



DEPARTMENT OF THE NAVY

USS KITTY HAWK (CV - 63) FLEET POST OFFICE SAN FRANCISCO, CA. 96634

DECLASSIFIED

IN REPLY REFER TO:

5750 Ser 32/C-5 8 MAR 1985

- (Unclassified upon removal of enclosure (14))

Commanding Officer, USS KITTY HAWK (CV-63)

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

DECLASSIFIED

Subi: USS KITTY HAWK (CV-63) COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12C

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

(8) Communications Department

(9) Deck Department

(10) Navigation Department

(11) Medical Department

(12) Dental Department

(13) Engineering Department

(14) Operations Department

(15) Chaplain's Department

(16) Safety Department

1. In accordance with reference (a), enclosures (1) through (16) are submitted.

P. R. WOOD

Lay

Copy to: Director of Navy Historical Center Washington Navy Yard Washington, D.C. 20374 COMNAVAIRPAC (012)

USS KITTY HAWK (CV-63) COMMAND HISTORY 1984

DECLASSIFIED

Enclosure (1)

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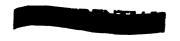


CALENDAR OF EVENTS 1984

| 01 JAN TO 13 JAN | | IN PORT SAN DIEGO POM |
|------------------|------------------------|-----------------------------------|
| 13 JAN TO 30 JAN | | AT SEA ENROUTE PEARL HARBOR, |
| | | HAWAII; TRANSITEX 84-8 |
| | 13-15 JAN | SOVIET NIKOLAY ZUBOV CLASS |
| | | AGI NIKOLAY ZUBOV |
| | | SURVEILLANCE |
| | 17 JAN | |
| | 20-26 JAN | BGAREM 84-2 |
| | 27-29 JAN | KERNEL BLITZ 84-1 |
| | 27-23 UAN | RERRED BEITZ 04-1 |
| 30 JAN TO 02 FEB | | IN PORT PEARL HARBOR, HAWAII |
| 02 FEB TO 20 FEB | | AT SEA ENROUTE SUBIC BAY |
| | | REPUBLIC OF THE PHILIPPINES; |
| | | TRANSITEX 84-8 |
| | 06 FEB | CROSSED INTERNATIONAL DATELINE |
| | 08 FEB | SOVIET TU-95 BEAR D |
| | | RECONNAISSANCE |
| | 10 FEB | SOVIET TU-95 BEAR D |
| | | RECONNAISSANCE |
| | 11 FEB | INCHOP SEVENTH FLEET |
| | 12-13 FEB | SOUTHWIND 84-1; PASSEX WITH |
| | | USS RANGER (CV-61) |
| | 15 FEB | SOVIET TU-95 BEAR D AND |
| | | TU-142 BEAR F |
| | | RECONNAISSANCE |
| | 17 FEB | TRANSITED SAN BERNARDINO STRAITS |
| | 18-19 FEB | MINEX A/B AT BINANGA BAY |
| 20 FEB TO 03 MAR | | IN PORT SUBIC BAY |
| | | REPUBLIC OF THE PHILIPPINES |
| 03 MAR TO 15 MAR | | AT SEA ENROUTE PUSAN, SOUTH KOREA |
| 03 PAR 10 13 PAR | 03-07 MAR | |
| | 03-07 MAR 03-06 MAR | CONRECEX 1-84 |
| | 05-06 MAR 05 MAR | SOVIET TU-95 BEAR D AND TU-142 |
| | UJ MAK | BEAR F RECONNAISSANCE |
| | 08-12 MAR | TRANSITEX 84-2 PHASE B |
| | 08-12 MAR 08-10 MAR | SOVIET MAYAK CLASS AGI KURSOGRAF |
| | 00-10 MAR | AND ALLIGATOR CLASS LST |
| | | ALEKSANDR TORTSEV SURVEILLANCE |
| | | MIDROMIUR TORIGEV BURVETILIANCE |

| | 11-12 | MAR | CRAE 84-3 VICINITY OKINAWA |
|------------------|-------|-------|---|
| | 13 | MAR | SOVIET TU-95 BEAR D AND |
| | | | TU-142 BEAR F RECONNAISSANCE |
| | 13-14 | MAR | TRANSITEX 84-2 PHASE C; |
| | | | TEAM SPIRIT 84-1 |
| | | | |
| 15 MAR TO 19 MAR | | | IN PORT PUSAN, SOUTH KOREA |
| | | | |
| 19 MAR TO 31 MAR | | | AT SEA ENROUTE SUBIC BAY, |
| | 40.00 | | REPUBLIC OF THE PHILIPPINES |
| | 19-22 | MAK | TEAM SPIRIT 84-1 SEA OF JAPAN |
| | | | OPERATIONS; SOVIET VICTOR I |
| | | | SSN, KARA CLASS CG-565 PETROPAVLOSK, KRIVAK II |
| | | | FFG-675 GORDELIVYY, YURKA |
| | | | MSF 755, MAYAK AGIS ANEROID |
| | | | AND KURSOGRAF SURVEILLANCE |
| | 19 | MAR | SOVIET TU-95 BEAR D |
| | | | RECONNAISSANCE |
| | 20 | MAR | SOVIET TU-16 BADGER, TU-95 |
| | | | BEAR D, AN-12 CUB, IL-38 MAY |
| | | | IL-18 COOT RECONNAISSANCE |
| | 21 | MAR | SOVIET TU-16 BADGER AND IL-18 |
| | | | COOT RECONNAISSANCE; COLLISION |
| | | | WITH SOVIET VICTOR I SSN |
| | 22 | MAR | SOVIET TU-95 BEAR D AND TU-16 BADGER RECONNAISSANCE |
| | 23-26 | MAR | TEAM SPIRIT 84-1 YELLOW SEA |
| | 25-20 | rinix | OPERATIONS |
| | 27-28 | MAR | TRANSIT TO PORO POINT |
| | 29-30 | MAR | MISSILEX 84-3 |
| | | | |
| 31 MAR TO 07 APR | | | IN PORT SUBIC BAY REPUBLIC OF |
| | | | THE PHILIPPINES |
| 07 APR TO 11 JUN | | | AT SEA ENROUTE NORTH ARABIAN |
| O7 APR TO 11 JUN | | | SEA |
| | 07-09 | ADD | SOVIET MAYAK CLASS ANEROID |
| | 07-03 | AFK | SURVEILLANCE |
| | 10 | APR | SOVIET TU-95 BEAR D AND TU-142 |
| | | | BEAR F RECONNAISSANCE |
| | 11-12 | APR | TRANSITED STRAITS OF MALACCA |
| | 16 | APR | TURNOVER WITH USS MIDWAY |
| | | | (CV-41); ON STATION NORTH |
| | | | ARABIAN SEA |
| | 17 | APR | SOVIET IL-38 MAY |
| | - 4 | | RECONNAISSANCE |
| | 24 | APR | USO OAKY MILLER SHOW |





| | 25 APR | SOVIET IL-38 MAY |
|------------------|-----------|-----------------------------------|
| | | RECONNAISSANCE |
| | 29 APR | SOVIET IL-38 MAY |
| | | RECONNAISSANCE |
| | 01-02 MAY | BEACON FLASH |
| | 12 MAY | SOVIET IL-38 MAY |
| | | RECONNAISSANCE |
| | 13 MAY | ANCHORED OFF AL MASIRAH |
| | 16-19 MAY | MULTIPLEX 84-4 |
| | 19 MAY | SOVIET IL-38 MAY |
| | 15 PMI | RECONNAISSANCE |
| | 23 MAY | SOVIET AN-12 CUB |
| | 25 MAI | |
| | 24 2022 | RECONNAISSANCE |
| | 31 MAY | BEER DAY |
| | 10 JUN | TURNOVER WITH USS AMERICA |
| | | (CV-66) |
| 11 JUN TO 22 JUN | | AT SEA NORTH ARABIAN SEA |
| 11 00N 10 22 00N | | ENROUTE FREEMANTLE, AUSTRALIA |
| | 15 JUN | CROSSING THE LINE CEREMONY |
| | 13 000 | CROSSING THE LINE CEREMONT |
| 22 JUN TO 27 JUN | | ANCHORED FREEMANTLE, AUSTRALIA |
| | | |
| 27 JUN TO 05 JUL | | AT SEA ENROUTE SUBIC BAY, |
| | | REPUBLIC OF THE PHILIPPINES |
| | 30 JUN | BARRICADE ARRESTMENT OF F-14A |
| | | AIRCRAFT RECEIVED ALFA DAMAGE |
| | 01 JUL | TRANSITED LOMBOK STRAITS |
| | 02 JUL | TRANSITED MAKASSAR STRAITS |
| | 03 JUL | TRANSITED SULU SEA CHOKE POINT |
| | 04 JUL | TRANSITED MINDORO STRAIT |
| 05 JUL TO 10 JUL | | IN PORT SUBIC BAY, REPUBLIC OF |
| 03 000 10 10 000 | | THE PHILIPPINES |
| | 06 7777 | |
| | 06 JUL | DINING IN |
| 10 JUL TO 23 JUL | | AT SEA ENROUTE PEARL HARBOR, |
| | | HAWAII |
| | 10 JUL | TRANSITED SAN BERNARDINO |
| | | STRAITS |
| | 11-15 JUL | NTPI |
| | 14 JUL | PASSEX WITH USS ENTERPRISE |
| | 14 000 | (CVN-65) |
| | 17 JUL | OUTCHOP SEVENTH FLEET |
| | 19 JUL | SOVIET SIBIR CLASS AGE SPASSK |
| | | AND CHLUKOTKA SURVEILLANCE |
| | 20 JUL | CROSSED INTERNATIONAL DATELINE |
| | 20 001 | CINDOD INTERNITIONAL DISTRIBUTION |
| 23 JUL TO 25 JUL | | IN PORT PEARL HARBOR, HAWAII |
| | | |





25 JUL TO 01 AUG AT SEA ENROUTE SAN DIEGO; TIGER CRUISE 31 JUL AIRWING FLY-OFF 01 AUG TO 14 DEC IN PORT SAN DIEGO 01 AUG-01 SEP POM 01 AUG COMCRUDESGRU THREE DISEMBARKS 02 AUG COMCARGRU SEVEN EMBARKS 28 AUG CHANGE OF COMMAND PRE SRA UPKEEP 01 SEP-02 OCT 02 OCT-01 DEC SRA 22 OCT-12 NOV LIGHT-OFF 03-07 DEC 3-M INSPECTION 14 DEC TO 17 DEC AT SEA SOCAL OPAREA; SEA TRIALS 17 DEC TO 31 DEC IN PORT SAN DIEGO 19 DEC HOLIDAY BOWL LUNCHEON



NARRATIVE OF EVENTS

- 1. USS KITTY HAWK (CV-63) began 1984, its twenty-third year of service to the nation, moored pierside at Naval Air Station, North Island, San Diego, California in the final stages of POM. On 13 January, KITTY HAWK along with COMCRUDESGRU Three, COMDESRON Twenty-Three, and CARRIER AIR WING Two and embarked staffs departed San Diego enroute Pearl Harbor, Hawaii commencing KITTY HAWK's fourteenth deployment to the Western Pacific and Indian Oceans.
- 2. KITTY HAWK loitered in the SOCAL OPAREA for refresher operations prior to heading west southwest. LRANSITEX 84-8 consisted of multiple exercises with the first being BUSY OBSERVER (Joint Air Operations Exercise with USAF) and followed by BGAREM 84-2 (ASW Exercise) northwest of the Hawaiian Islands. Prior to entering Pearl Harbor on 30 January KITTY HAWK provided distant support to KERNEL BLITZ 84-1 (Combined Navy and Marine Corps Amphibious Operation).
- 3. While in port Pearl Harbor undergoing final deployment briefs, replenishment, and preparations, Willard Scott hosted the weather segment of "The Today Show" from the KITTY HAWK flight deck.
- 4. On 2 February KITTY HAWK resumed TRANSITEX 84-8 with a westerly track enroute Subic Bay, Republic of the Philippines. During the eighteenth day of the journey KITTY HAWK encountered Soviet long range reconnaissance aircraft on three different occasions. Besides real world operations, KITTY HAWK participated in SOUTHWIND 84-1 (PASSEX with USS RANGER (CV-61)) and MINEX A/B conducted at Binanga Bay, Republic of the Philippines. KITTY HAWK entered port Subic Bay on 20 February.
- 5. KITTY HAWK was visited by several Flag Officers while in port Subic Bay. On 3 March KITTY HAWK departed Subic Bay for TRANSITEX 84-2 which included South China Sea Operations; CONRECEX 1-84 (Airborne Photo Reconnaissance Exercise); CRAE 84-3 (Carrier Readiness Ammunition Expenditure Exercise) in the vicinity of Ckinawa; and, distant support for the transiting TEAM SPIRIT 84-1 amphibious task force. KITTY HAWK encountered Soviet reconnaissance aircraft and surface units on the northerly transit prior to entering Pusan, South Korea on 15 March.
- 6. Following a four day port call in Pusan, KITTY HAWK steamed into the Sea of Japan in support of TEAM SPIRIT 84-1 (Joint U.S. and ROK Exercise). High tempo operations combined with adverse weather conditions constantly tested the professional capabilities of aviators and shiphandlers alike. Over this time period, KITTY HAWK came in contact with forty-three Soviet aircraft, six Soviet surface units, and one Soviet submarine. On 21 March KITTY HAWK commenced its transit to the Yellow Sea. During this transit, at 211307Z, a Soviet Victor I SSN struck KITTY HAWK. KITTY HAWK was able to continue scheduled operations including MISSILEX 84-3.

- 7. KITTY HAWK arrived in Subic Bay on 31 March and commenced a resupply of massive quantities of material in preparation for deployment to the Indian Ocean. On 7 April KITTY HAWK departed Subic Bay enroute the North Arabian Sea. KITTY HAWK conducted refresher operations in the South China Sea and encountered reconnaissance and surveillance by Soviet air and surface assets prior to entering the Straits of Malacca on 11 April.
- 8. KITTY HAWK arrived on station in the North Arabian Sea and conducted turnover operations with USS MIDWAY (CV-41) on 16 April. During the next fifty-six days KITTY HAWK responded to Soviet aircraft reconnaissance flights and maintained a U. S. presence in the region. Extensive flight operations, ocean surveillance, and training exercises, including BEACON FLASH (Joint U. S. and Omani Air Exercise) and MULTIPLEX (Multi-Threat Exercise) were conducted by KITTY HAWK.
- 9. On 10 June turnover operations were conducted with USS AMERICA (CV-66) enabling KITTY HAWK to depart the North Arabian Sea enroute Freemantle, Australia. During the southerly transit on 15 June KITTY HAWK paid homage to King Neptunus Rex and his Royal Court by initiating over Four Thousand lowly Polywogs into the Realm. KITTY HAWK anchored at Freemantle on 22 June for a five day port call.
- 10. KITTY HAWK weighed anchor on 27 June and proceeded underway through the Straits of Lombok and Makassar, the Sulu Sea, and finally the Mindoro Straits enroute Subic Bay arriving on 5 July.
- 11. KITTY HAWK departed Subic Bay on 10 July enroute CONUS. The return CONUS transit spanned twenty-three days and included a PASSEX with the westbound USS ENTERPRISE (CVN-65) and a successfully completed NTPI. KITTY HAWK arrived at Pearl Harbor, Hawaii on 23 July for a two day port call and embarked over eight hundred Tiger relatives and guests for a seven day transit to San Diego. On 31 July, Air Wing TWO squadron aircraft flew off to their respective home bases on the west coast. KITTY HAWK arrived San Diego on 1 August completing a two hundred and one day deployment.
- 12. During the month of August, RADM Baldwin, COMCRUDESGRU Three hauled down his flag from KITTY HAWK and RADM Arthur, COMCARGRU Seven broke his flag in KITTY HAWK. On 28 August Captain David N. Rogers was relieved by Captain Phillip R. Wood as Commanding Officer, USS KITTY HAWK (CV-63) at a change of command ceremony held on board KITTY HAWK at Naval Air Station, North Island, San Diego, California.
- 13. September had KITTY HAWK in the final stages of preparation for its upcoming Ship's Restricted Availability (SRA) which commenced 2 October. During SRA KITTY HAWK had installed several pieces of new equipment in addition to overhauling other major systems. This SRA was completed ahead of schedule and below projected cost on 1 December.





- 14. During the remaining days of December KITTY HAWK underwent a 3-M Inspection by COMNAVAIRPAC from 3 through 7 December which resulted in an overall grade of 80.3 percent. KITTY HAWK departed San Diego briefly for Sea Trials in the SOCAL OPAREA. Additionally, upon return to port KITTY HAWK hosted a luncheon for the Holiday Bowl participants Brigham Young University and University of Michigan.
- 15. KITTY HAWK's 1984 operating year culminated on 15 February, 1985 when the gallant ship KITTY HAWK and its crew was awarded the Battle "E".

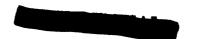




ROSTER KEY PERSONNEL

| COMMANDING OFFICER | D. N. ROGERS (CAPT) | Jan - Aug 84 |
|------------------------|---------------------------|--------------|
| | P. R. WOOD (CAPT) | Aug - Dec 84 |
| EXECUTIVE OFFICER | R. E. KORDALSKI (CAPT) | Jan - Mar 84 |
| | J. D. NORRIS (CAPT) | Mar - Dec 84 |
| AIR DEPARTMENT | K. R. STORMS (CAPT) | Jan - Aug 84 |
| | J. R. MORFORD (CAPT) | Aug - Dec 84 |
| AIMD | (CDR) | Jan - Mar 84 |
| | (CDR) | Mar - Dec 84 |
| CHAPLAIN'S DEPARTMENT | (CDR) | Jan - Dec 84 |
| COMMUNICATIONS | (LCDR) | Jan - Dec 84 |
| DECK DEPARTMENT | (LCDR) | Jan - Dec 84 |
| DENTAL DEPARTMENT | (CDR) | Jan - Dec 84 |
| ENGINEERING DEPARTMENT | (CDR) | Jan - Feb 84 |
| | J. T. RUBECK (CAPT) | Feb - Dec 84 |
| EXECUTIVE DEPARTMENT | (LCDR) | Jan - Dec 84 |





| MEDICAL DEPARTMENT | (LCDR) | Jan - Mar 84 |
|-----------------------|-----------------------|--------------|
| | (LCDR) | Mar - Dec 84 |
| NAVIGATION | (CDR) | Jan - Jun 84 |
| | W. J. HALEY (CAPT) | Jun - Dec 84 |
| OPERATIONS DEPARTMENT | J. M. NASH (CAPT) | Jan - Mar 84 |
| | C. M. GRAF (CAPT) | Mar - Dec 84 |
| SUPPLY DEPARTMENT | (CDR) | Jan - Feb 84 |
| | (CDR) | Feb - Mar 84 |
| | (CDR) | Mar - Dec 84 |
| TRAINING DEPARTMENT | (CDR) | Jan - Aug 84 |
| | (CDR) | Aug - Dec 84 |
| WEAPONS DEPARTMENT | (LCDR) | Jan - Dec 84 |

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11

THOUSANDTH CARRIER LANDING

| DATE | TRAPS | WIRE | TIME | ACFT | SQDN | SIDE # | PILOT |
|---------|---------|------|------|-------|---------|--------|---------------|
| 25JAN84 | 225,000 | 4 | 2143 | F-14A | VF-1 | 102 | LCDR |
| 03MAR84 | 226,000 | 2 | 1220 | A-7E | VA-146 | 301 | LCDR |
| 22MAR84 | 227,000 | 4 | 0956 | KA-6D | VA-145 | 514 | LT |
| 17APR84 | 228,000 | 3 | 1319 | EA-6B | VAQ-130 | 607 | CDR CDR |
| 02MAY84 | 229,000 | 3 | 1219 | F-14A | VF-2 | 210 | LCDR |
| 18MAY84 | 230,000 | 4 | 0840 | A-6E | VA-145 | 503 | LT CONTRACTOR |
| 04JUN84 | 231,000 | 3 | 0342 | S-3A | VS-38 | 703 | CDR |
| 30JUN84 | 232,000 | 4 | 2141 | F-14A | VF-1 | 101 | LT |

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TYPE AIRCRAFT OPERATED

EMBARKED (CVW-2)

F-14A VF-1 F-14A, F-14T TARPS VF-2 VA-145 A-6E, KA-6D VA-146 A-7E A-7E VA-147 EA-6B ICAP VAQ-130 E-2C VAW-116 VQ-1 DET EA-3B VS-38 S-3A SH-3H HS-2

CARRIER QUALIFIED

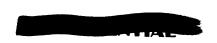
| EA-3B | EA-6A |
|-------|-------|
| A-6E | F-14A |
| A-7E | S-3A |
| C-1A | C-2 |
| E-2C | |





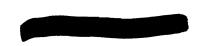
COMBAT AND COMBAT SUPPORT SORTIES

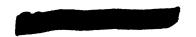
No Combat or Combat Sorties were flown from USS KITTY HAWK during 1984.



UNDERWAY REPENISHMENT SCHEDULE 1984

| 01-84 | 14 FAN84 | USS SACRAMENTO (AOE-1) |
|-------------|----------|----------------------------|
| 02-84 | 17JAN84 | USS WABASH (AOR-5) |
| 03-84 | 21JAN84 | USS WABASH (AOR-5) |
| 04-84 | 27JAN84 | USS WABASH (AOR-5) |
| 05-84 | 29JAN84 | USS WABASH (AOR-5) |
| 06-84 | 05FEB84 | USS WABASH (AOR-5) |
| 07-84 | 09FEB84 | USS DAVIDSON (FF-1045) |
| 08-84 | 10FEB84 | USS WABASH (AOR-5) |
| 09-84 | 19FEB84 | USNS PASSUMPSIC (T-AO-107) |
| 10-84 | 04MAR84 | USS WABASH (AOR-5) |
| 11-84 | 08MAR84 | USS WABASH (AOR-5) |
| 12-84 | 11MAR84 | USS WABASH (AOR-5) |
| 13-84 | 14MAR84 | USS WABASH (AOR-5) |
| 14-84 | 20MAR84 | USS WABASH (AOR-5) |
| 15-84 | 24MAR84 | USS NIAGARA FALLS (AFS-3) |
| 16-84 | 27MAR84 | USS WABASH (AOR-5) |
| 17-84 | 30MAR84 | USS WABASH (AOR-5) |
| 18-84 | 08APR84 | USS DAVIDSON (FF-1045) |
| 19-84 | 10APR84 | USS WABASH (AOR-5) |
| 20-84 | 14APR84 | USNS NAVASOTA (T-AO-106) |
| 21-84 | 17APR84 | USS WABASH (AOR-5) |
| 22-84 | 21APR84 | USNS MISPILLION (T-AO-105) |
| 23-84 | 24APR84 | USNS MISPILLION (T-AO-105) |
| 24-84 | 25APR84 | USNS MISPILLION (T-AO-105) |
| 25-84 | 26APR84 | USNS SPICA (T-AFS-9) |
| 26-84 | 28APR84 | USS BERKELEY (DDG-15) |
| 27-84 | 30APR84 | USNS MISPILLION (T-AO-105) |
| 28-84 | 03MAY84 | USS BERKELEY (DDG-15) |
| 29-84 | 04MAY84 | USS WABASH (AOR-5) |
| 30-84 | 07may84 | USS WABASH (AOR-5) |
| 31-84 | 10MAY84 | USNS SPICA (T-AFS-9) |
| 32-84 | 11MAY84 | USNS MISPILLION (T-AO-105) |
| 33-84 | 14MAY84 | USNS MISPILLION (T-AO-105) |
| 34-84 | 18MAY84 | USS WABASH (AOR-5) |
| 35-84 | 20MAY84 | USS WABASH (AOR-5) |
| 36-84 | 24MAY84 | USS BERKELEY (DDG-15) |
| 37-84 | 25MAY84 | USNS MISPILLION (T-AO-105) |
| 38-84 | 29MAY84 | USNS MISPILLION (T-AO-105) |
| 39-84 | 30MAY84 | USNS MISPILLION (T-AO-105) |
| 40-84 | 01JUN84 | USS WABASH (AOR-5) |
| 41-84 | 02JUN84 | USS BERKELEY (DDG-15) |
| 42-84 | 05JUN84 | USS WABASH (AOR-5) |
| 43-84 | 06JUN84 | USS STEIN (FF-1065) |
| 44-84 | 09JUN84 | USS WABASH (AOR-5) |
| | 0,0001 | |





| 11JUN84 | USS WABASH (AOR-5) |
|---------|---|
| 11JUN84 | USNS SPICA (T-AFS-9) |
| 14JUN84 | USS WABASH (AOR-5) |
| 17JUN84 | USS WABASH (AOR-5) |
| 20JUN84 | USNS MISPILLION (T-AO-105) |
| 28JUN84 | USNS MISPILLION (T-AO-105) |
| 30JUN84 | USS WABASH (AOR-5) |
| 03JUL84 | USS WABASH (AOR-5) |
| 13JUL84 | USS WABASH (AOR-5) |
| 17JUL84 | USS WABASH (AOR-5) |
| 20JUL84 | USS WABASH (AOR-5) |
| 27JUL84 | USS KISKA (AE-35) |
| 28JUL84 | USS KISKA (AE-35) |
| 14DEC84 | USNS KAWISHIWI (T-AO-146) |
| | 11JUN84 14JUN84 17JUN84 20JUN84 28JUN84 30JUN84 03JUL84 13JUL84 17JUL84 20JUL84 27JUL84 |

AWARDS EARNED BY THE SHIP

- 1. Aircraft carrier Battle Efficiency Award Winner, U. S. Pacific Fleet, for the competitive cycle 1 July 1983-31 December 1984.
- a. Additionally, Departmental Battle Efficiency Awards were awarded as follows:
 - (1) Air
 - (2) Communications
 - (3) Supply
- b. The following were "runners-up" in Departmental Battle Efficiency Awards:
 - (1) Damage Control
 - (2) Weapons
- 2. FY84 Marjorie Sterrett Battleship Fund Award in recognition of the outstanding level of combat readiness sustained by a single ship in the Pacific Fleet during the fiscal year.
- 3. Dorrie P. Miller Award for Wardroom Excellence in recognition of superior wardroom performance in food service and accommodation management.
- 4. Runner up for the COMNAVAIRPAC Food Service Excellence Award for 1984.

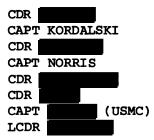


PERSONAL AWARDS

LEGION OF MERIT

CAPT ROGERS

MERITORIOUS SERVICE MEDAL

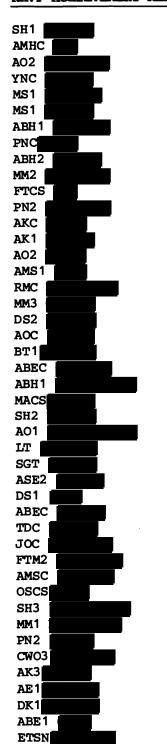


NAVY COMMENDATION MEDAL



PERSONAL AWARDS

NAVY ACHIEVEMENT MEDAL





PERSONAL AWARDS

NAVY ACHIEVEMENT MEDAL ABH2 RM1 MS1 DP1 ADC AK2 **HMCS** PH1 **ENS** SK1 ABF1 SH1 HM3 SKCM AE1 SH1 RMC OSC ABE1 ETC AKC AK3 AK2 AOC DKC AO2 LTJG RM1 CTOC LTJG RMC ATCS DS3 MSC ACCS AG2 IS1 MMCM ET2 HM2 PN1 AO3 ABHC HT3 HM1

PERSONAL AWARDS

NAVY ACHIEVEMENT MEDAL





SAILOR OF THE QUARTER

| JAN-MARAC | 3 |
|-----------|----|
| APR-JUNR | 13 |
| JUL-SEPAC | 3 |
| OCT-DECE | 23 |

SAILOR OF THE YEAR

RM3



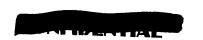
SUPERVISOR OF THE QUARTER

| JAN-MAR | J |
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| APR-JUNABH1 | |
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SUPERVISOR OF THE YEAR

AT1

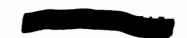
| DISTINGUISHED VISITORS | | | |
|------------------------|---|--|--|
| January | | | |
| 31 | Willard Scott, Today Show Weatherman, and Today Show entourage | | |
| _ | | | |
| February | | | |
| 28 | Admiral Foley, CINCPACFLT; VADM Hogg, COMSEVENTHFLT; VADM | | |
| | Easterling, COMNAVAIRPAC; VADM Jones, COMTHIRDFLT; VADM Schrader, | | |
| | COMNAVSURFPAC; RADM Scott, COMSUBPAC; RADM Cockell, COMTRAPAC | | |
| March | | | |
| 20 | VADM Hogg, COMSEVENTHFLT | | |
| | | | |
| June | | | |
| 7 | RADM McCarthy, Commander Battle Force, U.S. SEVENTH Fleet | | |
| 25 | Mr. Alan Nutter, Film Director, Australia | | |
| | | | |
| July | | | |
| 6 | Mayor Gordon; Mayor, Olongapo City, Philippines | | |
| 23 | RADM Chatham | | |
| 27 | Senator Elizabeth Arriola, 17th Guam Legislature | | |
| | Mr. John Whitt, Chief of Staff to Governor of Guam | | |
| August | | | |
| 16 | VADM Easterling, COMNAVAIRPAC | | |
| .0 | Mr. George Cooksey, Consultant, McDonnel-Douglas | | |
| | Mr. Bob Fisher, Manager, Hughes Aircraft | | |
| | Mr. Fred Hallet, National Steel and Shipbuilding | | |
| | Mr. Dick Tullar, Ops Manager, San Diego Union-Tribune | | |
| | Mr. Mike Winestock, General Counsel, Aerojet General | | |
| | Mr. Max Sherter, San Diego Chamber of Commerce V.P. | | |
| | Mr. Doug Byrns, San Diego Chamber of Commerce, State, National | | |
| 0.4 | Government Vice President | | |
| 21 | Hon. Bruce Babbitt, Governor of Arizona | | |
| 28 | VADM Easterling, COMNAVAIRPAC | | |
| September | | | |
| 12 | VADM Easterling, COMNAVAIRPAC | | |
| , 2 | vibi. basset trig, committee | | |
| October | | | |
| 11 | Mr. Jean Graeppi, Vice-Counsel, Swiss Embassy | | |
| 12 | Col. Said Salon Alwahaibi, Palace Mgr. for Sultan of Oman | | |
| 13 | Ms. Paola F. Desii, Vice-Counsel, Italian Embassy | | |
| 15 | Ms. Nancy Wilson, Congressional Assistant, N. Carolina | | |
| ••• | | | |
| November | We Charles Venhade Wise Dunaldont MDG Malaniais | | |
| 2 | Mr. Stanley Koubeck, Vice President, NBC Television | | |
| 7 15 | COMO Hoagy Carmichael, COMNAVBASE, San Diego | | |
| 15 | Mr. James Ambrose, Under Secretary of the Army | | |



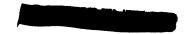
Ed Fike, Editor, Editorials, San Diego Union

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| December | |
|----------|---|
| 4 | General Lee Ki Baek, CJCS Korea |
| 6 | Ms. Suzy Chaffee, Champion Skier |
| 19 | George Allen, Owner, USFL Arizona Wranglers |
| | Bo Schembechler, Head Coach, University of Michigan |
| | Mr. Jim Kuhn, '84 Holiday Bowl President |
| | Dr. Harold Shapiro, President, University of Michigan |
| | Dr. Jeffrey Holland, President, Brigham Young Univ. |



EXECUTIVE DEPARTMENT

- 1. The department's three divisions and fifteen work centers continued to provide administrative, service-oriented, and morale related services to the crew during WESTPAC 1984 and the 4 1/2 month Ship's Restricted Availability (SRA) that followed.
- a. Personnel Office. January was a very busy period as the ship prepared for deployment to the Western Pacific and Indian Oceans on 13 January 1984. The Personnel Office separated over 75 people and transferred almost 50 people in 12 days. In February and March 1984, just prior to the ship's departure for the Indian Ocean, the Personnel Office processed over 150 people for orders or for separation. Once in the Indian Ocean over 200 personnel were transferred and received via Diego Garcia. Returning to San Diego in August 1984, the Personnel Office transferred or separated almost 100 people in the first 30 days home. The Personnel Office accomplished the following during calendar year 1984:

Transfers: 751 Receipts: 862
Separations: 295 Admin Separations: 160

- b. Special Services. Activities provided for the crew during WESTPAC included: board game tournaments, 10K races, two wrestling matches, a boxing smoker, skeet shooting events, weight lifting competition, an art contest, basketball tournament, ticket sales for in port events, and gear check out. The ticket rebate program, along with preparations for the ship's new fitness center, kept the staff very busy. The gym is "one of the finest in the fleet", said Jerry Anderson, Fleet Recreation Coordinator, NAVMILPERSCOM.
- c. Legal Office. During 1984 the legal and discipline offices were responsible for military justice administration, command advice, legal assistance, claims, and investigation functions. The legal office provided legal assistance appointments and notary services on a walk-in basis to over 1200 command and air wing personnel. During 1984 the following legal and discipline office tasks were accomplished:

| Military Justice: | Executive Officer's screening | 821 |
|---------------------|---------------------------------|-----|
| | Captain's Masts | 685 |
| | Summary Courts-Martial | 92 |
| | Special Courts-Martial | 58 |
| | General Courts-Martial | 2 |
| Administrative Law: | Administrative Discharge Boards | |
| | Alcohol/Drug Abuse | 6 |
| | Pattern of Misconduct | 8 |
| | Other | 3 |
| | Claims processed and forwarded | 47 |
| Legal Assistance: | General Advice Appointments | 820 |
| | Notarizations | 515 |

d. Master-at-Arms. During 1984 the staff MAA's were very busy training new TAD personnel assigned to MAA force in police techniques, Navy and ship's regulations, and security plans for the various overseas ports of call.



In February, the Battle Group Staff MAA's attended a briefing in Subic to formulate the planning and coordination with the national police agencies of the host nations. This included customs inspections and drug laws of foreign countries.

In July the MAA's assisted U.S. Customs Agents in searching for stowaways and contraband.

After deployment, the MAA force returned to its normal in port duties of random drug searches, baggage checks, and patrols.

- e. 3-M Office. Following an assist visit by the COMNAVAIRPAC 3-M team in early October, the ship underwent a formal annual 3-M inspection in December. The final PMS performance rate (PPR) assigned was 80.3 percent.
- f. Public Affairs. The Public Affairs Office provided the command with information and entertainment to the crew through the ship's radio, daily newspaper, and SuperSite television. Dependents were kept informed through the ship's monthly familygram.
- (1) The installation of the "SuperSite" television system resulted in a top quality audio and visual system which could disseminate information and entertainment to the crew. Three channels were operated simultaneously, ultimately broadcasting 2,880 hours of information and entertainment. The ship's radio station broadcasted over 3,840 hours. Several key media events were handled by the Public Affairs Office: In January, Willard Scott of the NBC Today Show was on board for a live broadcast of his show. The ship welcomed many visitors during the Philippine port call in February, the most notable of which was the Philippine Mayor's Council. The KITTY HAWK's role in Exercise Team Spirit '84 was explained to local media, resulting in a national news broadcast in Korea. The collision of KITTY HAWK and a Russian Victor class submarine on March 21 generated national attention, including an international press conference on board. PAO coordinated general visitation tours for over 11,300 people during the ship's five day stay in Perth, Western Upon returning to San Diego on 1 August 1984 Public Affairs Office coordinated media visits to the ship, prepared press releases, and helped provide crew members for press interviews. After arrival, PAO formulated a new program for weekend tours. Approximately 2,160 visitors have utililized this program.
- (2) MAJOR EVENTS AND FUNCTIONS OF PAO AFTER DEPLOYMENT. A father/daughter dinner was held on board KITTY HAWK on 7 August 1984. PAO prepared a schedule of events and press release. On 27 August 1984, KITTY HAWK hosted the San Diego Chamber of Commerce Civic luncheon, PAO gave tours, prepared an events pamphlet and press releases. PAO coordinated tours of 270 teachers from Naval Recruiting Districts in St. Louis, Portland, and Seattle on 12 September, 17 October, and 7 November 1984 in support of the Navy's enlistment program through the Educator Orientation Visit Program (EOV). On 7 November 1984, the Greater San Diego Area Military Affairs Advisory Committee attended a breakfast meeting on board ship, with over 50 dignitaries attending. The President's Council on Physical Fitness meeting was held on board on 6 December 1984. PAO provided media escorts, meeting agenda booklet, press release, and souvenier memo pads.



- (3) The Holiday Bowl Luncheon, held on 19 December 1984, gave football teams from the University of Michigan and Brigham Young the chance to meet crewmembers and tour KITTY HAWK.
- (4) On 20 December 1984, the Most Beautiful Female Athelete Competition was filmed on board KITTY HAWK.
- (5) During calendar year 1984, the Public Affairs staff escorted 2,121 visitors, in addition to supervising the previously mentioned 2,160 weekend tour visitors.

SUPPLY DEPARTMENT RECIPIENT. DEPARTMENTAL BATTLE "E"

1. Commitment To Win

- a. MC/FMC aircraft. The mission capable/full mission capable performance of the CV/CVW team was exceptional. Strong emphasis on material outfitting and technical training enabled the airwing to sustain a strong readiness posture throughout deployment. Considerable harmony between ship and airwing optimized AIMD repair capability and supply support. Despite anticipated fuel and hydraulic leaks, availability remained strong. Continual improvement in maintenance capability, coupled with outstanding logistic and technical assistance available in Seventh Fleet, enabled KITTY HAWK to leave the Indian Ocean with the highest material readiness of any carrier in recent times.
- b. NMCS/PMCS offship/total. Offship not mission capable supply/partial mission capable supply requisitions remained at exceptionally low levels throughout the deployment. The cruise average of 39 was an unprecedented effort and reflected the strong teamwork of the CV/CVW team. Close liaison with the wing during workups to identify critical items in advance and build those items into the AVCAL were factors that resulted in a strong support base.
- c. Percent AVCAL onboard. The percent of AVCAL on board remained high throughout the deployment due to regular, systematic reordering procedures, aggressive follow-ups, and an effective use of the logistics pipeline. All items designated as critical AVCAL and/or never out were reviewed offline and monitored/reordered as required. Material movement to the ship was accomplished at every opportunity and prioritization of material at each of the beach detachments enabled the optimum use of each logistic opportunity.
- d. Both the AVCAL and rotatable pool performed magnificently throughout deployment. AWP components/offship requisition both remained well within COMNAVAIRPAC standards, with components averaging 8% of monthly AIMD inductions, and requisition running roughly 1.2 times the number of component AWP.

2. S-1 Stock Control Division

a. Innovative stock control planning will always be the key to preparation for any successful deployment. COSAL validation following post overhaul resulted in a range increase of approximately 3,500 line items. By loading the CV Baseline Fixed Allowances tape provided by ASO, which was compiled from AVCAL's of two East coast and two West coast carriers, AVCAL range of repairables increased by 150 line items. Approval was given by the Type Commander to load USS RANGER's demand data tape to provide additional depth. KITTY HAWK departed for the Western Pacific with approximately 115,000 line items.

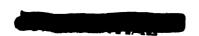




- b. Catapult and arresting gear were micro-managed for two years to ensure a solid baseline was established and material was on the shelf. A list of all critical catapult/arresting gear carried by Naval Supply Depot Subic Bay was obtained to identify current allowance and on-hand assets.
- c. On 7 February 1984, while transitting from Pearl Harbor to Subic Bay, the Stock Control Division split to establish a Surface Support (S-9) Division which left S-1 with four major functions: Financial Accounting, SUADPS AV-207, Quality Assurance, and Special Projects.
- d. COSAL range continually improved throughout the deployment from 87% in January to 97% in July 1984, a remarkable contrast to 65-70% for other carriers.
- e. Final loadout prior to Indian Ocean was accomplished by obtaining a DTO requisition from each department for a 30 day supply of bulk consumables. Identified as Space Top Off this material was onloaded while in port Subic and stored in division spaces.
- f. In March 1984 the "Khaki Q.A." was formed and each friday night found all supply khaki in storerooms. The benefits were immediately realized in effectiveness, but immeasurable other benefits resulted from the discovery of items in locations not recorded in the MSSLL.
- g. Upon return from deployment, S-1 made preparations for the implementation of SUADPS-RT, and hosted a NAVMASSO DETPAC assist visit. A wall-to-wall REAVCAL inventory was done which reconciled over 10,000 line items.

3. S-2 Food Service Division

- a. Throughout the year the Food Service Team routinely provided these morale-enhancing special programs:
 - 1. Baskin and Robbins Ice Cream Social
 - 2. New Father and Birthday Celebrations
 - 3. Gourmet Box Lunch ("Best in the West")
 - 4. Mountain of Salad
 - 5. Cookies and Punch Night
 - 6. Build Your Own Submarine
 - 7. Pizza Galore
- 8. Wienerwurst on the Roof two push type hot dog carts on the flight deck during maintenance days, holiday routines, UNREPS, etc.
- 9. Steel Beach Picnic ten grills used for cook-out consisting of sirloin steak, barbecued chicken and spareribs, hamburgers, hot dogs, etc.
 - 10. Beer at Sea served cold San Miguel Beer
- b. During the SRA 85, the forward and aft galleys and mess decks were renovated. New ovens, milk shake machines, deep fat fryers, food mixers, meat slicers, standing refrigerators, and a doughnut machine were installed. Mess deck tables were replaced.





c. KITTY HAWK was selected as one of the two aircraft carriers to represent the Pacific Fleet for the Ney Award competitions in recognition of food service excellence.

4. S-3 Sales Division

- a. The first of a series of flower sales promotions through Posie Express kicked off enroute to Hawaii on the occasion of Valentine's Day. During the transit to Subic, a last sale of stateside luxury items was held to reduce stock that would be uncompetitive with foreign merchandise.
- b. A visual merchandising training class was held for store operators by the Subic Navy Exchange.
- c. By identifying the crew's field of interest, the selection of foreign merchandise was minimized to a number of models taking advantage of discounts and price reduction. The initial loadout was received while in Subic Bay amounting to \$230,000.00. An additional \$400,000.00 (i.e., 335 TV, 500 VCR, 125 video cameras) was procured from Fleet Exchange Yokosuka.
- d. Due to the volume of merchandise brought on board while in the Indian Ocean, a wholesale house marketing technique was used in the ship's store. All available deck space was utilized to stock merchandise in their original shipping boxes. Sales increased dramatically, averaging \$30,000.00 per day and \$50,000.00 on paydays.
- e. During turnover to USS AMERICA, \$20,000.00 worth of foreign merchandise was transferred.
 - f. All ship's stores were renovated upon return from the cruise.

5. S-4 Disbursing Division

- a. Payrolls posted in excess of \$19.5 M for the entire cruise. The Pay Deposit Quicker (PDQ) program was implemented while in a deployed status, providing consolidated deposit for participating members with accounts at NFCU or North Island Federal Credit Union.
 - b. The annual FAADCPAC audit was conducted in November 1984.
- c. Receiving OPN funding from TYCOM, a microfilming machine was procurred and installed in the disbursing office.

6. S-5 Wardroom Division

a. Longer hours were in effect during the entire cruise to support airwing personnel. Thirty-nine sitdown dinners, five special dinners, and four change of command receptions were formally served.



- b. A cigar mess was very successful, providing convenience for mess members to obtain basic sundries and cigarettes.
- c. The wardroom was awarded the highly coveted Dorrie P. Miller Award for excellence in wardroom service.

7. S-6 Aviation Support Division

- a. The Supply Response Section (SRS) was physically colocated with the AIMD Technical Library/QA. This consolidation allowed for the joint use of technical publications and posted the development of a strong technical research team composed of AK, AZ, and LSR talents.
- b. During workup SRS pioneered a unique automated requisitioning system, jointly developed by S-6 and AT&T Info Systems (AMBELL). The system centered around a line control unit that interconnects all squadrons, AIMD, S-1, S-6 and S-8 workcenters via CRT/Printer. It allowed for two way communications and on-line processing of 1348 requisitions from point-of-entry to issue document printout at the S-8 mezzanine. Printers located at S-1, S-6 PMB, and S-6 CCS generated offship documents and turn-in due files. Printers located at each point-of-entry generated hard copy status updates at each point in the processing cycle.
- c. Throughout the deployment, SRS operated magnificently. Approximately 60,000 requisitions were processed with an average delivery time of 1.25 hours for Issue Group I and 1.8 hours for Issue Group II. All squadrons TAD supply runners were positioned at the output printer.
- d. Programs Management Branch (PMB) was co-located with AIMD Material Control Division. Rotatable Pool had a most outstanding cruise, establishing a new PACFLT standard for issue effectiveness of 99%.
- e. KITTY HAWK'S Awaiting Parts Section (AWP) deployment performance was very successful averaging 348 components, representing 8% of average monthly inductions, thus exceeding COMNAVAIRPAC goals.

8. S-7 Data Processing Division

- a. S-7's goal for the 1984 WESTPAC deployment was to provide the best non-tactical ADP support to KITTY HAWK and its embarked airwing in an efficient and timely manner. SUADPS, Aviation 3M, and JUMPS became the major users of the ADP facility during the deployment.
- b. The installation of the SNAP Computer System proved to be a wise investment for S-7 and its users. Total key entry input volume reached one



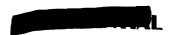
million, with SUADPS and AV-3M taking the big chunks at 325,000 and 594,000 respectively, for a total system production time of 4,137.4 hours.

9. S-8 Material Division

- a. During deployment S-8 had 39 UNREPS for a total of 3,232 pallets while INREPS amounted to 4,608 pallets. VRC 50 provided excellent COD support throughout the entire deployment enabling constant flow of small parts and mail. The C-2 was twice used to transfer large aircraft engines. The US-3A with its longer range and capability of transferring up to five passenger and two standard pallets, made daily runs to Diego Garcia during the Indian Ocean period.
- b. Retrograde material was offloaded in each port of call or transferred via COD or MLSF ship at every opportunity. An average of twenty retrograde pallets was transferred every UNREP.
- c. K-Mart (Seamart) carrying over 3,000 line items, issued not only high usage low cost items but also free-issue damage control and consumable materials. The DC gear and free issue material was accounted for by divisional usage and charge off to a central account.
- d. A beach detachment was maintained for the entire cruise. During Team Spirit 84, the beach detachment was located at Cubi Pt., RP, Kadena AB, JA, and Taegu AB, KS. While in the Indian Ocean, beach detachments were maintained at Cubi Pt., Clark Air Base, Philippines, and Diego Garcia to handle requisition, turn-in, and transhipment of material requirements or retrograde.
- e. Material movement into or out of Perth, Australia was by Special Airlift Assigned Mission (SAAM). Movement of cargo/retrograde in Perth was conducted by VERTREP immediately upon entering port and by delivery to the accompanying MLSF ship for later transfer.
- f. During SRA 85, S-8 division undertook a complete REAVCAL and conducted an inventory of all repairable items. Storeroom reconfiguration was conducted to provide for a central repairables storeroom.

10. S-9 Surface Support Division

a. S-9 was established on board on 7 February 1984, on the first anniversary of the prototype Logistics Support Center (LSC). The emphasis was centered on DTO requisition management and the best possible service to the customer and the ship. Though S-1 had administratively divided, no physical change was made immediately as the two divisions worked side by side. By the end of May 1984, S-9 was consolidated and moved into a new location with the LSC, separate from the S-1 division.



- b. During the first in port period in Subic at the end of February, NAVSEA headed a 5-man team of representatives of the Senior Steering Board to observe LSC operations. Based on their review on board KITTY HAWK, the team recommended that LSC operations be established on all carriers and other large ships.
- c. The purchasing department was literally swamped with requests before deployment and throughout the cruise. But they proved to be capable to the task. LSC was tasked with finding NSN's and place material on order in support of DC week and other initiatives of our new XO, the highest ranking DCPO on board. Contracting for port services in such non-Navy ports as Pusan, Korea and Perth, Australia were challenging and rewarding.
- d. The count of CASREP requisitions reached a maximum of 90 in mid-March during Team Spirit. An intensive expedite effort with rescreens in Subic and cannibalization requests to AIRPAC enabled KITTY HAWK to leave Subic on 7 April with a CASREP requisition count below 30 and at the end of May to only 15.
- e. As MATCONOFF KITTY HAWK perfected Urgent Material Screen (UMS) procedures. The daily OPSUM was used to aid in identifying material transfer actions/requirements. Throughout the cruise, the percentage of UMS filled averaged over 30% and reached its peak at over 40%. Part of this success can be attributed to the RSVP Award given monthly by MATCONOFF to the ships in the Battle Group that responded the most to the UMS's of other ships.
- f. A major office renovation project took place during the SRA 85. High density storage of technical library materials was introduced into LSC.





TRAINING DEPARTMENT

1. Educational Services Office

a. (U) Educational Services Program. The educational improvement programs weathered a minor setback during mid-1983 from a change in services provided for, due to a loss of an educator contract causing a loss of many planned programs. A new program was instituted in late 1983 with emphasis on the basic requirements of most freshman college students. Mathematics, History, English, Psychology, and Business Law were offered for the deployment in 1984. The courses were quickly filled and long waiting lines for the next available courses were soon following. Civilian educational programs were the most emphasized with a total of 829 enrolled in PACE, 217 personnel enrolled in Functional Skills, and 220 personnel enrolled in the High School Completion Program. Ninety-five personnel were administered the SAT/ACT exam. Fifty Personnel received the GED high school equivalency.

b. Navy-wide examination results

(1) Exam cycle results for the January and March 1984 Navy-wide advancement exams appear below:

| RATE | EXAMINEES | SELECTED/% | PNA/% | FAILED/% |
|------|-----------|------------|-----------------------|----------|
| E-4 | 265 | 137/51.7 | $\overline{119/44.9}$ | 1/0.4 |
| E-5 | 262 | 62/23.7 | 188/71.8 | 9/3.4 |
| E-6 | 77 | 22/28.6 | 47/61.0 | 5/6.5 |
| E-7 | 208 | 29/13.9 | 173/83.2 | 6/2.9 |

(2) Exam cycle results for the September 1984 Navy-wide advancement exams appear below:

| RATE | EXAMINEES | SELECTED/% | PNA/% | FAILED/% |
|------|-----------|------------|----------|----------|
| E-4 | 280 | 182/65.0 | 97/34.6 | |
| E-5 | 261 | 92/35.2 | 163/62.5 | 6/2.3 |
| E-6 | 81 | 21/25.9 | 56/69.2 | 3/3.7 |

c. Twenty-eight KITTY HAWK personnel were promoted through the Command Advancement Program:

1984 CAP RESULTS

| PAYGRADE | NOMINEES | RECOMMENDED | APPROVED | ADVANCED |
|----------|----------|-------------|----------|----------|
| E-4 | 32 | 20 | 20 | 20 |
| E-5 | 15 | 6 | 6 | 6 |
| E-6 | 4 | 2 | 2 | 2 |







2. TAD/Schools Office

- a. Formal training. A total of 5,378 quotas have been distributed among 3,598 ship's personnel. Personnel received training/schooling as follows:
- (1) Class "A" School: 138 personnel attended, all on returnable quotas.
- (2) <u>Class "C" School</u>: 8 Personnel attended, all on returnable quotas.
- (3) Damage Control and Fire Fighting: The following quotas were obtained throughout the year: 1,805 quotas for General Shipboard Fire Fighting/Aircraft Fire Fighting; 160 quotas for Advanced Fire Fighting; 90 quotas for Repair Locker leader Team Training; 42 quotas from Ship Repair Facility, Subic Bay, RP; and 290 quotas from Fleet Training Group, Western Pacific. Attention was directed towards training required for the long range training and formal schools needed during the ship's restricted availability.
- (4) On-the-Job training: OJT was utilized to train 126 personnel at various training commands on the West Coast and 26 personnel at NAESU Det Subic Bay, RP.
- (5) A total of 1,584 personnel received miscellaneous school training other than listed above.

3. Command Career Counselor's Office (CCC)

a. Retention Statistics for Calendar 1984.

| | ELIG | NOT ELIG | REENLIST/ RETAIN | PERCENT |
|-------------|------|-------------|---------------------|---------|
| FIRST TERM | 377 | 80 | 166 | 44.03 |
| SECOND TERM | 38 | 1 | 28 | 73.68 |
| CAREER | 87 | 1 | 83 | 95.40 |
| TOTAL | 502 | 82 | 277 | 55.17 |

- 4. <u>Indoctrination Division</u>. During 1984, 641 new crewmembers completed "I" Division. This 32 hour course provides vital information on such topics as safety, ship's regulations and standards, Damage Control, Educational Services, Career Information, Pay Records, Command Mission, and talks by the Executive Officer, and Command Master Chief.
- a. Petty Officer Academy on KITTY HAWK continues to be an aggressive program. It is a mandatory requirement for all E-3 personnel being advanced to E-4. The impact of the academy has been an increase in the pride and professionalism in the new petty officers. A total of 425 personnel attended.
- b. A total of 962 personnel successfully passed the General Damage Control exam.
- c. 10 Personnel successfully passed the Damage Control Petty Officer exam.

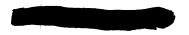
AIR DEPARTMENT RECIPIENT: DEPARTMENTAL BATTLE "E"

- 1. The Air department consistently demonstrated its ability to launch, recover, handle, and fuel aircraft safely and efficiently throughout the deployment. The Air department assisted in the successful completion of the largest catapult repair package ever undertaken during an SRA. A score of 81.3% was received for the 3-M inspection administered in December.
- 2. Significant statistics for the year:
 - a. Catapult and arresting Gear:

| | (1) CAT | CAT SHOTS | WIRE | ARRESTED LANDINGS |
|-------|---------|-----------|----------|-------------------|
| | 1 | 3019 | 1 | 462 |
| | 2 | 476 | 2 | 2491 |
| | 3 | 2981 | 3 | 3810 |
| | 4 | 2141 | 4 | 1807 |
| | | | 5 (BARRI | CADE) 1 |
| TOTAL | | 8618 | | 8571 |

- (2) One hundred percent availability of all four catapults and all five arresting gear for every day of the deployment.
- (3) Successful barricade engagement of an F-14 with a sheared starboard strut on 30 June 84.
- b. Flight Deck Zero reportable aircraft handling mishaps (crunches) in over 32,760 aircraft moves.
- c. Hangar Deck Zero reportable "crunches," and only one crunch of any kind, in over 5700 aircraft moves.
 - d. Aviation Fuels:
 - (1) 14,700,000 gallons of JP-5 issued.
 - (2) 43 JP-5 underway replenishments conducted.
 - (3) Zero sorties lost due to fueling problems.
- e. Sea Trials During sea trials 14-17 December 84, flight and hangar deck markings and lighting, catapult bridle arrestors, and PLAT/ILARTS systems were recertified.





AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

- 1. Finalizing deployment preparation in early January 1984, AIMD was fully ready to support CVW-2 during the 1984 "WESTPAC" deployment. All equipment was in place and fully ready for use by 12 January 1984.
- 2. The following achievements were accomplished during the highly successful deployment:
- a. Aircraft readiness rates of 85% mission capability and 80% full mission capability were achieved by a vigorous repairables management program and excellent equipment availability.
- b. Processing nearly 20,000 repairable components, the department attained a 72% ready-for-issue rate (based on AIMSO measurement methodology) during deployment. For FY84, KITTY HAWK AIMD had the highest RFI rate (70.5%) amongst the Pacific Fleet CV's.
- c. There were only 25 Broad Arrows (reports of inoperative test benches) for the deployment.
- d. A reflection of the high RFI rate, rotable pool effectiveness increased from 97% in January 1984 to 99% in July 1984.
- e. Of the 125 pieces of "yellow gear" tracked daily, availability exceeded 89%. This support equipment readiness resulted in no time lost for aircraft maintenance, aircraft handling, material handling or weapons handling during the deployment.
- 3. AIMD further developed several repair programs which were initiated during 1983:
- a. Third degree repair capability for the TF30-P-414 engine was fully verified and exercised. This included the completion of two Hot Section Inspections (HSI) during deployment.
- b. Established and utilized the first CV instrument repair shop on the West Coast, successfully repairing 55% of 140 hermetically sealed components inducted.
- c. Processed over 400 components through an expanded avionics corrosion control work center, which also enhanced the emergency reclamation capability.
- 4. The mid and post-deployment Support Equipment Material Condition Inspections were graded as "satisfactory." Highlighted were the outstanding avionics RFI rate and the excellent corrosion control program.





- 5. During the post deployment SRA period, several significant changes occurred:
- a. A new ALM-106B Electronic Warfare Test Set was installed. This will provide improved ALQ-100/126 support.
- b. The engine test cell was removed from the shell for structural upgrade.
- c. Status Inventory Data Management System (SIDMS) installation was initiated. This will provide the advantage of real time repairables management information, generate automated requisitions for the "O" and "I" level, promote IMA team functions and store IMA historical data.
- d. Two hundred seventy-six pieces of "yellow gear" underwent a thorough refurbishment program. Rewiring, corrosion preventative measures, and modification were stressed.
- e. Shipalts completed were the (1) expansion of the ventilation system in the structural repair shop, (2) adding an exhaust system in the tire buildup shop, and (3) upgrade of the ventilation and heating system in the oxygen equipment repair shop.
- f. 58,515 man hours were expended during the SFOMS program. All 403 key operations planned were completed.

WEAPONS DEPARTMENT

| 1 | | Ηi | qh | 1 | ic | ıh | t | s | : |
|---|--|----|----|---|----|----|---|---|---|
|---|--|----|----|---|----|----|---|---|---|

- a. February: Successfully completed MINEX 84 A/B
- b. March: Successfully completed CRAE 84-3; participated in OPERATION TEAM SPIRIT 84-1 with South Korean forces; successfully completed MISSILEX 84-3
 - c. July:
 - d. December: Grade of 81.5% received for 3-M inspection.
 - e. Achieved 97% material readiness and elevator availability.
- 2. The following statistical data for Weapons department is submitted:
- a. Total ammunition received via 10 major UNREP/VERTREP totaled 309.053 short tons.
 - b. Fleet return ammo/retrograde backloaded totaled 16.372 short tons.
 - c. Ammunition expended by CVW-2 totaled 311.7035 short tons.
- d. The following ordnance was expended during the 13 January 30 Jun 1984 period:

| NOMENCLATURE | QUANTITY |
|---------------------------|------------|
| 20 MM | -25643 |
| MK76 Practice Bomb | -5586 |
| MK106 Practice Bomb | -144 |
| MK82 (TPGP) | -711 |
| MK83 (TPGP) | -76 |
| MK84 (TPGP) | -11 |
| MK46 (EXTORPS) | - 5 |
| MK52/55 MINES (Exercises) | -24 |







- 3. Completed an extensive SRA period. The following is a list of the major projects completed.
- a. Weapons elevators overhaul involved three shipalts, one of which required work on all 12 elevators. The project was completed on time and under budget. Shipalts included:
 - (1) Disk Brakes
 - (2) Overtravel Switches
 - (3) Emergency Stop Swtiches
- b. The nitrogen purifier plant is a key link in the sidewinder missile assembly process. Its overhaul was a major accomplishment for the Weapons Department because of its vital importance to KITTY HAWK's mission. The plant was disassembled and rebuilt without incident.
- c. Thirty-two high security NAPEC Hasps were installed on conventional magazines to improve the ship's security posture.

COMMUNICATIONS DEPARTMENT RECIPIENT: DEPARTMENTAL BATTLE "E"

- 1. Calendar year 1984 was a challenging and exciting year for KITTY HAWK Communicators. The year was dominated by KITTY HAWK's Western Pacific/Indian Ocean deployment. Communications support was provided to Commander Battle Group Bravo (COMCRUDESGRU Three) and staff, Commander Destoyer Squadron TWENTY-THREE and staff, Commander Carrier Air Wing TWO and attached squadrons, as well as normal ship's company support. Numerous major exercises were participated in including TRANSITEX 84-8, TRANSITEX 84-2, and TEAM SPIRIT 84-1. During TEAM SPIRIT over 12,000 messages were processed in an eight day period.
- 2. During April through June KITTY HAWK conducted operations in the Indian Ocean. Two High Frequency (HF) communications contingency exercises: Smallpipe 84-1 (16-23 April) and a Battle Group Bravo mini-Smallpipe (28 June-3 July), were successfully conducted. A multi-national communications exercise was conducted as part of Multiplex 84-4; a joint exercise with the British and French Navies. The primary objective of trilateral communications interoperability was successfully met in a timely and most professional manner.
- 3. In August KITTY HAWK returned to San Diego and commenced a Ship's Restricted Availability period. No major equipment installations were conducted. KITTY HAWK's AN/WSC-6 SHF satellite equipment was removed during this period as directed by the Chief of Naval Operations.
- 4. Two major inspections were conducted during 1984. These included a CMS assist visit conducted by the Naval Security Group Detachment, Subic Bay in February and a Type Commander's 3-M inspection conducted in December. Both were successfully completed with no major discrepancies. Message traffic totals for the year are indicated below:

| | Send | Receive | Visual Traffic | Total |
|-----|---------------------|----------------------|-------------------|--------------------|
| JAN | 4,191 | 22,558 | 676 | 27,42 5 |
| FEB | 4,191 | 30,334 | 546 | 35,796 |
| MAR | 6,984 | 36,704 | 916 | 44,604 |
| APR | 6,984 | 33,807 | 830 | 41,319 |
| MAY | 7,280 | 37,248 | 686 | 45,214 |
| JUN | 4,756 | 27,029 | 827 | 32,612 |
| JUL | 4,527 | 28,942 | 795 | 34,264 |
| AUG | 742 | 6,695 | 21 | 7,458 |
| SEP | 525 | 4,424 | 0 | 4,949 |
| OCT | 724 | 4,948 | 0 | 5,672 |
| NOV | 570 | 4,088 | 0 | 4.658 |
| DEC | 1,047 | 12,420 | 4 | 13,471 |
| | $4\overline{2,944}$ | 2 49, 197 | 5 ,301 | 297,442 |

Encl (8)



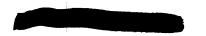
DECK DEPARTMENT

- 1. During 1984 Deck Department experienced an internal reorganization resulting in three functional divisions. First and Second divisions responsible for general line functions and the Bos'n Detail providing support services.
- 2. Deck Department conducted 58 Unreps during the deployment and while on sea trials in late 1984.
- 3. The rig teams consistently met all time requirements for rigging and steadily improved throughout the year without jeopardizing the quality or safety of the evolutions.
- 4. An extensive training program was held during SRA consisting of formal schools and the use of a dockside Unrep simulator.
- 5. Deck department successfully passed the 3-M Inspection in December.



NAVIGATION HISTORY

- 1. On 13 January 1984, USS KITTY HAWK departed on a 201 day deployment to the Western Pacific and Indian Oceans returning to San Diego, California on 1 August 1984. Port calls were made to Pearl Harbor, Hawaii; Subic Bay, Republic of the Philippines; Pusan, South Korea; and Freemantle, Australia.
- 2. KITTY HAWK completed 58 underway replenishments which lasted a total of 151 hours and 54 vertical replenishments. Twenty-four staff, air wing, and ship's company officers were qualified to conn alongside day and night. Six officers were qualified to make approaches to alongside delivery ships.
- 3. Extensive training of quartermasters was conducted throughout the year. Four personnel were qualified as Quartermaster of the Plot. All quartermasters who were eligible for advancement in rate subsequently passed the advancement examination.
- 4. Nine officers attained qualification as Officers of the Deck (Underway) and Surface Warfare Officers.





MEDICAL DEPARTMENT

- 1. On 13 January 1984 KITTY HAWK's medical department commenced WESTPAC 84 with eight officers and 45 enlisted members on board.
- 2. Medical highlights of the year included:
- a. 31 January Pearl Harbor predeployment medical brief by CINCPACFLT, COMNAVSURFGRU MIDPAC Medical, and NEPMU #6 presented to Battle Group Bravo medical personnel. Brief updated communicable disease and medical problems encountered in Western Pacific, Middle East, and Indian Ocean basin.
- b. 28 February 1984 In port Subic, KITTY HAWK hosted a joint Navy/Air Force blood drive with a total of 110 units of whole blood collected.
- c. 15 March 1984 In port Pusan, KS Liaison visit to Army Medical Dispensary, Hialeah Compound to ascertain availability of health care services from military/civilian sources for KITTY HAWK and Battle Group Bravo.
- d. 24 March 1984 Squadron member blown over the side from jet exhaust while ship was conducting exercises in Yellow Sea. Immersed in 420 water for less than five minutes. Rescued, brought to medical department for evaluation, and released in good condition.
- e. 13 Apr 1984 Mass casualty drill Approximately 60 simulated casualties were triaged.
- f. 17 April 1984 LCDR . MC, USN assumed duties as Senior Medical Officer from LCDR . MC, USN.
- g. 20 April 1984 Squadron member of VF-2 sucked into F-14 jet intake for approximately 2 minutes, emerging after engine was shut down. Treated in medical department for minor abrasions, then released.
- h. 19 June 1984 Commenced radiological safety and health training with 31 various division representatives in preparation for NTPI.
 - i. 2 July 1984 Mass casualty drill conducted.
- j. 16 July 1984 Received crewmember from accompanying guided missile destroyer who jumped ship in an apparent suicide gesture. Member was rescued after floating in the ocean for 8-10 hours, and brought to medical department for evaluation.



k. 28 December 1984 - KITTY HAWK hosted a blood drive for Naval Hospital, San Diego, Ca. A total of 51 pints was collected.

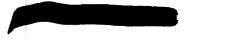
During 1984, a total of 87 elective surgical procedures were performed on board.



DENTAL DEPARTMENT

- 1. On 13 January, USS KITTY HAWK began its deployment to the Western Pacific and Indian Oceans. Ten days later, a young (25 year-old) crewman had a cardiac arrest while receiving dental treatment. He was resuscitated by the dental staff, admitted to the medical ward for observation, and subsequently released and completed the remainder of the deployment.
- 2. The Dental Department was able to increase KITTY HAWK's dental operational readiness from a predeployment level of 30% to a postdeployment level of 70%. In addition, 48% of the crew had not met their annual examination requirements at the beginning of the year. This level dropped to 7% by the end of the deployment. Success was largely due to combining dental examinations with predeployment inocculations.
- 3. Dental treatment tempo increased steadily during the first phase of the deployment and peaked while we were on station in the Indian Ocean. No major facial trauma occurred during the deployment except for a fractured mandible that occurred during our final Subic in port period.
- 4. No major equipment problems were experienced. A malfunction in an x-ray processor and the department's oral evacuation system occurred; however, back-ups were on hand and no clinic down time was experienced.
- 5. In August and September the department's 3-M program underwent revision and expansion and in December the ship underwent a 3-M inspection. The Dental Department received a grade of 100% in both rate of accomplishment and administration.
- 6. There were no major conversions or modifications within the department during the year.





CHAPLAINS DEPARTMENT

1. Preparation

- a. During the final days of 1983 and POM, the Chaplains Department acquired needed supplies, prepared the library, honed our American Red Cross message servicing system and conducted four pre-deployment seminars for KITTY HAWK families. Children were involved in the preparation by the ship sending local teachers a letter explaining the academic effects created by separation and how to positively cope with father loss. World maps were set up in schools and at homes so that children could follow KITTY HAWK's progress with a miniature carrier cleverly devised by the Dental Department. The Supply Department assisted by ordering various kinds of greeting cards to enhance communication during separation.
- b. A special predeployment Battle Group Bravo meeting was initiated and sponsored by the Force Chaplain to effectively coordinate chaplain activities while deployed as a battle group. A policy message from Battle Group Bravo regarding Holy Helo operations was sent to all participating units.
- c. Navy Relief Afloat, a program designed to give immediate financial assistance to personnel afloat, was established through the training of three counselors. This program in turn, was offered to all battle group units.
- d. An intensive campaign to establish allotments or sign up for direct deposit was conducted.
- e. On Friday, 13 January 1984, KITTY HAWK left exactly on time and with a special prayer for safety at the Air Boss' request. Such prayers became a pattern throughout the cruise for all the chaplains.

2. Worship

a. Worship services for various denominations and faiths were regularly conducted during the cruise. Following the 40-day period of Lent, Maundy Thursday Communion services, morning, afternoon and evening Good Friday services, three Easter services (the first being a Sunrise Ecumenical Communion service on the flight deck) were conducted and well attended. The department coordinated two Seder Services for all battle Group Bravo Jewish personnel attended by over 50 participants. Mother's and Father's Day services were also held, honoring our parents in spite of geographical distance. A minumum of four Protestant and Catholic services were conducted on each Sunday while Daily Mass and two mid-week Protestant services were held. In addition lay reader services for various denominations became increasingly active. The capable leadership of the Lay Readers reinforced and validated the value and excellence of this Navy-wide program designed to meet the various worship needs of shipboard personnel.





- b. Twelve holy helo runs, following a message request, were made to the following ships: USS LONG BEACH, USS STEIN, USS O'BRIEN, USS CHANDLER, USS HAROLD E. HOLT, USS DAVIDSON, USS WABASH, USS BERKELEY and USS LEWIS B. PULLER. The Catholic Chaplain conducted the majority of the Holy Helo runs while the four other chaplains faithfully ministered to their assigned units.
- c. While in port, religious services and programs were provided to KITTY HAWK crewmembers.
- 3. Counseling/Pastoral care. The chaplains counseled personnel in areas encompassing work-related matters, finances, family, and personal problems. Messages were sent out in response to the counseling and care given by this department. During this year, 1337 Red Cross and Class Easy messages were serviced. There were 109 birth messages, 232 death messages, 208 dependent support messages, 277 illness messages, and 558 other. The Navy Relief Afloat counselors dealt with 28 cases; 8 were disapproved and 20 approved for a total loan of \$10,390.00

4. Peripathetic ministry

- a. The chaplains conducted daily visitaitons of workspaces, whether a brief hello or a more lengthy visit for familiarization with a department's operation and mission. Almost daily visits were made to the Medical, Air, and Engineering Departments and the Brig.
- b. TV programs were developed and produced. Two were port briefs, one dealt with stress and separation, two predeployment programs, three on emotional and relational effects of military enforced separation and three regarding various aspects of reunion. In addition, the department produced and disseminated literature regarding military enforced separation and how to effectively and positively cope with separations.
- 5. Religious education. In addition to daily Bible studies for various groups and denominations, Catholic instruction, choir and liturgical rehearsals were conducted weekly. Christian Fellowship sessions and a charismatic group were conducted three times a week. On cruise Pre-Cana and Marriage Seminars were held for personnel who planned to marry persons stateside as well as those who intended to marry foreign nationals. Spaces and literature were provided by the department upon request.
- 6. <u>Library</u>. The library was a heavily used resource during the year. Daily attendance on cruise averaged 85 men.



7. Post cruise highlights:

August

- 17 Aug Chaplain relieved Chaplain as Roman Catholic Chaplain and as the Chaplains Division Officer.
- 21 Aug A memorial service was held for MMFN Alberto Arebalo Jr. in the ship's Fo'c'sle.

September

1 Sep - The MARS Station was turned over to the Chaplain's Department.

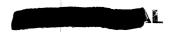
November

21 Nov - This day brought Thanksgiving Day Ecumenical Worship service to KITTY HAWK.

December

- 7 Dec The Blackwood Brothers gospel group performed for KITTY HAWK sailors, while the chaplain's department prepared all necessary paperwork, LOI, etc., escorted the musicians from the front gate of NASNI to the ship, as well as moving all equipment and gear into place and on and off the ship.
- 15 Dec A burial at Sea for Captain Glen M. Even was accomplished with Chaplains participation in the ceremony with the Commanding Officer and Executive Officer.
- 18 Dec A Command Memorial Service Mass was held for AN Mario A. Sciacca where shipmates and friends attended to pay their last respects.
- 25 Dec A Christmas service was held in the ship's chapel to celebrate the birth of Christ.





SAFETY DEPARTMENT

1. Safety program during 1984

- a. The primary function of the Safety Department was to enhance operational readiness by reducing to a minimum the number of deaths and injuries to personnel and losses or damage to material from mishaps.
- b. The Safety Departments's 1984 goal was to reduce the total man-hours lost per day due to injury to less than 24 hours and to prevent serious mishaps which could result in death.
- c. The safety program included daily identification of safety hazards, weekly shipwide safety hazard inspections, and active tracking of uncorrected hazards. Hazard awareness training was provided to all hands through daily safety summaries, weekly safety grams, and POD notes. "I" Division training and monthly enlisted safety committee meetings provided additional forums to emphasize safety.
- d. The Safety Department provided free personal protective equipment (respirators, dust masks, hearing protectors, etc) on a first come basis. Safety posters, video tapes, slide tape presentations and projectors were available for loan as part of an ongoing program of safety education.
- e. All mishaps were thoroughly investigated and accurately reported. Feedback on lessons learned was provided to all hands in a timely manner.
- f. Motor Vehicle Safety received strong emphasis during safety standdowns and biweekly all hands morning quarters. Motorcycle safety course training was coordinated directly through the safety office.

2. Safety highlights for 1984

- a. The KITTY HAWK completed the entire year including a six and one half month WESTPAC deployment without a single class "A" aircraft mishap or operational mishap related death.
- b. Reportable mishaps averaged two point four mishaps per week. The most common mishap was splashing of toxic fluids into the eyes (40 out of 125 reportable mishaps).
- c. Lost man-hours due to injury steadily declined throughout the year from a high of 48 hrs/day in January to less than 4 hrs/day in December.





DEPARTMENT OF THE NAVY

USS KITTY HAWK (CV-63) FLEET POST OFFICE
SAN FRANCISCO, CA. 96634-2770

IN REPLY REFER TO:

5750 Ser 11/602

From:

Commanding Officer, USS KITTY HAWK (CV-63)

To:

Director, Naval Historical Center, Washington Navy Yard

Washington, D.C. 20374

Subj: USS KITTY HAWK 1984 COMMAND HISTORY

Ref:

(a) USS KITTY HAWK 1tr 5750 Ser 32/C-5 of 8 Mar 85

Encl: (1) "Engineering History" - enclosure (13) to reference (a)

1. KITTY HAWK's Command History for 1984, reference (a), was forwarded with enclosure (13) missing and Operations Department's section mislabled as enclosure (13) instead of enclosure (14).

2. Accordingly, it is requested that enclosure (1) to this letter be attached to reference (a) as enclosure (13) and that the Operations Department section be relabled as enclosure (14) to conform with the enclosures listed in reference (a).

J. D. NORRIS
By direction

UNCLASSIFIED

ENGINEERING HISTORY

- 1. The KITTY HAWK Engineering Department entered 1984 by completing a month long POM period in preparation for the upcoming WESTPAC cruise. The first boilers were lit off on 8 January and the engineering plant was ready to get the ship underway on 13 January.
- 2. The engineering plant operated at peak efficiency throughout the cruise and was never a limiting factor in the ship fulfilling her commitments and goals as scheduled. Casualties were managed and remedied by the KITTY HAWK's dedicated engineering team with strong support and assistance from Ship Repair Facility, Subic Bay and the AIRPAC and battle group staffs. The only major casualty encountered during the deployment was the wiped thrust bearing in number one main machinery room. The thrust shoes in the main thrust block assembly were replaced in the first in port period at Ship Repair Facility, Subic.
- 3. Upon completion of the cruise, the engineering plant, along with the rest of the ship, underwent an extensive SRA. Many repairs, modifications, and alterations were accomplished during this availability. AFFF systems, aircraft elevators, air conditioning plants, and SSTG's are just some of the systems and machinery which went through major overhaul and/or modification. In the area of main propulsion, an enormous amount of deteriorated piping was replaced and obsolete heating coils and tank level indicators were removed in 41 fuel oil tanks and voids. All eight boilers received an important modification package when the Vented Plunger Modification II was inplemented during SRA. This modification increases the fuel burning efficiency of the boilers and, in the long run, provides considerable savings in manpower due to reduced boiler maintenance.
- 4. In December, Engineering Department participated in a shipwide 3-M Inspection and received a satisfactory mark of 80.8 percent. E Division was particularly outstanding as they received a lofty score of 96.3 percent.
- 5. During at sea periods, KITTY HAWK used 27,403,086 gallons of P-76 and produced over 60 million gallons of water.