



DEPARTMENT OF THE NAVY
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From: Commanding Officer, USS CONSTELLATION (CV 64)
To: Chief of Naval Operations (Op-05D2)

Subj: USS CONSTELLATION (CV 64) COMMAND HISTORY FOR CALENDAR YEAR 1984
(OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12C

Encl: (1) 1984 Chronology
(2) USS CONSTELLATION (CV 64) 1984 Narrative Command History
(3) Biography of Captain John F. CALHOUN, U. S. Navy
(4) Biography of Captain Thomas B. LATENDRESSE, U. S. Navy
(5) USS CONSTELLATION Facts and Figures
(6) Welcome Aboard

1. Enclosures (1), (2), (3), (4), (5) and (6) are forwarded in accordance with reference (a).


J. F. CALHOUN

Copy to:
Director of Naval History

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1984 CHRONOLOGY

01 JAN - 23 JAN Completed Complex Overhaul, Puget Sound Naval Shipyard
Bremerton, Washington.

23 JAN - 27 JAN At sea transit to San Diego, California.

27 JAN - 13 MAR Post Complex Overhaul Availability.

14 MAR - 21 MAR Individual Ship Exercise, Southern California Operations Area.

21 MAR - 03 APR Up Keep, in port San Diego, California.

04 APR - 11 APR Individual Ship Exercise, Southern California Operations Area.

11 APR - 29 APR Up Keep, in port San Diego, California.

30 APR - 11 MAY Pre Refresher Training, Southern California Operations Area.

11 MAY - 13 MAY In port San Diego, Fly Navy West 84.

13 MAY - 15 MAY Pre Refresher Training, Southern California Operations Area.

15 MAY - 26 MAY Refresher Training, Southern California Operations Area.

26 MAY - 25 JUN Up Keep, in port San Diego, California.

05 JUN CAPT John F. CALHOUN relieved CAPT Lyle F. BULL as
Commanding Officer, USS CONSTELLATION (CV-64)

26 JUN - 03 JUL Fleet Replacement Squadron, Carrier Qualifications, Southern
California Operations Area.

03 JUL - 09 JUL Up Keep, in port San Diego, California.

10 JUL - 24 JUL Carrier Air Wing 14, Air Operations, Southern California
Operations Area.

24 JUL - 06 AUG Up Keep, in port San Diego, California.

06 AUG - 17 AUG Carrier Air Wing 14 Carrier Qualifications/Battle Flex Deck
Evaluations, Southern California Operations Area.

17 AUG - 21 AUG Up Keep, in port San Diego, California.

22 AUG - 30 AUG Fleet Replacement Squadron, Carrier Qualifications, Southern
California Operations Area.

30 AUG - 06 SEP Up Keep, in port San Diego, California.

07 SEP - 12 SEP Pre Operational Propulsion Plant Examination, Southern California Operations Area.

12 SEP - 15 SEP Operational Propulsion Plant Examination, Southern California Operations Area.

15 SEP - 30 SEP Up Keep, in port San Diego, California.

01 OCT - 13 OCT Composit Training Unit Exercise 85-1/Transit to San Francisco.

13 OCT - 17 OCT In port San Francisco, California for Fleet Week 84.

17 OCT - 31 OCT Transit Exercise 85-1/Fleet Exercise 85 (Transit to Pearl Harbor, Hawaii.)

31 OCT - 02 NOV In port Pearl Harbor, Hawaii.

02 NOV - 09 NOV Transit Exercise 85-1A (Transit to San Diego, California.)

09 NOV - 26 NOV Up Keep, in port San Diego, California.

27 NOV - 04 DEC Fleet Replacement Squadron, Carrier Qualifications, Southern California Operations Area.

04 DEC - 06 DEC Up Keep, in port San Diego, California.

06 DEC - 13 DEC Kernel Usher 85-1, Southern California Operations Area.

13 DEC - 31 DEC Up Keep, in port San Diego, California, Holiday Leave Period.

USS CONSTELLATION (CV 64) 1984 NARRATIVE COMMAND HISTORY

USS CONSTELLATION began the year pierside at Puget Sound Naval Shipyard finishing up a scheduled 14 month complex overhaul. Completed two weeks early and on budget at \$235 million, CONSTELLATION prepared to depart the naval shipyard. During the 13 and one half month overhaul, CONSTELLATION accomplished the largest ship's force work package ever attempted according to the Overhaul Manager. Ship's force sailors worked 150 thousand man days at a savings to the United States Government of nearly 60 million dollars. Safety consciousness throughout the overhaul assured CONSTELLATION's completion without any major fires and no personnel injuries as a direct result of the industrial work. Three hundred men were assigned to the ship's firewatch division alone, to insure that there was no opportunity for a fire to start during nearly 13 months of cutting and welding. CONSTELLATION's Engineering Department overhauled 56 major auxiliary pumps and turbines, six air conditioning plants, five refrigeration compressors and over 3,000 valves according to the ship's Chief Engineer. Over three fourths of the ship's rotating machinery had to be overhauled. CONSTELLATION passed its Major Propulsion Plant Examinations two weeks ahead of schedule, an all time first for a Pacific Fleet Carrier. This early completion provided the necessary impetus which allowed the ship to complete overhaul two weeks early. During Sea Trials, the ship achieved sustained full power runs in excess of 30 knots.

The first carrier to deploy with the Navy's new F/A-18 "Hornet" fighter, CONSTELLATION was required to install several systems capable of handling the new strike-fighters on her flight deck. Primary was the installation of the Flush Deck Catapult system. Additional catapult modifications in the form of a rotating valve system enabled the ship's catapults to fire more smoothly and quickly thus reducing the shock of launch to flight crews and sensitive onboard equipment. A water cannon Deck Edge Fire Fighting system was added in keeping with the trend to upgrade safety as were HICAP and flight deck lighting systems.

Also in preparation for the arrival of the Hornet fighter, CONSTELLATION's Aircraft Intermediate Maintenance Department (AIMD) installed five aircraft electronics test facilities.

In the field of Combat Systems, CONSTELLATION was modified to carry the Phalanx 20 mm Radar Guided Gatling Gun and the NATO Sea Sparrow Missile System. Additional modifications to the aircraft tracking and air control allow safer flight operations regardless of day or night.

In the area of habitability the ship's force installed 2,800 new bunks and refurbished 534 vents, 250 voids and 50 berthing areas.

The ship's Medical Department administered 2280 protective immunizations to the officers and men of the ship's company.

CONSTELLATION excelled in the area of training, filling 110 percent of its training quota. CONSTELLATION sent 3,300 officers and men to fill 3,000 school quotas. Similarly, retention statistics rose during the yard period, more personnel opting to extend their enlistments or reenlist than those who decided to return to civilian life. Contributing to retention statistics were the strong Special Services program and regular command functions such as picnics, a Christmas party and singing groups.

On January 15, CONSTELLATION, for the second time, hosted the families and friends of Puget Sound Naval Shipyard, giving the men and women who had labored along with the ship's company throughout the overhaul, an opportunity to bring their friends and loved ones aboard the ship for a "look at how they did their jobs." The buses arrived from 1000 until 1500 with the ship hosting a record 6,000 guests (1,000 more than had come aboard when CONSTELLATION offered the same

General Visiting day on her arrival in December 1982.) The shipyard Public Affairs Officer said, "Other ships have had general visiting days before they left Bremerton, but the response for 'Connie's' was overwhelming."

On 23 January, CONSTELLATION departed PSNS and Bremerton, Washington via the Strait of Juan de Fuca. Her flight deck loaded with 743 cars and trucks, a handfull of U-Haul trailers, eight pleasure boats, two helicopters and 63 motorcycles, CONSTELLATION headed south for her new home port in San Diego, California. One hundred seventy dependent families made the four day trip to California along with 33 technical representatives from the Naval Shipyard. Many of the families also brought pets along and, according to the pet control officer, 24 dogs, 18 cats, eight birds, one Guinea pig and an aquarium full of guppies made the trip as well. CONSTELLATION's departure from the Bremerton area was viewed as a great loss, relations between the ship and the citizens of the Bremerton area had been higher than any in the past 40 years according to the shipyard's Public Affairs Officer. Additional evidence of this "winning team spirit" was evidenced in CONSTELLATION's selection as first place winner of the Rear Admiral Thompson Award for Public Affairs Excellence for 1983 in the Community Relations Category.

Arriving in San Diego on January 27, CONSTELLATION was moored pierrside at Naval Air Station, North Island, San Diego, California. Families and vehicles were immediately debarked, the off load being completed by evening.

During the next month and one half (27 JAN through 13 MAR) CONSTELLATION underwent Post Overhaul Availability. In addition to the work package entailed in the availability, CONSTELLATION commenced a strong Public Oriented program. Saint Valentine's Day saw the flight deck covered with astro-turf, a 40 foot tall red, white and blue American Eagle standing on the deck. The reason? CONSTELLATION played host to the "Star Spangled Country Party." Arranged by Lukenbach Productions, Pasetta Productions, Primavera Video and Showtime, CONSTELLATION and Carrier Air Wing 14 crew members and their guests were entertained for three solid hours by such country music greats as Alabama, Sylvia, Gus Hardin, Mel McDaniel, E.T. Conley and the immortal Waylon Jennings. Hank Williams Jr. headlined the show which was taped for later airing on Showtime, pay television. (The show subsequently aired in April and again on national television in December as a Christmas special.) Over 7,500 people attended the first time ever event.

Two days later CONSTELLATION played host to 300 Eagle Scouts from the San Diego Area Council, Boy Scouts of America. Participating in the Eagle Scout Recognition Dinner, the scouts and their sponsors first toured the carrier then dined on steak in the after mess decks. The event was considered highly beneficial to the Navy both from the recruiting aspect and from the outstanding potential returns from the sponsors, mostly local big businessmen and women who are considered "movers and shakers" in the Southern California Area.

Again two days later, February 18, CONSTELLATION played host to the formally catered, highly prestigious, National Pillsbury Bake-off, kick off dinner. Guests from all over the country ate dinner in the open hangar bay, viewed a motion picture on Naval Carrier Air Operations at Sea (Sea Legs) and toured the carrier, having the opportunity to see the San Diego Bay skyline by night from the carrier flight deck.

On 14 March, CONSTELLATION returned to sea sans aircraft for further sea trials and Individual Ship Exercises in the Southern California Operations Area.

Returning on 21 March, CONSTELLATION spent the period from March 21 through April 3 in San Diego for up keep. The ship returned to sea on April 4 for additional Individual Ship Exercises, again in the Southern California Operations Area.

From April 11 through April 29 CONSTELLATION was in port San Diego, again in the up keep process. During this time period CONSTELLATION again played host to several important international dignitaries. On 16 April, the Defense Minister of Kuwait toured the ship with 25 guests. The group was hosted for luncheon by Commander, Carrier Group One in the Flag mess prior to the tour. A short operational briefing preceded the luncheon. Two days later, on Wednesday, April 18, CONSTELLATION hosted His Royal Highness, Prince Andrew aboard for luncheon. The Prince, making an informal tour of the United States to raise money to be used for college construction, ate lunch in Wardroom II with six junior officers from the ship's company and six junior air wing officers from CVW-14.

On April 26 CONSTELLATION hosted 100 members of the National Navy League for dinner and an evening tour.

April 30 saw CONSTELLATION once again underway, this time for Pre Refresher Training in the Southern California Operations Area. During the next two weeks, the crew spent hours running through drills, flight operations and exercises in support of the "Scenario" imposed by the Fleet Training Group.

An unscheduled two day respite from the rigors of training came when the ship returned to San Diego on May 11 in order to attend the Fly Navy West '84 events culminating in the Fly Navy West Ball on Saturday night and Mother's Day on Sunday.

Monday, May 14 again saw CONSTELLATION underway finishing up the last two days of Pre Refresher Training and proceeding into the Refresher Training cycle from May 15 through May 26. The ship received passing grades on all areas of Refresher Training, the first time a carrier had passed REFTRA on the first try in several years according to the Fleet Training Group Observers.

Returning to Naval Air Station, North Island, San Diego, California on May 26, CONSTELLATION remained in up keep through June 25.

On June 5, Captain John F. Calhoun relieved Captain Lyle F. Bull as Commanding Officer, USS CONSTELLATION.

On June 20, CONSTELLATION played host to the Defense Minister of the People's Republic of China, opening new roads into international understanding and foreign relations with that nation.

Captain Calhoun took CONSTELLATION to sea on June 26 for Fleet Replacement Squadron, Carrier Qualifications conducted in the Southern California Operations Area. The ship returned to port July 3 having flown 230 day sorties and 140 night sorties qualifying 84 pilots for day operations and 63 pilots for night operations.

CONSTELLATION spent the period from July 3 through July 9 in port San Diego at up keep.

At sea again on July 10 with Carrier Air Wing 14, CONSTELLATION operated for the first time using "Battle Flex Deck" (BFD) launch and recovery cycles. CVW-14 aircraft and crews including the new F/A-18 squadrons performed in an exemplary fashion despite the grueling schedule imposed by BFD operations.

CONSTELLATION returned to San Diego July 23 remaining in up keep through August 5. The day following her return CONSTELLATION hosted 500 members of the National Navy League when the organization held its annual convention in San Diego. Along with two other ships from Battle Group "Delta", CONSTELLATION served almost 300 meals to Navy Leaguers designated to eat aboard the ship.

On August 6, CONSTELLATION returned to sea, again conducting Battle Flex Deck operations and Carrier Qualifications with Carrier Air Wing 14. Once again operating in the Southern California Operations Area, CONSTELLATION and Carrier Air Wing 14 flew 690 day sorties and 381 night sorties during the period from August 6 through August 17. The CONSTELLATION/Carrier Air Wing 14 Team qualified 109 pilots for day operations and 107 for night. The ship returned to San Diego August 17.

August 17 through August 21 was spent in up keep, pierside at Naval Air Station North Island, San Diego, California.

On 22 August CONSTELLATION sailed once more to the Southern California Operations Area, again to conduct Fleet Replacement Squadron, Carrier Qualifications. During the nine day period from 22 August through 30 August, CONSTELLATION qualified 107 pilots for day operations and 85 for night operations, aircrews flying 239 daytime sorties and 164 by night.

Returning to port August 30, CONSTELLATION spent Labor Day in up keep in San Diego through September 6.

CONSTELLATION got underway on September 7 for Pre Operational Propulsion Plant Examination in the Southern California Operations Area. Commencing the Operational Propulsion Plant Examination on September 12 CONSTELLATION's Engineers made a clean sweep, passing the operation on the first attempt, again a first time in the past few years a Pacific Fleet Carrier has made that accomplishment. The ship's Engineers were seen to hoist red brooms denoting their "clean sweep" from the ship's signal halyards.

Riding the surge of success, CONSTELLATION returned to San Diego on September 15, remaining in up keep through September 30.

CONSTELLATION departed San Diego for her first "port call" on October 1, heading north as a part of Composit Training Unit Exercise 85-1. In transit to San Francisco, California, CONSTELLATION and Battle Group "Delta" participated in running, multi-threat scenarios. The exercise complete, CONSTELLATION entered San Francisco as Flagship of the "Fleet Week" kicking off a four day "Fleet Week" celebration in the "City by the Bay." Moored starboard side to pier 50 south of the Oakland Bay Bridge during the in port period, the first port other than San Diego CONSTELLATION had visited, sailors had an easy time touring the city, enjoying the sights and participating in every kind of ceremony imaginable all as a part of the city's "open arms" policy to Navy personnel. CONSTELLATION reciporated by hosting over 35,000 citizens of San Francisco and the surrounding area on tours of the 85,000 ton carrier, as well as, special visits by Mayor Feinstein, members of the City council and CINCPACFLT.

CONSTELLATION departed San Francisco Bay uneventfully on the morning of October 17. Headed to sea for Transit Exercise 85-1 and Fleet Exercise 85, CONSTELLATION and Battle Group "Delta" were again placed in a multi-threat environment and forced to respond. The response was swift and accurate, earning highly satisfactory exercise grades by the time CONSTELLATION entered Pearl Harbor on October 31. During the transit to Pearl Harbor an EA-6B from Tactical Electronic Warfare Squadron (VAQ) 139 was lost over the angle deck while attempting to recover on CONSTELLATION. The aircrew ejected safely and were quickly recovered by the ship's plane guard helicopter. Injuries to three of the aircrew were minor, the pilot requiring hospitalization in Pearl Harbor for injuries sustained to his spine when he ejected from the aircraft.

In port in Pearl Harbor for their second port call and liberty, CONSTELLATION sailors enjoyed Halloween and November 1 at Waikiki, a thrill almost as exciting as seeing a truly foreign port.

CONSTELLATION returned to sea on November 2, commencing the second half of Transit Exercise 85-1A (the ship's return transit to San Diego, California.)

CONSTELLATION entered San Diego Bay on November 9, remaining in up keep at Naval Air Station, North Island until November 26.

On November 27 CONSTELLATION again returned to the Southern California Operations Area in order to conduct Fleet Replacement Squadron, Carrier Qualifications. During the at sea period from November 27 through December 4,

CONSTELLATION qualified 143 pilots for daytime operations and 108 pilots for night operations. A total of 294 daylight sorties and 195 night sorties were flown during the week-long sea-period.

Returning to San Diego, December 4, CONSTELLATION remained in port for up keep for only two days, departing for sea again on December 6.

CONSTELLATION participated in Exercise KERNEL USHER 85-1 in the Southern California Operations Area, Carrier Air Wing 14 aircraft flying missions in support of Amphibious operations being conducted against the Southern California coast and San Clemente Island. On December 9 Secretary of the Navy, the Honorable John F. Lehman came aboard CONSTELLATION for an evening. In a taped interview with Commanding Officer, Captain John F. Calhoun and Command Master Chief Petty Officer William Huie, Secretary Lehman addressed the crew, speaking about their invaluable service to their country and the strong possibility of interesting liberty ports during the up coming Seventh Fleet Deployment.

CONSTELLATION returned to Naval Air Station, North Island, San Diego, California on December 13, remaining in port for up keep and holiday leave for the remainder of 1984.

During 1984 USS CONSTELLATION spent 149 days at sea participating in numerous exercises and evaluations. CONSTELLATION is the first carrier to deploy with the F/A-18 "Hornet" strike fighter, the aircraft making up two Fighter/Attack squadrons of Carrier Air Wing 14. During 1984, CONSTELLATION hosted over 60,000 people for tours and events aboard the ship.

Commanding Officer USS CONSTELLATION



Captain John F. Calhoun, U. S. Navy

Captain John F. Calhoun, a native of Springfield Missouri, attended Missouri School of Mines before joining the Navy as a Naval Aviation Cadet in 1957. He received his commission in November 1958 and reported to Patrol Squadron 46 for his first operational tour of duty. Captain Calhoun's subsequent assignments included flight instructor duty in Patrol Squadron 31, attendance at the U.S. Naval Postgraduate School, and a tour in USS Currituck (AV-7).

In 1967 Captain Calhoun completed jet transition training and replacement pilot training in the A-4 Skyhawk aircraft. He was assigned to Attack Squadron 55 where he completed two Western Pacific deployments in USS Hancock (CVA 19).

In 1970 Captain Calhoun reported to Attack Squadron 174 for transition to the A-7 Corsair II aircraft. He served as Maintenance Officer and Executive Officer prior to assuming command of Attack Squadron 12 onboard USS Independence (CV 62) in October 1973.

In 1975 Captain Calhoun was assigned to the office of the Chief of Naval Operations as the A-7 Program Coordinator, a position he held until July 1977 when he assumed command of Attack Squadron 174.

Captain Calhoun served as Executive Officer of USS Independence (CV 62) from March 1979 until November 1980.

In July 1981 Captain Calhoun received command of his "deep draft" vessel, USS Detroit (AOE 4). Following command of USS Detroit, Captain Calhoun was assigned as Executive Assistant to the Chief of Staff, Supreme Allied Commander Atlantic, from March 1983 until April 1984.

Captain Calhoun has been awarded the Distinguished Flying Cross, Defense Meritorious Service Medal, Meritorious Service Medal, Air Medal and the Navy Commendation Medal.

Captain Calhoun is married to the former Claudia Schimmel of Pensacola, Florida. He has three daughters, Erin, Elizabeth and Catherine Anne.

Executive Officer USS CONSTELLATION



Captain Thomas B. Latendresse,

U.S. Navy

Captain Thomas B. Latendresse was born and raised in [REDACTED], Washington. He attended Yakima Valley College prior to enlisting in the Navy in 1963. He entered flight training in Pensacola, Florida under the Naval Aviation Cadet Program. Upon completion, on February 15, 1965, he was commissioned as Ensign and designated a Naval Aviator.

CAPT. Latendresse's first fleet assignment was with Airborne Early Warning Squadron 13, homeported in Alameda, California flying the A-1 "Skyraider." During his two and one half year tour he made two combat deployments to the Western Pacific. In August 1967, he reported to Training Squadron 26 in Beeville, Texas, where he served as a flight instructor and Landing Signal Officer for a 26 month tour. In October 1969, CAPT. Latendresse was separated from active duty and was recalled back to active duty in June 1970, at which time he was assigned to Attack Squadron 127 as a replacement pilot in the A-4F "Skyhawk."

In December 1970, CAPT. Latendresse reported to Attack Squadron 55, homeported at NAS Lemoore, California. During his two year tour CAPT. Latendresse made two combat deployments aboard USS Hancock (CV-19). On May 27, 1972, CAPT. Latendresse was shot down and captured while on a strike over North Vietnam. During his internment in Hanoi's P.O.W. camps, CAPT. Latendresse was assigned to the Fourth Allied Composite P.O.W. Wing. He was returned to United States Military jurisdiction on March 28, 1973. For one year following his return to the United States, CAPT. Latendresse was assigned to the U.S. Navy Hospital in Oakland, California. In March 1974, he reported to the United States Naval Post Graduate School, Monterey, California in the Aeronautical Engineering curriculum. After graduating Cum Laude he reported to Attack Squadron 122 in Lemoore, California for A-7E "Corsair II" replacement pilot training.

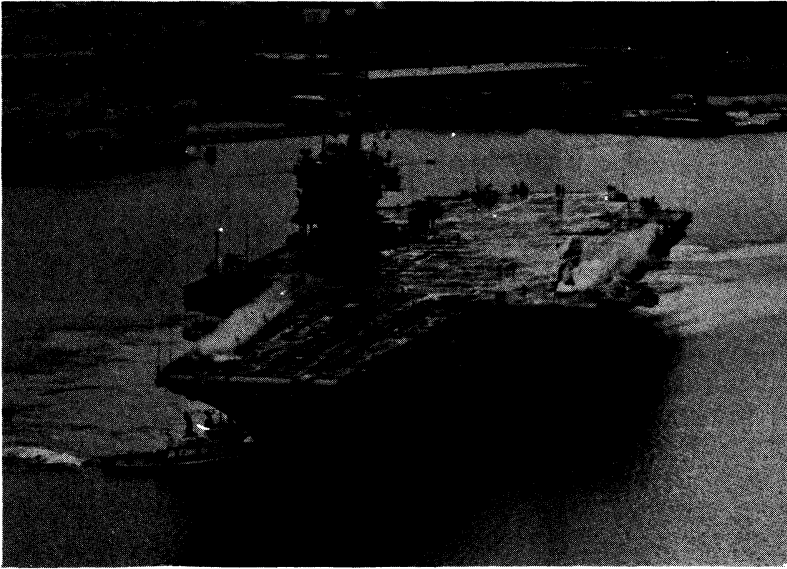
In September 1976, CAPT. Latendresse reported to Attack Squadron 192, homeported at NAS Lemoore, California. During his tour he cruised aboard USS Kitty Hawk (CV-63) and USS America (CV-66) in the Western Pacific and the Mediterranean. In May 1979, CAPT. Latendresse reported to the Staff of Commander Light Attack Wing, U.S. Pacific Fleet in Lemoore, California. In July 1979, he again reported to the Golden Dragons of VA-192 as Executive Officer, assuming command of the squadron on June 27, 1980. Following his change of command in September 1981, CAPT. Latendresse reported to the U.S. Naval War College in Newport, Rhode Island as a student in the college of Naval Warfare. CAPT. Latendresse graduated with distinction from the Naval War College in November 1982 and reported to Carrier Air Wing Reserve 30 as Commander, Air Group.

In September 1984, CAPT. Latendresse reported to USS Constellation (CV-64) as Executive Officer.

In the course of his Naval career, CAPT. Latendresse has flown over 4800 hours and accumulated over 1000 carrier landings. His awards include the Silver Star, Bronze Star, Meritorious Service Medal, two individual Air Medals, twenty six Strike/Flight Air Medals, six Navy Commendation Medals, two Purple Hearts and various other campaign and personal awards.

CAPT. Latendresse is married to the former Nancy Miller of Hoquiam, Washington. The Latendresse's and their children, Tom, Carter, Greg, and Lisa Marie reside in San Francisco Bay area.

America's Flagship..... Pride of the New



On October 27, 1961, USS **CONSTELLATION** was commissioned at the New York Naval Shipyard. She was named for one of the six frigates bought by the Continental Congress in the late 1790's. The first of those frigates, ships which were to make American naval history, was named for the ring of 13 stars that formed a "new constellation" on the flag of the new United States.

The super-carrier is little like its namesake. More than 1,072 feet long and some 270 feet wide, the carrier has more than four acres of space upon its flight deck, enough space to park 55 of the world's most advanced fighter, attack and anti-submarine aircraft. Her catapults can hurl an aircraft from zero to 160 miles per hour in only two-and-one-half seconds.

Her career in the United States Navy has been a long and illustrious one. In July 1961, she departed from New York Naval Shipyard destined to sail around "The Horn" to her new homeport of San Diego. Seven months later she sailed west again, this time for her first deployment to the Western Pacific.

Her crew was awarded the Navy Unit Commendation and the Armed Forces Expeditionary Medal for actions in the Gulf of Tonkin, off the coast of North Vietnam in November 1964. During that same deployment, **CONSTELLATION**'s air wing launched retaliatory air strikes for unprovoked attacks by North Vietnamese PT boats on U.S. destroyers in international waters.

In 1968 President Lyndon B. Johnson paid the ship a visit prior to her fourth deployment to the Western Pacific in June. In November 1968, while assigned to the Seventh Fleet, "CONNIE" pilots flew the last strike missions into North Vietnam prior to the declaration of the bombing halt.

On October 1, 1971 **CONSTELLATION** sailed from San Diego to begin her sixth combat deployment to Vietnam. Seven months later, Lieutenant Randy Cunningham and Lieutenant (junior grade) Willie Driscoll became America's first aces of the war by downing three MiG fighters during vicious dog-fighting over North Vietnam, bringing their total to five enemy aircraft in four months. **CONNIE** received a Presidential Unit Citation from President Nixon in 1973.

In 1975, **CONSTELLATION** underwent a complete overhaul, enabling her to carry the Navy's newest air supremacy fighter, the F-14 Tomcat, and the S-3A Viking, submarine hunter. She was redesignated CV from CVA becoming a multi-mission carrier with full anti-submarine capabilities.

In September 1978, "CONNIE" sailed west again beginning her 11th deployment. Entering the Indian Ocean for the first time since 1974, **CONSTELLATION** was extended on station in the Persian Gulf because of crisis in the Middle East. Her service earned her the Navy and Marine Corps Expeditionary Medals. While on her 12th deployment to the Western Pacific and Indian Oceans, **CONSTELLATION** set a new endurance record remaining on station for an exhausting 110 consecutive days.

CONSTELLATION began her 13th deployment in October 1981, returning to San Diego in May 1982. Before the deployment, "CONNIE" played host to President Ronald Reagan. While operating in the Gulf of Oman, Secretary of Defense Caspar Weinberger and the Chief of Naval Operations paid **CONSTELLATION** a visit.

In 1984 **CONSTELLATION** set shipyard records, completing her scheduled 14 month overhaul in just over 13 months. The overhaul upgraded **CONSTELLATION**, making her the first West Coast carrier to operate the Navy's newest Strike/Fighter, the F/A-18 Hornet.

Though **CONSTELLATION** is homeported in San Diego, California, she is preparing to begin her 14th Western Pacific and Indian Ocean deployment.

Representing a part of America, **CONSTELLATION** will remain a major element of America's defense program into the 21st century. Serving her country as the front line of defense, truly living up to her nickname, "**AMERICA'S FLAGSHIP**, the Spirit of the Old, Pride of the New."

Yankee Racehorse..... Spirit of the Old

On March 27, 1794, the newly formed United States Congress approved an appropriations bill that provided for the construction of six fast, maneuverable new warships. Their purpose was to protect American merchant ships on the high seas from ever more aggressive enemies. Four of the six new Frigates would carry 44 muzzle loading cannon and the remaining two would carry 36. The ships were given symbolic names which the new country could rally around; names such as Constitution and Congress, President and United States, but the first to be commissioned received the name held in highest esteem by the fledgling Congress; the name of that ring of stars, white in a blue field on the new American flag, CONSTELLATION.

She was built by master designer David Stoddard, under the watchful eye of her prospective Captain, Thomas Truxtun. The wood for her construction was live oak from Georgia and the Carolinas. The new frontier states and the lack of good roads and methods of transport made for delays in the commencement of the ship's construction. Work began in late 1795 at the Harris Creek shipyard in Baltimore, Maryland. Stoddard vainly bragged that he could design ships better than the people at the War Department and made it known that he intended to change the ship's plans. Though closely supervised by Captain Truxtun, Stoddard had already changed Constellation's plans in several significant ways. He incorporated a much sharper bow than originally had been called for as well as constructing the ship to carry 38 cannon instead of the 36 she was designed for.

Early in 1796 the United States signed a treaty with the Dey of Algiers, who supported the infamous Barbary Pirates along the northern coast of Africa. The treaty would have stopped all construction on the six frigates had President Washington not realized that American shipping would still require protection on the high seas. Under the auspices of providing economic support for the fledgling United States, he ordered three of the original ships finished.

On September 7, 1797, Constellation slid down the ways into the Patapsco River, launching a career that would span 160 years. She became known as the "Yankee Racehorse" because she could attain the thrilling speed of 13 knots while sailing under nearly an acre of canvas sails.

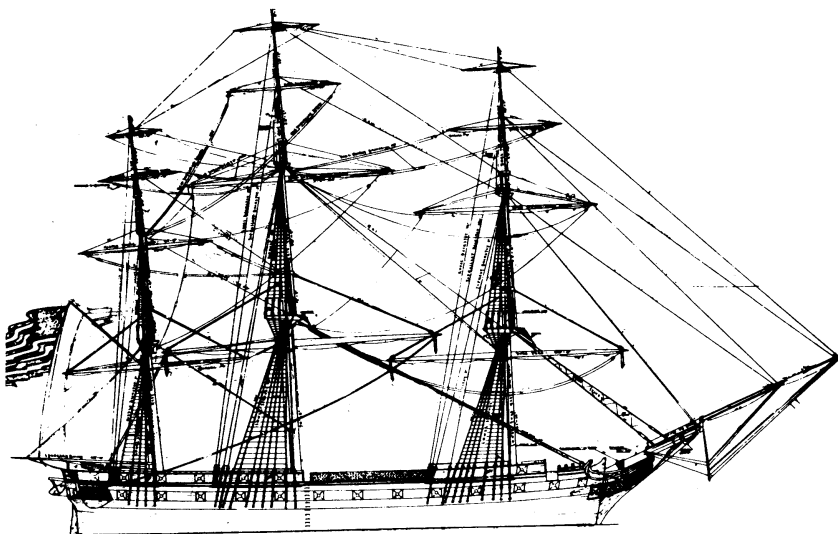
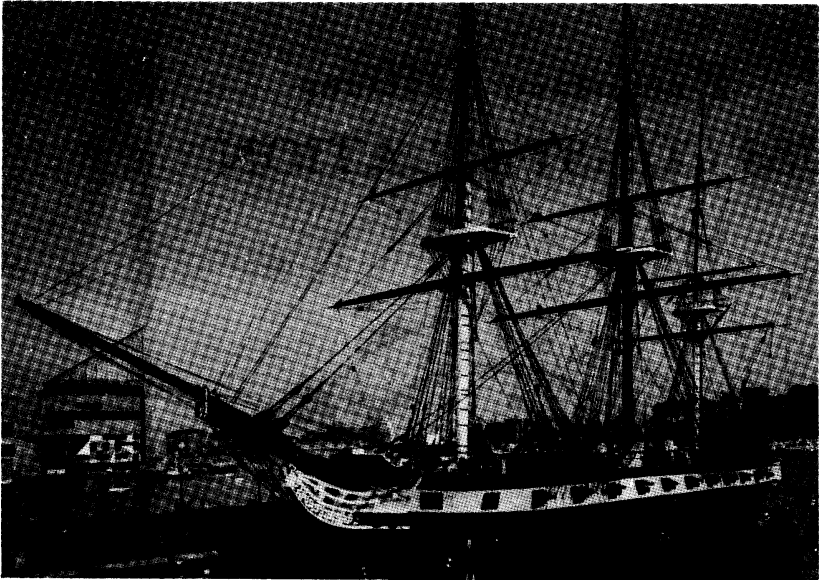
Just over one year later, on February 9, 1799, Constellation came upon the 40 gun French warship, L'Insurgente. Though L'Insurgente was slightly larger and carried a larger crew, the constant drilling Captain Truxtun had given his crew paid off. Constellation reduced the French ship to a flaming wreck in just over 15 minutes. The American people rejoiced, songs were sung about Truxtun and about the magnificent warship he commanded. Then, eight days short of one year later, on the evening of February 1, 1800, Constellation again showed her mettle when she engaged the considerably larger French warship, LaVengeance. In a battle that lasted for five hours, the Yankee Racehorse demolished the 54 gun French ship. So violent was the fighting that LaVengeance struck her colors in signal of surrender three times and no one noticed. She finally managed to escape only because Constellation's main top mast snapped, allowing the French warship to slip away into the darkness.

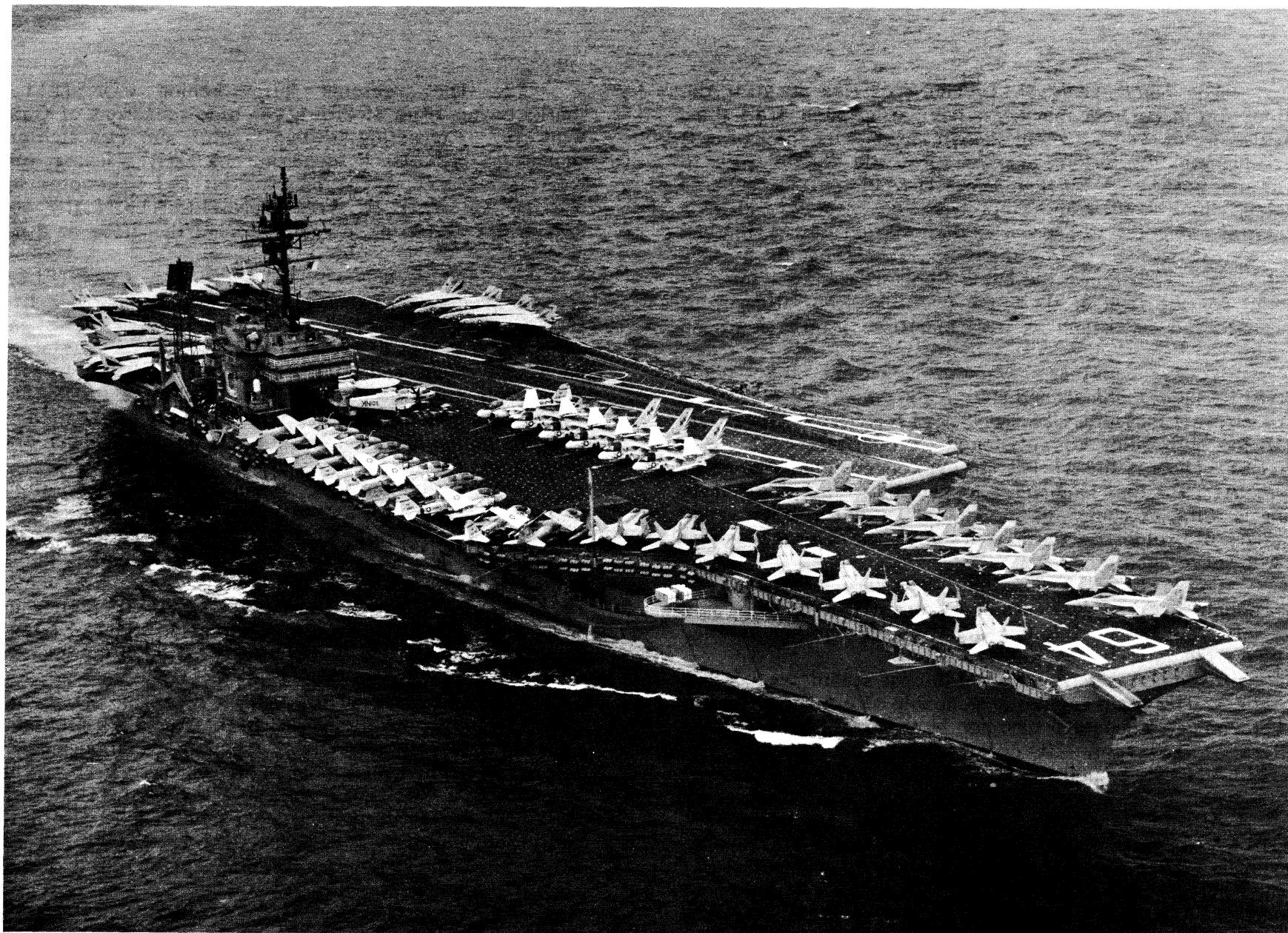
Constellation fought with honor during the Barbary wars and later in the War of 1812, helping prevent British invasion forces from coming ashore in Norfolk, Virginia in June of 1813. In the 1840's she served as Flagship for Commodore Kearney of the East India Squadron, serving on what was then the equivalent of a Western Pacific and Indian Ocean deployment. Her actions in that theater aided in the opening of relations with China and later preventing the British take over of Hawaii.

During the Civil War, Constellation served with Admiral Farragut's Union Blockade Squadron, later acting as a training ship for Naval Academy Midshipmen during the 1870's. In 1880 she sailed for Ireland to bring food to that famine stricken land.

Following her decommissioning in the mid 1890's, she was recommissioned as a national symbol by President Roosevelt in 1940. Constellation served as Atlantic Fleet Flagship from 1941 until she was decommissioned for the final time in 1955. At that time she was transferred to the Star Spangled Banner Flaghouse Association who undertook her restoration with the support of the citizens of Baltimore.

In 1976 Constellation was named America's Bicentennial Official Flagship. She is now a national shrine at Harborplace in Baltimore, Maryland, her original home.





USS CONSTELLATION, "America's Flagship" FACTS AND FIGURES

The name, CONSTELLATION, carries about it the tradition of the earliest mariners; navigating their frail ships for thousands of years by the constellations in the heavens above. Names like Orion, Aries, Canus, and Aquila were to them as sign posts upon the high seas. The colonial descendents of England clung to their ancestors' traditions, resolving in their Continental Congress to represent their nation with "Thirteen stars, white on a field of blue, representing a new constellation." They chose the name Constellation, a symbol of freedom, for the first of six heavy frigates, like sailing ships which protected our island nation's maritime interests around the world.

Today another warship carries the name CONSTELLATION. The second ship in the "modified Forrestal" class of aircraft carriers, USS CONSTELLATION's keel was laid in 1957 the ship being commissioned October 27, 1961. USS CONSTELLATION is the world's largest conventionally powered warship. At 1079 feet long she is longer than the Empire State Building is tall. "Connie", as the carrier is known to her crew, is 23 years old, older by three years than the average age of those who serve aboard her.

CONSTELLATION's flight deck has an area of 4.1 acres, enough space for 900 cars or 55 aircraft. The ship is 17 stories tall from her keel to her signal bridge and her average draft below the waterline is 36 feet.

"Connie" is powered by 1200 psi steam produced in eight boilers. Her main engines are capable of producing 70,000 shaft horsepower, enough to turn her 21 foot manganese-bronze propellers at 170 rpm. It creates enough thrust to push CONSTELLATION's 85,000 ton bulk through water in excess of 30 knots.

Also powered by main steam are CONSTELLATION's four steam-air catapults which are capable of hurtling a 60,000 pound aircraft from zero to 160 miles per hour in two and one half seconds. Aircraft returning to CONSTELLATION are "trapped" by 110 foot steel arresting cables which bring the aircraft to a controlled stop in just over 250 feet, less than one tenth the distance required by land based aircraft.

The awesome "bite" behind CONSTELLATION's "bark" comes from 85 aircraft in nine squadrons of Carrier Air Wing 14. Consisting of two fighter and two fighter/attack squadrons, one attack squadron, one early warning, electronic countermeasures, anti-submarine jet and helicopter squadron, Carrier Air Wing 14 gives CONSTELLATION the ability to defend her country's interests around the globe at a moment's notice.

When her airwing is aboard, CONSTELLATION's crew reaches a staggering 5,000 men, making her literally a floating city. "Connie" serves over 20,000 meals each day, using 1,000 loaves of bread, 10,000 pounds of vegetables, 5,000 pounds of meat, and 3,000 pounds of potatoes. In all she can carry over two million pounds of dry stores for her crew. In addition to five restaurants, this floating city called "Connie" boasts a police and fire department, three television stations, a newspaper, two barbershops and seven stores.

The man who shoulders the responsibility for "America's Flagship", as President Reagan called her during his 1981 visit, is Captain John F. "Jack" Calhoun. A native of Springfield, Missouri, Captain Calhoun attended the Missouri School of Mines before joining the Navy as an Aviation Cadet in 1957. Captain Calhoun is an A-7 "Corsair II" pilot who served as Commanding Officer of Attack Squadrons 12 and 174 as well as USS Detroit (AOE-4) before he assumed command of USS Constellation in June 1984.

USS CONSTELLATION recently completed a 14 month complex overhaul in Bremerton, Washington. The overhaul was completed two weeks ahead of schedule and on budget, an event which most of the yard workers said had "not happened in a long time." "Connie" is now the first West Coast carrier to deploy with the Navy's new F/A-18 "Hornet" strike fighter. In February 1985 CONSTELLATION will sail west once again, commencing her fourteenth deployment to the Western Pacific and Indian Oceans.

Thus, USS CONSTELLATION, "America's Flagship" remains a vital part of America's defense program, remaining true to her motto, "Spirit of the Old, Pride of the New."