DEPARTMENT OF THE NAVY
USS CONSTELLATION (CV-64)
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Subj: USS CONSTELLATION (CV 64) COMMAND HISTORY INPUT FOR CALENDAR YEAR 1999

Ref: (a) OPNAVINST 5750.12G

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

1. Enclosures (1) through (3) are forwarded per reference (a).

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By direction

USS CONSTELLATION (CV 64)
COMMAND COMPOSITION AND ORGANIZATION

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 James D. Kelly, and is homeported at Naval Air Station North Island in San Diego, CA.

USS CONSTELLATION (CV 64)
CHRONOLOGY

Dates	Operations: Location
01 Jan-12 Jan 99	INPORT NAS NORTH ISLAND, CA
13 Jan-17 Jan 99	LANDING DERBY/ENR MAZATLAN, MX
18 Jan-22 Jan 99	ANCHOR MAZATLAN, MX
23 Jan-28 Jan 99	ENR SOCAL/ECERT
29 Jan-18 Feb 99	INPORT NAS NORTH ISLAND, CA
19 Feb-11 Mar 99	COMPTUEX A/FBP: SOCAL
12 Mar-05 Apr 99	INPORT NORTH ISLAND, CA
06 Apr-08 Apr 99	CVW-9 FLEET CQ: SOCAL
09 Apr-11 Apr 99	INPORT SAN FRANCISCO, CA
12 Apr-14 Apr 99	CVW-9 CQ/MSLEX: PMTC
15 Apr-05 May 99	INPORT NORTH ISLAND, CA
06 May-17 May 99	FLEETEX: SOCAL
18 May-17 Jun 99	INPORT NORTH ISLAND, CA
18 Jun-20 Jun 99	CVW-9 CQ: SOCAL
21 Jun-23 Jun 99	TRANSIT TO MIDPAC
24 Jun-29 Jun 99	JTFEX: HAWAIIAN OPAREA
30 Jun-10 Jul 99	WESTPAC TRANSIT
11 Jul-15 Jul 99	INPORT PUSAN, KOREA
16 Jul-20 Jul 99	KOREAN THEATER OPS
21 Jul-22 Jul 99	ENROUTE YOKOSUKA, JAPAN
23 Jul-26 Jul 99	INPORT YOKOSUKA, JAPAN
27 Jul-31 Jul 99	KOREAN THEATER OPS
01 Aug-06 Aug 99	SOUTH CHINA SEA OPS
07 Aug-09 Aug 99	DUAL CVBG OPS W/ KITTY HAWK
10 Aug-10 Aug 99	ENROUTE SINGAPORE
11 Aug-13 Aug 99	INPORT SINGAPORE
14 Aug-16 Aug 99	ENROUTE PORT KELANG, MALAYSIA
17 Aug-19 Aug 99	INPORT PORT KELANG, MALAYSIA
20 Aug-28 Aug 99	INDIAN OCEAN TRANSIT
29 Aug-16 Sep 99	GULF OPS
17 Sep-20 Sep 99	INPORT JEBEL ALI, UAE
21 Sep-30 Sep 99	GULF OPS
01 Oct-11 Oct 99	GULF OPS
12 Oct-15 Oct 99	ANCHOR BAHRAIN
16 Oct-23 Oct 99	GULF OPS
24 Oct-28 Oct 99	INPORT JEBEL ALI, UAE
29 Oct-05 Nov 99	GULF OPS
06 Nov-06 Nov 99	STRAIT OF HORMUZ TRANSIT
07 Nov-16 Nov 99	INDIAN OCEAN TRANSIT
17 Nov-21 Nov 99	INPORT FREMANTLE, AS
22 Nov-26 Nov 99	GREAT AUSTRALIAN BIGHT TRANSIT
27 Nov-30 Nov 99	INPORT SYDNEY, AS
01 Dec-09 Dec 99	SOUTH PACIFIC OCEAN TRANSIT
10 Dec-11 Dec 99	INPORT PEARL HARBOR, HI
12 Dec-17 Dec 99	TIGER CRUISE: ENR SAN DIEGO, CA
18 Dec-31 Dec 99	INPORT NAS NORTH ISLAND, CA

USS CONSTELLATION (CV 64)
NARRATIVE

AIR

V-1 Flight Deck

V-1 Division conducted 45,852 aircraft moves without major mishap. V-1 and Crash & Salvage personnel responded flawlessly to 112 aircraft emergencies which included 56 fuel spills, 21 hydraulic failures, 17 tailhook failures, four blown tires, three planning link failures, six fires, one battery fire, and three trough fires. Their skills were put to the ultimate test when they responded to the barricade arrestment of an F/A-18 Hornet with a catastrophic engine failure. Putting to use months of training, they quickly established a ready deck to trap the low fuel state aircraft. The first ever night barricade recovery of an F/A-18, the aircraft experienced only minor additional damage and no personnel casualties due to the flight deck crews' exceptional efforts.

V-1's maintenance efforts included resurfacing over 90,000 square feet of flight deck non-skid, re-painting the flight deck VLA three times, and craning off an S-3 Viking and an H-46 Sea Knight. Additionally they executed a total of 2,487 elevator runs with no reportable mishaps in support of high-tempo flight operations and critical squadron maintenance.

V-2 Aircraft Launch & Recovery Equipment

V-2 Division launched and recovered 14,440 fixed-wing aircraft and played a pivotal role in the barricade arrestment of an F/A-18 Hornet. During the emergency, V-2 personnel ensured the proper and expeditious rigging of the barricade, and manned the arresting engines and critical topside and deck-edge positions. Additionally, V-2 completed 3,667 maintenance actions on all Aircraft Launch and Recovery Equipment (ALRE). This included incorporating the following service changes: #628-cut away sides on shuttles, #630-digital end-speed indicators, and #421-pneumatic fluid replenishment for arresting gear.
The following lifetime milestones were reached by V-2: Catapult 1 - 138,000 launches, Catapult 2 - 106,000 launches, Arresting Gear Engine 2 - 18,000 arrestments, Arresting Gear Engine 3 - 30,000 arrestments, and overall 360,000 arrestments for the ship.

V-3 Hangar Deck

V-3 Division conducted 4,514 aircraft moves, 2,487 elevator runs, and supported a total of four receptions and ceremonies on the hangar deck. Major maintenance performed included re-surfacing 37,000 square feet of Hangar Deck non-skid, re-painting the hangar deck and 20 spaces, re-tiling 20 spaces, and completing 593 miscellaneous maintenance actions. In addition, 60 fire drills and several mass casualty drills were coordinated and executed by V-3 personnel.

V-4 Aviation Fuels

V-4 Division received 21,191,909 gallons of JP-5 though 52 underway replenishments. 21,690,711 gallons of fuel were issued to 12,870 aircraft, and 453 aircraft were de-fueled. No major repair or re-work was performed during CY99, and no major system casualties were experienced.

V-5 Air Administration/Primary Flight Control

V-5 Division provided administrative support for the entire department, and tower support for all aircraft launch and recovery operations. This included the launch and recovery of over 2500 rotary wing aircraft.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

Calendar Year '99 began with increased workups and preparations for the command's deployment in June 1999. From January to June 1999 the department was involved extensively in the training of all assigned personnel and grooming of all test benches/support equipment as a prelude to supporting CVW-2 and the CONSTELLATION Battle Group for the deployment.

This extensive training program was directly responsible for the department deploying in June '99. The department was manned at 98 percent with 100 percent NEC coverage. This included all 179 Sea Operational Detachment billets from four different Naval Air Stations and one Marine Corps Air Station.

USS CONSTELLATION Aircraft Intermediate Maintenance Department deployed in June '99 with zero Broad Arrows against all Test Benches/Support Equipment. This was the first COMNAVAIRPAC CV AIMD to deploy with zero Broad Arrows in excess of five years.

The meticulous grooming of support equipment and training of personnel was instrumental in CONSTELLATION AIMD averaging three Broad Arrows for an entire six month deployment to the Western Pacific and Persian Gulf. This set a new standard for all PACFLT carriers. As a result of this program only one Naval Air Technical Center assist was required for the duration of the deployment

During the six month deployment AIMD maintained an unprecedented 71 percent RFI rate, averaged a 3.5-day turnaround time, a 178 WRA/SRA backlog while sustaining an average of only 20 items in expeditious repair. In addition innovative thinking by technicians resulted in a saving of in excess of $1.6 million dollars in Aviation Depot Level Repair (AVDLR) funding through comprehensive investigation of all Beyond Capable Maintenance (BCM) actions.

AIMD was responsible for all Battle Force Intermediate Maintenance Actions. As the coordinator, AIMD personnel processed in excess of 600 items with a 90 plus percent Ready For Issue (RFI) rate for the deployment.

The total dedication of all AIMD personnel culminated in the department being awarded the Commander, Naval Air Force, U. S. Pacific Fleet Black (CNAP) "E" for maintenance excellence for calendar year 99.

CHAPLAIN

One of the highlights of the year for the Chaplain Department was hosting the Commander, Naval Air Force, U. S. Pacific Fleet Easter Sunrise Service on 4 April 99. This area-wide service was held in the hangar bay of CONSTELLATION and attended by over 500 service members, their families, and civilian guests.

Late May 1999, the Chaplain Department organized a Pre-deployment Fair at Admiral Baker's Field along with a Family Day/Spouse Appreciation Picnic in conjunction with the shipboard Morale, Welfare and Recreation (MWR). The fair was designed to help family members prepare and cope with the upcoming deployment. Over 23 helping agencies were represented. Also prior to WESTPAC '99, Library Annex II had been converted from a Phone Room to an Email Room with 10 computers available for Sailors and Marines to use while deployed. During WESTPAC '99 the Chaplain Department planned 26 Community Relations Projects in Pusan, Korea; Yokosuka, Japan; Sembawang, Singapore; and Kuala Lumpur, Malaysia; Jebel Ali, UAE; Manama, Bahrain; Perth/Fremantle, Australia; and Sydney, Australia.

Likewise, we have delivered all 14 pallets of Project Handclasp material that we requested in five sites (six in Pusan, Korea; two in Sembawang, Singapore; six in Kuala Lumpur, Malaysia).

The year closed with our return from WESTPAC in December 1999. The Chaplain Department arranged for a Return and Reunion Program with the Family Service Center for the Battle Group. Four Deployment Specialists joined the CONSTELLATION in Australia and accompanied us back to the states. The Team held 79 classes and numerous individual sessions to prepare the crew for their return home.

COMBAT SYSTEMS

Combat Systems Department: Combat Systems is responsible for external communications; administration and maintenance of C4I systems; maintenance of combat systems electronic equipment, radar, and ship's self-defense weapons systems (CIWS and NATO Seasparrow Missile). The department is manned by 11 officers and 190 enlisted personnel (Electronics Technicians, Fire Controlmen, Interior Communications Technicians, and Information Systems Technicians).

Events of note:

- Initiated expansion of unclassified LAN
- Upgraded SCI LAN
- Stood up Information Systems Security Division
- BGSIT/Y2K Verification/COMTUEX. First battle group to undergo Y2K testing
- Established CV-64 Information Security Policy
- CA-III permanently installed (vice cross-decking)
- Combat Systems Readiness Review
- FLEETEX
- Successful NSSM TDU shoot (direct hit)
- Y2K upgrades for Below Deck Communications System (BDCS) radios
- Identified/corrected fleet-wide operational program fault with ACDS Block 0 level 10.23 for C-Diteg equipped carriers. Fault caused program to stop running under heavy operating conditions. Innovative solution saved Navy $1.5M.
- Completed installation of Dual-Net Multi-Frequency Link to provide more flexible data link for use in Arabian Gulf.
- Upgraded Warfighter (Secret) and SCI LANs. Included new fiber optic and CAT-5 cable, supporting over 160 workstations and remote terminals.

- Information Assurance Exercise (Red Team/Blue Team). First carrier to ever set INFOCON BRAVO. Established "ZIPLIP" procedures to readily shut down unnecessary communications (phones and email) if required.
- Identified and implemented the Communication Watch Officer (CWO) program.
- Installed 5 khz Satellite system.
- Programmed Below Deck Communication System (BDCS) to meet changing force protection requirements during port visits, and to meet new inport watch requirements. Expanded internal antenna system for BDCS radios, improving coverage to both Combat Direction System and Air Operations spaces.
- Restored radio communications to Landing Signal Officer platform after an incomplete installation by contractors. This reduced personnel- and equipment hazards during fixed wing recovery operations.

SPECIAL TOPICS

a. Email

(1) Unclassified: during the period 18 June - 18 December 1999, the ship processed

NIPR	SEND	RECEIVE	TOTAL
Internal	1,027,789	1,086,064	2,113,853
External	1,502,594	1,859,675	3,362,269
Total	2,530,383	2,945,739	5,476,122

(2) Classified: during the period 18 June - 18 December, the ship processed

SIPR	SEND	RECEIVE	TOTAL
Total	304,238	329,425	633,663

b. Trouble calls:

(1) Personal computers: cleared over 4,000 troublecalls. Cleared over 300 trouble calls on Warfighter and SCI LANs.

(2) Maintained over 500 Xerox Class II and DC-220/230 class copiers. Groomed Docutech and Docucolor copiers and corrected over 100 trouble calls, keeping ship's print shop at full capability.

(3) Repaired 178 Flight Deck Communications Systems radios (PRC-114), 213 cranial headsets, 30 remote handsets (C-10907), and 42 BDCS radios.

DECK

Deck Department is home to one of the Navy's oldest rates, the Boatswain's Mate. The bearers of this rate are considered the Navy's general-purpose sailors involved with many aspects of shipboard life such as line handling and space preservation. On board USS CONSTELLATION, Boatswain's Mates are responsible for line handling during mooring evolutions, stand watch in the pilothouse and as lookouts, conduct underway replenishments, and perform anchorings. Deck Department is composed of four divisions: 1st, 2nd, 3rd and Deck Administration. First Division located in the Foc'sle, is charged with the maintenance of the port and starboard anchors and associated gear, a fuel probe receiver, a sliding pad-eye as well as various spaces located through out the ship. Second Division, located in the vicinity of the fantail, is responsible for the operation and maintenance of the Captain's Gig, the aircraft bombing spar, the boat and aircraft (B&A) crane, a sliding pad-eye as well as a fuel probe receiver. Third Division has the honor of maintaining the ships' quarterdeck, the port and starboard accommodation ladders, the port and starboard rigid hull inflatable boats (RHIBs), the destroyer replenishment station (DD Rig), a fuel probe receiver and the surface rescue swimmer program. As the name implies, Deck Administration is responsible for providing support to the divisions in the way of administration and logistics, issue directives and act as a centralized location to discuss operational requirements and readiness. Deck Administration also runs the spray teams that paint the interior of the ship. Also, the 1ST Lieutenant, Ship's Bos'n, and Department LCPO maintain their offices in Deck Administration.

For the sixth consecutive year, Deck Department was awarded the COMNAVAIRPAC Crossed White Anchors/Seamanship Award (1999). During WESTPAC '99, Deck Department completed 54 underway replenishments with 10 different ships, including the first time with a Coast Guard Cutter (USCGC MIDGETT) and Canadian Frigate (HMCS REGINA). Overall, the department ensured CONSTELLATION

safely received over 40 million gallons of fuel and transferred approximately 2,000 pallets of repair parts, ammunition, and fresh fruits and vegetables.

Deck Department also supported the following exercises: COMPTUEX, FLEETEX, the first ever JTFEX conducted en route TO Pearl Harbor, Hawaii. Also while deployed, Deck Department supported CONSTELLATION's first ever combined exercise with Special Forces.

Anchored in the following ports: Mazatlan, Mexico; Singapore; Bahrain; and Coronado Roads, San Diego, CA.

DENTAL

1999 was a very productive year for the Dental Department. Our at-sea periods included numerous port visits to many different cities. Dental personnel participated in many community relations events. In Mazatlan, Mexico, our dental technicians and dental officers helped paint the city's orphanage and helped in the maintenance of one of the churches. From June 1999 to December 1999, during our Western Pacific deployment, we successfully integrated over 3,000 Air Wing dental records in with our own 2,500. We were able to obtain an unprecedented Operational Dental Readiness of greater than 98 percent. The dental staff was very active in supporting CONSTELLATION's activities ranging from Mass Casualty Drills, Medical Training Teams, Navy Relief Fund Drives, MWR Custodian, and the Tiger Cruise Committee.

The Dental Department also supervised the ship's cruise book sales by devoting many off-duty hours. Some of our personnel became qualified in the ship's Surface Warfare and Air Warfare Programs.

ENGINEERING

Jan/Feb 1999 (transit to and inport Mazatlan, Mexico)

3A Line shaft bearing suffered an overheating casualty. During rounds, the number 3 Main Machinery Room Shaft Alley Rover discovered a hot 3A Line Shaft Bearing. The determination was made that it was an Uncontrollably Hot Line Shaft Bearing. The number 3 shaft was stopped and locked until CONSTELLATION moored in Mazatlan, MX. The 3A line shaft bearing temperature was 140 degrees and after opening the bearing to drain the oil rose to 190 degrees. The cause of the casualty was a stuck oil ring, which prevented lubrication of the bearing.

Ship's force along with civilian contractors spent roughly 5000 man hours and six days inport Mazatlan repairing the casualty. The operational test was satisfactory.

Engineering Certification: Three days after the casualty CONSTELLATION was underway, ECERT was conducted on the return trip and CONSTELLATION passed with flying colors.

April 1999

CONSTELLATION was outfitted 100% with the new Self Contained Breathing Apparatus (SCBA) in early 1999. The SCBA replaced the Oxygen Breathing Apparatus (OBA) making CONSTELLATION one of the first ships to be completely out fitted with the new fire fighting personal protection equipment. The SCBA is very similar to what civilian fire fighters use to supply fresh air while fighting a fire. It allowed for a greater availability for training with less simulation. Unlike the OBA whose canisters become hazardous material once used, the SCBA can be activated and shut off at will using only the ambient air as refill. Once purchased, the cost of use is next to nothing and therefore, SCBAs are ideal for training.

May 1999

Chemical, Biological, and Radiological protective gear was strategically located throughout the ship for quick issue. The goal was to have the gear stored in areas that it could be accessed and issued to all personnel with in two hours. CONSTELLATION performed drills to practice distribution of CBR gear to the crew while in the Arabian Gulf.

Deployment to the Arabian Gulf June - December 1999

The 1999 deployment was extremely successful for the Engineering Department. The deployment was extremely challenging due to the heat, the low winds, and the high number of sorties flown in the Gulf; high SOAs during the transits to and from the Gulf; and the challenge of conducting meaningful training to maintain watch stander proficiency during real word operations.

CONSTELLATION made the transformation to a paperless Navy, or at least a paperless log keeping system with the installation of the Integrated Condition Assessment System (ICAS). This system incorporates the use of portable data terminals, hand held computer machines that a rover carries around the ship taking the necessary readings. The data is then plugged into a main computer data system to update the logs that are kept electronically.

Normally, there would be two locksmiths available for deployment as they tend to become quite busy. However, CONSTELLATION only had one locksmith on board. As the only locksmith in the battle group, many days were spent taking helicopters to the other ships providing locksmith duties.

CONSTELLATION was used as a test platform for heat stress prevention. Personnel wore ice vests while deployed in the Arabian Gulf to help keep the body temperature down. The A/C and R shop worked successfully to trouble shoot and repaired two malfunctioning ice vest freezers from COMNAVAIRPAC to support the program.

In October, Number 1 Main Machinery Room suffered a major fuel oil leak from the fuel stripping system. The leak was flushed to the bilge by the trained hands of the watch standers and flying squad of ship board fire fighters. The casualty was contained and did not result in a fire.

2A Special Frequency Motor Generator (SFMG) was on line when the watch stander noted arcing and sparking coming from generator end. The unit was immediately shut down. Further investigation revealed that the generator stator was grounded, with significant damage to the windings. The generator stator would require rewind or replacement. We requested COMNAVAIRPAC to investigate availability of replacement stator and to coordinate depot/contractor fly-away team to rewind. When the contractors (Earl Industries) came aboard and disassembled the motor generator they discovered that the stator core and rotor had suffered significant heat damage. The generator stator core and the rotor required replacement. While conducting a DC HI-POT test, the motor end stator was found to have excessive leakage. At this point we requested COMNAVAIRPAC to identify and expedite replacement stator core and rotor. The contractors continued with disassembly and reassembled the MG set. Once the disassembly was completed, the contractors discovered that the rubber transition piece from the top of the Variable Speed Drive (VSD) control box to the exhaust ventilation ducting failed at the seams and collapsed blocking all hot air flow from generator. We suspect the heat generated by the machine was not being removed, eventually causing insulation failure of the generator windings, resulting in heat damage. We recommended that NSWCCD-SSES determine if the same failure was possible on other ships with the VSD mod. We contacted a local contractor in Malaysia with rubber vulcanizing capability to manufacture new transition pieces.

A spare MG set was located at SRF Yokosuka, Japan, and was shipped to the ship arriving at Port Kelang, Malaysia. Contractors disassembled the spare MG set, removing both the generator and motor stator cores without damaging the windings. At that point the stators and rotor were cleaned, varnished, baked and reassembled in the existing motor generator housings. An outside contractor in Port Kelang, Malaysia fabricated the failed rubber transition piece replacements and the VSD encoder was replaced with an on board spare. The MG was started and was placed on line.

After about two weeks of operation, 2A SFMG Variable Speed Drive (VSD) unit tripped the MG circuit breaker open. When the watchstander attempted to restart the unit it, tripped at approximately 500 rpm. Normal running speed for the MG is 1602 rpm. We attempted to conduct email troubleshooting with NSWCCD representatives but that was not successful. NSWCCD reps arrived on board and troubleshot the unit, discovering that the cause of failure of the MG-set was a failed rotor winding stab rivet joint. NSWCCD representatives and ships force made a repair to the joint by drilling out the rivet and bolting the joint together. The new joint was insulated and covered with Epoxylite two part epoxy. After curing, the mg-set had a sat no load test. The MG-set was allowed to run unloaded for two days at with point it was loaded and load tested to 210 amps. The MG-set was returned to unrestricted operation. However, a DFS was submitted, allowing the repaired joint allowing be considered a permanent repair.

In December, during the return trip from Australia to Hawaii, 3 Main Machinery Room suffered a major lube oil leak from the lube oil feed pump. It was deflected to the bilge and likewise, did not cascade to a greater casualty or fire.

As of 6 Dec 99, 62 motors and 1 transformer were repaired, and 1 armature coil was successfully manufactured. Of the 56 motors that were repaired, 33 were rewind jobs and the rest were motor overhauls. Over 112 bearings were used ranging from size 203 to 317. The total cost for all the bearings used was approximately $9,000. Bearing sizes 306N, 307N and 308N were the most commonly used bearings, and procurement became a problem towards the end of the cruise.

Sufficient amounts of magnet wires were carried on board except for 20 AWG. The size of actual wire in the spool did not match the printed stock number and wire size indicated. A total of 12 spools of wires ranging from 14-AWG to 23-AWG were used with a total cost of $9,000. 20-AWG was mostly utilized.

NR 16-lead wire became a problem in the middle part of the cruise due to low stock amounts; cancelled and disapproved requisitions exacerbated the stock replenishment problem. NR 14-lead wire was used in place of NR 16 in some repairs that were done. A total of four 5-gallon cans of #699 Viscosity Reducer and two 5-gallon cans of #605 varnish were consumed. Of 62 motors that were repaired, 40 were vent motors, 16 Engineering or DC motors, and the rest were miscellaneous.

Damage Control Olympics. In order to make the world of Damage Control more excited and fun for our troops, we held a mock Olympics filled with many events based on the Damage Control skills and lessons we have tried to teach. The events were all timed events and the players were teams by department. The events consisted of a Hose Team Relay, a SCBA Relay, a Rigging an Eductor relay, a Stretcher Bearer Relay, a Soft Patch exhibition on a pipe mockup, a Messenger Relay, a Ram Fan Set-Up, and a 10 Question Team Quiz. The AIMD team came in first place and were presented the Damage Control Olympics trophy by the Commanding Officer, Captain Kelly. The last place team also received an award: a stack of Damage control PQS books. In the end, all had a good time.

LTJG [redacted] was selected as COMNAVAIRPAC's Engineering Officer of the Watch of the Year for 1999.

LCDR [redacted] was presented with the Captain Arleigh Burke award for 1999.

The four engine rooms and two auxiliary spaces had a running competition during the 1999 deployment to see which space could last the longest without any major or minor casualties. The space lasting the most consecutive days underway casualty free was rewarded with a plaque that was placed on the main entrance to the space. 4 Main Machinery Room won with the longest consecutive run of casualty free operation with 100 days during the 180 day 1999 deployment.

Special Topics

Average Gallons of Fuel burned per day during deployment: 154,894 gallon. Total amount of fuel received during 1999 deployment: 28,191,393 gallon. Distance traveled during deployment: 58,746 miles.

EXECUTIVE

The Executive Department had a very productive and highly successful year in 1999. It also saw a change of leadership: Lieutenant Commander [redacted] relieved Lieutenant Commander [redacted] as the Executive Department Head in September. Master Chief Navy Counselor (Surface Warfare) [redacted], relieved Senior Chief Navy Counselor (Surface Warefare/Aviation Warfare) [redacted], USN, as the Department Leading Chief Petty Officer, also in September.

The Career Information Office (CIO) ran an exceptional retention program in 1999, resulting in an unparalleled first term reenlistment rate of 51%, up 22% from the previous year (in which it won the Golden Anchor). CONSTELLATION's second term reenlistment rate was 67% and the careerist reenlistment rate was 88%. CIO also processed applications for the following programs: STAR - 17, Lateral Converstions - 4, BUDS/SEALS - 3, HYT Waivers - 8, Spouse Collocations - 13, Split Tours - 7, Swaps - 4, and TAR converstion - 4. CIO also managed 635 Professional Development Boards for E-1 to E-4 personnel. The total amount of SRB money awarded to sailors on board exceeded 1.7 million dollars.

The Personnel Office did a superb job in providing human resource support services to a crew, air wing and embarked staffs totaling nearly 5,000 people. The transfer section processed 494 Permanent Change of Station (PCS) transfers for ship's company personnel; an average of 41 PCS transfers per month. The separation section processed 642 separations that included Released from Active Duty, Discharges, Admin Separations, TEMDU for Separation and Fleet Reserve Transfers. The receipts section received 890 PCS receipts, involving the processing of reporting endorsements, travel claims for both member and dependent/s, and Basic Allowances for Housing. The Customer service section prepared and issued 2,864 active duty armed forces identification cards for ship's company and embarked air wing and staff personnel. Processed approximately 5,277 documents that included leave, career sea pay premium, record of emergency data, basic allowances for housing affecting pay and allowance entitlements. Completed 11,462 service record entries and 243 good conduct awards.

Unofficially referred to as the "best in the West" by Navy College Office staff in San Diego, CONNIE's Educational Services Office ran perhaps the best education program afloat Navy-wide in 1999.

Under the expert management of Chief Warrant Officer (W2) [redacted], College Level Examination Program (CLEP) tests were administered that garnered over 2,000 semester hours of college credit for crewmembers. A graduation ceremony was held in Pearl Harbor, Hawaii, in December, while still deployed, that included conferral of 1 bachelor's degree, 40 associate's degrees, 45 high school equivalency diplomas, and 40 certificates of achievement.

ESO Points of Interest

PACE

A. While on deployment (JUNE - DEC 99), we offered 725 PACE 1 courses (19 subjects, 47 sessions). Additionally, we offered PACE 2 (technology courses):

PACE 1:

1. Term 1: 197 participants
21JUN00 - 14OCT00
Elementary Algebra (three sessions)
Intermediate Algebra (one session)
Public Speaking (four sessions)
State and Federal Government II (four sessions)
Academic Skills Math (one session)
Academic Skills Reading (one session)
Academic Skills Writing (one session)

2. Term 2: 229 participants
15AUG00 - 09OCT00
Composition and Rhetoric I (three sessions)
Communication Skills (one session)
College Algebra (one session)
Elementary Algebra (one session)
Intermediate Algebra (two sessions)
State and Federal Government I (four sessions)
U. S. History II (one session)
Academic Skills Math (one session)
Academic Skills Reading (one session)
Academic Skills Writing (one session)

3. Term 3: 299 courses participants
College Algebra (two sessions)
Composition and Rhetoric I (two sessions)
Composition and Rhetoric II (two sessions)
Elementary Algebra (one session)

Intermediate Algebra (one session)
Introduction to Business (two sessions)
Introduction to Criminal Law (three sessions)
Personal Finance (two sessions)
U. S. History I (two sessions)
Academic Skills Math (one session)
Academic Skills Writing (one session)

PACE II: 39 courses completed.

GRADUATION CEREMONY

A. 11 Dec the first Naval underway commencement ceremony took place in Pearl Harbor, Hawaii.

B. Awarded:

1 Bachelor degree
36 Associates degrees
57 certificates of achievement
36 GEDs

EDUCATION FAIR

Conducted a five day Educational Fair while returning from deployment - 12 -17 DEC

ADVANCEMENT EXAMS

JAN 99 (cycle 162)
CPO (182)

MAR 99 (cycle 163)
E-4 (294)
E-5 (406)
E-6 (218)
Substitute (45)

SEP 99 (cycle 164)
E-4 (340)
E-5 (514)
E-6 (204)
Substitute (29)

LEGAL

In addition to the administration of militay justice, Legal division provided legal assistance in the areas of family law, wills, powers of attorney, citizenship and a myriad of other civil issues. The tax center enjoyed another banner year, processing over 1200 returns, saving sailors $100,000 in fees and expediting the return of $1.1 million in refunds. Statistics are as follows:

Captain's Mast: 279
Summary Court Martial: 13
Special Courts-martial: 5
General Courts-martial: 0
Administrative Separations: 138
JAG manual investigations: 5

Security Division: Security Division enjoyed a unparalleled level of success individually and as a team. Every inspection from the brig to force protection met with superior results.

ICR's written: 138
Restricted Men: 178
Urinalysis conducted: 9,404
Prisoners in our brig: 44
Anti-Terrorism training: 3,700
9mm, shotgun, M-14 rifle qualified: 721
Security alert drills: 42

MAINTENANCE

1999 proved to be a very successful year for Maintenance Department. After finishing workups in the first half of the year, CONSTELLATION deployed on a six-month Western Pacific cruise on 18 July 1999. Maintenance Department performed varied tasks in service to the ship while on cruise.

In Carrier Group SEVEN Area of Responsibility (C7F AOR), the ship received outstanding support from COMLOG WESTPAC. Ship Repair Facility, Yokosuka, and contractor personnel completed thirty-eight outstanding jobs while inport Yokuska, Japan, and eleven jobs were completed while anchored in Singapore. The jobs ranged in scope from lagging repairs (improved habitability) to replacement of 18" diameter Catapult Exhaust piping. Information on Logistical support available in Yokuska and Singapore can be found on the COMLOG WESTPAC Web site WWW.CLWP.navy.mil

In C5F AOR, Ship's Repair Unit (SRU) Det Bahrain coordinated two VRAVs inport Jebel Ali. Flight Deck non-skid repairs topped the list along with cooling coil replacement and lagging repairs and upgrades to improve working and living conditions.

Maintenance Department's long range focus was putting together a comprehensive work package for SRA 2000. Over $1.3 million in repair parts were identified for Ship's Force Work List/Ships Force Overhaul Maintenance System jobs. SUPSHIP SAN DIEGO website WWW.SSSD.navy.mil enabled review and comment on Work Item Bid specifications well in advance of Work Definition conference and SARP Review. The Four divisions make up Maintenance Department; 3M, Quality Assurance, Habitability and Maintenance Support Center.

3M DIVISION
-Processed over 40,000 Deferred Maintenance Actions, 10,000 ships equipment validations, and 8 Automated Ships Interface Updates.
-Maintained the ships database of over 2500 spaces and supervised over 70 command zone inspections.

QUALITY ASSURANCE DIVISION
-Revised and inspected 32 controlled work packages while providing quality control oversight during process and final acceptance.
-Revised all 5 non-destructive testing procedures. Procedures improved processes and updated references in visual, liquid penetrant, magnetic, ultrasonic silverbraze and ultrasonic thickness procedures.
-Conducted Quality Assurance indoctrination training to over 236 newly arriving crewmembers.

HABITABILITY DIVISION
-Performed 394 ripout, lagging, grouting and tiling jobs, specifically to improve quality of life for shipboard personnel.

MAINTENANCE SUPPORT CENTER DIVISION
-Provided customer service to 3,329 ships force and airwing personnel. Assisting with APL and stock system research, technical library and ships drawing support and configuration additions and deletions.
-Completed 96 problem worksheets, improving accuracy of ships configuration.
-Added 579 new documents to the tech library; deleted 1,991 outdated documents and updated 3,871 tech manuals.

MEDICAL

Mass inoculation procedures for the Anthrax Series given in support of 6000 sailors, the gearing up for advanced readiness operation drills for man down, and mass casualty management while maintaining the high work load volume of day to day operations. Port visits to Mazatlan, Mexico, and San Francisco enabled us to get a brief taste of our up coming deployment. This served to increase the intensity associated with preparation for a large readiness evolution. Senior Medical Officers turnover from CAPT James Longstaff to CDR [redacted] occurred during WESTPAC in Yokosuka, Japan. The year's activities and medical capabilities are laboratory, radiology, preventive medicine, sick call, intensive care unit, pharmacy, emergency room, biomedical repair shop, aviation medicine, audiogram booth, CAAC, operating room and a 44 bed inpatient hospital ward. The workload statistical data for 1999 follows:

-Sick Call visits: 7,034
-Emergency Room visits: 3,834
-Sick in quarters: 2,500
-Spectacles ordered:
-Audiograms:
-Surgical procedures:
-Radiology exposures: 4,000
-Inpatient ward admits: 76

NAVIGATION

The Navigation Department safely navigated CONSTELLATION through over 58,746 nautical miles and 124 days at sea during its 1999 Arabian Gulf Deployment. During this period, the following was accomplished:

- Safely navigated narrow, restricted waterways of San Diego; the Japanese Strait's of Tokara and Tsugaru; Korea Strait; Singapore Strait and the Strait of Malacca; and the Strait of Hormuz

- Made port calls in Pusan, Korea; Yokosuka, Japan; Singapore; Kuala Lumpur, Malaysia; Jebel Ali, United Arab Emirates; Bahrain; Fremantle and Sydney, Australia; as well as Pearl Harbor, Hawaii.

- Conducted 43 underway replenishment operations (both day and night) and 19 Vertical Replenishment evolutions.

- Conducted total of two precision anchorages with pinpoint accuracy in the Singapore's Man of War Anchorage and Bahrain's Sitrah Anchorage.

- Qualified three Underway Officers of the Deck OOD (U) and 19 Underway Command Duty Officers. No new systems recently integrated.

OPERATIONS

Air Operations

The following is trap data, OSW data and cummulative. flight hours for CY-99 to use in the command. history as you see fit.

Event	Dates	total traps	day traps	Night traps	day bd. Rate	night bd rate	cum. bd. Rate
Fly Derby/ Mazatlan	1/13-24/99	259	259	---	95%	---	---
Comptuex	2/22 - 3/10/99	1139	632	507	88%	85%	88%
CVW9 CQ	4/6-13/99	789	576	213	89%	73%	85%
Fleetex	5/6-16/99	1204	752	452	92%	87%	90%
Cruise	6/18 - 12/17/99	1009	16679	341	93%	97%	93%
Total	13,482						

Strictly OSW (fm CVW-2 records)

Event	OSW days	Hours-day	Hours-night	Total hours	Sorties sched	Sorties flown	Sortie completion rate
OSW	43	3799.9	928.8	2871.1	1275	1256	98.5%

Cummulative. flight hour data:

FIXED WING FLIGHT HOURS - D/N 14,236/5,664
EMBARKED HELO FLIGHT HOURS - D/N 1,882/710

Meteorology and Oceanography

The Meteorology and Oceanography (METOC) Office made its first deployment with IT-21 Technology. METOC products that directly supported Air Warfare, Strike Warfare, Undersea Warfare, and Maritime Intercept Operations were placed on the CONSTELLATION METOC Homepage as well the classified LAN. During WESTPAC 99, divisional personnel prepared and briefed over 4,000 METOC products in support of operations in the Korean theater, South China Sea, the Indian Ocean, and the Arabian Gulf.

During the Battle Group's highly successful Western Pacific, Indian Ocean, and Arabian Gulf deployment, the Carrier Intelligence Center (CVIC) was lauded for its responsiveness to short-fused requirements and innovative solutions during enforcement of United Nations sanctions through multi-national Maritime Interception Operations and Operation Southern Watch. CVIC strike planners supported 1300 Operation Southern Watch sorties and eight Response Option strikes against Iraqi air defense and communications facilities. In support of these missions, the Intelligence Function processed and evaluated 22,000 feet of reconnaissance film, 300 digital surface surveillance photographs, and over 2000 satellite images. Battle Group intelligence and cryptologic personnel published over 250 intelligence reports, and provided merchant ship tracking data resulting in the confiscation of over $5 million worth of contraband Iraqi petroleum. In addition to documenting the aforementioned operations, CONSTELLATION's Photographic Division furthered the Battle Group's mission of regional engagement by conducting 31 personalized photographic sessions for diplomatic functions and public affairs events during ten port visits in eight countries.

Combat Direction Center:

In May 1999, CONSTELLATION CDC personnel orchestrated the successful "skin-to-skin" engagement of a towed sleeve with a RIM-7 NATO missile. In preparation for the WESTPAC/Arabian Gulf 99 cruise, the Dual Net/Multi Frequency Data Link (DN/MFL) system was installed onboard. This system provided CONSTELLATION with unprecedented link connectivity while deployed to the 7th Fleet and 5th Fleet AORs.

Strike Ops:

Strike Operations was the primary entity responsible for USS Constellation's daily scheduling as well as long-term planning. Strike Operations published the daily Air Plan,

scheduled Replenishment at Sea (RAS) evolutions, and maintained the ship's Schedule of Events (SOE). In addition, Strike Operations was instrumental in the implementation, execution, and facilitation of information exchange at all levels for the Air Combat Commander (ACC) concept. A major component of ACC was the Current Operations Watch (COPS). COPS served as the execution arm of the BG and was responsible for executing planned tasking, emergent tasking of BG warfare commanders and/or supported JTF requirements. Also, Strike Operations provided four Air Resource Element Coordinators (AREC) to the COPS team. AREC's supported the ACC by coordinating availability of organic CVW-2 air assets and served as a single point of contact between CV-64 and CVW-2. During '99 WESTPAC, Strike Operations demonstrated Korean Peninsula CTAPS connectivity prior to receiving and implementing over 40 JTF-SWA published Air Tasking Orders and subsequent changes. Finally, Strike Operations published and disseminated over 120 Battle Group Air Tasking Orders that exclusively identified daily Battle Group air requirements for the entire deployment.

The Meteorology and Oceanography (METOC) Office made its first deployment with IT-21 Technology. METOC products that directly supported Air Warfare, Strike Warfare, Undersea Warfare, and Maritime Intercept Operations were placed on the CONSTELLATION METOC Homepage as well the classified LAN. During WESTPAC 99, divisional personnel prepared and briefed over 4,000 METOC products in support of operations in the Korean theater, South China Sea, the Indian Ocean, and the Arabian Gulf.

SAFETY

The CONSTELLATION/Air Wing Two safety team maintained an unwavering commitment to safety throughout the year. During ECERT/FRS CQ periods/COMPTUEX/FLEETEX/JTFEX/Western Pacific-Arabian Gulf deployment, the CV64/CVW2 team met every operational challenge while maintaining the highest readiness. The single Class B aviation mishap experienced during 1999 took place at the conclusion of the first-ever joint task force exercise scheduled in conjunction with the beginning of CV deployment. This incident, which concluded with the first successful carrier night barricade arrestment of an FA-18, served as a wake-up call that focused the attention of the ship-air wing team on the need for constant vigilance in the intense operational environment of a combat cruise. Following this memorable emergency recovery of a damaged hornet, CONSTELLATION and CVW-2 completed the entire cruise and the rest of the year without another major aviation mishap while logging an impressive total of over 13,000 catapult launches and arrested landings.

During 1999 CONSTELLATION logged over 193 days at sea without a single Class A or B afloat mishap. The effective ongoing safety program featured an aggressive program of dedicated safety oversight for all flight operations and complex shipboard evolutions. An ongoing internal audit proved very effective in maintaining a safe and healthy working environment aboard the ship. Operational risk management principles incorporated into planning, briefing, and execution have proven to be extremely effective is designing successful strategies to mitigate the risks inherent in carrier training and combat operations.

SUPPLY

The Supply Department completed another year of providing outstanding customer service and material support to CONSTELLATION and embarked units.

S-1 Division coordinated and executed all forward logistics functions into nine foreign ports spanning more than 35,000 nautical miles including the transportation and movement of freight, pre-positioning of critical material, serving as direct liaisons with high ranking foreign nationals and establishment of critical beach head support. S-1 initiated reorder decisions on more than 61,280 line items of material worth $39 million based upon customer utilization and forecasted demand, spending (OFC-01, 09, 20, 50) $54 million. Executed more than $1.5 million in commercial contracting acquisitions, including the management of a comprehensive Government Purchase Card program. In support of WESTPAC 99, S-2 loaded approximately 3,194 pallets of provisions worth $3.5 million. During deployment they provided 45 special meals, including one in honor of the Secretary of Defense William Cohen and COMFIFTHFLT VADM Moore. They also hosted the following events; three millionth meal customer, several ice cream socials, six monthly birthday meals, Tiger Cruise Channel Fever Dinner, a Steel Beach picnic and a Crossing-the-line special breakfast for the "polywogs". S-2 prepared 365 reenlistment cakes and established the Flight Meals Galley in support of various aircrew and visiting dignitaries.

S-2 served a total of 3.5 million well-balanced meals, which enhanced the quality of life of 4,000 sailors on board CONSTELLATION. Over the last deployment, S-3 Division sales exceeded $3,000,000 and $425,000 was turned over to MWR while carrying an inventory of over $1.5 million. In addition to S-3's own sales, they earned another $33,000 for the crew from vendors in six foreign ports.

S-3 also supported the ship's mission by providing table sales during receptions in each port on deployment. In an important Quality of Life (QOL) initiative, the ship contracted out laundry services in six foreign ports.

S-4 Division was awarded grades of "OUTSTANDING" during both the 1999 COMNAVREGSOUTHWEST on-site disbursing audit and the COMNAVAIRPAC SMA. S-4 processed nearly 200 reserve ACDUTRA's totaling over $200,000 while transiting the Pacific. Commercial Banking Afloat dispensed over $6.2 million on deployment, while Split Pay Option distributed $2 million. S-4 completed in excess of $1 million in collections, $3 million in deposits and $2 million in entitlement disbursements. S-4's flawless execution of Combat Zone Tax Exclusion (CZTE) and Family Separation Allowance (FSH) boosted morale while deployed to the Arabian Gulf.

This past year, S-5 has continued to support officer habitability with superior stateroom and wardroom service. In addition to maintaining officer habitability, the division coordinated seven international command receptions during WESTPAC '99. The division cleaned over 140 staterooms on a daily basis and maintained the material condition for over 411 spaces. During WESTPAC, S-5 fed over 300 officers at a daily spending rate of less than 2,200.00, and while in-port, the division fed 130 officers at 760.00 dollars a day.

S-6 Division completed the Supply Management Assessment with the grade of "OUTSTANDING" in all areas inspected, including an unprecedented 100% inventory validity of AVDLR's on the first count. During deployment workups S-6 averaged three NMCS/PMCS off-ship requisitions for COMPTUEX and only two during FLEETEX, well below the AIRPAC average of 15.

During the Arabian Gulf deployment in Support of Operation Southern Watch in which CVW2 flew in excess of 20,000 flight hours and had an unprecedented 10,000 traps, S-6 maintained 25 off-ships, which was lower than any of the past six WESTPAC deployments. In part, capitalizing on transporting critical parts to and from the ship via FEDEX services, CONSTELLATION attained an 85/80 MC/FMC rate, which was the highest Aircraft Readiness in the past three years for the Pacific Fleet.

S-8 continued a dynamic storeroom maintenance plan that included material condition enhancements, LAPS and percentage inventories. Results included a grade of OUTSTANDING during TYCOM SMA.

Planned and executed a most aggressive load schedule prior to cruise to ensure effective and efficient receipt processing which ultimately led to a less than one percent warehouse refusal rate of more than 25,000 issues during WESTPAC '99. Issues were completed in an average of two days well under the TYCOM goals.

Throughout WESTPAC '99 more than one million pounds of cargo was taken on, of which more than three thousand pallets of material were received via underway replenishment. With the invention of Just In Time Material Delivery (JITMD) underway replenishments were completed on a four-day cycle receiving fifty pallets of material directly to aircraft elevator four in less than an hours' time with minimal manning. Planning and preparation for SRA 2000 closed out the year in which S-8 spearheaded the most aggressive rehabilitation plan this division has undertaken in the last five years which included 45 storerooms, the Mezzanine and berthing space.

Prior to the deployment, S-9 upgraded the fitness spaces onboard by installing brand new cardio and strength building machines and repainting the spaces. A pre-deployment party was held in Admiral Baker's Field, complete with entertainment for all ages. For the year, 11 port visits resulted in $780,000 in hotel and tour sales.

Additionally, $105,000 was spent for sports transportation, rebate subsidies and ship's parties during WESTPAC '99. During the cruise, the following events were held: one) 10 sports tournaments for the Captain's Cup, two) five Bingo nights with an average of 1200 participants, three) three movie nights with 20 foot screen and just released movies, four) a talent show, five) steel beach picnic, six) coordinated "wine buy" in Australian ports, seven) managed "the Oasis" in Jebel Ali including contracted bands and "beer tent" sales, and eight) raffled off a brand new Buell Motorcycle along with 10 other prizes.

S-10 was a huge contributor to winning the CNAP Supply Blue "E". They have created, initiated and executed more than 300 separate reviews, maintained the 3M/DC Program, CSMP reviews and conducted specialized audits such as the World Wide Express (WWX) program.

For the fourth-consecutive year the Postal Division received a grade of OUTSTANDING on the CINCPACFLT Postal Inspection and is once again in the running for the 1999 COMNAVAIRPAC Postal Excellence award.

Business during the year included: stamp sales of $70,848.00; postal meter sales of $55,695.00; money order sales of $783,362.00; and 563,076 pounds of mail sorted.

TRAINING

TAD Schools Division initiated and pursued numerous programs that impacted the command's operational readiness; most significantly, upgraded two computer automated TAD budget accounting systems and processed over three thousand travel orders and emergency leave cases for the crew both locally and globally. The TAD Office's meticulous First Quarter FY-00 budget planning provided a smooth transition from CART I through FEP and laid the groundwork for the commands entire Inter-deployment Training Cycle (IDTC).

Training Indoctrination (TI) Division has again set the example for the waterfront. As part of a robust series of retention and quality of life initiatives, TI Phase III was implemented as a facelift to an already cutting edge program. TI Staff developed a unique and innovative training curriculum dedicated to the enhancement of transitioning newly reported personnel into the command. The Indoctrination Program provided the highest quality, state-of-the-art education, facilitating the operational objectives of CONSTELLATION to 880 newly reporting crewmembers and 60 deployed marines. All personnel were processed for check-in, indoctrinated on command history and programs, administered Professional Development Boards and College Assessment Exams, and qualified in Basic Damage Control, First Aid and Level I Anti-terrorism Awareness.

Training Department experienced a highly successful year in tracking the ship's readiness through all stages of the IDTC from the Advanced Training Phase, to a forward deployed status, and subsequent post-deployment stand-down and brief SRA period. Each department maintained the highest C-1 readiness rating possible for the entire year, ensuring all departments won the accredited Battle "E" and securing the overall command award for Pacific Fleet carriers.

Training's role as Reserve Liaison Office established a series of initiatives in order to effectively and efficiently assimilate reserve personnel aboard in a high *ops-tempo* environment. Reserve augments and detachments demonstrated the high value of ready and trained personnel found in reserve units throughout the country.

CONSTELLATION used reserve contributory support in each exercise of the advanced phase of the IDTC; to include COMPTUEX, FLTEX, and JTFEX, and maintained a healthy augment aboard throughout her extended deployment.

CONSTELLATION embarked twenty-four Midshipmen during Phase II and Phase III Midshipman Summer Cruises while forward deployed, Western Pacific.

WEAPONS

G-1F Division: Refurbished six magazines, a 204-man berthing space and eight pyrotechnic jettison lockers. Provided munitions support of a day to day average of 68 AIM-9 Sidewinders, 48 AGM65s, 56 AIM-7s and various general purpose bombs and missiles in support of combat sorties during operation southern watch. Off loaded over 800 lifts of ammunition for the post deployment munitions offload in record time.

Additionally, they maintained continuous qualifications with the practice of JITOD (Just In Time Ordnance Delivery) on board a conventional carrier, an evolution that would provide continuous ordnance VERTREP delivery even during launch and recovery procedures in the event of combat.

G-1H Division: Refurbished over 1800 items of Aviation Weapons Support Equipment (ASWEP), 16 reachforks, and two magazines. Maintained a 98% readiness level of all support equipment throughout the entire year. Assisted in the on/offload of over 900 tons of ordnance. Maintained continuous qualifications on all equipment.

G-2 Division: Successfully completed Shipboard Explosive Safety Inspection (SESI), Torpedo Readiness Inspection, and Final Evaluation Period (FEP). Performed over 200 Gun/Line shooting exercises in support of Replenishment-At-Sea (RAS) details. Qualified over 600 personnel in Small Arms watch standards. Performed 11 banding of live and exercise Torpedoes. Accomplished over 40 .50cal Gunnery Exercises.

G-3 Division: Took a detachment of 30 active and 10 reserves to Fallon Nevada in support of CVW-2 bombing exercise. This tasking was done flawlessly with 100% bomb detonation. While deployed to Western Pacific, G-3 participated in the largest strike against Iraq targets. G-3 built and delivered over 100 tons of ordnance to CVW-2 during this time frame. Conducted a major ammunition offload consisting of 1100 lifts without incident.

While in SRA G-3 accounted for over 50% of jobs that were completed, and took another 20% from contractors and completed through self help.

G-4 Division: Rehabbed 12 weapons elevators in preparation for the FY99 Shipboard Explosive Safety Inspections (SESI) and Weapons Elevator Assessment. FY99 Weapons Elevator Assessment resulted in the fewest number of discrepancies ever recorded by an aircraft carrier in the entire Pacific Fleet. Tracked and repaired over 232 major/minor jobs, going from seven out of 12 down elevators to 12 fully operational elevators.

Accomplished over 741 PMS checks. Coordinated with WESU, FTSCPAC and PACSHIP contractors, on the flight deck hatch hinge pin replacement on Upper Stage elevators one, two, four, and five.

Repaired a broken door cylinder and removed, rebuilt and replaced a leaking main deck door cylinder on Upper Stage 5 (US5). Repaired a leaking hydraulic line on US4 main deck door and rehabbed four hydraulic manifolds. These repairs save the Navy over $3,000 in repair cost. Saved the Navy $4,998 dollars in operating funds by obtaining badly needed test equipment from DRMO.

Rebuilt the ballistic hatch-operating cylinder on US5. Removed, preserved and powder coated the knurled roller assemblies on Upper Stages two, four, and five. Removed, preserved and repaired the shock mounts on LS3 and LS6. Removed, preserved, and powder coated the buffer springs and buffer cams for all 12 weapons elevators. Rebuilt the 3rd deck hatch hydraulic interlock on LS6. Powder coated the safety stanchions for LS3, LS6, US2, and US5. These maintenance actions saved the Navy over $7,253 in repair cost.

For FY99, G-4 Division expended 13,920 man-hours in the maintenance, preservation and upkeep of 12 weapons/cargo elevators and 46 divisional spaces. Over 2,700 man-hours were expended in the preparation and powder coating of 336 corrosion prone elevator parts. In FY99 G-4 saved the Navy over $17,251 in maintenance/repair cost.

G-5 Division: Provided administrative support for Weapons Department personnel. Ammunitions accounting completed over 890 Ammunition Transaction Reports (ATRs) over 1,653,169.20 pounds (826.585 tons) of ordnance issues and 1,477,647.44 (738.82 tons) of receipts.

Ordnance Control and Quality Assurance branch combined efforts assured the incident free movements of all explosives handled during weapons operations and contributed to the Weapons Department winning the 6th consecutive Battle "E" Award.

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ZNR UUUUU
R 071534Z FEB 00 ZYB PSN 601301Q11
FM COMNAVAIRPAC SAN DIEGO CA//N00//
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INFO CNO WASHINGTON DC//00/05//
CINCPACFLT PEARL HARBOR HI//00//
COMNAVAIRLANT NORFOLK VA//00//
COMNAVSURFPAC SAN DIEGO CA//00//
COMTHIRDFLT//00//
COMSEVENTHFLT//00//
CHINFO WASHINGTON DC//N00//
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SUBJ/COMNAVAIRPAC 1999 CV-CVN BATTLE EFFICIENCY AWARDS//
REF/A/DOC/CNAL-CNAP/31MAR98//
AMPN/CNAL-CNAPINST 3500.20B CHAPTER 7 GOVERNS CV(N) BATTLE "E"
/COMPETITION//
POC/D. AVERY/GS-12, N7A/DSN 735-1543/-/TEL:COMM (619) 545-1543//
RMKS/1. IAW REF A, THE COMNAVAIRPAC AIRCRAFT CARRIER BATTLE
EFFICIENCY AWARD AND DEPARTMENTAL AWARDS FOR THE 1 JANUARY 1999
-
31 DECEMBER 1999 COMPETITIVE CYCLE ARE PROMULGATED BELOW:
A. AIRPAC AIRCRAFT CARRIER BATTLE EFFICIENCY AWARD:
        USS CONSTELLATION (CV-64)
B. DEPARTMENTAL AWARDS:
    (1) AIR (YELLOW E)
         USS CONSTELLATION (CV-64)
         USS KITTY HAWK (CV-63)
         USS ABRAHAM LINCOLN (CVN-72)
         USS CARL VINSON (CVN-70)
    (2) AIMD (BLACK E)
         USS CONSTELLATION (CV-64)
         USS KITTY HAWK (CV-63)
         USS CARL VINSON (CVN-70)
    (3) COMBAT SYSTEMS (GREEN CS)
         USS CONSTELLATION (CV-64)
         USS CARL VINSON (CVN-70)
         USS KITTY HAWK (CV-63)
    (4) DAMAGE CONTROL (RED DC)
         USS KITTY HAWK (CV-63)
         USS CONSTELLATION (CV-64)
         USS CARL VINSON (CVN-70)
         USS ABRAHAM LINCOLN (CVN-72)

(5) DECK (CROSSED ANCHORS)
USS JOHN C STENNIS (CVN-74)
USS CONSTELLATION (CV-64)
USS KITTY HAWK (CV-63)
(6) ENGINEERING CONVENTIONAL (RED E)
USS CONSTELLATION (CV-64)
USS KITTY HAWK (CV-63)
(7) ENGINEERING NUCLEAR (RED E)
USS JOHN C STENNIS (CVN-74)
USS CARL VINSON (CVN-70)
USS ABRAHAM LINCOLN (CVN-72)
(8) MEDICAL (BLUE M)
USS KITTY HAWK (CV-63)
USS CONSTELLATION (CV-64)
USS JOHN C STENNIS (CVN-74)
USS ABRAHAM LINCOLN (CVN-72)
USS CARL VINSON (CVN-70)
(9) NAVIGATION (WHITE SHIPS WHEEL)
USS CONSTELLATION (CV-64)
USS CARL VINSON (CVN-70)
USS KITTY HAWK (CV-63)
USS ABRAHAM LINCOLN (CVN-72)
(10) OPERATIONS (GREEN E)
USS CONSTELLATION (CV-64)
USS KITTY HAWK (CV-63)
USS CARL VINSON (CVN-70)
(11) SUPPLY (BLUE E)
USS CARL VINSON (CVN-70)
USS CONSTELLATION (CV-64)
USS JOHN C STENNIS (CVN-74)
USS KITTY HAWK (CV-63)
(12) WEAPONS (BLACK W)
USS KITTY HAWK (CV-63)
USS JOHN C STENNIS (CVN-74)
USS CARL VINSON (CVN-70)
USS CONSTELLATION (CV-64)

C. PER REF A, USS NIMITZ (CVN-68) RETAINS ALL DEPARTMENTAL AWARDS EARNED DURING THE CY-98 COMPETITIVE CYCLE UNTIL COMPLETION
OF COH.

2. I COULD NOT BE MORE IMPRESSED WITH THE TREMENDOUS NUMBER OF DEPARTMENTAL AWARDS GIVEN THIS YEAR. THIS IS INDICATIVE OF EXCEPTIONAL LEADERSHIP, MANAGEMENT AND TEAMWORK. YOUR FINE PERFORMANCES MADE THE COMPETITION FOR THE BATTLE "E" UNBELIEVABLY
TIGHT. THERE IS NOT A CARRIER OUT THERE WHICH WE WOULD NOT BE PROUD TO GIVE THE BATTLE "E" PENNANT.