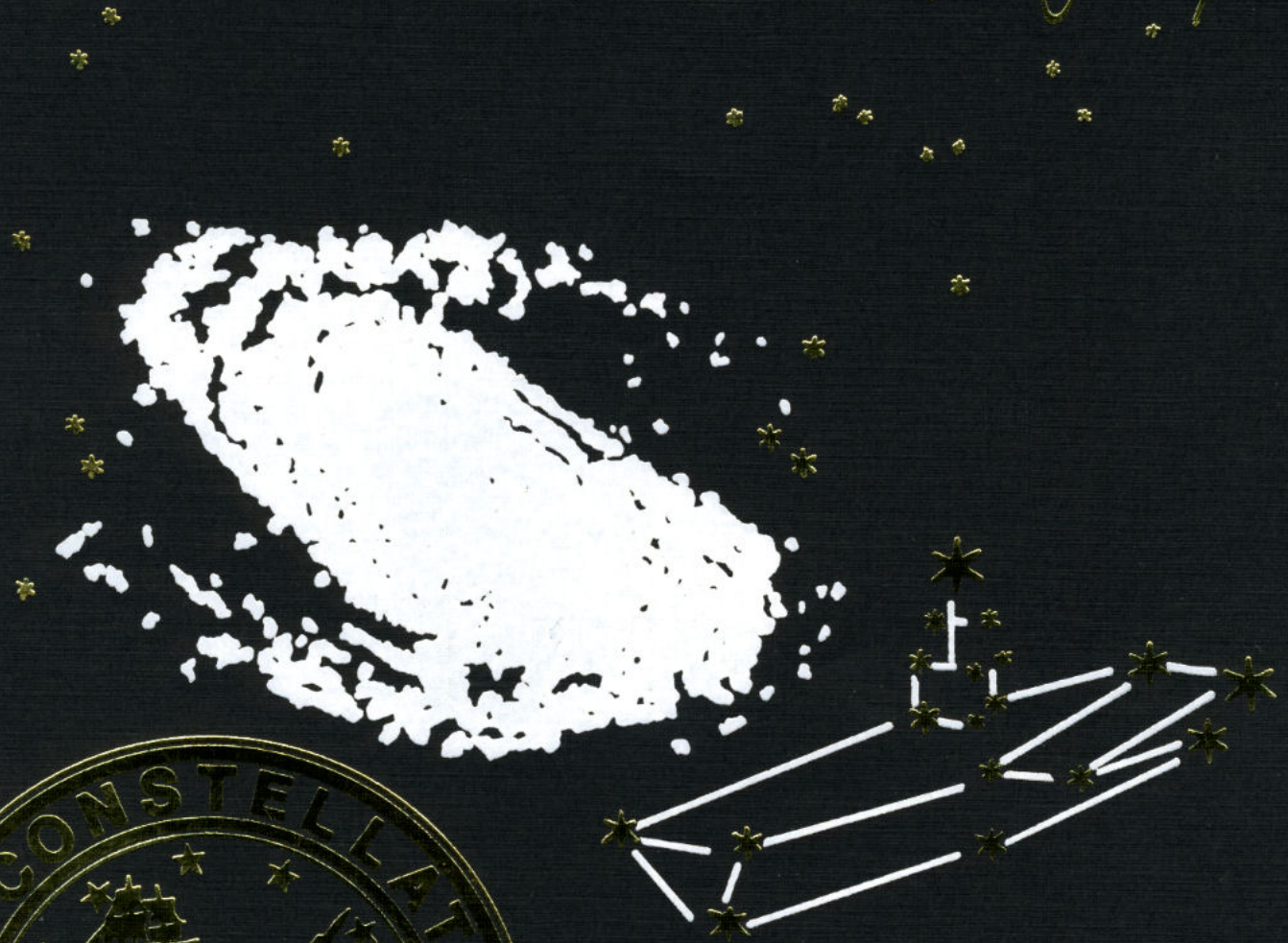


Welcome Aboard
America's Flagship



UNITED STATES SHIP
CONSTELLATION
CV-64

USS CONSTELLATION CV-64

From the Commanding Officer . . .

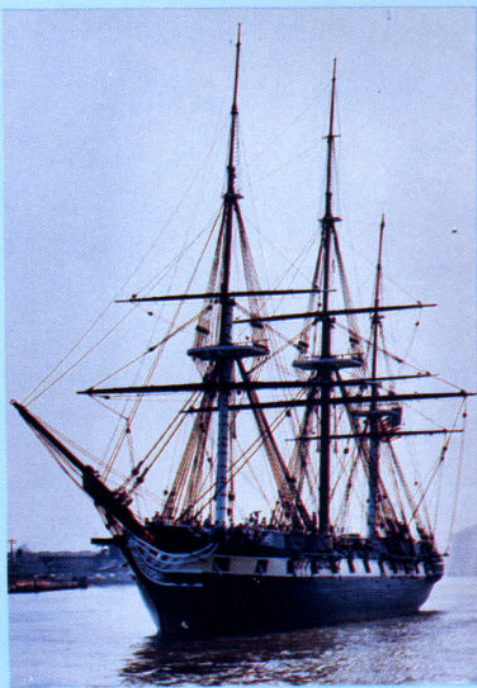
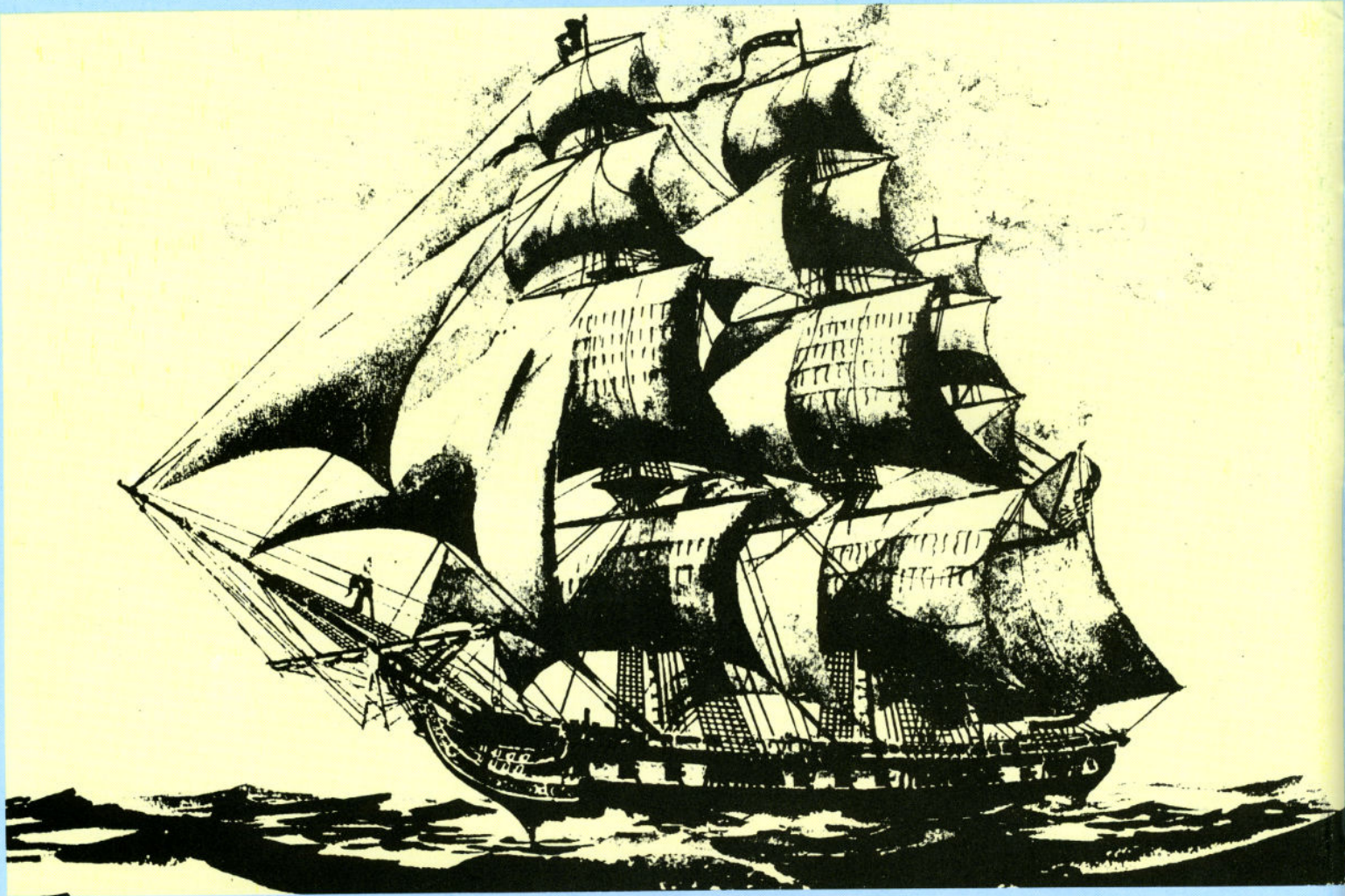
Welcome aboard the *best* warship in the universe, **USS CONSTELLATION**. During your visit on-board "America's Flagship", I'm certain you will see why I am extremely proud to serve as her Commanding Officer. The crew's pride and professionalism shows throughout the ship. As you tour **CONSTELLATION** feel free to ask any questions you may have along the way. The crew will be more than happy to answer them. Our *Connie* Sailors are proud of their ship . . . and are proud to show her to you.

Enjoy your visit.



USS CONSTELLATION CV-64





The original USS Constellation as she looks today.

***“At 9 a.m. the frigate
Constellation was launched
... a better launch I never
saw.”***

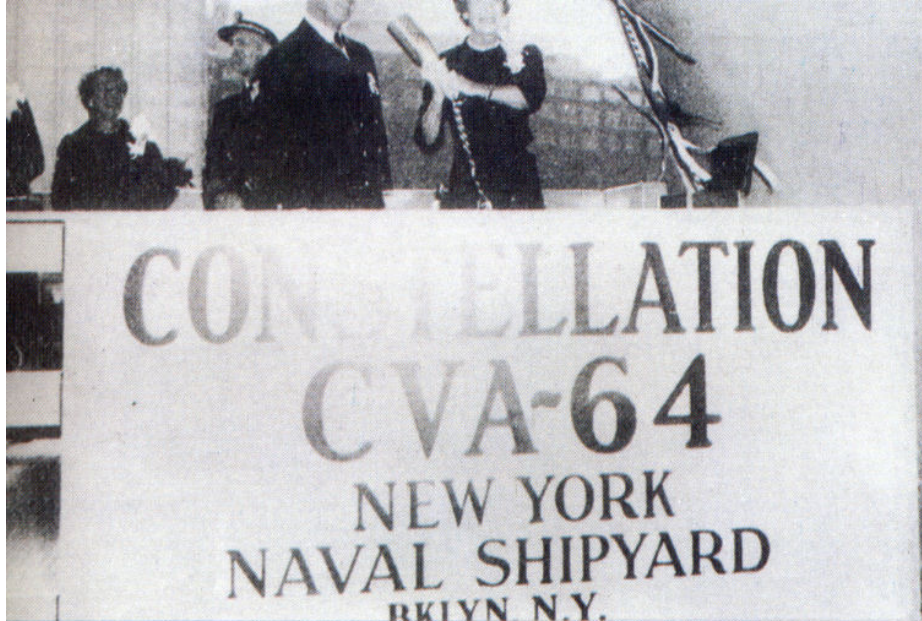
Those words were spoken by Captain Thomas Truxton on September 7, 1797, as the 38-gun frigate *Constellation* slid down the ways, launching a career which would span 157 years. *Constellation* was completed just in time, because in June of 1798, the United States became involved in her first naval war.

The “Quasi War,” as the conflict with France was known, was largely *Constellation*’s war. She fought and captured the 40-gun frigate *L’Insurgente*, the fastest ship in the French navy.

After her triumph over *L’Insurgente*, *Constellation* scored her second victory of the war when she defeated the French warship *La Vengeance* in a bloody and violent five hour battle.

Constellation fought with honor in the Barbary Wars and the War of 1812. In the 1840’s *Constellation* became the first American warship to enter the inland waters of China. During the Civil War, she helped break up the slave trade and served in the Mediterranean Sea protecting merchant ships.

Constellation was decommissioned on June 28, 1933, but was recommissioned as a national symbol on August 24, 1940 by President Franklin D. Roosevelt. The Navy’s treasured warship ended her commissioned service on February 4, 1955. In July 1980, *Constellation* arrived at her permanent berth in Baltimore, Maryland, where she remains afloat today as a reminder of our nation’s proud maritime history.



Mrs. Christian Herder, ship's sponsor, prepares to christen USS Constellation during ceremonies held at New York Naval Shipyard in Brooklyn, N.Y.

A stellar record

Like her famous namesake, the current USS Constellation (CV 64) has a long and proud record of service. Built at the New York Naval Shipyard as the second ship in the "Kitty Hawk" class of aircraft carriers, *Connie* has over 30 years of service which has seen her sail into harms way from Yankee Station off the coast of Vietnam to the Gulf of Oman in the Indian Ocean.

Commissioned Oct. 27, 1967, *Constellation* sailed west to her homeport of San Diego in July of 1962.

In Aug. 4, 1964, the American destroyers Maddox and Turner Joy were attacked by North Vietnamese patrol boats in the international waters of the Gulf of Tonkin. *Constellation*, visiting Hong Kong on a regularly-scheduled port visit, set sail immediately and began launching strikes against North Vietnamese vessels and bases.

For the next eight years, *Constellation* would return to the South China Sea for a total of seven combat cruises, conducting air strikes against heavily-fortified North Vietnamese positions, engaging naval targets and shooting down enemy aircraft.

The first American aces of the Vietnam War, Lt. Randall Cunningham and Lt.j.g. Willie Driscoll of VF-96, flew off *Constellation's* flight deck. Their success came during the ship's seventh WESTPAC, and her sixth combat cruise.

For her action in Southeast Asia, *Constellation* was awarded the coveted Presidential Unit Citation.

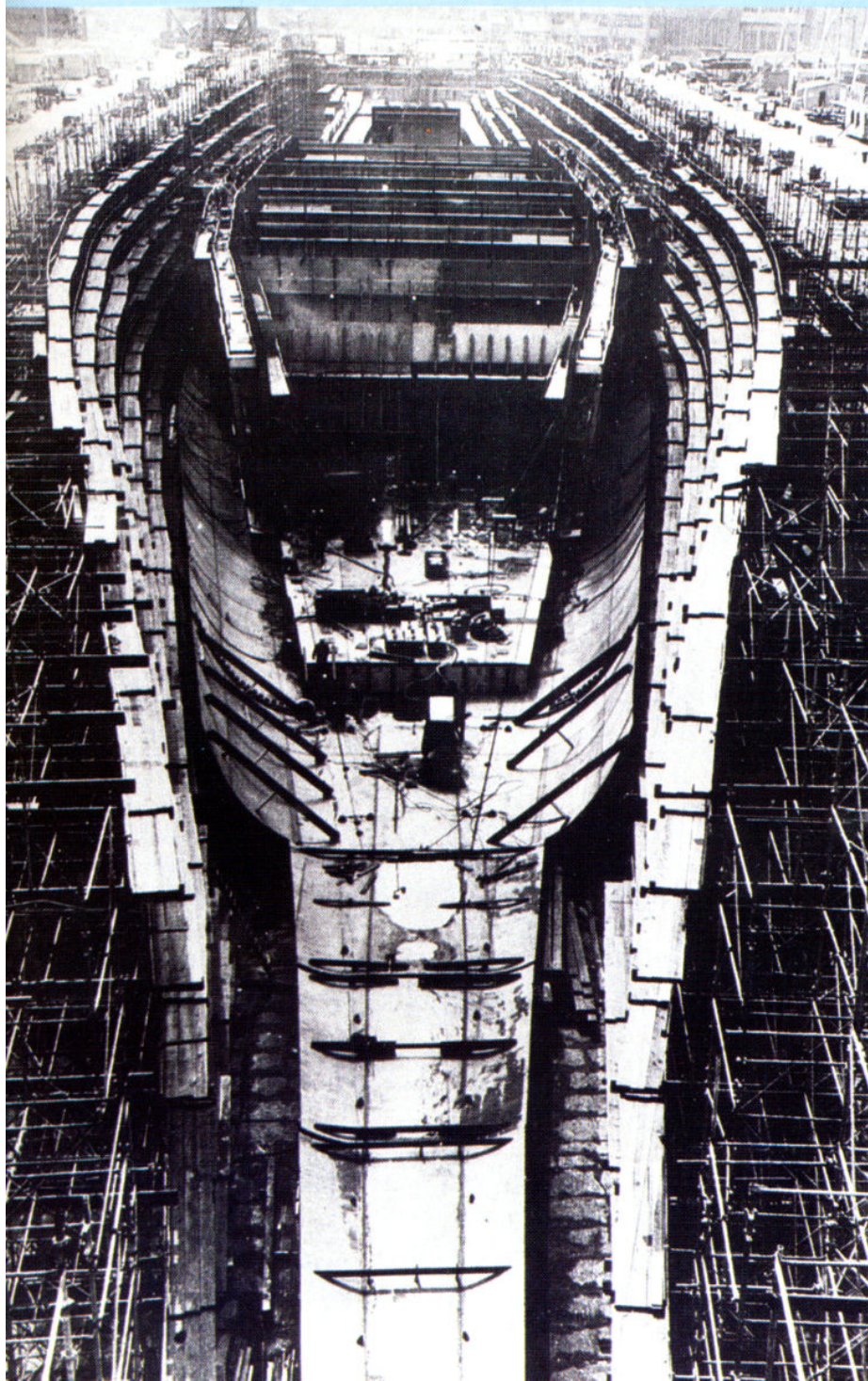
In 1975, *Connie* was redesignated "CV" from "CVA" with the addition of the S-3A Viking and F-14 Tomcat.

In 1982, *Constellation* celebrated her 21st birthday. Naval aviation had underwent vast changes since 1961, and to keep up with those changes, *Connie* once again went into the yards for modernization. When she came out of Bremerton in 1984, two weeks early and under budget, she had been modified to carry the Navy's new strike fighter, the F/A-18 Hornet.

During WESTPAC87, *Constellation* once again found herself in the spotlight, this time as she provided vital air cover for the escort of U.S.-flagged tankers through the Persian Gulf.

On Feb.13, 1990, *Constellation* transited east to Philadelphia for a Service Life Extension Program (SLEP) Overhaul. SLEP will increase *Connie's* operational life by 15 or more years.

From her birthplace at the New York Naval Shipyard to her homeports of San Diego and Philadelphia, from the troubled waters of the Gulf of Tonkin to the North Arabian Sea, *Constellation* has written an impressive record for the world to see. And it's been a stellar record to say the least.



"Connie" under construction in the New York Naval Shipyard.

Important dates in Connie's history

Oct. 27, 1961 ... Commissioned at New York Naval Shipyard.

July 12, 1962 ... Departs New York to sail around Cape Horn to San Diego.

Aug. 4, 1964 ... Launches strikes in response to Gulf of Tonkin incident.

May 10, 1972 ... Lt. Cunningham and Lt.j.g. Driscoll, flying off *USS Constellation*, become the first aces of the war by downing three MiGs in one day and five in four months.

Nov. 23, 1974 ... Enters Persian Gulf while participating in MIDLINK 74, the first time an American carrier had been in those waters in 26 years.

July 1, 1975 ... Redesignated "CV" from "CVA", becoming a multi-use carrier with ASW capabilities.

Aug. 20, 1981 ... President Reagan declares *Constellation* "America's Flagship."

Feb. 21, 1985 ... Departs San Diego for WEST-PAC, the first deployment with the F/A-18 Hornet.

Sept. 24, 1986 ... Becomes the first aircraft carrier to visit Anchorage, Alaska.

Aug. 3, 1987 ... Begins flying cover for escort of U.S.-flagged tankers through the Persian Gulf.

Feb. 13, 1990 ... Began her transit around South America enroute to her new homeport at Naval Station Philadelphia for a 29 month SLEP overhaul.

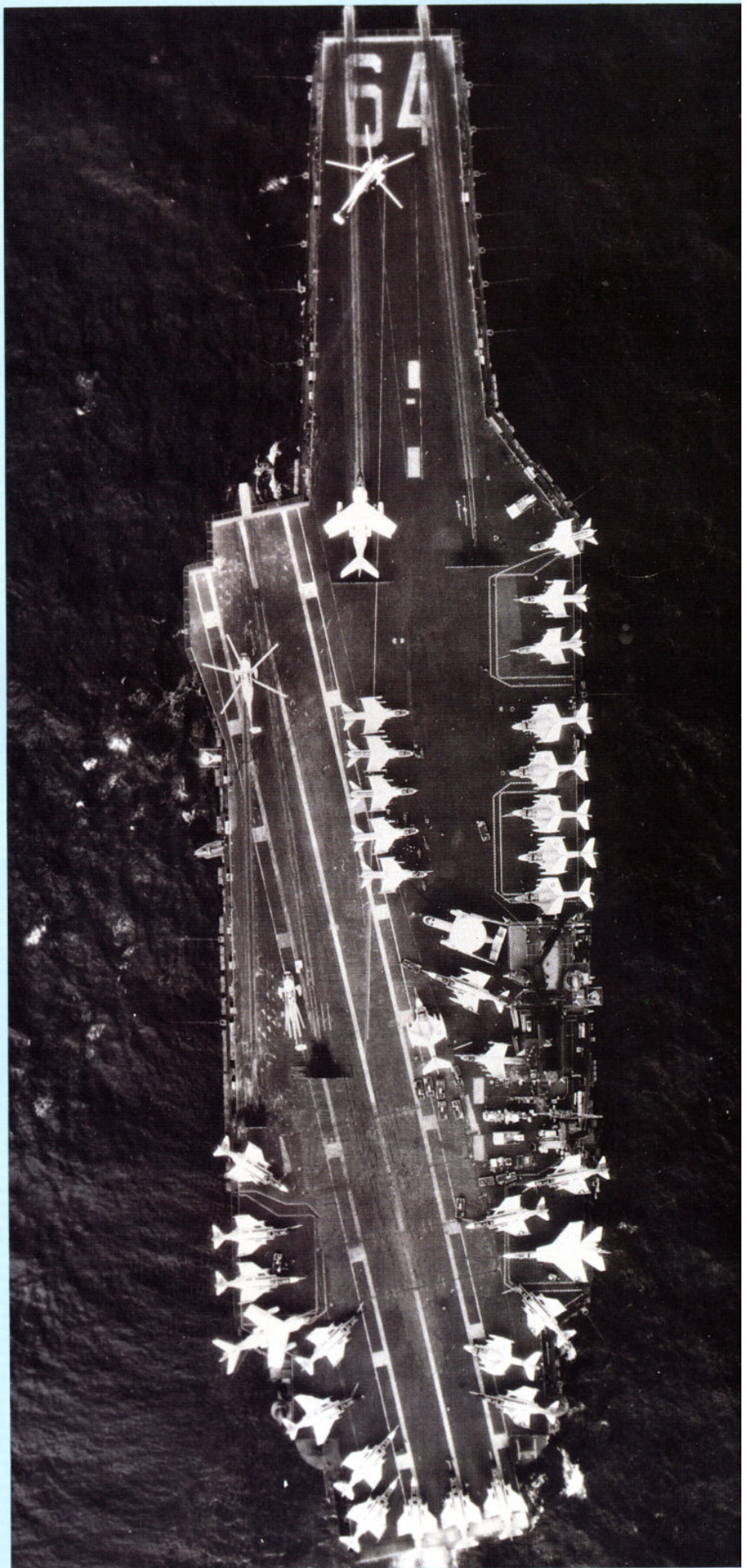
Feb. 28, 1990 ... Ship inport Valparaiso, Chile the first visit in 28 years of an aircraft carrier since *Connie's* first visit in 1962 when she left the New York Naval Shipyard for San Diego.

Apr. 11, 1990 ... Commenced Service Life Extension Program (SLEP) Class Offload and Outfitting Plan (SCOOP).

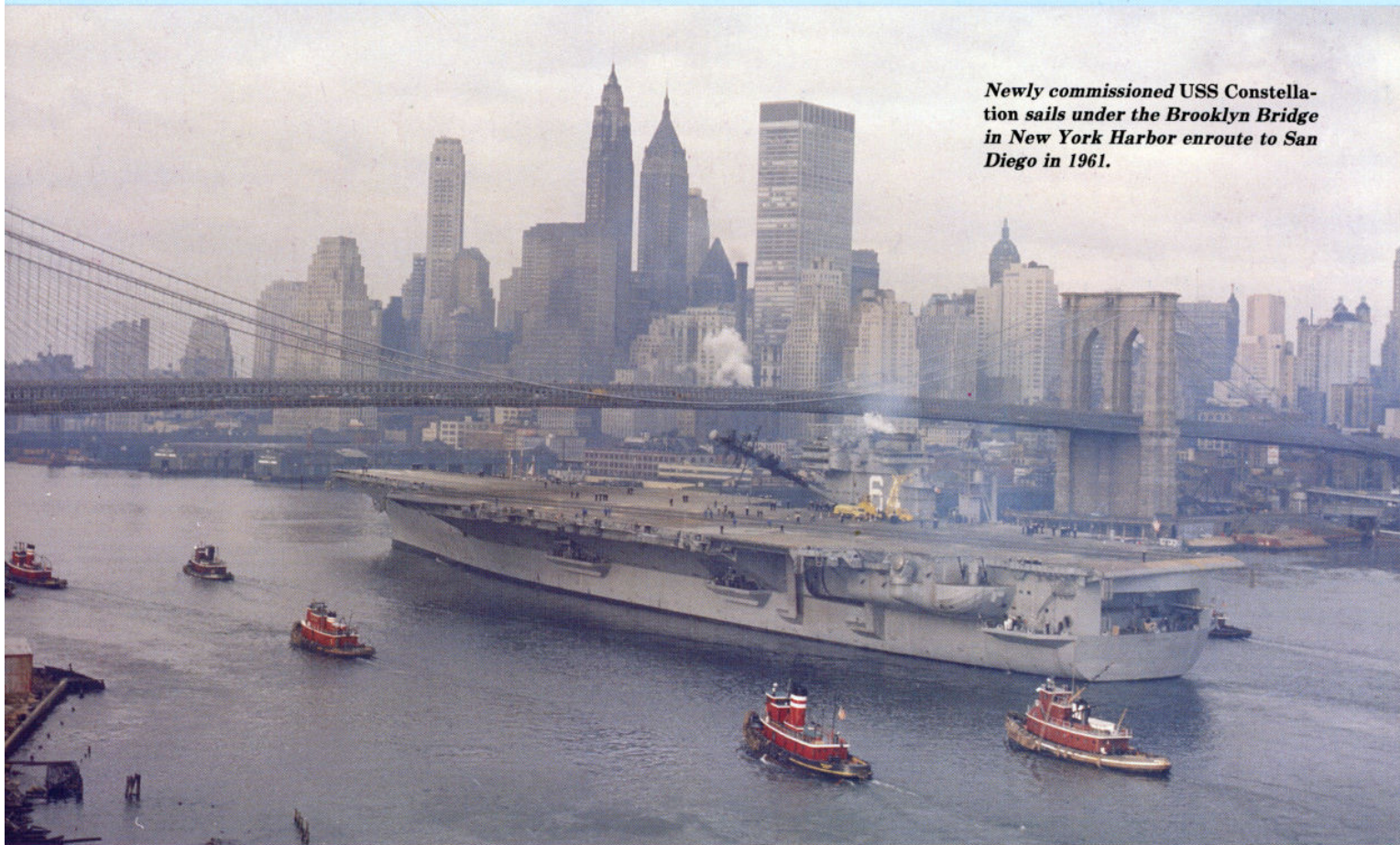
July 6, 1990 ... Ship entered dry dock



Constellation's first Commanding Officer Captain T. J. Walker (center) cuts Connie's first birthday cake on Oct. 17, 1962.



USS Constellation operates in the Gulf of Tonkin with her embarked Airwing in March 1964.



Newly commissioned USS Constellation sails under the Brooklyn Bridge in New York Harbor enroute to San Diego in 1961.



An A-4C aircraft prepares to launch from deck of Constellation in Aug. 1963.



Connie fires a Terrier missile to starboard on 17 April 1962.

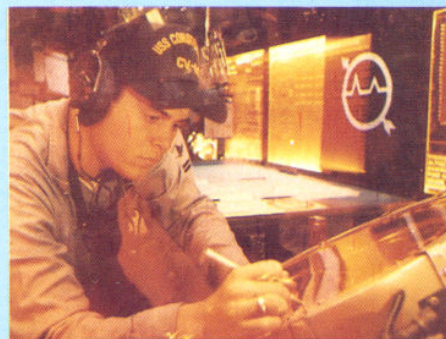


An F-4J goes to full throttle prior to catapult off Constellation while steaming on Yankee Station in Nov. 1971.





Operations Specialists track all air, surface and subsurface contacts.



Signalmen visually communicate with other ships in the battle group using flashing lights, signal flags and semaphore.

Battle Group Delta steams in formation in the Western Pacific during WESTPAC '88-89



constellation (końste láshen) n.l. Astron. A stellar group.

It is sometimes described as a city afloat. Its citizens, the more than 5000 men who comprise the crew and airwing.

In many ways this is true. In order to operate as a mobile airfield, capable of deploying to the far corners of the globe, the aircraft carrier needs to be as self-sufficient as a small city.

Everything from a complete medical center to a daily newspaper is contained below the busy flight deck. In addition to a desalinization plant to convert seawater to fresh water, you can find a printing plant, a weather bureau, machine shops, a dental clinic, post office, aircraft maintenance shops, laundry and dry cleaning facilities, a fire department, police force,

bank and stores as well as two television stations.

But a ship is more than just a city and sailors are not just average citizens. The hours are long and hard and frequent separations from family and friends are commonplace. Sailors have had to be more than a cut above, and *Connie* sailors in particular have proven themselves time and time again to be among the best in the universe.

CONSTELLATION has a proud history of service to her country, and whether she is conducting carrier qualifications off the coast of Southern California, or on station in the Indian Ocean, her crewmembers constantly live up to Webster's definition of the word constellation — a *stellar* group.



One of three Close In Weapons Systems (CIWS) on board, the CIWS is capable of firing 3,000 rounds per minute to protect the ship from hostile aircraft.

S-2 division folks work hard preparing more than 18,000 meals per day for Sailors aboard Constellation.

Staffed with a complete Dental clinic, Dentists and technicians make those smiles shine.



Connie's sailors are capable of repairing almost any job they might be faced with in-port or at sea.



Chipping and grinding is one way to keep the ship looking good.



Connie's barbers do their part in keeping the crew looking sharp.

crews repair a fuel hose for replenishment operations.

Crewmembers monitor all flight and surface operations from the ship's Combat Information Center or CIC.



Flight deck crews work painstakingly to ensure flight ops go off without a hitch.

Keeping the ship shipshape is a job Connie sailors are proud to accomplish.

An F-14A Tomcat prepares to launch off Catapult #1.



FA-18 Hornets pass in review over



A topside safety petty officer hurries out of the way as an E-2C turns up.

The Bow Cat Officer signals "go" as an F-14A begins its launch.





The Ship's Airwing

The awesome "bite" behind *CONSTELLATION*'S "bark," is the carrier's airwing. Composed of nine squadrons of highly trained officers and enlisted men using the most advanced aircraft in the world, the airwing consists of two fighter and two strike fighter squadrons, one attack squadron, one airborne electronic warfare squadron, one airborne early warning squadron, one fixed wing antisubmarine squadron, and one helicopter anti-submarine squadron.

The airwing is aboard during all overseas deployments and for special operational training exercises in waters near the United States.

At all other times, the squadrons are based at their home air stations located in various parts of the country.

The *CONSTELLATION*/airwing team is an extremely valuable asset which enables the United States to carry out its maritime strategy around the globe twenty-four hours a day, seven days a week.



A typical Airwing that would accompany **CONSTELLATION** on deployments to help preserve and protect peace around the world.

F-14A TOMCAT

The F-14A "Tomcat," the most sophisticated fighter in the world, is designed to protect the carrier battle group from hostile aircraft. The Tomcat is a twin engine, all weather aircraft capable of flying twice the speed of sound. It carries the air-to-air Phoenix, Sidewinder or Sparrow missiles and a 20mm Gatling gun.



E-2C HAWKEYE

The E-2C Hawkeye is an airborne early warning and control aircraft capable of carrying out patrol on the battle group perimeters in all weather. The propeller-driven E-2C assess any threat from approaching enemy aircraft at ranges greater than 250 nautical miles. The E-2C is capable of automatically tracking more than 600 targets and control more than 40 intercepts.



EA-6B PROWLER

The EA-6B Prowler is a four-seat all-weather aircraft. It is the only U.S. Navy aircraft built specifically for tactical electronic warfare.

The aircraft's crew of four (one pilot and three electronic counter-measure officers) uses sensitive receivers and high power jammers in an effective combination to support air strike and fleet operations by deceiving, degrading or completely suppressing the enemy's radars and radios. The sophisticated electronic equipment used by the EA-6B make it one of the most expensive aircraft in the Air Wing.





FA-18 HORNET

The FA-18 Hornet is the Navy's newest strike fighter aircraft. It was first operationally deployed aboard *Constellation* in 1985. The FA-18 is capable of flying nearly 500 miles inside an enemy's defenses, bomb targets, then fight its way back out. The FA-18 can be used in either the conventional fighter role or the ground attack role.



S-3A VIKING

The S-3A Viking is used primarily for enemy submarine search and prosecution missions in the vicinity of the carrier battle group. The aircraft provides an ideal balance of computer technology and antisubmarine systems which enable its crew of four to collect, process, interpret and store data. With an endurance of more than seven hours, the S-3A also provides the capability to locate and identify surface ships before they come within range of the battle group.



A-6E INTRUDER

The A-6E Intruder is a low-level, high speed bomber, designed to deliver a variety of weapons on targets completely obscured by inclement weather or darkness. With a two man crew, the Intruder can carry five 2,000 pound bombs or twenty-eight 500 pound bombs. In addition, the A-6E is capable of carrying the "Harpoon" anti-ship missile.



SH-3H SEA KING

The SH-3H Sea King is a gas turbine powered helicopter used in the primary role of carrier inner zone antisubmarine warfare. The SH-3H utilizes a unique variable depth dipping sonar, expendable sonobuoys and Magnetic Anomaly Detection equipment to detect enemy submarines. The Sea King has an on-station mission capability exceeding five hours and is airborne during all flight operations.

USS CONSTELLATION STATISTICS

Builder New York Naval Shipyard
Keel Laid September 14, 1957
Launched October 8, 1960
Commissioned October 27, 1961
Total Cost 400 Million Dollars in 1961
Propulsion Four Steam Turbine Engines
Speed Thirty Plus Knots
Length Over Flight Deck 1,079 Feet
Breadth At Flight Deck 270 Feet
Area Of Flight Deck 4.1 Acres
Number Of Aircraft Elevators Four
Height Keel To Mast 17 Stories
Compartments And Spaces More Than 3,000
Anchors Two (Each Weighing Thirty Tons)
Weight Of Anchor Chain Links 360 Pounds Each
Combat Load Displacement 88,000 Tons
Propellers Four, 21 Feet In Diameter And 44,000 Lbs Each
Weight Of Rudders 200,000 Lbs Each
Number Of Telephones More Than 1300
Daily Capacity Of Distilling Plants 400,000 Gallons Of Fresh Water Per Day
Meals Served Per Day 18,000 Plus