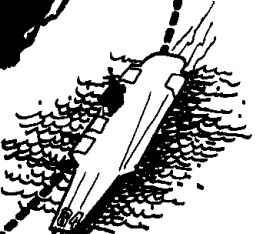
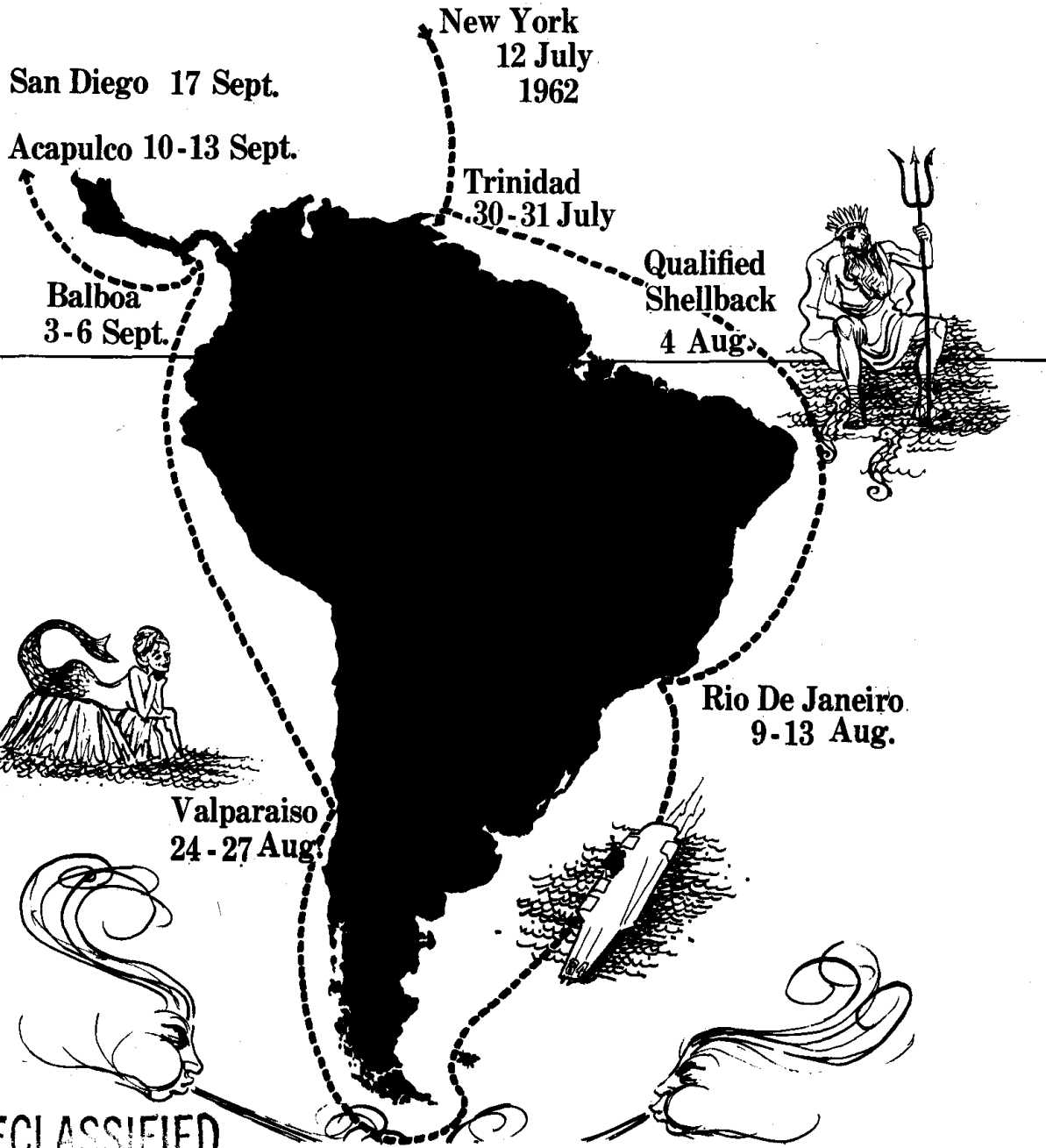


DECLASSIFIED

DECLASSIFIED



SOUTH AMERICAN CRUISE REPORT



DECLASSIFIED

CHOP TO PACIFIC FLEET

DECLASSIFIED

Enclosure (1)

USS CONSTELLATION

USS CONSTELLATION (CVA-64)
c/o Fleet Post Office
San Francisco, California

DECLASSIFIED

CVA64/031/RGG
3120
Ser: 0202
12 October 1962

~~CONFIDENTIAL~~ (Unclassified upon removal of enclosure)

From: Commanding Officer, USS CONSTELLATION (CVA-64)
To: Commander Naval Air Force, U. S. Pacific Fleet

Subj: CONSTELLATION's Transit from New York to San Diego; report of (U)

Ref: (a) COMNAVAIRPAC Dope-Sheet 2-62

Encl: (1) Report of Transit Around South America by CONSTELLATION and
Carrier Air Group FIVE, 12 July - 17 September 1962

1. Enclosure (1) is submitted herewith. In accordance with reference (a), the primary objective in preparing this report has been to provide current information that would be helpful to other ships and squadrons that might execute a similar movement. Since CONSTELLATION is a new ship initially reporting to the type commander, some routine matters have been included in order to provide indications of performance factors and problem areas.


T. J. WALKER

Copy to:

COMNAVAIRLANT
COMFIRSTFLT
COMCARDIV ONE
COMFAIRALAMEDA
COMFAIRSDIEGO
COMFAIRWHIDBEY
CO HATRON TEN
COMCVG FIVE (5)
COMCVG FOURTEEN (2)
USS BENNINGTON (CVS-20)
USS HORNET (CVS-12)
USS KEARSARGE (CVS-33)
USS YORKTOWN (CVS-10)
USS BON HOMME RICHARD (CVA-31)
USS CORAL SEA (CVA-43)
USS HANCOCK (CVA-19)
USS LEXINGTON (CVA-16)
USS MIDWAY (CVA-41)
USS ORISKANY (CVA-34)
USS TICONDEROGA (CVA-14)
USS RANGER (CVA-61)
USS KITTY HAWK (CVA-63)

DECLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS ~~CONFIDENTIAL~~
DOD DIR 5200.10

DECLASSIFIED

~~CONFIDENTIAL~~

CONSTELLATION - AIR GROUP FIVE
Report of South American Transit
July - September 1962

<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGE</u>
I	CRUISE SUMMARY AND NARRATIVE	I-1
II	OPERATIONS DEPARTMENT	II-1
III	AIR GROUP FIVE	III-1
IV	AIR DEPARTMENT	IV-1
V	WEAPONS DEPARTMENT	V-1
VI	NAVIGATION DEPARTMENT	VI-1
VII	COMMUNICATIONS DEPARTMENT	VII-1
VIII	ENGINEERING DEPARTMENT	VIII-1
IX	SUPPLY DEPARTMENT	IV-1
X	MEDICAL DEPARTMENT	X-1
XI	DENTAL DEPARTMENT	XI-1
XII	EXECUTIVE STAFF	XII-1
XIII	SPECIAL PROJECTS	XIII-1

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

CHAPTER I

CRUISE SUMMARY AND NARRATIVE

SUMMARY

To insure that maximum benefits accrued from the New York - San Diego Transit, the following cruise objectives were established:

- a. Arrival at San Diego with an operationally ready ship through intensive shipboard training.
- b. A high level of combat readiness in embarked squadrons through aggressive flight operations.
- c. The furtherance of U. S. aims in Latin America by wholehearted participation in the People to People Program.

To attain the first objective, an Underway Training Group was formed. This group, staffed by highly qualified officers and petty officers, provided an integrated program of drills and exercises and objective analysis of the results. In the later stages of the cruise a combined Four Hit Battle Problem/Strike Exercise was conducted; the performance of the ship/air group team in this exercise attests to the effectiveness of this type shipboard training.

Intensive, no-bingo-field air operations early in the cruise established a pattern which was maintained throughout the transit. As a result, pilot proficiency attained a high level; a total of 1327 sorties, 1625 carrier landings and 2275 accident free hours were completed.

While in New York the Office of Special Projects was created to establish early contact with appropriate authorities at each port of call, to arrange public relations programs and to serve as the ship's liaison agency. This office was staffed by the Special Projects Officer (Commander) and three officer assistants. Although no primary billet is allowed in this area, the myriad details of planning and supervision associated with this type cruise afforded full time employment for these officers. Had this office not been established, the objectives of the People to People Program, the effective accommodation of 93,000 Latin American visitors and the conduct of air demonstrations for an audience in excess of 600,000 would have suffered.

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

CRUISE SUMMARY AND NARRATIVE

Arrival at San Diego on 17 September completed a highly successful transit and full attainment of all cruise objectives.

The following recommendations are made:

- a. That an office of Special Projects, staffed by adequate numbers of officers on a full-time basis, be established to provide the detailed planning and supervision necessary to the success of any cruise which involves visits to foreign ports.
- b. That early and direct liaison be effected prior to each port.
- c. That organized visiting by selected groups vice general visiting be widely utilized in the furtherance of public relations and the People to People Program.
- d. That indigenous military and civil police be widely used to overcome the adverse effects of the language barrier in the control of large numbers of foreign visitors.

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

CRUISE SUMMARY AND NARRATIVE

NARRATIVE

Upon completion of post shakedown availability, CONSTELLATION departed New York Naval Shipyard for San Diego on 12 July 1962. Air Group FIVE, ammunition, fuel and stores were loaded in Norfolk 13-18 July. Two days of flight operations were completed enroute to Mayport and rescue destroyers were utilized to good advantage in calibrating the direction finding equipment in CIC. The terrier missile batteries were collimated in Mayport 21-24 July and nine SECNAV guests were embarked. CONSTELLATION commenced her South American Cruise upon departure for Trinidad on 25 July.

As the ship departed CONUS, the Special Projects Officer was enroute by TF to Trinidad. After several days of direct liaison with cognizant authorities, he returned aboard via TF with detailed information relating to calls, honors and ceremonies, public relations and visiting programs, recreation facilities and logistic matters. On return, he was accompanied by ALUSNA/USIS representatives who briefed all hands via closed circuit TV. This commenced a pattern for advanced liaison and planning which proved most beneficial throughout the cruise. It enabled the ship to effectively accommodate a host of Latin American visitors and greatly enhanced the success of the People to People Program.

The one day Trinidad stop was primarily for fuel. NSFO was no problem but there was considerable question about the quality of the JP-5 received from Aruba, Venezuela. Fortunately, these questions were resolved and JP-5 was loaded to 91% of capacity. JP-5 was not available at any subsequent port of call. The short stay in Trinidad was made quite pleasant by the all out efforts of the Naval Station Personnel. Two section liberty was granted. Approximately 3,600 Trinidadians visited the ship.

Enroute to Rio de Janeiro from 1-9 August air operations and other training were again emphasized. Two days were devoted to King Neptune and some 2,500 Pollywogs became trusty Shellbacks. The weather was near perfect during this period but the lack of adequate weather information began to be apparent. The meteorologist tried every known source plus a few unorthodox sources but each day of southerly steaming confirmed that there is essentially no reliable weather information available below the equator.

In Rio de Janeiro, the conduct of large scale visiting received its first real test. Visiting was broken down into two categories: organized groups by invitation of ALUSNA and general visiting. Using the organized group concept, relatively large groups of selected visitors

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

CRUISE SUMMARY AND NARRATIVE

were able to be hosted on a much more personal basis and at times other than during general visiting. This method is considered very advantageous to the furtherance of public relations. Printing of all signs and descriptive matter in the language of the country as well as English evoked favorable reactions throughout the cruise. Commercial ferry boats with a capacity of 500 passengers were the primary means of shuttling 22,000 visitors to and from the ship during the four day stay, 9-13 August. Ship's boats assisted in Rio and were the only means utilized at all other ports of anchorage. The contrast in numbers accommodated is evident. Brazilian Naval Officers were assigned to assist in controlling the visitors while on board. These personnel were of great assistance, but here as in other ports, there were not enough available. No untoward incidents occurred on board but the potential was always there with such large crowds. It is strongly recommended that local authorities and facilities be utilized to the maximum extent possible in all aspects of controlling general visiting.

Upon departure from Rio on 13 August, twenty-one jets were catapulted while passing close abeam of Copacabana Beach. The group rendezvoused and made formation fly-bys for the spectators at the beaches. ALUSNA Rio estimated that over half a million spectators viewed the demonstration.

Exposure suit temperatures were encountered the third day out of Rio enroute to Cape Horn. Although no air operations were actually cancelled due to weather, sea conditions made it prudent not to schedule in the vicinity of Cape Horn. On 18 August, rendezvous was made with LEXINGTON in 50 knots of wind and high seas. Port information, spare parts and publications were exchanged via helicopter while steaming downwind. On 19 August, CONSTELLATION chopped to the Pacific Fleet. The weather and seas improved on 21 August and no-bingo-field air operations were resumed.

A fire power demonstration had been approved for Valparaiso and was scheduled upon arrival. Low ceilings forced cancellation on 24 August and again upon departure, 27 August. A twelve plane simulated strike against a Chilean Task Force was substituted later that day. About 5,800 persons were received on board via ship's boats in Valparaiso. The crew was briefed in advance that the Communist party is legal in Chile and no untoward incidents developed. Some twisting of facts was noted in press releases. The Chilean people were among the warmest and friendliest encountered on the cruise. There was no evidence of anti-Americanism.

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

CRUISE SUMMARY AND NARRATIVE

Prior to departing CONUS, Callao had been planned as the next port of call after Valparaiso. The international situation in July and August was such that Balboa, Panama, C. Z. was substituted. President CHIARI and 52,600 of his Panamanian constituents visited the ship 3-6 September. Although pierside berthing enabled CONSTELLATION to accommodate this vast number of visitors, all who desired were not able to get aboard.

Acapulco was the last port of call, 10-13 September. The day after arrival, 170 Mexican officials and dignitaries were embarked for a five hour cruise and fire power demonstration. Weather was perfect and the Air Group was most impressive. The day of arrival is recommended for such demonstrations, when possible. Although this is the off season for Acapulco, some 9,000 visitors were received via ship's boats and recreation for the crew was adjudged as highly satisfactory. The Air Group flew off on the 15th and CONSTELLATION arrived at her new home port on 17 September 1962.

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

CHAPTER II
OPERATIONS DEPARTMENT

GENERAL

CHRONOLOGY

CONSTELLATION departed New York on 12 July 1962 and arrived in its new home port of San Diego, California on 17 September 1962.

The following is a chronology of the transit:

JULY

12	Departed New York
13	Arrived Norfolk
13-19	Loaded Ammo, Fuel, Stores and Air Group FIVE
19-21	Enroute Mayport
21-25	Collimated Terrier Missile Battery
25-30	Enroute Trinidad
31	Enroute Rio de Janeiro

AUGUST

1-9	Enroute Rio de Janeiro
13-24	Enroute Valparaiso
27-31	Enroute Balboa

SEPTEMBER

1-3	Enroute Balboa
7-10	Enroute Acapulco
14-17	Enroute San Diego

PLANNING

Visit clearances were requested in accordance with OPNAV Instruction 3128.1E some six weeks prior to departing CONUS. Clearances for foreign guest orientation cruises and fire power demonstrations were requested in anticipation of requests for these by officials of the various United States legations and host countries enroute. Liaison was established with COMCARAIRGRU FIVE in preparing schedules of operations and training as well as for logistic purposes. It was apparent at the outset that the independent transit would afford an outstanding opportunity for maximum air operations as well as departmental exercises and over-all ship training evolutions. Enroute operations are summarized in the following sketch.

~~CONFIDENTIAL~~

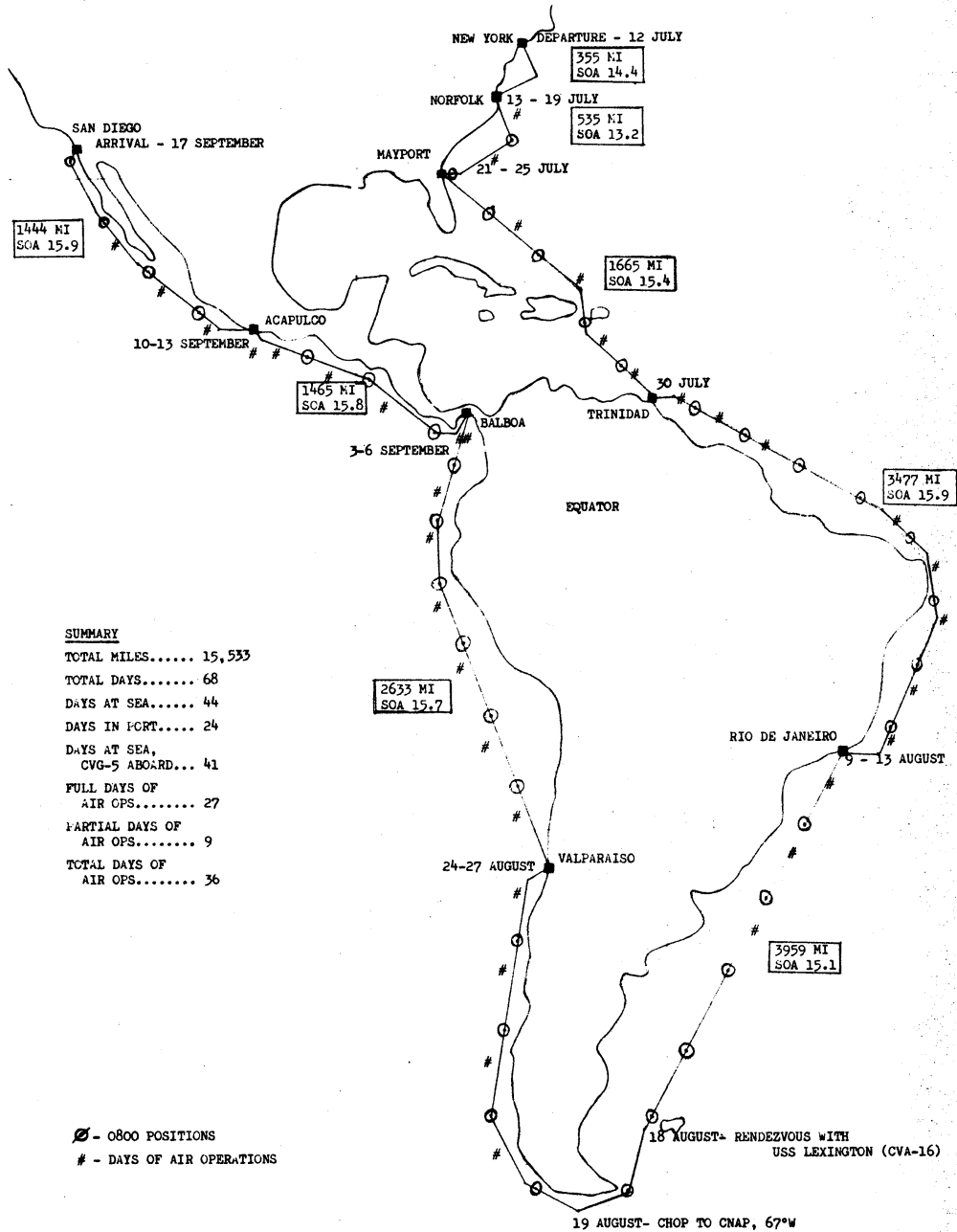
DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

OPERATIONS DEPARTMENT
USS CONSTELLATION (CVA-64)

NEW YORK, N. Y., TO SAN DIEGO, CALIF.
12 JULY - 17 SEPTEMBER, 1962



SUMMARY

TOTAL MILES.....	15,533
TOTAL DAYS.....	68
DAYS AT SEA.....	44
DAYS IN PORT.....	24
DAYS AT SEA, CVG-5 ABOARD...	41
FULL DAYS OF AIR OPS.....	27
PARTIAL DAYS OF AIR OPS.....	9
TOTAL DAYS OF AIR OPS.....	36

○ - 0800 POSITIONS

- DAYS OF AIR OPERATIONS

DECLASSIFIED

~~CONFIDENTIAL~~

OPERATIONS DEPARTMENT

DECLASSIFIEDLOGISTICS

Logistic planning was hampered by the lack of port information. Port briefing manuals, sailing directives, and charts were studied. There were no SOPA manuals for ports outside CONUS except in the cases of Trinidad and Balboa. The printing dates for applicable port briefing manuals ranged from 1955 to 1959. The information on port facilities and logistics was often sketchy or non-existent. Correspondence was initiated with ALUSNAs to determine the port facilities and logistic services available.

Availability of JP-5 was the key logistic item. This dictated the amount of air operations possible which, in turn, dictated the amount of NSFO required. Both were long lead time items in the South American area and requests were made early. JP-5 was obtained at Trinidad through the efforts of COMSERVLANT and the Naval Fuels Supply Office, Washington, D. C. It was not available at any other port but the 91% capacity aboard upon departing Trinidad proved adequate to support the 42 jet deck load assigned for the transit. There was 38% capacity remaining upon arrival in San Diego. Arrangements were made to receive NSFO in Trinidad, Rio de Janeiro and Balboa and grade II fuel oil in Valparaiso. Arrangements for receipt of fuel oil were confirmed with ALUSNAs as far in advance as practicable.

Routine LOGREQs were usually required at least 72 hours prior to arrival by port briefing manuals. This worked very well since it was normally received by ALUSNA while CONSTELLATION's advance liaison officer was present and any special arrangements were made known to him prior to flying back aboard. Frequently, such simple things as camels, barges, or garbage lighters either required special arrangements or were not available.

A port by port listing of logistic services and facilities found available enroute is given in chapter IX of this report.

SHIP'S TRAINING

A 30% turn-over of ship's company and 40% of repair party personnel during Post Shakedown Availability markedly affected the high state of readiness attained during eight weeks of shakedown training at Guantanamo Bay, Cuba. Therefore, an intensive ship's training schedule of ISE, general and emergency drills, battle station training, competitive exercise practice, and normal steaming indoctrination was scheduled. The training goal was to regain maximum readiness as rapidly as possible.

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

OPERATIONS DEPARTMENT

The training schedule followed as closely as possible that of a fleet training group. Three, two-hour General Quarters periods were planned each week. Engineering and damage control casualties were actually imposed during one period each week. A total of 32½ hours of GQ and 10 hours of imposed casualty drills was completed. CONSTELLATION was not in a competitive status nor were outside observers available during this cruise. All competitive exercises except those requiring special surface or air services were observed and graded by ship's observers.

An Underway Training Group (UTG) headed by the Assistant Operations Officer was established early in the cruise to provide a formal, programmed, and objectively observed training effort during GQ periods. Senior officers and experienced personnel, familiar with fleet training group procedures, were detailed to the UTG by all departments. They planned and coordinated detailed weekly schedules, acted as impartial grading and safety observers, and critiqued each evolution with department heads at the close of a day's training. Enroute from Balboa to Acapulco, a combined 6½ hour Four Hit Battle Problem and Strike Exercise was conducted on 7 September as a final progress check. This exercise employed, where practicable, all offensive and defensive elements of CONSTELLATION and embarked Air Group FIVE units. Observation and analysis of drills and evolutions conducted by UTG clearly bore out the benefits of this program. A noteworthy acceleration of training progress and increased motivation through a competitive spirit on the part of all hands was evident. Retention of the UTG concept and its implementation whenever operating schedules permit is planned.

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

OPERATIONS DEPARTMENT
(CATCC)

DECLASSIFIED

CARRIER AIR TRAFFIC CONTROL CENTER

AIR OPERATIONS

Extensive air ops were scheduled throughout the cruise except for a period of five days while rounding the Horn. A full day consisted of six cycles of 1+40 duration commencing at 0730. Launches averaged 12-15 jets with one A4DT scheduled on each event. Assigned missions included standard CIC exercises, CCA practice, spar bombing, aerial refueling, and normal type training. A3D/A4D buddy bombing flights were conducted using the ship as target. Several rehearsals were held for air demonstrations which were conducted at foreign ports. A fly-by demonstration was scheduled for the day of the ship's arrival at Valparaiso; however, due to fog and low ceilings it was postponed until the day of departure. Weather again forced cancellation of the demonstration in favor of a series of air strikes conducted on Chilean Navy vessels. The firepower demonstration was finally conducted on the day after arrival in Acapulco and again one day after departure for 15 newly embarked SECNAW guests.

One full-day STRIKEEX/AAWEX was conducted off Guatemala. Regular launch and cycle times were used (as opposed to a strike launch sequence plan) in order to provide clear deck times for a four-hit battle problem. CIC, Air Ops, and the flight deck were quite busy; however, no unusual problems were encountered and the exercise was of considerable benefit for training.

A summary of flight ops for the cruise including ship's TF operations is as follows: 1327 sorties, 2275 hours, 1625 day arrested landings.

COD. Advance liaison flights were conducted for each port. The Liaison Officer was sent ahead in an A3D four to five days prior to the ship's arrival and picked up by TF three days later. Clearances for these flights were obtained in accordance with the USAF Foreign Clearance Guide and flight plans were filed via voice or CW radio to the nearest Air Control Center. A jet starting pod was carried in the A3D on each flight and used at each airport visited.

The biggest problems in connection with these flights were lack of adequate weather information, and inability to insure that flight plans were received at destination or centers in advance of the flights. The only solution was to have the A3D crew make maximum use of their HF radio immediately after launch.

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

OPERATIONS DEPARTMENT

(CATCC)

CCA

OPERATIONS. The air plan generally called for every other recovery to be a full CCA to a trap. No night ops were conducted enroute and only one day of actual instrument weather was encountered. On that day all equipment functioned properly and team confidence was improved greatly.

EQUIPMENT. One additional SPA-33 repeater was installed at NYNSY bringing the total to five. The new repeater, used for letdown, was installed in front of the SIC-1 console providing ready liaison between the two Letdown Controllers. In addition, both Approach Control and Departure Control used the same scope, leaving the supervisor's scope free for use of the supervisor.

RADARS At the beginning of the GTMO shakedown in March, 1962 the SPS-39 proved itself an ideal radar from marshall to 15 miles. During this cruise, unreliability of the SPS-39 has been such that it cannot be considered suitable to perform its secondary function as a CCA backup. The SPN-8 performed excellently. The SPN-6 improved steadily from an operational standpoint throughout the cruise and was generally good.

COMMUNICATIONS The TED/URR equipment was generally unreliable at distances beyond 20 miles, extending on rare occasions to 60 miles. A change which will boost output to 40 watts will be incorporated at San Diego upon arrival.

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

OPERATIONS DEPARTMENT
(CIC)

DECLASSIFIED

COMBAT INFORMATION CENTER

GENERAL

CIC performed all functions in a routine manner throughout the cruise. Individual and team training was heavily scheduled during at sea periods in order to regain proficiency following PSA. Particular emphasis was placed upon live AIC training and practice.

RADAR NAVIGATION

Piloting. Low visibility radar piloting is accomplished with the Radar Navigation Officer and plotting team stationed in CAPTAIN'S PLOT adjoining the bridge. The normal underway CIC surface watch in the Surface Warfare Module provides evaluated information to the bridge and Radar Navigation Officer. This functional arrangement has been very satisfactory and permits the shift from sea detail to underway watch without disruption of the CIC surface watch team.

Coastal Navigation. The ship's track from the Falkland Islands to San Diego was within radar range of land much of the time. Assistance to the Navigator was provided by plotting radar fixes every thirty minutes. The REFLECTSCOPE (MX-969/SPA-4A) was used extensively as an aid in identifying features of the terrain from which radar fixes could be taken. This device is of great value for this purpose if the operators are familiar with its limitations.

ELECTRONIC COUNTERMEASURES

An AN/ULQ-6 TRACKBREAKERS exercise was successfully conducted using an F8U-2NE as a target. Exercise results indicate that the F8U-2NE is of value in training the AEW team in the operation of the AN/ULQ-6 when services of the F4D, F3H or F4H are not available.

Radar Performance. The SPS-39 and SPS-8B radars were operationally unsatisfactory. Operation was intermittent and unreliable due to recurring component and system malfunctions. Complete installation checkouts will be conducted with assistance of METU-5 technicians at San Diego. The SPS-37A and SPS-10A radars were considered operationally satisfactory.

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

OPERATIONS DEPARTMENT
(EMO)

ELECTRONICS

During the major portion of this trip, the ship was beyond the point where outside assistance could be obtained in procuring spare parts or technical help. Electronic maintenance for the most part was routine. A few problems of interest developed as indicated in the paragraphs below.

AN/SPS-39 This equipment had poor reliability during the entire cruise. Continual problems, mostly of a minor nature, kept the equipment from operating and necessitated around the clock corrective maintenance. Included were failure of such items as a klystron, a doubler tube, bad crystals, broken leads, numerous blocked oscillator transformers, and several minor tubes. A request to the Type Commander has been approved to have factory engineers conduct a complete system check on arrival in San Diego. The klystron pulse transformer, symbol O48T1, started arcing internally. No spare was on board. Removal of a sealed plug in the top of the transformer revealed that the internal insulating oil was at a lower than normal level. Further disassembly led to a ruptured rubber expansion bladder allowing the oil to drip out of the transformer. Two cold patches were applied to the bladder, the insulating oil replaced and the radar operated at reduced high voltage for approximately twelve hours to allow the oil to heat and "cook" any air bubbles out of the oil through the removed plug in the top. The high voltage was then run up to normal and the radar operated satisfactorily. This operation not only permitted the use of the radar, but saved the cost of a new transformer (approx. \$2100). On the basis of this experience, it is recommended that the rubber expansion bladder be made a spare parts item and be carried on ships having AN/SPS-39 radars.

AN/SPS-3B Poor results were obtained both in reliability and range with this equipment. The antenna failed completely about mid-cruise. Assistance of the Type Commander was requested to have a complete overhaul of the antenna and check-out of the system.

AN/SRN-6 The TACAN was unreliable. The trouble was traced to the antenna which ships force was unable to permanently fix. Type Commander assistance was requested to overhaul this antenna also.

AN/SPS-37A No operational problems were encountered with this radar. Only minor maintenance was required.

DECLASSIFIED

~~CONFIDENTIAL~~

OPERATIONS DEPARTMENT
(EMO)

AN/SPN-6 This equipment was operationally good. Maintenance was routine except that the SPN-6 radar continually blew the antenna fuses when the antenna was rotated in a clockwise direction with winds in excess of thirty knots. A complete check of the system revealed no discrepancies, however, it was found that the antenna would rotate in a counter-clockwise direction with winds in excess of fifty knots. Using counter-clockwise rotation of the antenna for the remainder of the trip resulted in good performance from this equipment.

AN/SPN-8 The SPN-8 was also operationally good. Maintenance was routine except that this radar developed an intermittent trouble commencing at about 0700 each morning and clearing up after securing from flight quarters each evening. The trouble was evidenced by the sweep, range marks and a video having a "wavy" appearance with the antenna scanning. This problem was traced to a five volt, twenty cycle AC component riding on the 400 cycle input supply. Shifting the radar to an alternate generator restored the radar to normal. It is believed that the troublesome twenty cycle component was being generated within the generator itself and this information was passed on to the ships electricians for correction. This generator was normally put on the line each morning prior to flight quarters to help carry the increased load during the day and removed from the line each evening after flight quarters secured, accounting for the periodic nature of the trouble.

DECLASSIFIED

~~CONFIDENTIAL~~

OPERATIONS DEPARTMENT
(METRO)

METEOROLOGY

GENERAL

The most important problem experienced during the cruise was the difficulty in gathering weather data. The problem became acute and remained so for the entire time that the ship was in the southern hemisphere.

The most useful and readily available weather data was obtained from RATT broadcasts emanating from Rio de Janeiro and Buenos Aires on 18070 kcs. and 10720 kcs. respectively. A useful short range forecast was received via CW from the Chilean Navy while in the waters adjacent to the coast of Chile. The ship in return furnished local weather reports to the Chilean Navy at the conclusion of their broadcast. The Chilean call signs and frequency used for this interchange of information were CCV, CCT, and CCM all on 6480 kcs.

PREPARATION

CLIMATOLOGY. A climatological summary was prepared for the whole of the trip and was distributed to ship's company and the embarked air group. This proved of value in that all hands knew what to expect in the way of weather throughout the cruise.

SERVICES REQUESTED. Fleet Weather Central Suitland and Fleet Weather Central Alameda were requested to supply forecasts, each in their respective zones of responsibility, for the entire route.

EQUIPMENT DISCREPANCIES

AN/UXH-2. An AN/UXH-2 continuous roll receiver was installed in New York but was not utilized due to maintenance difficulties.

AN/SMQ-1A. The performance of the AN/SMQ-1A radiosonde receptor, was generally unreliable despite the best efforts of ship's force personnel. Apparently the difficulty stems from the location of the antennae and from poor voltage regulation within the unit itself. The antenna location is such that they are often bathed in stack gasses and it is believed that the accumulation of soot materially affects the performance of this gear.

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
DECLASSIFIED

CHAPTER III

AIR GROUP

OPERATIONS

GENERAL

Only day air operations were scheduled during the two months deployment in CONSTELLATION. Three squadrons, a heavy attack detachment, and two photo aircraft were embarked. Normally, a five or six cycle day was planned with each squadron flying twenty to twenty-five sorties and one to two flights for each detachment pilot. A cycle time of one hour and forty minutes was used to provide a reasonable number of flying hours, busy flights, and a large number of arrested landings. The tempo of flight operations was almost ideal for maintaining proficiency.

Flying from CONSTELLATION'S large expanse of flight deck was a new pleasure for all pilots. The four catapult launching operations went well, but at first many surprises were experienced due to the smooth easy acceleration of the C-13 MOD 0 Catapults. The Fresnel Lens optical landing aid appeared outstanding to all pilots even during a few periods of moderately heavy deck pitching.

It was evident that a General Quarters evolution, with repair party exercises, was incompatible with air operations on this class ship. The distances from Ready Rooms to Air Intelligence spaces and the number of "ZEBRA" fittings to traverse precluded last minute briefings and would render contingency target planning virtually impossible.

CROSS-COUNTRY FLIGHT TO NAS NORFOLK

Aircraft Movement. Naval Air Station Olathe, Kansas had been chosen as the one stop-over point for aircraft being flown across country. Accordingly, a maintenance officer and detachment of thirteen men were dispatched to Olathe on 14 July via air transportation furnished by NAS Miramar. This group included personnel from VF-51, VA-55, and VA-56.

Early on Monday morning, 16 July, the F8U-2NE aircraft of VF-51 departed NAS Miramar in pairs and proceeded to Olathe. At the same time, the two A4D squadrons at NAS Lemoore were departing by sections at fifteen minute intervals. Through special arrangements with FAA, instrument flight plans were filed the night before and clearances were issued promptly the next morning.

All aircraft reached Olathe without incident. Ground support equipment and personnel there were extremely limited, but our own maintenance crews managed to prevent turn arounds at Olathe from exceeding about an hour and a half.

DECLASSIFIED

DECLASSIFIED

AIR GROUP

Afternoon thunderstorms dominated the eastern half of the United States and during landing approach many aircraft encountered severe turbulence, heavy rain, hail, and lightning. Some aircraft suffered superficial scars from hail damage, but all arrived safely and in a combat ready status.

FAA and Approach Control handling of our large stream of IFR jet traffic into NAS Norfolk did not meet the high standards to which we are normally accustomed, and from the pilot viewpoint created undue airborne delays.

All aircraft loaded aboard CONSTELLATION on 18 July 1962.

Airlifts. The airlift for Air Group personnel was furnished by VR-21 from NAS Barbers Point. Aircraft departed from Miramar, Lemoore and Whidbey Island on 14, 15, and 16 July. Personal baggage on the airlift was limited to forty pounds per man. One box lunch was provided each man for the ten hour flight. Upon arrival in Norfolk all personnel were embarked in CONSTELLATION directly. One airlift aircraft was assigned for the transportation of classified files and remaining equipment.

SHORE BASED OPERATIONS

Five days of limited operations were conducted at Naval Station, Mayport, Florida, while CONSTELLATION was moored there for Missile Battery Collimation. Six F8U, four A4D and one A3D aircraft were flown ashore on 20 July, the day prior to the ship's arrival.

Facilities at Mayport were quite limited, but support personnel, equipment, and oxygen from CONSTELLATION made some operating possible. Operations personnel from NS Mayport handled our unscheduled arrival and stay in a timely and efficient manner.

Field mirror landing practice was the major mission conducted at Mayport. Four new replacement pilots joined the two attack squadrons directly from CVG-12 and were afforded some additional A4D flying time before embarking for the cruise.

SHIPBOARD OPERATIONS

The air plan was usually published by 1600 on the preceding day and permitted realistic planning time for squadron schedules to be produced.

Suitable shore based "bingo" fields were virtually non-existent on the South American Continent so CVA-64 was always the divert as well as the primary airdrome. Since CONSTELLATION

~~SECRET~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

AIR GROUP

made the transit independently and only day air operations were conducted, utility helicopters (HUP-2) were used as plane guards.

Limited weapons work, bombing and strafing were completed on a towed spar target. About mid cruise all spars were "shot down" and since smoke light targets were impractical, the weapons work, except for demos, decreased materially.

All pilots had to condition themselves to the use of the ship's tactical call on all flights rather than the old habit of using squadron tactical calls.

Missions. The primary mission of the fighters was combat air patrol (CAP) and positively controlled intercepts. Some broadcast intercept (BCI) work was also accomplished. Other flights were devoted to strafing a towed spar, photo escort, camera gunnery, and service flights for the ship.

Low level navigation and coastal penetration training for attack aircraft were not possible since overflight of foreign territory was prohibited. However good training was possible on the Buddy Bombing phase and special weapons maneuvers. Conventional weapons delivery was practiced extensively. An A4D Tanker carrying a "buddy-store" was launched with each cycle. In addition to providing ready fuel for an emergency situation, considerable aerial refueling practice was conducted by all models of aircraft. Radar and missile tracking service flights were flown by all squadrons.

The heavy attack detachment enjoyed the chance to conduct a long range overwater navigation flight culminated by a competitive exercise bombing of Fungy Bowl in Puerto Rico.

Two days during the cruise were devoted to Carrier Qualification operations to provide build-up landings and improve landing technique. These proved to be beneficial and enjoyable. A total of 1571 carrier landings were completed during the cruise and CONSTELLATION had her 4,000th landing on 28 July and 5,000th on 7 September.

The photo detachment conducted tactics flights and took photographs of the other squadron aircraft and the ship. By special permission an aerial photo of Christ of the Andes statue, on the border of Chile and Argentina, was taken for the cruise book.

Flight Demonstrations. The Air Group was scheduled for three general types of aerial demonstrations. As the CONSTELLATION rounded Sugar Loaf Mountain and proceeded past Copacabana beach

~~CONFIDENTIAL~~
DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

AIR GROUP

upon departure from Rio De Janeiro, Brazil, 21 aircraft were launched, rendezvoused, and made a group fly-by. The aircraft then separated into squadron elements and flew past Copacabana beach several more times. Thousands of Brazileiros thronged to the beaches in perfect weather to watch this demo. Due to the turn required to follow the curved topography of Copacabana it was termed a "3-g" beach.

Since zero ceiling precluded a scheduled weapons demonstration in Valparaiso, Chile, a simulated air strike against a Chilean Task Force was substituted upon departure. Twelve aircraft were launched to raid the Chilean Task Force at various altitudes and speeds and culminate the attacks with a low pass. The Chileans have a fine and efficient looking Navy.

The remaining and more spectacular efforts were the live ordnance demonstrations in which twenty aircraft participated. Nuclear weapons delivery was demonstrated by heavy and light attack aircraft. Conventional weapons consisted of bombs, rockets, bull pup, and 20MM guns with all squadrons participating. The fighters fired live Sidewinders at a parachute flare target provided by an A4D. Aerial refueling was demonstrated by A4D Tankers with F8U receivers. A solo F8U also made passes and the photo Crusader released night photography flares to keep all dead spots in the routine appropriately filled. This demonstration was climaxed by a group formation fly-by led by two A3D aircraft.

CATCC

Carrier controlled approach practice was conducted beginning with the first day of air operations. Poor communications and unreliable radar plagued the CCA controllers for some time. CCA practices were not in complete accord with NWP-41A. Daily comments were logged by pilots after CCA practice and several meetings were held for discussion of procedures between controllers and pilots. About mid cruise when ceiling and visibility conditions deteriorated in Cape Horn type weather all pilots were happy to do some actual instrument flying and the CCA procedures effectively proved their worth.

TRAINING

Ground training hours were spent reviewing the NATOPS manual and for Air Intelligence briefs. Prior to each port-of-call a briefing covered the countries and cities to be visited, the culture, the people and their language, the political situation and points of interest.

An early target briefing program was conducted for all light

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

AIR GROUP

jet attack pilots. With the cooperation of the ships air intelligence personnel this program was very efficiently conducted and the major portion of early briefing was completed during the two month cruise.

Although instrument training continued under simulated and actual conditions, instrument ratings could not be renewed for lack of an approved examination.

SAFETY

Early safety meetings between squadron and Air Department personnel created a good relationship for safety consciousness. Suggestions for the alleviation of safety hazards were well received and immediately acted upon. The CONSTELLATION's Air Department is well ahead of most in eagerness to learn and willingness to change old procedures and policies if appropriate.

During the first air operations after departure from Norfolk and about one minute after launch, an F8U flamed out at five hundred feet of altitude in level flight. A shift to manual fuel control and a perfect airstart on a quick first try paid off with the bird returning aboard without difficulty. Fighter Squadron Fifty-One Flight Hazard Report 1-62 covers this incident. Fuel contaminated by salt water was found to have caused the flame out. Seven other F8U aircraft were found to have excessive quantities of salt water in the fuel. Contamination apparently resulted as a hangover from pressure tests of fuel lines conducted in the shipyard, and required several days of flushing, testing, etc. before the fuel delivered to the planes from one particular station was consistently acceptable.

An A3D lost a nose wheel on catapult launch and created a deep concern for the safety of the crew since no suitable divert field was available. NATOPS helped little, if any, in making the decision on this one. A hook-down barricade engagement was made with superficial damage to the aircraft and no injury to the crew. Heavy Attack Squadron Ten Detachment Bravo Aircraft Incident Report 1-62 covers this event. The aircraft was repaired on board by squadron maintenance personnel and resumed flying from the ship.

On 9 September an A3D lost a hook point instantly after wire engagement. He got airborne easily and since we happened to be only 320 miles from Mexico City diverted there instead of having to take the barricade as he would have had to do on many other operating days. Besides, Mexico City is good liberty.

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

AIR GROUP
OPERATIONAL SUMMARY

<u>UNIT</u>	<u>NO A/C</u>	<u>MOD A/C</u>	<u>HOURS TO NORFOLK</u>	<u>HOURS ASHORE</u>	<u>HOURS ABOARD</u>	<u>CARRIER LANDINGS</u>	<u>SQUADRON COMMANDER or DETACHMENT OINC</u>
CVG-5							CDR Donald C. DAVIS
VF-51	12	F8U-2NE	59.8	25.4	515.2	420	CDR Robert B. BALDWIN
VA-55	12	A4D-2N	66.4	13.9	611.8	519	CDR Earl F. GODFREY
VA-56	12	A4D-2	66.2	8.8	538.4	455	CDR James A. HOMYAK
VAH-10 DET B	4	A3D-2	25.6	1.9	193.0	107	LCDR Paul S. POLGAR
VFP-63 DET B	2	F8U-1P	14.6	9.4	142.5	70	LCDR Marvin H. WARNER

LSO SUMMARY

TOTAL APPROACHES 1916

BOLTERS

195
10.2 %

WAVE-OFFS

145
7.6 %

ARRESTED LANDINGS

1571
82.2 %

Of the 1571 arrested landings 653 or 41.7% engaged the number three cross-deck pendant.

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
AIR GROUP
ADMINISTRATION

DECLASSIFIED

GENERAL

A major problem was encountered when the Air Group was not provided with a current and complete compilation of ships directives. A current numerical check-list of effective instructions was issued mid cruise. However, insufficient copies were available for all squadrons.

It is recommended that prior to deployment the air group administrative officer, ships secretary, personnel officer, and the administrative assistant meet and fully discuss the ships administrative and personnel policies.

PERSONNEL

The one significant problem concerning personnel was that of accurate rosters and musters. Almost all squadron lists of personnel, distributed in advance of embarkation, included numerous errors that created confusion and took weeks to get fully corrected. All deploying activities must prepare accurate rosters prior to deployment. There should be an alphabetical and a divisional roster.

Emergency TANGOS were obtained from COMNAVAIRPAC prior to deployment. The value of these TANGOS is somewhat limited, as these are good only on MATS.

MAIL

All U. S. Mail was picked up by the CAG Staff personnel, sorted and placed in squadron baskets in the CAG office. The squadrons were required to appoint mail orderlies for pick-up of all U. S. Mail for distribution within each unit.

We were again reminded that personal mail from CONUS is usually slow on this type cruise. Personnel must be encouraged to settle all financial plans prior to deployment.

SPACES

Assigned administrative and living spaces were generally more than adequate, although access to many was extremely unhandy.

As with Air Group spaces on most carriers the cleanliness of compartments upon arrival was not what was desired. They invariably look like "transient quarters" and are usually not fully equipped.

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

AIR GROUP

MAINTENANCE

SPACE ALLOCATION

Spaces assigned to the Air Group were more than adequate in quantity. However, some spaces, particularly on the O3 level, port side, were not utilized for the purpose for which they were intended (aircraft line spaces) due to inaccessibility, and poor communications; these were really not needed since only part of the Air Group was on board. The waist catapults on this class carrier make it very undesirable to have aircraft line spaces on the port side unless these are located well forward of the angled deck break. Particularly for a ship of this size, there is a definite need for ship's service telephone communications between the maintenance work spaces and squadron ready rooms.

Aircraft maintenance was curtailed to a critical point during General Quarters when the setting of condition "ZEBRA" rendered shop spaces inaccessible.

Extremely high humidity conditions in the Parachute Drying Room presented a temporary problem while in warm climates. This was caused partially by malfunctioning of the air conditioning system and should normally be remedied by placing dehumidifiers, which are available, in the compartment. Possibly the addition of scuppers to drain off moisture from the air conditioning units would also aid in solving this problem.

MAINTENANCE

The Integrated Avionics Shop did not have a sufficient number of RFI Rotatable Spares. Some spares in the shop that were tagged RFI by the previous Air Group did not check-out when installed in the Aircraft and upon subsequent inspection were found to be partially cannibalized and/or inoperative. The lack of repair parts on board will most likely prevent some of the rotatable spares being in an RFI condition when this Air Group disembarks.

Sufficient fresh water was made available for the washing of aircraft. Some types and colors of paint materials, and types of preservation compounds were not on board. However, considering the short duration of the cruise and effort put forth by the maintenance personnel, it is felt that the corrosion control program did not suffer materially for the lack of these materials. It is noted that the Section "A" Allowance List does not reflect all materials for Epoxy paint finish.

There is no space provided for the storage of aircraft painting materials and the cleaning of painting equipment. This

~~CONFIDENTIAL~~

DECLASSIFIED

AIR GROUP

creates a hazardous condition and also discourages a good corrosion control program the importance of which is extreme.

SUPPORT EQUIPMENT

Generally the condition, quantity and availability of support equipment was outstanding. The only exceptions worthy of noting are as follows:

1. Oxygen Regulator Test Stand inoperative for lack of repair parts.
2. The AN/APQ 94 Test Bench was incomplete, however, it was made operational by using components from the aircraft.
3. No test bench, harness or related test equipment for the AN/APG-53 on board.
4. Only one VPT-7/10 vacuum pressure tester was on board. It was unreliable and no operating manual was available.
5. There are only two 3,000 portable engine/tail stands aboard, which were adequate for this cruise, however, this number would not suffice with a full air group aboard.
6. Minor difficulty was experienced with AC/DC power cables not reaching all points on the hangar deck as there was only one junction box available for extending the cables.

DECLASSIFIED

~~CONFIDENTIAL~~

AIR GROUP

SUPPLY

The Ship's Supply Department was very cooperative in its support. Unfortunately there were many AOCF/ANFE requirements, the majority of which are not listed in the Section "B" Allowance List, nor the high usage list provided the ship by the Air Group prior to embarking. Air parcel post of AOCF/ANFE items from CONUS to ports-of-call was considered fair. Section "B" items peculiar to the F8U-2NE and A4D-2N aircraft were not stocked, however, most of these items were on board through back-up kits provided by COMFAIRALAMEDA and COMFAIRSDIEGO.

Within the S-6 Division (Aviation Stores) there seemed to be some confusion concerning just what materials were actually on board, i.e. the index card listings didn't always correspond with what was actually in the store rooms. A complete inventory of all store rooms should remedy this problem.

Sufficient "bits and pieces" for the repair of many electronic components were not available. A usage list was maintained in the shop and was presented to Supply to aid in planning future stock levels.

The credit card system for issuing all materials was very satisfactory.

RECOMMENDATIONS

1. That every effort be made to assign aircraft line spaces on the starboard side of the O3 level.
2. That ship's service telephone be installed in the maintenance gear lockers and line spaces.
3. That better supply support for the Integrated Electronics Shop be provided through more realistic stocking of parts utilizing Section "R" Allowance Lists and usage lists provided by squadrons.
4. That more attention be given to the complete stocking of the Section "A" Allowance List. In connection with this, it would be most beneficial for squadrons to provide the ship with a list of all materials required in the preservation of aircraft, well in advance of deployment.
5. That the quantity of 3,000 portable engine/tail stands be increased to a minimum of six (6) prior to deploying to WestPac.
6. That a minimum of four (4) junction boxes be made available

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

AIR GROUP

for extending the coverage of deck edge electrical power cables.

7. That an adequate space be designated on or near the hangar deck as an Air Group Paint Locker for the storage of combustible materials and the cleaning of painting equipment.

8. That a study be made to determine possible means to facilitate access between air group/ship spaces essential to strike warfare while condition ZEBRA is set.

~~CONFIDENTIAL~~
DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

CHAPTER IV

AIR DEPARTMENT

PRE-DEPARTURE PREPARATIONS AND PLANNING

GENERAL

A review of the Cruise Report of USS KITTY HAWK (CVA-63) prior to departure proved extremely beneficial to the Air Department. The report emphasized the need for adequate on-board spares for all equipment. This ultimately became the most important aspect of the preparation phase.

MOBILE EQUIPMENT

Although all required rolling stock was winterized prior to departure the weather encountered enroute was not severe enough to warrant extensive winterizing preparations. Particular attention must be paid to insure that all required spares for the mobile support equipment is on board prior to departure. This preparation paid great dividends during the cruise in that no major mobile equipment shortages developed.

AIR GROUP EMBARKATION

No serious problems were encountered in the basic embarkation of Air Group aircraft, equipment and personnel. This is contributed in great part to the early arrival of CAG liaison officers who were able to assign staterooms, berthing compartments and working areas prior to the arrival of the group.

ENROUTE OPERATIONS

GENERAL

The lack of plane guard destroyers precluded night flying during the cruise, however, day flight operations were conducted whenever weather conditions and the schedule would permit. No serious problems were encountered and the cruise offered excellent opportunity for both individual and team training. In general, flight operations consisted of regular 90 minute cycles with the first launch at 0730 and last recovery commencing at 1640. Variations to the basic flight schedule consisted of two days of "buildups", occasional setting and launching condition I CAP during scheduled General Quarters, practice and actual air demonstrations, and finally a 6½ hour GQ, combined with a Strikex, 4 hit battle problem, with Condition I CAP. With the exception of the Air Demonstrations, launches usually were held to 12-14 jets because of the size of the Air Group (42 A/C) and the general lack of "bingo fields".

AIRCRAFT HANDLING

No serious aircraft handling problems were encountered. Although all embarked aircraft could have been parked on the hangar deck during the heavy weather rounding the horn, some aircraft were left on deck to permit unrestricted maintenance on those parked below. Heavy seas and 60-80 knots of wind across the deck were routine. For the A4D's which remained on deck, a 15 point tie down (3 hurricanes and 2 chains per wheel) was found to be adequate. A continuous check for slack in the tie downs was required during the worst weather.

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

AIR DEPARTMENT

DIVERSIONARY FIELDS

Good "bingo fields" were seldom available and as a result an A4D tanker was put in the air with every launch. If a tanker was not launched or the store would not check out, a back-up tanker was spotted on deck in condition II to cover the recovery. There was only one occasion when it was necessary to divert an aircraft, an A3D which lost its hookpoint during a bolter. The aircraft was diverted to Mexico City while the TF with replacement parts and maintenance personnel followed. The aircraft returned aboard without incident.

HELICOPTER OPERATIONS

No serious helicopter operating problems were encountered throughout the cruise. One helo was AOCF for approximately 2 weeks for a carburetor, but in general, availability was excellent. The helicopters were not used inport in an effort to keep operating time to a minimum.

TRAINING

The cruise offered an excellent opportunity for conducting team type training, drills, and individual training. During each operating day at least one barricade and one aircraft crash and fire drill were conducted. In addition, numerous fire drills for hangar and flight deck crews, along with fuels casualties drills for V-4 personnel were regularly scheduled. During the last month of the cruise, in conjunction with the ship's Underway Training Group, an Air Department Group was formed, headed by the Assistant Air Officer and assisted by two other officers and two CPO's. This group conducted, observed, and graded all drills, wrote up daily critique sheets of the drills, and made comments during regularly scheduled Air Department Officer meetings. The group functioned in much the same manner as Fleet Training Group, Guantanamo Bay, Cuba, and excellent results were obtained. The tempo of operations also offered an opportunity for on-the-job training. Inexperienced personnel were trained for flight quarters stations of greater responsibility under the close supervision of officers and senior petty officers.

AVIATION FUELS

During the Post Shakedown Availability, work done by the shipyard on the JP-5 system required pressure testing for final certification. The tests were conducted with water, rather than with JP-5, which was aboard. As a result, between New York and Norfolk, over 17,000 gallons of JP-5 were flushed over the side and more than 400,000 gallons recirculated in an attempt to remove the water and debris from the distribution piping. Upon departure for Norfolk, aircraft were refueled and flight operations commenced, after clear samples were again obtained from all stations. After an F8U flameout at low altitude (air start was successful) flight operations were stopped and samples taken from all aircraft. Several additional aircraft were found to have quantities of water in their tanks. As a result, an additional 100,000 gallons of JP-5 were recirculated through all quadrants before acceptable fuel was obtained. To preclude similar situations in the future, it is strongly recommended that JP-5, when available, be used to test the system. No further contamination problems were encountered during the cruise.

DECLASSIFIED

DECLASSIFIED

CHAPTER V

WEAPONS DEPARTMENT

DECK/SEAMANSHIP

GENERAL

No underway replenishment evolutions were conducted during the transit.

BOATING

Trinidad, B.W.I. Barges were alongside the starboard side of the ship for refueling operations during the entire stay in Trinidad. Some 3,000 persons were accommodated by the ship's boats during the day. Commercial boat transportation was not available.

Rio de Janeiro, Brazil. Passenger boats were provided by the Brazilian Navy to carry visitors. These were large one-deck, twin-engine, twin-screw, boats with good maneuverability. They were moored alongside the stern accommodation ladders with the bow line of 6" nylon passed from the after port sponson and a stern line of 6" manila passed from the starboard side of the fantail. The boats are 120' long, 19' 5" wide and about 31' high from the waterline to top of mast. The main deck is about 3' above the water and was about even with the lower platform when alongside. Three boats were utilized, the capacities ranging from about 500 to 750.

Acapulco, Mexico. The ship utilized all the boats for liberty parties and visitors. Some two to three thousand visitors were accommodated with the ship's boats daily.

FUELING OPERATIONS

Trinidad, B.W.I. Both NSFO and JP-5 were received while the ship was at anchor in Trinidad. A local tug brought a 15' x 60' steel barge alongside to be used as a camel for the refueling operations. The barge, equipped with rubber tire fenders, was moored between deck edge elevator #3 and sponson #7. A YON type lighter (264' long 40' wide and 50' mast) with NSFO was moored outboard of the barge with head and stern lines to sponson #5 and #9 respectively. The Texaco tanker CHRISTOBAL, 325' long with a 48' beam and height above water level of 96', moored alongside, outboard the YON. A water lighter was brought alongside and moored outboard of the YON.

Rio de Janeiro, Brazil. Three small barge camels about 20' wide and 30' to 40' long were brought alongside by a small tug and secured between sponson #5 and deck edge elevator #3. Two of the barges were equipped with tire fenders, but the third was not so equipped. Coco-mat fenders were provided by CONSTELLATION for this barge. The barges were secured to dutch bollards and with a head and stern line passed from sponsons #5 and #9 respectively. Two self-powered barges were used to shuttle NSFO to the ship on a round the clock basis.

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

WEAPONS DEPARTMENT

The fuel barges used their own lines to secure to the camels, but again a head and stern line (6" nylon) was passed from the sponsons to the barges.

Valparaiso, Chile. Fueling was accomplished stern to stern as barges were not available to bring the tanker alongside. Four (4) manila mooring lines, two eight-inch and two six-inch, were passed through each of the quarter chocks of RANCAGUA to the port and starboard chocks of CONSTELLATION. A 1¼" spring lay was received by messenger through the center stern chock and secured to the bitts. A 4" manila messenger was then passed and the 4" fueling hose was hauled aboard through the stern chock and stopped-off on deck. The hose was secured to the spring lay with manila straps and shackles at intervals of about 20'. The hose was equipped with a standard bolted flange. Connections were made and a station to station sound powered phone was passed completing the rig. A phone watch was sent to RANCAGUA and maintained continuous phone communications between the two ships.

Balboa, C.Z. Fueling was accomplished at berth 15 through the NSFO connection on the pier. Ten lengths of 6" hose were available through the Panama Canal Authority permitting the ship to receive the fuel at any station desired.

LIGHTERAGE

Trinidad, B.W.I. A small wooden lighter was delivered to the ship and moored alongside the after edge of sponson #11.

Rio de Janeiro, Brazil. A tended garbage scow was provided and moored under sponson #11. Open flat barges were brought alongside of #3 deck edge elevator for loading special equipment of "Operation Handclasp".

Valparaiso, Chile. Barges of any size are not available in Valparaiso. Wooden open barges about 24 feet long and 15 feet wide were used for loading fresh provisions and off loading Handclasp equipment and supplies. These were moored alongside sponson #7 and stores were loaded and off loaded utilizing a makeshift yard and stay from an overhead point of hoist.

Balboa, C.Z. Lighterage, as such, was not required in Panama as the ship was moored alongside berth 15, starboard side to. Two BS barges, one 30' x 150' and one 39' x 173' were used as camels.

When in port, the control of visitors, other than small groups of invited guests, created a problem. It was necessary to post a watch at all accesses from the hanger bays and flight deck to keep the visitors on the established tour routes. The maintenance of order on the dock during general visiting was a problem at both Trinidad and Rio.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

CHAPTER VI

NAVIGATION DEPARTMENT

GENERAL COMMENTARY

Navigation was done primarily by loran from New York to Mona Passage, from this point south to Trinidad our track was on the base line extension of the only station being received (2L3). From Mona Passage south around the Cape and north to Valparaiso celestial navigation was the primary means of determining the ships position. Better than average sky conditions were encountered and even near Cape Horn fixes were taken through short breaks in the clouds. When evening stars were obscured at sunset but appeared later at night, an aircraft bubble sextant was used with considerable success.

Both radar and fathometer were used to assist in making all landfalls. The Radar Navigation Team was manned whenever the ship was entering or leaving a harbor or when in areas of restricted waters. Radar was used extensively from the Falkland Islands around Cape Horn and north to Lat 54°-30'S. Celestial sights were taken whenever possible in an attempt to determine the position error shown when changing from chart HO 453 to chart HO 454. Visual bearings were taken to check the radar bearings.

EQUIPMENT

GENERAL

All navigation equipment functioned properly with only minor maintenance required. The installation of a 28V power supply on the O10 level allowed the use of an aircraft periscopic bubble sextant at night.

Fathometer (UQN-10) Fathometer readings were logged each half-hour and at the time of any fix, (celestial, radar, or visual). The fathometer was also run continuously whenever the ship was near the 100f curve, unusual bottom condition, or in piloting waters. The fathometer was also run continuously from Rio de Janeiro to Valparaiso in response to a request from the Hydrographic office. The tape was marked with time, position, course, and speed and will be turned into the Hydrographic office with a marked chart.

Bubble Sextant (Kollsman Periscopic type 1471-01) The bubble sextant proved to be very reliable and after some experience was attained in its use the average fix error between the Marine and bubble sextant was less than 4 miles. In the south latitudes cloud cover seemed to appear at sunset and disappear about one hour later, morning clouds would appear about one hour prior to sunrise. By using the bubble sextant many star fixes were obtained when weather conditions had made the use of the marine sextant impossible.

~~CONFIDENTIAL~~
DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

PERSONNEL

The cruise was made with an onboard count of 26 against an allowance of 27, broken down by rates as shown:

QMC - (1)	QM3 - (8)
QM1 - (1)	YN3 - (1)
QM2 - (3)	QMSN or non rated (12)

The number was considered adequate and no personnel problems were encountered.

OOD TRAINING

Six bridge watch teams were used, each consisting of a qualified officer of the deck, a junior officer of the deck, a junior officer of the watch, and a junior officer of the watch (under instruction). The four-man watch team was easily accommodated on the large bridge. During the night watches the fourth member would also rotate through CIC and Engineering. The Air Group also sent their junior officers through a series of indoctrination watches, including a days work in navigation.

The Navigator held a daily training session on the flag bridge and all OOD's and JOOD's were required to witness all seamanship evolutions.

RECOMMENDATIONS

It is recommended that the local ALUSNA provide ships with detailed information concerning probable anchorages, pictures, and location of boat landings, expected honors required, gun salutes etc, as soon as it is learned that a ship is scheduled for their port.

~~CONFIDENTIAL~~

VI-2

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

CHAPTER VII

COMMUNICATIONS DEPARTMENT

GENERAL COMMENTARY

Acceptable communications were maintained during the entire South American Cruise. In general, the area of poorest broadcast coverage was along the track from Rio de Janeiro to Cape Horn. Establishment of ship-shore circuits was most difficult on the track from Cape Horn to Valparaiso. Extensive use was made of ship-shore DURATT circuits (normally KW-26 covered) with both NAVCOMMSTA San Juan and NAVCOMMSTA Balboa. The Atlantic Fleet HECOM Net was utilized to coordinate setting up these circuits during difficult propagation conditions. The success of the ship-shore DURATT was achieved with the fullest cooperation of San Juan and Balboa and resulted in the elimination of significant communications delays in the extreme southern latitudes. Communication problems of a more or less local nature or those involving unique situations are discussed in the following sections of this report.

[The following text is extremely faint and largely illegible due to fading and bleed-through from the reverse side of the page. It appears to be a list of communication incidents or a detailed commentary on the operations described in the first paragraph.]

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

COMMUNICATIONS DEPARTMENT

RADIO

GENERAL

Many normally expected communications difficulties were experienced during the cruise, however, traffic was never unduly delayed by major equipment failure or extremely adverse propagation conditions.

PERSONNEL

Adequate personnel were available throughout the cruise. A one-in-three watch bill was maintained underway and a port and starboard watch bill in port.

FLEET BROADCAST

November Romeo was copied successfully until the ship neared San Juan. An attempt was made to shift to the San Juan Jason Broadcast, but without success. As a result, Whiskey Romeo Jason was copied as far south as Trinidad, but with only moderate success and the sending of many services. In Trinidad a shift was made to Whiskey (CW), which was maintained until CHOP. At Cape Horn a shift was made to Hotel (CW) Broadcast, which was copied until arrival Balboa despite weak signals and intermittent CW interference. Foxtrot (CW) was successfully copied upon arrival Balboa until the final shift to Foxtrot Romeo and Foxtrot Romeo Alfa approximately twenty-four hours after departure Acapulco.

It is felt that even with peaked equipment and favorable propagation conditions, successful use of existing on-line broadcasts south of the Equator is doubtful and ships must be prepared to copy a CW broadcast. This results in an increased demand for watch personnel in Radio Central, increased possibility of human error on the circuit, servicing of a large volume of incoming messages (particularly supply messages), and a consequent increase of inquiring phone calls to Main Communications. Ships preparing for similar cruises are urged to fill slack in-port or shipyard time with a vigorous training program for CW operators, emphasizing both send and receive.

A further recommendation is to set up a service desk in Main Communications solely for the accounting, handling, and drafting of service messages. This ensures prompt trouble shooting and relieves the work load of overburdened Main Comm Supervisors.

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

COMMUNICATIONS DEPARTMENT

CW SHIP-SHORE

Throughout the cruise, CW ship-shore circuits were difficult to establish and maintain. Shore stations were quick to direct shifts even to secondary ship-shore frequencies in order not to take traffic with strength 1 to 3 signals. Fortunately, this problem was encountered only in the vicinity of Cape Horn, when RATT communications were lost for a period of two days.

OFF-LINE DURATT

Within two days after CHOP, we had established off-line DURATT communications with NAVCOMMSTA Balboa. Frequency coordination was difficult at first due to poor SSB communications, but once in contact with Balboa via HIGOM, this circuit steadily improved to twenty-four hour reliability. In Acapulco, this circuit was permanently secured and DURATT communications established with NAVCOMMSTA San Francisco soon after departure for San Diego. HIGOM proved invaluable in maintaining successful communications.

COMMUNICATIONS IN PORT

Ships can not expect to clear all outgoing backlogs in port. Trinidad, for instance, has only four radiomen assigned, and can not handle ship's traffic. Valparaiso and Acapulco have no communications facilities whatsoever. Due to nonapproval of our frequency clearance requests, all ship-shore traffic was delayed for the entire three days in Acapulco.

The Naval Mission Rio transmits to NSS on P54J or L. Reliable communications were established by intercepting P54J or L and transmitting on P54A FSK. This circuit held up well in port, and a similar arrangement is recommended for other ships. CONSTELLATION provided one man per watch to augment the Naval Mission.

Beachguard was maintained on MAY equipment with self-contained battery power. Communications were fair to good, depending on our ability to obtain an antenna site suitable for line-of-sight transmission.

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

**COMMUNICATIONS DEPARTMENT
(CRYPTO)**

CRYPTO CENTER

GENERAL

The success of KW-26 Operations with San Juan during the first half of the cruise reduced the workload in crypto to a minimum and reduced the problem of personnel shortages in Radio Central, Main Comm, and the Teletype Spaces.

PERSONNEL

An adequate watch was maintained with the assignment of three enlisted men to crypto who were qualified in KW-26 and ADONIS procedures. All classified messages were handled by the single enlisted man on watch, with the assistance of the watch officer as required for check-decryption of outgoing coded messages.

TRAFFIC

Both unclassified and classified messages were transmitted on-line to San Juan, which worked around the clock to maintain the circuit with us. Coordination was accomplished on the E33.2 series using anyone available for relay. E30 ship transmit and E31 shore transmit frequencies were used, with frequent shifting as required. Communications were maintained almost continuously until arrival Rio, and for an average of eight hours per day thereafter until CHOP. As a result, rapid delivery of even low precedence traffic was accomplished. In addition, San Juan delivered much of our incoming classified traffic over this circuit, further reducing the time required for message processing in crypto.

During the second half of the cruise, on-line communications were not re-established until DURATT communications with ~~San Juan~~ were obtained after departure Acapulco. Despite the success of DURATT communications with NAVCOMMSTA Balboa, on-line communications could not be established due to Balboa having returned KW-26 Cards as required by CNO. It is recommended that Balboa and transiting ships retain on-line cards until completion of future transits in order to provide on-line communications throughout the cruise.

The success of on-line operations depends upon giving top priority to the constant demands for changing and testing frequencies, shifting modes of operation, and establishing liaison with NAVCOMMSTA's ashore. Able petty officers must be assigned to supervise on-line circuits and to ensure coordination between Crypto and Radio Central.

DECLASSIFIED

DECLASSIFIED

COMMUNICATIONS DEPARTMENT

Aircraft Clearance Requests

Messages originated by Air Intelligence requesting aircraft clearance in foreign countries require that all crypto personnel be thoroughly familiar with the contents of CSPM 1C, 4-1 and 4-3.

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

COMMUNICATIONS DEPARTMENT
(RPO)

REGISTERED PUBLICATIONS

GENERAL

Few problems were encountered in RPO during the cruise due to the fact that the ship had a full complement of Pacific publications prior to leaving CONUS.

KEYING MATERIALS

A significant problem evolved from a misinterpretation of CSPM 1C, 1-54, Paragraph 11. This paragraph is meant to encompass Romulus and Tantalus, as well as Python and other material to which it seems more logically to relate. As a result of this misinterpretation, special arrangements were required to effect delivery of Pacific Romulus and Tantalus Keying material before departure CONUS. Jason keying material, as well as other required Pacific material, was readily available at RPIO Norfolk, Virginia.

ROB

Unexpected compromises of KAL-11 depleted our three-month ROB and necessitated a request to RPIO San Diego for new editions. Ships taking similar cruises should make every effort to maintain their full ROB in order to offset depletion of cryptomaterial through unexpected compromises.

MAIL

A minor problem was the difficulty of mailing destruction reports, inventory reports, etc, due to infrequent mail service and the requirement that even Confidential-Modified Handling Authorized may not leave the U.S. Mail System. Inventory and destruction reports were received on time, however.

DESTRUCTION OF LANTFLT MATERIAL

Missing numbers on LantFlt Broadcasts necessitated a delay in destruction of cryptomaterial until the ZDK's and services could be obtained.

ARFCOS

To avoid the difficulty of arranging for shipments of ARFCOS material to and from the ship, it is suggested that two steps be taken: First, check with the courier transfer stations at the last few U.S. ports for last minute arrivals. Secondly, obtain from ARFCOS, if possible, a list of places in South America where shipments can be originated or received.

~~CONFIDENTIAL~~ **DECLASSIFIED**

~~CONFIDENTIAL~~
DECLASSIFIED

CHAPTER VIII

ENGINEERING DEPARTMENT

FUEL AND WATER

Fuel oil was available and received in all ports visited except Acapulco.

Navy Special Fuel Oil was available in sufficient quantity for "topping-off" and of good quality at Trinidad, Rio de Janeiro, and Balboa.

Grade II fuel oil was received at Valparaiso. Only a limited quantity was available and seventy (70) per cent of full capacity was on board upon completion of fueling. Satisfactory combustion was achieved by increasing the preheating temperature of the Grade II oil from 150° F to 200° F.

No language difficulties were encountered between the oil suppliers and ship's force.

<u>PORT</u>	<u>AMOUNT (gals.)</u>	<u>FUELING TIME (hrs.)</u>
Trinidad	604,726	7.2
Rio de Janeiro	1,214,366	35.8
Valparaiso	854,511	15.5
Balboa	1,500,104	13.5

Potable water was obtained from CONSTELLATION's evaporators in all ports except Balboa. The water made while in these ports was chlorinated three to four parts per million and was palatable and free of microorganisms. A token amount of potable water was also received in Trinidad.

<u>PORT</u>	<u>AMOUNT (gals.)</u>
Trinidad	60,592
Balboa	487,734

DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

ENGINEERING DEPARTMENT

OPERATING STATISTICS

Hours Underway	1,021
Hours Not Underway	584
Engine Miles Steamed	17,725
Fuel Used Underway	5,129,333
Fuel Used Inport	794,144
Fuel Received	5,163,766
Fuel Used Per Engine Mile Underway	290
Fuel Used Per Hour Inport	1,360
Feed Water Made	6,865,260
Fresh Water Made	6,186,950
Feed Water Used Underway	4,814,318
Fresh Water Made Per Hour Underway	4,599
Fresh Water Used	8,211,098
Potable Water Per Capita Consumption G/M/D	31
Total Water Made (Fresh and Feed)	13,052,210
Rated Evaporator Capacity	13,350,000

DECLASSIFIED

~~CONFIDENTIAL~~

CHAPTER IX

SUPPLY DEPARTMENT

TRINIDAD, BRITISH WEST INDIES

Provisions. The Naval Station is neither manned nor stocked to provide provisions for a CVA. CONSTELLATION did not buy provisions because of the short time out of the States. Availability of provisions for local purchase is adequate but it is estimated that several days advance notice would be required for large quantities.

General Supplies. Same as provisions.

Parts. A limited range of commercial type parts are available. However, the most likely source for emergency purposes would be by MATS from Charleston or COD from Guantanamo Bay or Roosevelt Roads.

Fuels. Both Navy Special fuel oil and JP-5 aircraft fuel were obtained in ample quantities by message to the Fuel Supply Office and the Naval Station, Trinidad. This fuel comes from nearby Curacao by commercial tanker and arrangements should be made as far in advance as possible.

Disbursing. BWI dollars were procured in advance, @ 1.78 per U.S. dollar, from the disbursing officer of the U.S. Naval Station and sold to the crew. Excess funds were sold back to the above source. All bills were paid by the disbursing officer of the U.S. Naval Station.

Ship's Store. No purchases were made because of the U.S. dollar trade balances and the short time for selective buying. However, numerous attractive souvenir type items are available. There are few bargains. Emergency replenishment of never-out type staple items of ship store stock could be accomplished at reasonable prices if necessary.

Aviation Material. Available only from the States by MATS or Puerto Rico and GITMO by COD or MATS.

Official Entertainment. The Commanding Officer entertained 24 official foreign guests with a luncheon in the Flag Mess. Funds for defraying the costs of such entertainment were obtained from Commander, Naval Air Force, Atlantic and Commander, Naval Air Force, Pacific under the Contingencies of the Navy sub head of the appropriation "Operations and Maintenance, Navy" (See AO Inst. 7303.5B and CINCPACFLT Inst. 7042.1A). All other entertainment was absorbed by the Wardroom Mess.

Services. Garbage service was available daily and was adequate.

DECLASSIFIED

SUPPLY DEPARTMENT

RIO DE JANEIRO, BRAZIL

Provisions. Fresh fruit and produce of good quality and ample quantity were purchased locally. Excellent beef is available at low prices, but this item was not purchased because of the dollar balance policy. Purchase of meats should be made only if a prior understanding is reached with the vendor concerning delivery temperatures and rights of rejection. This is a normal procedure, but extra caution should be taken because most meat suppliers here are careless about meat temperatures. Dry provisions are available in quantity. Delivery was made to the anchorage by a Brazilian Navy boat at no charge. Water is considered unsafe for drinking without chlorination. Fruits and vegetables should be scrubbed and dipped in chlorine water.

General Supplies are available but some prices are high on imported items.

Parts. Most repair parts are difficult to find and are expensive.

Fuel. No JP-5 was available. Navy Special was obtained in ample quantities, however, this item is hard to get and plenty of advance notice should be given to the Naval Attache and the Fuel Supply Office. Bunker C is easier to get for emergency use.

Disbursing. Brazil has fixed the rate of exchange at which banks may sell cruzeiros at a level far below the natural free market price. Banks are not permitted to sell dollars in exchange for cruzeiros. ALUSNA arranged purchases through a broker at a favorable rate for sale to the crew. Excess cruzeiros were sold to the disbursing office of the Naval Mission. CONSTELLATION's disbursing office paid all bills for provisions and the disbursing agent at the U.S. Embassy agreed to pay bills for fuel, garbage service, and pilots.

Ship's Store. No ship's store stock was purchased because of the dollar balance policy. Many items of leather and non-precious jewelry are available, as well as plenty of staple items.

Aviation Material. All items are available only by weekly MATS or commercial flights from the U.S. Commercial flights are not entirely satisfactory because of customs delays. Air Parcel Post via U.S. Mail on MATS flights is very good.

Official Entertainment. Contingency Funds were used to have a buffet for 50 official and civilian guests in the Flag Mess. The Wardroom Mess supplied the food at cost and the Captain's Steward supervised preparation

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

SUPPLY DEPARTMENT

and serving. Numerous other foreign guests were entertained by the Wardroom Mess, CPO Mess and the First Class Mess.

Services. Excellent garbage service was available each day. No tugs were needed because of the fine anchorage. Tugs were available, both civilian and Brazilian Navy, for use in docking. Large commercial ferry boats were used to transport civilians for general visiting at no cost to U.S. Navy.

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

SUPPLY DEPARTMENT

VALPARAISO, CHILE

Provisions. Again only fresh fruit and vegetables were purchased because of dollar balance limitations. Quantity and quality were good and prices reasonable. Excellent beef and plentiful dry stores are available if necessary. Fresh water is potable without treatment but, CONSTELLATION did not purchase because supply on hand was adequate.

General Supplies. Commercial type items are available in adequate range and depth.

Parts. Very few parts are available except electrical and common electronics.

Fuel. No JP-5 is available. Navy Special fuel oil was obtained in small quantity. CONSTELLATION was able to get only about two-thirds of her requirement.

Disbursing. Escudos were obtained in advance of arrival from the Embassy disbursing office in Santiago by means of COD flight. Rate of exchange was 1.8 escudos per U.S. dollar. CONSTELLATION's disbursing officer paid provisions bills, one damage claim and sold escudos to the crew. Excess escudos were sold to the National City Bank of New York at 1.87 per dollar. The Embassy disbursing officer paid for fuel and pilots.

Ship's Store stock was not purchased. Local specialties are mainly woölen clothing, copperware and handicraft. Wood carvings from the Easter Islands were available in quantity, but at a fairly high price.

Aviation Material was available only by commercial air from the U.S.

Official Entertainment consisted of breakfast and lunch for a group of distinguished citizens and officials who came aboard for an underway air show. Unfortunately, the air show was cancelled because of fog, but the guests enjoyed a tour of the ship.

Services. Excellent garbage service was received after an initial delay. Only ship's boats are available for general visiting. Personnel of the U.S. Naval Mission provided Shore Patrol with transportation, assisted in clearing stores through customs at the airport, and hauled stores for the ship.

DECLASSIFIED

SUPPLY DEPARTMENT

~~CONFIDENTIAL~~
DECLASSIFIED

BALBOA, PANAMA, CANAL ZONE

Provisions. Fresh milk inspected and approved by the U.S. Public Health Service is available in quantity ($\frac{1}{2}$ pints or quarts) with 2 or 3 days notice. Butter, lettuce, tomatoes and other fresh items are available. Fresh produce was obtained from U.S. Army via N.S., Rodman.

General Supplies and commercial-type parts can be purchased. Technical parts are available from the U.S. via MATS flights twice weekly. The Naval Station, Rodman has very limited stocks.

Ship's Store Stock was not purchased by CONSTELLATION because of the short time before arrival in San Diego. Purchases are not limited by the balance of payments policy here in Panama. Numerous items are available and good prices can be obtained. The Supply Officer, Naval Station, Rodman and the officers in charge of the various military exchanges have lists of reputable vendors. Arrangements can be made for purchases of alcoholic beverages with delivery by the vendor in the U.S.A. Advance liaison by the Sales Officer would be desirable if quantities of ship's store stock are to be ordered.

Disbursing. Commandant, Fifteenth Naval District, holds an allotment for the payments of tugs, pilots, warfage, water, phones, garbage and other similar services. There are charges for all of these items at the Panama Canal Company docks at Balboa. All bills for provisions were paid by the Supply Officer, U.S. Naval Station, Rodman. Other bills were paid by the Supply Officer, Fifteenth Naval District.

Aviation Material was obtained via MATS and air parcel post from the U.S.

Fuel. Navy Special is available in quantity. JP-5 is not available.

Services. All services mentioned above were readily available. In addition, there is a civilian shipyard in Balboa where emergency voyage repairs can be made. Arrangements should be made via Commandant, Fifteenth Naval District and the Type Commander.

Official Entertainment. The Commanding Officer entertained the President of Panama, Cabinet Members, and other dignitaries with a tour of CONSTELLATION and lunch in the Flag Mess. A press conference was held in the Wardroom. Numerous other persons were entertained in the Wardroom. Over 50,000 persons visited CONSTELLATION in three days.

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

SUPPLY DEPARTMENT

ACAPULCO, MEXICO

Disbursing. Foreign currency was not purchased or exchanged by the Disbursing Officer. Personnel were able to exchange currency freely in hotels and business houses ashore at the rate of 12.4 Pesos per U.S. dollar and at banks at the rate of 12.5 Pesos per U.S. dollar. Pilotage and rental for vehicles for Shore Patrol were paid in U.S. dollars.

Services. No services such as tugs, dock charges, trash lighters, fuel and water are available.

Provisions. No provisions were procured because of the short time prior to arrival in San Diego. It is apparent that several days lead time would be necessary to procure provisions in quantity.

Official Entertainment. One hundred and sixty local dignitaries were entertained with an air show and buffet luncheon in the Wardroom.

Emergency Parts. Repair parts were received via U.S. commercial air to Mexico City where delay was encountered clearing customs. It is recommended that for future shipments from San Diego, material be delivered to Aero Naves de Mexico representative in Tijuana and clear customs there rather than in Mexico City. Aero Naves de Mexico flies two or three flights a day to Mexico City with connecting flights to Acapulco.

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
DECLASSIFIED

CHAPTER X

MEDICAL DEPARTMENT

GENERAL COMMENTARY

The medical facilities in the ports visited were considered adequate to good based on U.S. standards. The sanitary conditions, eating establishments and V.D. rates in each port visited varied with the section of each city in consideration. In the higher class and more expensive areas the food and water were safe, sanitary conditions good and incidence of V.D. very low. In the lower class areas the converse was true in each instance. CONSTELLATION maintained a First Aid Station which was equipped for almost any medical emergency. We felt that with the language problem and the possibility of questionable medical service it was desirable to return all sick and injured personnel to the ship unless the condition of the patient was extremely critical. Items of significance are listed under their respective port of call.

TRINIDAD

This port of call proved to be insignificant from a medical standpoint. This is attributed to the short stay of one day. The Medical Department at the Naval Station consists of one medical officer, eight hospital corpsmen, and five civilian nurses. In-patient care and excellent consultation covering all medical specialties are provided in nearby Port of Spain.

RIO DE JANEIRO, BRAZIL

The Brazilian Navy maintains a hospital in Rio de Janeiro; however, its utilization was not recommended by the Naval Mission. Emergencies ashore should be referred to the Strangers Hospital which is staffed by American and European trained physicians. One hundred and twenty eight pints of blood were donated by CONSTELLATION personnel to the Rio de Janeiro Blood Bank. This blood bank has an excellent staff and its techniques are comparable to those of stateside blood banks. ALUSNA medical service is represented by one captain of the Medical Corps, U.S. Navy, and one chief hospital corpsman. Their duties are primarily that of liaison.

VALPARAISO, CHILE

This port of call proved to be insignificant from a medical viewpoint. There are no Naval medical personnel attached to ALUSNA. The Chilean Navy maintains a hospital in Valparaiso at which the facilities appeared adequate.

~~CONFIDENTIAL~~ **DECLASSIFIED**

MEDICAL DEPARTMENT

BALBOA, CANAL ZONE

This was the only port of call requiring a Quarantine Declaration. There is one major hospital in Balboa which was considered good, this being Gorgas Hospital. Two hundred and thirty-three pints of blood were donated by CONSTELLATION personnel to the blood banks of two hospitals. Forty pints went to Gorgas Hospital and the remaining one hundred and ninety-three went to Santo Thomas Hospital in Panama, where a greater need existed.

ACAPULCO, MEXICO

Medical facilities at this port of call were considered adequate; however, all emergencies were referred to the ship by the Medical Beach Guard.

VENEREAL DISEASE REVIEW

The overall picture of the venereal disease problem is cited below. These figures represent totals for the ports of call visited during this cruise.

	Gonorrhea	Chancroid	Syphilis
Trinidad, BWI	6	1	0
Rio de Janeiro, Brazil	59	4	0
Valparaiso, Chile	40	1	0
Balboa, Canal Zone	25	0	0
Acapulco, Mexico	12	0	0

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

CHAPTER XI

DENTAL DEPARTMENT

As of 1 July 1962, implementation of the NAVSTRIP concept of ordering dental supplies and equipment became effective. Since this was an entirely new concept, it was felt that problems would be encountered for normal replenishment of stock. Requisitions were submitted to NSC Norfolk and NSD Mechanicsburg prior to deployment. Upon arrival at Norfolk, all requisitions submitted were filled with the exception of one, therefore contributing to a "well stocked" dental storeroom and eliminating the possibility of N. I. S. in some items enroute to San Diego.

An underway Training Lecture Program was given in the evenings and, were at least one hour in duration. By giving lectures in the evenings, more time was devoted to dentistry. On-the-job training supplemented formal training throughout the day in the dental department and also at battle dressing stations where dental technicians were utilized to give first aid lectures to the crew. Pertaining to patient lectures, various pamphlets were available, showing proper care of teeth, proper brushing etc. These are handed out to patients when indicated by each dental officer, along with oral hygiene talks. Also, the medium of television has been used when the Head of the Department addresses the crew on Oral Hygiene.

Air Group personnel were given appointments for treatment during their available time aboard. It would help considerably if all essential dental treatment could be accomplished while Air Group personnel were deployed ashore. Further treatment rendered included treatment to the various Naval Attache personnel and their dependents, if required, at all ports of call. SecNav guests also received necessary periodic treatment throughout the cruise.

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
DECLASSIFIED

CHAPTER XII

EXECUTIVE STAFF

ADMINISTRATION

Port briefing pamphlets were prepared locally, utilizing the most recent information available on each port visited. Sufficient copies were printed to enable all hands to receive at least one copy. The information contained therein was screened to eliminate any item of a classified nature. Many crew members found these brochures ideal for mailing home to their families, eliminating the need for writing descriptive letters of the port visited.

MAIL

Excellent mail service was received during the trip and is considered to be a major contributing factor to the high state of morale maintained throughout the trip.

LIBERTY

Maximum liberty was granted in all ports. Times of expiration of liberty were staggered to prevent congestion of personnel at the Fleet Landings. No difficulty was experienced in returning liberty parties to the ship on time. No stragglers were left behind and only a very minute number of UAs were recorded during the entire transit.

VISITING

The huge crowds of visitors waiting on the pier to board the ship during general visiting periods necessitated "beefing up" the beach guard. Excellent cooperation of the local military and civilian police authorities minimized the occasion of "incidents". Advance liaison with these units is necessary for orderly and positive control of visitors to the ship. In all ports, except Balboa, many of the general visitors who waited for transportation to visit the ship could not be accommodated. This caused ill feeling and, in at least two locations, crowds became unmanageable by the local authorities. More people were left on shore than visited the ship due to boating limitations. The people who did visit, were in the main, of the elbowing variety and were of a less desirable type. Selected group visiting proved to be more satisfactory than general visiting from the standpoint of both control and public relations. It is recommended that whenever practicable only group visiting or visiting by invitation be conducted.

OTHER EXECUTIVE FUNCTIONS

All other functions of the Executive Department such as Special Services and Public Information are covered in Chapter XIII of this report, under Special Projects.

~~CONFIDENTIAL~~
DECLASSIFIED

CHAPTER XIII
SPECIAL PROJECTS

GENERAL COMMENTARY

The office of Special Projects Officer was established as an additional duty prior to departure from New York.

The Special Projects Officer would supervise, plan, and coordinate the activities of the Public Information Office and the Special Services Office. He would be responsible for the overall planning of Special Projects for the South American Cruise of CONSTELLATION. In addition, he would act as Advance Liaison Officer with native and United States officials in Latin American Ports.

Approximately four days prior to arrival in a port, the Special Projects Officer flew in to confer with local authorities. Matters were discussed which involved both the ship and its crew. A schedule of events was constructed from these discussions.

One day prior to the ship's arrival, the Special Projects Officer, together with members of ALUSNA staff and USIS personnel, returned to the ship. He briefed the Commanding Officer, Executive Officer, and department heads on the schedule of events, which had been set up, while the ALUSNA and USIS personnel briefed the crew, via closed circuit TV on the local customs, foods, and situation in general.

This method proved very successful in effecting smooth operation of official calls, general visiting, and of each in-port period in general.

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

SPECIAL PROJECTS

PUBLIC INFORMATION OFFICE

Prior to departure from New York, correspondence was sent to each of the Embassies or Attaches in the ports to be visited. In the correspondence, we requested that they translate the copy for a "Welcome Aboard" pamphlet which we sent to them in English. Return correspondence was received before we left New York and there was plenty of time for the drawing up and laying out of a pamphlet in the language common to each port. The P.I. Office purchased a set of Spanish type for the Print Shop Vari-typer and work was begun immediately on Spanish and Portuguese "Welcome Aboard" pamphlets. During this time, also, a new English "Welcome Aboard" pamphlet was designed.

In addition, CDR G. DiCarano, USNR, was on board through Acapulco to aid in any other Spanish and Portuguese translations that were needed.

Prior to arrival in each port, the Print Shop printed "Welcome Aboard" pamphlets. The number needed in each port varied greatly with the facilities for bringing guests aboard. In each port, except Valparaiso, the mornings were reserved for visiting by invitation only with the afternoons set aside for general visiting.

In Trinidad, approximately 3,000 "Welcome Aboards" (English) were used of the 5,000 printed, and there was little problem in accommodating those persons who wished to come aboard during general visiting.

Prior to arrival in Rio, 15,000 Portuguese "Welcome Aboard" pamphlets were printed. These, plus the 2,000 English versions left over from Trinidad, were exhausted by the third day of visiting. The facilities for landing boats and the Brazilian "Avisos" which carried 500 persons at a time, made it possible to accommodate over 20,000 guests. Even so, several thousand were turned away each day during the general visiting period.

Enroute to Valparaiso, 4,000 Spanish "Welcome Aboard" pamphlets were printed. Due to poor landing facilities and the limited number of boats, visiting was restricted to an invitation only basis. Over 5,300 came aboard during the three-day stay.

Balboa was the only port in which we moored. The ship was visited by over 51,000 guests during the three-day period. The 6,000 Spanish and 4,000 English pamphlets were used up the first day of visiting.

In Acapulco, 5,000 Spanish and 6,000 English "Welcome Aboards" were printed. All of the Spanish and half of the English were used. In general, as previously noted, in each port there were many who could not be accommodated, due to the lack of time each day.

~~CONFIDENTIAL~~

XIII-2

DECLASSIFIED



77057

Unit USS CONSTELLATION (CVA-64)	Period Covered (From - To) 1 April to 1 October 1962
Signature of Commanding Officer: <i>T. J. Walker</i> T. J. WALKER, CAPT, USN	Date Forwarded 2 NOV 1962

DECLASSIFIED

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and forward original to the Office of the Chief of Naval Operations, Op-05A5G, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.	Commissioned at New York Naval Shipyard on 27 October 1961		
2. Commanding Officer T. J. WALKER, CAPT, USN	C.O. relieved if command changed this period	Date of change	

Page 0476

3. PERSONNEL ON BOARD At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.	OFFICER	AVIATORS	AIR PILOTS	OTHER	TOTAL
	ENLISTED		36		110
CIVILIAN			0	2,705	2,705
				--	--

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

To support and operate aircraft to engage in attacks on targets afloat and ashore which threaten our control of the seas.

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

Commander Naval Air Force, U. S. Atlantic Fleet 1 April until 19 August 1962
Commander Naval Air Force, U. S. Pacific Fleet 19 August until 30 September 1962

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
Not Applicable	

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

1 April - 4 May CONSTELLATION operated in the Guantanamo Bay, Cuba and the Roosevelt Roads operating areas conducting her Shakedown Cruise.

17 April - 18 April CONSTELLATION conducted a Terrier Missile shoot in the Roosevelt Roads Missile Firing Area. (See Part I Section 8.)

12 July - 17 September CONSTELLATION deployed to the Pacific Fleet via Cape Horn. She changed operational control from Commander Naval Air Force, U. S. Atlantic Fleet to Commander Naval Air Force, U. S. Pacific Fleet on 19 August while steaming in the vicinity of Cape Horn. (See Part I Section 9.)

DECLASSIFIED



8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

18 April

CONSTELLATION became the first aircraft carrier in history to score a hit with a Terrier Guided Missile on a supersonic target by hitting a KD2U target flying at a speed faster than sound.

3 September

CONSTELLATION held general visiting in Balboa, Panama Canal Zone; the first large U. S. Navy ship to do so in ten years. During the three day period over 52,000 visitors came aboard the ship. The president of Panama, Doctor Roberto F. Chiari, visited CONSTELLATION during her visit in Balboa.

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

CONSTELLATION was operating out of Guantanamo Bay, Cuba at the beginning of this reporting period on her shakedown cruise. During the latter phase of shakedown training, 17 April through 18 April, she operated in the Roosevelt Roads Missile Area conducting Terrier Missile firings, scoring seven hits out of eleven missile launchings.

CONSTELLATION visited Charlotte Amalie, Saint Thomas, Virgin Islands during the three day period preceding the missile shoot. CONSTELLATION completed shakedown training and departed Guantanamo Bay for the New York Naval Shipyard on 4 May 1962. Enroute she conducted Final Acceptance Trials in preparation for entering the shipyard to remain until 12 July. During this yard period CONSTELLATION was preparing for her trip around Cape Horn and transfer to the Pacific Fleet. She departed New York Naval Shipyard on schedule. After brief stops in Norfolk, Virginia and Mayport, Florida, she continued enroute to San Diego, California, her newly designated home port.

Objectives established for this cruise were:

- a. Arrival at San Diego with an operationally ready ship through intensive shipboard training.
- b. A high level of combat readiness in embarked squadrons through aggressive flight operations.
- c. The furtherance of U. S. aims in Latin America by wholehearted participation in the People to People Program.

Attesting to the success in attaining these objectives were (1) 1,327 sorties, 1,625 carrier landings, and 2,275 accident-free flight hours; (2) extensive crew training which culminated in a combination 4 Hit Battle Problem/Strikex; (3) the accommodation of 93,000 Latin American visitors aboard ship and the conduct of air demonstrations in Rio de Janeiro and Acapulco before an audience in excess of 600,000. A more complete summary of this cruise is forwarded as enclosure (1) to Part VI.

AVIATION HISTORICAL SUMMARY - CONTINUED
 OPNAV FORM 5750-2 (REV. 4-60)

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED		NUMBER ON HAND		DATE FIRST RECEIVED		
2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD		ARRIVED	DEPARTED
2. COMMANDS AND ACTIVITIES ON BOARD		ARRIVED	DEPARTED

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

See enclosure (1). Subj: CONSTELLATION's South American Cruise Report

Part II, Item 1. GEOGRAPHICAL LOCATION

19 Mar - 12 Apr Guantanamo Bay, Cuba operating out of Guantanamo Bay, Cuba
14 Apr - 16 Apr St. Thomas, Virgin Islands
16 Apr - 20 Apr Caribbean
21 Apr - 4 May Operating out of Guantanamo Bay, Cuba
4 May - 6 May Enroute Mayport, Florida
6 May - 8 May Mayport, Florida
8 May - 10 May Enroute Norfolk, Virginia
10 May - 14 May Norfolk, Virginia
15 May - 16 May Enroute New York
16 May - 12 Jul New York
13 Jul - 19 Jul Norfolk, Virginia
19 Jul - 21 Jul Enroute Mayport, Florida
21 Jul - 25 Jul Mayport, Florida
25 Jul - 30 Jul Enroute Port of Spain, Trinidad, B.W.I.
30 Jul - 31 Jul Trinidad, B.W.I.
31 Jul - 9 Aug Enroute Rio de Janeiro, Brazil
9 Aug - 13 Aug Rio de Janeiro, Brazil
13 Aug - 24 Aug Enroute Valparaiso, Chile
24 Aug - 27 Aug Valparaiso, Chile
27 Aug - 3 Sep Enroute Balboa, Panama Canal Zone
3 Sep - 6 Sep Balboa, Panama Canal Zone
6 Sep - 10 Sep Enroute Acapulco, Mexico
10 Sep - 13 Sep Acapulco, Mexico
13 Sep - 17 Sep Enroute San Diego, California
17 Sep - 30 Sep San Diego, California

710 ST

FILE COPY

AVIATION HISTORICAL SUMMARY
OPNAV FORM 5750-2 (REV. 4-60)

See effective edition of OPNAVINST 5750.3

AVIATION HISTORY UNIT

OPNAV REPORT 5750-3
PAGE 1 OF 4

<p>Unit USS CONSTELLATION (CVA-64)</p> <p>Signature of Commanding Officer or authorized representative <i>S. W. Vejtasa</i> S. W. VEJTASA, CAPT, USN</p>	<p>Period Covered (From - To) 1 Oct 62 - 31 Mar 63</p> <p>Date Forwarded</p>
--	---

DECLASSIFIED

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and forward original to the Office of the Chief of Naval Operations, Op-05A5G, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

2. Commanding Officer

S. W. VEJTASA	C.O. relieved if command changed this period CAPT T. J. WALKER	Date of change 19 Nov 62
----------------------	--	------------------------------------

3. PERSONNEL ON BOARD

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

	AVIATORS	AIR PILOTS	OTHER	TOTAL
OFFICER	X	X		
ENLISTED	X	X		
CIVILIAN	X	X		

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

To support and operate aircraft to engage in attacks on targets afloat and ashore which threaten our control of the seas.

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

See attachment 1

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
Not applicable	

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

28 Jan - 9 Feb CONSTELLATION participated in Operation "SADDLE BLANKET" with other forces under the command of COMFIRSTFLT, PACIFIC. During this exercise CONSTELLATION aircraft flew both conventional and nuclear simulated strikes against targets in the western United States and defended the Task Group with combat air patrols.

21 Feb CONSTELLATION was underway from San Diego, California to join the Seventh Fleet, stopping only to undergo her Operational Readiness Manuevers in the Hawaiian Operating Areas. She joined the Seventh Fleet on 18 March 1963.

DECLASSIFIED

8. *Official or other recognition of accomplishment* - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

8 March CONSTELLATION, while conducting her Nuclear Operations Readiness Maneuver, launched all her sorties in record time and achieved a mark of 98.7.

21 March While conducting underway replenishment from the USS REGULUS (AF-57), CONSTELLATION achieved a stores transfer rate of 156 tons per hour which was the highest rate of stores transfer ever recorded by the REGULUS.

9. *General resume of activity* - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

CONSTELLATION arrived in San Diego, California on 17 September 1962 and began preparations for joining the Seventh Fleet. From her arrival to 21 November CONSTELLATION remained in the San Diego area conducting carrier landing qualifications and routine upkeep and repair in port.

For the three week period beginning 21 November, CONSTELLATION deployed to MidPac for the first time since joining the Pacific Fleet, to conduct intensive training in preparation for her WEPTRAEX and STRIKEX exercises to be held in January.

On return to San Diego, the ship entered a leave and upkeep period extending into January 1963.

During January CONSTELLATION conducted her first Weapons Training Exercise with Air Group 14. Adverse weather conditions precluded achievement of effective coordination within the ship/air group team during the exercise. Later the same month, 28 January, CONSTELLATION participated in Operation "SADDLE BLANKET" during which the ship/air group strike team began to function smoothly.

On 21 February CONSTELLATION departed San Diego to join the Seventh Fleet. She arrived at Pearl Harbor on 27 February and remained until 11 March conducting her ORI/NORM (section 7 and 8).

CONSTELLATION was overflowed by four Soviet Bear aircraft on 16 March while enroute to Subic Bay from Hawaii. She was approximately 600 miles southwest of Midway Island in international waters at the time of the overflight. The Bear aircraft were detected over 200 miles prior to reaching the force by radar and were escorted by Phantom and Crusader fighter aircraft for the last 100 miles inbound and while they were over CONSTELLATION.

CONSTELLATION arrived at Subic Bay, Republic of Philippines on 23 March and remained in that Operational Area for the remainder of the reporting period.

AVIATION HISTORICAL SUMMARY - CONTINUED
 OPNAV FORM 5750-2 (REV. 4-60)

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED	NUMBER ON HAND			DATE FIRST RECEIVED		

2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED

2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

<u>Arrived</u>	<u>Departed</u>	<u>Next senior operational command</u>
1 Oct 62 to 17 Oct 62		Commander Naval Air Force, U. S. Pacific Fleet
17 Oct 62 to 18 Mar 63		Commander First Fleet
18 Mar 63 to 23 Mar 63		Commander Seventh Fleet
23 Mar 63 to 31 Mar 63		Commander Carrier Division Seven

Part II, Item 1. GEOGRAPHICAL LOCATION

1 Oct - 16 Oct San Diego, California

17 Oct - 28 Oct Op Area "A", San Diego, California

29 Oct - 19 Nov San Diego, California

19 Nov - 21 Nov Long Beach, California

21 Nov - 26 Nov Enroute Pearl Harbor, Hawaii

27 Nov - 28 Nov Pearl Harbor, Hawaii

28 Nov - 5 Dec Hawaiian Op Area

6 Dec - 7 Dec Pearl Harbor, Hawaii

7 Dec - 12 Dec Enroute San Diego, California

12 Dec - 9 Jan San Diego, California

9 Jan - 15 Jan WEPTRAEX

15 Jan - 28 Jan San Diego, California

28 Jan - 2 Feb STRIKEX

2 Feb - 4 Feb San Diego, California

4 Feb - 9 Feb Op Area, San Diego, California

9 Feb - 21 Feb San Diego, California

21 Feb - 27 Feb Enroute Pearl Harbor, Hawaii

27 Feb - 1 Mar Pearl Harbor, Hawaii

1 Mar - 5 Mar Hawaiian Op Area

5 Mar - 6 Mar Pearl Harbor, Hawaii

6 Mar - 9 Mar ORI/NORM, Hawaiian Op Area

9 Mar - 11 Mar Pearl Harbor, Hawaii

11 Mar - 23 Mar Enroute Subic Bay, Philippines

23 Mar - 28 Mar Subic Bay, Philippines

28 Mar - 8 Apr Enroute Hong Kong, B. C.

Unit

Period Covered (From - To)

USS CONSTELLATION (CVA-64)

1 Apr 1963 - 30 Sep 1963

Signature of Commanding Officer or authorized representative

Date Forwarded

S. W. Veltasa
S. W. VELTASA, CAPT, USN

DECLASSIFIED

25 OCT 1963

DIRECTIONS: Complete in duplicate semi-annually for periods ending 31 March and 30 September, retain copy and forward original to the Office of the Chief of Naval Operations, Op-05A5G, Navy Department, Washington 25, D. C., within 15 days after report period. No covering letter is required.

blanks using "same" to avoid repeating previously recorded information. If more space is needed, attach extra sheets. Amplifying and/or historically significant documents, including photos, may be appended with proper notation under Part VI.

All units complete Part I and other Parts as indicated. Follow instructions for each blank; fill in all required

Security classification may be at any level consistent with content. Identify classified items within the report, by an additional stamp at their position in the report. Avoid over-classification.

PART I - ALL UNITS

1. Designation: Omit if same as in previous period. If changed, enter previous designation, date of change and the authorizing directive. New units record date and place of commissioning.

2. Commanding Officer

C.O. relieved if command changed this period

Date of change

3. PERSONNEL ON BOARD

AVIATORS

AIR PILOTS

OTHER

TOTAL

At end of reporting period. Ships give ships company only; wings and groups give staffs only; air stations give station personnel only.

OFFICER

[Cross-hatched]

139

ENLISTED

[Cross-hatched]

2,447

2,447

CIVILIAN

[Cross-hatched]

4. Mission or function (If changed or specifically assigned during the period, then enter a brief with dates and identity of authorizing directive.)

To support and operate aircraft to engage in attacks on targets afloat and ashore which threaten our control of the seas.

5. Next senior operational command (Give start and end dates if changed during this reporting period.)

See attachment #1

6. GEOGRAPHIC LOCATION: (Air Stations omit; ships enter in Part II. Wings and groups should not record squadron locations; ship-based units give name of ship only. Enter beginning and end dates when part of period is involved.)

PERIOD (From - To)	PLACE
Not applicable	

7. Participation in special exercises, operations, and operational tests (Principally those of a major nature rather than what is normally a part of routine operational training. Use official code names or descriptive titles, identify the overall command, and give dates, area and brief summary of own participation. Make reference to reports and orders covering the operation.)

See attachment #2

DECLASSIFIED

8. Official or other recognition of accomplishment - (Such as unit citations, commendations and awards; decorations and awards to individuals, and records or events believed to be "firsts" which may be fleet-wide or apply only within the unit. Give dates of awards and events; claims for "firsts" are meaningless without a date.)

15 Apr While conducting underway replenishment from the USS HASSAYAMPA (AO-145) CONSTELLATION set a Black Oil Transfer Rate of 11,426 barrels per hour.

25 Jul CONSTELLATION served as host ship for Commander SEVENTH Fleet as he hosted the President of the Republic of China, President Chiang Kai Chek and Madame Chiang Kai Chek during their visit to the SEVENTHFLT on Taiwan.

17 Aug while conducting underway replenishment from the USS PONCHATOULA (AO-148) CONSTELLATION set a new AO/CVA double hose JP-5 transfer record for the Seventh Fleet of 8,339 barrels per hour.

9. General resume of activity - (Narrative statement of activity not otherwise covered, summarizing work, training, special cruises and visits, conversion, modification, overhaul, new equipment, and the like. Air Stations consider, in addition, such things as reorganization, new operational administrative and management procedures introduced; special programs initiated or completed, construction in progress, expansion of facilities, etc. Use additional sheets as necessary. Documents appended should be identified in Part VI, page 4.)

CONSTELLATION was enroute to Hong Kong, conducting air operations in the South China Sea at the beginning of this reporting period. She was then flying the Flag of Commander Carrier Division SEVEN, later she flew the Flag of Commander Carrier Division FIVE. CONSTELLATION introduction to the tempo of operations in the SEVENTH Fleet began formally with her participation in a "BLUESKY" exercise against Taiwan. From that date on periods at sea followed normal WESTPAC procedures with participation in two major fleet exercises, monthly SNOOPEX's, air support for an amphibious landing exercise, joint ADCC air defense/STRIKE exercises, VIP tours and demonstrations while periods in port were marked for routine upkeep and repair.

On 25 July CONSTELLATION embarked President Chiang Kai Chek and Madame Chiang Kai Chek as the Commander SEVENTH Fleet hosted the President of the Republic of China. Highlights of the visit included an aerial firepower demonstration.

On 16-17 August, during Exercise TIRE IRON, CONSTELLATION was visited by the Secretary of the Navy, the Honorable Fred KORTH. During his visit Mr. KORTH received a series of briefings depicting the role of CONSTELLATION in TIRE IRON and observed the major UNREP prior to his departure.

On 19 Aug the #3 arresting gear engine failed and CONSTELLATION was ordered to Yokosuka to effect repairs. Timely repairs could not be effected and CONSTELLATION returned to CONUS on schedule with no air operations ordered. CONSTELLATION transited via the Southern Route and was not overflown by USSR aircraft.

CONSTELLATION returned to San Diego and entered a leave and restricted availability period.

AVIATION HISTORICAL SUMMARY - CONTINUED
 OPNAV FORM 5750-2 (REV. 4-60)

PART IV - SQUADRONS

1. TYPE A/C ASSIGNED		NUMBER ON HAND		DATE FIRST RECEIVED		
2. OPERATIONAL STATISTICS	MONTH	HOURS FLOWN	NO. OF FLIGHTS	MONTH	HOURS FLOWN	NO. OF FLIGHTS

PART V - AIR STATIONS: On board refers in this instance to what is physically present; not to be confused with Home Port assignment. Do not repeat units reported as on board in the previous period unless they departed in this period. For composite units such as Carrier Air Groups, record only the parent group.

1. UNITS ON BOARD	ARRIVED	DEPARTED
2. COMMANDS AND ACTIVITIES ON BOARD	ARRIVED	DEPARTED

PART VI - DOCUMENTARY MATERIAL APPENDED (Number serially and describe sufficiently to insure proper identification.)

Part I, Item 5.

<u>Arrived</u>	<u>Departed</u>	<u>Next senior operational command</u>
1 Apr 63 to 26 May 63		Commander Carrier Division SEVEN
27 May 63 to 29 Jul 63		Commander Carrier Division FIVE
30 Jul 63 to 31 Aug 63		Commander Task Force SEVENTY-SEVEN
1 Sep 63 to 9 Sep 63		Commander FIRST Fleet
10 Sep 63 to 30 Sep 63		Commander Naval Air Force, U.S. Pacific Fleet

Part I, Item 7.

27 May - 31 May CONSTELLATION participated in Exercise GLASS DOOR, a SEVENTHFLT quarterly strike exercise. GLASS DOOR was unique in that it did not have a special OPORD or LOI but was conducted with existing contingency plans and standard operating procedures. CONSTELLATION aircraft flew both conventional and simulated weapons strikes on the Taiwan area.

24 Jun - 26 Jun CONSTELLATION participated in Exercise FLAGPOLE, Joint USN/ROK PHIBLEX involving amphibious task force landings in the Pohang area on the east coast of Korea. CONSTELLATION aircraft flew CAS for friendly ground forces, provided air defense for the Amphibious Task Force, conducted aggressor strikes on the beachhead and provided AAW coverage for its own forces. Participation in this exercise by airborne forces was limited due to unfavorable weather.

13 Aug - 17 Aug CONSTELLATION participated in Exercise TIRE IRON, a SEVENTHFLT wide STRIKEEX, AAWEX and ASWEX. CONSTELLATION aircraft conducted conventional strikes against the CORAL SEA and on the Kume Shima range followed by a day of SIOP operations. The exercise was completed on the 17th following a major UNREP of all participating forces.

28 Aug - 9 Sep Enroute San Diego, California, CONSTELLATION departed Yokosuka 28 Aug and joined the FIRST Fleet. CONSTELLATION arrived in San Diego, California 10 Sep, having successfully transited the Pacific without being overflown by USSR aircraft.

Part II, Item 1. GEOGRAPHIC LOCATION

28 Mar - 8 Apr Enroute Hong Kong, South China Sea
8 Apr - 15 Apr Hong Kong
15 Apr - 26 Apr Enroute Yokosuka, South China Sea, Luzon Straits,
East China Sea, South Coast of Japan
26 Apr - 10 May Yokosuka
10 May - 21 May Enroute Kobe, Phillipine Sea
21 May - 25 May Kobe
25 May - 3 Jun Enroute Iwakuni, East China Sea, Phillipine Sea Op Areas
3 Jun - 8 Jun Iwakuni
8 Jun - 12 Jun Enroute Yokosuka, South Coast of Japan
12 Jun - 19 Jun Yokosuka
19 Jun - 27 Jun Enroute Sasebo, South Coast of Japan, East China Sea
27 Jun - 3 Jul Sasebo
3 Jul - 11 Jul Enroute Buckner Bay, East China Sea
11 Jul - 13 Jul Buckner Bay
13 Jul - 15 Jul Enroute Beppu, Phillipine Sea
15 Jul - 18 Jul Beppu
18 Jul - 21 Jul Iwakuni
21 Jul - 29 Jul Enroute Yokosuka, East China Sea
29 Jul - 12 Aug Yokosuka, Japan
12 Aug - 20 Aug Phillipine Sea
20 Aug - 21 Aug Buckner Bay
21 Aug - 23 Aug Enroute Yokosuka, Phillipine Sea
23 Aug - 28 Aug Yokosuka
28 Aug - 10 Sep Enroute CONUS
10 Sep Arrived San Diego

Part II, Item 5.

There were 6,646 arrested landings aboard CONSTELLATION during the reporting period.

<u>Landings</u>	<u>Date</u>	<u>Pilot involved</u>	<u>Air Unit</u>	<u>Plane Type</u>
1,000th	10 Mar 1962	CDR G. W. WATKINS	CAG-13	A1
2,000th	10 Apr 1962	LT R. KNEPPER	VA-135	A1
3,000th	26 Apr 1962	LTJG D. L. SCHNEIDER	VF-131	F3B
4,000th	31 Jul 1962	LT D. E. KING	VAH-10	A3B
5,000th	7 Sep 1962	LT F. H. MAGEE	VA-55	A4C
6,000th	24 Oct 1962	CDR F. J. LAST	VAH-10	A3B
7,000th	1 Dec 1962	LTJG J. D. RICHARDS	VA-144	A4C
8,000th	14 Jan 1963	LTJG J. D. HARDEN	VA-146	A4C
9,000th	7 Mar 1963	LCDR D. C. SHEPHERD	VF-143	F4B
10,000th	3 Apr 1963	CAPT J. E. ILES	VMF-235	F8D
11,000th	18 Apr 1963	CDR B. D. BLACKWELDER	VA-145	A1H
12,000th	17 May 1963	LTJG D. G. DELUCA	VA-144	A4C
13,000th	8 Jun 1963	LTJG R. G. LARSON	VA-146	A4C
14,000th	4 Jul 1963	LTJG D. G. DELUCA	VA-144	A4C
15,000th	22 Jul 1963	LT J. H. NORTON	VA-144	A4C
16,000th	15 Aug 1963	LT J. D. BECKMAN	VA-145	A1