Rec'd 4/20/92

DEPARTMENT OF THE NAVY
USS COWPENS (CG 63)
FLEET POST OFFICE
SAN FRANCISCO 96662-1183

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IN REPLY REFER TO:
5750
Ser CICO/011
APR 0 6 1992

[redacted] (Declassify upon removal of Enclosure (1) and (2))

From: Commanding Officer, USS COWPENS (CG 63)
To: Director of Naval History (OP-09BH), Washington Navy Yard, Washington, DC 20374-0571

Subj: COMMAND HISTORY FOR USS COWPENS (CG 63)

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command History for Precommissioning Unit COWPENS (CG 63)
(2) Command History for USS COWPENS (CG 63)

1. This letter provides USS COWPENS (CG 63) Command History as directed by reference (a).

2. Enclosure (1) contains USS COWPENS Command History. Point of contact in this matter is CDR william Dewes, Executive Officer, (619) 556-4511.

EDWARD MOORE, JR.

DECLASSIFIED BY: CNO (N09N2)
OPNAVINST 5513.16 SERIES
DATE: 10 Nov 2005

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Classified by: Multiple Sources
Declassify: OADR

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COMMAND COMPOSITION AND ORGANIZATION

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PRECOMMISSIONING UNIT COWPENS (CG-63)

Commanding Officer: CAPT Edward Moore Jr., USN

Immediate Senior Command: Aegis Program Manager (PMS 400)
RADM J.T. Hood, USN

Location: Bath, Maine

Mission: Assist in the supervision of the building of the ship and ensure the designated crew is properly trained to operate the ship upon completion.

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CHRONOLOGICAL FILE

23 DEC 1987	- KEEL LAID, BATH IRON WORKS, BATH, MAINE
11 MAR 1989	- LAUNCHED
29 SEP 1989	- AEGIS LIGHT OFF
19 DEC 1989	- MAIN ENGINE LIGHT OFF
07 MAY 1990	- TRANSIT TO PORTLAND, MAINE
08 MAY 1990	- DRYDOCKED
15 JUN 1990	- UNDOCKED
18 JUN 1990	- TRANSIT TO BATH, MAINE
10-18 JUL 1990	- TRIAL ALFA
06-17 AUG 1990	- AEGIS TEAM TRAINER, MOORESTOWN, NEW JERSEY
24-28 SEP 1990	- TRIAL BRAVO
16-20 OCT 1990	- TRIAL CHARLIE
16 NOV 1990	- SHIP CUSTODY TRANSFER
29-31 JAN 1991	- LIGHT OFF EXAM
05-07 FEB 1991	- CREW CERTIFICATION/TRAINING READINESS EVALUATION

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NARRATIVE FILE

The keel for the future USS COWPENS (CG-63) was laid on 23 December 1987 at Bath Iron Works (BIW), Bath, Maine.

After completion of the hull, the ship was launched at Bath Iron Works on 11 March 1989. The principal speaker at the launching ceremony was The Honorable William Ball, Secretary of the Navy. Also speaking was The Honorable Elizabeth J. Patterson, Congresswoman from the Fifth District of South Carolina, who represented the district in which both the Cowpens Battlefield and the town of Cowpens are located. The ship was christened by Lucy Holcomb Mustin, wife of Vice Admiral Henry C. Mustin, USN (retired). The Matron of Honor was Katherine Mustin Miller, the daughter of the VADM and MRS Mustin. Captain Edward Moore, Jr., USN, Prospective Commanding Officer, was also present.

During the precommissioning period until October 1990, every crew member went through the Precommissioning Detachment at Fleet Training Center San Diego where all of the required formal schools from general firefighting to specific rating schools were completed. Only a few team trainers were conducted during this period due to time and money constraints. From the Precommissioning Detachment, members of the crew would be sent to the Precommissioning Unit in Bath, Maine where the crew would become familiar with the ship through continual training conducted by the crew itself and civilian contractors. The crew also played a major role in the supervision of the actual building and testing of the ship by BIW. This process continued until the detachment in San Diego was closed in October 1990, one month prior to Ship Custody Transfer. (See Cowpens Progress Reports).

The ship's Aegis Weapon System Light-Off occurred on 29 September 1989, three days later than originally scheduled. This marked the beginning of testing for the entire combat system.

Main Engine Light-Off occurred on 19 December 1989, approximately eight weeks behind schedule. Also, during the month of December, Naval Sea Systems Command determined that it would be necessary to complete a modification to the hull beginning at frame 136 to frame 172. The purpose of this modification was to reduce the potential for structural cracks in the hull which had developed on previously built Vertical Launching System equipped cruisers. This modification and the delay in Main Engine Light-Off resulted in a 16 week delay in delivery of the ship to the Navy from July 1990 to November 1990.

The transit to Portland, Maine for drydocking occurred on 7 May 1990. The ship was under the command of Bath Iron Works with a contingent of the ship's crew on board as observers. The ship was drydocked the next day as scheduled. The purpose of the docking was to install the AN/SQS-53B Sonar Dome.

With the installation of the sonar dome complete, the ship was undocked on June 15, 1990. Three days later, the ship then transited back to Bath, Maine again under the command of BIW with a contingent of the ship's crew on board.

Trial Alfa commenced 10 July 1990 inport. The purpose of this trial was to test operate all the major systems for any discrepancies in preparation for acceptance trials in October. The inport testing of ship systems was conducted until 16 July. The ship got underway on 17 July under BIW command with a contingent of the ship crew to conduct several combat system and engineering operational demonstrations. The ship returned to Bath on the next day after all major systems tested performed satisfactorily.

On 6 August, 52 potential Combat Information Center watch standers began the Aegis Team Trainer designed to train the General Quarters/Combat Systems Training Team on the operation of the combat suite so that the ship could train its own personnel on how to safely operate the combat system. The trainer included lectures and the running of two Aegis Combat Training System scenarios daily until 17 August. Ship personnel performed well due in part to the training sessions in Bath, Maine.

Trial Bravo, 24-28 September, was conducted underway in the Gulf of Maine highlighted by the completion of two standard missile firings on 25 September approximately 300 miles off the coast of Virginia. The purpose of this trial again was to test all of the engineering and combat systems for discrepancies with emphasis this time on actual weapon system performance. In general, it was a highly productive trial with successful firings of both 5 inch 54 guns, all Super Rapid Blooming Chaff launchers, and the forward and aft Vertical Launching Systems.

The ship arrived inport on 27 September with all testing being completed on 28 September. All firings were conducted safely and properly due to extensive training conducted by the ship's crew during the previous four weeks on board the ship.

Trial Charlie, 16-20 October, was conducted by the Board of Inspection and Survey, Washington DC. The purpose of this trial was to determine if the ship met Navy specifications and was ready for turnover to the Navy. Two days were spent underway in the Gulf of Maine conducting combat system and engineering demonstrations. The major systems performed satisfactorily, however, many discrepancies were found in regard to the preservation and cleanliness of the ship by the Board. There were 46 starred safety discrepancies and 162 starred discrepancies submitted upon completion of the trial.

Ship Custody Transfer was conducted at 1600 local 16 November in the pilot house by Captain Moore and Mr. Duane D. "Buzzie" Fitzgerald, President and Chief Operating Officer of BIW. The Colors were raised for the first time along with setting the first inport watch. The ship was placed under the ownership of the United States Navy. The crew moved aboard that day with the first meal being served the next morning on November 17.

After completing two months of preparations including over 20 main space fire drills with three duty sections and a final Gas Turbine Mobile Team Training visit (17-21 December 1990), the Light Off Exam was conducted 29-31 January 1991 by the Commander-in-Chief, U.S. Pacific Fleet Propulsion Examining Board. The Board completed the highly successful inspection in just two days, a first for a Pacific Fleet unit.

The Crew Certification/Training Readiness Evaluation was conducted 05-07 February by Commander Naval Surface Forces, U.S. Pacific Fleet and Fleet Training Group San Diego. This Certification/Evaluation went extremely well with an administrative review conducted on the first day and a day and a half fast cruise conducted on the following two days. The ship was certified ready to get underway from Bath, Maine as scheduled 13 February 1991 and was evaluated ready for Shakedown Refresher Training scheduled after arrival San Diego in April.

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COMMAND COMPOSITION AND ORGANIZATION

USS COWPENS (CG-63)

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13 FEB - 31 DEC 1991

Commanding Officer: CAPT Edward Moore Jr., USN

Immediate Senior Command: Commander Naval Surface Forces,
U.S. Pacific Fleet
VADM David M. Bennett, USN

Homeport: San Diego, California

Mission: Complete all testing of the ship systems and ensure the ship is ready to report for operational duties as of 1 January 1992.

Aircraft: SH-60B Red Stinger 104 (HSL-49 Det 3) 27 Feb - 01 Apr
SH-60B Red Stinger 101 (HSL-49 Det 3) 28 May - 17 Jul

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CHRONOLOGICAL FILE

13 FEB 1991	- SAILAWAY/COMMISSIONED WITHOUT CEREMONY
13-15 FEB 1991	- TRANSIT TO NEW YORK CITY
15-20 FEB 1991	- PORT VISIT NEW YORK CITY (NAVSTA STATEN ISLAND)
20 FEB 1991	- TRANSIT/ARRIVAL WPNSTA EARLE, NEW JERSEY
20-21 FEB 1991	- AMMUNITION ONLOAD EARLE, NEW JERSEY
21-22 FEB 1991	- TRANSIT TO NAVSTA NORFOLK
22-27 FEB 1991	- INPORT NORFOLK, VIRGINIA FOR UNDERWAY REPLENISHMENT SQT
27 FEB 1991	- DEPARTED NORFOLK, EMBARKED HSL-49 DET 3 (RED STINGER 104)
27 FEB- 01 MAR 1991	- TRANSIT TO NAVSTA CHARLESTON, UNREP SHIP QUALIFICATION TRIALS
01 MAR 1991	- ARRIVED CHARLESTON, SOUTH CAROLINA
09 MAR 1991	- COMMISSIONED WITH CEREMONY
11 MAR 1991	- DEPARTED CHARLESTON, SOUTH CAROLINA
11-15 MAR 1991	- TRANSIT TO WILLEMSTED, CURACAO, NETERLANDS ANTILLES
15-18 MAR 1991	- PORT VISIT WILLEMSTED, CURACAO, NETERLANDS ANTILLES
18 MAR 1991	- TRANSIT TO LA GUARIA, VENEZUELA
18-21 MAR 1991	- OFFICIAL (CNO SPONSORED) PORT VISIT LA GUARIA, VENEZUELA
21-22 MAR 1991	- TRANSIT TO PANAMA CANAL ZONE
23 MAR 1991	- TRANSIT PANAMA CANAL ZONE
23-24 MAR 1991	- PORT VISIT RODMAN, PANAMA
24 MAR - 01 APR 1991	- TRANSIT TO HOMEPORT SAN DIEGO, CALIFORNIA, CSSOS STAGE III IMPLEMENTATION
27 MAR 1991	- CHOP CINCPACFLT
01 APR 1991	- DISEMBARKED HSL-49 DET 3

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01-29 APR 1991	- INPORT SAN DIEGO, CALIFORNIA
01-21 APR 1991	- STANDDOWN, AEGIS COMPUTER BASELINE 3.2 PROGRAM INSTALLATION
29 APR - 03 MAY 1991	- SHAKEDOWN REFRESHER TRAINING WEEK 1 (SOCAL, UNDERWAY)
03-06 MAY 1991	- INPORT SAN DIEGO
06-10 MAY 1991	- SHAKEDOWN REFRESHER TRAINING WEEK 2 (SOCAL, UNDERWAY)
10-28 MAY 1991	- INPORT SAN DIEGO
13 MAY 1991	- COMMENCED COMBAT SYSTEM SHIP QUALIFICATION TRIALS
28 MAY - 01 JUN 1991	- UNDERWAY SOCAL OPAREA FOR CSSQT, EMBARKED HSL-49 DET 3 (RED STINGER 101)
01-07 JUN 1991	- TRANSIT TO PEARL HARBOR, HAWAII IN COMPANY WITH USS WADSWORTH (FFG-9) AND USS GRIDLEY (CG-21)
07-14 JUN 1991	- INPORT NAVSTA PEARL HARBOR
14-26 JUN 1991	- UNDERWAY HAWAIIAN OPAREAS/PACIFIC MISSILE RANGE FACILITY
14-15 JUN 1991	- CONDUCTED FORACS/EM LOG CALIBRATIONS
16 JUN 1991	- EXPERIENCED CAM FOLLOWER ASSEMBLY GUN MOUNT CASUALTIES (BOTH 5"/54 MTS) WHILE CONDUCTING GUNNERY EXERCISES. ORIGINAL INSTALLATION PROBLEM.
16-18 JUN 1991	- CONDUCTED OTH-T EXERCISES
18 JUN 1991	- CONDUCTED WSAT EXERCISES
19-22 JUN 1991	- CONDUCTED ASW EXERCISES
23-26 JUN 1991	- CONDUCTED EW/ECM EXERCISES
26-28 JUN 1991	- INPORT NAVSTA PEARL HARBOR. REPAIRED GUN MOUNTS.
28 JUN - 01 JUL 1991	- UNDERWAY PACIFIC MISSILE RANGE FACILITY, CONDUCTED MISSILE AND GUNNERY EXERCISES
02-05 JUL 1991	- INPORT NAVSTA PEARL HARBOR
05-08 JUL 1991	- UNDERWAY PMRF, CONDUCTED MISSILE EXERCISES
08 JUL 1991	- COMPLETED COMBAT SYSTEM SHIP QUALIFICATION TRIALS

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09-11 JUL 1991 - INPORT PEARL HARBOR, CONDUCTED DEPERMING

11-17 JUL 1991 - TRANSIT TO HOMEPORT SAN DIEGO

17-29 JUL 1991 - INPORT NAVSTA SAN DIEGO, DISEMBARKED HSL-49 DET 3

29 JUL - 02 AUG 1991 - UNDERWAY CONDUCTED SM-2MR BL III DEVELOPMENTAL TESTS (DT) (PMTC) 02 AUG 1991 AND FCT REHEARSAL (SOCAL)

02-12 AUG 1991 - INPORT NAVSTA SAN DIEGO

12-16 AUG 1991 - FINAL CONTRACT TRIALS (FCT)

13 AUG 1991 - CONDUCTED UNDERWAY PORTION OF FCT (SOCAL)

13-19 AUG 1991 - INPORT NAVSTA SAN DIEGO

19-23 AUG 1991 - UNDERWAY, CONDUCTED SM-2MR BL III/IIIA OPERATIONAL TESTS (OT) (PMTC)

23-26 AUG 1991 - INPORT NAVSTA SAN DIEGO

26-27 AUG 1991 - UNDERWAY, COMPLETED SM-2MR BL III/IIIA OT (PMTC)

28 AUG 1991 - OFFLOADED AMMUNITION, WPNSTA SEAL BEACH

28 AUG - 11 SEP 1991 - INPORT NAVSTA SAN DIEGO

31 AUG - 11 SEP 1991 - SHIP BUILDER DEFICIENCY CORRECTION PERIOD

11 SEP 1991 - TRANSIT TO NASSCO AND COMMENCED POST SHAKEDOWN AVAILABILITY

01 OCT 1991 - DRYDOCKED

17 NOV 1991 - UNDOCKED

09-11 DEC 1991 - UNDERWAY FOR POST OVERHAUL SEA TRIALS

11-31 DEC 1991 - INPORT NAVSTA SAN DIEGO

17 DEC 1991- 06 JAN 1992 - HOLIDAY UPKEEP PERIOD

20 DEC 1991 - PSA OFFICIALLY CONCLUDED

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NARRATIVE

On 13 February, USS COWPENS was placed into Commission without ceremony and sailed away from Bath, Maine under the command of Captain Edward Moore Jr, United States Navy. The ship was under the administrative control of Commander Naval Surface Forces, U.S. Pacific Fleet and under the operational control of Commander Naval Surface Forces, U.S. Atlantic Fleet.

The first transit for the new crew was a difficult one for many of the sailors who had either never been underway before or at least not for a long time. Harsh winter weather created heavy seas. While underway, emphasis was placed on watch station training and qualification.

On 15 February, the ship moored at Naval Station Staten Island for a New York City port visit. No official visits or calls were made. The purpose of the visit was to give the crew liberty after all of the hard work in preparing the ship for sailaway. Although the weather was very cold, the crew enjoyed the visit and had an opportunity to see the sights in the New York area.

Due to dense fog on 19 February, the ship was delayed getting underway. On 20 February the ship transited from Naval Station Staten Island to Weapon Station Earle for a transit self-defense and a partial Combat System Ship Qualification Trials ammunition onload. The ammunition onload took place during the evening of the 20th and the morning of the 21st. The onload was composed of 13 standard missiles, 164 sonobuoys, 4600 20mm rounds for CIWS, 2 MK-46 torpedoes, and 1200 5 inch 54 gun rounds with 1070 charges. After the onload was completed the ship got underway and began its transit to NAVSTA Norfolk. Again, the ship maintained a Condition IV watch throughout the overnight transit with most of the training being conducted with watch teams. The ship arrived at Naval Base Norfolk on 22 February.

While inport Norfolk, the ship completed the inport phase of the Underway Replenishment Ship Qualification Trials with the USS Milwaukee. Training was conducted on connected replenishment and rearm, fueling, and personnel synthetic highline transfer. Training was also conducted on Vertical Launching System canister deck handling. While inport, HSL-49 Detachment 3 moved onboard after transiting from Naval Air Station North Island to Norfolk. The Detachment was made up of 11 enlisted men and 6 pilots. The SH-60B, RED STINGER 104, was the test platform for the new APS-137 Inverse Synthetic Apeture Radar. Although the radar performed well on its own during the transit to San Diego, it was not capable of being linked to the ship through the Lamps MK III data link. Thus, only limited crew training on the new system was accomplished.

On 27 February, the ship got underway and recovered RED STINGER 104 onboard. The next day the ship conducted the at-sea portion of the Underway Replenishment Ship Qualification Trials with the USNS NEOSHO (T-AO 143). COWPENS was able to complete cargo, fuel, personnel synthetic highline, and vertical replenishment transfers, but did not complete the at-sea Vertical Launching System rearm exercise due to the NEOSHO not having that

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capability. The Honorable C. Tyrone Courtney, Mayor of Cowpens, South Carolina embarked in Norfolk to participate in the transit to Charleston.

The ship arrived at Naval Base Charleston on 1 March to begin the week long preparations for the official commissioning ceremony scheduled for 9 March. The first weekend (2-3 March) the ship was open for tours by the general public. Despite heavy rain during the weekend, the ship was visited by over 600 people each day.

Each morning during the week, the crew practiced for the commissioning ceremony while hosting several luncheons in the wardroom and evening parties on the flight deck for distinguished guests and the Commissioning Committee who assisted in the planning and organizing of the ceremony and associated events.

On the evening of 8 March, the Commanding Officer's reception was held at the home of Dr. Charlton deSaussure, Sr. at 34 Meeting Street in downtown historic Charleston. Gifts were exchanged between the Commissioning Committee and Captain Moore.

The ship was officially commissioned on Saturday 9 March at 1139, by ADM David E. Jeremiah, USN, Vice Chairman, Joint Chiefs of Staff. Admiral Jeremiah was also the Principal Speaker. The following people of note also spoke at the ceremony:

Carroll A. Campbell, Jr. - Governor of South Carolina
Strom Thurmond - U.S. Senator, South Carolina
Ernest Hollings - U.S. Senator, South Carolina
ADM Leon Edney, USN - USCINCLANT
VADM Joseph Reason, USN - COMNAVSURFLANT
RADM Phillip Olson, USN - COMCRUDESGRU ONE representing COMNAVSURFPAC
Joseph Riley - Mayor, Charleston, South Carolina
Elizabeth Patterson - U.S. Representative, 5th District S.C.
C. Tyrone Courtney - Mayor, Cowpens, South Carolina
William Haggett - Chairman and CEO, Bath Iron Works Corp.

After the ceremony, a reception for all guests was held at the Naval Base Golf Course. That evening a banquet was held for the ship's crew and their family and friends at the King Street Palace in Charleston. Sunday 10 March was a rest day for the crew.

On 11 March the ship got underway for Willemsted, Curacao. The transit included training on the AN/SQQ-89 system by a group of civilian contractors in preparation for the Antisubmarine Warfare phase of the Combat System Ship Qualification Trials. Exercises included intensive training in new Target Motion Analysis tactics. On 13 March the ship satisfactorily conducted Pre-Action Calibration Fires on both the 5inch54 guns and Close-in Weapon System mounts. In general, the transit was marked by an increase in intensity with respect to achieving crew proficiency and combat readiness. All systems performed satisfactorily with no significant incidents occurring.

The ship arrived in Willemsted, Curacao on 15 March. No official visits or calls were made. The crew thoroughly enjoyed three days ashore. No significant events occurred during the stay.

On the morning of 18 March, the ship got underway and made a one day transit to La Guaria, Venezuela pulling into port that afternoon. This was an official visit directed by the Chief of Naval Operations. During the two day stay a luncheon was held for high ranking Venezuelan Naval officers. There was also a cocktail party held on the flight deck for Venezuelan officials and U.S. Embassy personnel. The majority of the crew enjoyed the stay spending their free time, and money, in Caracas.

The ship got underway on the morning of 21 March and began a westward transit to the Panama Canal Zone. During the transit, the ship continued to conduct training with significant emphasis on total ship survivability in preparation for the upcoming Combat System Operational Sequencing System Stage III training. The ship conducted several drills at general quarters using Aegis Combat Training System scenarios as the basis for the imposing hull damage and combat system casualties. The drills were conducted with the assistance of Aegis Training Support Group San Diego and Fleet Training Group San Diego, personnel onboard to assist in training throughout the rest of the transit to San Diego.

At daybreak on 23 March the ship began its approach to the Panama Canal Zone. The complete transit of the canal took approximately eight hours. The ship did not experience any significant problems while transiting the canal.

That evening on 23 March the ship moored at Naval Station Rodman, Panama for an overnight stay. While in Panama, the crew was given liberty. Additionally, the ship was refueled and took on stores for the transit to San Diego.

After embarking more personnel from Aegis Training Support Group San Diego for Combat System Operational Sequencing System Stage III, the ship got underway on the evening of 24 March and began its transit to San Diego. During this transit the ship completed the five day Combat System Operational Sequencing System Stage III including extensive training on total ship survivability. The ship conducted an exercise each morning and afternoon. During this transit, the ship changed operational commanders from Commander Naval Surface Forces, U.S. Atlantic Fleet to Commander Naval Surface Forces, U.S. Pacific Fleet on 27 March.

The ship arrived in its new homeport, San Diego, 1 April. The ship was greeted by a few members of the media and many families and friends. Upon arrival San Diego, the ship immediately commenced a standdown until 21 April to allow the crew to move families and cars, and get settled in the San Diego area. During this period, the new Aegis computer baseline 3.2 program was installed. This was accomplished to support Standard Missile II Medium Range Block III/IIIA missile tests during Combat System Ship Qualification Trials.

The major combat system upgrades to occur during this installation period were:

1. Increase in memory capacity of the Aegis Display System
2. Aegis Tracker Integration Modification (AN/SPS-49(V)8)
3. Gun Weapon System Air Gun Capability
4. Harpoon Weapon System Software Upgrade

5. Tomahawk BLOCK-II Upgrade and TEPEE Installation
6. Underwater Weapon System Software Upgrade
7. Vertical Launching System Software Upgrade

During the week of 22 April after the crew returned from the standdown period, the ship made preparations for the Shakedown Refresher Training that was to be conducted during the next two weeks. Several General Quarters drills were conducted to enhance material condition setting and damage control readiness.

At 0001Z on 29 April the ship shifted operational control to Commander Fleet Training Group San Diego. The ship got underway on the morning on 29 April and proceeded to sea with Fleet Training Group, San Diego observers embarked. The exercises conducted were primarily non-warfare and emphasis was placed on safe operation of the ship. Exercises were primarily conducted in the areas of damage control, navigation, deck, and command and control. The underway portion of the Underway Replenishment Ship Qualification Trials that had not been completed with USNS Neosho in the Atlantic was conducted with USNS Navasota (T-AO 106) on 2 May. This completed the underway replenishment portion of the Ship Qualification Trials. The ship moored at Naval Station San Diego for the weekend on 3 May.

On the morning of 6 May, the ship got underway again with Fleet Training Group embarked to complete the final week of Refresher Training. Many of the same type of exercises that were conducted the first week were repeated the second week. The performance of the crew was evaluated as outstanding.

Upon completion of Refresher Training, the ship moored at Naval Station San Diego on 10 May. On 13 May the Combat Systems Ship Qualification Trials (CSSQT) began. The first two weeks were conducted inport in which extensive maintenance and operational training was provided on all combat system and support system elements through on the job training and several formal lectures. The training was conducted by NSWSES Port Hueneme and General Electric personnel. The purpose of this inport period was to ensure the crew was ready to conduct the underway operations scheduled during the next two months. This phase went extremely well and the crew was considered ready to conduct the at sea portion of the CSSQT.

On 28 May the ship got underway to begin the at sea portion of CSSQT. HSL-49 Detachment 3 embarked with a SH-60B, RED STINGER 101, to assist with the exercises. RED STINGER 101 was not equipped with the APS-137 Inverse Synthetic Apeture Radar. The CO had decided that it would be better to train with a helicopter which was equipped with the APS-124 radar since this was the most likely configuration the embarked helicopter would have on deployment.

The ship conducted the first phase of the at sea exercises in the Southern California Operating Area from 28 May through 1 June. During this period two weapon systems were certified using services available in the Southern California Operating Area. Close-in Weapon System Mounts 21 and 22 were certified after shooting down aircraft Towed Drone Units. The Gun Weapon System was certified as 23 of 48 shots hit a tug towed target. On 30 May, while the ship was conducting Naval Gunfire Support exercises in the Shore

Bombardment Area off San Clemente Island, both Mount 51 and 52 experienced extractor pin casualties which prevented completion of the last two of the eleven Naval Gunfire Support exercises. The casualty was later temporarily corrected by ship's force with assistance from Naval Sea Systems Center Pacific. The ship had received scores of excellent to outstanding on 9 of the 11 exercises conducted. Also during this period the ship received F-14 services from VF-51 and VF-111 for Air Intercept Controller training and completed acoustic trials at the Southern California Acoustic Range Facility on 1 June.

After completing the acoustic trials, COWPENS joined up with USS GRIDLEY (CG 21) and USS WADSWORTH (FFG 9) and began a transit to Pearl Harbor. The GRIDLEY was Officer in Tactical Command for the transit. During the transit, extensive training was conducted in preparation for upcoming exercises in the Hawaiian Operational Area. Daily training was conducted by the Antiair Warfare firing team on missile firing procedures and profiles, by the Antisubmarine Warfare team on Target Motion Analysis and Antisubmarine Console System operations using the AN/SQQ-89 and the On-Board-Trainer. Training was also conducted with GRIDLEY and WADSWORTH for publication exercises, flashing light, and various communication drills. Outstanding Surface Action Group operations training was conducted during two Passing Exercises provided by ships, including the Ranger Battle Group, returning from Western Pacific deployments to San Diego.

On the morning of 6 June, a Second Class Petty Officer jumped overboard after experiencing depression over the death of his first wife. The Petty Officer was recovered by the crew in the motor whale boat 9 minutes after jumping, with no injuries. He was transferred to medical care upon arrival Pearl Harbor.

The ship moored at Naval Station Pearl Harbor from 7-14 June. The purpose of this inport period was to conduct the inport phase of Weapon System Alignment Test in preparation for underway Fleet Operation Readiness Accuracy Checks/Electromagnetic Log Calibration and Weapon System Alignment Test torpedo firings. This phase was completed with no significant problems.

The ship was underway on 14 June and made a brief stop at Naval Magazine Lualualei to onload 362 5inch54 rounds and 59 chaff rounds prior to going to sea. Once at sea the ship went to the Fleet Operation Readiness Accuracy Checks range on the west coast of Oahu and spent the next two days conducting the Fleet Operation Readiness Accuracy Checks/Electromagnetic Log Calibration.

On 15 June, COWPENS received a call from the Honolulu Coast Guard that a small fishing vessel, named MANUOKO, had lost power, steering, and navigation equipment. The ship located the vessel approximately 10 miles south of the Fleet Operation Readiness Accuracy Checks range and provided assistance by launching the motor whale boat with the Executive Officer and a team of engineers. Repairs were made to the vessel's steering gear. However, it ran out of fuel a short time later. The Coast Guard sent an auxiliary to tow the vessel to Pearl Harbor, and COWPENS returned to the Fleet Operation Readiness Accuracy Checks range and resumed testing.

After completing testing, the ship transited to the Pacific Missile Range Facility off the island of Kauai. On 16 June, while conducting gunnery exercises against a surface target, both gun mounts experienced extractor failures again and all gunnery exercises were postponed until 1 July pending investigation and repairs. From 16-18 June, the ship conducted the Antisurface/Over-the-Horizon Targeting exercises which involved simulated and live tracks provided by the Pacific Fleet Command Center. COWPENS received and processed over 2000 track reports and conducted 145 cruise missile launches with the coordination of RED STINGER 101 and various fleet aircraft. It was the largest number of engagements ever conducted during an Aegis CSSQT. On 18 June the final phase of Weapon System Alignment Test was conducted with the live firing of four MK-46 torpedoes, two Surface Vessel Thrown Torpedoes and two helo launched torpedoes. All four firings were successful against the MK 27 mini mobile target.

Upon completion of the Weapon System Alignment Test, the ship immediately commenced the Antisubmarine Warfare portion of the CSSQT which lasted from 18-22 June. During this period, COWPENS completed 20 hours of Mk 30 target services and 42 hours of submarine services provided by USS SAN FRANCISCO (SSN-711). A total of 99 hours of tracking was completed using the AN/SQS-53B, AN/SQR-19, and AN/SQQ-28. Six torpedoes were fired against the SAN FRANCISCO, 2 Surface Vessel Thrown Torpedoes and 4 LAMPS MK III dropped torpedoes. All torpedoes were evaluated as hits with the exception of one helo dropped torpedo which was caused by a radical maneuver by the submarine after torpedo launch.

After the Antisubmarine Warfare Ship Qualification Trials was completed, the Antiair Warfare/Electronic Warfare/Electronic Counter-Counter Measure exercises commenced and were conducted from 22-26 June. During this period, 30 hours of air services from VC-1 and VMFA-212 and 232 were provided, resulting in 262 intercepts completed by COWPENS' Air Intercept Controllers. Services by NRL EP-3B simulating various missile seekers were used to test the ability of the AN/SLQ-32(V)3 active mode and chaff capabilities. Both the AN/SLQ-32(V)3 and Super Rapid Blooming Chaff performed extremely well. Services were also provided by Q-Lears and NKC-135's in conjunction with attack aircraft to train the crew in operating and conducting Antiair Warfare engagements in a jamming environment.

The ship transited from Pacific Missile Range Facility back to Naval Station Pearl Harbor on the afternoon of 26 June. On 27 June, a Missile Readiness Review meeting was conducted at the Naval Station to review safety factors of missilex scenarios to be conducted at Pacific Missile Range Facility during the next week. The meeting resulted in all scenarios being certified as safe.

On 28 June the ship got underway and made a brief stop at Naval Magazine Lualualei to onload the remaining eight standard missiles required for the Combat System Ship Qualification Trials/Standard Missile 2 Medium Range BLOCK III/IIIA Developmental Test missilex's to be conducted. After completing the onload the ship transited to Pacific Missile Range Facility to commence the missilex's.

Event 6301 (CSSQT) was commenced on 29 June. It involved an AQM-37C target and was evaluated a failure due to a missile round failure (SM-2 BL II) at launch. Later that day, Event 6302 (CSSQT) was successfully completed with a SM-2 BL II against a high altitude, diving AQM-37C (EP) target. On 30 June Event 6307 (Developmental Test) was completed with an AQM-37C (EP) engaged by a SM-2 BLOCK IIIA. On the following day, 1 July, no missile events were conducted. This period was used as a make up day for the High Speed Maneuvering Surface Target (HSMST) Developmental Test/Operational Test gun exercise postponed earlier due to the gun mount casualties on 16 June. (After receiving technical assistance, the gun mounts were repaired to preclude anymore extractor problems.) A Barracuda and QST-35 Septar were used as targets. The test of the system was evaluated successful with no casualties experienced.

Missile exercises were to resume on 2 July, however, due to a casualty to the Integrated Throttle Control System (ITCS) (needed to control BQM-34S/74C targets) at the Pacific Missile Range Facility, the remaining exercises were postponed until 6 July. COWPENS proceeded to NAVSTA Pearl Harbor, and the crew was given liberty from 2-5 July.

COWPENS returned to the Pacific Missile Range Facility on 5 July after repairs were completed on the ITCS.

Event 6303A (CSSQT) was successfully completed on the morning of 6 July with the engagement of an MQM-8G (ER) target by a SM-2 BLOCK III. In the afternoon of 6 July, the previously postponed Antiair Warfare gunnery exercise was completed with successful engagements of a Lear-36 Towed Drone Unit.

On 7 July three missile exercises were completed. Event 6309 (Developmental Test) was completed with a MQM-8G (ER) being successfully engaged by a SM-2 BLOCK IIIA. Event 6303B (CSSQT) was evaluated a success as a Self-Screening Jammer BQM-34S was engaged by a SM-2 BLOCK II. Event 6306 (Developmental Test) was completed with a SM-2 BLOCK IIIA successfully engaging a BQM-34S.

The final two missile exercises were completed on 8 July. Event 6310 (Developmental Test) used two AQM-37C (EP), one BQM-34S with self screening jamming and a stand off jammer. The event was successfully completed with the exception of the BQM-34S target engagement due to target failure. Event 6305 (CSSQT) involved three BQM-74C targets with heavy jamming and chaff from an NKC-135 and Q-Lears. All three engagements of the targets were successful. This was the last CSSQT exercise to be conducted with the exception of the two special targets scheduled to be engaged later in the month at the Pacific Missile Test Center off the coast of southern California.

The ship returned to Naval Station Pearl Harbor late on the evening of 8 July to ensure that the crew would have ample time to prepare the ship for deperming the next day.

On 9 July the ship transited from the Naval Station Pearl Harbor to the Magnetic Silencing Facility Pearl Harbor where the ship remained stayed until 11 July. The deperming involved most of the crew in wrapping the cables around the ship. The ship was completely wrapped by evening and the deperming was completed on the afternoon of 11 July. COWPENS commenced its transit to San Diego that afternoon.

The transit to homeport saw a much less extensive training schedule. The only incident of significance during the transit back to homeport was on the morning of 17 July when the ship struck a whale. The ship put on a slow sternway and dislodged the whale. The whale surfaced for a moment and then disappeared but caused no damage to the ship.

COWPENS moored at Naval Station San Diego on the afternoon of 17 July and disembarked HSL-49 Detachment 3. Part of the next week and a half was spent inport preparing for the scheduled Special Engineering Test Target (SETT) firing exercise and another special target missile firing at the end of the month. However, most of the time inport was spent preparing the ship for the Final Contract Trials which were to be conducted by Board of Inspection and Survey, Washington DC the next month. On the afternoon of 29 July, COWPENS got underway and transited to the Pacific Missile Test Center (PMTC). From 30-31 July, the ship was supposed to conduct three missile firings, however, due to a difficulty with the first Special Engineering Test Target (SETT), both SETT firings went unaccomplished. The ship did conduct one missile firing on 30 July with the first successful standard missile engagement of a QH-1 target. This was a Developmental Test firing of the SM-2MR BLOCK III. After completing operations at PMTC the ship proceeded to the Southern California Operating Area and conducted rehearsals of the at sea demonstrations to be done during the Final Contract Trials. The ship moored at Naval Station San Diego on 02 August and spent the next week inport continuing preparations for Final Contract Trials.

On 12 August, Final Contract Trials commenced and lasted until 16 August. 13 August was the underway demonstration day of both engineering and combat systems. Upon completion of the trials, the Board of Inspection and Survey reported four mission degraded areas, 71 Part I safety related deficiencies, 513 other Part I deficiencies and a Planned Maintenance System performance rate of 93.6 percent. The Board also commented that "this trial was the best this Board has seen in recent memory".

On 19 August the ship was underway to the Pacific Missile Test Center to conduct the SM-2MR BLOCK III/IIIa Operational Tests (CNO Project 623-1-OT-II) after making a brief stop at the Naval Air Station North Island Pier Bravo for the onload of 11 standard missiles needed for the tests and the offload of the two remaining MK-46 torpedoes on board.

The tests were suppose to begin the morning of 20 August, however, due to surface vessels fouling the range the first event Operational Test-1 (OT-1) was postponed. Event OT-3 was conducted during the afternoon of 20 Aug with COWPENS firing one Standard missile. All systems on COWPENS performed satisfactorily.

Event OT-2 was conducted during the morning of 21 August. Again all systems on COWPENS performed satisfactorily as four Standard missiles were expended.

Due to rough seas and Pacific Missile Test Center equipment difficulties, Event OT-4 was not conducted as scheduled during the morning of 22 Aug. However, Event OT-1 was conducted during that afternoon. In this event, COWPENS fired four Standard missiles with all systems performing satisfactorily.

Event OT-4 was to be conducted on 23 August, however, the seas remained high. Thus, at the request of the Commanding Officer, the ship was allowed to return to Naval Station San Diego for the weekend for crew liberty. The ship returned to the Pacific Missile Test Center on 26 August and completed Event OT-4 firing three Standard missiles. All systems on COWPENS performed satisfactorily concluding the final Operational Test.

The ship arrived at Weapon Station Seal Beach the morning of 28 August to offload all ammunition in preparation for the Post Shakedown Availability. The ship safely and quickly offloaded nine standard missiles, 1400 20mm CIWS rounds, and 410 5"54 rounds. Upon completion of the offload, the ship conducted a high speed transit to Naval Station San Diego and remained there until 11 September.

The period from 31 August-11 September was the Ship Builder Deficiency Correction Period when Bath Iron Works was responsible for correcting all equipment and material not meeting specifications under the construction contract. This was also time for the crew prepare for entering the National Steel and Shipbuilding Company (NASSCO) shipyard for the Post Shakedown Availability. The principal preparation involved moving the crew onto a berthing barge.

On 11 September, the ship was towed to the shipyard marking the official start of the Post Shakedown Availability. During the availability, the following notable major jobs and modifications were accomplished (see PSA Sitreps):

1. Aqueous Film Forming Foam Station/System modification
2. Halon System upgrade
3. Pilot House rearrangement
4. Topside bonding
5. Bulwark installation
6. Chief Petty Officer area modification
7. Deck resurfacing
8. Uptake space modification
9. LM-2500 Main Reduction Gear alignment
10. Painting the masts gray
11. Fuel Oil Tank preservation
12. Collection, Holding, and Transfer System hydroblast
13. Moving Target Indicator installation

During the availability, the crew was occupied by tracking the on going work and by were attending formal schools and team trainers. This was an excellent opportunity to accomplish all of the desired schooling for the crew. Also, during this period, the crew prepared for the nuclear weapon inspection scheduled after the availability.

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On 1 October, the ship was drydocked and work on the Sonar Dome Rubber Window (cosmetic repairs), hull preservation, and fuel oil tank preservation commenced. Due to painting deficiencies from construction discovered in 21 fuel oil tanks, the undocking of the ship was delayed to 17 November.

After the undocking, the ship completed crew move aboard, Main Engine Light Off, Dock Trials, and Fast Cruise in preparation for the underway Post Overhaul Sea Trials.

COWPENS got underway in the Southern California Operating Area on 9 December for three days of engineering and combat system testing. In all areas, the trials were considered successful. A few of the scheduled events were not completed due to helicopter service difficulties. COWPENS moored at Naval Station San Diego on 11 December. The Post Shakedown Availability was extended one more week to 20 December due to the significant number of trial cards generated during the sea trials and delayed work. However, this was not enough time for the shipyard to finish all of the scheduled work, and jobs continued to completion up through 13 January 1992.

From 16-17 December, Weapons Training Group Pacific began a nuclear weapons training assist visit that would continue 13-15 January 1992. This portion of the assist visit went extremely well, leaving hope that upon completion in January the ship would be credited with a completed Nuclear Weapons Acceptance Inspection.

On 17 December, the ship commenced a Holiday Upkeep Period (standdown) which would continue until 6 January 1992.

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