



DEPARTMENT OF THE NAVY
USS COWPENS (CG 63)
FPO AP 96662-1183

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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 1995 (C)
(3) Command Composition and Organization

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

W L Snyder
W. L. SNYDER

DECLASSIFIED BY: CNO (N09N2)
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NARRATIVE FILE

The transition from 1994 to 1995 saw not only a new year come to fruition, but also the passing of the leadership torch in COWPENS. On January 14, in a formal ceremony, Captain Dallas Bethea was relieved and Captain William L. Snyder was welcomed aboard as the new Commanding Officer.

COWPENS began the New Year in a post deployment stand down which officially ended on 22 January. On 23 January the ship left port and proceeded to the Southern California (SOCAL) Operating areas for the first underway training of the new year. The ship completed two days of air intercept training using Sentel Lear jets. COWPENS' air controllers demonstrated continued proficiency. The ship also spent a day on the SOCAL ASW Range (SOAR) conducting a Torpedo Exercise (TORPEX). The ASW team effectively and repeatedly tracked an underwater target resulting in a grade of outstanding.

Despite the numerous accomplishments during this busy week, the crowning achievement during this underway period was being able to demonstrate COWPENS' combat readiness to a group of civilians participating in COMNAVSURFPAC' S "Leaders to 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 and the future of the Navy. The ship returned to port on 27 January.

The following week the ship concentrated its efforts on conducting a Naval Gunfire Support (NGFS) team trainer. The NGFS team performed well during the training assist and was well prepared for the upcoming qualification firing exercise (FIREX).

The ship next was underway 06 February for FIREX II on the Shore Bombardment Area (SHOBA) range at San Clemente Island. The NGFS team performed superbly and earned a final grade of 96.6, OUTSTANDING. This demonstrated again that COWPENS was fully capable of supporting the Marines ashore.

On the afternoon of 07 February, COWPENS arrived at Naval Weapons Station Seal Beach to begin a two day offload of all major weapons ammunition in preparation for a March Drydocking Selected Restricted Availability (DSRA). After a successful ammunition offload the ship returned to San Diego 10 February.

COWPENS spent the week of 13 February in port and was next underway the week of 21 February for between-the-lifelines training which included several combat scenarios and engineering casualty control drills. Also this week, COWPENS performed a Burial-at-Sea for a retired servicemember. The burial ceremony was dignified and respectful.

27 February began an inport maintenance period (I-Avail) for the ship. COWPENS also participated in several inport trainers that week. A Target Motion Analysis (TMA) trainer along with Combat Information Center, Communications and Electronic Warfare inport exercises were all successfully conducted.

On 23 March the ship entered National Steel and Shipbuilding Company (NASSCO) for a three month Drydocked Selected Restricted

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Availability (DSRA). During the availability the ship received upgrades on several systems and major equipment. Because crew berthing spaces were being remodeled and habitability was less than optimal, COWPENS' crewmembers were housed at the Seven Seas, a local hotel, for the duration of the DSRA.

In April, CINCPACFLT announced USS COWPENS as the Spokane Trophy winner for 1994. COWPENS demonstrated "overall excellence in combat systems readiness" and "maintained a high state of operational readiness, while meeting a challenging variety of commitments and sustaining a demanding schedule."

The week of 17 April marked the beginning of the Tactical Training Cycle Basic Phase with AFLOAT TRAINING GROUP'S Command Assessment of Readiness for Training, Phase 2B (CART 2B). This logistics inspection primarily involved the Supply Department because for the first time a Maintenance, Material Management (3M) review, which involves all hands, was not included as part of the inspection.

Training was a mainstay throughout the DSRA. On 17 April several crewmembers were involved in Ordnance Handling training. Following that, during the week of 01 May, Combat Systems personnel conducted Combat Systems Maintenance Training. The week of 15 May the entire crew received Total Quality Leadership (TQL) training, with a select few receiving Aviation Ordnance Handling training. During the week of 22 May, several Junior Officers and Chief Petty Officer's completed a shiphandling trainer, while the engineers were busy with an Engineering Limited Team Trainer (ELTT). During the final week of May the ship received an Aviation Material assist in preparation for an upcoming Aviation Review. The week of 05 June, Bridge and Combat navigation teams concentrated on radar navigation training. Additionally, a majority of Combat Systems personnel were involved in a Combat System's Team Trainer (CSTT).

A Light Off Assessment was conducted 13-16 June. This event 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 and Fast Cruise on 19 June and Sea Trials on 21 and 22 June.

The Sea Trials were conducted in the Southern California operating areas and flexed all of the weapons, combat, and engineering systems on board to ensure proper operation. On the evening of 22 June, COWPENS finally returned to Naval Station. The Aviation Assist Visit was conducted on 29 June 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. In addition, that week, a Link 11 Longlook and Shiphandling Trainer kept crewmembers busy.

After a relaxing Fourth-of-July weekend, on 05 July the ship headed for Naval Weapons Station Seal Beach for an ammunition onload to restock what was offloaded prior to DSRA. COWPENS returned to San Diego on 07 July.

Shortly after the onload, Command Assessment of Readiness and Training Phase Two (CART 2A) began on 17 July. As result of demonstrated expertise and competence in all assessed areas,

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COWPENS validated the basic portion of training and was able to bypass phase one of the Tailored Ships Training Assessment (TSTA I), and begin TSTA II level training. This was a significant achievement that accelerated COWPENS' training process and allowed the ship to become a deployable unit almost two months earlier than planned.

The ship was underway for local operations the following week, embarking Midshipmen for Training (CORTRAMID) and several Leaders to Sea participants.

On 28 July the ship joined up with USS KITTY HAWK, USS OLDENDORF, USS DAVID R. RAY and USCGC CHASE to participate in Composite Training Unit Exercise (COMPTUEX) 95-19T. This exercise was designed to begin integrating the different ships into a cohesive fighting force. Although USS KITTY HAWK is the only ship that shares our battlegroup, the training was valuable to all units. This was COWPENS' first Battlegroup operation since return from deployment. Our first underway replenishment of the new year was conducted off the coast of Washington State with USS CAMDEN.

The COMPTUEX Battle Group transited north enroute Seattle, Washington. Although heavy seas slowed the force somewhat, all arrived in the Pacific Northwest on 01 August relatively unscathed. After an overnight stop in Port Hadlock, Washington for COWPENS and CHASE and Everett, Washington for the other units, the Battlegroup met early 02 August and transited to Seattle for the Seattle Seafair celebration. From 02-06 August the crew enjoyed the liberty of the "Emerald City".

COWPENS departed Seattle on 06 August in the company of USS KITTY HAWK, USS OLDENDORF and USS DAVID R RAY and continued COMPTUEX 95-19T. The ships conducted various training evolutions including several air warfare scenarios, tactical maneuvering and finishing with a CIWS Pre-aim Calibration Firing (PACFIRE). COWPENS detached from the COMPTUEX Battle Group on 10 August and returned to San Diego.

Following COMPTUEX, the ship spent the next couple of weeks inport. The Combat Systems and Operations Department concentrated on ASW training during an ASW Team Trainer. The Supply Department utilized a Storekeepers (SK) team trainer to help in preparing for an upcoming Logistics Management Assessment.

On 21 August the ship had full Air Warfare watch teams manned for participation in Joint Services Training Exercise (JSTE) 95-3. COWPENS acted as Area Air Defense Commander for this exercise which included Air Force, Army, Marine Corps as well as Navy Commands in a Joint Air Warfare scenario. This exercise proved to be an excellent joint training opportunity during which COWPENS again excelled. Commander, Cruiser Destroyer Group One commented that COWPENS' "planning" and "execution" as Area Air Defense Commander "set the standard for participants in this complex exercise."

After a weekend off, on 28 August the ship entered the Tailored Ship's Training Availability (TSTA) Phase Two. This intense training period would last until 29 September. Included in TSTA II training were Damage Control, Medical, Navigation, Engineering and Combat Systems Team Trainers designed to integrate all watch teams into a single organization capable of

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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.

Midway through the TSTA II training the ship was required to shift focus. 11-15 September the Logistics Management Assessment was conducted. Despite the myriad training events also happening, COWPENS earned a score of 90.08 for LMA.

COWPENS conducted a family day cruise on 23 September. This event allowed for all crewmembers to bring their family members on board for a day at sea in order to see the ship operate. Nearly every crewmember had guests aboard who were treated to flight operations provided by USS KITTY HAWK, a high speed run, a steel beach picnic, and the opportunity to see their family member in action.

Upon completion of TSTA II and after a brief weekend inport, COWPENS was underway for Joint Task Force Exercise (JTFEX) 95-3. During this exercise COWPENS, in conjunction with USS MAHLON S TISDALE and USCGC SHERMAN, simulated various Third World threat surface craft and, utilizing simulated threat capabilities, launched attacks against the NIMITZ Battle Group and the PELELIU Amphibious Ready Group. This was valuable training for the deploying Battle Group and Amphibious Readiness Group.

On 06 October COWPENS formed up with the USS KITTY HAWK for a Transit Exercise (TRANSITEX). COWPENS and KITTY HAWK successfully conducted several Force Training Video scenarios and a variety of mutual training. COWPENS also conducted 5" 54 and CIWS PACFIRES.

On the morning of 12 October COWPENS arrived in Cabo San Lucas, Mexico. The ship anchored in the harbor and the crew enjoyed some fantastic liberty in the small resort town. The ship departed the morning of 16 October and returned to the SOCAL Operating Areas to conduct Engineering and Link training.

The ship returned to San Diego on 20 October and was again underway three days later in support of OPPE preparations. The week spent conducting various Engineering and Damage Control Drills.

COWPENS again returned home on 27 October. The following inport week was spent finalizing items for the upcoming OPPE. The Propulsion Examining Board inspected COWPENS 06-08 November. The ship was so well prepared and trained that only one underway day was required, vice the normal two.

The next two weeks inport consisted of inhouse training and a maintenance availability with Ship's Intermediate Maintenance Activity (SIMA), followed by a week for conducting TSTA III Training underway. This provided the final "tweaking" prior to the Final Evaluation Period.

On 12 December, COWPENS reached the Final Evaluation Period. It was now time for the ship's training teams to demonstrate their ability to train the crew. The personnel on board 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 to "battle ready" and became a

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deployable Third Fleet asset. After the Final Evaluation Period, the ship went into a holiday leave and upkeep period, providing well deserved time off for family and friends.

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CHRONOLOGICAL FILE FOR 1995

01-22 JAN INPORT SAN DIEGO.
14 JAN CHANGE OF COMMAND.
23-27 JAN UNDERWAY SOCIAL OPERATING AREA. CONDUCTED AIC
TRAINING.
28 JAN-05 FEB INPORT SAN DIEGO. NGFS TT.
06 FEB NGFS SAN CLEMENTE ISLAND.
06-07 FEB UNDERWAY ENROUTE SOCIAL AND TRANSIT TO SEAL BEACH
08-10 FEB AMMUNITION OFFLOAD.
10 FEB UNDERWAY ENROUTE SAN DIEGO.
11-20 FEB INPORT SAN DIEGO FOR UPKEEP AND TRAINING.
21-24 FEB UNDERWAY SOCIAL FOR TORPEX.
23 FEB TORPEX.
24 FEB-19 MAR INPORT SAN DIEGO FOR UPKEEP AND TRAINING.
20 MAR-23 JUN DEPOT SELECTED RESTRICTED AVAILABILITY.
17-21 APR CART 2B.
15 MAY UNDOCKED.
19 JUN FAST CRUISE.
21-22 JUN UNDERWAY ENROUTE SOCIAL OPERATING AREA. CONDUCTED
SEA TRIALS.
23 JUN COMPLETED DSRA.
24 JUN-04 JUL INPORT SAN DIEGO FOR UPKEEP AND TRAINING.
05 JUL UNDERWAY ENROUTE NWS SEAL BEACH.
06-07 JUL AMMUNITION ONLOAD.
07 JUL UNDERWAY ENROUTE SAN DIEGO.
10-14 JUL UNDERWAY ENROUTE SOCIAL OPERATING AREAS.
17-21 JUL CART 2A.

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24-27 JUL UNDERWAY SOCIAL OPERATION AREA. CONDUCTED CORTRAMID
AND LEADERS TO SEA.

28JUL-10 AUG COMPTUEX 95-19T.

01-06 AUG INPORT SEATTLE.

07 AUG UNDERWAY ENROUTE SAN DIEGO. CONTINUE COMPTUEX 95-
19T.

10 AUG-10 SEP INPORT SAN DIEGO FOR UPKEEP AND TRAINING.

11-15 SEP LOGISTICS MANAGEMENT ASSESSMENT.

18-22 SEP UNDERWAY ENROUTE SOCIAL OPERATING AREAS. CONDUCTED
TYT TRAINING.

23-24 SEP INPORT SAN DIEGO.

25-29 SEP UNDERWAY ENROUTE SOCIAL OPERATING AREAS. CONDUCTED
TYT TRAINING.

30 SEP-01 OCT INPORT SAN DIEGO.

02-05 OCT OPFOR

06-07 OCT SOCIAL OPERATING AREAS.

07-10 OCT TRANSITEX W/USS KITTY HAWK.

11-15 OCT INPORT CABO SAN LUCAS, MEXICO.

16-20 OCT UNDERWAY ENROUTE SAN DIEGO. TYT TRAINING.

23-27 OCT SOCIAL OPERATING AREAS. OPPE PREPS

30 OCT-01 NOV INPORT SAN DIEGO

06-08 NOV OPPE

09-20 NOV INPORT SAN DIEGO

29 NOV-01 DEC UNDERWAY TYT TRAINING. TSTA III.

04-08 DEC UNDERWAY FEP PREPS

09-11 DEC INPORT SAN DIEGO

12-14 DEC FEP

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15-31 DEC

LEAVE AND UPKEEP

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COMMAND COMPOSITION AND ORGANIZATION
USS COWPENS (CG-63)
01 JAN - 31 DEC 1995

Commanding Officer: CAPT Dallas Bethea, USN (01 Jan - 13 Jan)
CAPT William Snyder, USN (14 Jan - 31 Dec)

Immediate Senior Command: Commander Cruiser Destroyer Group Five
RADM Dennis Blair, USN
(01 Jan - 12 Feb)
RADM Thomas Marfiak, USN
(01 Jan - 31 Dec)

Homeport: San Diego, California

Mission: To provide multimission defense in support of national
policy

Aircraft: HH-60 (HCS-5 Det 9) 26 Jul - 10 Aug

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