



DEPARTMENT OF THE NAVY

USS COWPENS (CG 63)
FPO AP 96662-1183

*Rec 5/14/02
W/o disk*

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5720
Ser 00/656
18 Apr 02

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(1) and (2)

From: Commanding Officer, USS COWPENS (CG 63)
To: Director, Naval Historical Center

Subj: COWPENS COMMAND HISTORY 2000

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Narrative file (C)
(2) Chronological file for 2000 (C)
(3) Command Composition and Organization (U)

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


P. S. HOLMES

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

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USS COWPENS (CG 63) COMMAND HISTORY – 2000

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The year 2000 witnessed numerous transitions for USS COWPENS as she joined the forward-deployed Seventh Fleet, changing crews and commanding officers. Amidst all the change and its associated challenges, COWPENS demonstrated her ability to soldier on and excel.

The year opened with COWPENS a Third Fleet ship home-ported in San Diego under the command of CAPT William Mason. Having finished a twelve-month extended dry-docking selected restricted availability (EDSRA) at the end of 1999, COWPENS started 2000 in the full throes of a compressed inter-deployment training cycle (IDTC). Getting back to business at the end of the holiday stand-down on January 6, an ATG limited training team (LTT) arrived for Harpoon missile training. On January 7, COWPENS got underway for a port visit to Cabo San Lucas, Mexico. En route, the ATG LTT trained the ship's Tomahawk watch team, which was learning the new Advanced Tomahawk Weapons Control System (ATWCS) installed during the EDSRA. Both the Harpoon and TLAM trainers were part of the buildup to the Cruise Missile Tactical Qualifications to be held in March. After a three-day port visit in Cabo San Lucas from January 9 to 11, the ship headed back to San Diego conducting more TLAM training.

After a weekend in port, it was underway again on January 18 en route Seal Beach for an ammo onload and short tiger cruise with dependents. Completing the onload on the 21st, COWPENS headed back to San Diego to begin a series of Command Assessment of Readiness and Training (CART) and Tailored Ship Training Availability (TSTA) visits. Embarking an ATG team to assist in CART II, COWPENS spent a day reviewing programs and then headed to the SOCAL operations area (oparea) on January 25th for the at-sea phase of the assessment.

Returning to San Diego on January 28, COWPENS enjoyed an extended in-port period busy with training events. The Naval Surface Fire Support Team, led by the gunnery officer, spent the week of January 31st honing their skills at team trainer. On February 7, ATG returned to begin TSTA I's in port phase, working with the ship's training teams to prepare them for later challenges. In keeping with the compressed nature of the training cycle, COWPENS got underway for one day on February 14 so that ATG could observe the training teams in action. The in port phase of TSTA I continued until February 25, when ATG left the training teams to prepare for ATG's return and TSTA II.

The in port phase of TSTA II began on March 6 with ATG returning to scrutinize the training efforts of the ship's training teams in a wide variety of scenarios. Pausing for a shakedown cruise on March 8 and 9, TSTA II resumed again in port on the 10th and continued through the 12th. COWPENS was about to enter the homestretch of its training cycle.

On March 13, the ship headed out to the SOCAL oparea for the beginning of a prolonged underway period. From March 13 to 17, ATG trained and evaluated the ship's training teams in a host of combat systems, damage control, ship-handling, and integrated training scenarios during the underway portion of TSTA II. After a brief pause to prepare for the underway demonstration at the end of the month, TSTA II continued on March 20 until COWPENS pulled into San Diego on the 24th. After a weekend break, the training

visits ended with the final in port portion of TSTA II on March 27 and 28. The time to sink or swim had arrived.

After months of buildup, the Cruise Missile Tactical Qualification for COWPENS' Harpoon and Tomahawk Teams commenced. Lasting two days, the CMTQ was arduous, challenging the teams with complex warfare scenarios and max salvo tasking. In the end, however, COWPENS emerged fully qualified and ready to earn a reputation as the "top shooter" in Seventh Fleet.

After a short NSFS refresher in port, two day underway on March 29 and 30, and a basic stop for fuel (BSF) in San Diego on the 30th, COWPENS got underway for its ISIC underway demonstration (UD) and NSFS qualifications from March 31st to April 1st. Successfully completing both evolutions, COWPENS moved into its final evaluation problem (FEP) the very next week. Participating in a wide variety of tactical exercises, COWPENS demonstrated that she was ready to return to the warfare environment as a part of a battle group or as an independent steamer.

With the training cycle more or less complete, COWPENS had one last hurdle before her POM period – INSURV. The congressionally mandated inspection takes place every sixty months in a ship's life cycle to determine the material condition and service life of the ship. It requires extensive preparation, and its results reflect greatly on a ship and its crew. Despite the packed schedule, COWPENS passed its INSURV inspection with flying colors. Amidst its success, however, a dark cloud appeared during the week of INSURV in the form of a wiped bearing in the main reduction gear. Discovered during the engineering certification being conducted in conjunction with the INSURV, the initial assessment was bleak, and fears that the casualty might delay COWPENS' departure for Seventh Fleet were high. Fortunately, the damage was less severe than initially suspected, and the bearing was changed out in port San Diego.

In the midst of the training and examination began the extensive process of re-certifying the ship's combat systems. Required after any major upgrade to a ship's weapon systems, Combat System Ship Qualifications Trials entail demonstrations of operability of all weapon systems – meaning lots of shooting. The in-port phase of CSSQT ran from February 28 to March 12. The actual live fire exercises were spread out. On March 23, COWPENS shot five Standard Missiles (SM-2s) off of Port Hueneme and ran through NSFS qualifications to certify her gun weapons system on March 31 and April 1. COWPENS completed the live fire exercises on June 5 while en route to Hawaii, shooting three SM-2s off of Port Hueneme.

The fast and furious training cycle behind them and her systems fully certified, COWPENS settled down for a POM period from mid-April to the end of May. After months of hard work, the crew enjoyed a few last weeks of quality time with their friends and family prior to a deployment that would change the lives of many – a deployment for some, a departure for others.

After months of planning, the day arrived for COWPENS to make the long journey to its new home in Yokosuka. Departing San Diego on June 2, 2000, with both heavy hearts and a sense of uncertainty surrounding the impending changes, the San Diego-based crew headed west for Pearl Harbor. Taking advantage of the quiet trans-Pacific crossing, the ship's training teams held training scenarios daily for its combat systems, including the final CSSQT SM-2 shoot on June 5, and ran through several general quarters drills for damage control exercises. Recognizing the folly of all work and

no play, the ship enjoyed near-daily events like taco night, pizza night, steel beach picnics, and movie night. Sadly, the transit witnessed the last days of the legendary "Moo Pie," an oversized chocolate chip cookie served with ice cream and a COWPENS tradition.

Arriving in Pearl on June 14th, the crew spent five days frolicking under the Hawaiian sun. As expected, the crew found no shortage of things to do in Hawaii. MWR sponsored a luau at a local resort which a large portion of the crew took part in. Similarly, the officers held a highly enjoyable luau of their own as a combined hail-and-farewell and wetting-down. CAPT Mason welcomed aboard his new chief engineer, supply officer, and officers from the MOBILE BAY who had joined COWPENS for the transit to smooth out details of the impending crew swap (Similarly, COWPENS sent an advance team of two officers and ten enlisted to MOBILE BAY in Yokosuka to prepare for COWPENS' arrival.). Beyond the festivities, crewmembers availed themselves of the natural wonders of Hawaii through bike rides, surfing, swimming, and lounging on the beaches. Others soaked up the abundant history of the area with sobering and inspiring trips to the USS ARIZONA memorial and museum.

After a round of briefs for CAPT Mason, the executive officer and the department heads at CINCPACFLT and a last-minute swap-out of Tomahawk missiles, COWPENS put back to sea for the final leg of her journey to Yokosuka. Departing on June 19th, COWPENS began a ten-day transit that was again filled with a combination of combat systems scenarios, ship handling exercises, damage control drills, and events of a more relaxing nature. A team embarked from the Aegis Training and Readiness Detachment in Yokosuka (ATRCD) highlighted the coming changes in COWPENS' role and mission, running several scenarios and delivering numerous lectures meant to shift the focus of COWPENS' watch standers to the missions and AORs of Seventh Fleet. Particular attention was paid to TBM tracking operations off the coasts of China and North Korea, OPLAN 5027 and Seventh Fleet's role in supporting it. The team gave training on COWPENS' future role as a Maritime Air Support Operation Center (MASOC) for counter-special operations forces (CSOF) in the East and West Seas off of the coast of Korea and how, as MASOC, COWPENS could expect to interact with the other armed services in the overall defense of Korea. Nor was the training wasted, as just a few months later COWPENS found herself dodging squid boats in the East Sea while vectoring Army Apache helicopters as MASOC for a CSOF-ex.

On the morning of June 30th, a restless crew manned the rails in their summer whites as COWPENS entered Tokyo Wan for the first time, just as its predecessor, CVL-25, had done in 1945 when it was the first American aircraft carrier to enter the bay for the signing of the armistice. Entering Yokosuka harbor, the entire KITTY HAWK battlegroup was manning the rails in their whites to welcome her to the FDNF. COWPENS was to moor outboard of USS MOBILE BAY at Harbor Master Pier West, and, as she approached, the two ships and two crews eyed each other warily with a mixture of sadness, nostalgia, excitement and expectancy.

The logistics of a hull swap were complicated and confusing. Though sometimes referred to as a crew swap, it was not in fact a wholesale crew swap. The commanding officers and their department heads stayed with their ships, but the executive officers, LCDR Bill Spierto of San Diego-COWPENS and LCDR Mike Lee of Yokosuka-MOBILE BAY, cross-decked with the crews. Combat systems personnel, namely Aegis

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technicians, Tomahawk technicians, and sonar technicians, stayed with their platform owing to their extensive training pipelines. Some division officers went with their crews, while others did not. Advance personnel teams were sent to San Diego and Yokosuka to check-in new arrivals for ships that had not yet reached their new ports, and inevitably confusion arose as to which ship sailors were actually destined to serve on. Once the two ships were moored together, the long-awaited nightmare of moving in and out of berthings began. The disparities between berthings on the two ships complicated matters. What was combat systems berthing on one ship was engineering berthing on the other and so on, meaning that one-for-one rack swaps were impossible. Remarkably, though, the "Great Move" went smoothly. As one might expect there was much complaining and griping on both sides about the differences between the two ships, but that was something that both ships would have to get used to in the weeks, months, and years that followed.

The turnover of work centers also proved a difficult pill to swallow for many. New people with new ways of business were moving in and taking over spaces and equipment that had long been cared for (or in some cases neglected) by others, provoking some resentment. In many cases, personnel had to learn new systems. For instance, COWPENS had received the R236 refrigerant modification and new microprocessor controls for its air conditioning plants in the EDSRA. MOBILE BAY had no such modifications, and the new crew was forced to quickly master the new machinery. Anecdotes like this abounded as sailors discovered the myriad of small differences between two ships of the same class. While these differences might have amounted to nothing more than small headaches, their importance became dishearteningly apparent in the damage control world. Zebra setters who had grown accustomed to the location of the valves in their zones now had to use unfamiliar zone cards to find valves with different labels in different locations. Firefighting teams, long used to the OBA, had to learn the nuances of the SCBA. Locker officers and locker leaders had to familiarize themselves with different layouts in the lockers and a new main space fire doctrine. Adding insult to injury, both the MOBILE BAY and COWPENS Damage Control Assistants went back to San Diego with the MOBILE BAY, leaving COWPENS with the billet gapped.

After a stormy 4th of July, the two ships were separated, with COWPENS moving across from the BLUE RIDGE. The separation proved a healthy move as the new crews were forced to gel and get used to their new homes. On July 19, the real test came as COWPENS went to sea with its new crew for a familiarization cruise. A few things became evident in the two-day underway. First, it was going to take some time to iron out the bugs and get used to new ways of doing business. Second and more encouraging, the crew saw that ships have a life of their own, and they tend to march on under even the most difficult circumstances. The job of a ship never changes, nor that of its crew. Though some affects of the hull swap could still be felt long after the event itself, the business of COWPENS went on, with new challenges and new successes eventually relegating the hull swap to the annals of history, a distant memory strong in the minds of those who experienced it but nothing more than a part of the ship's lore for those who came after.

A busy summer, however, only got busier for COWPENS. En route to Yokosuka from Pearl Harbor, COWPENS' commanding officer, CAPT Mason, learned unexpectedly that he would be detaching shortly after COWPENS' arrival and crossing the pier to assume duties as Chief of Staff for SEVENTH FLEET. His relief, CAPT Paul

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Holmes, commanding officer of the Division Officer's Course at SWOS, was rushed out to meet COWPENS, arriving just after the familiarization cruise. One week later, the change of command ceremony was held, and CAPT Holmes relieved CAPT Mason. A new ship, a new crew, a new home, a new commanding officer – not much else could change.

CAPT Holmes had been in command for no more than a week when tragedy befell COWPENS in the early morning hours of August 4. FC3 Stewart McConnell, an Aegis technician who brought the ship over from San Diego and had remained with her, fell from the main mast and was killed when he struck a fender just aft of the mid-ship's quarterdeck. After so much change in recent weeks, FC3 McConnell's death greatly saddened the crew. A memorial service, attended by the Seventh Fleet chaplain and COWPENS' former commanding officer, CAPT Mason, was held on the flight deck. Several friends shared memories of their shipmate, and his division officer, LTJG [REDACTED], gave a moving account of a sailor who would be sorely missed.

Time and time again throughout 2000, COWPENS proved her ability to move on after setbacks and adversity, and, after mourning the loss of FC3 McConnell, COWPENS returned vigorously to her new missions in Seventh Fleet. After a relatively quiet August that saw continued familiarization with Yokosuka and the rest of the waterfront and a week of sea trials from August 21 to 25, COWPENS entered September with a full plate on her fall schedule.

After a two-week period of maintenance and upkeep, COWPENS departed Yokosuka on September 11 for an oparea off of Okinawa. Rendezvousing with the KITTY HAWK, COWPENS spent the better part of the week in plane guard station while Carrier Air Wing FIVE (CVW-5) completed its carrier qualifications. As no bridge watch standers had experienced plane guard duties in the past, it was a tense but highly educational week in which COWPENS displayed adept ship handling while developing a working relationship with the rest of the carrier battle group.

The air wing's qualifications done, COWPENS returned to Yokosuka on September 17 to gear up for its two major fall exercises, FOAL EAGLE and ANNUALEX. After much planning and coordination with the Japanese and South Korean navies, COWPENS got underway on September 25. The first leg of the fall underway led COWPENS back south for more flight operations with the KITTY HAWK. After two weeks of riding shotgun with the carrier, COWPENS detached and pulled into Sasebo on October 13 for a basic stop for fuel. Ironically, the six-hour stop came the day after the USS COLE was bombed in Yemen where she had pulled in to re-fuel. The COLE incident forever changed the way COWPENS and the rest of the Navy did business. Force protection was stepped up immediately. Piers which had once been easily accessible were now guarded. IDs were checked at multiple entrances. The number of armed rovers increased. Most importantly, the sense of being under threat grew. Most unnerving perhaps was the realization that the threat could come in any shape or size, from any direction and under any pretense. The days of well-defined and easily identifiable enemies were clearly gone. Throughout the remainder of the year and COWPENS' numerous port visits, a force protection plan evolved that maintained the highest standards of security and did much to eradicate the dangerous slumber of complacency.

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Pulling out of Sasebo later on the 13th, COWPENS turned north en route to Vladivostok, Russia, where it arrived on October 16th. Escorted in by the Russian warship ADMIRAL PANTELEEV, COWPENS executed a rare "Mediterranean" moor, made fast to the pier by its stern line with both anchors holding the bow in place at a ninety degree angle to the pier. CAPT Nazarov, commander of the Russian Pacific Surface Fleet, and a bustling crowd of reporters greeted CAPT Holmes on the pier. CAPT Holmes, the American naval attaché, CAPT Robert Brennon, and the consular-general, Elizabeth Rikerman, made the official rounds, visiting the region's vice governor, Nikolai Kretsny, and the Russian Pacific Fleet Headquarters. The following day, CAPT Holmes hosted CAPT Nazarov, Mr. Kretsny, and other local dignitaries for a reception in the wardroom with his officers and tours of the ship.

Moored next to three Udaloy-class destroyers, the crew found plenty of time for interaction with their Russian counterparts. The Russian wardrooms hosted the COWPENS wardroom for lunch and tours on the 16th, and COWPENS reciprocated on the 17th. Similar exchanges were also conducted amongst the enlisted messes of the four ships. Carrying the diplomatic mission to the people of Vladivostok, twenty-five sailors spent the final day in port visiting with sick children in the hospital and re-building the basement of a local orphanage.

All of the events in Vladivostok received extensive media coverage, and it was clear that COWPENS' visit, only the ninth by a US Navy warship and the first since 1997, was under heavy scrutiny. In its conduct ashore and interaction with local leaders, COWPENS did much to strengthen ties between the United States and Russia and between the Seventh Fleet and its Russian counterpart. As pointed out by CAPT Nazarov, the two navies have a vested interest in maintaining a good working relationship in order to preserve security in Asia. As COWPENS and the rest of the Seventh Fleet prepared for extensive bi-lateral exercises with Japan and Korea, COWPENS' visit prevented isolating the Russians by assuring them that they fit into the United States' plan for security in Asia alongside our Korean and Japanese partners.

Rejoining the KITTY HAWK in the East Sea on October 19th, COWPENS resumed plane guard duties. On October 23, USS JOHN S. MCCAIN relieved COWPENS as plane guard, and COWPENS detached to proceed to Pohang, South Korea, for Battle Force Tactical Trainer (BFTT) testing. Joining the ESSEX ARG in Pohang on the 24th, COWPENS spent two days trying unsuccessfully to link with other BFTT capable ships to test the system, which allows multiple ships to run a common, integrated battle scenario in their combat systems. Unfortunately, technicians had mistakenly wired a pier in Chinhae, South Korea, for the testing, forcing COWPENS to rely on HF comms for testing. Unable to establish connectivity, COWPENS departed Pohang on the 25th to rejoin the battle group for FOAL EAGLE.

Running from October 21 to 31, FOAL EAGLE, an annual bi-lateral joint exercise with the armed forces of South Korea, was held ashore and in the East and West Seas. The militaries of the United States and South Korea rehearsed large portions of OPLAN 5027, which details how the two militaries would respond to North Korean aggression. As the primary missions of the naval components in OPLAN 5027 are to prevent the insertion of North Korean special forces into South Korea via small craft, to prevent mining of South Korean harbors, and to strike deep into North Korea's infrastructure from the sea with Tomahawks, FOAL EAGLE heavily emphasized link

coordination drills, CSOF exercises, and mine warfare exercise. The link drills ensured that all combatants would have a clear picture of and early detection in the crowded battle spaces in the East and West Seas, which are heavily trafficked by fishermen and in which a small special forces craft might easily disappear. COWPENS participated in and coordinated several link 11 and link 16 drills with the Korean navy (ROKN) from October 26 to 31.

After rejoining FOAL EAGLE on the 26th, COWPENS relieved the JOHN S. MCCAIN as MASOC for the East Sea and directed two CSOF exercises, CSOFEX 4E and 5E. As MASOC, COWPENS vectored Air Force F-16s, carrier-based F-18s, fighters from the ROK air force, and Army Apache helicopters to kill small craft simulating a special forces incursion into the East Sea. In addition to issuing kill orders and direction, COWPENS interfaced with various HS and HSL squadrons providing surveillance and the other surface combatants, some of whom engaged the special forces with surface-to-surface weapons.

After the two CSOF exercises, COWPENS relieved USS VINCENNES as KITTY HAWK's escort on October 27 and accompanied the carrier for the duration of FOAL EAGLE. As events wound to a close, minesweepers from both countries practiced clearing the harbors of Korea's ports prior to liberty visits by the participating ships. Likewise, COWPENS turned its attention to mine warfare, participating in a floating mine neutralization drill on October 28 with EOD units and aircraft from HS14.

Having successfully completed FOAL EAGLE and demonstrated the smooth integration, cooperation, and inter-operability of the two militaries and navies, the KITTY HAWK battle group, COWPENS included, pulled into Pusan, South Korea, on November 1. A shopper's paradise, Pusan delighted sailors with its incredible bargains on electronics, shoes, leather goods, mink blankets, and other Asian specialties. After four days, COWPENS and the rest of the battle group departed heavily laden with stuffed shopping bags.

No sooner had the battle group returned to sea than the focus shifted to the next bi-lateral exercise, ANNUALEX 12G with the Japanese Maritime Self-Defense Force (JMSDF). Joining the Japanese ships in the northern part of the Sea of Japan, COWPENS kicked off ANNUALEX with an underway replenishment (RAS) with the oiler JDS TOWADA. Both ships found the unrep to be a difficult evolution due to the language barrier, sizes of the two ships, and sea state, but, with patience and professionalism, the two ships executed the unrep in a timely and safe fashion. On November 9, the entire battle group rendezvoused with the Japanese force and rolled straight into a photo exercise. Challenging the ship-handling skills of all involved, ships from both navies moved from a screen into a tight formation around the KITTY HAWK. Owing to the language barrier and the inevitable growing pains of the first day of an exercise, the ships were at times slow and hesitant moving into station. Bitter cold weather and rough seas did nothing to ease matters, but eventually the group found its bearings around the carrier, and Navy photographers and journalists captured rare pictures that made their way into both Japanese and American dailies.

As is typical of ANNUALEX, the exercise focused in large part on undersea warfare. By day three, ANNUALEX 12G was proving true to form. Beginning the day with torpedo evasion drills, the task force (TF800) later moved into a screen exercise designed to prepare the ships for USW scenarios and prosecutions in the days to follow.

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Staying in the screen formation, TF800 moved on November 11 into USW free-play with both a Japanese and American submarine hunting the battle group. The hunt continued into an opposed RAS for the KITTY HAWK in which COWPENS took a lead in the ASW search and sanitization of the vital area. After another opposed RAS for the remainder of the battle group on November 12, the CHANCELLORSVILLE, JOHN S. MCCAIN, CUSHING, and GARY were detached to return to Yokosuka, leaving only COWPENS and the KITTY HAWK to play with the JMSDF.

On November 14, the focus of ANNUALEX briefly shifted to air defense. Taking a lead role as the only remaining American Aegis platform, COWPENS coordinated air intercept controller tracking and targeting drills and, as AC for the task force, return-to-force (RTF) and missile engagement zone (MEZ) drills. By November 15, however, the focus had returned to USW scenarios, and the day started off with a USW surveillance drill. Interrupting the exercise for a most interesting RAS, COWPENS and KITTY HAWK rendezvoused with USNS RAPPAHANOCK for a RAS and vertical replenishment via CH-46s for the transfer of stores and parts. Alas, not all went as planned when one of the CH-46s lost its load in the water as it was making a run from the KITTY HAWK to the RAPPAHANOCK. In lifeguard station astern of the RAPPAHANOCK, COWPENS proceeded to retrieve the load, an F-18 fin stabilizer. Locating the gray stabilizer proved difficult in the choppy seas, and the recovery by small boat proved to be even more difficult. The RHIB team managed to attach lines to the stabilizer and tow it back to the ship, where the midships J-bar davit was used to hoist the stabilizer aboard. After nearly an hour of struggling with the ungainly aircraft part, it was on board, saving the Navy \$300,000 in lost parts and making for an interesting day at sea.

The last major event of ANNUALEX 12G came that same evening as TF800 prepared to make an opposed chokepoint transit through the Tsugaro Straits. Waiting for the task force in the straits were two Japanese diesel submarines. After a sweep of the straits by USS HONOLULU, LAMPS helos, and S-3s from the carrier, the transit began at midnight amidst heavy swells. COWPENS and the rest of the task force rigged deceptive lighting. While COWPENS set deceptive lighting to look like a container vessel, the carrier appeared to have the most deceptive lighting of all – no lighting. By the end of the five-hour transit, however, the lighting had fooled no one, and the submarines made their attacks on the force.

After detaching the remainder of the force and returning cross-decking personnel to their ships, ANNUALEX 12G came to a close. COWPENS and KITTY HAWK, now on the eastern coast of the island of Honshu, headed south back to Yokosuka. Arriving in Yokosuka on November 20, COWPENS enjoyed a short stand-down for the Thanksgiving holiday. Demonstrating near year's end that the hull swap had fused the very best of two ships, the wardroom continued what had long been a MOBILE BAY tradition – the Turkey Bowl. Matching Naval Academy graduates versus non-Academy types on the gridiron, the annual grudge match went in favor of the Severn River team.

The remainder of 2000 was spent on maintenance, upkeep, and planning for the busy winter and spring planned for 2001. The holidays approaching, the ship's Christmas party was held at the Officer's Club on December 6. Packed to capacity, the party was a huge success. On December 16, the holiday leave and stand-down period began in earnest, and a weary crew found time to rest. A year of unmatched tumult, change, and

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activity passed quietly in the night on New Year's Eve, the ship made fast to a pier, lights burning brightly.

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COWPENS' Chronology for 2000

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|--------------------------|--|
| 01 – 06 January | INPT San Diego, California |
| 03 – 06 January | ATG Harpoon Limited Training Team (LTT) |
| 07 – 09 January | U/W en route Cabo San Lucas |
| 07 – 09 January | ATG Tomahawk LTT |
| 10 – 11 January | IPT Cabo San Lucas |
| 12 – 14 January | U/W en route San Diego |
| 12 – 14 January | ATG Tomahawk LTT |
| 15 – 17 January | IPT San Diego |
| 18 January | U/W en route Seal Beach |
| 18 January | Tiger cruise |
| 18 – 21 January | IPT Seal Beach for ammo onload |
| 21 January | U/W en route San Diego |
| 22 – 24 January | IPT San Diego |
| 24 – 28 January | Command Assessment of Readiness and Training (CART) II (IPT & U/W) |
| 25 – 28 January | U/W en route Southern California (SOCAL) oparea |
| 29 January – 13 February | IPT San Diego |
| 31 January – 04 February | NSFS Team Trainer |
| 07 – 11 February | Tailored Ship Training Availability (TSTA) I IPT |
| 14 February | U/W en route SOCAL oparea |
| 14 February | TSTA I U/W |
| 15 February – 07 March | IPT San Diego |
| 15 – 18 February | TSTA I IPT |
| 22 – 25 February | TSTA I IPT |
| 28 February – 12 March | Combat System Ship Qualifications Trials (CSSQT) |
| 06 – 07 March | TSTA II IPT |
| 08 – 09 March | U/W en route SOCAL oparea |
| 08 – 09 March | Shakedown cruise |
| 10 March | TSTA II IPT |
| 10 – 12 March | IPT San Diego |
| 13 – 24 March | U/W en route SOCAL oparea |
| 13 – 17 March | TSTA II U/W |
| 18 – 19 March | ISIC U/W Demo (UD) Preps |
| 20 – 24 March | TSTA II U/W |
| 23 March | MISSILEX |
| 25 – 28 March | IPT San Diego |
| 27 – 28 March | TSTA II IPT |
| 27 – 28 March | Cruise Missile Tactical Qualification |
| 27 – 28 March | NSFS Team Trainer Refresher |
| 29 – 30 March | U/W en route SOCAL oparea |
| 30 March | IPT San Diego for BSF |
| 31 March – 01 April | U/W en route SOCAL oparea |
| 31 March – 01 April | ISIC Underway Demo |
| 22 February – 03 March | U/W en route UD/FEP/E-CERT |
| 01 May – 02 June | IPT San Diego |
| 01 May – 01 June | POM Period |
| 02 June – 13 June | U/W en route Pearl Harbor, HI |
| ?? June | MISSILEX |
| 17 – 20 June | IPT Pearl Harbor |
| 21 – 29 June | U/W en route Yokosuka, Japan |
| 21 – 29 June | Aegis Training & Readiness Center Detachment Yokosuka embarked |
| 30 June – 18 July | IPT Yokosuka, Japan |

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| 19 - 20 July | U/W en route sea trials, R-116 op area |
| 16 July - 20 August | IPT Yokosuka |
| 28 July | Change of Command ceremony, CAPT Holmes assumes command |
| 21 - 25 August | U/W en route R-116 |
| 26 August - 10 September | IPT Yokosuka |
| 11 - 14 September | U/W en route R-116 op area for carrier quals as plane guard |
| 15 - 24 September | IPT Yokosuka |
| 25 September - 12 October | U/W en route Sasebo, Japan/ Carrier quals as plane guard for KITTYHAWK |
| 13 October | IPT Sasebo, Japan, for BSF |
| 14 - 15 October | U/W en route Vladivostok, Russia |
| 16 - 19 October | IPT Vladivostok, Russia |
| 20 - 23 October | U/W en route East Sea rendezvous w/ KITTYHAWK |
| 20 - 23 October | Plane guard escort operations for KITTYHAWK |
| 24 - 25 October | IPT Pohang, South Korea |
| 24 - 25 October | BFTT Trials |
| 21 - 31 October | FOAL EAGLE '00 |
| 26 - 31 October | U/W en route Pusan, South Korea |
| 26 October | CSOFEX 4E & 5E |
| 01 - 04 November | IPT Pusan, South Korea |
| 05 - 20 November | U/W en rout Sea of Japan for ANNUALEX 12G |
| 08 - 17 November | ANNUALEX 12G |
| 21 November - 31 December | IPT Yokosuka |
| 06 December | Christmas Party, Arleigh Burke Officer's Club Gym |
| 16 - 31 December | Holiday Stand-down |

COMMAND COMPOSITION AND ORGANIZATION
USS COWPENS (CG 63)
01 JAN – 31 DEC 2000

DECLASSIFIED

Commanding Officer: CAPT William R. Mason, USN (01 JAN – 28 JUL)
 CAPT Paul S. Holmes, USN (28 JUL – 31 DEC)

Immediate Senior Command: Commander Cruiser Destroyer Group Five (Prior to hull swap)
 Commander Carrier Group Five (After hull swap)

Homeport: San Diego, California (Prior to hull swap)
 Yokosuka, Japan (After hull swap)

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

Aircraft: SH-60B HSL 51 Det 2 Warlords (After hull swap)