



DEPARTMENT OF THE NAVY

USS CONSTELLATION (CV-64)
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From: Commanding Officer, USS CONSTELLATION (CV 64)
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Subj: USS CONSTELLATION (CV 64) COMMAND HISTORY INPUT FOR
CALENDAR YEAR 1998

Ref: (a) OPNAVINST 5720.12F

1998

Encl: (1) Command composition and organization
(2) Chronology
(3) Narrative

1. Enclosures (1) through (3) are forwarded in accordance with
reference (a).


S. G. SQUIRES
By direction

USS CONSTELLATION (CV 64)
COMMAND COMPOSITION AND ORGANIZATION
(Enclosure 1)

The aircraft carrier's mission is to conduct operations in support of the United States Pacific Fleet and the unified command structure, and to maintain the highest possible degree of readiness for sustained combat operations. The ship's immediate senior is Commander, Naval Air Force, U.S. Pacific Fleet. USS Constellation (CV 64) is commanded by Captain Donald K. Bullard and is homeported at Naval Air Station North Island in San Diego, Calif.

**USS CONSTELLATION (CV 64)
CHRONOLOGY
(Enclosure 2)**

01JAN - 06APR	PIER SIDE, NASNI
07APR - 10APR	UNDERWAY SOCIAL: SEA TRIALS
11APR - 20APR	PIER SIDE, NASNI
21APR - 24APR	UNDERWAY TRANSIT: VANCOUVER, BC
25APR - 26APR	IN PORT VANCOUVER
27APR - 28APR	UNDERWAY TRANSIT: BREMERTON, WA
29APR - 01AUG	OVERHAUL/DRY DOCK: BREMERTON, WA
02AUG - 06AUG	UNDERWAY SEA TRIALS/TRANSIT: NASNI
07AUG - 30AUG	PIER SIDE, NASNI
31AUG - 02SEP	UNDERWAY SOCIAL: FLIGHT DECK CERTIFICATION
03SEP - 04SEP	UNDERWAY SOCIAL: FLEET CQ: CVW-2 DET
05SEP - 08SEP	PIER SIDE, NASNI
09SEP - 16SEP	UNDERWAY SOCIAL: FRS CQ
17SEP - 05OCT	PIER SIDE, NASNI
06OCT - 12OCT	UNDERWAY TSTA 1: SOCIAL
13OCT - 14OCT	PIER SIDE, NASNI
15OCT - 19OCT	UNDERWAY FRS CQ: SOCIAL
20OCT - 02NOV	PIER SIDE, NASNI
03NOV - 19NOV	UNDERWAY SOCIAL: TSTA 2/3/FEP
04DEC - 04DEC	UNDERWAY SOCIAL: FAMILY DAY CRUISE
05DEC - 06DEC	UNDERWAY SOCIAL: AMMO ONLOAD
07DEC - 08DEC	PIER SIDE, NASNI
09DEC - 12DEC	UNDERWAY SOCIAL: FRS CQ
13DEC - 16DEC	PIER SIDE, NASNI
17DEC - 31DEC	PIER SIDE, NASNI (HOLIDAY LEAVE PERIOD)

**USS CONSTELLATION (CV 64)
NARRATIVE
(Enclosure 3)**

AIR

Air Department's five divisions operated safely and efficiently during both a Selective Restricted Availability (SRA) and Docking Selective Restricted Availability (DSRA). Important milestones were achieved by the department this year, including a flawless Flight Deck Certification in a Type Commander record of 24 hours; the best Fuel System Certification of any West Coast carrier; and receipt of a third consecutive Air Department Battle "E" award.

V-1 Division conducted 7,803 aircraft moves without a major mishap; responded to seven flight deck aircraft emergencies; conducted an actual salvage of an F-14 at Hill Air Force Base, Utah; onloaded/offloaded 15 aircraft for maintenance and ceremonies; and received a new CVCC-70 Crash Crane ("Tilly"). Additionally, V-1's Crash and Salvage crew won the first annual West Coast Crash and Salvage Olympics at NAS North Island, and received the title "Best in the West." Major maintenance performed by V-1 included the resurfacing of the entire flight deck, replacement of all flight deck AFFF hose reels, modification of AFFF station 8A to add a catwalk, and rehab and preservation of the island structure and flight deck catwalks.

V-2 Division launched and recovered 4,538 fixed-wing aircraft and completed over 3,000 maintenance actions while maintaining 100 percent readiness of all catapult and arresting gear systems. The following three service changes were incorporated into various systems: Catapult change #503, digital clock timers; Arresting gear change #410, Fluid Replenishing System pneumatic pump; and Fresnel Lens Optical Landing System change #132, connection of the A207 power supply to the SPIN-41 gyro. The following equipment lifetime milestones were reached by V-2: Catapult #1, 130,000 launches; Catapult #2, 100,000 launches; Arresting Gear Engine #2, 14,000 arrestments; Arresting Gear Engine #3, 23,000 arrestments; and overall 345,000 arrestments for the ship.

V-3 Division conducted 1,676 aircraft moves, 1,604 elevator cycles, planned and executed the onload and offload of 220 privately owned vehicles for transport to and from PSNS Bremerton, and supported seven receptions and ceremonies. Major maintenance performed included resurfacing 35,000 square feet of hangar bay, weight testing of 1,200 padeyes, painting of both hangar bays and 29 other divisional spaces, cleaning and replacement of all divisional door and deck edge door track drains, and re-tiling of 33 spaces.

V-4 Division received 3,423,391 gallons of JP-5 throughout 11 underway replenishments and one pierside transfer. A total of 3,978,810 gallons of fuel were issued to 2,886 aircraft, and 38 aircraft were defueled. Major maintenance performed by V-4 included the complete overhaul of four JP-5 purifiers, six transfer pumps, four stripping pumps, and eight service pumps; the cleaning of 84 JP-5 tanks, 24 defuel pumps, 41 cla-vals, and 17 JP-5 hose reels; as well as the hydrostatic testing of 325 JP-5 refueling hoses and complete renovation of 22 fueling stations. V-4 suffered two system casualties: a major internal leak in #4 Main Machinery Room due to failure of a gasket on the JP-5 Transfer Main and a motor controller failure of #7 Service Pump requiring removal and replacement of the entire pump.

V-5 division provided administrative support for the entire department and tower support for all aircraft launches and recoveries, including the launch and recovery of 405 rotary-wing aircraft.

AIRCRAFT INTERMEDIATE MAINTENANCE

Calendar year 98 was an intensive period of modernization for the Aircraft Intermediate Maintenance Department. The Avionics Division (IM3) completely overhauled Avionics shop 10 to incorporate the Consolidated Automated Support Systems (CASS) stations. This 4 month modernization program involved the removal of the outdated Versatile Avionics Support Test (VAST) benches and associated equipment and the modernization of the 400 HZ power and air conditioning system in support of the CASS benches. The incorporation of this latest generation of avionics support equipment greatly enhances the department's ability to support CVW2 in its operational taskings.

The Jet Engine Test Facility was completely overhauled and modernized to support the operational requirements of the assigned Air Wing. This modernization allowed the department to increase its maintenance capability on the F404-402 and F110 aircraft engines.

During the Drydock Ship's Restricted Availability (DSRA) the department was able to refurbish all AIMD living spaces for all AIMD enlisted resulting in vastly improved Quality of Life for all personnel.

CHAPLAIN

One of the highlights of the year for the Chaplain Department was the COMNAVAIRPAC Easter Sunrise Service. This area-wide service was held in the hangar bay of Constellation and attended by over 800 servicemembers, their families and civilians.

Also that same month, a pre-yard fair was held to prepare Connie crew and family members for 3 1/2 months of separation while Constellation went through DSRA in Bremerton, Washington. A mini-deployment fair was also conducted by the Chaplain Department during the December Family Day Cruise.

In conjunction with the Family Literacy Foundation, the Uniting Through Reading program was instituted for the ship's crew to lessen the burden of family separation and to foster reading in young children. Sailors are videotaped reading books to their children and then send the materials home.

While in Bremerton, Wash., the Chaplain Department teamed up with the PSNS Family Service Center to provide SITE-TV training for series entitled, "Keys to Personal Success."

The Constellation Chaplain Department also completed the first-ever afloat Quality Improvement Visit flow carts for COMNAVAIRPAC, and recruited and trained a 12-member Critical Incident Stress Management Team. Community relations projects were completed in Vancouver, B.C., Canada; Bremerton and Port Orchard, Wash. Ten burials at sea were conducted by the Chaplains during underway periods.

COMBAT SYSTEMS

In January, installation began on AN/SPN-43C Radar, BGPHEs and CHBDL. Complete mast overhaul, personnel from CS1, CS6, CS7, CS8 and OW Divisions did a self-help project to completely rehab the main mast.

In February, preps for Integrated Test Package (ITP) comprising 3,000 checks on our 5,000 pieces of equipment. Refurbishment of MK 70 Switchboard.

In April, we completed antenna pedestal maintenance. In June, we installed extended JMCIS '98 LAN.

In August we began SINS and PALS certification. We conducted the TV-DTS ship check and installed JSIPS. We extended the Warfighter LAN PCs, WIN NT servers and Xylan switches. We installed TAMPS 6.1 LAN drops, and began the upgrade and installation of JMCIS/GCCS-M. We also upgraded our ASWM from OJ 535 to TAC 3 computer.

In September, we completed CART II with CS achieving a TSTA II rating. We also completed certification for PALS, SNIAIS and CATCC. We upgraded ACDS Consolidated Software and replaced 68 photocopy machines.

In December, we upgraded software for BFTT and began integration and testing.

DECK

Deck Department completed 18 underway replenishments with six ships. They pumped over 12.7 million gallons of fuel and transferred approximately 1,200 pallets of repair parts, fresh fruit and vegetables with zero personnel mishaps.

Deck achieved FEP level during the first week of TSTA-1, significantly ahead of schedule, and was the only department on board to do so.

For the fifth consecutive year, Deck Department was awarded the 1998 COMNAVAIRPAC "Crossed Golden Anchor/Seamanship Award."

Major work accomplished during 1998 included:

Accommodation ladder overhaul, interior and exterior space rehabilitation and overhaul of commanding officer's gig.

Deck Department anchored in the port of Mazatlan without any personnel mishaps, advanced nine personnel to 3rd class petty officer, and welcomed aboard the new ship's boatswain, CWO4 [REDACTED] from USS Ogden (LPD 5).

DENTAL

During the last DSRA period from April to July 1998 in Bremerton, Wash., the Dental Department moved to USS Proteus dental trailers. While in the area, the officers and sailors of the Dental Department participated in various activities from sightseeing tours to different community relations projects. In Vancouver, Canada, they helped paint the Community Hall. This was accomplished while maintaining the dental readiness of the crew at greater than 94 percent. The Dental Departments staff also actively supported various Constellation activities which included the mass casualty drills, medical training teams, Navy Relief Fund drive, MWR Custodian, tax preparation, DV tour guides and Navy/Marine Corps Relief case worker.

ENGINEERING

During SRA 1998, NR 3 Main Condenser was re-tubed. 5-year strength and integrity inspections were accomplished on 1A 2B and 3B boilers. SRA 1998 culminated with a successful light off assessment (LOA) conducted by PEB.

In May of 1998, the ship was dry-docked at Puget Sound Naval Shipyard and began a three month DSRA. Extensive repairs were accomplished to list control, feed water, freshwater and fuel tanks. A major overhaul of all CHT systems over 100 voids was accomplished during the yard period as well as ship's force rehabilitation of 80% of ship's heads.

The ship undocked on schedule on 25 July 1998 and departed PSNS on 2 Aug. bound for NASNI. Three weeks later, she completed a CART II examination by PEB. In October 1998, the ship completed TSTA 1 successfully and in November completed TSTA II/III/FEP.

Also during 1998, installations were made on 120V ground detectors in all load centers to monitor the distribution system for grounds. Load center upgrades resulted in increased capacity power to load centers 31, 61, 71, 81, and 101. Ship's force also installed warfighter LAN power modifications for 120V vital power isolation to warfighter computers. Four deck edge elevator main pump controllers were replaced to improve overall reliability.

Engineering Department received the Red 'DC' for FY 1997 in 1998.

EXECUTIVE

The Personnel Office accomplished the following:

The transfer section processed 382 Permanent Change of Station (PCS) transfers for ship's company personnel; an average of 32 PCS transfers per month.

The separations section processed 700 separations that included Released from Active Duty, Discharges, Admin Separations, TEMDU for Separation and Fleet Reserve Transfers.

The receipts section received 765 PCS receipts, involving the processing of reporting endorsements, travel claims for both member and departments, and Basic Allowances for Housing.

The customer service section prepared and issued 1,773 active duty armed forces identification cards for ship's company and embarked air wing and staff personnel. Processed approximately 8,012 documents that included leave, career sea pay premium, record of emergency data, basic allowances for housing affecting pay and allowance entitlements. Complete 5,536 service record entries and 387 good conduct awards.

Overall, the Personnel Office provided customer service for over 2,400 ship's company personnel during 1998.

The Captain's Office processed 58 officer transfers and 76 officer receipts.

The Career Information Office documented our first term retention rate at 29%, our second term retention rate at 62% and our careerist retention rate at 95%. CIO also managed 623 professional development boards for E-1 to E-6 and 147 PDBs for E-7 to E-9. They also processed applications for the

following programs: STAR - 23, SCORE - 27, Lateral Conversion - 18, BUDS/SEALS - 19, HYT Waiver - 19, Spouse Collocation - 16, Split Tour - 9, SWAPS - 15 and TAR Conversion - 7.

The Public Affairs Office hosted just over 15,500 visitors for inport tours and approximately 300 distinguished visitors for underway embarks. The Public Affairs staff received three CHINFO merit awards: two for print and one for broadcast media.

LEGAL

Legal Division: Legal provided wills, powers of attorney and legal assistance on landlord/tenant issues, family law, creditor problems, immigration law, as well as many other topics. The Constellation tax center was the most successful afloat tax center in the fleet, processing over 1,500 returns, saving over \$200,000 in fees and expediting the return of over \$1.2 million in refunds. Additionally, Legal Division completed the following:

- Captain's mast: 300
- Summary courts-martial: 8
- Special courts-martial: 11
- General courts-martial: 3
- Administrative separations: 160
- JAG manual investigations: 12

Security Division:

- ICR's written: 254
- Restricted men: 220
- Urinalyses conducted: 5,821
- Prisoners in our brig: 11
- Personnel receiving anti-terrorism force protection training: 919
- Personnel qualified in small arms, 9mm, M-14 and shotgun: 148
- SEC drills held: 56

Security Division also established USS Constellation's ceremonial detail. This detail performed color guard for a Seattle Mariners baseball game. Performed in Bremerton, Wash., Military Appreciation Month Parade. Provided color guard at 11 retirement ceremonies of which three were for flag officers (CCDG-1, COMNAVAIRPAC, Adm. Bien), two of which were attended by the CNO. Performed at two changes of command: COMNAVAIRPAC and USS Constellation. Performed burial-at-sea on five occasions to include one on the USS Turner Joy. Also performed at the CPO frocking ceremony.

Established the Shipboard Security Training Team in support of TSTA-1 and 2, and FEP.

Security Division performed security functions for the following events: numerous retirement ceremonies and changes of command, Department of Defense Congressional Sub-Committee hearings, Easter Sunrise Service, liberty lines in Vancouver, Canada, Children's Christmas party and Family Day cruise.

Conducted Phasel Law Enforcement Academy twice, two security personnel attended Corrections Specialist school obtaining the NEC 2008, two personnel attended Military Police Investigator School obtaining the NEC 2002, three personnel attended John Reid school of Interrogation and Interviewing, four personnel attended anti-terrorism training officer school and one to Force protection Officer school. Five personnel attended Shipboard Security Engagement Tactics and two personnel attended Shipboard Security Engagement Weapons school. Four personnel attended Military Customs Inspector school, two personnel attended Physical Security Supervisors course. All MAs received familiarization firing of the M-60 machine gun.

Established Restricted men's berthing in support of the commanding officer's policies. Completed five self-help projects to include: the painting and retiling of upper and lower MA berthing in support of the new Training division being established; assumed responsibility of MARDET berthing and completely retiled the entire berthing; established a new location for the Ready for Issue weapons storage in Legal berthing. Retiled the Legal passageway outside of the berthing; completed the remote badging of the entire crew in preparation for the ship arriving at PSNS Bremerton, over 2,400 personnel received these

badges; Security assisted Legal Department in the military customs inspection upon departure from Vancouver, Canada; drafted a force protection plan for Vancouver.

Liaisoned with other military law enforcement agencies for military working dog inspections and three actual bomb threats on board.

Established ThreatCon Alpha Plus in support of the DOD policies. Conducted ThreatCon Bravo exercises on two occasions for training purposes. Conducted Bravo and Charlie exercises on one occasion. Completed successful onload of 215 POVs to transport to Bremerton and 220 returning to San Diego. Completed two NEO Operation drills.

MAINTENANCE

1998 was a very productive year for Maintenance Department. Our department has tracked and managed two major Depot Level Availabilities and two Intermediate maintenance Availabilities as well as continual maintenance under Inter-Deployment Training Cycle contracting. We oversaw 20 zone inspections and numbers air wing space turnovers. We processed over 150 equipment validations, verified a technical library inventory of over 11,000 line items and provided technical research and support of 4,100 customers.

MEDICAL

1998 started with the ship recovering from a long deployment from the Arabian Gulf. In April the ship headed for its temporary home in Bremerton for three months of dry dock. After completion of the yard period, the ship returned to its homeport in San Diego, preparing itself for sea trials and carrier deck quals. During this time, the Medical Department continued its day to day operations with sick call and our ever-so-busy emergency room. We maintained a constant training environment with our man down drills and mass casualty drills keeping us in a constant state of readiness. Over the past year we have gone through a few personnel changes with the new addition of our ship's nurse to our leading chief petty officer. Medical capabilities are: laboratory, radiology, preventive medicine, sick call, intensive care unit, pharmacy, emergency room, biomedical electronic repair shop, aviation medicine, audiogram booth, CAAC, operating room and a 44-bed hospital ward. The workload statistical data for 1998 follows:

- Sick call visits: 4,907
- Emergency room visits: 1,500
- Sick in quarters: 231
- Spectacles ordered: 494
- Audiograms: 2,000
- Surgical procedures: 78
- Radiology exposures: 2,000

NAVIGATION

The Navigation Department safely navigated Constellation through over 16,165 nautical miles and 62 days at sea during CY 1998. During this period, the following was accomplished:

Safely navigated narrow, restricted waterways of San Diego, Puget Sound, Haro Straits, Georgia Straits, Juan De Fuca Straits, Rich Pass and Boundary Pass in transit to and from Vancouver and Bremerton.

Made port calls in Vancouver, B.C., and Bremerton, Wash.

Conducted 15 underway replenishment operations (both day and night) and twice acted as delivery ship for replenishment of DFM.

Conducted total of four precision anchorages with pinpoint accuracy in the Coronado Roads anchorage and English Bay anchorage, Vancouver, B.C.

Qualified five underway officers of the deck (OOD U) and four underway command duty officers.

OPERATIONS

Despite a reduced operational tempo associated with the ship's interdeployment training cycle, the Operations Department maximized the underway training opportunities, and took full advantage of inport time with numerous systems upgrades across all functions.

In Air Operations, both the Precision Approach Landing System (PALS) and Carrier Air Traffic Control (CATCC) certifications were accomplished ahead of schedule. During four Carrier Qualification periods, TSTA I/II/III, and Final Evaluation Period (FEP), CATCC safely accomplished 2,477 PALS approaches, with 4,543 traps completed and over 150 Fleet Replacement Squadron pilots qualified. The crew obtained 21 Carrier Controlled Approach Position qualifications, 20 Air Operations qualifications, and one Air Transfer Officer qualification. During SRA/DSRA98, Air Operations completed an extensive renovation package featuring a newly designed control center and an office for counseling and planning. The new design streamlines the work environment and increases seating in CATCC. The Air Transfer Office efficiently handled nearly 8,000 pounds of mail and cargo via COD and VOD delivery and coordinated the movement of 846 passengers.

The Meteorology and Oceanographic (METOC) Detachment continued to merge IT-21 Technology with METOC support. METOC services were electronically disseminated via SIPRNET on the recently installed Warfighter LAN. All METOC systems were certified Y2K compliant.

Strike Operations compiled plans and schedules for both Constellation and Airwing events. This three-person team drafted 130 Air Plans and introduced the comprehensive "Schedule of Events" or "SOE." The SOE consolidated multiple schedules in order to present a continually updated schedule of underway time, exercises, and port visits. The SOE replaced the old Pink and Green sheets and was made accessible to the entire crew on the shipboard LAN.

The Carrier Intelligence Center (CVIC) significantly increased its capability in all mission areas with numerous systems upgrades. The Global Command and Control System - Maritime (GCCS-M) and Multi-Network Workstations (MNW) were installed. GCCS-M system replaced the older Joint Maritime Command and Control System (JMCIS) ensuring full joint interoperability. CVIC and CVW-2 intelligence personnel recorded the first successful completion of the All Sensor Tactical Airborne Reconnaissance Pod System exercise by an aircraft carrier during the Final Evaluation Phase of the training cycle. The Tactical Cryptologic Support Center had three major system installs (GCCS-M workstations, upgrades to the Battle Group Passive Horizon Extension System (BGHES), and the Common High Bandwidth Data Link (CHBDL)). The Photographic division processed over 1100 job requests. In addition to dozens of retirements, award ceremonies, and public affairs events, CONSTELLATION photographers documented COMNAVAIRPAC's change of command and United States congressional hearings held onboard. The Photographic division produced over 350 souvenir photo books documenting the 1998 Dry Dock that were presented to distinguished military and civilian leaders in Bremerton, Washington. *All Hands*, *Navy Times*, *Proceedings*, *Rotor Review*, and *Wings of Gold* magazines published photographs taken by CONSTELLATION photographer mates.

Combat Direction Center (CDC) had several significant equipment upgrades and installations during SRA/DSRA and throughout the year. IT-21, GCCS-M, Warfighter LAN, and CHBDL were installed. The Advanced Combat Direction System (ACDS) was upgraded to Block 0 Level 10. This upgrade made ACDS more compatible with AEGIS ACDS Baseline 5. CV Auto-ID was upgraded increasing the efficiency of IFF interface. New Tactical Workstations (TAC-3) were installed in the USW module providing direct interface with both ACDS and GCCS-M, as well as adding a world wide chart overlay capability. In the training arena, a 17-day, Ship-wide training scenario was developed and executed from CDC. Execution of this scenario required meticulous coordination between eight training teams, three ships, and nine squadrons. The Afloat Training Group (ATG) described the scenario as the most complex ever; the final product is now used by ATG as the template for future TSTA's in Pacific Fleet.

SAFETY

The ship had no class A or B aircraft mishaps; no embarked fatalities during the 1,971 day and 1,663 night embarked flight hours conducted during 1998.

Conducted an environmental incident free dry dock ship repair availability with no class A or B injury mishaps, an unprecedented achievement for an aircraft carrier.

SUPPLY

The Supply Department provided outstanding material and customer service support to all of the Departments and crew members throughout the CONSTELLATION during the critical SRA and DSRA periods in NASNI, Coronado, CA and PSNS, Bremerton, WA.

S-1 Division was the first West Coast Carrier Stock Control Division to implement Transaction Item Reporting under the MFCS system, which used daily reporting to provide more efficient inventory tracking. S-1 also implemented the SMARTS program for automated Summary Filled Order Expenditure Difference Listing processing, which saved man-hours by providing automated accounting for processing the differences between bills and receipts. S-1 expanded the credit card program and made 763 procurement actions, totaling \$450,203.18 worth of purchases.

S-2 Division replaced 12 ovens in the bakeshop, installed 4 skittles in the galley, and completed the renovation and painting of all galley and mess deck spaces during the DSRA period. These enhancements greatly improved appearance and cost effectiveness of the general mess. In order to accomplish all of this, S-2 moved all Food Service operations to the Proteus berthing barge (IX 518). S-2 also supported command festivities, such as: a flight deck picnic between PSNS workers and CONSTELLATION personnel, numerous change of commands and retirements, birthday meals for the crew, and the Dependent's Day Cruise. For the Dependent's Day Cruise, S-2 provided a continental breakfast, consisting of 600 dozen pastries, 12,000 cans of juice, and 2,500 lbs. of fruit; and, S-2 served lunch and dinner in the forward and aft mess decks for the entire crew and their family members.

S-3 Division maintained inventory accountability for over 1200 ships store line items, valued in excess of \$300,000, and loaded and sold 22,852 cases of soda, valued at \$274,216. S-3 procured a new embroidery machine, which supported the embroidery and tailoring requirements brought on by the new coverall uniform regulations. S-3 has embroidered over 1900 sets of coveralls for the crew, saving CONSTELLATION sailors over \$26,000 in embroidery and sewing costs.

S-4 Division successfully converted over 2,600 crew pay accounts to Defense Joint Military Pay System (DJMS) with a conversion rate of over 98%, the best of all COMNAVAIRPAC commands. S-4 was the first aircraft carrier disbursing division to implement the new DOD Integrated Automated Travel Processing System. S-4 completed a total of \$1,232,265 in Commercial Banking Afloat transactions, \$5,502,357 in disbursements, and \$1,587,562 in collections.

S-5 Division moved all of its operations to the Proteus berthing barge (IX 518) during the DSRA period. S-5 rehabilitated over 50 staterooms at this time, increasing material readiness of the ship and elevating the quality of life for the crew. S-5 was also the leading force for several special events held on the CONSTELLATION, including an Easter Sunrise Service and a COMNAVAIRPAC Change of Command.

S-6 Division devoted all manpower, time, money, and training during 1998 to the upkeep and readiness of the ship in support of WESTPAC '99. S-6 renovated the Awaiting Parts (AWP) spaces to provide proper storage and accountability for all Aviation Depot Level Repairable (AVDLR) parts within the repair cycle. S-6 negotiated the Aviation Consolidated Allowance List (AVCAL) with COMNAVAIRPAC and CVW-2.

S-8 and S-8A Divisions developed and executed an aggressive wall-to-wall location audit (LAP) and inventory plan that improved overall location validity from 65% to 99% and improved overall inventory validity from 55% to 100% for over 72,000 line items. S-8 and S-8A also completed a comprehensive storeroom rehabilitation plan, which resolved many longstanding material and safety discrepancies in over 70 spaces. These renovations included the creation of a customer service center and shipping center on the mezzanine and replacing ventilation in several HAZMAT storerooms.

S-12 Division received a grade of OUTSTANDING on the CINCPACFLT Postal Assistance Visit (PAV) for the third year in a row. The Post Office was recognized by inspectors as the "Most Improved" in the Pacific Fleet and has been nominated as the test platform for many new programs, such as: the Postal ATM Debit Terminal, the Multi-Item Vending Machines, the DOD Standard Postal Directory Program, and the Next-Generation of Integrated Retail Terminals (IRT) and MODIS. During the DSRA period, S-12 upgraded the security and material condition of all spaces. Stamp and Money Order sales for 1998 amounted to \$295,708.74. And, S-12 dispatched 18,292 lbs. of mail and received 113,556 lbs. of mail.

TRAINING

Training Department initiated and pursued numerous programs that had a significant impact on the command's operational efficiency. These included the incorporation of a computer automated TAD budget accounting system, which assisted in processing 2,600 travel orders for crewmembers both locally and globally.

A new addition, which began as an idea, has become the training and Indoctrination Division (TI), which receives, berths, and indoctrinates newly reporting personnel on a permanent basis. In 1998, TI processed 600 new crewmembers through its classrooms and berthing compartments. It is staffed with a LTJG PO1 and an SN.

Also, ESO Division was incorporated into the Training Department organizational structure, and administered numerous Navy advancement exams throughout the year. Other academic achievements include multiple PACE college courses, GED, DANTES programs, which have been well received by the entire Constellation crew.

Training also experienced a robust year during the Interdeployment Training Cycle, contributing to the Integrated Training Teams through the management of several hundred Type commander Readiness and Competitive exercises. Constellation's readiness catapulted from a C-4 Readiness Rate for training (not ready) to C-1 Readiness in only 4 1/2 months, and earned nearly all Department Battle Efficiency Awards, in spite of a largely non-operational year.

WEAPONS

G-1 Division: Refurbished six magazines and a 204-man berthing space. Initiated the first powder coating for eight pyrotechnic jettison lockers and over 2,500 items of AWSEP (Aviation Weapons Support Equipment) gear enhancing material condition and readiness and minimizing maintenance and repair time. Additionally, they maintained continuous qualifications with the practice of the first ever JITOD (Just In Time Ordnance Delivery) onboard a conventional carrier, an evolution that would provide continuous ordnance VERTREP delivery even during launch and recovery procedures in the event of combat.

G-2 Division: Refurbished ten divisional spaces, ten Gun Lockers, ten Ready Service Lockers and ten Gun Tripods. Rebuilt 38 magazine sprinkler valves, performed 20 Gun/Line shooting exercises in support of Replenishment-At-Sea (RAS) details. Qualified over 300 personnel in Small Arms watch standards. Completed a successful Final Evaluation Period (FEP) with a grade of 95% and performed two torpedo banding exercise evolutions.

G-3 Division: During Selected Restricted Availability (SRA) and Dry Dock Selected Restricted Availability (DSRA), over 3,500 man-hours were expended during the renovation and refurbishment of 26 conventional ordnance magazines and the completion of 42 Job Sequence Number, (JSN) Work Packages. Assisted in the conversion of two Special Weapons Magazines into Conventional Weapons magazines. Utilizing TYCOM self-help repair facilities, G-3 spent over 400 man-hours repairing, overhauling and weight testing six pneumatic chain hoists, saving approximately \$10,000 in Navy funds. Assembled, handled, stowed and built up over 62 tons of ordnance supporting CVW-2 with an ordnance detachment to Nellis Air Force Base, Las Vegas, NV. Conducted CNO's project Ships Suitability Test (SST) for the ADM-114C Improved Tactical Air Launched Decoy (ITALD) and SSQ-110 Sonobouy. Conducted the major ammunition onload consisting of over 1,200 lifts without incident.

G-4 Division: Installed six Ship Alterations (SHIPALTS) on 12 weapons elevators during FY98 SRA/DSRA. Corrected several design deficiencies in the newly installed SHIPALTS and saved the government over \$81,100 in repair costs. Repaired the ballistic hatch operation cylinder on Lower Stage Weapons Elevator #3. Removed and replaced the wired rope assembly and weight tested Upper Stage Weapons Elevator #1. Refurbished 12 weapons elevators in preparation for the Weapons Elevator Assessment inspection. Tracked and repaired 632 major and minor jobs, expended 1,200 man-hours and completed 1,161 Preventative Maintenance System (PMS) checks. Coordinated the repair effort of three major contractors (CMSD, WESU and PACSHIP). Completed 5,200 elevator evolutions in FY98 which included a major weapons onload of over 3,210,000 pounds of ordnance without mishap.

G-5 Division: Provided administrative support for Weapons Department personnel. Ammunitions accounting completed over 162 Ammunition Transactions Reports (ATRs) over 242,015.97 pounds (21,212.008 tons) of ordnance issues and 2,987,776.78 (1,493.89 tons) of receipts. Ordnance Control and Quality Assurance branch combined efforts assured the incident free movements of all explosives handled during weapons onload, COMPTUEX and operations.