



DEPARTMENT OF THE NAVY
USS CONSTELLATION (CV 64)
FPO SAN FRANCISCO, 96635

1981

IN REPLY REFER TO:

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Ser

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REGISTERED MAIL

From: Commanding Officer, USS CONSTELLATION (CV 64)
To: Chief of Naval Operations (OP-05D2)
Subj: USS CONSTELLATION (CV 64) 1981 Command History; forwarding of (OPNAV Report 5750-1)
Ref: (a) OPNAVINST 5750.12B
Encl: (1) USS CONSTELLATION (CV 64) 1981 Basic History

1. Pursuant to the provisions of reference (a), enclosure (1) is hereby forwarded.


D. M. BROOKS

Copy to:
Director of Naval History (OP-09B9), Washington Navy Yard, Washington, D.C.
20374

NAVAL AVIATION HISTORY
JUN 20 1982

Commanding Officer USS CONSTELLATION



Captain Dennis M. Brooks, U. S. Navy

Captain Brooks a native of Birmingham, Alabama entered the U.S. Naval Academy in June 1953, where he graduated and was commissioned in June 1957. He reported to Flight Training in August 1957 and was designated a Naval Aviator in February 1959.

Captain Brooks completed F-8 Replacement Pilot Training in Fighter Squadron One-Seventy-Four and served in Fighter Squadron One-Zero-Three from October 1960 to June 1963. He attended the Naval Post Graduate School, Monterey, California and received his degree in Aeronautical Engineering in June 1965. He reported to the Bureau of Naval Weapons Representative McDonnell Aircraft Corporation, St. Louis where he served as Head, Aircraft Systems Branch and as a Production Test Pilot for all models of the F-4.

Upon completion of F-4 Replacement Training in Fighter Squadron One-Zero-One, he served in Fighter Squadron Thirty-Two from August 1967 until August 1969. During the period September 1969 to June 1971 he served as a member of the academic faculty at the U.S. Naval Academy where he instructed first-class midshipmen in servo-mechanism theory and theory of weapons system control. He attended the Armed Forces Staff College, Norfolk, Virginia prior to reporting to Fighter Squadron One-Two-One for replacement pilot training. He reported to Fighter Squadron Fifty-One in July 1972 as Executive Officer and assumed command in September 1973. The Squadron was awarded the Naval Air Force Pacific Fleet "E" for Battle Efficiency in August 1974. In January 1975 he completed his tour as Commanding Officer. From March through December 1975 he served as Air Operations Officer in USS Oriskany (CV-34) prior to assuming command of Fighter Squadron One-Twenty-One the Pacific Fleet's F-4 Readiness Squadron at Naval Air Station Miramar.

From April 1977 through May 1978 he served as Head, Aviation Commander Assignment Branch, Bureau of Naval Personnel, Washington, D.C. Upon completion of six months enroute training, including the Senior Officer's Ship Material Readiness Course, Idaho Falls, Idaho, Captain Brooks assumed command of the Fleet Replenishment Oiler, USS Kansas City (AOR-3) on 13 January 1979, while underway in support of the USS Constellation Battle Group deployed in the Western Pacific and Indian Oceans. Following relief as Commanding Officer, USS Kansas City in June 1980, Captain Brooks served on the Staff, Commander Naval Air Force, U.S. Pacific Fleet as Force Readiness Officer.

Captain Brooks has logged over four thousand hours and nine hundred eighty carrier landings in the F-8 and F-4 aircraft. He is married to the former Dolores Katherine Gober of Birmingham, Alabama. He and Lorrie reside in quarters at Naval Air Station North Island with their three children, Mark, Amy and Allison.

Commander Philip S. Anselmo



Executive Officer USS CONSTELLATION

Commander ANSELMO, a native of Middlebury, Vermont, graduated from the University of New York in August 1962, entered the Navy through Aviation Officer Candidate School in October 1962 and was commissioned in March 1963. He reported to flight training in March 1963.

Commander ANSELMO completed F-4 Replacement Pilot Training in Fighter Squadron 101 and served in Fighter Squadron 31 from February 1964 to December 1965; Fighter Squadron 151 from December 1965 to March 1967; Air Test and Evaluation Squadron Four from March 1967 to October 1969; Fighter Squadron 121; Fighter Squadron 213 from December 1969 to December 1971; and F-14 Program Manager at Naval Air Test Center, Patuxent River from December 1971 to August 1974.

From August 1974 to August 1976, he served as Flag Lieutenant and Aide to Commander SIXTH Fleet. He then reported to Fighter Squadron 121 (F-4 RAG); Carrier Air Wing Two Staff as Operations Officer from March 1977 to May 1977; Fighter Squadron 154 as XO, then CO, from May 1977 to December 1979; and Fighter Squadron 121 as CO from December 1979 to June 1981.

Commander Anselmo has logged over 900 carrier landings in the F-4 aircraft. He is married to the former Arlene Fox of Cleveland, Ohio. He and Arlene reside at 13215 Edina Way, Poway, California with their two children, Christopher and Elizabeth.



1981 CHRONOLOGY

01 Jan--24 Feb SRA pier-side North Island
24 Feb--27 Feb Ready For Sea
28 Feb--02 Mar Underway--refresher independent steaming exercise (ISE)
03 Mar--11 Mar Upkeep, San Diego
12 Mar--17 Mar Underway--ISE and Carrier Qualifications
18 Mar--29 Mar Upkeep, San Diego
30 Mar--10 Apr Underway, Refresher Training
11 Apr--12 Apr In port, San Diego
13 Apr--17 Apr Underway, Refresher Training
18 Apr--29 Apr Upkeep, San Diego
28 Apr Constellation Change of Command--Captain D.M. Brooks relieved Captain L.A. Edney
30 Apr--13 May Underway--Southern California Operating Area Air Operations
14 May In port, San Diego
15 May Underway, Dependents' Cruise
16 May--21 May Underway, Fleet Carrier Qualifications
22 May--06 Jun Upkeep, San Diego
13 Jun--21 Jun Underway, COMPTUEX-WEPTRAEX
22 Jun--06 Jul Upkeep, San Diego
07 Jul--28 Jul FLEETEX 1-81
29 Jul--31 Jul In port, Pearl Harbor, Hawaii
31 Jul CINCPACFLT Change of Command, ADM Davis relieved by ADM Watkins aboard Constellation
01 Aug--07 Aug Transit with air operations from Hawaii to San Diego
07 Aug--13 Aug Upkeep, San Diego
14 Aug--16 Aug Underway, Fleet Carrier Qualifications
16 Aug--19 Aug Underway, operations in Southern Cal. Op Area
20 Aug Underway, President Ronald Reagan visits Constellation and observes air operations
21 Aug--25 Aug Underway, OPPE
25 Aug--08 Sep Upkeep, San Diego
09 Sep--19 Sep Underway, READIEX 6-81
20 Sep--19 Oct POM, San Diego
20 Oct--30 Oct Depart on WestPac cruise, transit to Pearl Harbor, HI
31 Oct--02 Nov In port, Pearl Harbor, HI
03 Nov--24 Nov TRANSITEX 2-82 transit from Pearl Harbor to Subic Bay, R.P.
22 Nov INCHOPEX 82-2
23 Nov Arrived and departed Subic in evasion of Typhoon Irma 25
Nov--05 Dec In port, Subic Bay, R.P.
05 Dec--29 Dec Transit from Subic Bay to Arabian Sea ModLoc
12 Dec--13 Dec Transit Malacca Straits
18 Dec Shellback initiation on Constellation
24 Dec--25 Dec "Starving Artists" USO show performs on board
30 Dec Arrive at Arabian Sea ModLoc
31 Dec "Dallas Cowboy Cheerleaders" USO show performs

1981 NARRATIVE

CONSTELLATION began the year pier-side at the Naval Air Station North Island in Coronado, California. In the midst of an extensive SRA period beginning the end of November 1980, the ship continued to ready itself for the upcoming work up cycle. During this three-month period, the ship created a SFOMS Department, devoting its energies to improving the living conditions throughout the ship. Between the 14th of November and the 23rd of February, the SFOMS Department rehabilitated nine berthing compartments, and increased the ship's berthing capacity by 137 bunks. Eight heads were rehabilitated, 45 per cent of the ship's ventilation system was cleaned and all ventilation systems were checked.

After the completion of this successful availability, Constellation got underway for three days of independent steaming in the Southern California operating area (SOCAL). The three days served as an excellent opportunity to train new personnel for the upcoming Refresher Training scheduled in April, as well as an opportunity to steam the engineering plant after four months alongside the pier in North Island. Following another short upkeep period in San Diego from 3 to 11 March, the ship got underway for another important period of independent steaming. During this time Constellation's flight deck was utilized for four days of Carrier Qualifications. On March 15, the ship completed its ACLS certification. These five days at sea were filled with readiness drills ranging from General Quarters to practicing deceptive lighting measures. On the 18th of March Constellation returned to North Island for an 11-day upkeep, the last before Refresher Training.

Constellation got underway on 30 March for an 18-day refresher training period. Weeks of long training days spent with members of Fleet Training Group aboard to observe and instruct culminated in a very successful final battle problem on April 17. Constellation received outstanding scores in the areas of Ship Control, Navigation, and Combat Direction Center. Excellent results were obtained in Casualty Control and Aviation. Satisfactory or Good scores were realized in other areas including the setting of material conditions of readiness Yoke and Zebra. The ship achieved the highest grade ever in the Combat Direction Center and the first passing scores for both material conditions Yoke and Zebra for any CV since 1974. All of the ship's STR's except for a Z-40-EW, for which services could not be obtained, were accomplished.

Along with this massive training effort during Refresher Training, Constellation conducted extensive air operations as well. Air operations commenced with four days of refresher CQ followed by seven days of cyclic operations. During this period 1425 (953 day/472 night) carrier landings were safely completed with 100 per cent of the Air Wing refreshed.

After a 12-day upkeep in San Diego, Constellation was once again at sea with embarked Air Wing CVW-9 for an extensive period of air operations. The relatively short period between this and the last operating period allowed for commencement of day/night cyclic operations after only a half day of Air Wing CQ refresher operations. Trap-cat-trap procedures were employed during this period of CVW-9 cyclic operations for a total of 964 day and 238 night landings. A good deal of coordination with Constellation's Combat Direction

Center was exercised in the numerous WASEX, AAW and ASW events conducted during this period. Support flights for "Kernel Usher," an amphibious exercise, also provided the Air Wing with valuable training opportunities.

After this training period, Constellation made a short stop in San Diego long enough to offload CVW-9 and prepare for a Dependents' Cruise on May 15. The highlight of this relaxed day at sea was an impressive air show by CVW-9.

The following day Constellation got underway once more to begin a period of Fleet CQ. The qualifying of pilots proceeded smoothly enough to enable the completion of seven days of CQ's in five days. Total arrested landings during CQ were 996 day and 423 night traps. Total pilots qualified were 98 day and 66 night.

After a 22-day upkeep period in San Diego, Constellation continued with the next phase of readiness training, a COMPTUEX/WEPTRAEX. The extensive daily schedule of coordinated exercises was impressive. Training accomplished during this period included: MINEX Bravo, three AAWEX/MASEX periods, long-range strike to Saylor Creek, Idaho target, four major live ordnance strikes, two Alpha strikes utilizing inert ordnance, two KOMAREX's utilizing patrol boats for repeated attacks by CVW-9 aircraft, three WASEX's, a 24-hour EXTENDEX, three MISSILEX periods, four EXTORP drops against USS Houston and captive air-to-air missile training and numerous day/night strikes. The WEPTRAEX/COMPTUEX afforded the ship/Air Wing team an opportunity to demonstrate the skills and coordination developed early on in the training cycle.

June ended with Constellation in port San Diego for another scheduled upkeep period and with preparations being made for the FLEETEX scheduled in July.

On the 7th of July Constellation got underway to participate in a month packed with excellent training opportunities. As part of the "blue" forces of FLEETEX 1-81, the ship exercised the Air Wing by conducting numerous air strikes against the Coral Sea Battle Group and San Clemente Island. On July 10 teams of newsmen were embarked to document the procedures of a mass casualty drill on the flight deck. The report was later aired on CBS's "Two on the Town" program in Los Angeles and KFMB in San Diego. On July 22, long-range air strikes were conducted against Kahoolawe. During the next two days, utilizing the military assets in the Hawaiian operating area, Constellation participated in a variety of KOMAREX's, AAWEX's, MISSILEX's, TORPEX's and BEAREX's. The training period culminated in an opposed entry into Pearl Harbor.

The last three days of July were spent in Hawaii, and provided a welcome break from a busy operating schedule. On July 31, Commander in Chief of the U.S. Pacific Fleet, Admiral Donald C. Davis, held his Change of Command ceremony on Constellation's hangar deck while in Hawaii. Admiral James Watkins relieved Admiral Davis in the event attended by the Chief of Naval Operations, Admiral Thomas B. Hayward.

Constellation left Hawaii on August 1, conducting an opposed sortie from Pearl Harbor. During the transit back to San Diego, the ship conducted "blue water" air operations.

After one week at sea, Constellation got underway again for a Fleet Carrier Qualification sea period. Along with three days of carrier qualifications, the ship also prepared for a Presidential visit at sea on August 20. Arriving onboard for the visit were Commander Carrier Group Seven, RADM George Aitcheson; Commander Naval Air Force Pacific, VADM Robert Schoultz and Commander in Chief, Pacific Fleet, ADM James Watkins. President Reagan flew aboard by helicopter as the ship steamed off the coast of California on the morning of 20 August. His whirlwind three-hour visit of the ship included addressing the crew in the hangar bay, observing a weapons training exercise by CVW-9 aircraft, eating in the enlisted dining facility and observing launch and recovery operations from the bridge. The day after the President's visit, the ship began the extensive OPPE engineering exam. For the next four days, Connie's engineers were evaluated on the material condition of the plant and their proficiency in casualty control procedures. After the exam, Constellation steamed into San Diego for a 15-day upkeep period.

On the 9th of September, Constellation got underway for its last at-sea training period before the next deployment. In this important and final stage of the work up period, Constellation participated in READIEX 6-81 and held the Operational Readiness Exam (ORE). The READIEX was filled with operational training for the ship and Air Wing. The ship was exercised in its ability to maintain alerts, conduct long-range strikes, long-range SSSC, long-range WASEX's, General Quarters, KOMAREX's, BEAREX's, MINEX's and DACM's. The exercise period culminated in an EXTENDEX, a 36-hour period of continuous vulnerability to exercise threats.

Constellation returned to San Diego on September 20 and began its POM period. For the month that was to follow, the ship would receive the last touches of repair work while much of the crew prepared themselves for the upcoming deployment to begin on October 20.

The first leg of WestPac 81-82 began with EastPac operations en route to Pearl Harbor. Included in these operations were ASW, an ENCOUNTEREX, a BEAREX, air strikes on Kahoolawe and an opposed entry into Pearl Harbor. Constellation arrived in Pearl Harbor on 31 October.

After three days in port, the ship departed Pearl Harbor and made its transit toward the Philippine operating area. Accomplishing a considerable amount of training along the way, Constellation conducted cyclic air operations and exercised the Air Wing in WASEX's, BADGEREX's, and other training flights. On 10 November, the ship was reconnoitered by a Soviet Bear "D" Reconnaissance aircraft, and on 11 November Constellation inched into Seventh Fleet. While operating in the vicinity of Guam, the ship conducted air strikes on Farallon de Medinilla, and on 14 November began its evasion of Typhoon Irma. With Irma a safe distance away, the ship entered the San Bernardino Straits on November 21 and arrived at Subic Bay, R.P. on 23 November.

With a series of tropical storms in the area, Constellation set to sea for two days and returned to Subic Bay for an 11-day upkeep period. After leaving Subic Bay on December 5, the ship began its transit to the Arabian Sea.

Highlights of the transit were: Two days of reconnaissance by Soviet Bear aircraft, a refugee pickup by the USS Bagley (a Battle Group Delta unit), and a transit of the Malacca Straits from 12 to 14 December.

After the Malacca Straits were crossed, the ship conducted a Shellback initiation ceremony on 18 December. While in the vicinity of Diego Garcia, the ship conducted a MINEX and Alpha strike on the 20th and 21st of December. A USO singing group, "Starving Artists" were embarked on Constellation and transported by helicopter around the Battle Group to perform between the 20th and 29th of December. The group performed on Constellation's hangar deck in two well-received concerts on the 24th and 25th of December.

On December 30, Constellation arrived at its ModLoc in the North Arabian Sea and welcomed another USO show, the Dallas Cowboy Cheerleaders. The Cheerleaders performed a memorable New Year's Eve show as Constellation ended the year on station in the Indian Ocean.

OPERATIONAL STATISTICS

AIMD was involved in a SRA/Upkeep/Bench verification and installation program from Jan 81 to May 81. Full systems capability and bench verification was not completed until Oct 1981; Selected repair capability was available for some aircraft systems.

During FLEETEX 1-81 (7 Jul 81-6 Aug 81) and WEPTRAEX/ORE (7 Sep 81-21 Sep 81), while at reduced test bench in service status, AIMD inducted 5528 items with 3687 returned to an RFI status for an overall rate of 68.5 per cent. Type Commander goals for **Fully Operational** AIMDs afloat is 70 per cent.

During the FLEETEX 1-81 exercise (Jul 81) alone, AIMD received 2741 items for repair/calibration and test, 1744 of which were returned to a RFI status for an overall RFI rate of 74.1 per cent.

In the last quarter of 1981, Constellation/AIMD deployed to WestPac (20 Oct 81). A total of 8754 items were received between 20 Oct 81-31 Dec 81 with 5810 items returned to RFI status, for an overall RFI rate of 75.3 per cent.

AIMD completed four major alterations: A6E TRAM and F-14 TARPS work centers became operational, and temporary POD storage and a light-tight, laser facility for WC 660 were installed.

FLIGHT DECK STATISTICS

Total launches	12,546
Day	19,847
Night	2,668
Total recoveries	12,667
Day	18,019
Night	3,626
Average cost per launch	\$47.97
Average cost per recovery	\$47.51

On 1 October 1981 JP-5 increased in price from \$1.32 to \$1.42 per gallon. JP-5 received via unrep amounted to 13,781,699 gallons. Constellation received an additional 4,195,557 gallons of JP-5 from shore stations, combining for a total of 17,977,256 gallons of jet fuel consumed by the ship and Air Wing during 1981.

COMMAND RETENTION STATISTICS

<u>Fully Eligible</u>	<u>Ineligible</u>	<u>Reenlisted</u>	<u>PC</u>
<u>First Term</u>			
560	110	111	19.8
<u>Second Term</u>			
73	2	38	52.1
<u>Career</u>			
138	5	103	74.6

MESSAGE TRAFFIC FOR THE YEAR

During 1981 566 Class Easy messages were transmitted totaling \$3,456.
Class A message totals for 1981 are as follows:

Month	Sent	Received	Total	Copies Reproduced
January	461	2,252	2,713	67,835
February	432	2,157	2,589	66,946
March	1,072	5,763	6,835	171,275
April	2,119	11,149	13,268	299,632
May	2,106	10,001	12,107	334,045
June	2,071	12,378	14,449	363,274
July	4,242	16,825	21,067	684,139
August	2,189	12,228	14,417	371,155
September	4,335	13,615	17,950	435,868
October	5,561	15,999	21,560	742,054
November	5,717	15,710	21,427	651,720
December	7,117	22,150	29,267	917,136
Total	37,401	129,227	166,628	5,085,079

EDUCATIONAL SERVICES OFFICE STATISTICS

374	E-3 Exams Administered	567	Advanced to E-2
459	E-4 M/L Exams Administered	503	Advanced to E-3
292	E-5 M/L Exams Administered	353	Passed E-4 M/L Exam
433	E-4 Tests Administered	217	Passed E-5 M/L Exam
399	E-5 Tests Administered	405	Advanced to E-4
87	E-6 Tests Administered	216	Advanced to E-5
132	E-7 Tests Administered	48	Advanced to E-6
0	E-8 Tests Administered	19	Advanced to E-7
0	E-9 Tests Administered	02	Advanced to E-8
62	Typing Performance Tests	01	Advanced to E-9
0	Nelson Reading Tests	38	Typing Tests Passed
45	College PACE courses completed	800	Receiving College Credit
15	High School Courses Completed	238	Receiving High School Course Credit
7	NHSSP Remedial Reading Courses Completed	91	Qualifying for NHSSP Reading Certificate
44	NHSSP ESL Courses Completed	553	Students qualifying for NHSSP ESL Certificates
100	Students Receiving High School diplomas	91	Appeared before Professional Development Board
114	GED tests administered	46	Approved by PD Board
77	CLEP tests administered	25	Advanced under CAP
45	ACT administered	2	Selected for LDO
0	SAT administered	1	Selected for WO
11	LDO applications processed	1	Selected for BOOST Academy Selections
5	WO applications processed	0	OCS/AOC Selections
0	Academy applications processed	2	NROTC Selection
1	BOOST applications processed	1	
5	OCS/AOC applications processed		
2	NROTC applications processed		
850	Enlisted Courses Ordered (NRCC's)		
362	Officer Enlisted Courses Ordered		
212	Officer Courses Ordered		
15	DANTES courses ordered		

HABITABILITY DIVISION

During the ship's Selected Restricted Availability (SRA), the Habitability Division was a part of the SFOMS Department. During this period, (Nov. 14 1980 to Feb. 23 1981) nine berthing compartments were totally rehabilitated, increasing the ship's berthing capacity by 137 berths. Eight heads were rehabilitated, 45 per cent of the ship's ventilation system was cleaned, and all ventilation systems were checked.

On 23 February 1981, SFOMS Department was disbanded. A select 33 personnel were retained in Habitability and the division was assigned to the Executive Department for administrative purposes, and the ship's Quality of Life (QOL) Officer as the overall coordinator of the Division's work package. The QOL Officer and the Habitability Division Officer are responsible for keeping the Executive Officer fully informed of the Division's total work package, such as supply requisitions, tools, materials on hand, manpower, civilian contracts, etc.

After 23 Feb 1981, the Habitability Division, with no direct assistance from civilian contractors, completed the following task:

Six berthing compartments rehabilitated:

01-5-1L	2-225-2L	2-225-4L
3-59-5L	2-97-8L	3-97-6L

Minor rehabilitation on nine heads:

2-215-3L	2-244-OL	2-24-2L
2-111-2L	02-21-2L	02-29-2L
02-34-2L	03-1-2L	03-154-1L

The Habitability Division coordinated a Tiger Crew from other Departments and the Air Wing and cleaned all air conditioning coils and filters throughout the ship just as we entered the warm weather of the Indian Ocean.

Air conditioning boundary doors were installed throughout the ship on the 2nd deck and the 03 level. Approximately 100 doors were installed as air conditioning boundaries and this is an on-going project.

About 75 per cent of the 2nd deck port main passageway was rehabilitated: painted, brass works polished, deck ground, primed and tiled. S-5 passageway was painted and tiled, 2-154-3L. Disbursing passageway 2-141-1L was also completed.

A joint effort by Hab and A Division resulted in nearly 60 water coolers installed throughout the ship.

A supply cage for the Boatswain's Locker was built which houses the cruise book staff personnel for the remainder of the cruise.

A cabinet for the wide-screen TV on the aft EDF was built. MARS Station Office was built on the Flag Bridge area. Installation of false overhead light covers is in progress.

In addition, the Habitability personnel assisted and gave technical assistance to any rehab projects of the different departments and the Air Wing, all Hab work spaces and storerooms were completely rehabbed. Hab personnel do plumbing and electrical trouble calls on heads and berthing compartments, lagging on pipes throughout the ship, and any special projects requested by divisions beyond their capability.

LEGAL TRANSACTIONS COMPLETED

Following is a breakdown of certain activities of Legal during 1981. Figures in parentheses are last year's (1980).

Wills	97 (56)
Disciplinary action:	
Captain's Masts	742 (1014)
Court-martials	
a. Special	21 (22)
b. Summary	186 (19)
Misconduct Discharge:	69

30 Other Than Honorable for frequent involvement of discreditable nature

21 General For Misconduct for frequent involvement of discreditable nature

18 Other Than Honorable in lieu of court martial

Appeals of Captain's Mast: 23

MEDICAL SERVICES PROVIDED

The following medical services were rendered for calendar year 1981:
Professional services

Outpatient visits	143,537
Total admissions to the sick list	264
Flight physicals	286
Other complete physicals	1,565
Immunizations	6,221
Limited services	9,633

Spectacles ordered

Single lens	926
Bifocal	33

Prescriptions filled

Outpatient	21,882
Inpatient	514

Laboratory procedures

Outpatient	16,002
Inpatient	1,659

X-ray film exposed

Outpatient	6,184
Inpatient	245

Electrocardiograms

Outpatient	344
Inpatient	25

Miscellaneous

Audiograms	1,437
Shipboard injuries	480
Other injuries	116
Auto accident injuries	6
Motorcycle accident injuries	3
Drug Abuse (all types)	218
Alcohol abuse	104
Behavioral conditions	113

Operating room procedures

Appendectomies	44
Hernia repairs	18

Circumcisions	7
Cyst excisions	12
Vasectomies	4
Hemorrhoidectomies	2
Wound debridements	4
Tattoo removal	1
Finger surgery	4
I & D knee	2
Anesthesia	
Local	23
Spinal	30
Digital	7
Caudal	2
Axillary	3
Regional	1
Venereal disease	
Gonococcus	404
Chancroid	2
Syphillis	4
Non-gonococcal urethritis	490

NAVIGATION AND DECK SEAMANSHIP STATISTICS

Constellation has navigated through numerous evolutions during the past year and at year's end had safely navigated half-way around the world to bring the ship on station in the Gulf of Aden. During 1981 Constellation steamed over 53,590.3 nautical miles. The ship completed 41 UNREPS, 18 VERTREPS and 19 CONREPS. During 24 sea-and-anchor details the Navigation team brought Constellation safely in and out of San Diego Harbor eight times, Pearl Harbor twice and Subic Bay R.P. twice.

ENLISTED PERSONNEL STATISTICAL DATA

	Allowance	On Board
01 Jan 81	2,541	2,601
01 Apr 81	2,569	2,632
01 Jul 81	2,600	2,755
01 Oct 81	2,562	2,744
31 Dec 81	2,580	2,578

Personnel Transactions

Receipts	1,326
Transfers	561
Separation	696

POST OFFICE

Money Orders Issued		Money orders spoiled		Cash value
24,392		351		\$2,664,872.73
Total Fees		Money orders cashed		Cashed value
\$5,922.35		578		\$50,590.50
Total stamp sales				
\$69,533.56				
Incoming mail		Total 273,776		
Registered mail	First class	Priority	Mom	Sam Parcel Post
14,513	27,725	79,429	7128	56,235 88,746
Outgoing mail		Total 71,135		
Registered mail	First class	Priority	Mom	Sam Parcel Post
2601	18,094	13,901	6261	8637 21,641

**WEAPONS
AMMUNITION EXPENDITURE FOR 1981**

ALPHA	Ammunition (ship support ammo)	Quantity
B545	40 mm Saluting	258
G839	7.62 mm F-M14 (shot line)	567
DELTA	Ammunition (Air Wing support ammo)	Quantity
A651	20 mm TPT	1,806
A659	20 mm HEIT	740
A890	20 mm HEI	1,826
A891	20 mm TP	13,584
E487/E488	MK82 500 LB bomb	1,636
E510	MK83-5 1000 lb bomb	17
E957	MK106 Practice bomb	45
E973	MK76 Practice bomb	6,456
F272	MK84 2000 lb bomb	24
L426	MK45 Paraflare	174
L554	MK25 MLM Marine Location Marker	386
L585	MK58 MLM	506
NW20	CHAFF RR-129 F/ALE-29	1,855
R914	Mine, MK25 Laying Dummy	8
QW66	ATM-93-G (air training missile)	5
QW67	ATM-9H	14
PA34	AIM-9H	1
PA72	AIM-9L	6
PA48/PA68	AIM 7E-4-6	2
PA42	AIM-54A	1
FW76	ATM-54B GM, TRNG	4
1401	TORP, MK46-1, P-2 Tracking Buoyant	2
1405	TORP, MK46-1, P-2 Tracking Buoyant, AC launch	1
1407	TORP, MK46-1, P-2 Tracking Buoyant, Helo launch	2
1512	TORP, MK46-1, Warshot Tube Launch	2
1513	TORP, MK46-1 P-2, Exercise Air Launch	3
1515	TORP, MK46-1, P-2 Exercise Helo Launch	1
1514	TORP, MK46-1, P-2 Warshot Aircraft Launch	1
1594	TORP, MK46-2 Warshot Helo/ Lamps launched	3
1595	TORP, MK46-2 Exercise Helo/ Lamps launched	1
E489	MK82 Bomb (inert, T.P.)	183
Bomb Dummy Units (BDU's)		Quantity
BDU 20/C		19
BDU 24/C		12
BDU 36/C		9

Change of Command

28 April 1981



USS Constellation

Frigate

1797 - 1955

CV 64

1960 - 1981



United States Ship
CONSTELLATION
CV-64

BUILT BY

*New York Naval Shipyard
Brooklyn, New York*

KEEL LAID

September 14, 1957

LAUNCHED

October 8, 1960

SPONSOR

Mrs. Christian A. Herter

COMMISSIONED

October 27, 1961

*"Excellence, that quality for which mankind is constantly
ing, is both a reward and a responsibility - a reward in the
ledge that you, above all your contemporaries, best exemplify the
dards set by your superiors; and a responsibility in that you are
cted, by your superiors, to set the example for others to follow."*



PROGRAM

National Anthem

Invocation

Commander John F. Seibert, CHC, USN

Remarks

Vice Admiral Robert F. Schoultz, USN

Remarks and Reading of Orders

Captain Leon A. Edney, USN

Reading of Orders

Captain Dennis M. Brooks, USN

Relieving of Command

Remarks

Captain Dennis M. Brooks, USN

Benediction

Commander John F. Seibert, CHC, USN

Vice Admiral Robert F. Schoultz spent his youth in Omaha, Nebraska. He entered the Navy as a student in the University of Nebraska's NROTC program and earned his wings and commission in September 1945.

Early in his career, Vice Admiral Schoultz served in a variety of capacities in torpedo and attack squadrons and aboard USS MIDWAY (CVA-41). In 1960, following duty on the Staff of the Commander in Chief, U.S. Pacific Fleet, he served as Executive Officer and then as Commanding Officer, Attack Squadron Ninety-Three. During this tour, Vice Admiral Schoultz led his squadron on two Western Pacific deployments in USS RANGER (CVA-61). From August 1964 to December 1965 he was Head of the Junior Officer Assignment Section, Bureau of Naval Personnel; he then joined the aircraft carrier USS FRANKLIN D. ROOSEVELT (CVA-42) as Operations Officer then Executive Officer.



Vice Admiral Robert F. Schoultz, USN

Vice Admiral Schoultz was Strike Warfare Officer and Assistant Chief of Staff for Plans on the amphibious ship USS ARNEB (LKA-56) in December 1969. He commanded the aircraft carrier USS FORRESTAL (CVA-59) from June 1971 to 1972.

He then returned to the Bureau of Naval Personnel in late 1972 as Assistant Director for Captain Detailing (Aviation). In November 1973 he was promoted to Flag rank and became Director of the National Military Command Center (J-3), Joint Chiefs of Staff in the Pentagon, then later served as Vice Director for Operations (J-3), Officers Material Management Course, Idaho Falls, Idaho. In August 1979, he reported to the OPNAV Staff as Special Assistant to the Director for Commands and Control (OP-094). Vice Admiral Schoultz assumed command of Naval Air Force, U.S. Pacific Fleet on 31 January 1980.

Vice Admiral Schoultz wears three Legions of Merit, Bronze Star Medal, Joint Service Medal, Navy Commendation Medal, American Campaign Medal World War II Victory Medal, Vietnam Service Medal with six bronze stars and the Republic of Vietnam Campaign Medal with Device.

He holds a Bachelor of Science degree in International Relations from George Washington University and also has attended the Navy General Line School, the Naval Intelligence School and the Army War College.

Vice Admiral Schoultz is married to the former Rosemary Parker of Falls City, Nebraska. They have two sons, Robert and Scott.



Captain Leon A. Edney, USN

Captain Edney was born in Haverhill, Massachusetts, and spent his school years in Dedham, Massachusetts. He attended Northeastern University in Boston for one year prior to attending the United States Naval Academy where he graduated with a B.S. degree on 7 June 1957. After graduation, Captain Edney entered flight training at Pensacola, Florida, and was designated a naval aviator in September 1958.

His first operational flying tour was with Air Antisubmarine Squadrons Twenty-Seven and Twenty-four in Norfolk, Virginia, from September 1958 to July 1962. In 1963, Captain Edney attended Harvard University and received his Master's degree in Public Administration. This was followed by a two-year Washington tour as a Special Assistant to the Deputy Chief of Naval Operations for Research and Development.

In September 1965, Captain Edney transitioned to jet attack flying and was assigned to Attack Squadron One-Sixty-Four at Lemoore, California. From 1966 to 1968, he flew over 220 combat missions in the A-4E from

of the USS Oriskany. Following this tour, he served as an attack pilot in Attack Squadron One-Twenty-Two for two years during which the A-7E was introduced into the fleet. In February 1970, he returned to Washington on the staff of the Chief of Naval Operations as the Western Hemisphere Plans Officer in the Political Military Plans Division. In September 1970, Captain Edney was selected as a White House Liaison Officer and in this capacity served as a Special Assistant to the Secretary of Transportation, the Honorable John A. Volpe. He returned to the fleet and joined the Royal Maces of Attack Squadron Twenty-Seven in March 1971, as Executive Officer, and assumed command of the Royal Maces USS Ranger from October 1974 through January 1976. He commanded the fleet oiler USS Ponchatoula (AO 148) from June 1976 through May 1977, a period for which the ship earned the Arleigh Burke Trophy for the most improvement in battle efficiency. Captain Edney was assigned to the Staff for Commander Cruiser Destroyer Group Five from August 1977 through July 1979.

Captain Edney has accumulated over 5500 flight hours and over 1000 carrier landings in his aviation career. Among the decorations he is entitled to wear are six Distinguished Flying Crosses, the Bronze Star Medal, three Navy Commendation Medals, the Navy Meritorious Service Medal, three Navy Unit Commendations, the Meritorious Unit Citation, the Vietnamese Honor Medal, and the Vietnamese Cross of Gallantry.

Captain Edney is married to the former Margon Beck of Hastings, Massachusetts. They have two daughters, Merrie and Jamie.

Captain Brooks a native of Birmingham, Alabama entered the U.S. Naval Academy in June 1953, where he graduated and was commissioned in June 1957. He reported to Flight Training in August 1957 and was designated a Naval Aviator in February 1959.

Captain Brooks completed F-8 Replacement Pilot Training in Fighter Squadron One-Seventy-Four and served in Fighter Squadron One-Zero-Three from October 1960 to June 1963. He attended the Naval Postgraduate School, Monterey, California and received his degree in Aeronautical Engineering in June 1965. He reported to the Bureau of Naval Weapons Representative McDonnell Aircraft Corporation, St. Louis where he served as Head, Aircraft Systems Branch and as a Production Test Pilot for all models of the F-4.

Upon completion of F-4 Replacement Training in Fighter Squadron One-Zero-One, he served in Fighter Squadron Thirty-Two from August 1967 until August 1969. During the period September 1969 to June 1971 he served as a member of the academic faculty at the U.S. Naval Academy where he instructed first-class midshipmen in servo-mechanism theory and theory of weapons system control. He attended the Armed Forces Staff College, Norfolk, Virginia prior to reporting to Fighter Squadron One-Two-One for replacement pilot training. He reported to Fighter Squadron Fifty-One in July 1972 as Executive Officer and assumed command in September 1973. The Squadron was awarded the Naval Air Force Pacific Fleet "E" for Battle Efficiency in August 1974. In January 1975 he completed his tour as Commanding Officer. From March through December 1975 he served as Air Operations Officer in USS Oriskany (CV-34) prior to assuming command of Fighter Squadron One-Twenty-One the Pacific Fleet's F-4 Readiness Squadron at Naval Air Station Miramar.

From April 1977 through May 1978 he served as Head, Aviation Commander Assignment Branch, Bureau of Naval Personnel, Washington, D.C. Upon completion of six months enroute training, including the Senior Officer's Ship Material Readiness Course, Idaho Falls, Idaho, Captain Brooks assumed command of the Fleet Replenishment Oiler, USS Kansas City (AOR-3) on 13 January 1979, while underway in support of the USS Constellation Battle Group deployed in the Western Pacific and Indian Oceans. Following relief as Commanding Officer, USS Kansas City in June 1980, Captain Brooks served on the Staff, Commander Naval Air Force, U.S. Pacific Fleet as Force Readiness Officer.

Captain Brooks has logged over four thousand hours and nine hundred eighty carrier landings in the F-8 and F-4 aircraft. He is married to the former Dolores Katherine Gober of Birmingham, Alabama. He and Lorrie reside in quarters at Naval Air Station North Island with their three children, son Mark, who plans to enter the Naval Academy Class of 1985 this summer, and daughters Amy and Allison.



Captain Dennis M. Brooks, USN

HISTORY

of the Old

The first Constellation, a frigate authorized by Congressional enactment of 27 March 1794, is now a national monument in Baltimore, MD. The first of our fledgling Navy to go to sea, U.S.F. Constellation was also first to engage and defeat a man-of-war from the old-world, the French frigate "L'Insurgente" in 1799.

U.S.F. Constellation was christened in honor of the national symbol -- the circle of stars -- in the original Continental flag. "Resolved," stated the Continental Congress in 1777, "That the Flag of the United States be thirteen stripes, alternate red and white; that the Union would be white in a blue field, representing a new constellation."

Named after the original frigate Constellation, authorized by the Continental Congress in 1797, the current Constellation (CV 64) was commissioned in October 1961, at the New York Naval Shipyard. The following year, Connie sailed around Cape Horn to become home ported at San Diego, California and assume her duties in the U.S. Pacific Fleet.

In the ensuing twenty years, Connie and her embarked air group (CVW-9) participated in twelve deployments to the Western Pacific and the Seventh Fleet theater of operations. Seven of these deployments saw Connie aircraft engaged in combat operations in support of U.S. policy in Vietnam. The Connie's air group team set an enviable record of accomplishments and in 1973 received the Presidential Unit Citation for extraordinary heroism and outstanding performance against an enemy. During this period, LT Randy Cunningham and Willie Driscoll became the first aces of the Vietnam War, downing seven enemy MIGs. Connie's 1980 deployment saw her set the Pacific Fleet record for 110 straight days at sea in the Indian Ocean during the Iranian hostage crisis.

Throughout her distinguished history, Connie's most important asset has been the people who have served her so well and brought to life the spirit of the old and the pride of the new.

Pride of the New

Former Commanding Officers

CAPT. T. J. WALKER, USN	Oct 61 - Nov 62
CAPT. S. W. VEJTASA, USN	Nov 62 - Nov 63
CAPT. F. A. BARDSHAR, USN	Nov 63 - Nov 64
CAPT. G. H. MAHLER, USN	Nov 64 - Jan 66
CAPT. W. D. HOUSER, USN	Jan 66 - Dec 66
CAPT. J. M. THOMAS, USN	Dec 66 - Dec 67
CAPT. W. R. FLANAGAN, USN	Dec 67 - Nov 68
CAPT. J. S. CHRISTIANSEN, USN	Nov 68 - Jan 70
CAPT. J. M. TIERNEY, USN	Jan 70 - Jan 71
CAPT. H. E. GERHARD, USN	Jan 71 - Sep 71
CAPT. J. D. WARD, USN	Sep 71 - Apr 73
CAPT. P. H. SPEER, USN	Apr 73 - Sep 74
CAPT. L. F. EGGERT, USN	Sep 74 - Sep 76
CAPT. M. A. PEELLE, USN	Sep 76 - Jun 78
CAPT. P. F. McCARTHY, Jr., USN	Jun 78 - Jan 80
CAPT. L. A. EDNEY, USN	Jan 80 - Apr 81

*What It Means To
Be An American*

not choose to be a common man.
my right to be uncommon-if I can.
k opportunity-not security.
not wish to be a kept citizen, humbled and dulled by
the state look after me.
t to take the calculated risk; to dream and to build;
l and to succeed.
use to barter incentive for dole.
fer the challenges of life to the guaranteed existence;
hrill of fulfillment to the stale calm of utopia.
l not trade freedom for beneficence nor my dignity for
out.
l never cower before any master nor bend to any
.
my heritage to stand erect, proud, and unafraid, to
and act for myself, enjoy the benefit of my creation
face the world boldly and say, "This I have done."
his is what it means to be an American.