



Rec-02/28/94
DEPARTMENT OF THE NAVY
USS COWPENS (CG 63)
FPO AP 96662-1183

DECLASSIFIED

5750
Ser OPS/017
8 Feb 94

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From: Commanding Officer, USS COWPENS (CG 63)
To: Director of Naval History (OP-09BH)
Subj: COMMAND HISTORY
Ref: (a) OPNAVINST 5750.12E
Encl: (1) Narrative File (C)
(2) Chronological File for 1993 (C)
(3) Command Composition and Organization (C)

1. In accordance with reference (a), enclosures (1) through (3) are forwarded.

W. B. Bethea

DALLAS BETHEA

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

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NARRATIVE FILE

USS COWPENS found itself enroute to Dubai, U.A.E. on New Year's Day 1993. The following five days were spent inport Dubai where all hands enjoyed a brief respite from the tensions of Arabian Gulf Operations.

Following this short port visit, COWPENS was once again on patrol in the Arabian Gulf. This patrol would turn out to be one of the most exciting in the ship's brief history. In addition to maintaining the Air and LINK picture for the entire Gulf, COWPENS was also the AAW Picket ship in the Northern Arabian Gulf as well as one of the duty strike ships. Tensions in Iraq had increased dramatically due to Saddam Hussein's reluctance to accept the sanctions imposed on his country by the international community and, specifically, the United Nations. As such, coalition air strikes were ordered on 14 Jan in order to eliminate some of the Surface-to-Air Missile Systems that threatened coalition aircraft patrolling the No-Fly Zone. COWPENS provided LINK support for some of these aircraft as well as Air Control for some of the aircraft involved in these strikes. The air strikes however did not quiet the Iraqis and at the same time evidence was discovered by United Nations Inspection Teams that a particular nuclear research and processing facility had the capability to produce material for use in nuclear weapons. Because of this, a TOMAHAWK weapons strike was ordered by the National Command Authority. As a duty strike ship, COWPENS along with USS STUMP and USS HEWITT in the Arabian Gulf, and USS CARON in the Red Sea, was tasked with this mission. COWPENS lead the strike from the Arabian Gulf and in doing so launched 10 of the TOMAHAWKS fired. The entire mission in the Arabian Gulf was filmed using COWPENS embarked helicopter LONEWOLF 50 utilizing Forward Looking Infrared (FLIR) Video. The footage from this event was seen around the world on CNN and other major news agencies. Additionally the facility was destroyed and the mission was deemed an overwhelming success. COWPENS finished the remainder of this patrol and proceeded to Abu-Dhabi.

On 23 January while inport for a brief maintenance and upkeep period, the Prospective Commanding Officer, Captain Dallas Bethea arrived to begin his turnover with Captain Moore. The turnover formally commenced on 27 January as COWPENS returned to the Gulf for another brief patrol. A brief stop in Jebel Ali was made on this day in order to reload TOMAHAWK Cruise Missiles.

The brief patrol which occurred from 27 to 31 January was spent primarily turning COWPENS over to its new Commanding Officer. The patrol concluded when the ship anchored at the Sitra Anchorage in Bahrain.

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On 2 February, the time honored Change-of-Command ceremony occurred onboard while at anchorage. Distinguished visitors included RADM Coady (COMCRUDESGRU FIVE), who was guest speaker. A brief reception followed and then it was time to once again prepare for another patrol.

From 3 through 6 February, COWPENS conducted another brief patrol while enroute to Abu-Dhabi.

The next four days were spent in port Abu-Dhabi where the crew was given some much needed rest and also was able to prepare for the upcoming patrol in the Gulf.

During the period 11 through 27 February COWPENS once again assumed responsibilities for the Gulf air and Link picture as well as being one of the Duty Strike ships and the Northern Gulf AAW Picket Ship.

The last day of February through the 9th of March found the COWPENS in a much needed availability with the CAPE COD. This period not only provided a break for the crew but also allowed for repairs to the engineering plant and combat systems which had now been operating almost continuously for nearly three and a half months.

On 10 March, COWPENS began the final Gulf patrol of the deployment. Although it was only a three day patrol, one of the events that occurred during it was quite memorable. In addition to having the Joint Chiefs of Staff Strike Officer visit on 11 March in order to present the ship with a number of awards for its role in the 17 January strikes, the ship participated in an exercise with the Russian Guided Missile Destroyer RNS ADMIRAL TRIBUTS from 11 to 12 March. The exercise included a personnel exchange, maneuvering and signal drills, an underway replenishment stationing exercise, air defense tracking, surface gunnery, and helicopter operations. This exercise afforded COWPENS' officers and crew a valuable opportunity to see their Russian counterparts as never before and helped to foster a new understanding of the Russians and also develop respect for the professional abilities of our new allies.

On 13 March COWPENS transited the Straits of Hormuz and simultaneously conducted escort duties for the KITTY HAWK as the Battle Group was enroute to a rendezvous with the NIMITZ Battle Group for turnover.

The rendezvous and turnover were conducted on 18 March in the North Arabian Sea. COWPENS primarily turned over with the USS LAKE CHAMPLAIN. Upon completion of the turnover, COWPENS and the remainder of the Battle Group became assets of COMSEVENTHFLT and were officially detached from the Central Command Area of Operations. The transit home to San Diego now began.

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On 23 March, while enroute to a port visit in Thailand, COWPENS conducted another turnover with the USS CHANCELLORSVILLE. who was enroute to the Arabian Gulf.

The transit from the Gulf concluded on 24 March as COWPENS pulled into Phuket, Thailand for a five day port visit. Following the Phuket port visit, the ship began the long transit through the Straits of Malacca enroute to Hong Kong. An additional challenge was placed on the crew in that they performed escort duties through the strait for the nuclear submarine USS LOUISVILLE.

Prior to turning north for Hong Kong, the ship detoured to the south and down to the world of Neptunus Rex for the traditional "Crossing the Line" ceremony. On 1 April COWPENS' "Pollywogs" completed the ceremony and were christened "Shellbacks" by Davy Jones himself.

At the completion of the "Wog Day" ceremony, the ship turned north and proceeded to Hong Kong for a port visit from 5 to 9 April.

On 10 April, the ship was once again underway enroute Pearl Harbor, Hawaii. The transit to Pearl Harbor would take two weeks and the time was spent preparing the ship for its homecoming. Although nothing out of the ordinary was expected, on 16 April COWPENS Air Intercept Controllers guided two F-14's to intercept and escort a Russian Bear Golf reconnaissance aircraft at a range of over 200 miles from the Battle Group.

The arrival in Pearl Harbor on 24 April brought with it many rewarding experiences; from the feeling of being back in the United States to the fact that reunions were happening for some of the crew. These reunions were a result of picking up our 60 Tigers on 25 April for the Tiger Cruise back to San Diego. In addition, some crew members were granted Aloha Leave and allowed to return to their families and friends before the ship returned to San Diego.

The Tiger Cruise began on 26 April and would continue until the ship returned to San Diego on 3 May. Not only were numerous events staged for the Tigers including a private airshow by Carrier Airwing Fifteen assets off of the KITTY HAWK, but the entire evolution was filmed by Houston Public Television. This offered the public a rare insight into the underway operation of today's Navy.

Finally, on 3 May, the COWPENS returned its sailors to their families and friends. Adding to a memorable homecoming was the fact that COWPENS was presented with the Tomahawk Shooter Flag. Only those ship's that have fired Tomahawk's in support of United States foreign policy are authorized to fly this prestigious

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award. In addition to these events, the much needed and awaited Post-deployment Leave and Upkeep period began.

During this leave period, a number of significant events occurred. On 26 May, the Commanding Officer and some of his key assistants were called upon to give an Anti-air Warfare Lessons Learned brief at Tactical Training Group Pacific. COWPENS had broken new ground in the utilization of AEGIS in AAW during its deployment and a number of tacticians were interested in hearing these items first-hand.

Additionally, on 1 June the ship was presented with the prestigious COMNAVSURFPAC Ship Safety Award. This award is presented to the one ship that had demonstrated an outstanding safety record and aggressive safety program.

On 02 June, COWPENS hosted a tour by the Ballistic Missile Defense Organization. The information provided to those members of the tour group allowed them to better understand the extensive capability Naval theater ballistic missile defense systems could employ in the overall defense of the United States and its allies.

The Post-Deployment Leave and Upkeep period ended on 06 June and was quickly followed up by a brief underway period. On 08 June the ship made the quick trip north to Seal Beach Naval Weapons Station to offload the majority of her ordnance in preparation for the upcoming Selective Restrictive Availability (SRA).

The ship returned from Seal Beach and soon found itself off the coast of San Diego and conducting a Naval Gunfire Support Exercise off of San Clemente Island. After not having shot for nearly two months, the ship received a score of 97.8%.

Also in the month of June, from the 17th through the 19th, on the other coast of the country a celebration was occurring in the town of Cowpens, South Carolina. It was the fiftieth anniversary of the commissioning of the original USS COWPENS (CVL-25). This ceremony was attended by a representative from the current COWPENS as well as crew members from the original ship. The festival included numerous luncheons, dinners, tours of the Cowpens Battlefield, carnival rides, a Miss Cowpens Mighty Moo Pageant, and a Mighty Moo Carnival.

The remainder of June and the majority of July was spent in port San Diego preparing for the upcoming SRA. On 19 July COWPENS once again made headlines when Moo University appeared in the "Navy Times". This article discussed the philosophy of Surface Warfare Qualification onboard COWPENS and how it differed from other ships in the Navy.

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On 20 July the ship was awarded the Meritorious Unit Commendation for naval operations in the Pacific and Indian Oceans and the Arabian Gulf for the period 18 November 1992 through 18 April 1993. The award cited the ship's role in the Arabian Gulf and OPERATION SOUTHERN WATCH and operations with the Russian Navy.

On 23 July the ship was "deadsticked" to Continental Maritime of San Diego where it would begin an intensive six week SRA on 26 July. This availability allowed for the installation of some of the latest technology in naval warfare including Multi-Frequency LINK 11 and Extremely High Frequency Satellite Communications. Other major modifications were made to the ship including a redesign of the Aqueous Film Forming Foam (AFFF) system. All of these modifications, along with numerous other minor ones, would serve to enhance the combat capability of COWPENS.

On 1 and 2 August the Commanding Officer and other selected officers and chiefs participated in a Technical Information Exchange at Dahlgren, Virginia. The Captain presented a myriad of lessons learned and observations made while in the Arabian Gulf. Many of these items were and are being incorporated into AEGIS school curriculums in the AEGIS training community.

During the month of August, a very important relationship was established with the Chesterton Elementary School. This relationship was created under the School Partnership program which allows for a ship's crew to integrate with and provide guidance and help for some of today's youth. Initial projects included repairing and building picnic tables and general housekeeping and maintenance for the school. A very long lasting and strong relationship has been created between the ship and the school and these bonds will grow stronger in the future.

A Light Off Assessment was conducted 07-10 September. This was used to determine if the engineers had maintained the requisite amount of knowledge and skill to operate the engineering plant in a safe manner. The assessment was flawless and permission was granted to commence Dock Trials on 14 September, a Fast Cruise on 15 September, and Sea Trials on 16 September.

The Sea Trials were conducted in the Southern California Operating Areas and flexed all of the weapons, combat, and engineering systems onboard to ensure proper operation. The ship was now ready to commence the interdeployment training cycle.

The Aviation Assist Visit was conducted from 20-24 September with COWPENS aviation teams performing in such a manner that the assist visit was upgraded to an evaluation and therefore became an Aviation Readiness Evaluation.

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The Command Inspection was conducted 21 September. In addition to having the major administrative programs on the ship examined, RADM Blair (COMCRUDESGRU FIVE) and three other members of his staff came aboard COWPENS to conduct a material inspection. They found the ship to be in superb condition which aided in an overall grade of outstanding.

The Command Assessment of Readiness and Training (CART) IIA followed the Command Inspection. From 27 September through 1 October, numerous members of the newly formed Afloat Training Group Pacific came aboard to determine COWPENS readiness for training. Assessments were made in Engineering, Combat Systems, Operations, and Navigation and included a day underway to assess the performance of both the equipment operators and the equipment itself.

CART IIA was immediately followed by CART IIB which assessed the readiness of the Supply Department. Both of these Assessments were used to determine that COWPENS was ready to commence its training availability.

Just after CART IIB, COWPENS got underway to participate in Composite Training Unit Exercise (COMPTUEX) 94-2T which lasted from 07-08 October. This exercise consisted of a submarine and over ten ships from the United States, Canada, and Mexico. The exercise flexed all of the major warfare capabilities of COWPENS; Anti-Air Warfare, Anti-Surface Warfare, and Anti-Submarine Warfare. The exercise finished with all participants entering San Francisco Bay and participating in Fleet Week 1993 from 9-13 October. A positive image of the Navy was portrayed to the people of San Francisco with well over 5,000 people visiting COWPENS.

Upon departure from San Francisco and through the 16th of October, COWPENS and three Canadian ships participated in the CARL VINSON Battle Group Intermediate Threat Assessment as Orange Forces. COWPENS served as the Anti-Air Warfare Commander, LINK Coordinator, and Force Over-the-Horizon Track Coordinator. In addition to directing Orange air strikes against the Carrier Battle Group, COWPENS shadowed the carrier and provided valuable targeting data to the other Orange forces. COWPENS efforts resulted in a successful simulated over-the-horizon missile attack by one of the Canadian ships.

The return to San Diego brought a few days rest before the ship made a trip to the north and stopped at Seal Beach Naval Weapons Station to onload ammunition. Many of the weapons COWPENS would take on it's upcoming deployment were loaded here including Standard Missiles, Harpoon Cruise Missiles, Vertical Launch Anti-Submarine Rockets, 5" Gun rounds, 20mm rounds, and various other ammunition.

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The ship returned to San Diego on 22 October and on 25 October COWPENS began the Total Ships Training Availability (TSTA) Phase I. This availability would last until 4 November. This availability trained COWPENS Training Teams, conducted basic level training for the crew, and worked on basic warfare skills.

During TSTA I, COWPENS implemented the COMNAVSURFPAC Leaders to Sea Embarkation Program. This program is aimed at allowing influential members of the San Diego community an opportunity to see their Navy in action. In today's world of shrinking defense dollars, this program is helping to foster community support for the Navy.

The next few weeks saw a number of inspections and trainers onboard COWPENS. First was the Force Anti-air Warfare Commanders module which was conducted from 8-12 November. The aim of this trainer given by AEGIS Training Support Group San Diego was to train and prepare the ship's Anti-Air Warfare Teams in preparation for serving as Anti-Air Warfare Commander for the KITTY HAWK Battle Group in the next deployment.

The next inspection was the Tomahawk Block III System Certification. This system will allow COWPENS a great deal more flexibility in carrying out any Tomahawk tasking passed down by the National Command Authority. The certification consisted of numerous scenarios that included casualties to the system, thereby causing the operators to utilize their knowledge of the system to circumvent these casualties. The certification was passed with a grade of outstanding.

Finally, on the 19th of November, the COMCRUDESGRU FIVE Communications Security Material System (CMS) inspectors came onboard to verify COWPENS safely and securely handled crypto material. This inspection verified the ship's crypto account and examined it for even the slightest flaws. The ship was awarded a grade of outstanding.

On 22 November, the ship commenced TSTA II. This second Training Availability would last until 7 December. This availability would integrate all watch teams into a single organization capable of coordinating their efforts for mission accomplishment. In addition, this time was spent in preparation for the ship's upcoming Operational Propulsion Plant Examination (OPPE). Numerous engineering and damage control drills were conducted to prepare for this arduous examination. At the completion of TSTA II, the ship was ready for OPPE.

During TSTA II. COWPENS was selected to host a group of businessmen from the Chicago area as part of the Chief of Naval Operation's "Come to the Sea" program on 5 December. The aims of this program are very similar to those in the CNSP VIP

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Embarkation Program and the ship made a significant contribution to the Navy's efforts to maintain the support of the American public.

Just prior to the completion of TSTA II, the ship began a Cruise Missile Dual Assist that would last from 6 to 10 December. The purpose of this assist was to tactically integrate the Harpoon and Tomahawk cruise missile systems. It also served as a grooming for the Cruise Missile Tactical Qualification that would take place early the following year.

On 14 December, the Atlantic Fleet Propulsion Examining Board (PEB) administered the Operational Propulsion Plant Examination to COWPENS. COWPENS was assigned an overall adjective grade of "Good", a score achieved by fewer than 10% of the ships in the Navy.

Following OPPE, the ship finished the year with the traditional Holiday Leave and Upkeep period. During this period, the Harpoon Material Certification was conducted from 20-22 December. This inspection ensured that materially the ship was ready to utilize the Harpoon Weapon System and was completed satisfactorily.

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CHRONOLOGICAL FILE FOR 1993

JANUARY

01 GULF OPS
02-06 INPORT DUBAI
07-22 GULF OPS
14 AIC LINK 4A SUPPORT/COALITION AIR STRIKES
17 TOMAHAWK STRIKE
23 CAPTAIN BETHEA ARRIVES
23-26 INPORT ABU-DHABI
27 INPORT JEBEL ALI/LOAD TOMAHAWKS
27 COMMENCE COMMANDING OFFICER TURNOVER
28 OFFICER EXCHANGE W/FRENCH NAVY
27-31 GULF OPS

FEBRUARY

01 ANCHOR SITRA ANCHORAGE BAHRAIN
02 CHANGE-OF-COMMAND
03-06 GULF OPS
07-10 INPORT ABU-DHABI
11-27 GULF OPS
28-09 INPORT JEBEL ALI/TAV CAPE COD

MARCH

10-13 GULF OPS
11 JCS STRIKE OFFICER VISIT
11-12 PASSEX RNS ADM TRIBUTS
13 SOH TRANSIT
18 TURNOVER W/NIMITZ AND LAKE CHAMPLAIN
18 CHOP TO COMSEVENTHFLT
23 PASSEX USS CHANCELLORSVILLE (CG-62)
24-28 PHUKET PORT VISIT
29 EXIT STRAITS OF MALACCA FOR HONG KONG/ESCORT LOUISVILLE

APRIL

01 WOG DAY
05-09 PORT VISIT HONG KONG
10 UNDERWAY FOR PEARL HARBOR
16 COMP COMM ASSESSMENT (97.9)
16 BEAR INTERCEPT
19 CHOP COMTHIRDFLT
20 CROSS INTL DATE LINE
24 ARRIVE PEARL HARBOR
25 LOAD TIGERS
26-03 TIGER CRUISE FILMED BY HOUSTON PUBLIC TELEVISION

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MAY

03 HOMECOMING
03 PRESENTED WITH TOMAHAWK SHOOTER FLAG
03-06 LEAVE/UPKEEP
26 AAW BRIEF (TTGP)

JUNE

01 CNSP SHIP SAFETY AWARD
02 BALLISTIC MISSILE DEFENCE ORGANIZATION TOUR
08 OFFLOAD SEAL BEACH
15-17 FIREX II/SAN CLEMENTE
17-19 COWPENS MIGHTY MOO FESTIVAL SOUTH CAROLINA
20-26

JULY

19 MOO UNIVERSITY ARTICLE APPEARS IN NAVY TIMES
20 AWARDED MERITORIOUS UNIT COMMENDATION
COWPENS FESTIVAL COWPENS, SOUTH CAROLINA
26 COMMENCE SRA

AUGUST

01-31 SRA
01-02 TECHNICAL INFORMATION EXCHANGE DAHLGREN
09-13 SURPRISE DISBURSING AUDIT

SEPTEMBER

01-17 SRA
07-10 LOA/ASIR ASSIST
14 DOCK TRIALS
15 FAST CRUISE
16 SEA TRIALS
20-24 ASIR (AAV UP TO ARE)
21-22 COMMAND INSPECTION
27-30 CART IIA
30 NAV CHECK RIDE (ATGPAC)

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OCTOBER

01 CART IIA (UNDERWAY)
04-06 CART IIB
07-08 COMPTUEX 94-2T
09-13 FLEET WEEK
14-16 CARL VINSON ITA ORANGE FORCE
20 ENROUTE SEAL BEACH
21-22 ONLOAD SEAL BEACH
25-29 TSTA I

NOVEMBER

01-04 TSTA I
01-04 INITIAL PLATFORM FOR CNSP VIP EMBARKATION PROGRAM
08-12 FAAWC MODULE
15-19 T-HAWK BLK III CERTIFICATION
19 CMS INSPECTION
22-24 TSTA II
25 THANKSGIVING
29-30 TSTA II

DECEMBER

01-07 TSTA II
05 HOSTED CNO'S "COME-TO-THE-SEA" PROGRAM
06-10 CRUISE MISSILE DUAL ASSIST
14-16 OPPE LANTFLT
17-31 HOLIDAY LV/UPKEEP
20-22 HARPOON MATERIAL CERT

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COMMAND COMPOSITION AND ORGANIZATION
USS COWPENS (CG-63)
01 JAN - 31 DEC 1993

Commanding Officer: CAPT Edward Moore Jr., USN (01 Jan - 01 Feb)
CAPT Dallas Bethea, USN (02 Feb - 31 Dec)

Immediate Senior Command: Commander Cruiser Destroyer Group Five

RADM Philip J. Coady, USN (01 Jan - 27 Aug)
RADM Dennis C. Blair, USN (28 Aug - 31 Dec)

Homeport: San Diego, California

Mission: To provide multimission defense in support of national policy.

Aircraft: SH-60B Lonewolf 44/50 (HSL-45 Det 4) 01 Jan - 02 May
SH-60B Oceanlord 25 (HSL-43 Det 2) 07 Oct - 13 Oct

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