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

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and (2).

From: Commanding Officer, USS COWPENS (CG 63)
To: Director of Naval History (OP-09BH)

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12 (Series)

Encl: (1) Command Composition and Organization
(2) Chronology (C)
(3) Narrative (C)

1. Per reference (a), enclosures (1) through (3) are provided.

2. If you have any questions or need further assistance, please
do not hesitate to write or contact my Ship's Secretary,
YN1(AW) [REDACTED] at Commercial: [REDACTED] /DSN: [REDACTED]

W.D.S.
W. D. SULLIVAN

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

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COMMAND COMPOSITION
AND
ORGANIZATION

MISSION: "To provide multi-mission defense in support of national policy."

ORGANIZATIONAL STRUCTURE:

Type Commander: Commander, Naval Surface Force,
Pacific Fleet

Immediate Senior in Command: Commander, Cruiser-Destroyer
Group FIVE (CCDG 5)

COMMANDING OFFICER:

Captain William L. Snyder (1 January - 26 April)

Captain William D. Sullivan (27 April - 31 December)

HOMEPORT: San Diego, California

TYPE AND NUMBER OF AIRCRAFT CURRENTLY ASSIGNED: None

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Enclosure (1)

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CHRONOLOGY

January 1997

1-12 Underway (Arabian Gulf)
4 BILAT Exercise with HMS SOUTHAMPTON (D 90)
7 ASMD Exercise
13-18 Port Visit (Dubai UAE)
19-31 Underway (Arabian Gulf)

February 1997

1-10 Underway
8 Theater Ballistic Missile Defense (TBMD) Exercise
11-15 Port Visit (Dubai UAE)
16 XSIT Strait of Hormuz
17-22 BILAT Exercise with Pakistan
22-24 Underway (North Arabian Sea)
25 Chop to SEVENTH Fleet (C7F)
26-28 Underway (Indian Ocean)

March 1997

1-6 Underway (South Pacific)
7-10 Port Visit (Perth, Australia)
11-16 Underway (South Pacific)
17-21 Port Visit (Sydney, Australia)
22-31 Underway (Western Pacific)
30 Chop to THIRD Fleet (C3F)

April 1997

1-2 Underway (Middle Pacific)
3 Brief stop for personnel (Pearl Harbor, HI)
4-10 Tiger Cruise, Underway (Eastern Pacific)
11 Homecoming (San Diego, CA)
12-30 Inport (San Diego, CA)
12-30 Post Deployment Leave and Standdown
26 Change of Command (CAPT W. D. SULLIVAN relieved
CAPT W. L. SNYDER as Commanding Officer.)

May 1997

1-12 Post-Deployment Leave and Standdown
13-15 Underway (Southern California)
14-15 Spotter Services and Firing Exercise (FIREX) I,
San Clemente (93.7)
16-18 Inport (San Diego, CA)
19 Underway (Southern California to Seal Beach, CA)
20-21 Ammunition offload, Inport (Naval Weapons Station,
Seal Beach, CA)

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CHRONOLOGY (continued)

22 Underway (Southern California transit to San Diego, CA)
22-31 Inport (San Diego, CA)
27-31 Pier-Side Restricted Availability (PRAV)

June 1997

1-30 Inport (San Diego, CA)
1-30 Pier-Side Restricted Availability (PRAV)

July 1997

1-23 Inport (San Diego, CA)
24-25 Underway (Southern California), Post-PRAV, Sea Trial)
26-31 Inport (San Diego, CA)

August 1997

1-4 COMPUTEX 97-2, Underway (Transit to Seattle, WA)
1 Embark Helicopter Squadron (Light) 47, Detachment 4
5 Port Visit (Port Hadlock, WA)
6 Embark Commander, Cruiser-Destroyer Group THREE
6 Transit to Seattle, WA
6-10 Seattle Seafair, Inport (Seattle, WA)
7 Presentation of Spokane Trophy as "Most Combat Ready Ship in the Pacific Fleet"
11 Underway (North-Western Pacific transit to San Diego, CA)
11-12 Ammunition Onload from USS CAMDEN (AOE 2)
15-17 Deck Landing Qualifications (DLQs)
17 Fly-off of HSL 47 Detachment 4, Anchor (China Point, San Clemente Island, CA)
18 Underway (Southern California, transit to Seal Beach, CA)
18-19 Inport (Seal Beach, CA)
20 Family Cruise, Underway (Southern California transit to San Diego, CA)
20-31 Inport (San Diego, CA)
25-29 Command Assessment of Readiness and Training (CART II)

September 1997

1-21 Inport (San Diego, CA)
22-23 Underway (Southern California), Tailored Ship Training Availability I (TSTA I)
24 Inport (San Diego, CA), Underway (Southern California), Embark HSL 47 Detachment 4, transit to Monterey, CA

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CHRONOLOGY (continued)

25-27 Anchor/Port Visit (Monterey, CA)
28 Underway (Chop to CTF 12)
29-30 USW Special Operations

October 1997

1-2 Underway (Southern California, TEAMWORK NORTH)
1 Bi-Lateral ENCOUNTEREX with Chilean Destroyer
 CS BLANCO ENCALADA (DDH 15)
2-6 Inport (San Diego, CA)
7-10 Underway (Southern California)
11-19 I-AVAIL
20-22 Underway (Southern California), Missile Exercise
23-31 Inport (San Diego, CA)

November 1997

1-9 Inport (San Diego, CA)
10-13 Underway (Southern California), TSTA II, Plane Guard
 USS CONSTELLATION (CV 64)
14-17 Inport (San Diego, CA)
18-21 Underway (Southern California), TSTA II
22-24 Inport (San Diego, CA)
25-26 Underway (Southern California), Engineering
 Certification (ECERT)
27-30 Inport (San Diego, CA)

December 1997

1-8 Inport (San Diego, CA)
9-11 Underway (Southern California), TSTA III
12-14 Inport (San Diego, CA)
15-17 Underway (Southern California), Final Evaluation Period
 on Cruise Missile Tactical Qualification
18-31 Inport (San Diego, CA), I-AVAIL

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NARRATIVE

On 1 January 1997, COWPENS spent New Year's Day performing her duties diligently, patrolling and searching the Northern and Central Arabian Gulf for United Nation Sanction violators. COWPENS, a San Diego based Aegis Cruiser, has steamed along with the KITTY HAWK Battle Group since 11 October 1996. Upon entering the gulf on Thanksgiving 1996, COWPENS enforced Operation Vigilant Sentinel by conducting Maritime Interdiction Operations (MIO OPS) and supported Operation Southern Watch by monitoring the "No Fly Zone" in Iraq. The New Year's celebration in COWPENS officially started at noon local time to coincide with midnight, Pacific Standard Time. Festivities on the O-4 level included the countdown and lowering of the improvised "New Year's Ball" (a day signal ball was lowered on one of the yardarm lines), putt-putt golf, and a balloon tossing contest. Cake, ice cream and party favors made the celebration enjoyable while the crew sighed, knowing that the six month deployment was almost half-way over.

Relaxation and enjoyment opportunities were few and far between for the COWPENS crew who worked around the clock, staying alert and keeping a vigilant eye as part of Task Force 50 (TF 50) for FIFTH Fleet. The short New Year's celebration was a small reprieve from reality, but an hour later, it was back to work for the next twelve days at sea. With her sophisticated Aegis radar system and experimental Force Threat Evaluation Weapons Assessment (Force TEWA) loaded on board, COWPENS was designated "X-ray Whiskey", the battle group's Air Warfare Commander. Always maintaining and providing a clear air picture through real time data link with its advanced surveillance systems, COWPENS escorted the aircraft carrier and its air wing safely through international air space. Also designated as "REDCROWN", COWPENS ensured proper check in, check out and delousing of strike packages from Carrier Air Wing ELEVEN. The tactical and procedural inputs by COWPENS ensured safety, efficiency and force protection through all evolutions.

On 4 January 1997, COWPENS conducted a successful highline transfer of food with HMS SOUTHAMPTON (D 90). Other than for the sake of proficiency, this exercise promoted goodwill and increased interaction with the multinational force in the gulf.

On 7 January 1997, an Anti-Ship Missile Defense (ASMD) exercise was executed along with an underway replenishment (UNREP) with the battle group's supply ship/oiler, USS RAINIER (AOE 7), for fuel.

On 8 January 1997, LCDR Marr, Commander, Cruiser-Destroyer Group FIVE's Flag Secretary, flew on board for a three day stay to hone her ship-driving skills. LCDR Marr recently found out

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she would soon take command of a ship and received permission to act as Executive Officer on COWPENS, making her COWPENS' first female Acting Executive Officer.

On 9 January 1997, the ship's intelligence gathering team (SNOOPY Team) performed well on a graded evolution. CIA analysts gave grades of "A"s and high "B"s to the SNOOPY Team for the Intelligence Information Reports on Iranian Houdong activities and tactics. A gunshot, firepower demo and an UNREP with RAINIER for fuel were successfully performed on 11 January.

On 13 January 1997, COWPENS moored at Pier 29 in Port Rashid, Dubai, United Arab Emirates after leaving the same berthing spot two weeks ago. Having spent Christmas in Dubai, COWPENS sailors were familiar with the surroundings, etiquette and restrictions. During the six day port visit, a Captain's Cup Sports tournament was held with pierside ships USS NICHOLSON (DD 982) and USS PAUL HAMILTON (DDG 60). Sporting events included basketball, volleyball, softball and ping pong at Dubai's Seafarer Seaman Centre. While most were enjoying the friendly competition, the First Class Petty Officers were preparing for and took the Chief's exam on 16 January.

On 19 January 1997, COWPENS left Dubai to continue patrolling the gulf. An uneventful UNREP with USNS PECOS (T-AO 197) gave COWPENS fuel to start the next three weeks at sea.

On 20 January 1997, the ship held a Martin Luther King Jr. Celebration on the messdecks, complete with hymn singing and inspirational recitations by a few talented volunteers. The evening ended with a delicious and savory Southern style meal.

From 21 January to 1 February 1997, Iranian and Iraqi activity were minimal and calm as the Islamic world approached their holy observance of Ramadan. Meanwhile, the crew made shipboard life as pleasant as possible with activities such as "Casino night", "Commanding Officer For A Day", and making a Valentine Video to be sent home to the wives and loved ones. On 25 January, TM1(SW) [REDACTED], one of COWPENS' distinguished sailors and future officer selectee, was chosen as Commander, Cruiser-Destroyer Group FIVE's Sailor of the Year.

In the early morning hours of 2 February 1997, Groundhog Day, one of the Junior Officers made a delightful appearance, dressed up as the famed groundhog, Punxutawney Phil. The entire crew watched as he emerged from a hatch to see if a visible shadow would mean six more weeks of Arabian Gulf duties for COWPENS. Fortunately, no groundhog shadow was found, and the crew and groundhog all danced to the movie "Caddy Shack" theme song, "I'm All Right."

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On 3 February 1997, COWPENS electronic surveillance team detected a Chinese flagged vessel smuggling 3400 metric tons of illegal Iraqi gas oil. With coordinated efforts by NICHOLSON, USS CUSHING (DD 985) and helicopters from Helicopter Squadron Light Airborne Multi-Purpose System (HSL) 16 Detachment 8, the United Nations (UN) Sanction violator was cornered and caught in the dead of night while transiting international waters.

On 8 February 1997, COWPENS completed Arabian Skies 97-1. COWPENS successfully demonstrated TF 50's ability to integrate into a Theater Ballistic Missile Defense (TBMD) architecture that included Patriot Forces in Dhahran, United States Space Command (USSPACECOM) assets in orbit and on two continents, Joint Task Force Command Southwest Asia (JTF-SWA), and Commander, United States Navy Central (COMUSNAVCENT). COWPENS broadcast of low earth orbiting satellite tracks at ranges in excess of 400 NM emphasized Aegis capability. For the first time, JTF-SWA received real time simulated TBM radar tracks for virtually the entire missile time of flight.

On 11 February 1997, the ship moored at Dubai for the third and final port visit in the Middle East. For five days, the crew had their final chances of shopping the gold souks (malls), going on desert tours, and enjoying the local culture and cuisine. Safety and security stand downs were held on the 12th and 13th respectively while a controlled equipage inventory started on the 15th.

Also on 15 February 1997, eight COWPENS sailors participated in a Community Relations (COMREL) project, repairing a Sunday School building for the Sharjah's Holy Trinity Compound in Dubai. Under the lead of COWPENS Chaplain, LT [REDACTED] the volunteers washed windows, scrubbed walls and prepared the building for painting. Cases of sports drinks donated by Project Handclasp of San Diego were also given to the children of the compound. COWPENS was the only ship to ever hold a COMREL Project in Dubai.

On 16 February 1997, COWPENS transited the Strait of Hormuz for the last time and left the Arabian Gulf homeward bound.

After an UNREP with PECOS on 17 February 1997, COWPENS participated in "Inspired Alert 97-1". This exercise was conducted off the coast of Pakistan in conjunction with the Pakistani Air Force to provide training for surface and aviation units from both nations, as well as re-affirm the U.S. partnership with Pakistan. As Air Warfare Commander for the U.S. Forces, COWPENS coordinated 380 sorties, providing a rare opportunity for U.S. Navy pilots to match their skills against another nation in a wide assortment of "hostile" environments. After the training with the Pakistani Air Force was successfully completed on 22 February, COWPENS headed southeast, chopping to SEVENTH Fleet on 25 February.

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On 27 February 1997, COWPENS conducted a highline transfer of Commander, Cruiser-Destroyer Group FIVE and Commander, KITTY HAWK Battle Group, Rear Admiral Long Peter A. C. Long, USN, with RAINIER. Two hours later, COWPENS highlined Admiral Long to USS ANTIETAM (CG 54). That same night, festivities were held on the foc'sle in preparation for "Crossing the Equator."

Early in the morning of 28 February 1997, lowly "Wogs" were brought into the realm of King Neptune and transformed into trusty "Shellbacks" with fun and fanfare. The ship later had a steel beach cookout to celebrate the safe voyage into the southern hemisphere.

During the first week of March, the ship sailed to its next liberty port, Perth, Australia. Throughout these days, several exercises were conducted including Anti-Ship Missile Defense, Detect to Engage and Harm Tracking exercises. The Petty Officer Third and Second Class exams were held on the 4th and 6th respectively.

On 5 March 1997, COWPENS refueled at sea with USNS HENRY J. KAISER (T-AO 187) and replenished her food supply with USNS NIAGARA FALLS (AFS 3).

7 Through 10 March 1997, COWPENS enjoyed its first port visit in the "Land Down Under." Mooring in the port city of Perth, sailors began to readjust themselves to the modern western culture. Limited tour hours of COWPENS still brought literally over one thousand Australian visitors daily from the hospitable city. COWPENS' Wardroom also hosted a small formal reception on board to showcase the Aegis Cruiser for local city council members and the press.

On 11 March 1997, the ship left the friendly city of Perth while aspiring Petty Officer First Classes took their advancement exam. The journey from Perth to Sydney, Australia was the most uncomfortable trip of the entire deployment. Known as the "Bite of Australia", these white-capped waters south of the continent had high sea states and heavy winds which rocked COWPENS for five days, making helicopter operations impossible and the crew's stomachs queasy. Despite heavy seas, COWPENS flawlessly performed an UNREP with HENRY J. KAISER on 12 March.

On 14 March 1997, Admiral Long selected COWPENS as the 1996 Battle Efficiency winner in the battle group. This was COWPENS' fourth consecutive "Battle `E'".

On 17 March 1997, COWPENS safely pulled into the calm waters of Sydney Harbor, finally moored at the Australian Naval Base in Woolloomooloo Bay. As good timing would have it, the crew enjoyed St. Patrick's Day with the green clad merry-makers reveling

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through the downtown streets of Sydney. COWPENS was also awarded the TYCOM Surface Ship Safety Award that day. Unlike the open pier in Perth, there were no daily tours on board COWPENS for the general public while moored at the military installation. For the next five days, COWPENS sailors enjoyed the scenic landmarks, metropolitan sights and bustling night life of Sydney.

While inport, eight crew members volunteered in a COMREL project to renovate the Clifton Lodge, a group home for adolescents in Willoughby, a Sydney suburb. Renovation activities included painting, cleaning the swimming pool, gardening work and chopping firewood.

On 22 March 1997, COWPENS left the busy Sydney harbor amid hundreds of colorful small sail boats and steamed northeastward to its final port stop, Honolulu, Hawaii. After performing a quick UNREP with USNS GUADELOUPE (T-AO 200) just off Australia's east coast, COWPENS spent the next seven days conducting Emission Control drills, Maneuvering Board (MOBOARD) drills, Publication Exercises and landing qualifications for COWPENS helicopters from HSL 49 Detachment 6. Dozens of sailors and a few officers also used the transit time to study and earn their Surface Warfare qualification pin.

On 27 March 1997, the ship replenished from RAINIER and was also visited by Admiral Long for a half day stay. On 29 March, COWPENS and the entire battle group crossed the equatorial international dateline simultaneously. Due to losing one day, COWPENS took advantage of the extra Saturday with a safety stand down and nacho night.

On 30 March 1997, COWPENS chopped to THIRD Fleet. For the next three days, the ship conducted thorough field days and performed a fire power demonstration practice in preparation for the Tiger Cruise.

On 3 April 1997, the KITTY HAWK Battle Group arrived in Pearl Harbor, Hawaii for a one night stay to load our "Tigers" for the Tiger Cruise to San Diego and allow those crew members taking early leave to fly home ahead of the ship. Altogether, 80 Tigers embarked COWPENS for the transit home. Also on 3 April, the ship's new Commanding Officer, Captain William D. Sullivan, reported for duty to begin relieving Captain William L. Snyder. The Tiger group included several mothers and mothers-in-law and several other females, including sisters and daughters of the Thundering Herd. Afloat Training Group inspectors also arrived on board to inspect COWPENS Sales Division as part of the Best Ship's Store and Sales Award competition.

On 4 April 1997, COWPENS departed Pearl Harbor in company with the KITTY HAWK Battle Group, less USS CUSHING (DD 985) who was homeported in Pearl Harbor and had completed their

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deployment. The transit to San Diego was utilized to conduct all required turnover briefings and space inspections by Captain Sullivan in preparation for the 26 April Change of Command ceremony. The transit also included a wide variety of activities for our Tigers, including the completion of Tiger PQS, a firepower demonstration, steel beach picnic, pizza night prepared by the officers and movies on the foc'sle. All Tigers were made honorary crew members and received certificates from the Commanding Officer. Among the Tigers was Mr. Don Bogan from Cowpens, South Carolina, a staunch supporter of COWPENS. Mr. Bogan presented both Captain Snyder and Captain Sullivan with memorabilia from the town of Cowpens during a simple ceremony in the Wardroom.

On 11 April 1997, COWPENS arrived to a joyous homecoming at Pier 2, Naval Station, San Diego. The highly successful deployment culminated with the return to homeport and families. The scheduled fly-off of our two plane helicopter detachment had to be canceled due to a casualty to Redstinger 101 which required the ship to enter port with both helicopters on deck. The helicopters were repaired and successfully flew off in port on 14 April.

Between 11 and 26 April 1997, the crew took well-deserved post deployment leave and made preparations for the Change of Command ceremony. At 1000, under typically beautiful San Diego skies, Captain Sullivan relieved Captain Snyder as Commanding Officer. The guest speaker was Commander, Cruiser-Destroyer Group FIVE and Commander, KITTY HAWK Battle Group, Rear Admiral Peter A.C. Long, USN. Among the distinguished guests in attendance were Captain Sullivan's former boss on the Joint Staff, General Howell M. Estes, III, USAF, Commander-in-Chief, North American Aerospace Defense Command (NORAD) and United States Space Command.

From 27 April to 12 May 1997, the ship completed its post-deployment stand down period and made preparations for Firing Exercise (FIREX) and Spotter Services at San Clemente Island. On 13 May, the ship was underway in the Southern California (SOCAL) Operating Area, conducting FIREX I and Spotter Services on 14 and 15 May. The ship achieved a score of 93.7 during FIREX I which was marred by poor visibility and made target identification difficult. On 15 May, while providing Spotter Services to Marine Corps and U.S. Navy ANGLICO spotters ashore, the ship experienced a misfire in MT 51 with a hot gun. Barrel cooling was initiated and Spotter Services were canceled until the round could be safely cleared. On 16 May, the ship returned to San Diego for the weekend.

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COWPENS was underway again on 19 May 1997 for a one day transit to the Naval Weapons Station, Seal Beach, California, for ammunition offload, arriving that afternoon. The offload was successfully completed, and the ship departed Seal Beach and arrived at Pier 13, San Diego on 22 May.

On 27 May 1997, COWPENS commenced a nine week Pierside Restricted Availability (PRAV) for the Ship's Restricted Availability (SRA 3). The availability was contracted to Continental Maritime, San Diego, and consisted primarily of work to support the engineering plant following the deployment. Also included were a number of combat system ordnance alterations (ORDALTS) and repairs to fuel tank and superstructure cracks. A significant amount of interior and exterior deck resurfacing was also accomplished. The PRAV end date was set at 25 July.

On 1 July 1997, COWPENS hosted the Japanese Self-Defense Force ship JDS HAMAGIRI (DD 155) for her visit to San Diego which ran through 4 August. During this period, HAMAGIRI conducted numerous at sea operations in conjunction with COMTHIRDFLT and the NIMITZ Battle Group. During in port periods, COWPENS and HAMAGIRI also participated in sporting events and mutual social events. On 2 July, Captain Sullivan served as the senior U.S. representative for a wreath laying ceremony at Fort Rosecrans National Cemetery on Point Loma.

On 24 and 25 July 1997, COWPENS was underway in the SOCAL Operating Areas for a highly successful sea trial to demonstrate the effectiveness of repairs conducted during the PRAV. With minor exceptions, all systems were fully operational and the PRAV officially ended 25 July.

On 1 August 1997, COWPENS was underway enroute Seattle, Washington to participate in the Seattle Seafair. HSL-47 Detachment 4 embarked Saberhawk 66 for the transit. HSL-47 was scheduled to provide a two-plane detachment for COWPENS' next Arabian Gulf deployment in May 1998 and the opportunity was taken to begin training together as a team. The transit to and from Seattle was conducted under the tactical command of COMDESRON 21 embarked in USS ELLIOT (DD 967) and was conducted as COMPTUEX 97-2 for basic underway training. Ships involved included USS JARRETT (FFG 33), USS JOHN A. MOORE (FFG 19) and USNS WALTER S. DIEHL (T-AO 193). COWPENS served as Air Warfare Commander and orchestrated a highly successful joint Medium Range Air Warfare Exercise involving the Seafair transit group, the USAF Western Air Defense Sector (WADS) based at McChord AFB, Washington, and Air National Guard F-16s, Canadian T-33s and contract Lear aircraft. This first of its kind exercise demonstrated the U. S. Navy's ability to support WADS in its primary mission in the air defense of the continental United States as well as its developing mission for Theater Ballistic Missile Defense of the U.S..

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Other exercises conducted during the transit included surface to air gunnery exercises, tactical maneuvering, link training and underway replenishment training.

Early on the morning of 5 August 1997, COWPENS entered the Strait of Juan de Fuca and moored later that day at Indian Island Naval Weapons Station, Port Hadlock, Washington. The crew enjoyed a picnic and sporting events with the crew of USS RUSHMORE (LSD 47) while remaining overnight in Port Hadlock. On the morning of 6 August, COWPENS embarked RADM William Putnam, Commander, Cruiser-Destroyer Group THREE for the transit to Seattle. RADM Putnam broke his flag in COWPENS for Seattle Seafair in his role as the Officer in Tactical Command (OTC) for the Seafair Parade of Ships and SOPA for all visiting ships. COWPENS also embarked approximately 200 guests of the Seattle Council of the Navy League as well as family and friends of the crew for the trip into Seattle. The Parade of Ships included an airshow demonstration by USS ABRAHAM LINCOLN (CVN 72) which was conducted in Elliot Bay flanking downtown Seattle.

Seattle Seafair ran from 6 to 10 August 1997 and afforded the crew a great opportunity to visit the Emerald City. During four days of general visiting, an estimated 25,000 visitors crossed COWPENS' quarterdeck for ship tours of COWPENS and the two ships nested outboard, USS ELLIOT (DD 967) and USS CHANDLER (DDG 996). COWPENS was in an extremely tight moor at Pier 66, with only 30 feet of clearance aft to the bow of RUSHMORE and 35 feet forward to the Edgewater Hotel. Hotel guests were treated to a close-up look at mooring evolutions.

On 7 August 1997, COWPENS hosted a delegation from the city of Spokane, Washington, for a ship tour, Spokane Trophy presentation and formal luncheon in the Wardroom. As the 1996 winner of the Spokane Trophy for the most combat ready ship in the Pacific Fleet, COWPENS had not yet received the award in a formal presentation ceremony. It was decided that the trip to Seattle afforded the best opportunity to include individuals from the city of Spokane in the presentation. The award was formally presented by Mr. Jeff Collitan, a city council member, on behalf of COMNAVSURFPAC. This was followed by a Navy League award presented by Mr. John Berry, Vice President of the Spokane Council of the Navy League.

On 11 August 1997, COWPENS departed Seattle in company with the other Seafair ships and completed an outbound transit of Puget Sound and the Strait of Juan de Fuca in heavy fog. On 11 and 12 August, COWPENS conducted an ammunition onload via connected replenishment (CONREP) with USS CAMDEN (AOE 2) which would greatly reduce requirements during the upcoming onload at Seal Beach.

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On 15 August 1997, COWPENS detached from the Seattle Seafair transit group and conducted three days of Deck Landing Qualification (DLQ) training for various helicopter squadrons from NAS North Island in the SOCAL OPAREA. DLQs ran from 1400 to 0200 all three days which placed a heavy burden on flight deck and helicopter fire party personnel. On Sunday morning, 17 August, COWPENS anchored in 90 feet of water off China Point, San Clemente Island, California, for fish call.

On 18 August 1997, COWPENS arrived at the Naval Weapons Station, Seal Beach to onload ammunition. The ship departed on 20 August with over 200 family and guests aboard for a Dependent's Cruise into San Diego. An airshow was arranged with HSL-47 and VS-33 providing an excellent demonstration of the SH-60B helicopter and the S-3B Viking aircraft. In an unplanned, but exciting event, COWPENS came across an outbound LOS ANGELES Class Attack Submarine on the surface. After making arrangements via bridge to bridge radio, the ship came alongside the submarine at 500 yards so the guests could watch the submarine submerge. The ship tied up at Pier 8, Naval Station San Diego that afternoon.

The week of 25 through 29 August 1997 saw COWPENS undergo the first major inspection of the pre-deployment basic training phase, the Command Assessed Readiness and Training Two (CART II). At the end of a rigorous week of drills and inspections, COWPENS training teams were assessed as fully ready to train the crew in all warfare areas.

On 5 September 1997, COWPENS shifted berths to Broadway Pier, downtown San Diego, to serve as the weekend visit ship for the weekend of the Navy - San Diego State football game. San Diego State won the game 45-31 and approximately 3,500 visitors toured the ship during the three days of open house. On Monday, 8 September, COWPENS returned to Pier 8, Naval Station, San Diego to continue a maintenance availability with Ship Intermediate Maintenance Activity (SIMA) San Diego.

On 22 September 1997, COWPENS was underway for the Southern California OPAREAS to conduct underway training with the Afloat Training Group, Pacific as part of Tailored Ship Training Availability One (TSTA 1). On 23 September, a delegation from the Jewish Anti-Defamation League visited the ship to observe underway operations as part of the COMNAVSURFPAC Leaders to Sea program. Following an underway replenishment with USNS WALTER S. DIEHL (TAO 193) and a training UNREP with USS ABRAHAM LINCOLN (CVN 76), COWPENS was ordered to return to San Diego for an emergent loadout of Undersea Warfare equipment and to embark a two-plane helicopter detachment from HSL-47 Detachment 4. Prior to entering port on 24 September, COWPENS embarked a second group of Leaders to Sea, this time from the standing San Diego County

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Grand Jury. COWPENS was underway once again that afternoon with the Saberhawks of HSL-47 Detachment 4 embarked enroute a previously scheduled port visit to Monterey, California, to support a seminar of the Young Presidents Organization being hosted by the Naval Postgraduate School, Monterey. The embarkation of HSL-47 Detachment 4 was in anticipation of follow-on special operations in support of prosecution of a Russian OSCAR II SSGN operating off the Washington coast west of the Strait of Juan de Fuca.

On 25 September 1997, COWPENS anchored in Monterey Bay in support of the Naval Post Graduate School sponsorship of the Young Presidents Organization. On 27 September, the Superintendent, Naval Post Graduate School, Rear Admiral Marsha Evans, USN served as official host for a Wardroom and CPO Mess luncheon for 32 members of the Young Presidents Organization.

On 28 September 1997, while weighing anchor to depart Monterey, it was determined that the ship's centerline anchor was badly fouled on a an old navy stock style anchor and chain. Numerous attempts to clear the anchor were unsuccessful, and after consulting with a local commercial salvor, the decision was made to slip the anchor. COWPENS sailed from Monterey Bay that afternoon, absent one anchor and one shot of chain. Upon departure, COWPENS chopped to CTF 12 to participate in the search for the OSCAR II SSGN.

On 29 September 1997, COWPENS arrived in her assigned patrol area and deployed the SQR-19 TACTASS for passive detection of the submarine and delousing of the CONSTELLATION Battle Group enroute San Diego following deployment. No contact was gained and COWPENS was released to proceed on duties assigned that evening. COWPENS then proceeded south enroute her next commitment as Officer in Tactical Command of exercises with the Chilean Destroyer CS BLANCO ENCALADA (DDH 15) as part of Exercise Teamwork North. The exercise consisted of a 1 October Encounter-ex during which COWPENS remained undetected and successfully conducted two HARPOON missile engagements against BLANCO ENCALADA and a 2 October surface gunnery exercise and highline exercise with BLANCO ENCALADA. COWPENS returned to San Diego the afternoon of 2 October.

From 7 to 10 October 1997, COWPENS was underway once again for four days of underway training in the Southern California OPAREA as part of TSTA I. Following a week of inport maintenance and training, COWPENS was underway again on 20 October to participate as OTC for a first-ever Standard Missile II (SM-2) missile firing exercise in the SOCAL OPAREAS which was scheduled by COMTHIRDFLT to prove the concept of conducting live missile firing exercises without having to utilize the ranges at Point Mugu, California and Hawaii. On 21 October, COWPENS, as Air Warfare Commander, successfully orchestrated the missile exercise

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with COWPENS, VALLEY FORGE (CG 50) and JARRETT (FFG 33) each successfully engaging air launched BQM-74 drones flying a sea skim profile.

On 23 October 1997, COWPENS returned to San Diego for two weeks of inport training and maintenance. On 28 October the fleet tug, USNS SIOUX (T-ATF 171), returned the ship's centerline anchor which had been recovered from the floor of Monterey Bay.

COWPENS was underway again from 10 to 13 November 1997, conducting underway training in the Southern California OPAREAS as part of TSTA II training with the focus on engineering training in preparation for the upcoming Engineering Certification (ECERT) inspection. While underway, COWPENS took the opportunity to provide planeguard services to USS CONSTELLATION (CV 64) for junior officer shiphandling training.

COWPENS was underway again in the Southern California operating areas on 18 November 1997 to conduct TSTA II training and make final preparations for ECERT. The ship returned to port on the afternoon of 21 November.

On 25 November 1997, the Pacific Fleet Propulsion Examining Board embarked COWPENS to conduct the ECERT. By 1200, the ship was underway for the operational phase of the certification, having satisfactorily completed all required inport material checks. The underway portion of the certification was successfully completed, and the ship returned to San Diego on 26 November, fully certified.

On 9 December 1997, COWPENS was underway once again in the Southern California Operating Areas for three days of intensive TSTA III training as final preparation for the upcoming Final Evaluation Period (FEP) scheduled to occur 15 through 17 December. The ship returned to port 11 December. COWPENS was underway again early on the morning of 15 December to conduct FEP in the Southern California Operating Areas. FEP was highly successful and COWPENS was certified by the Afloat Training Group and Commander, Cruiser-Destroyer Group FIVE as having successfully completed the inter-deployment cycle basic training phase and ready to move into the intermediate and advanced phases in preparation for deployment in May 1998. The ship returned to San Diego the afternoon of 17 December to remain inport for the holidays and the remainder of 1997.

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