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DEPARTMENT OF THE NAVY

USS COWPENS (CG 63)

FPO AP 96662-1183

Rec 101/27/95

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Ser OPS/003

6 Jan 95

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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 1994 (C)
(3) Command Composition and Organization (C)

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

W. W. Brinn

DALLAS BETHEA

DECLASSIFIED BY: CNO (N09N2)

OPNAVINST 5513.16 SERIES

DATE: 10 Nov 2005

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The new year found COWPENS finishing up the traditional holiday leave and upkeep period. This period officially ended on 3 January although no significant events began in the new year until the 10th.

During the week of 10 January, the ship began two very important assist visits that would prepare it for its upcoming deployment. The first of the two was the Total Ships Training Availability (TSTA) phase three. During this time, the Logistics Management Team from Afloat Training Group (ATG) were aboard preparing the ship for an upcoming assessment. Their training proved invaluable. At the same time, the Combat Systems, Weapons, and Operations personnel were receiving advanced training in the use of Combat Systems Operational Sequencing System (CSOSS).

Following TSTA III and CSOSS Training, the ship was underway for the week of 18 January to conduct the underway portion of TSTA III. During this time, numerous anti-air, anti-surface, and anti-submarine scenarios were run which flexed the entire crew. All of these were done in order to prepare for the following week which would be the graduation exercise from the training cycle.

After a short weekend inport, the ship was once again underway for another busy work week. This week was known as the Final Evaluation Period, or FEP. It was time for the ship's training teams to demonstrate their ability to train the crew. The personnel onboard from ATG were no longer here to train the crew, they were now evaluating the ship's training teams. All of the teams did an outstanding job and COWPENS graduated from FEP. Additionally part of the FEP was a live-firing missile exercise. COWPENS fired one Standard Missile at a high altitude target and scored a direct hit. Not only were the ship's personnel ready for battle, but the combat systems were too. The crowning achievement of this week was being able to demonstrate COWPENS' combat readiness to a group of civilians participating in COMNAVSURFPAC's "Leaders to the Sea" program. During this program, COWPENS was able to discuss with key members of the San Diego community items such as the Navy impact on San Diego, the integration of the Navy into the San Diego community, the military use of high technology, and the ability of a cruiser to project power ashore.

The remainder of January was spent inport yet February started out with a very import qualification, the Cruise Missile Tactical Qualification. During this three day qualification, COWPENS cruise missile teams were put through an arduous twenty four hour scenario that completely flexed all watchstations. The teams performed flawlessly and as a result, the ship was again qualified to launch both Harpoon and Tomahawk cruise missiles.

Enclosure (1)

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After a brief three day respite, a number of inport trainers were scheduled to flex various watchstanders. From 7 through 11 February, various crewmembers attended the Battle Group Commanders Team Trainer, the Command and Control Warfare Commanders Trainer, and the Over-the-Horizon Team Trainer. All of these were used to hone the many skills that would be used in our upcoming battle group workups.

While a number of the crew were off the ship focusing on warfare skills, a number of the Combat Systems and Weapons personnel were focusing their attention on the Combat Systems Readiness Review (CSRR). This intense systems review examined and tested nearly every piece of the combat system. Although it was a taxing evolution, the final product was a combat system that was ready to face the rigors of the upcoming deployment.

The remainder of February was spent inport preparing to begin workups with the other members of the KITTY HAWK Battle Group. These workups began on the 28th of February.

On 28 February the ship got underway to join the USS KITTY HAWK, USS VINCENNES, USS CALIFORNIA, USS ROANOKE, USS CROMMELIN, USS FLINT, USS SALT LAKE CITY, and USS JEFFERSON CITY; all of whom made up the KITTY HAWK Battle Group. Off the coast of Southern California, COWPENS and these ships began training together for their upcoming deployment. The first exercise they participated in was a Composite Training Unit Exercise (COMPTUEX) 94-11A. This exercise was designed to begin integrating the different ships into a cohesive fighting force which it did very well. The exercise continued until the 13th of March.

On 14 March the Battle Group began its Intermediate Training Assessment (ITA) which was designed primarily to determine if all the ships and aircraft had been integrated at a basic level. During this three day assessment, COWPENS fulfilled a quite different and unique role. Rather than work with the aircraft carrier as had been stressed during the previous COMPTUEX, COWPENS was detached to provide local Anti-Air/Surface/and Subsurface Warfare Commander duties for the USS TRIPOLI Amphibious Readiness Group. During this period, COWPENS integrated with the amphibious ships and the Marines of the 15TH MARINE EXPEDITIONARY UNIT they were carrying. Various support and defense missions were carried out by the "Thundering Herd" and all were completed in true COWPENS excellence.

Following the ITA, the ship rejoined the KITTY HAWK Battle Group for COMPTUEX 94-12 which essentially built upon those skills acquired during the previous COMPTUEX. This brief exercise lasted until the 20th of March and the ship then returned to San Diego for a well deserved four day rest.

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The ship returned to the Southern California Operating Areas on the 25th of March for the beginning of advanced training, in this case Fleet Exercise (FLEETEX) ALFA. During this period the KITTY HAWK Battle Group and TRIPOLI Amphibious Readiness Group were integrated in their training and this provided for some interesting missions. One of these missions was having COWPENS provide Naval Gunfire Support (NGFS) for the Marines on the beach during one of their exercises. The Marines reported that, "fire from the COWPENS were the most accurate and responsive they had ever received." Once again, the professionalism of COWPENS crew was being recognized by those out in the fleet.

While underway for FLEETEX ALFA, the ship received notice from COMNAVSURFPAC that it had been awarded her second, consecutive Ship Safety Award. This prestigious award is a testament to the numerous safety programs onboard the ship and the ship's commitment to providing a safe environment for all those assigned.

During the week of 4 April, the ship was involved in a Missile Exercise (MISSILEX) with the other members of the KITTY HAWK Battle Group. This exercise was designed to allow all battle group members to fire actual missiles against real world target drones. COWPENS fired two missiles during this exercise both of which scored direct hits. One of the shots was particularly exciting in that the engagement was generated using the ship's Auto Special capability which allows the ship to fire a missile automatically without any human intervention. This Auto Special shot was taken at a drone travelling at two-and-a-half times the speed of sound at about fifty feet above the surface of the water. COWPENS missile scored a direct hit.

The next few weeks were spent inport finishing up the last major inspection of the cycle and continuing to train various watchstanders in battle group operations. April 11 through 14 was spent conducting a Battle Group/Amphibious Readiness Group Inport Trainer which gathered all of the key players in both the KITTY HAWK Battle Group and TRIPOLI Amphibious Readiness Group up at Tactical Training Group, Pacific. Here they were put through a simulation which stressed the planning and decision making functions of both groups.

The following week was spent doing a Logistics Management Assessment (LMA). This assessment looked into the operations of COWPENS Supply Department and also examined the Maintenance, Material, and Management (3M) Program onboard the ship. In typical COWPENS style, the ship once again received a grade of outstanding.

After a short weekend to rest after LMA, the ship was once again at sea in order to finish battle group workups. FLEETEX BRAVO began on the 25th of April and would finish on the 29th. This exercise further refined the advanced skills learned during FLEETEX Alfa and also served as a warm-up prior to FLEETEX CHARLIE

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which would certify the KITTY HAWK Battle Group ready to deploy. FLEETEX Charlie began on 30 April and continued through 4 May. This arduous exercise tested every facet of operations the battle group was capable of performing and was graded by Commander Third Fleet. The Battle Group performed splendidly and was certified ready to deploy overseas the following month.

Upon completion of FLEETEX CHARLIE, the ship steamed north for a port visit in Santa Barbara, California as part of their annual Harborfest celebration. After arriving on 6 May, the crew enjoyed some fantastic liberty in the small, coastal town. Time was spent taking tours of wine country and visiting some of the other outlying towns. Additionally, the Mighty Moo was open for tours and over 10,000 people came aboard to see a modern warship. All were thoroughly impressed. On 12 May the ship departed and returned to San Diego on the 13th.

Following a brief stop in San Diego, the ship began the quick trip north to Naval Weapons Station Seal Beach California on 18 May in order to gather up the remaining ammunition it would need for deployment. While enroute the ship conducted a burial-at-sea for Lieutenant Commander Timothy Hass, an old friend and shipmate of Captain Bethea. Additionally, the ship conducted a Fire Exercise Phase II (FIREX II) during which COWPENS NGFS Team was put through five different firing missions for score. The ship scored a 97.1% and had demonstrated once again, that it was more than qualified to support the Marines ashore.

On the morning of 19 May, the ship arrived in Seal Beach and began to onload various types of ordnance including the Tomahawk cruise missiles it would take overseas. This evolution was quickly and professionally completed on the 20th of May and the ship returned to San Diego. Beginning that night members of the Thundering Herd fanned out across the country to join their loved ones as the Pre-Overseas Movement (POM) Leave period began. It would continue until 20 June.

During POM, a number of significant events occurred. One was on the 1st of June when COWPENS participated in a test of the National Emergency Coordination Net. This system was designed to disseminate information to the general populace in case of emergency. COWPENS would be part of this communication pipeline should the need arise and proved the ship was capable by successfully communicating with the National Coordination Center located in Virginia. Also during POM, on 13 June, a Navy film team came aboard to film segments of an upcoming recruiting commercial. COWPENS crewmembers were featured in this commercial which would be used nationwide to attract potential recruits to the Navy. The pride COWPENS crewmembers have for both their ship and country was very evident in these segments.

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The end of POM was signalled by the ship's Family Day Cruise on 21 June. This event allowed for all crewmembers to bring their family members onboard for a day at sea in order to see the ship operate. Nearly every crewmember had guests aboard who were treated to aircraft fly-by's, a high speed run, a steel beach picnic, and the opportunity to see their crewmember in action.

On 24 June, it was time for the ship's crew to say goodbye to all their loved ones and venture west on yet another deployment. The ship joined the other members of the battle group off the coast of California and following two days of carrier qualifications for the Air Wing, began the long transit across the Pacific. A vast majority of the transit, which took the Northern Great Circle Route, was spent in thick fog that prevented the battle group from safely conducting numerous events, including a planned 4th of July "Fireworks" display. Significant events during the transit included "losing" the 6th of July to the International Date Line and coming under the operational control of Commander Seventh Fleet on the 10th. In addition, COWPENS participated in the search for debris on 12 July from a F-14 that crashed on the KITTY HAWK the previous day. Both personnel on the F-14 were only slightly injured however it was hoped that some material could be recovered and explain the accident. COWPENS didn't find any material during the evolution, however, an accident occurred during the lowering of COWPENS Rigid Hull Inflatable Boat (RHIB) and five men went into the water because of a material defect in the boat releasing mechanism. All were successfully recovered using the ship's gig and Oceanlord 24 and miraculously only one was slightly injured. The transit was finally completed on 16 July when the ship moored to Pier India-Six in Sasebo, Japan.

From 16 to 21 July, the crew enjoyed the liberty of the Orient. During the port visit tours were offered to Nagasaki while others ventured forth on their own to explore the surrounding country. Although the value of the dollar was at a low, all crewmembers enjoyed the simple pleasure of being able to get onto dry land. In addition to seeing Japan, the crew also enjoyed having some of the conveniences of home such as the Navy Exchange and Commissary. Finally, everyone was able to call home and speak to their loved ones in the States.

On 22 July the ship was once again underway for continued operations with the remainder of the Battle Group in the Eastern China Sea and Yellow Sea.

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Land was once again sighted on 29 July. From this day until the 31st of July, the crew enjoyed the liberty offered by Kagoshima, Japan. This port visit was especially enjoyable since no other ships were in port at the same time. In essence, the city belonged to the crew. Kagoshima was especially interesting in that the center of the harbor is home to an active volcano. This kept the duty sections busy sweeping volcanic ash from the decks. While they were busy onboard, the remainder of the crew was enjoying the sights, food, and culture of Kagoshima.

On 1 August, the ship weighed anchor and began the short transit to Yokosuka. The trip was uneventful with the exception of the thorough freshwater washdown of the ship that was required to remove remaining ash from Kagoshima's volcano.

COWPENS entered Yokosuka on 04 August and would remain there until the 9th. Although this would be a working port for the crew, they were still able to get out and enjoy the local area. Some crewmembers even braved the Japanese mass transit system and made the trip to Tokyo. A few of the crewmembers even attended the annual National Football League game played in Tokyo. Most of the crew however, enjoyed the myriad of activities and services available on base. Many trips were made to the clubs, bowling alley, exchange, commissary, and the various base eateries. There were also numerous sporting contests between the various ships and the First Annual Officer versus Chief Petty Officer Softball Game was held with the officers winning 18 - 8.

10 August saw the ship underway again with the remainder of the battle group for continued operations in and around the East China Sea. The ship detached from the battle group on 12 August to begin an independent transit to Pohang, Republic of Korea. Along the way, the ship had to hold its position for about twenty-four hours in order to allow Typhoon Ellie to pass ahead. Although the storm was over 200 miles away, COWPENS felt the effects of it. After the storm passed, the ship continued on towards Pohang and the rest of the trip was uneventful.

On 16 August, the ship arrived in Pohang for a very brief stop. The main purpose of the stop was to conduct the Pre-Sail Conference for the upcoming PASSEX with the ROK Navy. Fortunately, it also provided an opportunity for the crew to get to the beach and enjoy some more well-deserved liberty. Following a long liberty boat ride from the anchorage, the crew found a new liberty experience in South Korea. Since the dollar was much stronger here, the crew enjoyed the shopping offered by the local market. Popular items were athletic shoes and wear, leather goods, and blankets. COWPENS left this port a little lower in the water after all of the newly acquired goods had been loaded aboard.

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The morning of 17 August saw the ship underway and brought the beginning of the PASSEX with the ROK Navy. For the next two days, COWPENS along with the ROKS CHONGJU, ROKS POHANG, and ROKS WONJU conducted numerous joint training evolutions in the Sea of Japan. Additionally, the ships exchanged personnel in order to both observe how the other navy operated and to learn about each others culture. The PASSEX was deemed to be a complete success by both navies and furthered the interoperability between the two navies.

On 19 August the ship began an independent transit to Hong Kong. Although the ship was scheduled to rendezvous with the remainder of the battle group before pulling into Hong Kong, another typhoon blocked COWPENS intended track and as such the ship had to divert. Super Typhoon Fred resulted in even greater winds and seas than the other storm COWPENS had faced, yet once again the ship rode out the storm unscathed. Other highlights of the transit included a challenge by the Taiwanese to Oceanlord 25 (COWPENS embarked helicopter) on 21 August and a challenge to COWPENS by a Taiwanese Destroyer on 22 August.

Following the transit, the ship arrived in Hong Kong on 24 August and moored at Prince of Wales Barracks. For the next five days, the crew scattered all about this wondrous city. From trips to Kowloon, Macau, or to the other side of Hong Kong Island and Stanley Market, the crew managed to see everything there was to see. Once again, numerous gifts and mementos were purchased. Additionally, the crew took the opportunity to enjoy the authentic Chinese cuisine offered in nearly any one of Hong Kong's 30,000 restaurants.

The transit to the battle group was once again conducted independently since the other ships departed Hong Kong two days prior to COWPENS. With the exception of being overflown by two Taiwanese F-5 aircraft on 30 August, the transit was uneventful. Late on 31 August the ship rejoined the rest of the battle group.

For the next two weeks, the crew fell into the routine of normal battle group operations. In addition to the myriad of inside the lifelines training that was occurring, COWPENS participated in a series of command and control exercises which tested connectivity and architecture around the Korean peninsula.

On 13 September, the ship arrived in Pusan for a well deserved five day port visit. The crew enjoyed the sights, sounds, and shopping of the local markets. Texas Street was one of the favorite areas for sailors and many could be found there considering the KITTY HAWK, VINCENNES, and ROANOKE were also inport. While inport, a reception was held onboard for numerous battle group officers as well as representatives from the ROK Navy.

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The ship was underway again on 18 September and was now operating in the Sea of Japan. The ship spent the remaining eight days underway as the Anti-air Warfare Commander for the Battle Group since VINCENNES was making a port visit in Otaru, Japan. This additional duty kept the crew busy but provided another chance for them to excel.

On 29 September the ship entered Chinhae, Korea in order to begin an exercise with the Republic of Korea Navy. The inport phase lasted until 2 October during which numerous conferences and briefs were held. These meetings furthered the interoperability between the two navies. Additionally, the stopover was another chance to relax ashore, call home, and enjoy the liberty offered in South Korea.

The ship got underway on the morning of 03 October to participate in ASWEX 95-1K-ASWEX 95-1US. This joint exercise flexed all warfare areas and worked to improve overall interoperability with the Republic of Korea. COWPENS was the overall officer-in-tactical-command for the exercise and worked closely with their ROK counterpart, Commander ASW Squadron Fifty-one. At the conclusion of the exercise, both navies agreed it was extremely successful and were very pleased with the outcome.

Due to port loading in Chinhae, the ship was required to move up to Pusan for three days. The ship was required to return to Chinhae again on 14 October in order to participate in the pre-sail activities for an upcoming exercise as well as host a reception. Because of these requirements, the ship was inport Chinhae on the 9th and 10th, it got underway on the 11th and moved up to Pusan where it arrived that same afternoon and remained until the 13th. On the morning of the 14th it was again underway in order to return to Chinhae where it remained until the 16th.

On 17 October, the ship was again underway for its final exercise with the ROK Navy. During this underway period, the staff of Commander Destroyer Squadron SEVENTEEN was embarked, including the Commodore. For the next two days, the crew of the COWPENS participated in an operational exercise with the ROK Navy. After two continuous days of extremely successful scenarios, the exercise finished and COWPENS was detached in order to proceed to Yokosuka, Japan.

From 19 to 20 October, COWPENS conducted an independent transit from the Korean peninsula to Japan. This time was well utilized in not only preparing for the upcoming availability, but also to conduct various drills that are best accomplished when away from the remainder of the battle group. The transit was uneventful and on 21 October, the ship battled the rain and fog during the transit up Tokyo-wan, and eventually moored in Yokosuka, Japan.

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During the next two weeks, the ship conducted its mid-deployment upkeep with the USS CAPE COD (AD-43). In addition to the vast amount of work being performed on the ship, the crew was able to get off the ship at night and enjoy all of the activities offered in the Yokosuka area. Additionally, the Command Picnic was a vast success and during this gala event, the E6 and below softball team beat the Officer/CPO all-stars 24-19. Afterwards, the ball players joined the rest of the crew in burgers, dogs, and all kinds of other picnic trimmings. The two weeks in Yokosuka went by very quickly and before the crew knew it, it was 03 November and time to get underway again. The success of this inport period was in the fact that the Mighty Moo got underway CASREP-free.

The next four days were spent conducting an independent transit to the vicinity of Okinawa in order to rendezvous with the remainder of the battle group. Gun shoots and internal drills kept the crew busy while they regained their sea legs, and before they knew it, they were back with the battle group.

From 8 to 12 November, COWPENS and the KITTY HAWK Battle Group joined a vast number of Japanese naval units and formed a Joint Task Force as part of ANNUALEX 06G. This Force was being opposed by various submarines, surface units, and aircraft as it made its transit up the Pacific side of Japan as part of large naval exercise. The Mighty Moo once again performed in an exemplary manner as the Sector Anti-Air Warfare Commander for the Combat Logistics Force transit group. The crews tactical prowess was once again demonstrated by the fact that not one ship in the formation was ever attacked by anything from the air.

ANNUALEX finished up on the evening of the 12th and the 13th was somewhat akin to an intermission in the exercise. On the 14th, the exercise began again but this time with a new name, KEEN EDGE 95. For this exercise, COWPENS now became the Anti-Air Warfare Commander for the units on the Pacific side of Japan. This was a very challenging anti-air warfare arena for during the two days COWPENS participated in the exercise, over 200 aircraft flew mock attacks on the force. The exercise totally flexed the watch teams in CIC and as usual they rose to the occasion.

On the evening of the 15th of November, COWPENS detached from KEEN EDGE along with the KITTY HAWK and ROANOKE and began the transit to Hong Kong. With the exception of seamanship exercises with the other ships, some basic anti-air warfare exercises, and inside-the-lifelines training, the transit was uneventful.

From 21 to 25 November, the Herd once again wandered about the Hong Kong area. For many, reunions with their spouses or loved ones occurred here prior to the trip home. Others in the crew ended their deployment here as they returned to the states from here on "Early-bird" leave in order to make room for Tigers in

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Pearl Harbor. Regardless, all hands enjoyed their stop in this jewel of the orient yet, in the end, all were anxious to once again be underway for the next port call would be in the United States and, shortly after that, home.

The next five days were spent transiting with the battle group to the Guam area. The transit was uneventful and quiet as most ships were beginning to make preparations for their return home. On 01 December, the ships arrived in the Guam area and began Exercise TANDEM THRUST 95. This large scale exercise involved all branches of the United States Armed Forces as well as forces from Australia. For the next six days, COWPENS was involved in an ever increasing conflict that culminated in joint air strikes as well as amphibious landings. Throughout this exercise, COWPENS performed as the Anti-air Warfare Commander for the battle group and did so in superb COWPENS style.

On the evening of 6 December, the battle group once again formed up and began the transit to Pearl Harbor. The weather during the transit was unusually rough and provided for a bouncy ride. In some places topside, the salt spray was so bad that it looked as though the ship had been through a snow storm.

The morning of 14 December saw the islands of Hawaii off of the bow of the Mighty Moo. For the first time in nearly five-and-a-half months, the crew was able to set foot upon American soil. Although some of the crew departed for home here on "Aloha" leave, the majority spent their time enjoying the sights and sounds of the islands as well as taking care of any last minute Christmas shopping. Whatever storage room was left aboard was now full of Kona coffee and macadamia nuts.

Just prior to getting underway from Hawaii, the ship unloaded a rather large contingent of Tigers (friends and relatives) who would make the trip back to San Diego with us. They all were very excited as this was the first time some had been aboard a Navy warship, and for the very first time in COWPENS' history, women were now allowed to embark for the Tiger Cruise.

Late in the afternoon of 16 December, the ship set sail for San Diego. The voyage across the remainder of the Pacific proved to be very rough thanks to a storm heading south from the Gulf of Alaska. This however, didn't stop all concerned from making the final preparations prior to returning home. Additionally, a myriad of activities were scheduled for the Tigers including both a day and night firepower demonstration and an airshow by Carrier Airwing FIFTEEN. Everyone was thoroughly impressed and the entire cruise was enjoyed by all.

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On 22 December, the Thundering Herd finally came over the San Diego horizon and arrived back home to friends and family. After the homecoming celebration, many members of the crew departed on holiday leave while others simply remained in the local area yet took advantage of the relaxed working hours. It was a well deserved rest for all at the end of a very busy year.

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CHRONOLOGICAL FILE FOR 1994

JANUARY

01-03 HOLIDAY LEAVE AND UPKEEP
04-17 INPORT SAN DIEGO
10-14 TSTA III
LMA ASSIST
CSOSS PHASE II
18-21 TSTA III
22-23 INPORT SAN DIEGO
24-28 FEP
COMNAVSURFPAC'S "LEADERS TO THE SEA" PROGRAM
27 MISSILEX
29-27 INPORT SAN DIEGO

FEBRUARY

01-03 CMTQT
07-11 BGCTT
07-18 CSRR
28-13 COMPTUEX 94-11A

MARCH

14-16 ITA/AMPHIB OPS
17-20 COMPTUEX 94-12
21-24 INPORT SAN DIEGO
25-01 FLEETEX A
25 COMNAVSURFPAC SURFACE SHIP SAFETY AWARD
27 NSFS PERIOD

APRIL

02-03 INPORT SAN DIEGO
04-07 MISSILEX
07-09 KITTY HAWK MAN OVERBOARD
10-24 INPORT SAN DIEGO
11-14 BGIT/ARGIT
18-22 LMA
25-29 FLEETEX B
30-04 FLEETEX C

Enclosure (2)

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MAY

05 ENROUTE SANTA BARBARA, CA
06-11 VISIT SANTA BARBARA, CA
12 ENROUTE SAN DIEGO
13-17 INPORT SAN DIEGO
18 ENROUTE SEAL BEACH NAVAL WEAPONS STATION
18 BURIAL AT SEA FOR CDR TIMOTHY HASS
18 FIREX II
19-20 ONLOAD SEAL BEACH
20-20 POM

JUNE

01 NATIONAL EMERGENCY COORDINATION NET TEST
13 NAVY RECRUITING FILM TEAM
21 FAMILY DAY CRUISE
22-23 INPORT SAN DIEGO
24 DEPLOY
24-15 TRANSIT TO WESTERN PACIFIC

JULY

06 CROSS INTERNATIONAL DATE LINE
10 CHOP TO COMSEVENTHFLT
11 F14 ACCIDENT ON KITTY HAWK
12 MEN OVERBOARD
13-15 PASSEX WITH JMDSF
16-20 PORT VISIT SASEBO, JA
21-28 OPERATIONS EAST CHINA SEA/YELLOW SEA
29-31 PORT VISIT KAGOSHIMA, JA

AUGUST

01-03 OPERATIONS NORTHWESTERN PACIFIC
04-09 PORT VISIT YOKOSUKA, JA
10-15 OPERATIONS EAST CHINA SEA
11-13 TYPHOON ELLIE
16 PORT VISIT POHANG, ROK
17-18 ROKN-USN PASSEX SEA OF JAPAN
19-22 SUPER TYPHOON FRED
19-23 TRANSIT TO HONG KONG
24-28 PORT VISIT HONG KONG
29-12 OPERATIONS EAST CHINA SEA/YELLOW SEA
30-01 TYPHOON GLADYS

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SEPTEMBER

12 ROK PRESIDENT KIM VISITS USS KITTY HAWK
13-17 PORT VISIT PUSAN, ROK
18-28 OPERATIONS SEA OF JAPAN
19-20 THEATRE BALLISTIC MISSILE DEFENSE EXERCISE
26-29 TYPHOON ORCHID
29-02 PORT VISIT CHINHAE, ROK

OCTOBER

03-08 EXERCISE ASWEX 95-1K-ASWEX 95-1US SEA OF JAPAN
09-10 PORT VISIT CHINHAE, ROK
10-11 TYPHOON SETH
11-13 PORT VISIT PUSAN, ROK
14-16 PORT VISIT CHINHAE, ROK
17-18 EXERCISE ROKN/USN ANTI-SOFEX YELLOW SEA
19-20 TRANSIT TO YOKOSUKA, JAPAN
21-02 MID-DEPLOYMENT UPKEEP YOKOSUKA, JAPAN

NOVEMBER

03-07 TRANSIT TO PHILIPPINE SEA
08-12 ANNUALEX 06G
14-15 KEEN EDGE 95
16-20 TRANSIT TO HONG KONG
21-25 PORT VISIT HONG KONG
26-30 TRANSIT TO GUAM

DECEMBER

01-07 EXERCISE TANDEM THRUST
07-13 TRANSIT TO PEARL HARBOR
14-15 PORT VISIT PEARL HARBOR
16-21 TRANSIT TO SAN DIEGO
16-21 TIGER CRUISE
22 RETURN TO SAN DIEGO.
22-31 POST DEPLOYMENT/HOLIDAY UPKEEP

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COMMAND COMPOSITION AND ORGANIZATION
USS COWPENS (CG-63)
01 JAN - 31 DEC 1994

Commanding Officer: CAPT Dallas Bethea, USN (01 Jan - 31 Dec)

Immediate Senior Command: Commander Cruiser Destroyer Group Five

RADM Dennis C. Blair, USN (01 Jan - 31 Dec)

Homeport: San Diego, California

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

Aircraft:	SH-60B	Oceanlord	24/25	(HSL-43	Det 2)	28	Feb-20	Mar
	SH-60B	Oceanlord	24/25	(HSL-43	Det 2)	25	Mar-01	Apr
	SH-60B	Oceanlord	24/25	(HSL-43	Det 2)	04	Apr-09	Apr
	SH-60B	Oceanlord	24/25	(HSL-43	Det 2)	25	Apr-12	May
	SH-60B	Oceanlord	24/25	(HSL-43	Det 2)	24	Jun-22	Dec

DECLASSIFIED

Enclosure (3)

~~CONFIDENTIAL~~