregon - Navy Recruiting Area 8.
- 03 Apr - Ship tour, 55 mentally gifted children from Imperial County School District.
- 04 Apr - Ship tour, 28 students and adults from Beale Elementary School.
- 09 Jun - Ship tour, Pearl Harbor, Midshipmen.
- 10 Jun - Ship tour, Pearl Harbor, 20 Boy Scouts.
- 27 Jul - 01 Aug - Ship tour, 65 Thai military personnel and families.
- 10 Aug - 15 Aug - Ship tour, 25 Hong Kong businessmen and public officials.
- 02 Aug - 06 Aug - Media visit; Correspondents: Alice Villadolid, N.Y. Times
 Joe Cantrell, Time
 Mike Baltye, Reuters
 Peter Yu, NBC
 Eddie Martinez, NBC
 Young Sang, NBC
 Katoumi Yokobori, Asahi
 Shimbun (Bangkok)
- 12 Oct - 22 Oct - Ship tour, Yokosuka, Japan.
 50 officers Japanese Self-Defense Forces.
 30,000 Japanese and Americans for "Friendship Day".
 30 members of the Japanese media.
 25 members of Japanese basketball team.
- 05 Nov - 09 Nov - Ship tour, Pusan, Korea.
 40 Korean Army officers, 2 ROKN Captains.
 106 Sixth graders and Mr. Bob Yonan.
 12 Pusan businessmen and Commodore Jeong (ROKN).
 75 members of Korean Broadcasting Company.
 15 Brigadier Generals (ROK Army).
 Bishop of Pusan and 8 priests.
 Mayor of Pusan and 8 other officials.
 8 U.S. officers from UNC-Seoul.

EXECUTIVE DEPARTMENT

1. (U) The department's five divisions continued to provide numerous administrative and other services to the crew during 1979.

2. (U) In addition to clerical, personnel, and record-keeping functions, the department also provided counseling, legal advice, and spiritual guidance. Executive department was also responsible for all printing requirements, tours, off-duty entertainment, public relations, news and information, postal services, ship-wide maintenance coordination, and the safety program of the entire ship. The department was also tasked with the enforcement of the ship's regulations and the administration of the Quality of Life Division.

a. (U) Administration Office. During 8-10 May 1979 COMCARGRU ONE conducted the command inspection of USS KITTY HAWK. Executive Department received an overall grade of "outstanding".

b. (U) Word Processing Center (WPC). A Word Processing Center (WPC) was installed in the Executive Department in late May 1979. The WPC's primary objective was to render a professional typing service for the ship in the composition and production of official correspondence, reports, manuals, and directives.

(1) (U) Equipment installed in the WPC included three Lanier "No Problem" typing stations and two printers, one of the printers being shared by two input stations. Some of the features of the Lanier machines are: printout at 540 words per minute, video screen displaying input, revision capability, repetitive document capability, storage of 30 pages of type on each "floppy disc" magnetic card, simultaneous input-output and forms capability. These features, combined with simple and easy-to-learn operation of equipment, have enabled the operators to produce, store and revise material in minimal time. The WPC centralized the command's professional typing and administrative expertise to provide stronger administrative support to the entire command.

(a) (U) Of the three Lanier "No Problem" typing stations, one station was rendered inoperable one month into the deployment. Cannibalization of the downed station was required in order to supply much needed parts for the remaining two operable work stations during the deployment.

(b) (U) It is recommended that the Lanier "No Problem" Word Processing system be replaced with a more reliable word processing system which has expanded software capabilities for ease of revision and editing. Also a more extensive training program for on-board personnel to repair the word processing systems coupled with a better organized parts deployment package would be beneficial for future deployments.

Enclosure (2)

c. (U) Public Affairs Office. During the calendar year 1979, KITTY HAWK's Public Affairs Office fulfilled its mission of getting the Navy story across to the civilian public, as well as providing the ship's crew with news and entertainment via the ship's TV and radio stations, and the "Flyer" newspaper. Tours of the ship, which PAC either conducted or arranged, made an increasing number of civilians familiar with KITTY HAWK's mission as a major combatant ship. Keeping the crew informed and entertained continues to be a primary morale consideration of the Public Affairs Office.

(1) (U) TV Programming - An estimated 1,850 hours of TV programming was accomplished on the ship's closed circuit stations.

(2) (U) Radio Programming - Among the ship's three radio stations, approximately 5,500 hours were broadcast.

(3) (U) Tours - More than 37,400 civilians and military personnel toured KITTY HAWK in 1979, which included 32,000 on "Friendship Day" in Yokosuka, Japan.

(4) (U) Newspapers - One hundred sixty-nine issues of the Flyer were published.

(5) (U) Familygrams - Five KITTY HAWK Familygrams were published.

(6) (U) I Division - PAO gave 27 I Division lectures.

(7) (U) Dependents Day Cruise was conducted on 28 April 1979.

d. (U) Personnel Office. The main Personnel Office, Personnel Annex and Personnel Records Office performed the following transactions during the last calendar year: 910 transfers, 585 TAD orders, 279 separations, 11 fleet reserve orders, 923 receipts, 221 reenlistments, 170 extensions, 1,905 leave orders, and 4,522 identification cards.

e. (U) 3-M Office. From 19 March to 23 March 1979 the ship underwent and passed its annual 3-M Inspection with highly satisfactory results. During May the ship had an assist visit from the COMNAVAIRPAC 3-M Team. During October, responsibility for the revised PMS Tag Out Pilot Program was transferred from the Engineering Department to the 3-M Coordinator.

f. (U) Chaplain's Office. The Chaplain's Office continued its mission of providing for the crew's moral and spiritual welfare. Specific items by month are as follows:

a. (U) March - Memorial service held for MM3 Thurmond.

b. (U) April - Easter services were held.

c. (U) July - Chaplain's office made audiovisual presentation for "I" Division Training.

d. (U) August - Both chaplains participated in COMCARGRU FIVE change of command. Memorial service was held for ADAN Schuler. Began two Protestant services and two Roman Catholic services each Sunday, one in the morning and one in the evening. Also began a strong effort in community relations.

e. (U) September - Ship received a third chaplain.

f. (U) October - An E-7 billet was added to assist the religious ministry on the ship. Produced first on-board TV program entitled, "A Work from the Psalms".

g. (U) November - With the extension of the deployment in the Indian Ocean, the chaplains began to regularly serve the accompanying ships. Worship services and counseling were provided each week while deployed. Initiated a midweek worship service on Wednesday evenings at 2100. Memorial service was held for the Commanding Officer and three other officers from VAQ-135.

h. (U) December - Held several Christmas and New Year's worship services on KITTY HAWK and ships in company within the task group. Memorial service held for the Commanding Officer and one other officer from VA-52. Jewish Chanukah services were held with personnel from ships in company also participating.

g. (U) Special Services. Special Services sponsored a dinner dance for the crew at the Town and Country Hotel in San Diego on 26 January 1979. In March and April, three highly successful Rocky Mountain Ski Tours were offered. From January through April, a 50% refund, up to a maximum of \$10 per ticket, was given for special events, i.e. concerts, sporting events, Sea World, Disneyland, live art theaters and Lion Country Safari. On 11 May 79 it was KITTY HAWK's night at Sea World. This very popular event was enjoyed by 2,795 KITTY HAWK crewmembers, dependents, and guests. Deployed to the Western Pacific on 30 May 79. Free bus service was provided for the crew from Pearl Harbor to Hale Koa Hotel in Waikiki and from Pattaya Beach, Thailand to Bangkok. Over \$70,000 from the Welfare and Recreation fund was spent by divisions and squadrons for recreational parties. Tours were offered in each port of call with a refund of 50% up to a maximum of \$15 per ticket. In September, a four day ship's cookout/party in Subic Bay was held that was highlighted by the performance of the USO show "Ariel".

h. (U) Legal Office. KITTY HAWK's Legal and Discipline Offices processed 3,187 report chits and handled 1,119 mast cases, 123 Summary Courts-Martial, 42 Special Courts-Martial during CY 1979. In addition, the Legal Office handled approximately 360 letters of indebtedness, 115 wills, and 500 powers of attorney.

i. (U) Safety Office. Throughout the year, the safety organization continued its efforts to improve safety awareness and accident prevention techniques. Safety surveys, indoctrination briefs, Plan-of-the-Day notes, and general education programs were utilized.

j. (U) Quality of Life Division. Quality of Life Division was formed in January 1979 from a core of personnel involved in KITTY HAWK's 1978 SRA NAVSEC Habitability Self Help program. The division included three Hull Technicians, one Electrician's Mate and four non-rated personnel, all supervised by a BMC. The division's mission was to accomplish the "rehabbing" of ship's heads and to monitor the habitability on board KITTY HAWK. As a result of this effort, USS KITTY HAWK was awarded the COMNAVAIRPAC Habitability Excellence Award for FY 79. Some of the factors which significantly contributed to KITTY HAWK's selection as the "H" winner as cited by COMNAVAIRPAC were:

- (1) (U) The outstanding efforts of the QOL Division.
- (2) (U) The excellent material condition and cleanliness of berthing areas throughout the ship, particularly the Air Wing spaces.
- (3) (U) Earlier selection as the NEY award winner among all Navy carriers.
- (4) (U) The best CPO dining and lounge facility among those carriers evaluated.

SUPPLY DEPARTMENT

1. (U) Control Division (S-1). The beginning of 1979 found S-1 Division continuing to prepare for the upcoming deployment. In February the AVCAL was loaded aboard and a major effort was initiated to fill all remaining AVCAL deficiencies. Work-ups progressed and air wing maintenance personnel became acclimated to the new Supply Department organization which placed both AVCAL and COSAL stock control and support in S-1 Division and all storeroom functions within the new S-8 Material Division. S-6 Division retained all stock and requisition processing functions for CLAMP, Rotatable Pool and AWP aviation requirements. A fine rapport was established within the KITTY HAWK/CVW-15 maintenance and supply team which was to last throughout the year.

a. (U) KITTY HAWK deployed on 30 May and was praised by the type commander as one of the best supply outfitted CV's ever to deploy. Major stock control efforts during the work-ups and throughout the deployment resulted in outstanding supply support performance throughout the cruise as reflected by cruise averages of 89.5% COSAL and 85% AVCAL net effectiveness. Additionally, NMCS/PMCS off-ship requisitions averaged only 139 per day with a high of 199, while CASREPTS were limited to only 103 with 153 total requisitions for the cruise. The record setting support levels reflected by these statistics contributed to the highest standards of operational readiness ever achieved and sustained by a complex deck loaded CV deployed to the Western Pacific. The new S-1/S-6/S-8 material support organization proved highly successful and contributed significantly to the achievement of these high readiness levels.

b. (U) In November, as KITTY HAWK prepared to depart for San Diego after a highly successful cruise, the ship was suddenly ordered to the Indian Ocean in response to the Iranian Crisis. As a result of the continual emphasis on endurance loading and thorough planning for just such a contingency, the ship was able to sail in less than 12 hours with all storerooms already loaded for 90 days endurance. S-1 efforts then turned to the expediting of critical materials through the long logistics pipeline to the Indian Ocean. As the year ended the extended deployment had not ended but through the diligent efforts and planning of the Supply Stores team, logistics support continued to reflect the record setting levels achieved throughout the cruise.

2. (U) Food Service Division (S-2). Although the Food Service facilities were operated throughout the year, during the first five months of the year the Food Service Division was particularly busy upgrading facilities and equipment in preparation for the upcoming deployment. A fast food lunch operation was implemented in the forward galley and featured fast foods such as burgers, hot dogs, fried chicken, fish sandwiches and fries. Stand up tables were purchased to speed up service and accomodate more patrons in the forward mess decks as the fast food concept proved highly popular with the crew. New equipment was received and installed in the Food Service spaces during this period including bake shop ovens, potato extruders, soft

Enclosure (3)

ice cream machines and mess deck tables. New paneling and false overheads were procured and installed by both Food Service and contractor personnel in both mess decks and the CPO Mess. New terrazzo decks were put down in the bake shop and aft vegetable preparation room, and provisions conveyor #3 was overhauled by a civilian contractor.

a. (U) From the time the ship deployed on 30 May until the end of the year, the Food Service Division sustained its highly demanding fast-paced operation almost around the clock, serving four meals a day, totaling 11,000 meals in all at sea with an average daily consumption of 9.5 tons of provisions costing over \$14,000. Over 1300 tons of provisions loaded on 1979 pallets were received during 23 underway replenishments over the seven months of the deployment, most of these UNREPS occurring late at night. The division maintained its provisions inventory at the highest levels throughout the cruise by careful planning, monitoring and ordering of stocks. When ordered to the Indian Ocean in late November, the ship was already fully endurance loaded with provisions and was able to depart within 12 hours for contingency operations.

b. (U) The division's successful contribution to the deployment was especially evident in the immensely popular special meals featuring the finest cuisine, served on Independence Day, Thanksgiving and Christmas. Additionally, the crew was pleased with two flight deck picnics while underway and a four day picnic ashore while in Subic Bay in September. A high point of the year for the division was the receipt of the 1979 NEY Award Plaque for Carrier Food Service Excellence from VADM D. C. DAVIS, CINCPACFLT, on 24 August, which reflected the outstanding efforts of the division throughout the year.

3. (U) Sales and Service Division (S-3). In 1979 the Sales and Service Division continued to improve services to the crew. The at-sea operating hours for all stores were adjusted to provide evening shopping for the crew and met with great approval. When the aft Gedunk Shop was closed due to a lack of patronage and decreased SH manning, the Smoke Shop was moved to this larger space to take advantage of its increased shelf space to offer greater merchandise selection. Common toiletry items were also placed in the Smoke Shop to improve their availability and reduce waiting lines at the Toiletry Store. Sales for 1979 totaled over \$1.5 million and resulted in over \$179,000 being transferred to the ship's Welfare and Recreation Fund - a highly successful year.

a. (U) On the Service side, the finished work area of the laundry was redesigned to provide an enlarged area for processing hang-up items, and new bins were installed for holding completed laundry bundles. The barber shops were converted from a first come-first served system to the appointment system which was found to be more efficient and to greatly reduce wasted manhours waiting in lines. In the area of habitability, the division's washroom and shower refurbishment project was completed before the deployment.

b. (U) During 1979, the division's Ship's Serviceman manning level continually declined from 66 SH's with 12 senior petty officers assigned on 1 January 1979 down to 50 SH's with 12 senior petty officers on board as of 31 December. This lack of rated personnel resulted in major shortfalls in proper manning and supervision of the many widely dispersed and accountable facilities operated by the division. The lack of sufficient senior supervision particularly affected the laundry and dry cleaning operations and resulted in an increase in claims and service problems. In spite of these manning shortfalls, however, the division was able to provide all services with a high degree of effectiveness throughout the year, as a result of the diligent and dedicated efforts of the remaining petty officers and their men.

4. (U) Disbursing Division (S-4). The first few months of 1979 were spent in preparation for the upcoming deployment in May 1979. During this period, the Disbursing Office operation was reviewed by the Annual Supply Material Inspection team who stated that the disbursing services provided by the KITTY HAWK Disbursing Office were outstanding. Also, during the early part of 1979, a number of disbursing personnel were sent to class "C" schools covering "JUMPS" and "Travel". In the area of habitability, 1979 saw the berthing compartment repainted and retiled. Also, the Disbursing Office passageway was retiled during the deployment in a continuing effort to improve the appearance of the service area.

a. (U) Once deployed, Disbursing Office operations increased to high tempo of activity with a minimum of rated personnel disbursing over \$11.4 million in payrolls, travel claims and public vouchers over the last seven months of the year. During this deployment period, the Disbursing Office also processed 3,766 travel claims and the OCR document input remained at a high level of accuracy, with an average of 14,000 documents being submitted monthly with an average error of only 1.2%. During the month of October 1979, 15,820 documents were submitted with an overall error rate of only .4%, an outstanding achievement. Throughout the deployment the disbursing operation continued to provide outstanding, responsive service and received numerous "kudos" for its efforts from ship and air wing customers as well as from other commands serviced.

5. Wardroom Division (S-5). 1979 was a busy year for the Wardroom operation with the early months spent in preparation for the deployment in May. Numerous habitability improvements were made including the installation of carpeting in senior officer staterooms as well as general painting and repairs to various spaces and equipment. New paneling and false overheads were installed in both Wardrooms, and a partition constructed in Wardroom 11 to close off office and work areas from the dining area.

a. (U) A new highly popular financial system was implemented in 1979 which allowed mess members to purchase meals with either the fixed price monthly meal pass or on an individual meal basis with a meal punch ticket.

b. (U) The Wardroom messes operated smoothly throughout the ship's deployment and managed to provide excellent meals and service at an average member cost of only \$2.52 per day in spite of constantly rising last receipt prices. The mess consumed an average of more than \$32,000 in provisions per month during the cruise. The mess averaged 443 members per month, but with the constant arrival and departure of transient personnel, all staterooms were filled to capacity most of the time.

6. (U) Aviation Support Division (S-6). During January 1979, S-6 Division was deeply involved in reconciliation of all CLAMP assets with ASO Philadelphia. The task was completed in early February and the push began for 100% range and depth loading of all CLAMP and rotatable pool assets for the upcoming deployment. During the predeployment work-ups over the next five months the "KITTY HAWK EXPRESS" program was instituted for expeditious transport of NRFI repairables to NAS North Island for further transfer to the applicable overhaul point and return. Upon departure the CLAMP storerooms were at 98% range and 94% depth. These support levels were the highest ever achieved for a deploying carrier and played a significant role in achieving the highest operational readiness levels ever for a complex deck loaded CV deployed to WESTPAC.

a. (U) During deployment, air wing operations at NAS Cubi were supported utilizing the "SWING WING" concept which utilized ship's repairable assets and repair capabilities to support the Cubi based air wing contingent when the ship was "in area". The success of the Swing Wing operation was hampered at times by a lack of logistics air availability.

b. (U) Through previous expediting programs and the expeditious on load of all material held at Subic, S-6 Division was fully prepared for the ship's contingency deployment to the Indian Ocean in November. Throughout the Indian Ocean operations, the CNAP/CFWF logistics support chain was stretched to the maximum but still proved successful in transporting urgently required materials to Diego Garcia for transfer to the task force via surface and air. An air wing Supply Corps officer was stationed at Diego Garcia to act as the CTF-70 logistics coordinator and insured the expeditious movement of critical materials to the task force.

7. (U) Date Processing Division (S-7). S-7 Division implemented Subsystem Capability Impact Reporting (SCIR) into the Aviation 3-M reporting system on 1 July 1979. During the first few months of operating under this new program, the DP's identified 8 major program problems to NAVMASSC which resulted in program changes to benefit the system and the fleet. During the first five months of the deployment, considerable computer "down-time" was experienced due to power fluctuations and air conditioning losses. A new spot air conditioner was installed in November and greatly reduced rerun and down time. During the deployment a general administrative "clean-up" was initiated by the LCPO to eliminate unnecessary filing and paperwork. One hundred percent of the personnel eligible for advancement in rate in 1979 were either advanced or selected for advancement.

a. (U) By mid-October, output from the Keypunch Section passed the one million mark, for an average of approximately 83 thousand cards per man (counting the keypunching and verifying of each card as two cards processed). The Shipboard Uniform Automatic Data Processing System (SUADPS) accounted for approximately 30% of the keypunch production while the new SCIR system resulted in a 70% increase in Aviation 3-M keypunching requirements to account for 60% of the total S-7 keypunching/verification workload for the cruise.

8. (U) Material Division (S-8). The year 1979 was the first full year for the newly created S-8 Division. The ship as well as the type commander were anxious to see how the new divisional organization would perform during the 1979 WESTPAC deployment.

a. (U) In January 1979, S-8 finalized mapping-out of all storerooms, carefully assigning them for COSAL and AVCAL materials. Since both types of materials would be handled by the same division, the assignment of specific storerooms for each type of material was a matter of careful planning and control. In February, the division started physically loading AVCAL materials aboard with the help of FALSC personnel at NAS North Island in preparation for the WESTPAC deployment in May. The predeployment work-ups from March through May gave the new division insight into its responsibility and workload during deployment, and the work-up support experience was most valuable in preparing for the cruise.

b. (U) The ship left for WESTPAC on 30 May with all storerooms filled to capacity. Additionally, some "never out items" were carried at 100% over the high limit. The division utilized every inch of space available and authorized for storage. During the deployment, the Material Division loaded, sorted, and stored over 900 pallets of materials each month, expeditiously identifying and documenting all receipts for computer input to provide maximum visibility of asset availability.

c. (U) When the KITTY HAWK was ordered to the Indian Ocean for contingency operations in November, again, the young but experienced Material Division was able to quickly load all necessary materials within 12 hours before getting underway. This swift reaction played a significant role in ensuring the ship was endurance loaded before deploying to an area of highly limited logistics support.

TRAINING DEPARTMENT

1. (U) The Training Department continued its growth throughout 1979. The School's Branch processed 4,247 TEMADDINS orders for USS KITTY HAWK personnel attending formal Navy Schools. Five hundred twelve crewmembers successfully completed courses administered under the auspices of Central Texas College through the Navy High School Studies Program (NHSSP). To further higher education levels, 410 KITTY HAWK men received college credits through the Program for Afloat College Education.

2. (U) During 1979, 1129 sailors took the rating exams. Of these, 736 were selected for advancement. The breakdown of examinees by pay grade is as follows:

E-4.....448
 E-5.....147
 E-6.....115
 E-7.....94
 E-8.....41
 E-9.....14

QUARTERLY RETENTION STATISTICSFirst Term

<u>Quarter</u>	<u>Eligible</u>	<u>Reenlisted</u>	<u>Percent</u>
JAN-MAR	83	38	46%
APR-JUN	156	39	25%
JUL-SEP	98	37	38%
OCT-DEC	124	31	25%
TOTAL	461	145	31.5%

Second Term

<u>Quarter</u>	<u>Eligible</u>	<u>Reenlisted</u>	<u>Percent</u>
JAN-MAR	10	5	50%
APR-JUN	21	8	38%
JUL-SEP	12	5	42%
OCT-DEC	8	5	63%
TOTAL	51	23	45%

Career

<u>Quarter</u>	<u>Eligible</u>	<u>Reenlisted</u>	<u>Percent</u>
JAN-MAR	15	10	66%
APR-JUN	22	15	68%
JUL-SEP	15	10	66%

Enclosure (4)

OCT-DEC
TOTAL

14
66

7
42

50%
64%

3. (U) During 1979 the Command Retention Team faced the challenge of improving a program that had proved successful in 1978. With a deployment to WESTPAC coming at mid-year the team embarked on a program of extensive one-on-one counseling of all members within six-months of EAOS to explain the Guard III Program and to solicit cruise extensions. The addition of a Personnelman assigned to the Command Career Counselor's Office to handle all reenlistments and extensions proved to be a valuable asset to the retention effort. To maintain direct liaison of crewmembers and their detailers, one Command Career Counselor was assigned TAD to the KITTY HAWK Beach Detachment, during at sea periods in CONUS and while deployed in WESTPAC. Through a concerted effort on behalf of the entire retention team as well as an all hands effort, from the Commanding Officer to individual work center, KITTY HAWK was successful in winning the coveted "Golden Anchor Award" for retention excellence in Pacific Fleet carriers, for Fiscal Year 1979.

4. (U) Junior Officer Training. In November 1979, a junior officer training program commenced for LCDRs and below. The program consists of two lectures weekly and is designed to instruct the division officer with the operation of various shipboard departments and to aid him further by instruction in management techniques.

5. (U) "I" Division. All newly reported enlisted personnel are assigned to Indoctrination ("I") Division. The function of this division is to orient the new individual to ship's environment. The division's schedule is composed of addresses by the Commanding Officer and Executive Officer, briefings on how each department is run and various services provided for the crew, such as legal assistance, recreational activities and ship's stores. An average of 38 personnel attended "I" Division sessions each week during the past year. In addition, 73% of the new personnel required a Military Rights and Responsibilities Workshop, and were given a one day session on this.

6. (U) During 1979, the Counseling and Assistance Center screened and evaluated 432 people. Of that total 226 were drug related; 195 were alcohol related and 12 were non-substance related.

a. (U) The following dispositions were made of the 432 people screened: 115 were returned to duty, no further counseling/rehabilitation necessary; 79 were not open to counseling; 23 were referred to off-ship formal therapy programs; 42 were referred to other off-ship programs and 173 were placed in on-board counseling programs.

b. (U) Of those 173 people placed in the on-board programs, 138 successfully completed; 25 were dropped due to non-cooperation on non-amenability and 10 were referred on to formal off-ship treatment programs.

c. (U) In summary, about 79% of those people entering an on-board counseling program successfully completed it. Thirteen percent were dropped from the program and 8% were referred to further treatment at ARC or NDRC.

AIR DEPARTMENT

1. (U) The year began with the Air Department making preparations for May Deployment. The Air Department enjoyed a particularly successful carrier qualification evolution, refresher training and type training periods which culminated in an impressive performance during the ORE and 3-M inspection. 3-M inspectors were impressed with Air Department and graded it the top department overall. During ORE, inspectors proclaimed V-3's Hangar Deck the "best we have seen".

2. (U) Air Department deployed for WESTPAC ready in all respects with the exception of 6,500 square feet of non-skid on the flight deck which was not completed because of a transfer of contractor non-skidding assets to Alameda. These areas were to plague the department the entire cruise with associated FOD problems.

3. (U) The flying tempo was high throughout the entire year. V-4 Division pumped a total of 20,364,938 gallons of JP-5. Catapult and arresting gear statistics demonstrated the emphasis on flying.

CATAPULT SHOTSARRESTED LANDINGS

(1979)	(overall)	(1979)	(overall)
#1 4135	#1 66,709	#1 728	#1 28,035
#2 1609	#2 57,091	#2 2944	#2 58,141
#3 2974	#3 44,287	#3 4241	#3 65,412
#4 1675	#4 37,377	#4 2507	#4 38,017
		#5 0	#5 0
TOTAL 10,393	205,464	10,420	189,610

4. (U) The last quarter of the year proved to be the most challenging. The initial pace was set by ASWEX 1-80 marked by 62 hours of continuous flight operations. MULTIPLEX followed with a requirement to operate a "flex deck" to meet the CAP relief on station. MULTIPLEX was terminated when KITTY HAWK was ordered to station off the coast of Korea. A constant alert "Alpha" posture was maintained while in the Korean area. Upon exiting the Korean vicinity a 96-hour contingency plan was maintained until deployment to the Indian Ocean.

5. (U) The following major events/accomplishments occurred during the 79 calendar year:

a. (U) Despite the ambitious pace of flying, the deck multiple remained high ranging from 115 to 119. Initially a "crunch rate" of one every 2.4 days or per 1,436 airplane moves was attained. This rate was significantly reduced during the latter part of the year to one every 4.9 days or per 4,832 airplane moves.

b. (U) During deployment 43,000 square feet of non-skid was applied to the flight deck.

c. (U) 450 lineal feet of catwalk decking was replaced.

d. (U) A serious crack on the flight deck adjacent catapult number one was repaired.

e. (U) Transported one NS-50 crane for delivery to CV-41.

f. (U) Reweaved 75% of flight deck safety nets.

g. (U) Peened two aft inboard cylinders on number one catapult.

h. (U) Completed deck gear service change number 252 on all catapults.

i. (U) Completed deck gear service change number 255 on catapults three and four.

j. (U) Rebuilt MK5 hydraulic fluid salt water cooler on number three catapult.

k. (U) Relocated S-5 (launch complete) switch on number one and two catapults in September 1979.

l. (U) On December 29 a tragic accident, taking the lives of two aviators, occurred as a KA-6D aircraft from VA-52 was catapulted from the number two catapult. During firing of the catapult a premature launch complete signal was received from the steam pressure switch (S-5 switch) because of an inadvertant manual actuation by the cat electrician trouble shooting the system.

m. (U) Reorganized aircraft spotting procedures resulted in two additional aircraft spots on the Hangar Deck.

n. (U) V-4 Division successfully completed 49 underway refueling operations without a spill.

o. (U) 12,500 gallons of lube oil were issued for catapult lubrication.

p. (U) During deployment fueling continuity was maintained at approximately 95%.

q. (U) Six defueling and two hand stripping pumps were rebuilt.

r. (U) 27 fuel tanks were cleaned, associated TLI's were repaired, tested and calibrated.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

1. (U) Avionics Division completed conversion of Shop Eleven to a microminiature repair and SRA testing work center. The design, layout and installation were accomplished by AIMD personnel with an assist from the Engineering Department. The work center was certified as a microcircuit module repair center in May 1979. It provides centralized component support for SKA's utilizing the HATS, CAT IIID test stations, module analyzer and electronic module test consoles. Being the only one of its kind on a CV, it proved to be one of the most beneficial work centers in AIMD. The capability for local repair of SRA's has greatly reduced the repair turnaround time for SRA's and subsequently increased aircraft readiness.

Enclosure (6)