



DEPARTMENT OF THE NAVY

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

1985

IN REPLY REFER TO:

5750
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28 FEB 1986

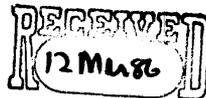
From: Commanding Officer, USS KITTY HAWK (CV-63)
To: Chief of Naval Operations (OP-05D2)
Subj: USS KITTY HAWK (CV-63) 1985 COMMAND HISTORY
Ref: (a) OPNAVINST 5750.12C
Encl: (1) USS KITTY HAWK 1985 Command History
(2) USS KITTY HAWK and CVW-9 photography

1. Enclosure (1) is submitted in accordance with reference (a).
2. Enclosure (2) is provided as requested.

D. W. HOFFMAN

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

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**USS KITTY HAWK (CV-63)
COMMAND HISTORY
1985**

Enclosure 1

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CALENDAR OF EVENTS

1 JAN to 7 JAN Inport San Diego

8 JAN to 17 JAN At sea SOCAL OPAREA for Flight Deck Certification and
Independent Steaming Exercises

18 JAN to 27 JAN Inport San Diego

22 Jan - Training Readiness Evaluation (TRE)

28 JAN to 8 FEB At sea SOCAL OPAREA for squadron carrier qualifications

9 FEB to 13 FEB Inport San Diego

14 FEB to 28 FEB At sea SOCAL OPAREA for Interim Refresher Training (IREFTRA)

1 MAR to 24 MAR Inport San Diego

25 MAR to 4 APR At sea SOCAL OPAREA for squadron carrier qualifications

5 APR to 9 APR Inport San Diego

10 APR to 25 APR At sea SOCAL OPAREA for Competitive Training Unit Exercise
(COMPTUEX)

26 APR Inport San Diego

27 APR At sea SOCAL OPAREA for Dependents' Day Cruise

28 APR to 7 MAY Inport San Diego

8 MAY to 16 MAY At sea SOCAL OPAREA

8 MAY to 12 MAY - Preparations for Operational
Propulsion Re-examination (OPPRE)

13 MAY to 16 MAY - OPPRE

17 MAY to 27 MAY Inport San Diego

28 MAY to 6 JUN At sea SOCAL OPAREA for READIEX 85-2

7 JUN to 14 JUN Inport San Diego

15 JUN to 22 JUN At sea SOCAL OPAREA

15 JUN to 18 JUN - Preparations for Operational
Propulsion Plant Re-examination (RE-OPPRE)

18 JUN to 19 JUN - Moored NAS North Island

19 JUN to 22 JUN - RE-OPPRE

23 JUN to 23 JUL Inport San Diego for Pre-Overseas Movement Period (POM)

24 JUL Underway for WESTPAC 85

25 JUL to 26 JUL At sea SOCAL OPAREA for Operational Readiness Examination (ORE)

27 JUL to 18 AUG Enroute Subic Bay, R.P./TRANSITEX 85-14

29 JUL - BUSY OBSERVER Exercise

1 AUG - Battle Group BRAVO/USS NEW JERSEY (BB-62) SAG ENCOUNTEREX

2 AUG to 3 AUG - COPE CANINE 85-02 Air Defense Exercise

3 AUG to 4 AUG - ASW exercise with USS PINTADO (SSN-672)

9 AUG to 10 AUG - ENCOUNTEREX/INCHOPEX with USS CONSTELLATION/Battle Group DELTA

9 AUG to 10 AUG - Soviet BEAR aircraft reconnaissance of Battle Group BRAVO/USS KITTY HAWK

12 AUG - Assigned to SEVENTH FLEET

19 AUG to 23 AUG Inport Subic Bay, R.P.

24 AUG to 1 SEP At sea enroute Indian Ocean operations

27 AUG - KITTY HAWK surveilled by SRV-based Soviet BADGERS

30 AUG - MERLION exercise with Royal Singapore Air Force and Navy

30 AUG to 31 AUG - Transit Malacca Strait

1 SEP to 8 OCT Indian Ocean Operations

3 SEP - INCHOPEX with USS MIDWAY/Battle Group ALFA; turnover with USS MIDWAY

10 SEP - Arrived Northern Arabian Sea

15 SEP - Anchored off Al Masirah, Oman

19 SEP to 27 SEP - ASWEX 85-8 with USS LAPON (SSN-661)

21 SEP to 22 SEP - PASSEX WITH FS DU CHAYLA

25 SEP - Exercise with HMS EXETER D-89

28 SEP - Anchored off Al Masirah, Oman

30 SEP to 1 OCT - Anchored off Al Masirah, Oman

4 OCT to 8 OCT - Enroute Mombasa, Kenya

8 OCT - Entered Realm of NEPTUNIS REX at 00'00"N
045'19"E

9 OCT to 13 OCT Inport Mombasa, Kenya

14 OCT to 9 NOV Indian Ocean Operations/enroute Northern Arabian Sea

19 OCT to 23 OCT - BEACON FLASH 86-1

24 OCT to 31 OCT - Transit to Gulf of Aden

1 NOV to 3 NOV - VALIANT USHER 1-86

4 NOV to 9 NOV - Enroute Colombo, Sri Lanka

10 NOV to 13 NOV Inport Colombo, Sri Lanka

14 NOV to 24 NOV At sea enroute Subic Bay, R.P.

15 NOV - GLAD CUSTOMER 86-1 exercise with USAF B-52's

17 NOV - Long-range I.O. turnover with USS SARATOGA
(CV-60)

20 NOV - Commence transit of Malacca Strait

24 NOV - CONRECEX 3-85

25 NOV to 30 NOV Inport Subic Bay, R.P.

1 DEC to 11 DEC At sea enroute Pearl Harbor, HI/TRANSITEX 86-7

1 DEC to 7 DEC - [REDACTED]

12 DEC to 13 DEC Inport Pearl Harbor, HI

12 DEC to 13 DEC - [REDACTED]

14 DEC to 20 DEC At sea enroute San Diego; Tiger Cruise

21 DEC to 31 DEC Inport San Diego for Pre-SRA Upkeep

NARRATIVE OF EVENTS

1. USS KITTY HAWK began 1985, it's twenty-fourth year of service to the nation, moored pierside at Naval Air Station, North Island, San Diego, California. Having completed a successful SRA and sea trials during the latter part of 1984, the ship began a predeployment workup cycle which would last for the next six months.
2. During January, KITTY HAWK operated on two occasions in the SOCAL OPAREA conducting Independent Steaming and Flight Deck Certification exercises, and providing services for squadron carrier qualifications. On 22 January, while in San Diego, KITTY HAWK underwent a Training Readiness Evaluation in preparation for Interim Refresher Training which was conducted in the SOCAL OPAREA for two weeks commencing 14 February. This was the first time extensive air operations were conducted with CVW-9. Squadron carrier qualification services were also provided in March.
3. On 10 April, KITTY HAWK departed San Diego for a Competitive Training Unit Exercise and hosted a Dependents' Day Cruise on 27 April. At sea events in May included an Operational Propulsion Plant Re-examination (OPPRE) for which the ship received an unsatisfactory grade, and participation in READIEX 85-2.
4. In June, KITTY HAWK successfully passed an Operational Propulsion Plant Re-examination. The ship remained inport San Diego 23 June to 23 July for its Pre-overseas Movement Period. On 2 July, during a COMCARGRU SEVEN change of command ceremony held on the flight deck, RADM S. R. Arthur hauled down his flag and RADM D. M. Brooks broke his flag in USS KITTY HAWK.
5. On 24 July KITTY HAWK with COMCARGRU SEVEN, COMDESRON THIRTEEN, and CARRIER AIRWING NINE embarked, departed San Diego to commence its fifteenth deployment to the Western Pacific. KITTY HAWK lingered in the SOCAL OPAREA 25-26 July to conduct an abbreviated Operational Readiness Exercise which included AAW defense, long-range conventional strikes, a 39 hour ASW exercise, MINEX-A, and a NOREX.
6. The ship commenced TRANSITEX 85-14 enroute Subic Bay, R.P. on 27 July. KITTY HAWK conducted BUSY OBSERVER, an exercise with USAF B-52's simulating Soviet TU-95 Bear D aircraft on 29 July. An ENCOUNTEREX was held with USS NEW JERSEY SAG on 1 August and KITTY HAWK participated in COPE CANINE 85-02, a Hawaiian Air Defense exercise 2-3 August. Two days of ASW services were provided by USS PINTADO on 3-4 August.
7. On 9-10 August an ENCOUNTEREX/INCHOPEX was held with USS CONSTELLATION and Battle Group DELTA as they returned from WESTPAC operations. On each of these days, KITTY HAWK was surveilled by a pair of Soviet BEAR aircraft. KITTY HAWK chopped to SEVENTHFLT on 12 August and transited the Bashi Channel five days later. The ship operated briefly in the South China Sea, conducting routine flight operations including strikes into Scarborough Shoals, missions through Crow Valley Range and a STRIKEX/SINKEX. Soviet MAYAK AGI ANEROID, detected 18 August, conducted surveillance of KITTY HAWK until the carrier entered Subic Bay, R.P. on 19 August.
8. KITTY HAWK departed Subic Bay 24 August enroute Indian Ocean operations.

On 27 August, while transiting the South China Sea, KITTY HAWK was surveilled by two SRV-based Soviet TU-16 BADGER aircraft. On 30 August, KITTY HAWK participated in MERLION 85-1, a combined USN and Republic of Singapore Navy/Air Force Air Defense exercise, in the vicinity of Singapore. KITTY HAWK transited the Malacca Strait 30-31 August.

9. An INCHOPEX was conducted with USS MIDWAY/Battle Group ALFA on 3-4 September during which time turnover with USS MIDWAY was completed. Upon arriving in the Northern Arabian Sea 10 September, KITTY HAWK was surveilled by two Soviet IL-38 MAY aircraft. During the next two months, KITTY HAWK maintained a presence in the Northern Arabian Sea, conducting extensive flight operations, ocean surveillance, and various exercises. On several occasions, KITTY HAWK responded to naval and air units of the Soviet Union, Iran, India, and other countries operating in the vicinity of the CV.

10. From 19-27 September, KITTY HAWK conducted ASWEX 85-8 with USS LAPON as the target submarine. A PASSEX was held with FS DU CHAYLA 21-22 September.

11. On 4 October, KITTY HAWK commenced a transit to Mombasa, Kenya. The Soviet KIROV CGN FRUNZE Task Group passed KITTY HAWK 6 October near Socotra Island, providing an opportunity for extensive intelligence collection. 3000 Pollywogs were indoctrinated into the Realm of NEPTUNUS REX on 8 October. KITTY HAWK conducted a port visit to Mombasa 9-13 Oct.

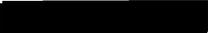
12. KITTY HAWK commenced a return transit to the Northern Arabian Sea on 14 October. BEACON FLASH 86-1, a joint Sultan of Oman Air Force and USN exercise, was conducted 19-23 October, followed by a transit to the Gulf of Aden 24-31 October. On 28 October, two Soviet IL-38 MAY aircraft reconnoitered KITTY HAWK and Battle Group BRAVO. During ASW exercises 28 October - 4 November, contact on a Soviet FOXTROT SS was gained in the Gulf of Aden. From 1-3 November, KITTY HAWK participated in VALIANT USHER 1-86, originally scheduled as a major USMC/USN amphibious exercise, but reduced in scope when a small U.S. Army force was substituted for the USMC.

13. On 4 November Soviet IL-38 MAYS conducted reconnaissance of KITTY HAWK as the ship commenced a transit to Colombo, Sri Lanka. KITTY HAWK visited Colombo 10-13 November. Upon departure from port, KITTY HAWK commenced a return to Subic Bay, R.P. Enroute, KITTY HAWK participated in GLAD CUSTOMER, a joint USN/USAF exercise with two B-52's simulating Soviet BEAR aircraft. A long-range turnover was conducted with USS SARATOGA 17 November.

14. KITTY HAWK transited the Strait of Malacca 20 November and arrived in Subic Bay 25 November. The ship departed port 1 December and commenced TRANSITEX 86-7, enroute Pearl Harbor, HI. [REDACTED] was held 1 - 7 December and a [REDACTED] was conducted while in Pearl Harbor, 12 - 13 December. KITTY HAWK got underway 14 December and conducted a Tiger Cruise enroute San Diego. Arriving in San Diego 21 December, KITTY HAWK commenced its pre-SRA upkeep period.

ROSTER OF KEY PERSONNEL

Commanding Officer	P. R. Wood (CAPT)	Jan-Dec 85
Executive Officer	J. N. Norris (CAPT)	Jan-Nov 85
	J. I. Maslowski (CAPT)	Nov-Dec 85
Air Department	J. R. Morford (CAPT)	Jan-Jun 85
	[REDACTED] (CDR)	Jun-Dec 85
AIMD	[REDACTED] (CDR)	Jan-Dec 85
Chaplain's Department	[REDACTED] (CDR)	Jan-Jun 85
	[REDACTED] (CDR)	Jun-Dec 85
Communications	[REDACTED] (LCDR)	Jan-Apr 85
	[REDACTED] (LCDR)	Apr-Dec 85
Deck Department	[REDACTED] (LCDR)	Jan-Dec 85
Dental Department	R. H. Beastall (CAPT)	Jan-Jul 85
	[REDACTED] (CDR)	Jul-Dec 85
Engineering Department	J. T. Rubeck (CAPT)	Jan-Dec 85
Executive Department	[REDACTED] (LCDR)	Jan-Jun 85
	[REDACTED] (LT)	Jun-Dec 85
Medical Department	[REDACTED] (CDR)	Jan-Dec 85

Navigator	W. J. Haley (CAPT)	Jan-Dec 85
Operations Department	C. M. Graf (CAPT)	Jan-Oct 85
	 (CDR)	Oct-Dec 85
Supply Department	 (CDR)	Jan-Dec 85
Training Department	 (CDR)	Jan-Dec 85
Weapons Department	 (LCDR)	Jan-Oct 85
	 (CDR)	Oct-Dec 85

AIRCRAFT OPERATED

CVW-9 EMBARKED

SQUADRON	AIRCRAFT
VF-24	F-14A
VF-211	F-14A, TARPS
VA-165	A-6E, KA-6D
VA-146	A-7E
VA-147	A-7E
VAQ-130	EA-6B
VAW-112	E-2C
VQ-1 DET C	EA-3B
VS-33	S-3A
HS-2	SH-3H

AIRCRAFT QUALIFIED

EA-3B	E-2C
TA-4J	F-4S
A-6E	F-14A
EA-6B	F/A-18A
A-7E	S-3A
C-1A	T-2C
E-2B	

REPLENISHMENT SCHEDULE

01-85	UNREP	09 JAN 85	USNS KAWISHIWI (T-AO-146)
02-85	UNREP	13 JAN 85	USS PYRO (AE-24)
03-85	UNREP	14 JAN 85	USNS KAWISHIWI (T-AO-146)
04-85	UNREP	15 JAN 85	USS PYRO (AE-24)
05-85	UNREP	31 JAN 85	USNS KAWISHIWI (T-AO-146)
06-85	UNREP	05 JAN 86	USNS KAWISHIWI (T-AO-146)
07-85	UNREP	17 FEB 85	USNS KAWISHIWI (T-AO-146)
08-85	UNREP	20 FEB 85	USNS KAWISHIWI (T-AO-146)
09-85	UNREP	23 FEB 85	USNS KAWISHIWI (T-AO-146)
10-85	UNREP	23 FEB 85	USS WICHITA (AOR-1)
11-85	UNREP	24 FEB 85	USS PYRO (AE-24)
12-85	UNREP	30 MAR 85	USNS KAWISHIWI (T-AO-146)
13-85	UNREP	12 APR 85	USS WICHITA (AOR-1)
14-85	UNREP	15 APR 85	USS WICHITA (AOR-1)
15-85	UNREP	18 APR 85	USS WICHITA (AOR-1)
16-85	UNREP	20 APR 85	USS SHASTA (AE-33)
17-85	UNREP	21 APR 85	USS WICHITA (AOR-1)
18-85	CON/VERTREP	30 MAY 85	USS SHASTA (AE-33)
19-85	VERTREP	02 JUN 85	USS MARS (AFS-1)
20-85	UNREP	02 JUN 85	USNS KAWISHIWI (T-AO-146)
21-85	UNREP	27 JUL 85	USNS KAWISHIWI (T-AO-146)
22-85	CON/VERTREP	27 JUL 85	USS FLINT (AE-32)
23-85	UNREP	31 JUL 85	USS WICHITA (AOR-1)
24-85	UNREP	04 AUG 85	USS WICHITA (AOR-1)
25-85	VERTREP	04 AUG 85	USS MARS (AFS-1)

26-85	UNREP	08 AUG 85	USS WICHITA (AOR-1)
27-85	UNREP	11 AUG 85	USS WICHITA (AOR-1)
28-85	UNREP	15 AUG 85	USS WICHITA (AOR-1)
29-85	UNREP	18 AUG 85	USS WICHITA (AOR-1)
30-85	UNREP	26 AUG 85	USS WICHITA (AOR-1)
31-85	CON/VERTREP	26 AUG 85	USS MARS (AFS-1)
32-85	CON/VERTREP	28 AUG 85	USS SHASTA (AE-33)
33-85	UNREP	29 AUG 85	USS WICHITA (AOR-1)
34-85	UNREP	02 SEP 85	USNS PONCHATOULA (T-AO-148)
35-85	UNREP	05 SEP 85	USS WICHITA (AOR-1)
36-85	VERTREP	05 SEP 85	USS SHASTA (AE-33)
37-85	UNREP	08 SEP 85	USNS PONCHATOULA (T-AO-148)
38-85	UNREP	12 SEP 85	USNS PONCHATOULA (T-AO-148)
39-85	CON/VERTREP	13 SEP 85	USS MARS (AFS-1)
40-85	VERTREP	14 SEP 85	USS WICHITA (AOR-1)
41-85	UNREP	15 SEP 85	USNS PONCHATOULA (T-AO-148)
42-85	UNREP	20 SEP 85	USNS PONCHATOULA (T-AO-148)
43-85	UNREP	24 SEP 85	USS WICHITA (AOR-1)
44-85	VERTREP	26 SEP 85	USS MARS (AFS-1)
45-85	UNREP	27 SEP 85	USS WICHITA (AOR-1)
46-85	UNREP	04 OCT 85	USS WICHITA (AOR-1)
47-85	VERTREP	04 OCT 85	USS SHASTA (AE-33)
48-85	CON/VERTREP	07 OCT 85	USS MARS (AFS-1)
49-85	UNREP	07 OCT 85	USNS PONCHATOULA (T-AO-148)
50-85	UNREP	14 OCT 85	USS WICHITA (AOR-1)
51-85	UNREP	17 OCT 85	USNS PONCHATOULA (T-AO-148)

52-85	UNREP	21 OCT 85	USNS PONCHATOULA (T-AO-148)
53-85	UNREP	24 OCT 85	USS WICHITA (AOR-1)
54-85	CON/VERTREP	24 OCT 85	USS MARS (AFS-1)
55-85	CON/VERTREP	27 OCT 85	USS MARS (AFS-1)
56-85	UNREP	27 OCT 85	USNS PONCHATOULA (T-AO-148)
57-85	VERTREP	29 OCT 85	USS SHASTA (AE-33)
58-85	CON/VERTREP	31 OCT 85	USS WICHITA (AOR-1)
59-85	CON/VERTREP	04 NOV 85	USS WICHITA (AOR-1)
60-85	UNREP	09 NOV 85	USS WICHITA (AOR-1)
61-85	CON/VERTREP	15 NOV 85	USS WICHITA (AOR-1)
62-85	UNREP	16 NOV 85	USS MARS (AFS-1)
63-85	UNREP	16 NOV 85	USS WICHITA (AOR-1)
64-85	UNREP	19 NOV 85	USNS PONCHATOULA (T-AO-148)
65-85	UNREP	22 NOV 85	USS WICHITA (AOR-1)
66-85	UNREP	24 NOV 85	USNS PONCHATOULA (T-AO-148)
67-85	VERTREP	03 DEC 85	USS MARS (AFS-1)
68-85	UNREP	04 DEC 85	USS WICHITA (AOR-1)
69-85	VERTREP	07 DEC 85	USS SHASTA (AE-33)
70-85	VERTREP	08 DEC 85	USS SHASTA (AE-33)
71-85	VERTREP	09 DEC 85	USS SHASTA (AE-33)
72-85	UNREP	10 DEC 85	USS WICHITA (AOR-1)
73-85	UNREP	15 DEC 85	USS WICHITA (AOR-1)
74-85	VERTREP	17 DEC 85	USS PYRO (AE-24)
75-85	CON/VERTREP	17 DEC 85	USS FLINT (AE-32)

AWARDS EARNED BY USS KITTY HAWK

1. The Dorrie P. Miller Award for Wardroom Excellence, in recognition of superior wardroom performance in food service and operations.
2. The 1985 Admiral Flatley Memorial Award, for achievements in aviation safety and operational readiness.
3. The 1985 COMNAVAIRPAC Food Service Excellence Award.
4. Second place winner of the 1985 NEY Memorial Award for outstanding performance in preparation and service of food in the enlisted dining facilities.

AWARDS EARNED BY KITTY HAWK PERSONNEL

MERITORIOUS SERVICE MEDAL

CDR [REDACTED]
CDR [REDACTED]
CDR [REDACTED]
CDR [REDACTED]
LCDR [REDACTED]

NAVY COMMENDATION MEDAL

LT [REDACTED]
SHCM [REDACTED]
LCDR [REDACTED]
LCDR [REDACTED]
TFCS [REDACTED]
LT [REDACTED]
YN2 [REDACTED]
CDR [REDACTED]
LT [REDACTED]
CDR [REDACTED]
ABCS [REDACTED]
MSCM [REDACTED]
LT [REDACTED]
AMHC [REDACTED]
LCDR [REDACTED]
CAPT James R. Morford III
MSCS [REDACTED]
LT [REDACTED]
CDR [REDACTED]
CWO3 [REDACTED]
RMCN [REDACTED]
ABHC [REDACTED]
LTJG [REDACTED]
HTFA [REDACTED]
CDR [REDACTED]
AVCM [REDACTED]
LT [REDACTED]
LT [REDACTED]
LTJG [REDACTED]
LCDR [REDACTED]
LTJG [REDACTED]
GMGC [REDACTED]
CWO2 [REDACTED]
CAPT [REDACTED], USMC

NAVY ACHIEVEMENT MEDAL

AK1 [REDACTED]
ABH1 [REDACTED]

PNC
SK1
AK3
ETC
AMS1
ENS
AE1
YN2
AO1
MR1
DSCS
MMC
AK3
EN2
MM3
LT
ABFC
AMHC
AK2
JO1
BMC (SW)
EM2
ABF1
AK2
BTC
CWO4
OS1
LT
AKCM
AMHC
ETC
ABH2
AKC
ABEC
DKC
HM2
HM2
ICC
CTR1
AMSC
AGC
SH1
LT
EM1
HM1
MMC
LT
RM1

SAILOR/SUPERVISOR OF THE QUARTER 1985

JAN - MAR

Supervisor of the Quarter - AQ1 [REDACTED]
Petty Officer of the Quarter - YN3 [REDACTED]
Sailor of the Quarter - None selected

APR - JUN

Supervisor of the Quarter - AO1 [REDACTED]
Petty Officer of the Quarter - MS2 [REDACTED]
Sailor of the Quarter - BMSN [REDACTED]

JUL - SEP

Supervisor of the Quarter - AT3 [REDACTED]
Petty Officer of the Quarter - ASE3 [REDACTED]
Sailor of the Quarter - SN [REDACTED]

OCT - DEC

Supervisor of the Quarter - HT1 [REDACTED]
Petty Officer of the Quarter - AT3 [REDACTED]
Sailor of the Quarter - ABH3 [REDACTED]

SAILOR OF THE YEAR 1985

Sailor of the Year A01 [REDACTED]

DISTINGUISHED VISITORS 1985

04 March VADM Easterling, COMNAVAIRPAC (presentation of Battle "E" Award)

13 March Starr Yelland, Colorado TV personality

28 March Rene Francillion, author

07 June Michael Burch, Asst Secretary of Defense for Public Affairs

02 July VADM Easterling, COMNAVAIRPAC (CCG-7 Change of Command)

24 July Ed Jahn, San Diego Union

24 August RADM Kohn, U.S. Commander in Chief Pacific Representative, Philippines; and Ferdinand Marcos Jr., Governor of Ilocos Norte, R.P.

14 September RADM Addams, COMIDEASTFOR

03 October CAPT Norrington, C.O. NAVSUPPFAC DIEGO GARCIA, and CDR Manning, C.O. NAVCOMMSTA DIEGO GARCIA

25 October U.S. Ambassador to Kenya, Honorable George Montgomery

12 November ADM Asoka H. A. De Silva, C.O. Sri Lanka Navy

23 November Tony Paul, Reader's Digest

24 November Wayne Source, Newsweek Photographer

24 November RADM Chatham, CTF 70

AIR DEPARTMENT

1. During 1985, KITTY HAWK Air Department was heavily tasked with predeployment workup training from January through July and the Western Pacific deployment from 24 July through 21 December. During the Training Readiness Evaluation (TRE) on 22 January, Air Department was deemed "Ready for Interim Refresher Training (IREFTRA)" with zero restrictive discrepancies. Air Department was graded "Outstanding" with a numerical grade of 95 during the 14-28 February IREFTRA. During the 10-24 April Weapons Training Exercise, Air Department met every operational commitment while ensuring zero flight/hangar deck aircraft mishaps or fatalities.

2. Significant Statistics:

a. Catapult and Arresting Gear:

(1) Launches:

CAT	CAT SHOTS	WIRE	ARRESTED LANDINGS
1	7,064	1	899
2	1,882	2	3,917
3	3,295	3	6,198
4	2,416	4	3,881
		5	0
Total 14,657			14,825

(2) Achieved one hundred percent availability of all four catapults and all five arresting gear engines for every day of the deployment.

(3) Thousand Landings:

LANDING	DATE	PILOT	SQDN	ACFT
233,000	10JAN85	LT [REDACTED]	VA-165	516
234,000	30JAN85	ENS [REDACTED]	VA-112	254
235,000	04FEB85	ENS [REDACTED]	VAW-110	341
236,000	18FEB85	LCDR [REDACTED]	VS-33	700
237,000	28MAR85	ENS [REDACTED]	VT-9	982
238,000	01APR85	ENS [REDACTED]	VF-124	400
239,000	15APR85	LCDR [REDACTED]	VA-147	412
240,000	29MAY85	LCDR [REDACTED]	VF-211	105
241,000	29JUL85	LT [REDACTED]	VA-147	411
242,000	16AUG85	LT [REDACTED]	VS-33	703
243,000	05SEP85	LT [REDACTED]	VS-33	706
244,000	21SEP85	LCDR [REDACTED]	VA-165	517
245,000	16OCT85	LT [REDACTED]	VQ-1 DET C	004
246,000	29OCT85	LCDR [REDACTED]	VA-146	302
247,000	22NOV85	LT [REDACTED]	VA-146	307

b. Flight Deck:

(1) Zero reportable aircraft handling mishaps (crunches) in over 52,000 aircraft moves.

(2) CVW-9 Foreign Object Damage (FOD) rate of 0.163 (FOD/1000FH), compared to the CNO/CNAP goal of 0.234, including 137 consecutive FOD-free days during deployment.

c. Hangar Deck. Zero reportable crunches in over 6,200 aircraft moves.

d. Aviation Fuels:

(1) Issued 18,980,154 gallons of JP-5 without a major fuel spill and without losing a single aircraft sortie due to lack of fuel.

(2) Maintained 100% availability of fuel filters, purifiers and fuel stations.

(3) Maintained 100% fuel station electrical continuity.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

1. Programs significantly improved during 1985 included:

a. Third degree repair capability for the T58 GE-10 engine allowed for induction of 18 engines during the cruise. An RFI rate of 56% was achieved.

b. A Myriad 440XK IC tester and associated electronic cross references proved highly successful in identifying substitute components for failed circuits/items on test benches and aircraft repairable assemblies.

c. USS KITTY HAWK was the first carrier to deploy with an operational NALCOMIS Repairable Management Module (NRMM), a computer system used to improve accountability and control of aviation repairable components in the maintenance cycle and supply stock. The system greatly enhanced our ability to identify specific items in AIMD and highlight opportunities for maximum utilization of repair assets.

d. The Individual Material Readiness List (IMRL) bar code scanning program procedures were converted for use on a standard Navy desk top Zenith Z-120 micro-computer, utilizing dBase II. This specialized software removed our dependency on the original DEC PDP-11 machinery and made our highly regarded system more reliable and supportable using onboard expertise, as well as more exportable to other Navy activities.

2. New installations included:

a. T58GE-10 Test Cell (P/N 21C222G0001). A mobile test cell used in troubleshooting/verifying repair on T58GE-10 engines.

b. NEWTS (AN/USM-458B). A New Electronics Warfare Test Station (NEWTS) used for repair of the AN/ALQ-126 Electronic Countermeasures (ECM) System. Multiple failures reduced its effectiveness throughout the deployment.

c. A Columbus Jack Tester (P/N 827D1100). Installed under SHIPALT CV6654D, the permanently mounted tester allows for onboard load test of aircraft jacks, Model 4000 engine stands, Aero 33 bomb carts and auto floor jacks in an inherently safer manner. Jack repair and functional test capabilities are greatly enhanced.

3. The following achievements were accomplished during the deployment:

a. Aircraft readiness rates of 90% mission capability and 86% full mission capability were achieved, exceeding the previous deployment by 5%.

b. Over 17,000 repairable components were processed with a 77.8% repair rate (based on AIMS measurement methodology), an improvement of 6% from last cruise.

c. There were only 19 Broad Arrows (reports of inoperative test benches) during deployment, 6 less than last cruise. A 100% repair capability and zero Broad Arrows situation was achieved two months prior to deployment.

d. A 99% rotatable pool effectiveness rate was achieved for the deployment.

e. A 95% support equipment readiness rate was maintained, exceeding last cruise by 6%. No evolution was delayed due to a lack of support equipment.

CHAPLAIN'S DEPARTMENT

1. During the 1985 Calendar Year the Chaplain's Department established and conducted many programs to serve the KITTY HAWK community. These programs included:

- a. The establishment of five people as Lay Eucharistic Ministers.
- b. A series of predeployment seminars conducted throughout May
- c. A family handbook and cruise guide, published by the Chaplain's Department and distributed to families of KITTY HAWK personnel.
- d. Production of a television brief concerning liberty in Subic Bay.
- e. A community relations project in Olongapo, R.P., the painting of Nellie Brown Elementry School.
- f. A Marriage Preparation Seminar.
- g. Organization of KITTY HAWK Choral Group.
- h. Sponsored "Video Mailgrams" for crewmembers to send recorded video messages to loved ones.
- i. Sponsored a three-day "Stress Management Lecture Series".
- j. Established an officer bible study group.
- k. Ecumenical Thanksgiving and end of deployment services were conducted with the participation of all three Chaplains.
- l. Alcoholics Anonymous sessions.

2. The Chaplain's Department conducted several services to meet the religious needs of KITTY HAWK crewmembers. These included Jewish Sabbath Services, Roman Catholic Mass, Protestant Worship, Orthodox Liturgy, Church of Jesus Christ of Latter Day Saints Services, Ecumenical Vespers Service, and various bible study and inquiry classes.

3. There were several messages delivered by the Chaplain's Department between KITTY HAWK crewmembers and dependents as follows:

Birth Announcements...	120
Deaths.....	234
Illnesses.....	330
Dependent Support.....	371

4. During 1985 the Chaplain's Department processed 103 Navy Relief cases, with a total of \$45,884.45 in loans granted.

5. There were a total of ten burials-at-sea conducted by KITTY HAWK during 1985.

COMMUNICATIONS DEPARTMENT

1. Calendar year 1985 was a busy and challenging year for the Communications Department. During the Restricted Availability Period, a TRQ-35 chirpsounder was permanently installed. A faulty SATCOM antenna was identified and repaired.

2. During the Western Pacific/Indian Ocean deployment, KITTY HAWK served as Battle Group BRAVO Communications Control Ship. Numerous major exercises were conducted during the deployment, including TRANSITEX 85-14, ENCOUNTEREX and INCHOPEX with BG DELTA, MERLION 85-1, USN/French PASSEX, and BEACON FLASH. KITTY HAWK communicators participated in two HF BCST contingency operations. Message traffic totals routinely averaged in excess of 1500 daily. Over four million XEROX copies and 170,000 messages were processed during the Western Pacific/Indian Ocean deployment. Multinational operations were conducted with the French and British in a highly professional manner. KITTY HAWK served as a testing platform for the SATCAT UHF relay POD. The POD was tested extensively and valuable information was provided to the type commander for evaluation.

3. Three major inspections were conducted during 1985. A CMS inspection, conducted by Commander Carrier Group SEVEN in April, a Command Inspection in May, and an Operational Readiness Evaluation (ORE) in July were successfully completed with no major discrepancies. Message traffic totals for the year are indicated below:

	<u>Send</u>	<u>Receive</u>	<u>Visual Traffic</u>	<u>Total</u>
JAN	1,536	12,984	35	14,555
FEB	2,409	14,167	67	16,643
MAR	1,620	12,174	27	13,821
APR	3,848	27,278	138	31,264
MAY	1,493	22,275	17	23,785
JUN	1,523	19,655	40	21,218
JUL	1,193	13,461	125	14,779
AUG	6,875	31,662	793	39,330
SEP	7,165	38,737	717	46,619
OCT	5,990	39,069	441	45,500
NOV	4,599	33,934	288	38,821
DEC	<u>1,273</u>	<u>26,038</u>	<u>136</u>	<u>27,447</u>
	39,524	291,434	2,824	333,782

DECK DEPARTMENT

1. During 1985, the Deck Department accomplished seventy-five underway replenishment events, involving the transfer of fuel and stores from accompanying auxiliary ships or from KITTY HAWK to her escorts.

COMMODITY	RECEIVED	DELIVERED
F-76	20,601,309 gal	87,568 gal
JP-5	15,807,788 gal	None
Stores/ammo	1,164 pallets	355 pallets

24 Emergency Breakaway drills were conducted
2 Emergency Breakaways (actual) occurred

2. Underway replenishment training rig team personnel made substantial progress toward final qualification in all watchstations. Thirteen Rig Captains were qualified. UNREP PQS was heavily emphasized in a balanced training program. Prior to the end of the cruise Deck Department participated in six competitive UNREP exercises and passed each with high scores.

3. During the deployment, Deck Department completed all required competitive exercises. The following is a list of exercises conducted and graded by Commander Carrier Group SEVEN and COMNAVAIRPAC staff with particular attention to safety and procedural standards.

- a. Z-11-S Man Overboard
- b. Z-21-S Vertical Replenishment
- c. A-28-S Underway Provisions, Rearming
- d. Z-29-S Underway Refueling, Rearming
- e. Z-31-S Emergency Breakaway During Underway Replenishment
- f. Z-26-S Underway Transfer
- g. Z-30-S Underway Refueling Delivery

The department's performance in these exercises resulted in an overall score of 98.

4. Anchorages.

a. Al Masirah. KITTY HAWK anchored North of Al Masirah in international waters on two occasions. During the first anchorage (20'57"N 059'02"E) minor fouling of sea chests with jellyfish was experienced. During the second anchorage in (20'57"N 059'05"E) severe fouling caused the ship to get underway and relocate in deeper water.

b. Mombasa. Anchored at position 04'059."S 039'41"E with 17 fathoms of water beneath the keel. The port anchor with 120 fathoms of chain at water's edge was the primary anchor. The starboard anchor was placed under foot with 45 fathoms at the water's edge to help stabilize the ship. Current at the anchorage varied between 0.75-1.5 knots setting northwesterly. Winds were from the southeast at 10-20 knots. The bottom was crushed coral with thin mud. KITTY HAWK found the anchor held firmly during 1/3 backing bell (1-3 knots sternway).

c. Sri Lanka. Anchored at position 06'57.36"N 079'49.30"E in 10 fathoms of water with 75 fathoms of chain at the water's edge. Bottom consisted of mud and sand and provided excellent holding. Sea swells averaging 10-12 feet were experienced with winds gusting to 45 knots. The starboard anchor was dropped underfoot as an extra precaution when weather conditions worsened. No dragging of the anchor was observed.

5. Boating.

a. Mombasa. A liberty boat pontoon was secured athwartships across the fantail. Due to heavy swells the first night, the pontoon was moved to sponson eleven and a Jacob's Ladder was used to disembark/embark the ship. However, due to the danger because of swells and pontoon instability, the next morning the accommodation ladder was used. Bringing boats alongside was difficult due to the heavy swells. Right 20 degrees rudder was maintained and slow ahead turns were made on one engine to create an adequate lee to continue small boat operations. Small K-boats supplemented the 110 and 500-man ferries, but due to small size and rough seas they were not used at night.

b. Sri Lanka. Small fishing boats were used as liberty boats. They were received on the stern at the accommodation ladder. Boating had to be secured early in the evening of the first day and again midday of the second day. It then remained secured for the rest of the anchorage period due to heavy swells and storm conditions. The liberty party was returned to the ship by helo. The ten boats contracted were open-deck, fishing boats, most of which had no lights. Since there was no lifesaving equipment on any boat, KITTY HAWK provided life preservers to the boats for liberty party use. The liberty launch pontoon, designed and built for USS AMERICA, was not suitable for use aboard KITTY HAWK. Without this pontoon, use of the Sri Lanka Navy LCT was not possible.

DENTAL DEPARTMENT

1. The Dental Department was able to increase KITTY HAWK's dental operational readiness from a predeployment level of 46% to a postdeployment level of 76%. At the beginning of deployment, 21% of the combined crew of ship's company and airwing had not met their annual examination requirements. By the end of deployment, this level dropped to 12%. The recall program successfully identified crew members in need of dental treatment in the Class 3 category (beginning with 15%, and by the end of deployment 36%).

2. Dental treatment tempo increased steadily during the first phase of the deployment and peaked while on station in the Indian Ocean. Dental procedures performed were in excess of 47,000 combined clinical and laboratory procedures for the five month deployment. There were two major facial trauma cases occurring during the deployment, one during our visit to Mombasa, Kenya, and one during our final Subic Bay inport period.

3. No major equipment problems were experienced. A malfunction in an X-ray processor was experienced, however, a backup was on hand to preclude down time in diagnostic X-rays while repairs were made. An unanticipated shortage of surgical handpieces was experienced due to normal wear and continuous use of these instruments. By the end of deployment an adequate number of handpieces were available and full oral surgery capability was restored.

ENGINEERING DEPARTMENT

1. The KITTY HAWK Engineering Department began 1985 after completing extensive work on the ship's propulsion plant. Sea trials, 8-17 January demonstrated the successful completion of the major modification to the main propulsion plant boiler combustion system (UPMOD). Operational Propulsion Plant Re examination (OPPRE) was 8-15 May; successful completion of an OPPRE was achieved 15-22 June.
2. The Engineering Plant consistently operated smoothly throughout the deployment. The expeditious repair of casualties, combined with the efforts of the Ship's Repair Facility (SRF) Subic Bay, and the AIRPAC and Battle Group BRAVO staffs kept KITTY HAWK 100% mission capable. In addition, the Electrical, Auxillary, and Air Conditioning Shops met all requirements.
3. The KITTY HAWK Damage Control Team produced an enviable record. Their most significant achievement was earning the grade "TOTALLY EFFECTIVE" on the Main Space Fire Drill during OPPRE. This score gave KITTY HAWK the distinction of being the only carrier in the Pacific Fleet ever to attain this mark. Aided by the continuing efforts of the Damage Control Assistant and his team of highly qualified, safety-minded personnel, KITTY HAWK has gone through two consecutive deployments without loss of life.
4. During the cruise, KITTY HAWK steamed more than 53,260 miles, burning over 19 million gallons of fuel. Fresh water was always available; more than 38 million gallons were processed. With 32 underway refueling evolutions, receiving a total of 20,601,309 gallons of fuel, there was no major fuel oil loss due to spillage or accident. Additionally, KITTY HAWK delivered 87,000 gallons of F-76 to Battle Group BRAVO escorts.

EXECUTIVE DEPARTMENT

1. General. Preparation for the 1985 deployment began upon return from the previous cruise. A 68% personnel turnover during the turnaround cycle challenged the division officers in personnel training and deployment preparation. Courses tailored to the command's needs, focusing on personnel available for the 1985 cruise, were arranged. Forms, supplies, and bulk items were procured for an eight-month period. Old or outdated equipage was replaced with new cost-effective and modern equipment. Xerox 860 spare parts were procured as well as printing parts and materials. New safes were purchased for the Post Office and every area was improved for efficiency during the turnaround cycle.

2. Personnel Office. During the first half of 1985, 495 personnel were transferred, 120 personnel were discharged, and 131 Administrative Separations were processed. July was a particularly busy period as the ship prepared for deployment to the Western Pacific. The Personnel Office separated 155 and transferred 40 people. While operating in the Indian Ocean, almost 300 people were transferred and 256 were received via Diego Garcia. Returning to San Diego in December, the Personnel Office transferred or separated over 100 people in the first 30 days home. The following personnel actions were accomplished during calendar year 1985:

TRANSFERS: 846
RECEIPTS: 1,000
SEPARATIONS: 275
ADMIN SEPARATIONS: 145

3. Public Affairs.

a. SITE System. The Public Affairs cooperated extensively with the Electronic Material Officer (EMO) in providing the crew the best Shipboard Information Training and Entertainment (SITE) System available. A joint instruction by PAO and EMO delineated responsibilities and helped create an effective operation of the SITE system. Channel Three aired AFRTS programming for 18 hours a day; Channel Five showed movies, sports, and specials nearly 20 hours a day; and training films were shown six times daily on Channel Eleven. Notable throughout the deployment were the many live and taped broadcasts produced and directed by PAO staff. These broadcasts included daily newscasts and Hawk Notes, Captain's Call, bingo, and special features such as medical and legal port briefs. Other original productions included a four-part Navy Rights and Responsibilities program and a music video of KITTY HAWK's departure from San Diego for deployment, which received a CHINFO Merit Award.

b. Ship's Newspaper "FLYER". The addition of a new computerized printer allowed the Flyer staff to produce a high quality daily paper (1,600 copies) which included national, international, and ship's news, sports program advisories, features and a classified section.

c. Welcome Aboard Brochures. PAO revamped it's popular "Welcome Aboard" brochure to incorporate more KITTY HAWK and Naval Aviation history. The theme "Celebrating Seventy-Five Years of Naval Aviation" was highlighted in the booklet.

4. Master-at-Arms Force. The Master-at-Arms force was staffed by nine rated MA's, 37 six-month TAD personnel from ship's company and nine TAD personnel from embarked squadrons. The MAA force was organized into seven sections to provide law enforcement support to KITTY HAWK:

a. Administrative Staff.

b. Patrol Section. In addition to security patrols, assistance was provided to Ship's Investigations, the Military Working Dog Team, the Resident Naval Investigative Agent Afloat (RNISAA), and KITTY HAWK's Legal Division.

c. Brig Staff. Facilities for nineteen prisoners were utilized by KITTY HAWK and Battle Group BRAVO. A total of 74 prisoners were confined between 24 July and 15 November 1985 of which 32 were on bread and water, and 36 were pretrial detainees that transferred to NLSO NAVSTA Subic Bay, Philippines pending Special Court Martials.

d. Ship's Investigations (SI). SI-investigated cases included 76 larcenies, 14 assaults, 4 attempted suicides, 3 blackmarketing, and 9 narcotic or other dangerous drug-related incidents (one alcohol, two drug-related paraphernalia incidents). SI assistance to the RNISAA included 11 criminal investigations and 2 narcotic suppression operations.

e. Military Working Dog (MWD) Team. The MWD Team was responsible for the recovery of 2,000 pieces of drug-related contraband and 400 alerts on personnel resulting in 99 positive urinalysis tests and seizure of 32 items of contraband.

f. Urinalysis Coordinator. OST operators maintained an effective, continual urinalysis program aboard KITTY HAWK. 3,090 samples were processed 24 July - 9 November as follows:

(1) 1,067 QST Porta-Kit Test.

(a) 681 weekly surveillance (2 positive)

(b) 272 permissive search (5 positive)

(c) 6 probable cause

(d) 108 command directed

(2) 2,023 lab processed samples.

(a) 511 random samples

(b) 1,296 unit sweep samples (13 divisions)

(c) 53 miscellaneous (4 positive)

(d) 163 Personnel Reliability Program

g. Crime Prevention/OPSEC Security Unit. Two Petty Officers from the Patrol Section were tasked with the collateral duty of conducting security awareness shipwide, including crew awareness of crime prevention by conducting surveys of berthing compartments and work centers for unsound security practices and inspections of spaces for evidence of improper disposal of classified material.

5. Print Shop. A wide assortment of items such as the crew's newspaper, POD, menus, command publications, Familygrams, instructions, Change of Command invitations, and booklets were printed. During the period of 24 July - 21 December, 2,300 job orders were printed, totaling 3,409,117 lithographic impressions.

6. Legal Office. During 1985, the Legal and Discipline Offices were responsible for military justice administration, command advice, legal assistance, and claims and investigation functions. The Legal Office provided legal assistance appointments and notary services on a walk-in basis to over 1,550 command and air wing personnel. The following legal and discipline office tasks were accomplished:

a. Military Justice (number of cases):

(1) Executive Officer's screening	852
(2) Captain's Masts	561
(3) Summary Courts-martial	113
(4) Special Courts-martial	73
(5) Article 32 pretrial investigations	3

b. Administrative Law:

(1) Administrative discharge boards	43
(2) Claims processed and forwarded	34

c. Legal Assistance:

(1) General advice	750
(2) Notarizations and wills	80

7. Special Services. The Special Services Office was very active in offering onboard activities and port tours in Mombasa, Kenya and Colombo, Sri Lanka. Enroute the Indian Ocean, a "Strait of Malacca 10K Run" was held. In September, while anchored off the coast of Al Masirah, the crew enjoyed a steel beach picnic which included another 10K run, golf driving contest, boxing, skeet shoot, free throw contest, and basketball games. Special attractions included performances by "Carrier", an all hands rock and roll band, the KITTY HAWK band, and the KITTY HAWK choral group. During the port call at Mombasa, Kenya, the wildlife safaris proved to

be very popular. The DOD sponsored USO show "Country Side", a group from Salt Lake City, Utah, performed two shows onboard. Colombo, Sri Lanka proved to be a very pleasant and enjoyable place to visit and, as in Mombasa, the tours of Sri Lanka were to best way to see the county. While in port a "Sports Carnival" was held with local athletic groups. During the final stopover in Subic, departments used the allocated recreation funds for division, department, and squadron parties and picnics. Numerous sports activities were scheduled and the half price discount program was used by many crew members.

8. 3-M. The PMS spot check program was aggressively in place at the start of the cruise and continued strongly throughout. The WESTPAC work package was transmitted to Subic ahead of schedule and the resultant work was accomplished smoothly. A SNAP computer was put on-line midway into the cruise which enabled the 3-M office to make it's own data entry to the Current Ship's Maintenance Program (CSMP).

9. CACC/DAPA. During 1985, the Counseling and Assistance Center provided counseling, screening and evaluation, command advice, division lectures and GMT to various departments, divisions and work centers. Also, CAAC provided counseling to a number of ship's company and airwing personnel. The CAAC Office accomplished the following during calendar year 1985:

- a. Screened 228
- b. Alcohol screening 94
- c. Drug screening 124
- d. Weight screening 10
- e. Recommendations 188
(ARC-49, NDRC-4, NADSAP-109, separation-26)

The Drug and Alcohol Program Advisor advised the command on the Navy's drug and alcohol policies. This office accomplished the following during 1985:

- a. Drug and Alcohol Abuse reports submitted 186
- b. NADSAP classes arranged 110

10 Post Office. The Post Office operated two customer services windows throughout the cruise selling 25,000 money orders for over \$3,000,000.00 and over \$115,000.00 in stamps. Over 200,000 pounds of mail were received during the cruise from CONUS and over 145,000 pounds were dispatched from the ship. Increasing fixed credits to \$100,000.00 proved adequate in support of the crew and emergency requisitions from the Battle Group.

MEDICAL DEPARTMENT

1. Medical Department highlights for 1985 included:

a. 25 - 28 February - Refresher Training Assessment conduct after 2 week Interim Refresher Training. Highlights of medical assessment included stretcher bearer team training, basic first aid and buddy aid application, and a mass casualty drill overall grade of satisfactory.

b. 15 March - HN Arthur J. Morales, USN, from USS KITTY HAWK Medical Department died at Brooke Army Medical Center after a week long illness diagnosed as Steven-Johnson syndrome.

c. 24-27 July - Force Medical, COMNAVAIRPAC Captain Ohslund, MC, USN, CDR R. Newquist, MSC, USN, and HMCS [REDACTED], USN aboard to conduct Operational Readiness Evaluation.

d. 25 July - Crewmember severely injured on flight deck at night, after being run over by a towed E-2, and sustaining severe multiple traumas to leg and torso. Transported to main battle dressing station, he was stabilized, then medevac'd to NAVHOSP, San Diego.

e. 28 July - Mass Casualty drill conducted. Approximately 80 simulated casualties were triaged.

f. 9 September - FN [REDACTED], USN, sustained severe electrical shock and subsequent head injury.

g. 11 September - FN [REDACTED] transferred from KITTY HAWK to Masirah Air Head FFT to Landstuhl Army Hospital, Weisbaden, Republic of Germany.

h. 9-14 October - Inport Mombasa, Kenya. Made a liaison visit to local hospital to determine availability of emergency health care services.

i. 10-14 November - Inport Colombo, Sri Lanka. Liaison visit made to determine suitability of emergency health care services.

j. 2 December - Graded Mass Casualty Drill conducted.

k. 14-21 December - Enroute San Diego with approximately 700 Tigers; 60 Tiger sick call visits recorded.

NAVIGATION DEPARTMENT

1. On 24 July 1985, USS KITTY HAWK departed on a 150-day deployment to the Western Pacific and Indian Oceans returning to San Diego, California on 21 December 1985. A total of 52,260 nautical miles were traveled. Port calls were made in Pearl Harbor, Hawaii; Subic Bay, Republic of the Philippines; Mombasa, Kenya; and Colombo, Sri Lanka.
2. KITTY HAWK completed 52 underway replenishments and 25 vertical replenishments which lasted a total of 140 hours. KITTY HAWK's average approach time was 8.23 minutes as compared to CNAP standard time of 11 minutes. Nineteen airwing and ship's company officers qualified to conn alongside day and night, and eight officers were qualified to make approaches. Additionally, twenty enlisted personnel qualified as helmsmen and three others attained qualification as master helmsmen.
3. Extensive training of quartermasters was conducted throughout the year. Three personnel were qualified as Quartermaster of the Plot. All quartermasters who were eligible for advancement in rate subsequently were advanced.
4. KITTY HAWK maintained an aggressive Surface Warfare Training program throughout the deployment. There was an average of twenty seven junior officers working towards Surface Warfare Officer qualification. Six Officers have earned their SWO qualification while on deployment. Another seven officers were qualified as Officer of the Deck (Underway).

OPERATIONS DEPARTMENT

1. CIC. CIC completed an abbreviated, but very successful predeployment workup in June with an overall grade of "Outstanding". Upon deploying in July, CIC played an integral part in Battle Group BRAVO's CWC organization. KITTY HAWK served as ASUWC throughout the workups and deployment, and assumed AAWC on 14 September, serving in that capacity for the remainder of the deployment.

a. AAW. AAW personnel participated in numerous intermediate and advanced team trainers at Fleet Combat Training Center Pacific in preparation for WESTPAC 85. The CIC AAW Team received a grade of "Outstanding for the final advanced team trainer prior to deployment. Key CIC personnel, in conjunction with air wing and AAW-capable surface ship representatives, participated in the formulation of battle group AAW policy and tactics as members of Battle Group BRAVO's AAW Review Board. Shortly after the commencement of WESTPAC 85, AAW personnel had the opportunity to exercise newly acquired skills during an ENCOUNTEREX with Battle Group DELTA. KITTY HAWK assumed the duties of AAWC on 14 September and retained those duties throughout the remainder of the deployment. The quality of LINK 11, contact and track management, and RAINFORM reporting was superior throughout the deployment. GLAD CUSTOMER provided a significant opportunity for interoperability training with the USAF and integrated ship/air wing anti-targeting tactics. CIC conducted a detailed evaluation of the SATCAT AN/ARG-49 Airborne Radio Relay POD, and identified several deficiencies and limitations.

b. ASW. The ASW Module received overall grades of "Outstanding" for refresher training and the Command Inspection, while an "Excellent" grade was received during ORE. The Module played an integral role in two exercise and two real world submarine prosecutions while deployed. A software modification (Technical Directive No. 0025) was installed in the Fast Time Acoustic Analyzer in December to enhance the capabilities of the ASW Module.

c. ASUW. During underway periods, the Surface Module maintained an up-to-date picture of the disposition of all friendly, unknown, and threat surface contacts. The major functions of navigation, formation tactics, and contact management became routine as KITTY HAWK completed 150 days underway. Throughout the deployment, more than one thousand contacts were tracked and reported.

d. NTDS. LINK 11 and LINK 14 availability was consistently maintained above 95% prior to and during the deployment. The institution of daily LINK reports significantly enhanced management of the LINK. The AN/ARG-49 SATCAT Airborne Radio Relay POD was used to establish and maintain a UHF link, thus reducing Battle Group BRAVO's vulnerability to HFDF. Fleet Combat Direction Systems Support Activity San Diego delivered NTDS tape model 4.0.2A in May.

e. EW. The highlight for the workups and subsequent deployment was the near 100% ESM/ECM coverage maintained. The older ESM systems, AN/WLR-11 and WLR-1G, were maintained in an up status the entire deployment. The newly installed AN/SLQ-17 maintained an average availability of 80% due mainly to parts support which was not fully in place.

2. CATCC.

a. Air Operations. During the first half of 1985, KITTY HAWK conducted three major carrier qualification evolutions for TRACOM, FRS, reserve, Marine, and Carrier Airwing NINE squadrons. Other at sea periods, encompassing turnaround training for CVW-9 as well as battle group buildup and fleet exercises, included extensive cyclic and battle flex deck air operations, providing CATCC with the opportunity to qualify two complete watch teams. During deployment, air operations were conducted day and night without significant incident under blue water criteria throughout the Pacific and Indian Oceans. Traps for the calendar year totalled 14,825.

b. CCA. Extensive cross-training enabled CCA to provide complete service in weather at approach minimums for extended operating periods. CCA radars and associated equipment reliability increased steadily throughout deployment due to close cooperation between CCA and EMO personnel in identifying and expediting repair of malfunctioning components.

3. Electronics Material.

a. FOX Division

(1) On 3 June 1985, NATO Sea Sparrow missile system (NSSMS) #3 fired one telemetry missile and scored a direct hit at 3,000 yards.

(2) Close In Weapons System (CIWS) fired 6,179 rounds and nine 3-system PAC firings. Mount 22 scored a confirmed kill on a TDU target and Mount 23 scored two confirmed kills and splashed the target.

(3) Overall mission reliability for the year:

NSSMS #1 - 98%	CIWS Mount 22 - 90%
NSSMS #2 - 98%	CIWS Mount 23 - 81%
NSSMS #3 - 96%	CIWS Mount 24 - 55%
NSSMS Overall - 97%	CIWS Overall - 76%

b. Communications Material.

(1) During SRA-85, a fifth AN/WSC-3 SATCOM transciever and a chirsonder, AN/TRQ-35, were installed.

(2) SATCOM antenna OE-82 #2 pedestal, duplexer and azimuth syncro were replaced in August.

(3) The AN/URT-23 HF transceiver #3 sustained a Class "C" fire resulting in extensive damage, but was rebuilt by ship's force.

c. Weather Equipment.

(1) During SRA-85, the AN/SMQ-10 antennas were overhauled by Harris Corporation. After installation, major wiring problems were discovered and the antennas were rewired.

(2) The AN/SMQ-11 prototype was installed on 30 June. A TECHEVAL was started on 15 July and completed 19 August. OPEVAL commenced 21 October.

d. Data Systems Material.

(1) CV-ASWM Material.

(a) Integrated Carrier ASW Prediction System (ICAPS) operational program changes 5, 6, and 7 were installed.

(b) The AN/SKR-6 was updated to AN/SKR-6A with the installation of a new test set by NADC, RCA, and Teledynamics.

(2) NTDS Material. In October, KITTY HAWK experienced a major failure of the AN/USQ-36 LINK 11 terminal. The system was inoperative for three days and 18 PCB's were discovered defective.

(3) Micro/Minature Repair.

(a) Two miniature repair stations were certified in February and two were certified in March. One was also certified for micro repair. Seventeen technicians were certified for miniature repair and two for micro repair.

(b) \$5,637.40 was expended for repair parts and printed circuit boards. This resulted in a cost avoidance of \$569,709.92 over replacement parts.

e. Radar Material. During SRA-85, the AN/SPN-67 surface search radar replaced the AN/SPS-10, the AN/SPS64 navigation radar replaced the LN-66, and the RAYCAS collision avoidance system was installed.

4. Intelligenece.

a. During the first half of 1985, efforts were directed at training in intelligence skills and fine tuning procedures to provide required intelligence and photographic support. The Intelligence Branch received grades of "Outstanding" on all graded evolutions including IREFTRA, ORE, and the Command Administrative Inspection. Prior to deployment, NIPS A installation was completed and the Multi-sensor Imagery Interpretation System (MIIS) was removed from CVIC.

b. The capabilities of the ship's Photographic Labs were significantly enhanced by the acquisition of new equipment. The Main Photo Lab received an EH110B Image Maker II film processor, a Manninger RB67 portrait camera, and a Xerox 2830 duplicator. The CVIC Photo Lab received a Nord automatic roll paper easel, a Kreonite semi-automatic roll paper cutter and a Bechman pH meter.

c. Highlights of the 1985 WESTPAC/I.O. deployment included:

(1) First use of NIPS A OSIS terminals in CVIC and Flag Supplementary Plot.

(2) Reactivation of Flag Supplementary Plot to support Battle Group BRAVO Warfare Commanders.

(3) Installation and first use of the Prototype OSIS Support Terminal (POST).

(4) Extensive intelligence collection take against the Soviet Frunze Task Group, consisting of KIROV CGN FRUNZE, UDALOY DDG ADMIRAL SPIRIDONOV, and SOVREMENNY DDG OSMOTRITELNYY, during its transit of the Indian Ocean.

5. Meteorology. During 1985, an HP-9845B Oceanographic Atmospheric Prediction computer and two Alden Marine FAX III systems were installed. A new oceanography/meteorology forecaster display and closed circuit TV briefing area was constructed in the Oceanography Office. KITTY HAWK conducted OPERATION DEEP CHANNEL, the most sophisticated oceanographic bathythermetric sampling by a transiting Battle Group of the Nicobar area during the Fall transition period. The TECHEVAL and OPEVAL of the AN/SMQ-11 meteorological satellite receiver-recorder set was also coordinated and conducted by KITTY HAWK.

SAFETY DEPARTMENT

1. Safety Program for 1985.

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 Program objectives included daily identification of safety hazards and discrepancies, weekly shipwide safety inspections, and active tracking of uncorrected hazards for cognizant action. Hazard awareness training was provided to all hands through daily and weekly safety summaries and POD notes. Indoctrination Division training and monthly Enlisted Safety Committee Meetings provided additional vehicles to promote and emphasize safety.

c. The Safety Department provided personal protective equipment (respirators, dust masks, hearing protectors, etc.) on a first-come basis. Safety posters and video tapes were available for loan and CCTV presented numerous safety tapes for the crew as an ongoing educational program for safety.

d. All reportable mishaps were thoroughly investigated and accurately reported. Feedback and lessons learned were provided to all hands in an expeditious manner.

e. Motor vehicle safety received strong emphasis during regularly scheduled safety stand-downs and at bi-weekly all hands morning quarters. Specific attention was directed to motorcycle operation and drinking while operating a vehicle. Motorcycle safety course training was coordinated directly through the Safety Office.

2. Safety Highlights for 1985.

a. The Safety Department's goal for 1985, to reduce the total man hours lost per day to injury to less than 24 hours, and to prevent serious mishaps which could result in death, was achieved.

b. USS KITTY HAWK completed the entire year including workups and a Western Pacific/Indian Ocean deployment, without a single operational or shipboard fatality. This was the second consecutive deployment to the Western Pacific/Indian Ocean without an operational fatality and was an unprecedented milestone in the history of naval aviation.

c. During 1985, 81 reportable mishaps occurred averaging 1.55 weekly, a reduction of 2.4 from 1984. This significant decrease is directly related to a major decrease in mishaps of 42% (1,095 to 635) over 1984.

d. USS KITTY HAWK was selected as the winner of the Admiral Flatley Memorial Award for safety for 1985.

SUPPLY DEPARTMENT

1. Deployment Highlights.

a. MC/FMC aircraft. The mission capable/full mission capable performance of the CV-63/CVW-9 team was superb. Strong emphasis on material outfitting and technical training enabled the airwing to sustain a strong readiness posture throughout deployment. 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 19% was an unprecedented effort.

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 logistic pipeline. All items designated as critical AVCAL and/or never-out were reviewed off-line 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 requisitions both remained well within COMNAVAIRPAC standards, with components averaging 5% of monthly AIMD inductions and requisitions running roughly 1.1 times the number of component AWP.

2. S-1 Stock Control Division.

a. Prior to beginning the onboard inventory of AVCAL material, all storerooms were closed for business and all requisitions were referred to NSC San Diego using the effectiveness exclude code. This held the inventory constant and minimized suspended transactions due to the inventory flag being set. Aids were run and the inventory commenced in September 1985. As gains and losses appeared as a result of the inventory, a special reconciliation team was formed to research each adjustment. This team was headed by the Stock Control Officer and consisted of six of the most knowledgeable SK's and AK's in the department. The team researched every adjustment, checking the suspended and error listings for pending transactions, the RON for dues requiring completion, and the cumulative gain and loss report for previous adjustments taken erroneously. Over 12,000 adjustments were researched and 10 to 15% were successfully reconciled with the adjustment being reversed and a corrective transaction input. The end result of this was the lowest recorded gross adjustments for any carrier during a complete REAVCAL inventory.

b. The automated reorder, after loading the new AVCAL, was run on 14 January and after a careful review netted 23,600 requisitions.

c. Catapult and arresting gear were carefully managed throughout workups and prior to deployment. Frequent spot inventories were conducted and off-line stock requisitions submitted as required. Six weeks prior to deployment, approximately 230 line items identified by the maintenance officer were inventoried and requisitions submitted for deficiencies. As a result, the KITTY HAWK left San Diego nearly topped off on catapult and arresting spares.

d. During the SRA, the Stock Control Offices were completely renovated. Having moved to smaller offices after the S-1/S-9 split, conditions were cramped and lacked proper stowage. The renovation consisted of a total ripout, the installation of modular work centers and proper shelving for listings.

e. In December and January, the ADP equipment was upgraded to SNAP I. The necessary remote terminals were installed for SUADPS-RT Release II and, in January, RT was implemented by NAVMASSO DETPAC. The first implementation was a failure. Download processing times for RT were far too high. A 95% ADP utilization rate consistently maintained, leaving very little time for additional run requirements. After approximately three weeks of unsuccessful effort by KITTY HAWK personnel, NAVMASSO went back to work on the program and an improved version was reimplemented in June.

f. In May, Supply switched to the Top-off option for automatic reorders. This kept material flowing in a steady stream as it was issued. This, in conjunction with a monthly manual review of the RON, was instrumental in achieving a new high in stock availability at deployment date.

g. In March, a monthly SUADPS Forum was instituted, including all of the department's personnel with advanced SUADPS training, bring people from S-1, S-6, S-7, S-8, and S-9 along with the Supply Officer and Assistant Supply Officer. The Stock Control Officer hosted the meeting and reviewed the previous monthly reports, outlined new procedures in effect, highlighted special projects taking place, and covered problems observed during the past month. The floor was then opened for discussion of other problem areas and ideas for improvement. The Goal of these meetings was to improve SUADPS processing on KITTY HAWK and break down divisional "walls".

h. On the transit to Subic Bay, maximum use was made of the MLSF ships in company, particularly for bulk consumables. This accomplished two objectives:

- (1) Keeping effectiveness high, and
- (2) minimizing loading time inport Subic

i. While on station, we continued to maximize our use of the MLSF ships in company. Regular reviews of bulk consumables, flammables, and K-Mart items were performed prior to every UNREP.

j. Top-off reorders to Subic continued. Starting with reorder number 6, we submitted all requisitions priority 05. This increased the amount of cargo arriving in Diego Garcia by air , significantly shortening the transit time. On Reorder number 8, we began tailoring the parameters to slow the pipeline, returning to the 'R' option and further restricting items with general selector keying on AMD. This minimized loading in Subic and ate down stocks in preparation for the REAVCAL inventory. The final reorder was submitted on 20 November along with offline orders for never-outs and flammables to last until our arrival home.

k. Planning for the upcoming REAVCAL and SRA commenced two months prior to arrival home. Work was defined, schedules set, and preparatory work was completed on the transit home.

3. S-2 Food Service Division.

a. Through the year the Food Service Team routinely provide these morale-enhancing special programs:

- (1) Nacho Night
- (2) Pizza Galore
- (3) Mountain of Salads
- (4) Build Your Own Sandwich
- (5) Ice Cream Social
- (6) Cookies and Punch
- (7) Gourmet Box Lunch ("Best in the Fleet")
- (8) New Fathers and Birthday Celebrations
- (9) Department/Squadron Special
- (10) "Meals on Wheels" - Hot dog carts taken to the flight deck during maintenance days, holiday routines, etc.
- (11) Steel Beach Picnic - Nine grills used for cook-outs consisting of lobster, sirloin steaks, barbecued chicken, spareribs, hamburgers, and hotdogs.

b. During 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, and the subsistence issue room and emergency breakout storeroom were renovated.

c. KITTY HAWK was selected as the NEY "runner up" in FY 85 and is a semifinalist for FY 86 NEY Award Competition for food service excellence. During the Supply Management Inspection (SMI) held in April 1985, S-2 division received the score "Outstanding".

4. S-3 Sales Division.

a. The ship's laundry implemented a new 24 hour daily laundry service. The soda sales increased from 200 cases per day in port to 500 cases per day at sea.

b. Navy Exchange Subic provided assistance in visual merchandising and vending machine repairs.

c. The ship's store foreign merchandise extravaganza sold over \$400,000.00 worth of merchandise.

d. Stock turns of 144% and 220% were achieved during the year.

5. S-4 Disbursing Division.

a. Payrolls in excess of \$13.9 M posted for the entire cruise. The Pay Deposit Quicker (PDQ) program was expanded to include credit unions in the Whidbey Island and Alameda area for the embarked airwing.

b. Two Supply Management Inspections were conducted in 1985.

c. A XEROX 860 word processing system and a data entry terminal for SJUMPS payroll were installed in the Disbursing Office.

6. S-5 Wardroom Division.

a. Specialty equipment such as charbroilers, frispomatics, ice cream machines, and bakery mixers to enhance food service in both wardrooms were installed.

b. "Outstanding" rating from TYCOM Supply Management Inspectors for superb food service and management was received.

c. Longer hours were offered during the cruise to support flight operations of officer personnel.

d. Initiated serving hamburgers, cheeseburgers, seafood platters and dieter's salads for every lunch and dinner.

e. Offered a monthly Birthday/New Fathers formal sit-down dinner for qualified officers.

f. Served over 25 formal sit-down dinners, including Admiral and XO welcome aboard dinners, squadron changes of command, and department head farewell dinners. Menues ranged from Mexican to French delicacies.

g. The Wardroom hosted the annual Tomcat Ball and Marine Corps birthday dinners with great success.

7. S-7 Automated Data Processing.

a. S-7 Division spent the first half of the year preparing for WESTPAC '85 and the second half deployed to the Western Pacific and Indian Oceans. It was S-7 Division's goal to provide the best data processing support ever recorded. The only way this could be accomplished was to have all personnel fully trained in all aspect of day-to-day operations. This was accomplished in the following manner:

(1) All management personnel were sent to advanced SUADPS school.

(2) A vigorous computer operations training plan, which included an updated PQS guide, and ensuring that training was conducted continuously prior to deployment.

(3) S-7 division ensured a capable air conditioning system was installed during the SNAP 'B' implementation. Also, additional insulation was added to ensure that proper ADP environmental conditions existed.

b. The Honeywell DPS6 'B' configuration was installed in January 1985. With the increased hardware and software came managerial challenges. S-7 Division for the first time had outside users utilizing the Honeywell DPS6. ADP Security and user response would prove the most challenging. These problems were solved in the following manner:

(1) S-7's involvement with the users, especially when NRMM and SUADPS-RT were first brought on-line

(2) User LOGINS and passwords were controlled by the ADP Security Officer. User access was checked on a monthly basis to ensure that only valid users were gaining access to their particular data base.

c. SUADPS-RT was installed twice. The first installation burdened ADP computer operations due to excessive data base maintenance. SUADPS-RT was discontinued until the data base maintenance programs were manageable. SUADPS-RT was finally installed in MAY 85, and it proved extremely reliable and users found the software extremely helpful in making management decisions.

d. NRMM was installed in MAY 85. The data base and software have not been as reliable as SUADPS-RT. No major problems were encountered until the second week of the deployment. Report times became excessive, user console response increased, and finally the Winchester Disk System was unable to store the data base and run reports. S-7 Division was able to reallocate the data files, but they continued to grow. Finally, with the data base still growing, S-7 anticipated it was not feasible to support NRMM until the end of the deployment. NAVMASSO Norfolk was contacted and detached support personnel to solve the data base problem. They reconfigured the disk system to store twice as much information as before. Response time and report execution time were restored to acceptable levels.

e. WESTPAC' 85 was a highly successful deployment for S-7 Division. At no time during the deployment was there ever a data entry or computer operations backlog. No major hardware or environmental problems were encountered. S-7 Division transcribed in excess of 325,000 source documents and processed over 1,100 computer run requests.

8. S-8 Material Division.

a. During deployment, S-8 had 25 VERTREPS for a total of 1073 pallets, while UNREPS amounted to 265 pallets. VRC-50 provided excellent COD support throughout the deployment enabling constant flow of small parts and mail. The US-3A, with its capability of transferring up to five passengers and two standard pallets made daily runs to Diego Garcia during the Indian Ocean period.

b. Retrograde material was transferred via COD or MLSF ship at every opportunity. An average of twenty retrograde pallets was transferred every UNREP. Additionally, to enhance controls over retrograde material, mailable items were sent via registered mail at every opportunity.

c. K-Mart (Sea Mart) carried the top 600 line usage, low cost, items.

d. A beach detachment was maintained for the entire cruise. Initial detachments were temporarily set up at Pearl Harbor, Hawaii and NAS Agana, Guam. 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 transshipment of material requisition, turn-in and transshipment of material requirements or retrograde.

e. Material movement while in Mombasa, Africa was accomplished by establishing an airhead, utilizing MLSF personnel at the local airport. C-141's delivered Masirah airhead material and returned with passengers/cargo. CH-46's were utilized to shuttle material to USS KITTY HAWK and other members of the Battle Group.

9. S-9 Surface Support Division.

a. The Surface Support Division received a grade of excellent for the latest Supply Management Inspection (SMI) conducted in April 85. A record of nine S-9 crewmembers were recognized as commendatory performers by the supply management inspectors.

b. DTO Management. The implementation of SUADPS-RT was the single most important project in this technical area. The implementation, originally scheduled for January 1985, began functioning on-line in late June 1985. Comprehensive hands-on training has been conducted for all DTO personnel. This innovation has drastically improved DTO obligation and receipt processing efforts onboard KITTY HAWK.

C. Purchasing: The purchasing branch processed a tremendous volume of open purchase requisitions during SRA 85. The outcome was substantially improved Quality of Life (QOL) facilities and surface material readiness on board KITTY HAWK throughout WESTPAC 85. During WESTPAC 85, S-9 contracted for port services in Mombasa, Kenya, and Colombo, Sri Lanka.

d. Material Control Officer: Material control officer procedures were established at the Battle Group BRAVO conferences held prior to April 1985. These policies were implemented with great success during WESTPAC 85. The urgent material screen fill percentage consistently topped 48% during the vital Indian Ocean portion of the cruise. The collective and persistent support of all Battle Group BRAVO units was required to make this program a winner.

e. CASREPS: The number of outstanding CASREPS, all C-2 averaged 15-20 throughout WESTPAC 85. This extremely low figure was achieved through extensive applications of the ANORS process and disciplined follow-ups on all outstanding CASREP requisitions.

f. LSC: The Logistics Support Center (LSC) provided critical repair parts support during KITTY HAWK's work-up cycle and WESTPAC 85 evolutions. The LSC's computer subsystem was implemented by NAVMASSO as a prototype of the shipboard non-tactical ADP programming (SNAP), and operates on Honeywell DSP6 MOD 400 hardware. A top priority for the LSC is to validate KITTY HAWK's massive configuration data base against actual shipboard equipment. Additionall, the LSC manages a library of over 2600 technical publications which has grown by over 32% since SRA 85.

TRAINING DEPARTMENT

1. Education Services Office.

a. January and March 1985 Navy-wide advancement exams results were:

<u>RATE</u>	<u>EXAMINEES</u>	<u>SELECTED/%</u>	<u>PNA/%</u>	<u>FAILED/%</u>
E-4	222	162/73.0	60/27.0	0/0.0
E-5	199	88/44.2	106/53.3	5/2.5
E-6	76	24/31.6	46/60.4	6/8.0
E-7	163	15/9.2	138/84.6	10/6.2

b. September 1985 Navy-wide advancement exams results were:

<u>RATE</u>	<u>EXAMINEES</u>	<u>SELECTED/%</u>	<u>PNA/%</u>	<u>FAILED/%</u>
E-4	236	189/80.1	47/19.9	0/0.0
E-5	278	123/44.2	154/55.4	1/0.4
E-6	91	29/31.9	56/61.6	6/6.5

c. Twenty KITTY HAWK personnel were promoted through the 1985 Command Advancement Program as follows:

<u>RATE</u>	<u>NOMINEES</u>	<u>RECOMMENDED</u>	<u>APPROVED</u>	<u>ADVANCED</u>
E-4	13	13	13	13
E-5	6	6	6	6
E-6	5	2	2	2

d. Programs for afloat college education. 335 personnel participated in seventeen PACE courses offered during the deployment.

e. Navy Campus Functional Skills Program. 138 men completed the Central College of Chicago program for improvement in English, Mathematics, Petty Officers Writing, and Reading.

f. Navy High School Studies Programs. This program was offered on board utilizing ship's crew as instructors. Classes were conducted in Government I, Government II, and History II. A total of 218 men participated.

g. Scholastic Aptitude Test/American College Test. Assistance was provided by Navy Campus Office, Naval Station Subic Bay in administering over 70 SAT/ACT examinations. Most of the participants indicated a desire to participate in the examinations to satisfy requirements for NROTC and BOOST applications, with the remainder opting for off-duty education upon completion of deployment.

h. General Education Development (GED). GED examinations were administered to 18 personnel, all of whom successfully completed the entire battery.

2. Command Career Counselor's Office.

a. Retention Statistics for Calendar 1985.

	<u>ELIG</u>	<u>NOT ELIG</u>	<u>REENLIST/RETAIN</u>	<u>GROSS</u>	<u>NET</u>
FIRST TERM	400	192	128	22%	32%
SECOND TERM	21	3	12	50%	57%
CAREER	110	3	87	77%	79%
TOTAL	531	198	227	31%	43%

a. Command Managed Equal Opportunity (CMEO). Command Training Team training for the three shipboard personnel and four embarked airwing members was conducted enabling them to teach the Navy Rights and Responsibilities Workshop to their respective personnel. All hands training was provided on KITTY HAWK's CMEO program. The Navy Rights and Responsibilities Workshop was provided via a broadcast of a locally produced video tape on KITTY-TV.

b. Indoctrination Classes. I division hosted 13 three and one-half-day indoctrination classes for over 450 newly reporting personnel.

c. Petty Officer and Chief Petty Officer Academy. Petty Officer Academies for 150 junior personnel and three Chief Petty Officer Academies for 38 prospective chiefs.

d. General Military Training (GMT). Over 900 hours of GMT were presented to the crew using KITTY-TV. A Training Channel was set aside for GMT and the films were shown daily at 0800, 1000, 1300, 1400, 2000, and 2100 on a rotating basis.

WEAPONS DEPARTMENT

1. a. FEB: Successfully completed Hypergolic Magazine Certification
 - b. MAY: Successfully completed Minewarfare Readiness Certification Inspection (MRCI).
 - c. MAY: Hosted project officers meeting for B-61 weapons system.
 - d. MAY: Successfully completed the fifth annual operational safety review for the B-43, B-57, and B-61 bombs.
 - e. JUN: Successfully completed two QAST movements
 - f. JUN: Successfully completed Operational Readiness Exercise (ORE).
 - g. DEC: Successfully completed [REDACTED]
[REDACTED])
 - h. DEC: Successfully completed four major ammunition offloads
2. Ammunition received via 6 major UNREP/VERTREP totaled 1,125.4 short tons. Fleet return AMMO/RETROGRADE backloaded totaled 1,165 short tons. The following ordnance was expended by CVW-9 during the 1 JAN-21 DEC 1985 period:

<u>NOMENCLATURE</u>	<u>QUANTITY</u>
20MM TP	20,486
MK76 PRACTICE BOMB	9.081
MK106 PRACTICE BOMB	24
MK82 (TPGP)	1,692
MK83 (TPGP)	115
MK84 (TPGP)	4
MK46 (EXTORPS)	2
MK52/56 MINES (EXERCISE)	14
MK36/40 DST (EXERCISE)	12
CBU59 APAM	2
MK20 ROCKEYE	4
MK21 MOD2 WALLEYE I	1
AGM123 SKIPPER	2
AGM84C-1 HARPOON	1
ATM7E-2 SPARROW	4
ATM9L SIDEWINDER	2
ATM46-6 SHRIKE	1

3. The weapons elevators were 100% available throughout the 1985 Western Pacific/Indian Oceans cruise.
4. The Weapons Department concluded a highly successful deployment with the highest combat readiness level ever achieved. There were zero personnel or material casualties which affected the department's performance.