

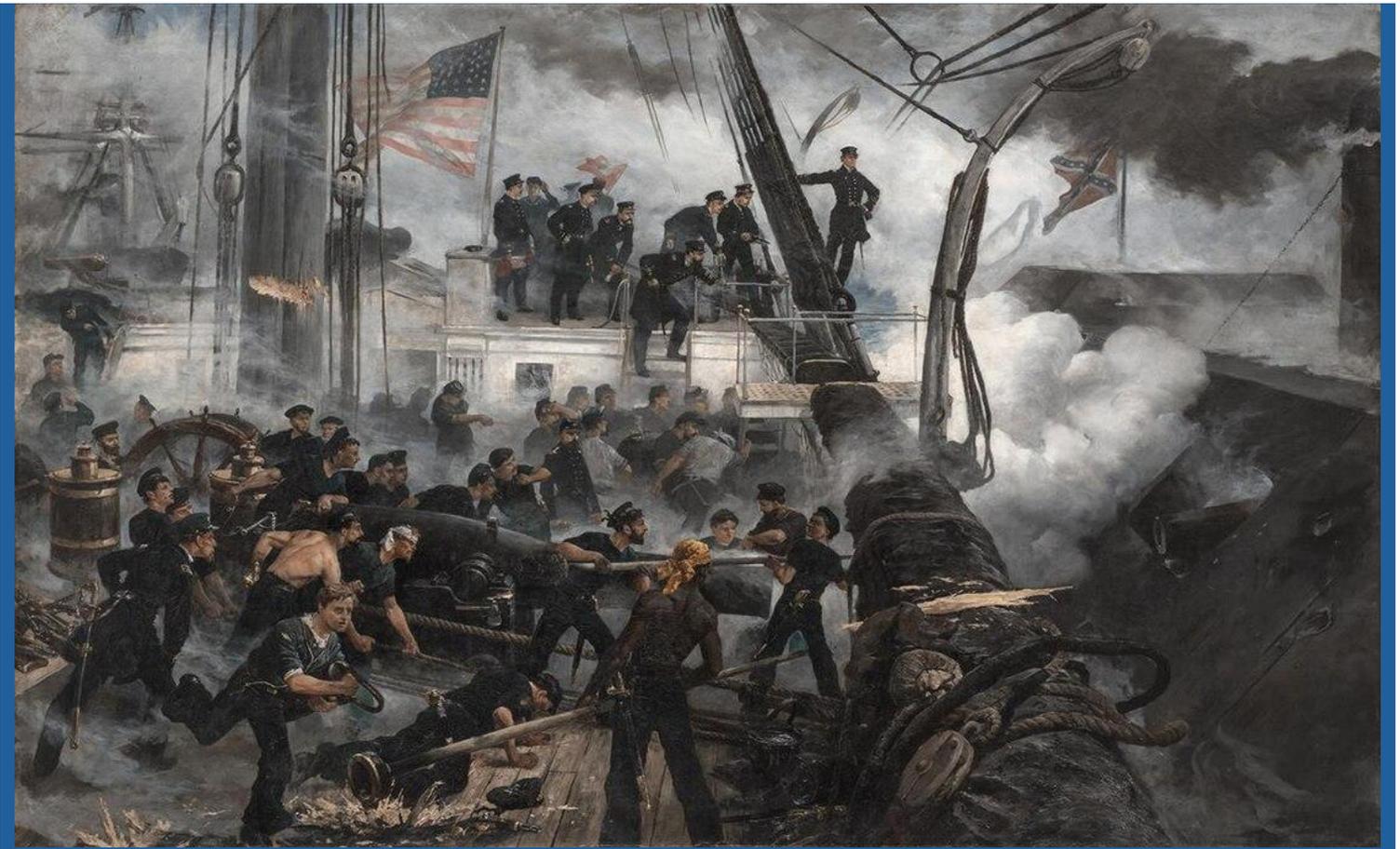
# USS TICONDEROGA Veterans' Association

# NEWS

VOLUME 52 NO 1

[TICOVETS.ORG](http://TICOVETS.ORG)

REAR ADMIRAL DAVID G. FARRAGUT, USN  
"DAMN THE TORPEDOES, FULL SPEED AHEAD!"  
BATTLE OF MOBILE BAY  
AUGUST 5, 1864

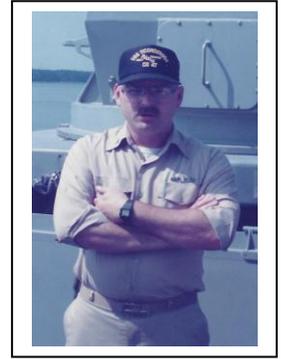


**JOIN US AT THE 53<sup>RD</sup> ASSOCIATION REUNION AT  
MOBILE, ALABAMA**

## LETTER FROM THE PRESIDENT – JON KETTL

GREETINGS SHIPMATES, FRIENDS, AND FAMILY!

Welcome to 2026, shipmates! Our 53<sup>rd</sup> Reunion in Mobile, Alabama, will be here before we know it. If you haven't done so already, make your hotel reservations as soon as possible. Deadline is April 24, 2026. See pages 20 - 22 for additional details and the registration form. We have a motor coach reserved to take us to Naval Air Station Pensacola to visit the National Naval Aviation Museum on Friday, May 15.



Sign up on the reunion registration form on page 15. If you submit your reunion registration form (and money) before March 15, 2026, you get a \$20 discount on your banquet meal. This time we are doing a buffet. Speaking of the banquet, if you are interested in Ballistic Missile Defense (BMD) systems, I think you will enjoy hearing from our Mobile keynote speaker, a veteran himself of CG-47!

In other news, our reunion committee is planning for the 2027 reunion. As I've said before, we're trying to go west but costs and safety may dictate otherwise. The reunion committee, led by 1<sup>st</sup> Vice President Ron Tucker, will present a short venue briefing to the membership present in Mobile for a vote. See pages 10 and 11 for details. Current contenders are San Diego, CA, Tucson, AZ, and Green Bay, WI. Your input is desired!

The new (proposed) Association By-Laws were published in the December 2025 newsletter. They are also on our website at <https://ticovets.org>. Please look them over and be ready to vote for acceptance or rejection at the reunion in Mobile. Suggestions for additional changes are always welcome; just get them to me by May 1<sup>st</sup>. Remember, members must be present to cast a vote as there is no proxy voting.

Membership dues for 2026 were due on December 31, 2025. If you are a Regular or Associate member and haven't paid please do so at your earliest convenience. Consider fleeting up to a Life membership if it works for you! I'm doing that this year now that I'm 70! (Damn, I got old quick!)

There are still a few upcoming vacancies in our leadership team. They include Secretary, Treasurer, and Newsletter Editor/Web Master. The Association cannot function without these volunteers. Some have been in their positions for many years. It's time to relieve them. Please consider volunteering!

See you in Mobile!

Warmest regards,

Jonathan "Jon" Kettl, ISCM(SW), USN (Ret)  
President, USS TICONDEROGA Veterans' Association  
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**ROBERT SULLIVAN  
P.O. BOX 3637  
ST AUGUSTINE, FL 32085**

**PAY BY CHECK or CREDIT/DEBIT CARD via ZELLE**

**SEE [HTTPS://TICOVETS.ORG/](https://ticovets.org/) FOR ADDITIONAL PAYMENT INSTRUCTIONS**



Send THIS FORM with your Check payable to:  
 USS TICONDEROGA VETERANS' ASSOCIATION  
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THIS IS A (check all that apply): NEW MEMBERSHIP \_\_\_ RENEWAL \_\_\_  
 CHANGE OF ADDRESS \_\_\_ OTHER \_\_\_

NAME: \_\_\_\_\_

SHIP: CV/CVA/CVS-14 or CG- \_\_\_\_\_ DIVISION: \_\_\_\_\_

RATE/RANK (highest while aboard): \_\_\_\_\_ YEARS ABOARD (from/to): \_\_\_\_\_

ADDRESS: \_\_\_\_\_ SPOUSE: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE #: \_\_\_\_\_ CELL #: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_ @ \_\_\_\_\_

**DOWNLOAD THIS FORM AT TICOVETS.ORG**

MEMBERSHIP TYPE [circle one]: LIFE REGULAR ASSOCIATE

DUES AMOUNT INCLUDED FOR PERIOD:

\_\_\_\_\_ (\$20)... Dues for Jan – DEC 2026 \_\_\_\_\_ (\$20)... Dues for Jan – DEC 2029

\_\_\_\_\_ (\$20)... Dues for Jan – DEC 2027 \_\_\_\_\_ (\$20)... Dues for Jan – DEC 2030

\_\_\_\_\_ (\$20)... Dues for Jan – DEC 2028 \_\_\_\_\_ (\$20)... Dues for Jan – DEC 2031

\_\_\_\_\_ Donation to General Fund

\_\_\_\_\_ LIFE Member Amount (see table below):

Age 29 & under – \$1,100

Age 30 – 39 – \$900

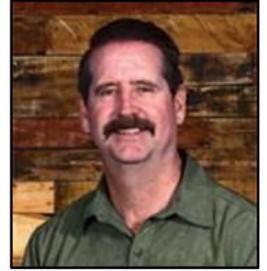
Age 40 – 49 – \$700

Age 59 – 60 – \$550

Age 60 – 69 – \$350

Age 70 & over – \$150

## CHAPLAIN'S CORNER – CHAPLAIN BRETT INMAN



Anger is one of the most common emotions we all experience. From the moment we are born through adulthood people experience anger. The toddler throwing a tantrum or the adult yelling obscenities and glaring angrily at traffic are common examples. If you watch the news or look at social media, you can see a lot of angry people in our society.

Interestingly, Scripture does not say that all anger is wrong. It does not say never be angry but teaches us to “be angry and do not sin” (Ephesians 4:26).

The problem is not that we get angry at times, but what we do when we are angry. There is a correct use and misuse of anger. We are to bring this powerful emotion under control before we hurt others or ourselves. Anger is like fire. In the fireplace, it warms the house; outside the fireplace, it burns it down!

Anger is a natural emotional response to something we perceive as wrong, unjust, or threatening. God Himself experiences anger, but His anger is always just and aimed at restoring what is right (Psalm 7:11; Mark 3:5).

So, anger isn't always wrong. In fact, righteous anger can motivate us to act against injustice, defend the weak, and stand for truth. The problem with human anger is that it is often corrupted by our own selfishness and shortsightedness.

James 1:19-20 tells us:

“Let everyone be quick to hear, slow to speak, slow to anger; for the anger of man does not produce the righteousness of God.”

Most of the time our anger is not pure like God's. It is a mix of pride, selfishness, impatience, and wounded ego. These extra ingredients are where we begin to go wrong with our anger.

The Bible says we become fools when we allow anger to control us. Uncontrolled anger can lead to broken relationships, destructive words, and even physical violence.

Proverbs 29:11 says, “A fool gives full to his anger, but a wise man quietly holds it back.”

Proverbs 25:28 adds: “A man without self-control is like a city broken into and left without walls.”

After we become angry, we can nurse the feeling and turn it into bitterness and resentment. That is why the Apostle Paul commands us to deal with anger as it manifests. “Do not let the sun go down on your anger.” He tells us. Bitterness rarely stays private, it will spread. It damages marriages, friendships, and unity. The longer you hold on to anger, the harder your heart will become.

The question arises that if there are wrong ways to be angry, what are the “right” ways we can be angry?

The short answer is to choose to be angry about what makes God angry. Good anger is always aimed at injustice and sin, not people. Our goal should be to defend and restore. We should work at stirring ourselves and others to godly action.

Righteous anger is not about personal offense, but about maintaining holiness and truth. It seeks reconciliation, not revenge. It speaks truth in love.

Before you act in anger ask yourself the following questions:

Is my anger motivated by love of God and others? Am I reacting from pride or personal hurt? Will my response honor God?

If you let your anger get the best of you, confess it to God, don't justify it. Seek forgiveness. Pray for a gentle heart and submit your will to God's transforming power.

Hope to see all of you May 14-17 at the reunion in Mobile, Alabama!

Warmest regards,

Pastor Brett Inman

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## **LETTER FROM THE SECRETARY – ERIC YOUNG**

Happy New Year Hello shipmates, friends, and family members! I hope your 2026 is off to a great start and I hope all of you are doing well.

Not much to share in this addition.

Although winter is sticking around a little longer than some of us would prefer, spring is right around the corner! Speaking of spring, our 2026 reunion is right around the corner! We are about 3 months away from gathering in Mobile. Please spread the word to shipmates that might not be aware, especially our cruiser shipmates. We need more of them to join!

As always, if any of you find yourself passing through the Canton, Ohio area, please shoot me a text or give me a call. Whether it's having dinner, coffee, or a quick hello, it's always good to catch up with Shipmates!

In closing, Becky and I look forward to seeing many of you in Mobile this May! Spread the word and let's see if we can make this the best attended reunion yet!

Sincerely,

Eric J. Young

## LETTER FROM THE TREASURER – BOB SULLIVAN

A most happy new year Shipmates, families and friends.

FY2025 came to a nice quiet close and FY2026 began with a smooth and easy opening. Heidi and I traveled several times during December to include trips celebrating our one-year anniversary and Christmas with the kids and grand kids in Maryland. We rang in 2026 on the left coast of FL and stayed for over a week in the sun, returning home in enough time to catch the arctic temps which rolled in and stayed. We've had over three-weeks of freezing (and below) temps! As we participated in winter this year, I do expect my trophy (LOL). Fortunately, there were no weather-related problems, except for Heidi's frozen tomato plants. Even with them under good cover, the cold got 'em. I expect the temps will quickly restore to their rightful place and we can begin to defrost and think of spring. Thoughts go to May and Mobile and getting to see many of you once again.

The Association's financial health remains consistently stable and positive:

1. The 4th Qtr FY2025 (Oct-Dec) Treasurer audit was completed by the Audit Committee (Ernie St. Pierre with team members John Dupont and Larry Qualter) without discrepancies. They continue to verify that my next vacation will not be "assisted" by the Association. And I appreciate and applaud their time and efforts to keep an eye on me and contribute to our fiscal stability.
2. Our CD continues its upward progress as well. In accordance with governing directives, I rolled our CD over on its maturity date in January. I'll do the same again when it matures in April.
3. All tax forms and PO Box renewal have been completed, and I'm working on processing the forms to shift our Association incorporation status from Illinois to Florida.
4. My usual reminder about dues: 2026 Regular membership dues were due by December 31, 2025. Please get them in as soon as possible. Consider Life Membership if affordable, which saves annual cost and effort for you. The Application/Renewal form is on our website and in the newsletter. You can email me the e-form ([treasurer@ticovets.org](mailto:treasurer@ticovets.org)) and Zelle the funds to the same: [treasurer@ticovets.org](mailto:treasurer@ticovets.org).
5. Reunion forms have been coming in since December and I'm already making multiple weekly trips to the PO Box; let's keep me busy -- please! Don't forget the early bird special: \$20 off per banquet meal, which expires on March 15, 2026. Reunion forms are available online and in both the December and this newsletter issue, so fill them out and get them in. It would be wonderful to have more of you in attendance at this year's reunion.

Heidi and I send our best wishes and look forward the fellowship of the upcoming reunion. We will see you in Mobile!

Bob Sullivan, Treasurer

# ***Support the Reunion Planner***

*(And Why It Matters More Than You Think)*

*[Excerpt from Sharon Danitschek, Military Reunion Network President]*

Every military reunion exists for one simple reason: **someone volunteered to lead it.**

That person—the reunion planner—rarely sought the role for recognition. More often, they stepped forward because no one else would, because they cared about the group, or because they didn't want to see the reunion fade away.

What many don't see is the scope of responsibility that comes with that decision.

Reunion planners juggle logistics, budgets, contracts, communications, expectations, personalities, emotions, and history. They do this while balancing families, jobs, health, and life—and they usually do it as volunteers. When planners feel unsupported, reunions don't just become stressful. They become unsustainable.

Supporting the reunion planner is not a courtesy. It is how reunions continue.

## **Share the Load:**

A reunion should never depend on one person's endurance. Boards play a critical role in whether a planner thrives or burns out. Support begins with structure, not sympathy. One effective approach is having the planner create a simple task map that lists all reunion responsibilities—registration, finances, communications, vendor coordination, on-site support—and assign ownership, not just “helpers.” When everyone knows what they are responsible for, fewer tasks fall through the cracks, and the planner isn't left chasing answers. Another key support strategy is rotating these support roles between reunions. Even small rotations prevent burnout and build continuity. When multiple people understand different parts of the process, the reunion becomes more resilient.

## **Think beyond the current reunion:**

Supporting a planner also means thinking beyond the current reunion. One effective strategy is identifying a “planner-in-training.” Shadowing allows knowledge to transfer naturally and reduces fear about the future. Keeping records current immediately after the reunion—contacts, vendor notes, timelines—prevents details from being lost and makes future planning easier. Finally, talking about the next reunion early, even informally, helps maintain momentum and shared ownership. Reunions shouldn't feel like endings—they should feel like continuations.

## **Trust the Planner's Experience—Especially When Choosing a Location:**

Selecting a reunion location is one of the most stressful responsibilities a planner carries—and one of the most scrutinized. These decisions are not made casually. Experienced planners evaluate where attendees live now, overall association and attendee budgets, past reunion locations, travel accessibility, affordability, safety concerns, physical needs of an aging population, and which

destinations understand military reunions. Support begins with transparency. When planners share their decision criteria upfront, boards and members better understand the reasoning behind recommendations. It also helps to establish a clear decision window—when feedback is welcome and when the decision becomes final. Endless second-guessing after the fact undermines confidence and delays progress. Perhaps most importantly, once a location is chosen, leaders must back the decision publicly. Mixed messages erode trust and place planners in an impossible position.

### **Participate, Don't Just Attend:**

Support doesn't begin at check-in. It begins months earlier.

One of the simplest ways members can support a planner is by adopting an "early bird equals support" mindset. Early registrations reduce financial risk, improve negotiating power, and lower stress. When members delay, planners are forced to make decisions without reliable numbers.

Another meaningful contribution is micro-volunteering. Instead of vague offers to "help if needed," members can take on small, defined tasks—welcoming attendees, collecting photos, managing raffles, or assisting with registration. These tasks may seem minor, but collectively they relieve enormous pressure.

Peer encouragement is equally powerful. When members personally reach out to one or two service mates to encourage attendance, the planner is no longer carrying recruitment alone. Reunions thrive when participation becomes a shared responsibility.

### **Respect the Emotional Side of Reunions:**

Military reunions are about reconnection—and sometimes loss.

Supporting planners means recognizing that not every moment needs to be programmed. Building in unstructured time allows conversations to unfold naturally. Free time is not wasted time—it is often the heart of the reunion.

Flexibility is also essential. Not every attendee will participate in every activity, and that's okay. Support means allowing space for different comfort levels and energy levels.

Finally, it's important to normalize emotion. Joy, grief, laughter, reflection—they all belong at reunions. Planners should not feel responsible for managing emotions, only for creating space where they are allowed.

*From the USS TICONDEROGA Veterans' Association 2027 Reunion Planning Committee:*

*So why are you reading this article? We urgently need a REUNION COORDINATOR and a list of members willing to assist. Please contact us to volunteer so our reunions may continue well into the future.*



## USS TICONDEROGA Veterans' Association 2027 Reunion Overview



Dates: 12 May 2027 to 16 May 2027  
West Coast: San Diego, CA  
West Coast-ish: Tucson, AZ

Dates: 19 May 2027 to 23 May 2027  
Mid-West: Green Bay, WI



## USS TICONDEROGA Veterans' Association 2027 Reunion Overview West Coast: San Diego, CA



- Crowne Plaza, San Diego, Mission Valley (IHG)
- Food & Beverage minimum: \$5,000 / Snacks & non-alcohol ok
- Daily Room Rate: \$179 + 12.5% tax
- Newly renovated – 419 total rooms (largest hotel)
- Banquet meal: \$68 to \$75 + 7.75% tax
- Parking fee: \$25 per day / Distance to airport = 6 miles
- Meeting Rooms: Waiver with use of Parlor Suite @ \$179 + 12.5%  
tax Daily Room Rate or Paradise Cover Room (4700 sq ft) @ \$195 per day
- Breakfast: 1 free per room (additional \$15 per person)
- Tours: USS MIDWAY, Seaworld, Harbor Cruise



## USS TICONDEROGA Veterans' Association 2027 Reunion Overview Mid-West Green Bay, WI



- Hyatt Regency Green Bay (Hyatt)
- Food & Beverage minimum: \$3,000 / No outside F&B
- Room Rate: \$129 + 15.5% tax
- Renovated in 2020 – 241 total rooms (all suites)
- Banquet meal: \$62 to \$69 + 5.5% tax + 24% service fee
- Parking fee: Complimentary / Distance to airport = 9 miles
- Meeting Rooms: Exec King Suite / Waived on meeting F&B min.
- Breakfast: \$22 per person
- Tours: Lambeau Field, Wisconsin Maritime Museum



## USS TICONDEROGA Veterans' Association 2027 Reunion Overview West Coast-ish: Tucson, AZ



- Double Tree Tucson, Reid Park (Hilton)
- Food & Beverage minimum: \$2,000 / Snacks & alcohol ok
- Daily Room Rate: \$159 + 12.05% tax + \$4
- Renovated in 2020 – 276 total rooms
- Banquet meal: \$68 to \$72 + 0% tax/service charge (largest room)
- Parking fee: Free / Distance to airport = 7.5 miles
- Meeting Rooms: Waived with use of (1 or 2) Courtyard Suite @  
Daily Room Rate
- Breakfast: \$26 per person
- Tours: Pima Air and Space, Aircraft Boneyard

# LEARNING ABOUT THE USS *ALABAMA* (BB-60)

[Source: Wikipedia]

This *South Dakota* class battleship, the USS *Alabama*, was ordered in the context of global naval rearmament during the breakdown of the Washington treaty system that had controlled battleships construction during the 1920s and early 1930s. Under the Washington and London treaties, so-called treaty battleships were limited to a standard displacement of 35,000 long tons (36,000 t) and a main battery of 14-inch (356 mm) guns. In 1936, following Japan's decision to abandon the treaty system, the U.S. Navy decided to invoke the "escalator clause" in the Second London treaty that allowed displacements to rise to 45,000 long tons (46,000 t) and armament to increase to 16 in (406 mm) guns. Congressional objections to increasing the size of the new ships forced the design staff to keep displacement as close to 35,000 LT as possible while incorporating the larger guns and armor sufficient to defeat guns of the same caliber.



*Alabama* is 680 feet (210 m) long overall and has a beam of 108 ft 2 in (32.97 m) and a draft of 35 ft 1 in (10.69 m). She displaced 37,970 long tons (38,580 t) as designed and up to 44,519 long tons (45,233 t) at full combat load. The ship was powered by four General Electric steam turbines, each driving one propeller shaft, using steam provided by eight oil-fired Babcock & Wilcox boilers. Rated at 130,000 shaft horsepower (97,000 kW), the turbines were intended to give a top speed of 27.5 knots (50.9 km/h; 31.6 mph). The ship had a cruising range of 15,000 nautical miles (28,000 km; 17,000 mi) at a speed of 15 knots (28 km/h; 17 mph). She carried three Vought OS2U Kingfisher floatplanes for aerial reconnaissance, which were launched by a pair of aircraft catapults on her fantail. Her peace time crew numbered 1,793 officers and enlisted men, but during the war the crew swelled to 2,500.

The ship was armed with a main battery of nine 16"/45 caliber Mark 6 guns in three triple-gun turrets on the centerline, two of which were placed in a super-firing pair forward, with the third aft. The secondary battery consisted of twenty 5-inch /38 caliber dual-purpose guns mounted in twin turrets clustered amidships, five turrets on either side. As designed, the ship was equipped with an anti-aircraft battery of twelve 1.1 in (28 mm) guns and twelve .50-caliber (12.7 mm) M2 Browning machine guns, but she was completed with a battery of six quadruple 40 mm (1.6 in) Bofors guns in place of the 1.1 in guns and thirty-five 20 mm (0.79 in) Oerlikon autocannon in single mounts instead of the .50-cal. guns.

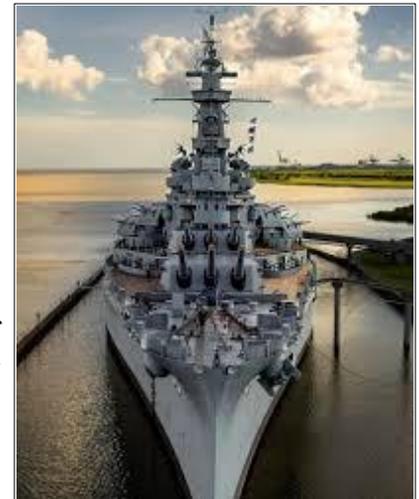
The main armored belt is 12.2 in (310 mm) thick, while the main armored deck is up to 6 in (152 mm) thick. The main battery gun turrets have 18 in (457 mm) thick faces, and they are mounted atop barbettes that are 17.3 in (440 mm) thick. The conning tower has 16 in (406 mm) thick sides.

**Modifications:** *Alabama* received a series of modifications through her wartime career, consisting primarily of additions to the anti-aircraft battery and various types of radar sets. The first addition was the installation of SC air search radar in 1941, fitted in the foremast, which was later replaced with an SK type set. At the same time, an SG surface search radar was installed on the forward superstructure; a second SG set was added to the main mast after experiences during the Guadalcanal campaign in 1942. In 1943, she received a Mark 3 fire-control radar, mounted on her conning tower to assist in the direction of her main battery guns. The Mark 3 was quickly replaced with more modern Mark 8 fire-control radar, and Mark 4 radars for the secondary battery guns. She later received Mark 12/22 sets in place of the Mark 4s. *Alabama* also received a TDY jammer. In 1945, her traditional spotting scopes were replaced with Mark 27 microwave radar sets.

The ship's light anti-aircraft battery was gradually expanded. Four more 40 mm quadruple mounts were allocated to the ship in late 1942, but by the time she underwent her refit in November 1943, the allotted armament had been increased to twelve quadruple mounts. Two more were to be added to the forecastle in 1945, but experience with other ships demonstrated these to be excessively wet in most sea conditions and thus unusable, so they were never installed aboard *Alabama*. In May 1943, she had another eight 20 mm guns installed, bringing the total to fifty-three of the guns. By 1945, the ship's 20 mm battery had grown to fifty-six guns, all in single mounts. She was slated to have these exchanged for forty twin mounts, but the work was not done before the war ended and she was removed from service.

## Service history

**Construction and Atlantic operations:** The keel for *Alabama* was laid down on 1 February 1940 at the Norfolk Navy Yard. She was launched on 16 February 1942; *Crane Ship No. 1* (ex-*Kearsarge*) assisted with the installation of the ship's heavy armor and armament.<sup>[6]</sup> She was commissioned just six months later on 16 August. Fitting-out work then commenced, and on 11 November she began her shakedown cruise in the Chesapeake Bay. She then began initial training to prepare the ship's crew for wartime service, first out of Casco Bay, Maine. On 11 January 1943, *Alabama* returned to Chesapeake Bay for further training before moving to Norfolk. She was then assigned to Task Group (TG) 22.2 and sent back to Casco Bay on 13 February for tactical training.



*Alabama*'s first deployment came in April with the temporary assignment to the British Home Fleet to reinforce the Allied naval forces available to escort the Arctic convoys to the Soviet Union. At the time, the British had sent several capital ships to the Mediterranean Sea to support the Allied invasion of Sicily, stripping away forces necessary to counter German naval strength in Norway, most significantly the battleship *Tirpitz*. Accordingly, *Alabama* and her sister ship *South Dakota* got underway on 2 April as part of Task Force (TF) 22. Screened by five destroyers, the two battleships steamed to the Orkney Islands by way of Little Placentia Sound and Naval Station Argentia, Newfoundland, arriving in the main British naval base at Scapa Flow on 19 May. There, they were organized as TF 61, Home Fleet, and the ships began thorough training to familiarize the American ships with their British counterparts for joint operations. TF 61 was commanded by Rear Admiral Olaf M. Hustvedt; over the course of the next three months, they frequently operated with the battleships HMS *Anson* and *Duke of York*.

*Alabama*, *South Dakota*, and several British units covered an operation to reinforce the island of Spitzbergen in the Arctic Ocean in early June. The following month, *Alabama* took part in Operation Governor, a demonstration to

distract German attention during the Sicily invasion. The Allies also hoped to lure out *Tirpitz* to sink her, but the Germans took no notice of the ships and remained in port. On 1 August, *Alabama* and *South Dakota* were detached to return to the United States; they departed immediately and arrived in Norfolk on 9 August, where *Alabama* underwent an overhaul in preparation for operations against Japanese forces in the Pacific Theater. *Alabama* emerged from the shipyard on 20 August and began the voyage to the Pacific by way of the Panama Canal, which she transited on 25 August. She reached Efate in the New Hebrides on 14 September.

**Gilbert and Marshall Islands campaign:** On arriving in the south Pacific, *Alabama* embarked on an extensive training program that lasted for a month and a half to prepare the battleship to operate with the fast carrier task force. She then steamed to Fiji on 7 November before departing four days later to support the Gilbert and Marshall Islands campaign, which began with the invasion of Tarawa on 20 November. *Alabama* escorted the aircraft carriers while they struck Japanese airfields on nearby islands in the Marshalls to neutralize their ability to interfere with the landing. She then supported the landing on Betio in the Tarawa Atoll on 20 November, followed by the landing at Makin. *Alabama* twice engaged Japanese aircraft that approached the fleet on the night of 26 November.

*Alabama* and five other fast battleships bombarded Nauru on 8 December, which the Japanese used as a source of phosphate. The destroyer *Boyd*, which had been hit by Japanese artillery fire, came alongside *Alabama* and transferred three wounded men to the battleship. The ships then escorted the carriers *Bunker Hill* and *Monterey* back to Efate, which they reached on 12 December. *Alabama* got underway on 5 January 1944 for Pearl Harbor, arriving on 12 January for maintenance that included replacing one of her propellers. She arrived in Funafuti in the Ellice Islands on 21 January, where she joined the fleet for the next operation in the campaign. She was assigned to Task Group (TG) 58.2, which sortied on 25 January to begin Operation Flintlock, the invasion of Kwajalein. *Alabama*, *South Dakota*, and the battleship *North Carolina* shelled the island of Roi-Namur over the course of 29 and 30 January, targeting defensive positions, airfields, and other facilities. For the remainder of the campaign, she patrolled to the north of Kwajalein to guard against a possible Japanese counterattack that did not materialize.

Over the next two months, the fast carrier task force embarked on a series of raids on Japanese-held islands in the central Pacific to prepare for the next major offensive. The ships of TG 58.2 sortied on 12 February to participate in Operation Hailstone, a major raid on the island of Truk, which had been the primary staging area for the Japanese fleet in the central Pacific. *Alabama* escorted the carriers that struck the island over the course of 16–17 February, inflicting heavy damage to the Japanese forces and infrastructure there. The fleet then continued on to raid Japanese bases on Saipan, Tinian, and Guam. During a Japanese air attack on the fleet on 21 February, *Alabama*'s No. 9 5-inch turret accidentally fired into the No. 5 mount, killing five and wounding eleven men. That day, *Alabama* took part in a sweep to the southeast of Saipan to search for Japanese vessels that might be in the area. Having found none, the fleet steamed to Majuro to replenish fuel and ammunition. While there, she served as the flagship of Vice Admiral Marc Mitscher, the commander of the fast carrier task force, from 3 to 8 March.

*Alabama* and the rest of the fleet departed Majuro on 22 March to attack the next set of targets: Palau, Yap, Ulithi, and Woleai in the Caroline Islands. By this time, *Alabama* had been transferred to TG 58.3 as part of the screen for the carrier *Yorktown*. While enroute to the Carolines, the ships came under attack from a group of Japanese aircraft on the night of 29 March and *Alabama* shot one of them down and assisted with another. The next day, the carriers began their raids and *Alabama* stood by, engaging Japanese aircraft as they attacked the fleet. She helped to drive off a lone Japanese aircraft late that day before it could close to attack. The fleet then returned to Majuro for replenishment before departing on 13 April; *Alabama* now escorted the veteran carrier *Enterprise* for a series of strikes along the coast of western New Guinea in support of Army operations in the New Guinea campaign. The final action in the series of raids saw the fleet return to the Carolines to strike Pohnpei, which *Alabama* and five other battleships bombarded on 1 May. The group then returned once again to Eniwetok on 4 May to begin preparations for the invasion of the Marianas.

**Mariana and Palau Islands campaign:** *Alabama* sortied with the rest of TF 58 in early June, now as part of TG 58.7; the fleet had arrived off the initial target, Saipan, by 12 June. The next day, *Alabama* took part in a preparatory bombardment of the island intended to weaken Japanese defenses so that minesweepers could begin to clear approaches to the landing beach. *Alabama's* gunners were not as experienced with shore bombardment as other dedicated bombardment ships, and her shooting was not particularly effective. She thereafter screened the carriers as they struck Japanese positions around the island, and ground troops landed on the island on 15 June. The landing was a breach of Japan's inner defensive perimeter that triggered the Japanese fleet to launch a major counter-thrust with the 1st Mobile Fleet, the main carrier strike force.

The Japanese fleet arrived on 19 June, leading to the Battle of the Philippine Sea. *Alabama* was the first vessel to pick up the incoming Japanese aircraft on her radar, 141 nautical miles (261 km; 162 mi) away, at 10:06. The battleship *Iowa* quickly corroborated the report, and 40 minutes later the Japanese aircraft arrived over the fleet. A total of seven waves hit the American fleet, though only three of them hit TG 58.7. Of those, *Alabama* was able to engage Japanese aircraft in two of the attacks. During one of the attacks, a pair of aircraft penetrated the Combat Air Patrols and attacked *South Dakota*, and *Alabama* was among the vessels that fired on them. About an hour after that attack, two torpedo bombers attempted to attack *South Dakota* again, but *Alabama* helped to drive them off with a barrage of anti-aircraft fire. During this latter attack, a single dive bomber was able to use the gunners' distraction with the torpedo bombers to approach *Alabama*, but the pilot nevertheless missed with his bombs and caused no damage. Vice Admiral Willis A. Lee, the TG 58.7 commander, commended *Alabama's* radar operators for their prompt detection of the Japanese aircraft, which allowed the American carriers to launch their fighters with enough time to intercept the attackers away from the fleet.

*Alabama* remained on station, escorting the carriers while they raided Saipan, Guam, Tinian, and Rota throughout the campaign. She was then detached from the fleet to Eniwetok in the Marshalls for periodic maintenance. The ship then became the flagship of Rear Admiral Edward Hanson, the commander of Battleship Division (BatDiv) 9, and left the island on 14 July in company with *Bunker Hill*. The next stage in the campaign, the invasion of Guam, began on 21 July and *Alabama* performed her role of carrier escort during operations there for the next three weeks. On 11 August, she left to return to Eniwetok before embarking on the next assault on 30 August, code-named Operation Stalemate II; this consisted of a series of landings on Pelelieu, Ulithi, and Yap. By this time, the fast carrier task force had been transferred from Fifth Fleet to Third Fleet and accordingly renumbered as TF 38, so *Alabama* was now part of TG 38.3. She escorted the carriers while they launched a series of strikes on the islands from 6 to 8 September to prepare for the amphibious assaults.

**Philippines campaign:** After the strikes in the Carolines, the fast carrier task force left the area to begin initial raids in the Philippines, with the first strikes occurring from 12 to 14 September. Aircraft from the carriers hit Japanese bases on the islands of Cebu, Leyte, Bohol, and Negros. Another series of strikes, concentrated around the capital of Manila, followed on 21 and 22 September, and in the central Philippines on the 24th. *Alabama* returned to Saipan on 28 September before proceeding to Ulithi, which was by now a major staging area for the US fleet, on 1 October. Five days later, the fast carrier task force sortied to begin a major raid on the island of Formosa (Taiwan) and other islands to neutralize the airfields there in advance of the invasion of the Philippines. *Alabama* continued to escort the carriers as part of TG 38.3, providing heavy anti-aircraft support. On 14 October, the fleet turned south to begin raids on Luzon in the Philippines and *Alabama* engaged aircraft that attempted to attack the fleet. The ship's gunners claimed to have destroyed three Japanese aircraft and damaged another.

**Battle of Leyte Gulf:** *Alabama* supported the landing at Leyte on 15 October before returning to the carrier screen to escort them for another series of air strikes on islands throughout the Philippines on 21 October, by now having been transferred to TG 38.4. The landings on Leyte led to the activation of Operation Shō-Gō 1, the Japanese navy's planned riposte to an Allied landing in the Philippines. The plan was a complicated operation with three separate fleets: the 1st Mobile Fleet, now labeled the Northern Force under Vice Admiral Jisaburō Ozawa, the Center Force under Vice Admiral Takeo Kurita, and the Southern Force under Vice Admiral Shōji Nishimura.

Ozawa's carriers, by now depleted of most of their aircraft, were to serve as a decoy for Kurita's and Nishimura's battleships, which were to use the distraction to attack the invasion fleet directly.

Kurita's ships were detected in the San Bernardino Strait on 24 October, and in the ensuing Battle of the Sibuyan Sea, American carrier aircraft sank the powerful battleship *Musashi*, causing Kurita to temporarily reverse course. This convinced Admiral William F. Halsey, the commander of Third Fleet, to send the fast carrier task force to destroy the 1st Mobile Fleet, which had by then been detected. *Alabama* steamed north with the carriers, and on the way Halsey established TF 34, consisting of *Alabama* and five other fast battleships, seven cruisers, and eighteen destroyers, commanded by Vice Admiral Willis Lee. TF 34 was arrayed ahead of the carriers, serving as their screen. On the morning of 25 October, Mitscher began his first attack on the Northern Force, initiating the Battle off Cape Engaño; over the course of six strikes on the Japanese fleet, the Americans sank all four carriers and damaged two old battleships that had been converted into hybrid carriers. Unknown to Halsey and Mitscher, Kurita had resumed his approach through the San Bernardino Strait late on 24 October and passed into Leyte Gulf the next morning. While Mitscher was occupied with the decoy Northern Force, Kurita moved in to attack the invasion fleet; in the Battle off Samar, he was held off by a group of escort carriers, destroyers, and destroyer escorts, TU 77.4.3, known as Taffy 3. Frantic calls for help later that morning led Halsey to detach Lee's battleships to head south and intervene.

However, Halsey waited more than an hour after receiving orders from Admiral Chester W. Nimitz, the Commander, U.S. Pacific Fleet, to detach TF 34; still steaming north during this interval, the delay added two hours to the battleships' voyage south. A need to refuel destroyers further slowed TF 34's progress south. Heavy resistance from Taffy 3 threw Kurita's battleships and cruisers into disarray and led him to break off the attack before *Alabama* and the rest of TF 34 could arrive. Halsey detached *Iowa* and *New Jersey* as TG 34.5 to pursue Kurita through the San Bernardino Strait while Lee took the rest of his ships further southwest to try to cut off his escape, but both groups arrived too late. The historian H. P. Wilmott speculated that had Halsey detached TF 34 promptly and not delayed the battleships by refueling the destroyers, the ships could have easily arrived in the strait ahead of Center Force and, owing to the marked superiority of their radar-directed main guns, destroyed Kurita's ships.

**Later operations:** Having failed to intercept the retiring Japanese fleet, *Alabama* and the rest of TF 34 returned to their positions screening the carriers. On 30 October, the fleet withdrew to Ulithi to replenish ammunition and fuel. On 3 November, the fleet departed for another series of raids on Japanese airfields and other facilities on Luzon as the amphibious force prepared for its next landing on the island of Mindoro in the western Philippines. Over the next few weeks, *Alabama* cruised with the carriers, protecting them from Japanese aircraft, while the carriers struck targets on Luzon and the Visayas in the central Philippines. The fleet returned to Ulithi once again on 24 November and through early December *Alabama* was occupied with routine maintenance and training exercises with other vessels in the fleet. During this period, the fleet was reorganized and *Alabama* was assigned to TG 38.1. The fleet sortied again on 10 December for more strikes on Luzon that lasted from 14 to 16 December; the carriers massed so many aircraft that they could keep Japanese airfields constantly suppressed to prevent them from interfering with the passage of the Mindoro invasion fleet.

On 17 December, the fleet withdrew to refuel at sea, but late in the day, Typhoon Cobra swept through the area, battering the fleet. The storm conditions—*Alabama* recorded wind gusts as high as 83 knots (154 km/h; 96 mph) and heavy seas that caused her to roll up to thirty degrees—sank three destroyers and inflicted serious damage to several other vessels, though *Alabama* emerged with only minor damage to her superstructure, and both of her Kingfishers were wrecked. The fleet returned to Ulithi on 24 December and *Alabama* was detached for an overhaul at the Puget Sound Naval Shipyard. She entered the dry-dock there on 18 January 1945 for work that lasted until 25 February, at which point she was floated out of the dry-dock for further repairs, which were completed on 17 March. The ship then began a series of sea trials and training exercises along the coast of California before departing on 4 April for Pearl Harbor. She arrived there on 10 April, spent a week on additional training exercises, and then proceeded on to Ulithi, arriving there on 28 April.

**Operations off Japan and the end of the war:** At Ulithi, *Alabama* re-joined the fast carrier task force, which had by this point reverted to Fifth Fleet. The fast carrier task force got underway on 9 May to support the forces fighting in the Battle of Okinawa, who had gone ashore on 1 April. The Japanese had massed significant reserves of aircraft for kamikaze strikes against the invasion fleet. During one such attack on 14 May, while approximately 120 miles southeast of the Japanese home island of Kyushu, *Alabama* shot down two Japanese aircraft and helped to destroy two others, but one kamikaze nevertheless penetrated the fleet's anti-aircraft defenses and struck *Enterprise*. The operations off Okinawa continued for the next two weeks and on 4–5 June, the fleet was hit by another typhoon and *Alabama*—part of TG 38.1 at this time—again suffered only superficial damage, though many other vessels in the group were badly damaged. The fleet resumed its normal operations in support of the Okinawa fight on 7 June, including air strikes on Japanese airfields on Kyushu the next day that *Alabama* supported. With an escort of five destroyers on 9 June, *Alabama*, *Indiana*, and *Massachusetts* steamed to shell Japanese facilities on the island of Minami Daito Jima; they repeated the attack the next day. The fleet thereafter returned to Leyte Gulf to begin preparations for a series of attacks on the Japanese Home Islands.

Third Fleet resumed control of the carrier fleet for these operations, which began on 1 July when the fleet sortied from Leyte Gulf. The carriers conducted wide-ranging attacks on various military and industrial targets throughout Japan, particularly concentrating on the area around Tokyo. On the night of 17–18 July, *Alabama*, four other American battleships, the British battleship HMS *King George V*, and a pair of cruisers bombarded six industrial facilities northeast of Tokyo. On 9 August, *Alabama* shelled targets at Kamaishi in company with two battleships and six American and British cruisers. The same day, *Alabama* transferred a medical party to the destroyer *Ault*, which took them to the destroyer *Borie*, which had been hit by a kamikaze and needed medical assistance. When she received word of the Japanese surrender on 15 August, *Alabama* was still at sea off the coast of Japan. She contributed sailors and marines to the initial occupation force, and she cruised with the carriers while they used their aircraft to search for prisoner of war camps.

On 5 September, *Alabama* steamed into Tokyo Bay, where she re-embarked crew-members who had gone ashore. She remained there until 20 September, when she got underway for Okinawa, where she took on 700 men, most of whom were Seabees, to carry them back to the United States as part of Operation Magic Carpet. The ship arrived in San Francisco on 15 October and remained there for the Navy Day celebrations held there on 27 October, where she hosted some 9,000 visitors. Two days later, she steamed to San Pedro, California, where she lay until 27 February 1946, when she got underway for an overhaul at Puget Sound to prepare her for deactivation.

**Reserve and Museum Ship:** She was decommissioned on 9 January 1947 at the Naval Station in Seattle and assigned to the Pacific Reserve Fleet, stationed in Bremerton, Washington. Plans were drawn up during the period she was in reserve to modernize *Alabama* and the other ships of her class should they be needed for future active service. In March 1954, a program to equip the four ships with secondary batteries consisting of ten twin 3-inch (76 mm) guns were proposed, but the plan came to nothing. Another plan to convert the ship into a guided missile battleship arose in 1956–1957, but the cost of the conversion proved to be prohibitive. She would have had all three main battery turrets removed and replaced with a twin RIM-8 Talos missile launcher forward, two RIM-24 Tartar launchers aft, anti-submarine weapons, and equipment to handle helicopters. The cost of the project amounted to \$120 million.

On 1 June 1962, *Alabama* was stricken from the Naval Vessel Register for disposal; with the ship slated to be broken up, the state of Alabama passed a bill to establish the "USS *Alabama* Battleship Commission" with a view toward preserving the battleship as a museum ship. Governor George Wallace signed the law on 12 September 1963, and the commission set about raising funds to acquire the ship; ultimately around \$800,000 was raised, of which an eighth came from children in the state, the rest coming primarily from corporate donations.

On 16 June 1964, the Navy awarded the ship to her namesake state, with a provision that the Navy would retain the ability to recall the ship to service in the event of an emergency. *Alabama* was formally handed over on 7 July during a ceremony in Seattle, and she was then towed to Mobile, Alabama, to be restored as a museum, by way of

the Panama Canal. On the way to the canal, one of the tugboats accidentally sank. The ship's screws were removed for the voyage to avoid any damage. The carrier *Lexington*, a veteran of the fast carrier task force and still in service, escorted the ship while she was towed through the Gulf of Mexico. *Alabama* arrived in Mobile on 14 September having traveled some 5,600 nautical miles (10,400 km; 6,400 mi), the longest tow of a vessel that was not an active warship. The channel in Mobile Bay to her permanent berth had not yet been completed, and she had to wait until the end of the month before dredging work was finished. Once the ship was moored in her berth, work began to prepare the ship for visitors, including sandblasting painted surfaces, applying primer, and then re-painting the entire ship. The museum was opened on 9 January 1965.

In the early 1980s, when the Navy reactivated the four *Iowa*-class battleships, parts were cannibalized from *Alabama* and the other preserved battleships, including *Massachusetts* and *North Carolina*, to restore the *Iowas* to service. Engine room components that were no longer available in the Navy's inventory accounted for most of the material removed from the ships. The ship was declared a National Historic Landmark in 1986. During her career as a museum ship, *Alabama* has been used as a set for several movies including *Under Siege* in 1992 and *USS Indianapolis: Men of Courage* in 2016.

In the early 2000s, the museum raised funds to complete major repairs to *Alabama*, including removing 2.7 million gallons of water contaminated with fuel oil from the ship. This involved erecting a cofferdam around the ship and pumping it dry, which also allowed workers to repair the ship's hull. At the same time, the submarine *USS Drum*, another component of the museum, was moved from the water to a display on land so her hull could be repaired. *Alabama* was damaged by Hurricane Katrina in September 2005, taking on water and a list to port; repairs were effected by Volkert, Inc.

The USS ALABAMA Battleship Memorial Park, 2703 Battleship Pkwy, is less than 3 miles from the reunion site at the Holiday Inn Downtown/Historic District. Hours of operation are 0800 to 1700. Admission for veterans with an ID card is \$15.00. Parking is \$5.00. Volunteer shuttle service to/from the Memorial Park will be provided. Inquire at the event registration desk for details.



# BATTLESHIP U.S.S. ALABAMA TOUR ROUTES



### Tour Routes

**Yellow Tour**

1. Main Deck
2. Gun Deck
3. Gun Deck
4. Gun Deck
5. Gun Deck
6. Gun Deck

**Red Tour**

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100. Gun Deck

## **53rd Reunion, Mobile, Alabama**

### **TENTATIVE SCHEDULE OF EVENTS**

#### **Wednesday, May 13**

1:00pm-10:00pm

Reunion Registration Open (Magnolia Foyer)

1:00pm-10:00pm

Hospitality Room Open (Magnolia)

#### **Thursday, May 14**

6:00am-9:30am

Free Hot Breakfast

8:00am-10:00pm

Reunion Registration Open (Magnolia Foyer)

8:00am-10:00pm

Hospitality Room Open (Magnolia)

8:00am-5:00pm

TOUR (self-guided): USS ALABAMA Memorial Park

[Note: Transportation will be limited to the good will of the numerous shipmates who plan to drive to the Mobile reunion.]

#### **Friday, May 15**

6:00am-9:30am

Free Hot Breakfast

8:30am-4:00pm

TOUR (group): National Naval Aviation Museum, NAS Pensacola, FL

9:00am-10:00pm

Reunion Registration Open (Magnolia Foyer)

9:00am-10:00pm

Hospitality Room Open (Magnolia)

#### **Saturday, May 16**

7:00am-10:00am

Free Hot Breakfast

9:00am-1:00pm

Reunion Registration Open (Magnolia Foyer)

9:00am-1:00pm

Hospitality Room Open (Magnolia)

9:00am-11:00am

Board of Directors Meeting (Bienville A)

12:30pm-2:30pm

Ladies' Event (Magnolia)

1:00pm-3:00pm

General Membership Meeting (Bienville A)

4:30pm-5:30pm

Cocktail Hour & Photographs (2-Section Ballroom)

5:30pm-5:45pm

Group Photographs (2-Section Ballroom)

5:45pm

Table seating (2-Section Ballroom)

6:00pm-9:30pm

Banquet (2-Section Ballroom)

#### **Sunday, May 17**

7:00am-10:00am

Free Hot Breakfast

9:00am-10:00am

Memorial Service (Bienville A)



**53rd Reunion Mobile**

**May 14-17, 2026**

**Holiday Inn Downtown/Historic District  
301 Government Street  
Mobile, AL 36602**

ROOM RATE: Single/Double occupancy \$149.00 plus tax (12.5%)  
RESERVATIONS: All room reservations must be made individually.

**HOTEL RESERVATIONS MUST BE MADE NO LATER THAN THURSDAY, APRIL 24, 2026**

Call the hotel to make your reservation: (251) 694-0100 (use group code **TICO**) or copy the link below:

[https://www.ihg.com/holidayinn/hotels/us/en/find-hotels/select-roomrate?fromRedirect=true&qSrt=sBR&qErm=false&qSIH=MOBHI&qRms=1&qAdlt=1&qChld=0&qCiD=11&qCiMy=042026&qCoD=17&qCoMy=042026&qGrpCd=TIC&setPMCookies=true&qSHBrC=HI&qDest=301%20Government%20Street,%20Mobile,%20AL,%20US&qPmbw=0&qPmn=1&srb\\_u=1&qRmFltr=](https://www.ihg.com/holidayinn/hotels/us/en/find-hotels/select-roomrate?fromRedirect=true&qSrt=sBR&qErm=false&qSIH=MOBHI&qRms=1&qAdlt=1&qChld=0&qCiD=11&qCiMy=042026&qCoD=17&qCoMy=042026&qGrpCd=TIC&setPMCookies=true&qSHBrC=HI&qDest=301%20Government%20Street,%20Mobile,%20AL,%20US&qPmbw=0&qPmn=1&srb_u=1&qRmFltr=)

Late reservations will be processed based on space availability but may be at a higher rate.

**CHECK-IN TIME IS 3:00pm / CHECK-OUT TIME IS 11:00am**

**Complimentary overnight self-parking  
24 hour access to onsite fitness center  
Free Wi-Fi  
One free breakfast per room**

Distance to Mobile International Airport (BFM) is 5 miles  
Service with American Airlines, Delta, and United

**There is NO airport shuttle service to/from the hotel.**

**USS TICONDEROGA VETERANS' ASSOCIATION  
53rd REUNION MOBILE, ALABAMA  
MAY 14-17, 2026  
ACTIVITY REGISTRATION FORM**

**MEMBERSHIP REQUIRED**

Listed below are all registration, tour, and meal costs for the 53<sup>rd</sup> reunion. Please enter how many people will be participating in each event and total the amount. Once submitted, your canceled check will serve as your confirmation. Returned checks will be charged a **\$20 fee**. All registration forms and **payments must be received by mail on or before April 24, 2026**. Questions? [President@Ticovets.org](mailto:President@Ticovets.org) or [Treasurer@Ticovets.org](mailto:Treasurer@Ticovets.org)

**PLEASE SEND THIS FORM AND THE TOTAL AMOUNT DUE TO:**

ROBERT SULLIVAN  
P.O. BOX 3637, ST AUGUSTINE, FL 32085

**Make Check OR Zelle payment to: USS TICONDEROGA VETERANS' ASSOCIATION**

<u>DATE</u>	<u>TOUR</u>	<u>Price Per</u>	<u># of People</u>	<u>Total</u>
FRIDAY, MAY 15:	Tour – National Naval Aviation Museum [Transportation only; Admission is free]	\$60	_____	\$_____
SATURDAY, MAY 16:	BANQUET – Buffet style: Garden Salad, Chicken Marsala, Beef Brisket, Shrimp Etoufee, Herb Roasted Potatoes, Baked Parmesan Zucchini, Dessert	\$80	_____	\$_____
				Less discount: \$_____

[Register by March 15, 2025, to get an Early Bird discount of \$20 per person for your banquet meal(s)!]

**MANDATORY REGISTRATION FEE PER PERSON    \$75    \_\_\_\_\_    \$\_\_\_\_\_**

**Total amount payable to USS TICONDEROGA VETERANS' ASSOCIATION: \$\_\_\_\_\_**

FIRST NAME: \_\_\_\_\_ LAST NAME: \_\_\_\_\_

CV/CVA/CVS CG- \_\_\_\_\_ DIVISION: \_\_\_\_\_ YEARS ONBOARD: \_\_\_\_\_ to \_\_\_\_\_ RANK: \_\_\_\_\_

SPOUSE/GUEST NAME [if attending]: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY/STATE/ZIP: \_\_\_\_\_

EMAIL: \_\_\_\_\_ PHONE #: \_\_\_\_\_

DISABILITY and/or DIETARY RESTRICTIONS: \_\_\_\_\_

## ***USS TICONDEROGA (CG-47)***

### ***Command Master Chief John W. Malone***

December 29, 1941 — August 30, 2025

John Wesley Malone, 83, of Chillicothe, Ohio, passed peacefully on August 30, 2025, in Jacksonville, Florida, surrounded by his family.

Born December 29, 1941, in Massieville, Ohio, John was the son of the late Silas Eugene and Osie Bethel Malone. On December 8, 1962, he married the love of his life, Mary Rosalene ("Rose") Tackett, beginning a partnership of more than 62 years marked by devotion, laughter, and adventure.



A proud graduate of Chillicothe High School (Class of 1959), John continued his education at the Ohio State Barber College, Troy State University, and the Navy Senior Enlisted Academy. His professional life reflected his unwavering commitment to service. John devoted over 30 years to the United States Navy, rising to the distinguished rank of Master Chief Petty Officer, the highest enlisted grade. After his naval career, he continued his public service with the TSA at Norfolk International Airport and later as a Court House Security Officer with the Virginia Beach Sheriff's Department.

John was deeply committed to community and fellowship. He was a member of Masonic Lodge Scioto #6, F&A.M., and a life member of Yokosuka Masonic Lodge #20, F&A.M. He was a 32nd Degree Mason with both the Tokyo and Columbus Scottish Rites, a member of the Aladdin Shriners, Past Commander and Life Member of Disabled American Veterans Chapter 18, and Past President and Life Member of American Legion Post 62. His affiliations also included the U.S. Navy Cruiser Sailors Association, NRA, AMVETS, Chillicothe Lions Club, and Tabernacle Baptist Church.

In addition to his son, Michael, John was predeceased by his beloved wife, Rose.

He is survived by his daughters, Dr. Vicki (Ric) Waytowich and Mary Kathleen (Paul) Kelly, grandchildren, Dr. Nicholas (Eli) Waytowich, Danica Waytowich, Alex Waytowich, Keith (Zariel) Kelly and bonus granddaughter Michelle (Chris) Miller. In addition to his sister, Freda Ann Pigman, he is also survived by his sisters-in-law Mrs. Joyce Haddox, Mrs. Shirley Welch, Mrs. Nana Dempsey, Mrs. Carol Deloise, Mrs. Nola Braucher and Mrs. Sherry Plowman (Tom).



BIG T Veterans' Association of the  
USS TICONDEROGA  
P.O. Box 3637  
St Augustine, FL 32085

**CHANGE SERVICE REQUESTED**



**53rd REUNION, MOBILE, ALABAMA  
MAY 14-17, 2026**