1976

DEPARTMENT OF THE NAVY
USS CONSTELLATION (CV-64)
FPO SAN FRANCISCO, 96601

IN REPLY REFER TO:
CV64/LDS:ms
1650
Ser: 17/824
24 MAR 1977

From: Commanding Officer, USS CONSTELLATION (CV-64)
To: Chief of Naval Operations (OP-05D2)

Subj: Command History

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Command History

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

M. A. PEELLE

Copy to:
Director of Naval History

TABLE OF CONTENTS

Commanding Officer USS CONSTELLATION

Captain Morris A. Peelle

Captain Morris A. PEELLE was born [redacted] in [redacted] California. He graduated from UCLA and was commissioned as Ensign in the U.S. Navy in August 1952. He was designated a Naval Aviator in November 1953.

He reported to Attack Squadron 196 based at Naval Air Station, Alameda, California, and completed two WESTPAC cruises on Attack Carriers WASP and LEXINGTON. He returned to Pensacola, Florida to serve in various capacities as a Flight Instructor, specializing in standardization of instructors and students. Captain PEELLE was ordered to the Attack Carrier TICONDEROGA and completed two WESTPAC cruises as the Catapult and Arresting Gear Officer. His next assignment was to Attack Squadron 94 where he made two cruises aboard USS RANGER, flying A4 aircraft. From there he attended the Armed Forces Staff College in Norfolk, Virginia, and after graduation was assigned to duty at the National Military Command System Support Center in the Pentagon, which supported the Joint Chiefs of Staff with automated data processing.

Following the Washington tour he became Executive and Commanding Officer of Attack Squadron 23. During this tour he made two combat cruises, one each aboard carriers TICONDEROGA and ORISKANY. Following his squadron command he attended the Naval War College while attaining a Master of Science degree in International Affairs.

Captain PEELLE then went to the USS KITTY HAWK where he served as Operations and Executive Officer, and following that he he became the Force Weapons Officer on the Staff of Commander, Naval Air Force, U.S. Pacific Fleet, where he served until ordered to command the USS ASHTABULA (AO-51) in June 1974. He assumed command of USS CONSTELLATION (CV-64) on 3 September 1976.

He has earned two Distinguished Flying Crosses, two Bronze Star Medals, a Meritorious Service Medal, 21 Air Medals, and various other service medals.

He is married to Dr. Marguerite MARKARIAN of Binghamton, New York, and has three sons, John, Michael, and David.

CONSTELLATION'S SAILOR OF THE MONTH

Constellation's Sailor of the Month for May 1976, Boiler Technician First Class Larry N. Peters of P-1 Division, was selected as Constellation's Sailor of the Year for 1976.

Used as a trouble shooter by Engineering Department to correct problem spaces, BT1 Peters has been commended for his "force of personality, sound management, great technical expertise and sterling example which invariably helps his men to show quantum leaps in both performance and morale. Inspectors familiar with BT1 Peters work in the machinery spaces regularly refer to the improvements shown under him as "miraculous".

BT1 Peters entered the Navy in 1962, serving aboard the USS Yorktown (CVS-10). He reenlisted in May, 1972, and has been on Connie ever since. His list of Navy honors garnered in his nine years of Naval service is impressive - the Good Conduct Medal, Armed Forces Expeditionary Medal, Vietnam Service Medal, National Defense Medal, and several letters of commendation.

A native of Green Bay, Wisconsin, he is married to the former Sally Johnson of Astoria, Oregon. The couple has two daughters; Cynthia, 11, and Brenda, eight.

BT1 Peters serves as his division's career counselor, and in his off-duty hours he assists his daughters with the Girl Scouts.

CONSTELLATION OPERATIONS
1 Jan. 1976 - 31 Dec. 1976

The new year began with Constellation moored to the pier at Puget Sound Naval Shipyard, Bremerton, Washington, a space she had occupied for nearly five months. During the first quarter of 1976 the crew of Constellation was busy completing the final touches of the most extensive overhaul ever performed on an aircraft carrier. Over a million man-hours of industrial labor was followed by countless hours of final preparation to enable Constellation to get underway for the first time in 14 months. A "fast cruise" was held on 29 March 1976. At this time the brows were removed and the ship simulated getting underway. Constellation's new engineering plant was given a thorough test.

April fifth was a big day for the crew of Constellation. For many it was the first time they had been to sea. For all, it was a day to appreciate the efforts of the past 14 months. At 1300 the ship got underway for a six-day sea trial period. A thousand members of the crew lined the catwalks, enjoying a rather rare day of Bremerton sunshine, as Constellation slowly nudged away from the pier. Hundreds of spectators lined the shore to see us depart, and even the Seattle-Bremerton ferry made way for Constellation as she passed Port Orchard.

Constellation conducted several anchoring exercises, and then proceeded past downtown Seattle on her way out the Straits of Juan de Fuca. The beautiful Northwest scenery was enjoyed by many.

The ship underwent many tests during this period, all designed to check out the new equipment installed during the overhaul. The highlight of this at-sea period included a high speed run that saw Constellation surpass 30 knots. The first scheduled attempt at this run was unsuccessful due to an overheated thrust bearing. The ship returned to Puget Sound Naval Shipyard on 11 April for final repairs and adjustments. This included a fresh coat of paint for the entire starboard side of the ship. On 19 April the ship started to load for the upcoming trip to San Diego.

Constellation was in transit to San Diego from 21 to 24 April. The flight deck and hangar deck were covered with nearly 1,500 automobiles and motorcycles. Over a thousand dependents and guests were on board. Detailed preparations for the transit even included a fire hydrant surrounded by sand in Hangar Bay 2 to be used exclusively by "Connie Canines".

Constellation arrived at Pier OP at North Island at 1030 on April 24th. Over a thousand dependents and friends were on hand to meet her. The next eleven days saw many crew members settling into new quarters, enjoying the abundant Southern California sunshine, and making the small repairs to the ship that were already becoming a necessity.

CV-64 departed San Diego on 4 May for six days of operations off Southern California. The crew was able to develop their sea legs, and the Engineering Department started the first of many hours of Casualty Control Drills in preparation for the upcoming OPPE. As a result of the minor fuel shortage Constellation spent

several nights at anchor at Coronado Roads, proceeding underway only during the daylight hours. This was soon ended when it became evident that this procedure was not saving much fuel, since the boilers would remain on the line continuously.

Constellation returned to North Island for ten days, getting underway on May 21st for an eight day operating period. On May 22nd LCDR. Bruce Davidson, utilizing Constellation's own C-1A aircraft, made the first carrier landing on board Constellation in nearly eighteen months. On May 23rd the ship received it's first jet aircraft. The remainder of this at-sea period saw the Air Department progress toward a higher rate of flight evolutions. It was during this period that the F-14 and S-3 aircraft made their first appearance on our flight deck.

CV-64 concluded an eleven day at-sea period on June 18th. This time the ship provided CQ services for many squadrons located throughout the country, and featured every type of operational carrier aircraft in the fleet. It was during this period that we began our first night flight operations. Engineering continued their casualty controls drills, and the repair parties made final preparations for the upcoming REFTRA.

The time in port provided an opportunity for Constellation to play host for 3,000 Campfire Girls and their parents. Activities even included an evening cookout on our flight deck. Two days later the ship hosted 1,600 guests from Kiwanis International.

REFTRA commenced on June 28th, and the next 30 days proved to be an exhausting but challenging period for the crew. Frequent GQ's disrupted the daily routine during REFTRA, but it

proved to be most beneficial, as the constant drilling and training resulted in a vast improvement to the overall battle readiness of Constellation. The final battle problem was held on July 28th. The result was a score of 97 for Constellation - an outstanding success.

REFTRA was interrupted by two 3-day weekends in port. However, these periods provided little respite for a tired crew, as new demands were placed upon them. On the 4th of July a major national television production - The Great American Celebration - was held on the flight deck of Constellation. The show honored the nation's 200th birthday. Major TV personalities provided entertainment for the crew and their dependents. An open house was held the following day, and this drew an overwhelming response from the public, as the ship hosted thousands and thousands of visitors. The following weekend the ship was again in port, this time to host the Change of Command for the Commander, Naval Air Forces, Pacific. VADM Baldwin was relieved by VADM Coogan in a flight deck ceremony that featured ADM Maurice Weisner, CINCPACFLT. Other guests included VADM Bardshaw and RADM's Barre, Cooper, Hill and Peck.

From July 28th to September 8th the ship remained in San Diego in a Restricted Availability status, enabling the crew to make many repairs brought about by the demanding operating schedule. On the 6th of August, CDR. George Wales, Operations Officer, relieved Captain Harlan Pearl as Executive Officer. On September 3rd Captain M.A. "Mo" Peelle relieved Captain L.F. "Gus" Eggert as Commanding Officer.

Captain Peelle sailed Constellation out of San Diego on the

8th of September for an eleven-day operating period, the first time the majority of Air Wing Nine was embarked for an entire at-sea period. Air Wing Nine, with it's exclusive mix of aircraft, is the most modern Air Wing in existence.

The ship returned to San Diego on 18 September, and departed for the Southern California operating area on the 28th of September. This at-sea period gave the Air Wing an opportunity to strengthen it's carrier readiness in preparation for Readi-Ex 1-77. The weekend of October 11th was spent in port. From October 12th to the 22nd Constellation participated in Readi-Ex 1-77. This was the first extensive test of the ship and Air Wing team. Two days prior to our arrival in San Diego we received notice that we would proceed to Long Beach Naval Shipyard less than 18 hours after our scheduled arrival in San Diego.

Constellation arrived in port in San Diego in the early afternoon of October 22nd and immediately began a frantic effort to offload aircraft, ammunition and the embarked Air Wing. On October 23rd the ship sailed to Long Beach Naval Shipyard, and entered Drydock #1 on the 28th. Constellation is the largest ship ever placed in the drydock. At several places there was a scant six inches of clearance between the ship and the drydock.

The major repairs included the replacing of four screws and the retubing of three boilers. Constellation departed the shipyard on the 24th of November with 219 guests. Thanksgiving weekend was spent in San Diego, with everyone anticipating the upcoming at-sea period that was scheduled to last 17 days.

We departed San Diego on November 30th. The first few days were spent in carrier refresher landings for the Air Wing. This was followed by Readi-Ex 2-77. After a one-day break in the activities, the ship started it's ORE. We arrived in San Diego a day earlier than planned, thus completing the longest at-sea period the ship had seen in over two years.

The ship spent Christmas in San Diego, with many of the crew on well-deserved leave. CWO Craig greeted the New Year as Connie's first OOD for 1977.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

The mission of the Aircraft Intermediate Maintenance Department is to manage the upkeep and repair work performed by the ship in support of the embarked Air Wing. This includes custody and upkeep of associated maintenance facilities and support equipment.

AIMD is composed of four divisions. IM-1 division handles departmental administrative matters, controls and manages the production effort, and provides a quality assurance facility, which includes a technical library.

IM-2 division (general maintenance) offers a vast array of support in maintenance fields, such as airframes, power plants and survival equipment. One impressive capability provided is to check and test jet engines when removed from aircraft. IM-2 division also provides organizational maintenance for the ship's COD aircraft.

IM-3 division has numberous work centers providing maintenance support for various aircraft communication, navigation, radar and fire control systems. IM-3 division also maintains ejection racks, launchers and aircraft gun systems.

IM-4 division maintains equipment necessary for operational support of the embarked Air Wing, and maintains various cargo handling and ordnance handling equipment.

The following AIMD shipboard facilities were installed or modified during 1976:

1) Shipalt 5070 D, new jet engine test facility instrumentation, was completed.

2) Avionics test bench verification continued with vast

3) Verification of avionics test benches for IPT's, CAIN's, E-2C radar, and AWM-23 were completed.

4) Verification of HCT-10 modifications with Grumman WRA's was completed.

5) The precision measuring equipment shop started operating on all phases of calibration of equipment.

6) During the month of September AIMD tested, repaired and made ready for issue the first aircraft components for the embarked Air Wing on the VAST (versatile avionics shop test) stations and HATS (hybrid automatic test systems) which were installed during the recent overhaul period.

7) SHIPALT 4899 K - provisions for cold plate cleaning station - was installed in Avionics Shop 2B. This SHIPALT provides facilities for cleaning S-3A aircraft cold plate weapon replaceable assemblies (WRA's).

During the month of July 1976, CDR. Edward E. Chelton, USN, 1520, relieved LCDR. Charles E. Cater, USN, 1520, as the AIMD Officer. LT. Gary T. Randhahn, USN, 1520, relieved LT. John Busby III, 1520, as the IM-2 (general maintenance) division officer. CWO3 Carl G. Norman, USN, 7380, relieved LT. Ralph R. Roggow, USN, 1350, as the IM-3 (avionics/armament) division officer. During the month of November 1976, LT. Kenneth G. Neuschaefer, USN, 1520, reported aboard and became the Ground Support Equipment (GSE) division officer. ASCM E.A. Morsten reported aboard and became the GSE division LCPO.

AIR DEPARTMENT

The Air Department's mission is to conduct launching and landing operations and to provide the facilities for the care, maintenance and servicing of aircraft to enable the embarked Air Wing to most effectively perform their mission.

The Air Department is comprised of five divisions:

V-1 division directs operations on the flight deck, including the launching, landing and spotting of aircraft. In addition, V-1 provides a crash and rescue crew to control accidents and fire.

V-2 division is responsible for the operation and maintenance of four steam catapults, five arresting gear engines, visual landing aids and the plat television. The proper utilization of these facilities insures the safe and rapid launching and landing of aircraft.

V-3 division directs operations on the hangar deck and is responsible for the handling and spotting of aircraft.

V-4 division provides fuel and oil for the embarked aircraft.

V-5 division provides administrative service for the Air Department and mans the control tower during flight operations.

The start of 1976 found the Air Department putting the final touches on many shipyard modifications. V-2 division completed a catapult/Van Zelm certification program after a complete overhaul on all four catapults. MK7 jet blast deflectors were added to Catapults One and Three to accomodate the F-14A Tomcat. To add the new JBD to Catapult One required moving aircraft elevator number one outboard seven feet.

All arresting gear engines were completely overhauled and MK7 Mod 3 balance handles were added to the CRO valves on engines One-Four to accomodate the heavier F-14 aircraft. The Fresnel lens was completely overhauled and the

plat system was greatly enhanced by the addition of bow and waist catapult infra-red surveillance systems. Additional television monitor cameras were placed on the island and in the hangar bays to provide increased monitoring capabilities. All fuel pumps and purifiers were rebuilt and an increased capacity transfer pump was installed in Pump Room #6 to accomodate the F-14A jet engine test stand.

As Constellation began flight operations the Air Department saw many long hours of carrier qualifications and received it's first look at the CV concept. The large size of the F-14 and S-3 presented many initial deck multiple and spotting problems.

During 1976, Constellation logged 6,743 catapult launches and 6,927 recoveries, for an average of nearly 70 a day at sea. This was aided by the insignificant down time of the catapults and arresting gear. V-4 division participated in 15 underway replenishments, receiving nearly 6,000,000 gallons of JP-5. They refueled 5,000 aircraft with nearly 5,000,000 gallons of JP-5. This required pulling out about 150 miles of refueling hoses.

In September 1976, CDR. C.G. Andres relieved CDR. O.F. Baldwin, USN, as Air Department Officer. In August 1976, CDR. R.H. Martin, USN, reported aboard as assistant Air Department Officer.

CDR. C. G. Andres, USN
Air Department Officer

CDR. R. H. Martin, USN
Assistant Air Department Officer

LCDR. D. L. McCrory, USN
Aircraft Handling Officer

LTjg. B. Graham, USN
Air Admin Assistant

LCDR. A. T. McGuffey Jr., USN
V-1 Division Officer

LT. J. D. Hayes, USN
Asst. Flight Deck Officer

CWO2 J. C. Kerner, USN
Air Boatswain

LCDR. J. A. Alvarez, USN
V-2 Division Officer

LT. R. J. Burns, USN
Catapult Training Officer

LT. W. C. Stanfield, USN
Bow Catapult Officer

LT. W. W. Grossett, USN
Waist Catapult Officer

LT. D. E. Smith, USN
Arresting Gear/Plat/ Lens Officer

CWO3 B. W. Hawk, USN
V-2 Maintenance Officer

LT. T. G. Linger, USN
V-3 Division Officer

LT. R. G. Bettinger, U
V-4 Division Officer

CWO3 E. W. Thomas, US
Asst. V-4 Division Offic

COMMUNICATIONS DEPARTMENT

The Communications Department aboard Constellation is the voice of command, providing rapid, reliable and secure communications for every need. The Department provides a vast array of voice and teletype circuits to many different subscribers on board, enabling Constellation to talk to aircraft, other ships and shore stations.

The Communications Department is organized into two divisions.

CM division handles the message center, which is responsible for the processing of all incoming and outgoing message traffic.

CR division is the equipment division for the department, operating and maintaining some of the most complex communications gear in the world.

At the start of 1976 the communications guard was held by Puget Sound Naval Shipyard. After numerous exercise terminations, Constellation assumed it's own guard on 9 March 1976. The communications guard has been maintained continuously since then with the exception of one 24 day period in late October and early November, when Constellation was in Long Beach Naval Shipyard. On 23 April 1976, Constellation assumed the guard for Carrier Group One.

During 1976, message traffic totals were:

	Out	In	Total		Out	In	Total
Jan	550	2046	2596	Jul	1741	7758	9499
Feb	403	2013	2416	Aug	1140	6346	7488
Mar	556	3011	3567	Sep	2018	7397	9415
Apr	736	3234	3970	Oct	4291	12,354	16,645
May	1220	5161	6381	Nov	852	4494	5346
June	1262	6445	7707	Dec	2794	9142	11,936

In June 1976, the SSR-1 broadcast receiver was activated full period. The SSR-1 provides a high quality path for receiving the fleet multi-channel broadcast via the Gapfiller satellite. After initial problems the WSC-5 satellite terminal was activated during September. The WSC-5 provides a high quality path for the transmission of ship's traffic via the Gapfiller satellite. In October, Constellation participated in Readiex 1-77. Readiex 1-77 provided an excellent vehicle to test Constellation's communication capability. Message traffic totals reached 16,000 per month during the exercise. As a replacement for the previous ditto reproduction system, two Xerox 7000's were installed in November, enabling the communications department to reproduce clearer message traffic at a high rate of speed.

Communications Officer

LCDR. V.D. McDaniel

Ass't. Communications Officer

LT. K.E. Montoya

Radio/CR Division	Traffic Officer	CM Division Officer
ENS. J. Watson	LTJG. J.A. Nichols	ENS. M. Casey

CMS Custodian

LTJG. G. Lupinos

DECK DEPARTMENT

The mission of the Deck Department is the performance of deck seamanship operations and evolutions, including underway refueling and replenishment, use and operation of the ship's anchors and boats, and upkeep of numerous internal spaces. The Deck Department is comprised of five divisions:

First division is responsible for raising and lowering the anchors and maintaining the forecastle.

Second division is responsible for maintaining internal spaces.

Third division is charged with the operation of the ship's boats and for maintaining refueling stations.

Fourth division has charge of the fantail and vertical replenishment stations.

Fifth division is responsible for the ship's paint locker and mans refueling and transfer stations.

During the first quarter of 1976, Deck Department reinstalled all replenishment at sea(RAS) winches. Two new double drum Burton winches were installed on sponsons 7 and 8. All life baskets (110) and all life rafts (330) were reinstalled.

Deck Department assisted in 21 UnRep evolutions for fuel, stores and ordnance. Many man overboard drills were conducted, with several scores of 100 attained.

First Lieutenant

LCDR. E. Clark

Ass't. First Lieutenant

LTJG. R.D. Sagendorf

1st Division	2nd Division	3rd Division	4th Division
LTJG. S. White	ENS. C.L. Lamb	LTJG. J.A. Kenning	LTJG. W. Given

5th Division

ENS. E.R. Gertz Jr.

DENTAL DEPARTMENT

Constellation's dental department is charged with the responsibility of providing complete dental care for the ship's company and embarked Air Wing. There are dental technicians assigned to assist the dental officers, process X-rays, provide preventive dentistry lectures and treatment, construct prosthetic appliances and to assist at all times with dental emergencies. All phases of dentistry are offered to ship's personnel; however, major emphasis is placed on preventive dentistry.

An extensive renovation of dental spaces was accomplished during early 1976. The installation of a modern dental X-ray chair will enable Constellation to provide a more rapid and efficient service in dental radiographics. Five A-Dec dental units have been requested but have not been received. Also, five dental EZ PL2000 dental chairs with light post adapters have been ordered. With the addition of new storage spaces, the preventive dentistry effectiveness was increased.

During 1976, 32,923 individual dental procedures were performed for Constellation personnel. This included 4,288 permanent restorations, 511 crown and bridge and prosthetic procedures, 1,626 oral extractions, 7,211 oral prophylaxis, peridontal scalings, stannous flouride treatments and plaque control instructions.

In observation of children's Preventive Dentistry Health Week, 1,194 individual preventive dentistry procedures were performed for 384 dependent children of Constellation personnel during the ship's transit from Bremerton to San Diego, Ca.

During the month of June 1976, CDR. G.L. Hartman relieved CDR. H.C. Mullins as the Dental Officer. LCDR. M. Heilman reported aboard for duty as Assistant Dental Officer.

ENGINEERING DEPARTMENT

The Engineering Department, largest on board Constellation, provides for all the services and skill that keeps Constellation on the move. These services range from providing the steam that enables Constellation to travel at more than 30 knots, to generating the electricity to operate a small bunk light.

Assisting the Chief Engineer are the Damage Control Assistant and the Main Propulsion Assistant. The Damage Control Assistant has direct control over the repair groups, and has overall responsibility for the stability and watertight integrity of Constellation. The Main Propulsion Assistant is charged with the operation of the ship's eight boilers and four steam turbines. The ship produces 250,000 horsepower. The Main Propulsion Assistant is also charged with the production of fresh water.

1976 was a year of major change for the Engineering Department, as Constellation approached the completion of the most extensive overhaul ever performed on an aircraft carrier. The major portion of this overhaul was performed on the Engineering Plant.

By far, the largest single repair job on the ship was the complete overhaul of all eight boilers. This effort included the replacement of all screen wall, side wall, rear wall, generating band tubes, and superheater headers; rear refractory, blowdown piping, soot blowers; and extensive repairs to casings, economizers, valves and uptakes. This job has provided a major recognizable improvement in plant reliability and performance.

Elsewhere in machinery spaces, evaporators were inspected, cleaned and repaired; the ship's service turbogenerators were

repaired; significant work was accomplished on nineteen of twenty-four forced draft blowers and nine of twelve main feed pumps. Fuel oil system repairs included inspecting and repairing 179 service and stowage tanks, class Bravo overhaul of nine of twelve fuel oil service pumps, and replacement of stripping and transfer piping in bilges and tanks. Additional machinery work included replacement of most lagging, preservation and painting of all bilges, and paint out of all machinery spaces.

All together, thirty-eight engineering-related SHIPALTS were performed, including installation of a 100,000 gallon-a-day evaporator, new HP air compressors, new SSTG governors, boiler wide range burners and superheater rods, and an increased air conditioning capacity.

Underway machinery work included the removal, repair and balancing of the four screws; tail shafting was removed and resurfaced, and bearings, seals and thrust blocks were repaired.

From 29 June to 21 July 1976 Constellation conducted Refresher Training. The Engineering Department received training from Fleet Training Group in Damage Control and Engineering Casualty Control. On the final battle problem an adjective grade of "Good" was assigned in both areas.

In August 1976 the Pacific Fleet Propulsion Examination Board conducted the Operational Propulsion Plant Examination. Constellation was assigned a grade of Satisfactory (conditional). Also in August, CDR. C.D. Wasson relieved CDR. V.J. Leszcyrski as Chief Engineer, and LCDR. T.B. Stryer relieved LCDR. F.H. Grove as the Main Propulsion Assistant.

The Engineering Department underwent minor reorganization as

a new division, P-4, was established. This division includes the Automatic Combustion Control Shop, the Boiler Repair Shop and the Machine Shop.

From 23 October to 24 November 1976 the ship had a month-long restricted availability at Long Beach Naval Shipyard. The major work accomplished included replacing all four propellers that had been installed during the recent overhaul in Bremerton, and the retubing of three boilers.

BT1 Peters of P-1 division was chosen Sailor of the Year for Constellation.

EXECUTIVE DEPARTMENT

The primary mission of the Executive Department is to collect, compile and display as appropriate, administrative management information for use by the Executive Officer and the Commanding Officer. As a secondary function, the Executive Department provides various services and provides management assistance to the whole ship.

In 1976 the Captain's Office handled approximately 9000 pieces of unclassified and classified incoming and outgoing correspondence. Constellation received 81 officers and transferred 56 officers, with an average of 145 officers on board.

In April 1976 CDR. Wayne Stewart relieved LCDR. Edward Gates as Senior Chaplain. The following month, the remains of RADM. Almon Loomis were scattered at sea by CDR. A.T. Eyler. In July Chaplain Palafox was promoted to Lieutenant Commander. During July and August, memorial services were held for AA Conrad Opperman and AA Steven Sampson. A counseling program was started during October for personnel awarded correctional custody. In November the Catholic Chaplain made religious retreat. The year concluded with 26 services a week being held in the Ship's Chapel, making it the most used chapel in the Fleet. Lay leaders were appointed for Pentacostal, Church of Christ, Jewish, and Latter Day Saints, as well as Protestant and Catholic services.

Through the services of the Educational Services Office, 32 students were enrolled in college courses by correspondence under DANTES. Sixty students completed college classes on board Constellation under PACE. 186 students completed high school classes

in Government, Math or History under PREP. Under the direction of JO3 Mike Clark, 36 students improved their reading skills in Constellation's reading class. This is a first for the U.S. Navy. A total of 38 students completed courses to earn a high school diploma. 2092 military and industrial quotas were filled by ship's personnel.

Total advancements included:

To E3 - 380

To PO3 - 238

To PO2 - 193

To PO1 - 90

To CPO - 21

To E8-E9 - 9

The Legal Office, under the direction of LT. Timothy Kelly, JAGC, handled a total of 9775 cases. Disciplinary cases included:

Nonjudicial punishments - 1350

Other offenses - 2365

Deserters - 212

Misconduct discharges - 103

Special & General Courts-Martial - 25

In other legal assistance matters:

Notarizations - 1100

Powers of Attorney - 600

Wills - 100

Other Inquiries - 3800

Claims against the Government - 120

On board enlisted strength on 01 January 1976 was 2478. The ship departed Bremerton on 21 April 1976 with 2523 personnel. This total had risen to 2607 on 31 December 1976.

The Personnel Office handled 740 transfers, 1907 personnel receipts and 517 discharges (451 honorable, 66 general).

The Post Office handled $35,185 in stamp sales, and sold over 16,100 money orders with a face value of over $1,100,000. Outgoing mail totaled 100,000 pounds. Incoming mail totaled over 250,000 pounds.

The Print Shop completed about 5,000 job orders for a total of 6,000,000 printed pages.

CWO4 Mansmith relieved CWO2 Walls as Personnel Officer on 1 May 1976. LT. T. McMasters relieved LCDR. Wilcox as Executive Department Head 1 August 1976. LT. L.D. Smith relieved LT. R.C. Brandt as Public Affairs Officer on 7 December 1976. In November, ENS. Maitland was appointed Human Resources Management Officer.

MEDICAL DEPARTMENT

The Medical Department is charged with the physical well-being of the crew. Responsibilities include sanitation, pest control, water purity, environmental health, heat and noise stress, first aid training for the entire crew, and, of course, sick call. The core of the Medical Department is sick bay, when sick call is held at 0900 and 1300 daily. Emergencies are seen at anytime. Constellation's medical facilities include a 54 bed hospital unit, two patient wards and three additional isolation wards, an X-ray room, pharmacy, a clinical laboratory, an intensive care unit, an operating room and various examining and administrative spaces. There are five battle dressing spaces dispersed throughout the ship.

On 25 January 1976 CDR. W.R. Crawford, MC, USN, relieved Captain E.L. Gehby, MC, USN, as Senior Medical Officer. During March of 1976, SHIPALT 3820D was completed. This provided a two bed intensive care unit and patient monitoring system for use in the operating room, intensive care quiet room and ward. An Occupational and Environmental Health Survey was conducted by the Naval Regional Medical Center, Bremerton, Washington. Also in March, a combined Army/Navy blood drive netted Constellation 70 units of fresh frozen plasma for use in the new plasma freezer.

In April, Constellation departed Bremerton for San Diego with nearly 1000 dependents on board. Also on board were three female medical personnel, including one nurse, one physician and one hospital corpsman.

During May of 1976, RADM Carmichael, MC, USNR, brought 20

medical students (third year) on board Constellation. The students were from the University of San Diego and the University of California at Irvine.

On 1 July 1976 LT. Kathleen Dougherty, MSC, USN, completed a one-week clinical dieticians course for all Hospital Corpsman on Constellation.

During August all Hospital Corpsman First Class and below completed Emergency Medical Technician course at NAS Miramar, California. This is a first for forces afloat.

NAVIGATION DEPARTMENT

Navigation is one of the smallest departments on board Constellation, with one of the most important missions - providing for the safe and effective navigation and piloting of the ship. The Department consists of the Navigation division and the Signals division.

The tasks of the Navigation division include the continual and accurate plotting of the ship's course and position, recommending courses to be steered, and the training of underway deck watch officers, helmsmen and in-port quarterdeck watchstanders. Navigation division personnel are continuously on watch in Captain's Plot, on the bridge as Quartermaster of the Watch, and in after steering as emergency helmsmen.

The Signals division is responsible to the Officer of the Deck for all external visual communications, including the sending and receipt of flag hoist, flashing light and semaphore signals. A continuous watch is maintained to ensure rapid, secure and accurate handling of all visual signals traffic.

In 1976 the Navigation Department took an active role in bringing about Constellation's progression from a ship in overhaul to an active, ready member of the United States Pacific Fleet. While in overhaul the Department refurbished all interior spaces under it's cognizance, including the Bridge and Flag Bridge. Also, sound power phone boxes, windshield wiper units and steering consoles were overhauled and restored.

Equipment overhaul included the ship's mounted binoculars (20 x 120), flagbag fingers were chrome-plated, and all flagbags were renovated. A new water wash-down system was installed on the 08, 09 and 010 levels of the bridge. Sound insulation material on the 010 level was rebuilt to prevent further water leaks and provide better soundproofing. Finally, sextants, alidades and sinuous course clocks were repaired.

During 1976 the Navigation Signals division sent and received approximately 400 visual messages per month by semaphore, flashing light and flag hoist. The division maintains approximately 600 signal flags.

The Navigation division successfully steered Constellation through 111 days at sea and over 27,000 nautical miles. The division provided highly qualified helmsmen to steer Constellation through twenty-four underway replenishments with a total of over 100 hours alongside other ships. The Navigation division also maintains 1,000 different charts and publications, as well as the ship's Deck Log.

OPERATIONS DEPARTMENT

The mission of the Operations Department is the planning, coordination and scheduling of Constellation and her embarked Air Wing.

OI division, the ship's Combat Information Center, is charged with the collection, display, evaluation and dissemination of tactical and combat information needed to effectively navigate and man the ship for battle.

OZ division is Constellation's intelligence team, providing Flag, the Captain and air crews with information necessary to plan effective air strikes. A major source of information for OZ division is the Photo Lab, or OP division. The Photo Lab develops the photography of reconnaissance aircraft.

OX division provides for the administrative support of the Department, providing the daily "green sheet" and the weekly training calendar. A part of OX division is Strike Operations - a unit which determines the assignment and coordination of strike missions.

The last division in Operations is OC division, which is Air Operations. This division includes CATCC, the Carrier Air Traffic Control Center. CATCC provides for positive radar guidance of each aircraft as it departs and returns to Constellation.

The Operations Department completed most of it's planned overhaul work package by late 1975. This permitted the many new crewmembers to gain hands on training with the new equipment that had been installed.

The Tactical Support Center installation was completed on 26 March 1976. This addition gave Constellation a new capability in Anti-Submarine Warfare not previously possessed. The TSC is designed to support the S-3A Viking in the prosecution of hostile submarine contacts. In this role the TSC provides much of the mission data to the S-3A prior to launch, including pre-flight briefings for the air crews. The Operational Evaluation of the TSC during 1976 proved to be highly successful.

During the year 1976 the ship's weather facilities received major improvements. During April the FMSRT (Feasibility Model Shipboard Readout Terminal) van was returned to the ship after a major overhaul at the Harris Corporation in Florida. This van enables Constellation to receive direct readout data from DMSP (Defense Meteorological Satellite Program) satellites. Constellation was the first carrier to receive this capability (1971), and is now one of the only two carriers equipped to receive DMSP data.

In July ICAPS (Integrated Carrier ASW Prediction System) was implemented to give Constellation the capability of producing ASW acoustic prediction data for ship and aircraft use. This was a major step in upgrading Constellation's environmental support capabilities to the CV concept.

During September refractivity analyses and forecasts were added to the list of routine environmental support products to permit tactical exploitation of anomalous propagation characteristics of the atmosphere. Also, the SMA-6 Satellite Receiving System was upgraded to give state-of-the-art receiving capability for NOAA (National Oceanographic and Atmospheric Administration) satellites.

Constellation's CVIC was greatly improved during the carrier overhaul. The modernization continued throughout 1976. From May to June CVIC converted to NIPS 15. This softwear conversion took the installation from an on-line system (computer-printer; Random Access Memory (RAM) dedicated one job at a time) to a simplified operating system (running more than one job at a time). The addition of the UKY-20 mini-computer gives CVIC access to the RAM (RD-281) from both computers simultaneously. Under the NIPS-15 computer processing time for monthly updates from FICPAC is reduced by 75% over prior processing requirements.

On 29 July 1976, CDR. M.W. Herbst, USN, relieved LCDR. S.C. Albers, USN, as Intelligence Officer. From July to September the intelligence center received the newest concept in briefing aids - closed circuit color TV (CCCTV). This permits CVIC to brief all the pilots at one time. The system can be shown to 27 locations simultaneously, including all ten ready rooms. The system is equipped with a character generator for printed information, a slide projector for direct airing, a cassette recorder for music and audio-visual presentations, and a VTR for pre-recorded briefs.

SUPPLY DEPARTMENT

Constellation's Supply Department ensures a constant supply of the essential items required by any large city. Items included food, personal items, aviation supplies and machinery. These are just a few of the essential items afforded us by the Supply Department.

S-1 division is a floating supermarket. Here are found all necessary repair parts, office supplies and cleaning equipment required by our ship.

S-2, Food Services division, provides meals for the crew on a round-the-clock basis. High sanitation and a balanced diet are their trademarks.

S-3 division is responsible for the ship's stores. Constellation operates two soda fountains, three barber shops, a tailor shop, a dry cleaning plant and a million dollar laundry plant.

S-4 division is responsible for maintaining over 5,000 pay records and issuing paychecks twice monthly.

The Wardroom Mess, S-5 division, prepares and serves meals in the two wardrooms.

S-6 division ensures that a constant supply of spare parts is immediately available to maintain aircraft in a high degree of readiness.

The CPO Mess, S-8 division, provides meals for Connie's CPO's, and is responsible for maintaining CPO berthing spaces.

During the overhaul the Supply Department operated a Supply Operations Assistance Program. A bad equipment validation during SOAP required greater emphasis toward increasing the range

of allowance parts in the Stores and Aviation Stores divisions. Major ship repairs performed in overhaul included a new laundry and dry cleaning plant, and a major renovation of the aft messdecks. In May, the Food Services Officer, CWO2 Candanoza, was married on board Constellation. Also, the CSMP was produced using the new UK-1500 computer.

Sales for the year were as follows:

1 January - 30 June	$176,004.98
1 July - 30 September	$189,285.62
1 October - 7 December	$229,445.91
8 December - 31 December	$80,000.00

Through 30 September nearly $70,000 was transferred to the Welfare and Recreation Committee, and about $35,000 in additional funds were available for the remainder of the year.

Payrolls for 1976 totaled over 11 million dollars, with 64,800 pay checks issued. Over 5,000 travel claims were processed. Thirty per cent of the enlisted pay records and 100% of the officer pay records were converted to JUMPS (Joint Uniform Military Pay Service).

In a major move, Stock Control, Program Management and the Material Branch of the Aviation Stores division moved from the Supply Support Center to the PACS complex. New telecommunication procedures were established and installed in Squadron and AIMD spaces.

WEAPONS DEPARTMENT

The Weapons Department has the responsibility of storing, handling and providing reliable weapons of all types to the ship's self-defense, security and striking forces. The Department handles Terrier Guided Missiles, air-launched missiles, bombs, the ship's armory, all ordnance magazines and bomb elevators.

The Department underwent a major reorganization in early 1976, as CDR. A.T. Eyler established five group heads as his assistants: The Ordnance Officer, Anti-Air Control Officer, Marine Detachment CO, Nuclear Weapons Technical Supervisor, and the Explosive Ordnance Disposal Officer..

The Anti-Air Group has as it's mission the defense of the ship against enemy air attack. It is composed of two divisions: Fox division operates and maintains the complex target acquisition radar director systems, and Sam division operates and maintains the Terrier missile launchers.

The Aviation Ordnance Group provides for the stowage, assembly and strike-up of bombs and missiles. It is comprised of four divisions: G-1 division maintains most of the magazines which are associated with the "heavy ordnance"; G-2 division maintains all air-launched missiles and the sophisticated Walleye and AQM-37 hypergolic missiles; G-3 division maintains bomb elevators and bomb handling equipment; G-4 division provides for the transfer of ordnance on hangar deck and flight deck levels.

The Marine Detachment provides for the security of personnel and equipment, as well as providing orderlies, guards of honor and a Landing Party Rifle Company.

W division is comprised of the Nuclear Weapons Group and has the responsibility of maintaining the ship's nuclear weapons capability.

The Explosive Ordnance Disposal Team has the mission of safely de-arming and disposing of all malfunctioning bombs or missiles that pose a safety hazard to the ship.

The first quarter of 1976 found the Weapons Department engaged in completing 10% of the entire ship overhaul. The majority of this work took place in over 200 magazines under the cognizance of the Aviation Group head. In April SHIPALT 4390D was completed. This consisted of modifications to the Bridge crane/B rail hoists for special ordnance. The AN/SPS-48A search radar was completed. This new radar replaces the AN/SPS-39A and the AN/SPS-30 search radars.

In May SHIPALT 4156K was completed. This consisted of the installation of an intrusion alarm system on designated magazines and the ship's armory.

During June the ship completed a major onload of ammunition. Over 500 tons of ordnance were brought aboard during one underway replenishment. Terrier missile firings were conducted on 14 and 15 July on the Pacific Missile Range. Four RIM 2D (BT) missiles and one RIM 2F (HT) missile were fired. Upper Stage Weapons Elevator #5 platform was removed from the ship for refurbishment during July. Also, the newly established Linkless Loader was utilized for the first time.

In September Upper Stage Elevator #5 platform was reinstalled. During November, ORDALT7142 (modified) was installed in Guided Missile Fire Control Systems One and Three. This radar update will improve the reliability of the HT missile-firing capability. Upper Stage Elevator #2 was refurbished while in Long Beach Naval Shipyard. Continuing problems with pump units resulted in Lower Stage Elevator #3 being casrepted. Lower Stage Elevator #6, installed during the overhaul in Bremerton, finally began reliable operations. Major fuel leaks rendered magazines 7-87, 7-167 and 7-177 unuseable. Efforts to repair the leaking tanks continued.

During the year approximately 190 tons of various types of ordnance were assembled and delivered to Carrier Air Wing Nine. Seven Terrier Surface-Air missiles were fired during training exercises.

Ordnance expended during 1976 included:

General purpose MK82 bombs	651
General purpose MK83 bombs	34
General purpose MK84 bombs	8
Rockeye bombs	4
MK48 torpedoes	8
Sidewinder Missiles	9
Sparrow Missiles	5
Terrier Missile RIM 2D-6	5
Terrier Missile RIM 2F-4	2

PAO

APPENDIX B
HUMAN RESOURCES MANAGEMENT OFFICE REPORT

1. BACKGROUND

a. Implementation of Phase II was scheduled for completion throughout NAVAIRPAC by Dec 1976. USS CONSTELLATION's yard period precluded it's implementation until June 1976. Initial Phase II planning began 21 June 1976 when Equal Opportunity Program Specialists (EOPS), two from USS CORAL SEA and one from COMNAVAIRPAC augmented one EOPS onboard CONSTELLATION. Pre-entry meeting activities included a Phase II overview attended by USS CONSTELLATION's Commanding Officer, Captain L.F. EGGERT, it's Executive Officer, Captain H.R. PEARL, it's department heads, MCPOC and CMAA. Current Equal Opportunity Quality Indicators (EOQI) data had been collected and was available. A command Information System (CIS) made up of petty officers from Legal, Educational Services, Career Information and Personnel Offices had been appointed by the Executive Officer. Command Training Team (CTT) members from all major departments with the exception of the Engineering Department had been identified.

b. On 22 June 1976, EOPS met with Captain Pearl for the purpose of preparing an agenda for the Entry meeting. At this time, Phase II Command Coordinator was named, Commander EYLER from Weapons Department. The Executive Officer also authorized off-ship workshop training due to inadequate ship board training area availability. Procedures for workshop openings were agreed upon in that Commanding Officer, Executive Officer, Command Coordinator or appropriate command representative would be available to each workshop commencement.

c. The Entry meeting with the Commanding Officer, Captain EGGERT was held 23 June 1976 aboard CONSTELLATION with the Executive Officer, and Command Coordinator, present. Some of the decisions were; LCDR JONES was appointed as HUMAN RESOURCE COUNCIL (HRC) Chairperson, data based Affirmative Action Plan (AAP) and methods for data collection were addressed. The outcome was a command decision to include EOQI's data collectors as members of the HRC. Another area centered upon the identification of "Middle Management". The co-mand decision was that personnel; E-6 thru O-4, for Action to Counter Racism (ACR) workshop purpose would be considered as middle management. The command desires were that a minimum of eighty per cent of this community be trained through a twenty ACR workshops schedule and additionally that ACR training be accomplished through a vertical slice or mixing of this group rather than straight peer groups based upon rank or rate.

d. USS CONSTELLATION's impending operating schedule allowed but two alternatives for training middle management. The first choice was that workshop commence immediately, thus requiring extensive at-sea commitment by all departments. The second choice was to defer workshop activity until the period 26 July through 2 Sept, thus maximizing in-port time availability. The latter alternative was chosen and scheduling proceeded accordingly.

2. TRAINING

a. The major middle management, ACR workshops, commenced 26 July with the following accomplishments; 401 participants were trained, that 84 officers, 97 Chief Petty Officers, 205 First Class Petty Officers and 15 Second Class Petty Officers. CINCPACFLT requirements were met and 80% of the scheduled target audience identified as middle managers attended. Enclosure (1) depicts workshop attendance flow.

b. The Command Training Team (CTT) 21 members atarted training on 26 July with the following accomplishments; 17 CTT members were trained, that 3 officers, 9 Chief Petty Officers and 5 First Class Petty Officers were certified, 4 First Class Petty Officers were not certified due to inability to integrate knowledge of the mechanical processes with conceptual knowledge necessary to deliver the required educational sessions. This lack of skill made it impossible to answer questions from the audience.

c. COMNAVAIRPAC Speedletter WPC A488 Ser 0162/1517 requirements for the composition of the CTT members; must be E-7 thru E-9, WO or O-2 and above. Waivers for 5 First Class Petty Officers were obtained and granted by COMMANDER CARRIER GROUP ONE on 26 Oct 1976. Enclosure (2) depicts seventeen fully certified CTT MEMBERS.

d. The Military Right/Responsibilities and Cultural Expression in the Navy workshops for personnel E-5 and below commenced on 2 Aug 1976 conducted by EOPS and CTT members. By 29 Dec 1976, 51 Workshops were conducted with approximately 1, 076 trained.

e. The Counter Racism/Equal Opportunity (CR/EO) workshop for top management was conducted in Naval Air Station, NorthIsland on 23 Sept 1976. The Officers that were present were Commanding Officer, Captain Peelle, Carrier Group one Staff Human Resource Manager, Commander R.B. Lindsay, Department Heads, Ship's Legal officer, MCPOC and CMAA. The objectives of the workshop were met. In addition to the Educational session, a list of Recommendations and suggestions from the ACR, MR and R and CEN workshops for the affirmative command action plan were prioritarized. Captain Peelle decided that the Affirmative Action Plan update/revision workshop will be conducted as an interface with Human Resource availability Weeks (HRAV) scheduled in November 1976.

3. HUMAN RESOURCE MANAGEMENT SURVEY (HRM)

a. The HRM survey consists of 88-100 questions dealing with the following dimensions: COMMAND CLIMATE, SUPERVISORY LEADERSHIP. PEER LEADERSHIP, WORK GROUP PROCESS AND HUMAN GOALS.

b. A human Resource Management support team (HRMST) led by CDR J.W. McBrien from Human Resource Management Center, San Diego conducted the HRM survey onboard CONSTELLATION during the week of 13-17 Sept. 1976. All departments were surveyed with the exception of Air and Enginneering. Operational consideration dictated that Air and Enginneering departments participated in the survey on 21 and 22 Sept. 1976.

c. CONSTELLATION surveyed approximately 2,000 personnel, more than any aircraft carrier has previously survey, representing over 80 per cent of the

ship's complement.

4. HUMAN RESOURCE AVAILABILITY WEEK (HRAV)

a. The Human Resource Availability was held during the week of 14-19 Nov 1976 at Naval Station, Long Beach with the intent to get the Commanding Officer, Executive Officer, Department heads, selected HRC members and departmental representatives to draft, the Command and AFFIRMATIVE ACTION PLANS for the CONSTELLATION.

b. The Human Resource Management specialist Team (HRMST) led by CDR MCbrien conducted educational sessions and seminars in the areas of problem-solving took the Command's average marks as a result of the HRM survey and identified the strengths, weaknesses and possible problem areas. The participants were divided into 6 task groups, 4 to work on Command Action Plan (CAP) and 2 on Affirmative Action Plan (AAP). Each group were assigned 2-3 problems to "solve" and prior to the end of the week, the group leaders went before the seminar group to discuss the problems and bring forth his groups solution.

5. HUMAN RESOURCE MANAGEMENT OFFICE (HRMO)

a. The name Human Relations Office was changed to Human Resource Management Office. The re-organization took place although most of the previous functions still remained the same, the new direction that this office took was to meet the requirements of the Navy Human Resource Management Support System.

6. HUMAN RELATIONS COUNCIL (HRC)

a. Human Relations Council was re-organized along the lines recommended by COMCARGRU ONE Staff Human Resource Manager, Cdr R.B. LINDSAY. This included mandatory attendance by department representatives; screening of these personnel to determine if they lend credibility to the purposes of the HRC, educational sessions for all involved in that it would give the council some purpose, some participation in things, and provide discussions on possible avenues of closures with regards to HRC issues.

b. HRC was also re-directed in it's mission as an extra ear and early warning system for the Executive Officer with regards to Leadership, management and Equal opportunity (including minority affairs).

c. The previous CV-64 INST 5350.1C on the organization of the HRC was revised and re-written in order to eliminate the sentence, "Minority affairs matters will not be addressed by HRC..." which is in direct violation of guidelines established in OPNAVINST 5354.1 which tasks the council with "Developing and sharing ideas that will foster harmonious human relations and "examining incidents and situations were tensions, dessension, or discrimination may exist and proposing corrective action; following up by solicitationg constructive feedback to ascertain whether the climate has improved". The current HRC instruction includes one of the most important aspects of this council, to discuss any minority or racial affairs that exist on the ship.

ACR WORKSHOP ATTENDANCE FLOW

Workshop scheduling arrangement were based on an optimum of 25 students per session.

WORKSHOP NUMBER	PARTICIPANTS	OFFICER/W. OFFICER	E9-7	E6-5	COMMAND OPENING
1	21	CTT Member Workshop			CAPT EGGERT
2	19	4	2	13/0	NONE
3	16	3	6	5/2	CDR EYLER
4	19	4	4	9/2	CAPT PEARL
5	22 (at sea)	3	7	12/0	CAPT PEARL
6	18 (at sea)	5	2	11/0	CAPT PEARL
7	16 (at sea)	1	4	11/0	CAPT PEARL
8	14	3	3	8/0	CDR PEACHER
9	20	4	5	10/1	CDR WALES
*10	12	1	3	8/0	CDR WALES
11	16	1	6	8/1	CDR EYLER
12	25	5	5	14/1	NONE
13	24	5	8	10/1	CDR EYLER
14	21	5	3	13/0	NONE
15	26	5	6	13/2	CDR EYLER
16	22	6	4	9/3	CDR EYLER
17	30	6	8	14/2	CDR EYLER
18	27	12	5	10/0	CDR EYLER
19	17	5	4	7/1	CDR EYLER
20	17	2	5	10/0	CDR EYLER

* EOPS met with command coordinator with attendance concern

Personnel named below are highly qualified and recommended for CTT certification.

Name	Social Security No.	Rate/Rank	Dept
David Jordan	[redacted]	LCDR	OPS
Charles Jeffries		LT	OPS
Wesley Stanfield		LT	AIR
Frederick Titmas		AMCS	AIMD
Otho Williams		PHCS	OPS
Robert Connor		DKC	SUPP
Rumaldo Rios		AOC	WEPS
David Hostetler		YNC	EXEC
Larry Beck		ETC	OPS
James Cathey		ETC	OPS
Dennis Teemly		AWC	OPS
Carmelito Aurilio		ABHC	AIR
Robert McFalls		AQ1	AIMD
Peter Zimmbelman		AMS1	AIMD
Jerry Miles		AO1	WEPS
David Fernandez		AK1	SUPP
Peregrino Alberto		MS1	SUPP

Enclosure (2)

Commander Gerald L. Hartman, D.C.
Dental Officer

Commander Robert L. Wilson
Safety Officer

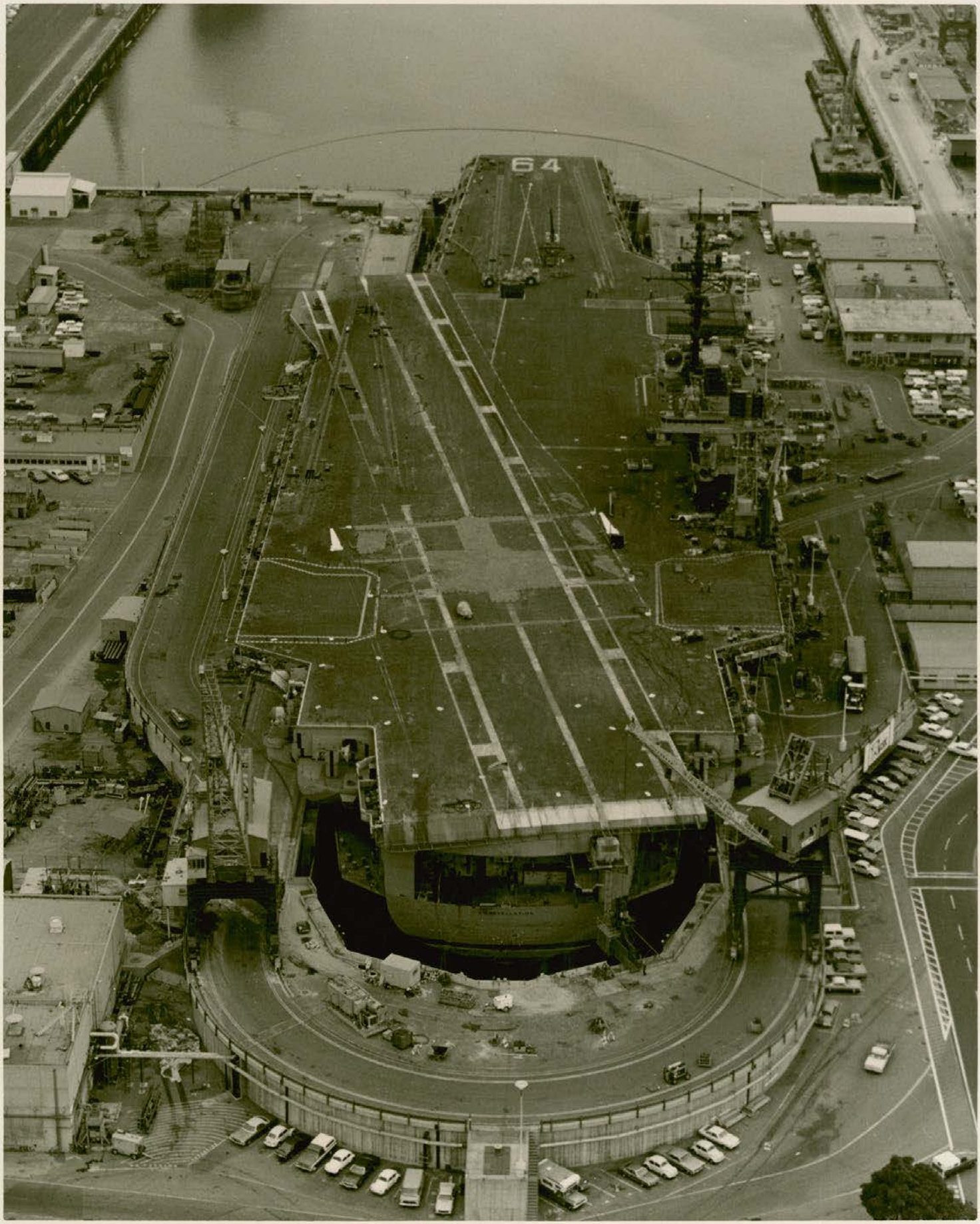
Captain William R. Crawford, M.C.
Senior Medical Officer

Commander A.T. Eyler
Weapons Officer

LCDR. Vernon D. McDaniel
Communications Officer

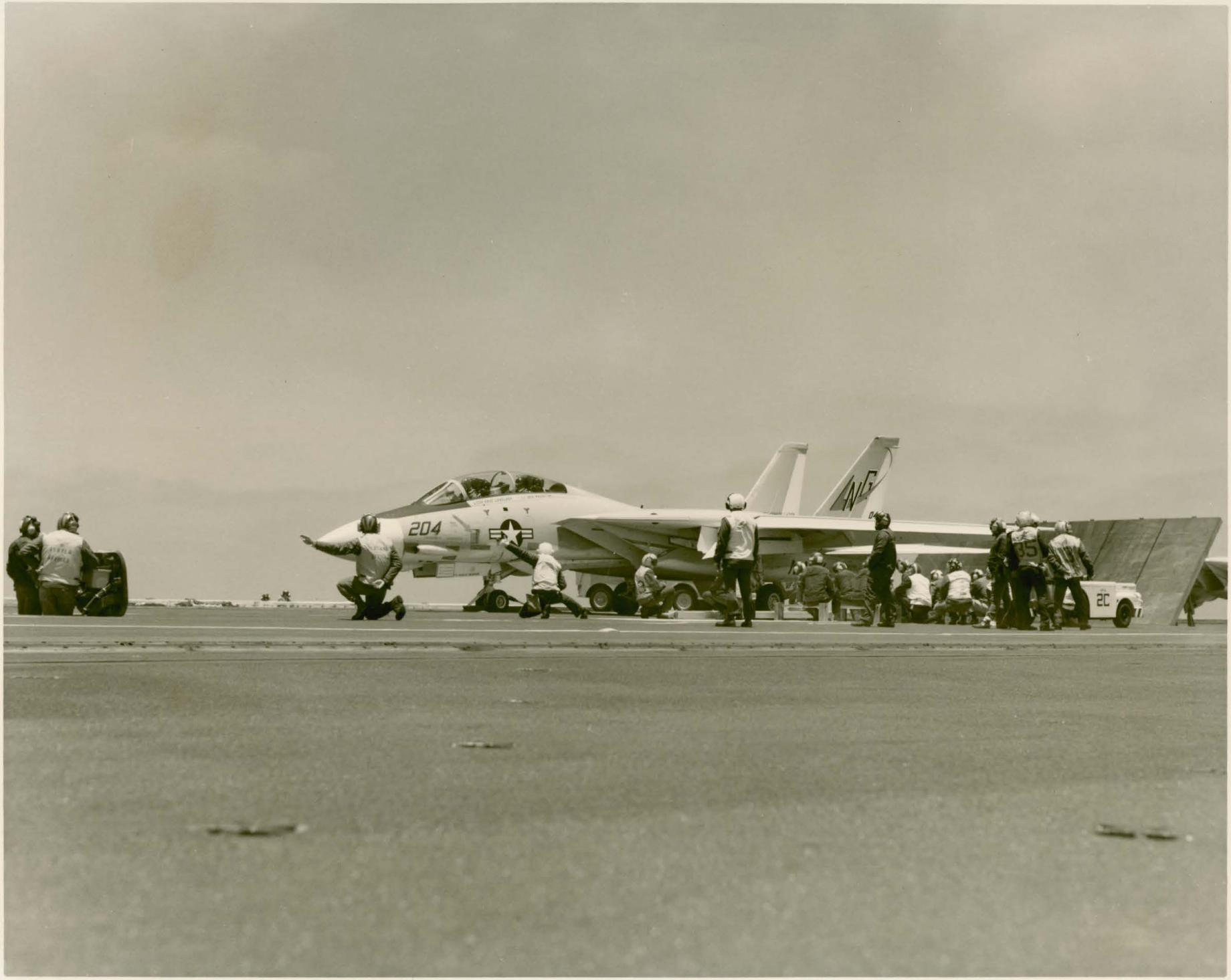
Commander J.P. Holm
Navigator

Commander Robert W. Peacher
Operations Officer


64

64


64


204
NG
35
2C

410NG
415NG
10
15
NG
03
NG
9403
703
USS
CONSTELLATION
NAVY
VS-21