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DEPARTMENT OF THE NAVY  
USS CONSTELLATION (CV-64)  
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From: Commanding Officer, USS CONSTELLATION (CV 64)  
To: Director of Naval History (OP-09BH), Washington Navy  
Yard, Washington, DC 20374-0571

Subj: USS CONSTELLATION (CV 64) COMMAND HISTORY FOR CALENDAR YEAR  
1990 (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12D

Encl: (1) 1990 Chronology  
(2) USS CONSTELLATION (CV 64) 1990 Narrative

1. Enclosures (1) and (2) are forwarded in accordance with  
reference (a).

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USS CONSTELLATION CV-64  
1990 CHRONOLOGY

<u>Date</u>	<u>Event</u>
01 Jan - 13 Jan	Upkeep, NAS North Island, CA
14 Jan - 19 Jan	SOCAL Operations CVW-9 Carrier Qualifications, partial offload of conventional weapons with USS Independence
19 Jan - 29 Jan	Upkeep, NAS North Island, CA
29 Jan -	Change of Command Ceremony, Capt. L. N. Oden relieved Capt. J. J. Zerr
29 Jan - 12 Feb	Continue Upkeep, NAS North Island, CA
12 Feb - 13 Feb	SOCAL Operations
13 Feb - 24 Feb	Transit, Western Coast of South America
24 Feb - 28 Feb	Blue Sky II Phase I Chilean Air Force PASSEX
28 Feb - 04 Mar	Inport Valparaiso, Chile
04 Mar - 05 Mar	Chilean Navy Port Breakout
05 Mar - 11 Mar	Transit Straits of Magellan
11 Mar - 13 Mar	Argentina PASSEX
13 Mar - 16 Mar	Commence Operation Baleia Phase I Brazilian PASSEX
16 Mar - 20 Mar	Inport Rio de Janeiro, Brazil
20 Mar - 25 Mar	Operation Baleia Phase II
26 Mar - 27 Mar	Offload of entire conventional weapons package with USS Mauna Kea (AE-22)
27 Mar - 01 Apr	Transit Caribbean. Conducted Puerto Rican Oparea exercise (MINEX, TORPEX, and WASEX vs SARATOGA)
01 Apr - 03 Apr	Inport St Thomas, Virgin Islands
03 Apr - 07 Apr	Transit Norfolk, VA, offload of Special Weapons Consolidated Shipboard Allowance List (COSAL) package

07 Apr - 11 Apr	Major Offload, Norfolk, VA
10 Apr - 11 Apr	Transit Philadelphia Naval Shipyard
11 Apr - 01 Jun	Commence Service Life Extension Program (SLEP) Class Offload and Outfitting Plan (SCOOP)
01 Jun - 06 Jul	Commence SLEP Overhaul
06 Jul - 07 Jul	Dry dock ship
07 Jul - 31 Dec	SLEP

### AIMD

January 1990 was spent gearing up for CONSTELLATION's departure from San Diego and verifying that AIMD would have full repair capabilities to support CAG-9 during the transit to Philadelphia. From February to April, AIMD inducted 2061 items for repair, processed 1938 items, repaired 1593 Ready for Issue (RFI) items and identified 245 items for BCM. The AIMD officer was also tasked to manage the SLEP Class Overhaul and Outfitting Plan (SCOOP) upon arrival in Philadelphia. This involved coordinating the lift and offload of over 3000 pallets for storage, refit or disposal.

Mid-April through June, AIMD offloaded 11,239 Individual Material Readiness List (IMRL) and Tailored Outfitting List (TOL) items, the majority of which were stored at NAS Jacksonville, FL.

June through December was spent refurbishing the 212 shipboard spaces assigned to AIMD. Of the 183 working spaces requiring refurbishment, 115 were refurbished and primed. Of the 79,145 man hours scheduled for AIMD to complete during SLEP, 23,536 were completed by December 1990.

### AIR

USS CONSTELLATION departed San Diego with Commander Carrier Air Wing NINE embarked. Air Wing NINE consisted of ten squadrons of 46 aircraft including 2 E-2C's, 9 F-14's, 9 F-18's, 10 A-6E's, 8 S-3's, 4 H-3's, 3 EA-6B's and 1 C-2. During the transit, the Air Department conducted numerous exercises and operational missions including touch and go landings for over 40 Republic of Argentina Naval Pilots. In preparation for the event, all airwing aircraft were cleared from the flight deck and the cross-deck pendants were removed. Extensive air operations spanning 2 days encompassed 16 H-3 landings, 109 S-2 and 80 Super Entendard touch and gos.

Air Department completed their portion of SCOOP in an unprecedented 6 days.

In response to stand-up departments and specific production demands along with the NMPC decrewing plan, Air Department manning decreased by 83% in 1990. Air Department went from 550 enlisted and 15 officers to 91 enlisted and 7 officers. Specific sources of manning requirements included: Fire Watch Division, Habitability Department, Nucleus Fire Party and the Engineering Department's Valve Shop.

By year's end Air Department had completed 51,167 (23.3%) of the 219,687 man hours required of their work packages, and 1,412 (16.3%) of the 8,684 key operations. Sixty percent of departmental spaces scheduled for renovation had been completed by the end of December.

### V-1 Division

From January to April 1990, CONSTELLATION reported zero Foreign Object Damage to any aircraft.

V-1 Division completed a near-perfect record of 10,420 aircraft moves with only one crunch of an S-3A horizontal stabilizer. V-1 accomplished aircraft moves for night maintenance, underway replenishment, flight deck scrubs and repositioning to and from the hangar bay.

### Crash and Salvage

Crash and Salvage responded to 30 emergencies. Particularly noteworthy were:

a. An S-3A landed with a stuck throttle on 25 February. Upon engine shutdown, the A/C was pinned and towed out of the landing area. However, prior to reaching the deck spot, the port engine caught fire. The P-16 Mobile Firefighting Unit responded and remained on station while the pilot windmilled the engine and extinguished the fire.

b. On 26 February, with aircraft in the pattern waiting to land, Jet Blast Deflector (JBD) #3 experienced a mechanical failure and would not lower. Crash and Salvage assisted the V-2 maintenance effort by holding up the JBD panels with a crash crane. All aircraft panels were lowered manually clearing the landing area for recovery.

c. An S-3A made an uneventful, single engine landing on 30 March. The aircraft was towed out of the arresting gear, chocked, pinned and shut down.

d. On 22 March, an S-3 taxied into a crunch pole. An aircraft mishap investigation convened. Structural damage necessitated the S-3 be craned off in Norfolk.

CONSTELLATION to safely pass under the Delaware Memorial Bridge.

Upon arrival at Philadelphia Naval Shipyard, the ship's force removed the 1,000,000 gallons of ballast water by installing transfer pumps and pumping the water to barges alongside. The system was then flushed and reballasted with freshwater to allow the ship to clear the dry-dock sill.

Once in dry-dock, V-4 removed all equipment for overhaul and by August, all pumps, motors, CLA Valves and fueling accessories had been removed and were in lay-up or overhaul in Portsmouth, VA. NAVSEA Systems Command authorized several needed modifications to the JP-5 system which will eliminate small flaws in the system design.

#### CHAPLAIN

During 1990, the Chaplain Department processed over 500 American Red Cross messages and counseled over 3,760 personnel encompassing a wide variety of situations.

The Chaplain Department also sponsored a Thanksgiving Food Basket drive and a Children's Christmas party in addition to the Community Relations projects organized during Connie's South American transit.

The Chaplains conducted divine services of the highest quality and were assisted by appointed Lay Leaders for various faith groups.

#### COMMUNICATIONS

Communications Department processed the following traffic totals for 1990:

Incoming: 31,500    Outgoing: 8,250    Total: 39,750  
Photocopies: 596,250

No major inspections were given to CONSTELLATION's Communications Department and as part of SLEP, the role of Communications Officer was shifted to LT John Mills.

#### DENTAL

CONSTELLATION's Dental Department moved their services to the Philadelphia Dental Clinic in May. SCOOP requirements took a toll on Dental readiness during the mid summer, but a total rework of the recall data base and manual examination of all service records, coupled with an aggressive recall program resulted in a 70% reported dental readiness in December.

The second half of 1990 was also spent preparing to move into the SLEP Dental facility. CONSTELLATION was the first carrier in eight years to conduct industrial maintenance on the facility and

as a result, did not plan to move until early 1991. Dental Department maintained the duties of Navy Relief Coordinator during 1990. During CONSTELLATION's transit around South America, \$56,000 was distributed to needy crewmembers and an average of 3-4 cases a week were reviewed by Navy Relief Coordinators working closely with the Chaplain's Office.

### DECK

Deck Department enjoyed a safe and productive year in 1990. CONNIE's Boatswain's Mates completed more than seven underway replenishments during the South American transit with the USS ROANOKE (AOR 7). They also refueled the USS MAHAN (DDG 42) at sea on 7 April. This evolution marked the first time CONSTELLATION had provided services to another ship in two years.

Anchoring evolutions were conducted in:

Valparaiso, Chile  
Rio De Janeiro, Brazil  
St. Thomas, U. S. Virgin Islands

While in SLEP, the Deck Department engaged in the cleaning and preservation of over 89 spaces and voids and commenced the overhaul of the Captain's gig and ship's motor whaleboats.

Deck Department saved the ship over \$500,000 in access cut costs when they removed the ship's anchors and chain with the ship's installed equipment.

Manning was reduced from 136 to 49 men upon the onset of SLEP with 87 men temporarily assigned to Safety Department (as fire watch personnel), Habitability Department, Nucleus Fire Party and Supply Department.

Deck Department was also instrumental in qualifying seven Surface Warfare Officers.

### ENGINEERING

#### Repair Division

During 1990, Engineering Department's Repair Division saw the stand-up of the Nucleus Fire Party (NFP) after arrival in Philadelphia. A dedicated 96 man team whose sole purpose is to respond to emergencies and maintain shipboard firefighting equipment in an operational state, the NFP resided in a bunkroom in Building 620. They followed a 3-section watchbill rotation.

Repair division accomplished several firsts for any ship in SLEP:

a. Completed a total hydroblast of the CHT system, a job normally reserved for outside contractors or shipyard work force.

b. Sandblasted and overhauled an entire package of floodable voids totaling 41 spaces.

c. Tasked with completing over 1200 Level A welding packages, larger than any previous SLEP carrier.

### **Propulsion Division**

After completing a successful transit from San Diego, CA to Philadelphia, PA, the propulsion plant was placed in cold iron status for the SLEP overhaul. All fuel and lube oil was off-loaded and all major equipment and machinery was SCOOPed in record time. CONSTELLATION's repair facility, with a capability similar to an Intermediate Maintenance Activity, was established in Building 714 of the Philadelphia Naval Shipyard.

Propulsion Division played a critical role in completing the largest Ship's Force Work Package in the history of SLEP. Building 714's work force commenced the overhaul and repair of over 6,000 valves, 200 pumps, and 200 motors.

### **Electrical Division**

Electrical Division completed over 3,500 trouble calls during the South American transit and assisted significantly during the last Supply Management Inspection. No galley equipment electrical discrepancies were found during the inspection.

Electrical Division was also instrumental in the completion of lighting, distribution and electrical equipment aboard the Warchief Lodge, a berthing barge for over 1200 personnel. Their efforts facilitated a timely move-on, allowing the ship to dock as scheduled.

The ship's Load Shedding Plan was extended to cover the Warchief Lodge during the summer months. This plan combined with the ship's efforts, produced an estimated savings of several thousand dollars for the Navy while ensuring the comfort of CONSTELLATION's sailors.

### **Auxiliary Division**

During the South American transit, A-Division completed over 3,000 trouble calls. The extreme temperature changes of traveling around the horn of South America put heavy stresses on the ship's heating and cooling systems. Auxiliary Division responded rapidly to all trouble calls, maintaining maximum comfort for the crew.

The Boat and Aircraft Crane was used extensively during SCOOP operations, ensuring a rapid offload of all major equipment without incident. Auxiliary Division also offloaded

approximately 3,475 gallons of lube oil, 34,200 gallons of hydraulic fluid, 2,280 gallons of JP-5 and 6,800 pounds of freon.

#### EXECUTIVE

Officer Receipts/Transfers for 1990 were as follows:

- a. Officers received onboard for duty - 30
- b. Officers transferred PCS off ship - 76
- c. Officers separated - 9

1990 End of Tour Awards:

- a. LOM - 1
- b. MSM - 11
- c. NCM - 75
- d. NAM - 53
- e. LOC - 105

#### Personnel Office

Enlisted Receipts/Transfers/Separations for 1990 were as follows:

- a. Enlisted received onboard for duty - 481
- b. Enlisted transferred PCS off the ship - 753
- c. Enlisted separated - 476

Additionally, the Personnel Office issued over 2,000 active duty identification cards, processed 450 reenlistments and processed 420 Extensions of Enlistment.

#### Post Office

CONNIE's Post Office performed the following transactions during 1990:

- a. Sold 16,801 money orders valued at \$2,504,673.00.
- b. Cashed 1,501 money orders valued at \$190,208.00.
- c. Sold \$49,121.00 worth of postage stamps.
- d. Processed 155,000 pounds of incoming and 210,500 pounds of outgoing mail.



e. Metered official mail totaling \$20,658.00.

### Public Affairs

The Public Affairs Office continued to be the "Voice of America's Flagship." Underway, Public Affairs published a daily newspaper, "Time and Tides." In addition to news received from the news services, the paper featured local "Connie" stories, which were turned into pres releases for release to the local area Navy newspapers. CONSTELLATION led the fleet in efficiency rating for Fleet Hometown News Release Form Completion Rates with a 99.9 percent average.

Public Affairs coordinated all inport tours of the ship and all at-sea visits by Distinguished Visitors during the South American transit and while inport in both San Diego and Philadelphia. CONSTELLATION hosted over 10,000 people in San Diego in 1990 and over 3,000 in the transit around South America. 65 media were embarked for the transit from Norfolk to Philadelphia.

The onset of SCOOP brought several changes to the Public Affairs Office including changing the ship's newspaper to a weekly publication, renamed the "SLEP Times."

Tours were cut back drastically because of NAVSEA restrictions within the shipyard. Additionally, because of the disestablishment of the SITE TV system as part of the overhaul, the Public Affairs Office initiated and maintained a nightly crew's movie service through the Navy Motion Picture Service in Brooklyn, NY.

The Public Affairs Office won several awards in the 1990 Chief of Information Merit Awards competition including: Second Place in the competition for Funded Newspapers, Small Deployed Units, category; Third Place in cruisebooks; and Honorable Mention in Special Achievement, Print Category.

CONSTELLATION's Public Affairs Office also worked closely with the Navy News This Week and had two stories aired on that program during 1990.

Community relations efforts coordinated by the Public Affairs Office landed Connie the President's Volunteer Action Award nomination for Southeastern Pennsylvania and the Local Volunteer Council of Philadelphia nomination. Specific community relations efforts included: Adopting the Commodore John Barry Elementary School; Coordinating three separate painting projects with the Montgomery County Emergency Services Hospital; support for the United States Frigate CONSTELLATION; various Color Guard appearances around Philadelphia; and assisting the Police Athletic League and the Philadelphia Recreation Commission in various events. A Flag Day promotion with the Betsy Ross House earned national media attention as did a CONSTELLATION night at the Philadelphia Phillies.

## Print Shop

In 1990, CONSTELLATION 's Print Shop completed more than 1400 individual projects which included 1,297,792 impressions. During the transit around South America, daily routine jobs of the Print Shop consisted of the Plan of the Day (350 copies) and the ship's newspaper (1000 copies). In support of Carrier Air Wing NINE, the Print Shop's daily jobs included the Air Plan (335 copies), Card of the Day (300 copies), Load Plan (200 copies), Operations Department Greensheet (375 copies) and Kneeboard Cards (200 copies).

The Print Shop received various new equipment during 1990 including the 9880 17" x 22" Printing Press, 9835 Duplicator, two Nuarc Light Tables, VVES 2024 NUARC Camera, 26 V Fliptop Platemaker, Paper Collator, and Plate Developing Sink. Due to this new equipment, the Print Shop was able to produce a higher volume with improved quality and a corresponding reduction in required man hours per job. Upon arrival at the Philadelphia Naval Shipyard, all of the above equipment was moved to shore facilities and co-located with USS KITTY HAWK's (CV-63) Print Shop until November when KITTY HAWK's Print Shop moved back aboard ship.

## Educational Services Office

1,434 Navy Wide Advancement Exams were administered by the Educational Services Office in 1990 with 422 personnel selected for advancement (29 percent advancement rate). Of the 422 advancements, 17 were promoted to chief petty officer and 405 to pay grades E-4 through E-6. Results are still pending on the 51 personnel who participated in the November validation for selection to Senior/Master Chief Petty Officer.

Additionally, 156 personnel completed PACE courses in 1990; 92 personnel completed Functional Skills courses; and 1,003 personnel were administered Military Leadership Examinations with 865 personnel passing (86 percent pass rate).

## Habitability

Formed on 30 April, Habitability Department was created to administer NAVSEA's Habitability Self-Help Program during CONSTELLATION's Service Life Extension Program (SLEP) Class overhaul. Working with a budget of \$1.25 million, Habitability Department was tasked with an ambitious work package, including the total replacement of two berthing compartments and the refurbishment and rehabilitation of the remaining berthings and heads.

The planned upgrade of all heads is especially noteworthy in view of the fact that CONSTELLATION is the first carrier undergoing SLEP to utilize Ship's Force for such work.

In addition to the shipboard tasking, Habitability was responsible for the renovation of barracks Buildings 972 and 973, Warehouse Building 603, a Kelly Building atop building 620, and construction/operation of the ship's paint locker. Habitability also performed assist work for other departments consisting of asbestos testing, leveling decks, tiling, lagging, electrical, welding and cutting services.

Some specific figures on Habitability's work package are as follows:

- a. 276 Personnel assigned
- b. 62,437 man days scheduled/10,614 used in 1990 (17 percent)
- c. Responsible for:
  - 118 Officer's staterooms
  - 81 crew berthings (5074 racks)
  - 93 crew's heads
- d. Status of First Major milestone, move-on aft (A400) by 10 December 1991.
- e. All but 10 Staterooms started in 1990
- f. 42 Crew's berthing areas completed in 1990
- g. 34 crew's heads completed in 1990

#### LEGAL

In 1990, the Legal Department adjusted to the SLEP environment and located its offices in Building 620 at the Philadelphia Naval Shipyard. Most notable was the growth of the Security Division to 150 personnel and its emergence as a separate department on 1 October. The following summarizes some of Legal's activities for the year:

- a. 418 Captain's Masts
- b. 49 Summary Courts-Martial
- c. 15 Special Courts-Martial
- d. 182 Administrative separations
- e. 8 JAG Manual investigations
- f. 1106 notorial acts, and Powers of Attorney

## Maintenance

First quarter 1990 saw Maintenance begin the transition to a major department to organize and track the effort faced by CONSTELLATION in SLEP.

Responsibilities ranged from ship's force work package coordination, 3-M coordination, shipyard coordination and quality assurance of all work.

To assist the command in managing the Ship's Force Work Package during an industrial availability, a special staff was formed, headed by the Maintenance Manager who acts as a department head. The staff was appointed for efficiency and program continuity. The responsibilities of each person follows:

a. The Maintenance Manager provides direction and guidance to the maintenance staff and advises the commanding officer in matters pertinent to the industrial availability. He is a senior officer with a background in industrial management and shipyard procedures. He is expected to use all resources available to plan, schedule and control the ship's force work and monitor shipyard/contractor work.

b. The Ship's Force Work Package Coordinator (SFWPC) is responsible for ensuring that all repair and maintenance work scheduled to be performed by the ship's force is coordinated to complete the industrial availability as planned. He should be thoroughly versed in every aspect of SFWPC Programs and should have experience in production planning and control aspects. Certain specific duties of the SFWPC may be assumed by other staff members.

c. The Shipyard Coordinator is the primary contact between the ship and the shipyard Supervisor of Shipbuilding (SUPSHIP) in all matters relating to the work and facilities of the industrial activity or contractor, quality assurance coordination, shipyard support/services and Intermediate Maintenance Activity (IMA) support. Experience in ship/shipyard production control and scheduling techniques is beneficial. Certain specific duties of the Shipyard Coordinator may be assumed by other staff members.

d. The 3-M Coordinator is responsible for coordinating all interfaces with the ship's 3-M system and SFWP Programs. He ensures that all planned maintenance requirements are properly recorded in the CSMP. All completed maintenance actions are processed so that the CSMP can be maintained and updated.

e. The Quality Assurance Coordinator is responsible for ensuring all Quality Assurance (QA) inspections are performed. He must arrange for all necessary QA training, witness required inspections and tests conducted by the ship's force or the shipyard/contractor, and record their satisfactory completion.

When an unsatisfactory condition exists, he furnishes discrepancy reports to the Maintenance Manager and the appropriate department head. His duties require coordination with work center supervisors regarding the scheduling of tests and inspections and with the shipyard contractor for inspections beyond the ship's force capability.

Monetary and time constraints have forced this SLEP to include a great deal of industrial level work to be accomplished by ship's force. That work is identified, scheduled, monitored and accounted by a software/hardware package developed by PERA(CV).

The data base increases in size and complexity as its capability as a management tool is further recognized. The goal of the data base is to ensure the maximum amount of work is accomplished within the constraints of manpower, time and funds.

The programs can provide management at all levels with a complete record of all SFWP work and its status at any given time.

This program is thought to be useful for providing a permanent record of the overall contribution by the ship's force and a useful history for future SLEP overhauls.

CONSTELLATION's work package in terms of the scope accomplished by ship's force at the end of 1990 is shown below:

- a. Original estimated man days - 175,794
- b. Total industrial man days - 269,931
- c. Industrial man days remaining - 216,825
- d. Industrial man days expended - 53,106
- e. Percent man days expended - 19
- f. Total number of original jobs - 9,316
- g. Total number of jobs - 13,578

In addition to monitoring work to be completed, the software program also orders material and obligates appropriate funding.

Status of materials at the end of 1990 follows:

- a. funds received - \$13,000,000
- b. anticipated material needs - \$13,482,174
- c. funds obligated - \$10,211,449

- d. material items ordered - 29,171
- e. material items received - 14,060

The effective management of the responsibilities of the Maintenance Department continues to offer a challenge at every level and the Maintenance Department is committed to meeting and exceeding those challenges.

#### MEDICAL

It was a busy and successful 1990 for the Connie Medical Department. The change of homeport from San Diego to Philadelphia and the South American transit through Valparaiso, Chile, Rio de Janeiro, and St. Thomas in the Virgin Islands was not uneventful from the medical perspective. The department provided medical assistance to a father and son duo stranded in the waters off the coast of Mexico. A water-borne illness broke out after the port call in Chile, affecting some twenty-five crew members. Medical assisted in an epidemiological study of this incident and in determining the choice of antibiotic regimen to treat those affected. Two successful medevacs to CONUS hospitals were accomplished in coordination with civilian physicians and the Chilean and Brazilian Navies while at sea off the South American coast.

Preparations to scale down the amount of AMAL drugs and other medical materials began in Norfolk in April with the off-load and redistribution of approximately two million dollars worth of medical supplies to other fleet activities. With the arrival of the ship in Philadelphia and despite the reduction of manpower to a nucleus crew of twenty, the department became a "beehive" of activity, SCOOPing medical items for storage while continuing to provide medical care to the crew. In May, all medical functions were relocated off the ship to a smaller sickbay onboard a barge, APL-60. The Medical Department, without disruption, continued to provide full health care services in liaison with other military treatment facilities in the area. At the same time, the medical staff began the work of rehabilitating the spaces onboard CONNIE as part of the Ship's Force Work Package.

#### SAFETY

In 1990, the Safety Department grew from one of the smallest departments with a total of seven to one of the largest with over 200 men. This phenomenal growth was achieved through the incorporation and stand-up of the Firewatch Division. This new division, comprised of 90 percent E-4 and below personnel, was formed from TAD personnel from other departments to provide firewatch support to Philadelphia Naval Shipyard welders and cutters during CONSTELLATION's SLEP.

Prior to arrival at the Philadelphia Naval Shipyard, the

Safety Department conducted extensive training with the entire crew on hazards of the forthcoming industrial environment, specifically lead paint and asbestos. The department also conducted respirator "fit checks" on 85 percent of the crew prior to SLEP and continued to conduct "fit checks" as part of I-division for new personnel. Over 3,400 fit-checks were completed during the year. Additionally, members of the Safety Department were trained in asbestos sampling techniques. These trained individuals were responsible for taking more than 1400 bulk samples of floor tiling, lagging and insulation for asbestos testing.

Safety Department submitted 21 personal injury/death reports, eight motor vehicle mishap reports and seven material property damage reports.

Two crewmembers died as a result of mishaps during 1990. One as a result of a motorcycle accident, and the other from a drowning incident.

A 91 percent correction rate was attained on the more than 1,500 safety hazards identified throughout the ship.

#### SECURITY

In 1990 the Security Division grew from a successful mid-sized division with 90 personnel to a solid, successful Security Department with three divisions (Administration, Patrol and Discipline Divisions) consisting of approximately 120 personnel.

In addition to the increased security requirements for CV-64, Warchief Lodge and Building 620 (3rd deck), the Security Department processed the following:

- a. 514 Incident/Complaint Reports completed
- b. 6,932 Urinalysis Tests performed
- c. Approximately 2,500 PNSY CIA Security Badges issued

Additionally, Security Department supervised approximately 400 restricted personnel and, in conjunction with other departments, assisted in processing 150 personnel for Administrative Separation.

#### SUPPLY

CONSTELLATION's Supply Department continued to provide outstanding logistics management, material support and crew services. By consistently maintaining high levels of material availability and customer service, the Supply Department sustained ship and air wing readiness at impressive levels while delivering the finest services to the crew.

The Department's commitment to excellence was highlighted during both the January COMNAVAIRPAC Afloat Supply Management Assistance Team (ASMAT) visit and the December COMNAVAIRPAC Supply Management Inspection (SMI). Both evolutions concluded with a grade of "Outstanding" for CONSTELLATION's Supply Department.

The effectiveness of the Stock Control (S-1), Aviation Stores (A-6) and Material (S-8) divisions directly contributed to the following performance statistics for the South American Transit (February - March): Air Wing full mission capable readiness (83.1 percent), Air Wing mission capable readiness, 87.3 percent, Rotatable pool effectiveness 99.1 percent, Stock control issue effectiveness 90 percent, Off ship NMCS/PMCS requisition average 11.9, Broadarrow requisition average 3.2, and CASREP requisition average of less than 1. All statistics were achieved under minimal opportunity for resupply.

Additionally, during 1990 Supply Department's Readiness divisions (S-1/6/8) transported approximately 418,000 pounds of cargo (General material: 116,500 pounds, Hazardous material: 300,000 pounds, personal effects: 1500 pounds). In conjunction with the Service Life Extension Program (SLEP) Class Offload and Outfitting Plan (SCOOP), the readiness divisions offloaded all AVCAL/COSAL/GUCL Storeroom items (SRI), as well as 3,300 pallets of Operating Space Item (OSI) material for storage in Philadelphia Naval Shipyard (PNSY) warehouses. Supply Department personnel developed and implemented the SCOOP Location and Management (SLAM) program and software package for storage and retrieval of OSI material. COMNAVSEASYSYSCOM subsequently incorporated CONSTELLATION's SLAM program into its SCOOP manual.

Supply Department food service operations continued to provide top quality, nutritious meals to its patrons during 1990. In June the Food Service (S-2) Division successfully transitioned to a new galley and Enlisted Dining Facility (EDF) onboard the Warchief Lodge (APL-60). Also, the division implemented the automated Food Service Management system. The Private Mess Division (S-5) planned and executed over 25 "Distinguished Visitor" luncheons and receptions during the ship's South America transit. S-5 Division also provided lodging accommodations for over 250 foreign officers during the transit.

In conjunction with SLEP, the Retail Sales (S-3) Division relocated all sales and service activities to facilities ashore. An attractive ship's store was established as well as a barbershop which provided 2300 haircuts a month. S-3 Division operated a snackbar onboard the Warchief Lodge and high quality, contract laundry services.

CONSTELLATION's disbursing operation was rated "Outstanding" during the February FAADPAC On-Site Examination. In addition to maintaining an average of 2100 pay records, S-4 Division



processed over 250 travel claims per month during 1990. Many claims involved entitlements related to the ship's change of homeport. Major system enhancements implemented in Disbursing during 1990 included Master Military Pay Account (MMPA) direct access and OCR hyperaccess.

In June, the S-5 Billeting Division was established within Supply Department to manage SLEP berthing facilities. The Billeting Division assumed responsibility for the 1200 bed Warchief Lodge as well as the ship's 450 bed BEQ 972 onboard Naval Station Philadelphia.

In early May, the ADP (S-7) completely relocated the SNAP I computer system and all associated peripheral equipment to facilities ashore for SLEP. This complex evolution was completed in only eight days. In addition, S-7 relocated a network of approximately 170 micro-computers throughout PNSY for SLEP.

In summary, CONSTELLATION's Supply Department continued to excel in all areas of responsibility. As evidenced by its numerous successes and inspection results during 1990, CONSTELLATION remained the Pacific Fleet leader in Supply operations.

#### TRAINING

1990 was a very successful year for CONSTELLATION's Retention Program. As a result, CONNIE was awarded First Runner-up in CINCPACFLT's prestigious Golden Anchor Competition. Command retention objectives were exceeded as highlighted by increased gross and net percentages over those of 1989. 1990 resulted in significant improvements reporting 48 percent gross and 60 percent net respectively. Retention statistics are broken down as follows:

Of 619 CONNIE sailors eligible for reenlistment, 372 chose to continue their naval careers; 211 were first termers, 60 reenlisted for a second time, and 101 were career personnel.

CONSTELLATION has three command, 17 departmental and 38 divisional career counselors; a ratio of better than one counselor for every 37 crewmembers.

CONSTELLATION's TAD/School Office processed 2500 TAD orders. This encompassed the entire spectrum of processing TAD requests, requesting quotas, arranging travel and berthing, and finally processing the liquidation voucher. This office processed over 80 Personnel Requests (1306/7); 20 of which were "A" school requests. This office also processed thousands of service record page 4 entries. No small task with SLEP manning restrictions.

CONSTELLATION's Drug and Alcohol Program provided the crew with education through NADSAP classes held onboard and at Naval

Station Philadelphia. These classes brought the ship's rate of crew completing NADSAP to 29 percent. At year's end we had 37 personnel in our Aftercare Program.

CONSTELLATION's Counseling and Assistance Center provided various services and programs for over 600 personnel requiring assistance for problems ranging from drug and/or alcohol abuse, family problems, and problems of a personal nature. Referral services were the key to ensuring personnel were afforded the maximum possible help available. Outreach efforts included training over 700 personnel in "I" Division classes and over 200 personnel in ADAMS classes. Over 40 personnel received direct treatment through a comprehensive treatment program coordinated by the CAAC directors of CONSTELLATION and Naval Station Philadelphia.

CONSTELLATION's Recreational Services Office disbursed over \$250,000 in Welfare and Recreation Funds in support of a wide variety of ship-sponsored activities and clubs. This included sponsoring tours during the South American transit. While in the Philadelphia Naval Shipyard, CONSTELLATION has sponsored/supported various clubs and athletic teams in competition and related activities. Recreational Services threw its annual summer picnic and Christmas Party. Tours to surrounding local attractions and ski trips were also successful.

#### WEAPONS

During the first quarter of 1990, Weapons Department focused attention on preparations to get underway in mid-February. The majority of preparation centered around pre-SLEP inspections of magazines and weapons equipment, and pre-SCOOP inventories.

During the second quarter, Weapons Department continued pre-SLEP preparation and readied ammunition and weapons support equipment (WSE) for off-load. The off-load of ordnance and equipment went as scheduled with no major delays or setbacks. A three-man detachment was left at Norfolk Naval station to rework the WSE off-loaded there. Upon arrival at Philadelphia Naval Shipyard, full attention was placed on the SCOOP effort.

During the third and fourth quarters, total attention was given towards SLEP and the rework of WSE.

Weapons Department also saw the stand-up of a Transportation Division. Transportation Division handled all the transportation requirements of CONSTELLATION and, in July, the needs of the entire base by providing Senior Officer Present Afloat (SOPA) bus service. A total of 39 vehicles were under the cognizance of Weapons at the end of 1990 including seven buses.

Major events of 1990 for USS CONSTELLATION were her South America transit, homeport change to Philadelphia, PA and commencement of the Service Life Extension Program (SLEP) overhaul.

The beginning of 1990 found USS CONSTELLATION inport North Island Naval Air Station. During the inport period, preparations were finalized for the Change of Command.

On 29 January, Captain L. N. Oden relieved Captain J. J. Zerr as Connie's 23rd Commanding Officer. Guest Speaker at the ceremony was Rear Admiral Unruh, Commander Carrier Group ONE.

Two weeks later, on 12 February, CONSTELLATION began her historic South America transit.

On 15 February, CONSTELLATION rescued two men from their sailboat "Moby Dick" which had been adrift for three days off the coast of Mexico. The low visibility, high-sea-state rescue was accomplished by a SH-3 helicopter from HS-75, a rescue squadron homeported in Jacksonville, FL. CONSTELLATION diverted 150 NM to effect the rescue after receiving notification of the boat's signal from the Coast Guard. The rescue efforts drew high praise from Commander Coast Guard District ELEVEN, Commander Naval Air Forces Pacific and Commander, Coast Guard Group, San Diego.

24-28 February saw CONSTELLATION conducting operations with the Chilean Navy (CNAV) and Air Force (CAF) during Blue Sky II Phase I. The operations were the first major bilateral USN carrier exercise with Chilean Air Force and Navy units. The exercise encompassed all major warfare events resulting in:

- a. 19 Air Combat Maneuvering flights against Chilean Air Force F-5 Hawker Hunter aircraft
- b. Multiple aircraft missions delivered MK70/20mm ordnance on Antofagasta Ranges
- c. Six opposed CAF and CNAV War-At-Sea Strikes versus CONSTELLATION
- d. Four overland ESM/HAM missions
- e. Simultaneous USN dual diesel submarine prosecutions accumulating over 40 hours of contact time and 20 separate attacks
- f. Two major War-At-Sea strikes versus Chilean Task Group comprised of eight surface units
- g. Port Breakout involving CNAV surface and subsurface units.

CONSTELLATION paid a historic visit to Valparaiso, Chile on 28 February through 4 March. Valparaiso was especially significant for CONSTELLATION because she had been the last U.S. carrier to visit Valparaiso in August 1962 when she made her westward transit from New York to San Diego, CA. Crewmembers participated in a Project Handclasp event at the Hagar de Menores de Caribaneird orphanage in Valparaiso, donating food, books, health items and toys to the children.

4 March saw CONSTELLATION breaking out of port with the Chilean Navy.

On 5 March, CONSTELLATION started her trip "around the horn," transiting the straits of Magellan.

A PASSEX with the Argentine Navy marked 11-13 March. During the PASSEX, 220 touch and go landings were accomplished onboard CONSTELLATION by Super Entendard aircraft. This marked the first successful carrier qualifications of a prop/jet aircraft by a South American nation on a U.S. carrier.

13-16 March saw CONSTELLATION operating with the Brazilian Navy in Operation Beleia Phase I.

Rio de Janeiro, Brazil was treated to a visit by CONSTELLATION sailors for four days, 16-20 March. During this visit, CONSTELLATION crewmembers participated in two Project Handclasp events. The Jardim Botanical Garden was cleaned by 75 CONSTELLATION crewmembers and 10 sailors from the USS ROANOKE (AOR 7).

Donations of food and supplies were also given to the Creche Sonho de Crianca Day Care Center and the Educandario de Nattos Duarte Orphanage.

Operation Beleia Phase II kicked-off at the end of CONSTELLATION's port visit. During operations Beleia Phases I and II, CONSTELLATION conducted the first ever multi-warfare exercise involving DACM ICM, War-At-Sea Exercises and tactical briefings. Over 180 Sorties were scheduled and completed.

Beleia concluded with CONSTELLATION's rendezvous with the USS MAUNA KEA (AE 22).

Weapons off-load was conducted during the ship's transit through the Caribbean, 25 March to 1 April.

1-3 April found CONSTELLATION inport St. Thomas for her last port visit of the South American transit. Over 10,000 NM were covered in six weeks. Five tons of Project Handclasp material were donated and over 1000 man-hours were devoted to community relations during the trip. Another highlight of the transit included the first Argentine/USN Junior Officer Exchange.

From St. Thomas, CONSTELLATION traveled to Norfolk, VA where she conducted a major offload of aircraft handling equipment and many other materials on 7 April.

Prior to leaving Norfolk, Connie embarked 65 distinguished visitors including members of the Philadelphia media and three plankowners from around the northeastern United States.

On 10 April, CONSTELLATION left Norfolk for her new homeport Philadelphia, PA.

She arrived in Philadelphia 11 April. CONSTELLATION's arrival in Philadelphia saw many changes to her departmental structure. The Educational Services Officer became a part of Executive Department, Habitability and Maintenance Departments were formed and Safety began expanding its Fire Watch Division to over 100 personnel during the first month.

The SLEP Class Offload and Outfitting Plan (SCOOP) started in earnest when CONSTELLATION tied up in Philadelphia. SCOOP was designed to remove all operational space items off the ship and into storage for the duration of the overhaul. SCOOP finished 10 August.

The Engineering Department opened Building 714 during the month of May. Building 714 was used for overhauling over 6000 valves, 200 pumps and 200 motors.

Building 717, the Photo Lab, was opened in May. CONSTELLATION's Photo Lab personnel renovated the building with the help of Habitability Department. The Photo Lab is used to support emergent photography requirements and to support the Public Affairs Office's weekly newspaper.

Habitability Department also completed their own renovation of Building 603 in May. Building 603 was opened for storage of materials used in the renovation of berthing compartments and heads onboard CONSTELLATION.

26 June saw the crew move off ship upon the completion of the Warchief Lodge, (APL-60), a berthing barge obtained from the Royal Navy and overhauled by the Philadelphia Naval Shipyard. The Warchief Lodge was highlighted as a new concept on berthing facilities in a Navy News This Week story.

26 June also saw the opening of Barracks 972 and 973 in preparation for CONSTELLATION'S move off the ship. Habitability and Supply Departments completed major renovations to those facilities prior to the move off.

CONSTELLATION went "up on the blocks" in Dry Dock 5 on 7 July. The evolution took six hours, and was conducted with five tugs at night.

CONSTELLATION sailors participated at several command promotion events during the summer of 1990 in Philadelphia.

CONSTELLATION's Commanding Officer, Captain L. N. Oden spoke at the Betsy Ross House during Flag Week, 12-19 June in Philadelphia. Captain Oden also threw out the first ball at a Phillies vs. Padres game on 30 May in Veteran's Stadium during CONSTELLATION Night at the Phillies. CONSTELLATION's Color Guard also performed and ICC(SW) Coley sang the National Anthem during the event.

An Eagles-Dolphins pre-season game on 18 August was also a CONSTELLATION event as the Command Master Chief and the Public Affairs Officer represented the ship at the pre-game ceremonies. The Color Guard and Chief Coley were featured in the pre-game festivities.

On 24 May, CONSTELLATION adopted the Commodore John Barry School in northwestern Philadelphia. This year-long sponsorship featured a Big Brother/Little Brother Program, tutoring and invitations to the all hands picnic. These efforts were commended by the Philadelphia School District.

CONSTELLATION's Color Guard also represented the ship at many parades and events around Philadelphia including a Veteran's Day Parade and several private functions.

CONSTELLATION's crewmembers also participated in several Community Relations Projects around Philadelphia, including supporting the Ronald McDonald House, the Special Olympics, the Occupational Industrialization Center and the Montgomery County Emergency Services Hospital.

On 27 October, CONSTELLATION celebrated her 29th birthday with a cake cutting ceremony on the flight deck. Present at the ceremony were four CONSTELLATION Plankowners.

During the months of October and November CONSTELLATION conducted the Combined Federal Campaign Drive, achieving a goal of 100% participation (every individual giving something). The crew raised a total of \$64,064.64.

Thanksgiving saw Connie sailors participating in a food basket drive for 30 Connie sailors and their families.

20 December, Capt L. N. Oden gave a brief tribute to the 50 fallen shipyard workers killed in a fire at CONSTELLATION's construction site at the Brooklyn Naval Shipyard, Brooklyn, NY. On hand were five Philadelphia Shipyard workers who were onboard CONSTELLATION the day of the fire.

Christmas saw Connie hosting several parties for crew and family members alike. The year wrapped-up with a 50% leave policy and continuation of SLEP.