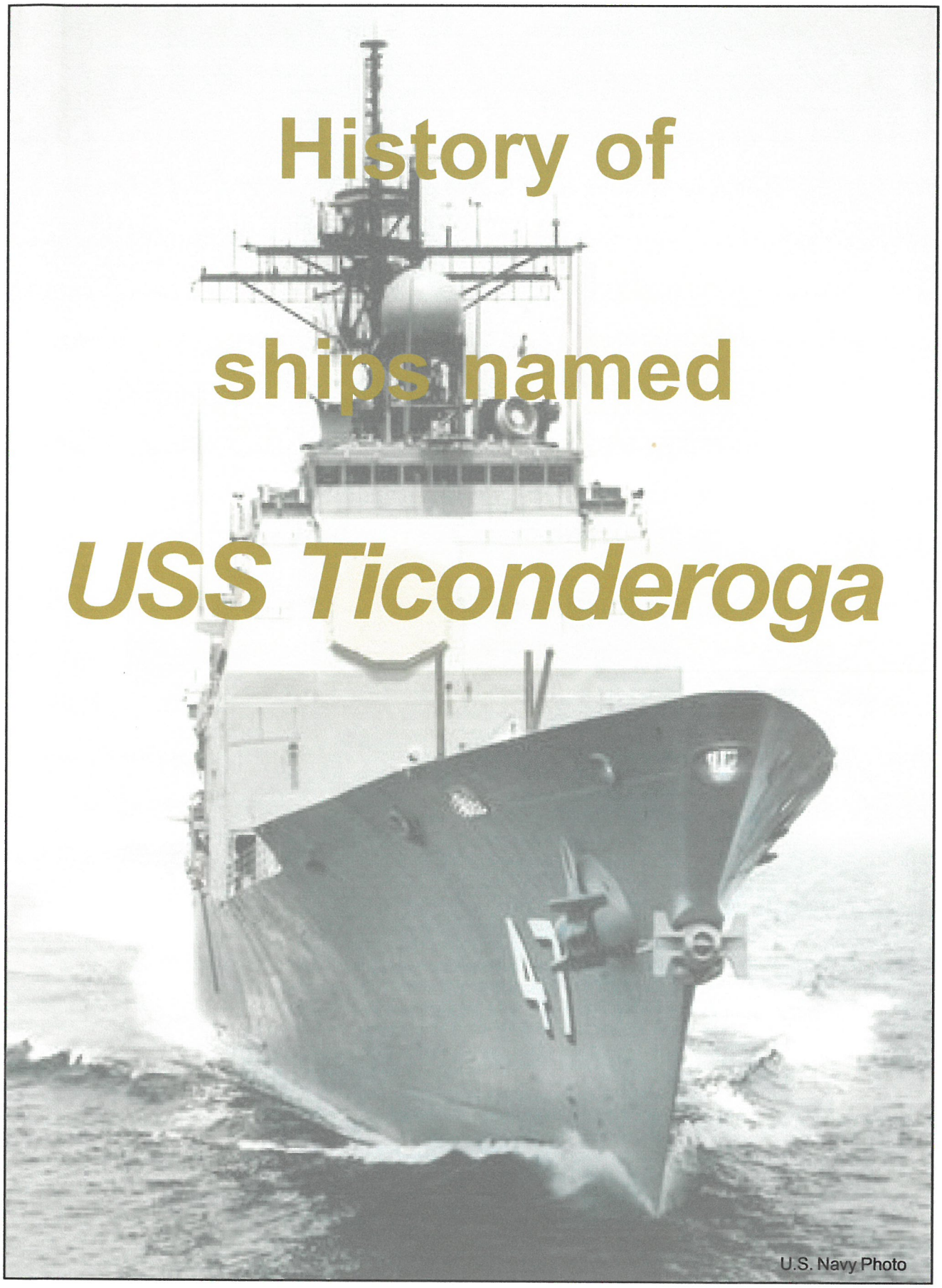
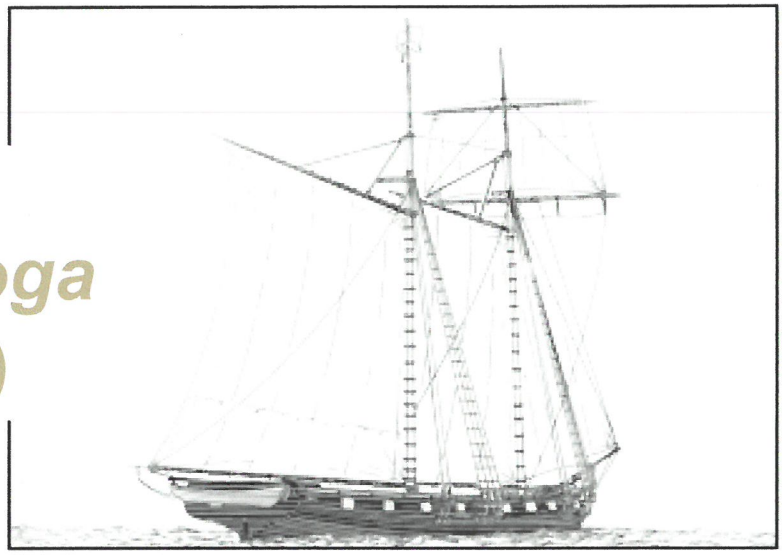
History of ships named

USS Ticonderoga



U.S. Navy Photo

The first *USS Ticonderoga* (1814 - 1825)



The first *USS Ticonderoga* — a merchant steamer built in 1814 at Vergennes, Vermont — was purchased by the Navy at Lake Champlain and converted to schooner rigging. It was relaunched as a Navy vessel on May 12, 1814.

Ticonderoga rendered gallant service with Captain Thomas Macdonough's squadron during the Battle of Lake Champlain on Sept. 11, 1814. Commanded by Lt. Stephen Cassin, *Ticonderoga* compelled sloop HMS Finch (formerly *USS Growler*) to surrender after riddling her with shot and forcing her aground. She also assisted in the capture of sloop *HMS Chubb* (formerly *USS Eagle*), and repelled several boarding attempts by British gunboats.

Midshipman Hiram Paulding, a crew member during the battle, used his pistol to discharge a cannon when firing matches proved defective. During the two-and-one-half-hour engagement, six members of *Ticonderoga's* crew were killed, and six others were wounded.

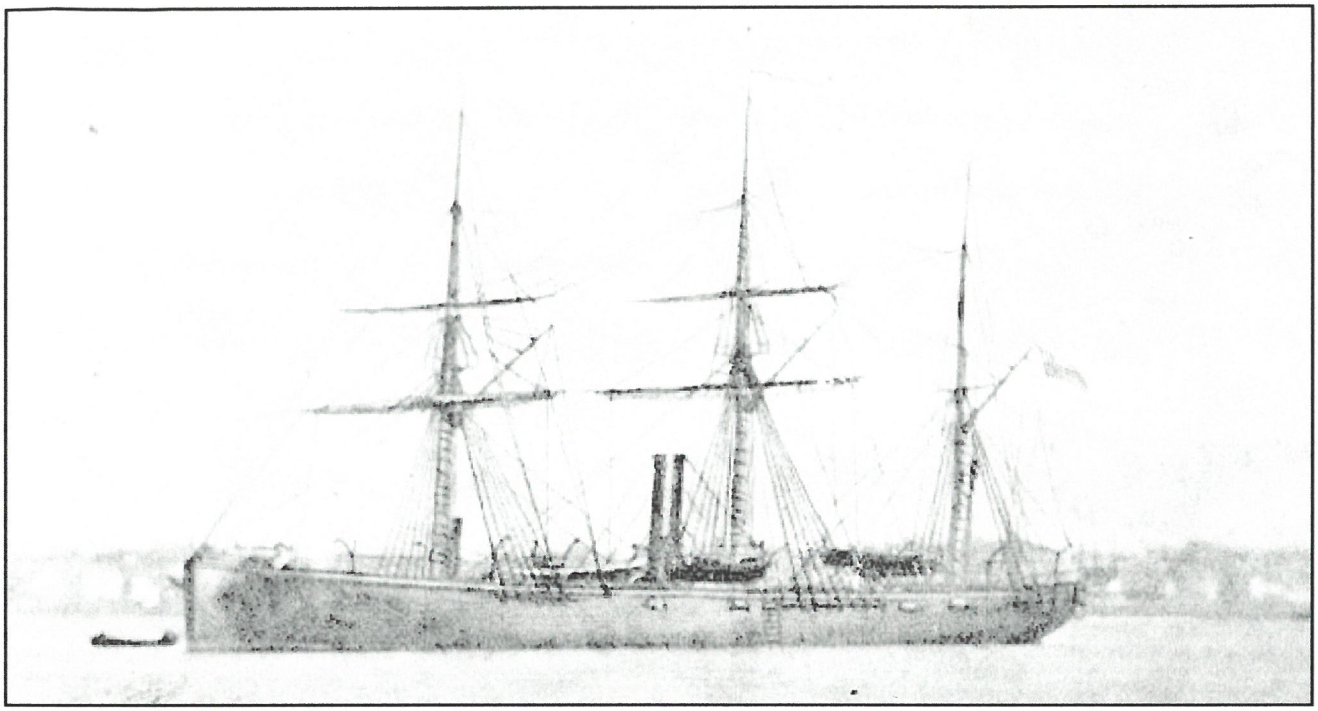
After the war, *Ticonderoga* was laid up at Whitehall, New York. A decade later, she was pronounced unworthy of repair and sold at public sale on July 19, 1825.

Medal of Honor recipient, Robert Summers, Chief Quartermaster, USS Ticonderoga. Medal awarded for action during the Battle for Fort Fisher, N.C., December 1864-January 1865.

The second *USS Ticonderoga* (1863 - 1882)

The second *USS Ticonderoga* (1863) was laid down by the New York Navy Yard in 1861; launched on 16 October 1862; sponsored by Miss Katherine Heaton Offley; and commissioned at New York on 12 May 1863, Commodore J. L. Lardner in command.

Ticonderoga sailed south on June 5, 1863, for duty as flagship of the West Indies Squadron. After stopping at Philadelphia, the ship arrived at Cape Haitien on June 12. She patrolled waters off the Virgin Islands, Barbados, Tobago, Trinidad, and Curacao protecting Union commerce.



Sloop-of-war USS Ticonderoga in Philadelphia Navy Yard, circa April 1864

Ticonderoga returned to Philadelphia for repairs in September. She was relieved as flagship of the squadron in October and sent to the Boston Navy Yard.

Operating out of Boston, *Ticonderoga* searched unsuccessfully off Nova Scotia for the captured steamer *Chesapeake* from Dec. 11 to 16. In June 1864, she hunted Confederate commerce raiders off the New England coast, putting into Portland harbor, Maine, on June 26. There, *Ticonderoga* received a telegram on July 10 ordering her to track down and destroy the marauding Confederate raider *CSS Florida*.

Her search lasted for several months and carried *Ticonderoga* as far south as Cape San Roque, but was stopped because of mechanical troubles and insufficient fuel. She returned to Philadelphia late in October.

Ticonderoga left Philadelphia bound for Hampton Roads, Va., on Oct. 31. She was assigned to the North Atlantic Blockading Squadron on Nov. 4 and deployed off Wilmington, N.C.

Ticonderoga participated in the first, unsuccessful, attempt to take Fort Fisher, N.C., on Dec. 24-25. On the first day of the assault, eight men were killed and 20 others wounded, when a 100-pound Parrott cannon exploded. A landing party from *Ticonderoga* assisted in the capture of the fort on 15 January 1865.

Congressional Medal of Honor records list 10 men who received the Medal of Honor for their service aboard *USS Ticonderoga* during the Battle for Fort Fisher. The 10 are listed in the box below.

Ticonderoga joined the South Atlantic Blockading Squadron on Jan. 19. After a brief tour of duty, she left

Medal of Honor Recipients
USS Ticonderoga,
Battle of Fort Fisher, N.C.
December 1864 - January 1865

Richard Binder, Sergeant of Marines, U.S. Marine Corps

Edward Bowman, Quartermaster, U.S. Navy,

William Campbell, Boatswain's Mate, U.S. Navy

Isaac Fry, Orderly Sergeant, U.S. Marine Corps

Joseph Hayden, Quartermaster, U.S. Navy

Thomas Jones, Coxswain, U.S. Navy

George Prance, Captain of the Main Top, U.S. Navy

William Shipman, Coxswain, U.S. Navy

Robert Summers, Chief Quartermaster, U.S. Navy

William Taylor, Captain of the Forecastle, U.S. Navy

for Philadelphia in March, and was decommissioned on May 5, 1965.

Ticonderoga was recommissioned for service with the European Squadron in 1866. She remained with the squadron through 1869, visiting ports in the Mediterranean, and along the English, European and African coasts.

The vessel was extensively repaired in 1870 and reported for duty with the South Atlantic Squadron at Rio de Janeiro on Aug. 23, 1871. After more than two years of service on the coast of South America, she was reassigned to the North Atlantic Squadron in January 1874.

The ship was decommissioned for the second time at Portsmouth, N.H., on Oct. 24, 1874.

Ticonderoga was recommissioned on Nov. 5, 1878, and ordered to embark upon a cruise around the world. The expedition, commanded by Commodore Robert W. Shufeldt, was of a commercial nature, intended to expand existing trade relations and establish new ones.

Ticonderoga sailed eastward from Hampton Roads on Dec. 7, and stopped at ports including Madeira, Monrovia, Cape Town, Aden, Bombay, Penang, Singapore, Manila, Hong Kong, Nagasaki, Fusan, Honolulu, and San Francisco. *Ticonderoga* arrived at Mare Island, Calif., for extensive repairs on Nov. 9, 1880.

During the ship's two-year mission, she visited more than 40 ports and steamed more than 36,000 miles without a mishap.

Ticonderoga returned to New York on Aug. 23, and decommissioned for the final time on Sept. 10, 1882. The ship was declared unfit for further service and sold in Boston on Aug. 5, 1887, to Thomas Butler & Company.

The third *USS Ticonderoga* (1918)

Originally a German steamer built in 1914 at Bremerhaven, Germany, the ship was seized by United States customs officials in 1917, and turned over to the Navy. It was fitted out as an animal transport, renamed *Ticonderoga,* and commissioned at Boston in the Naval Overseas Transportation Service (NOTS) on Jan. 5, 1918. Lt.Cmdr. James J. Madison, USNRF, was the commanding officer.

Ticonderoga departed Boston on Jan. 16, 1918, and reached Newport News, Va., three days later. There, she loaded a cargo of automobiles, trucks, animals, and other Army supplies before moving north to New York City to join a convoy which sailed for France on Feb. 20. *Ticonderoga* entered port at Brest on March 7, and departed France on March 23, to return to the United States. She arrived at New York on April 8, and then headed for Norfolk, Va., the following day to undergo repairs and take on cargo before returning to New York on April 30.

Ticonderoga steamed out of New York harbor once more on May 3, bound for Europe. She reached Brest on May 18, and proceeded southeast along the coast of France to the Gironde estuary where she unloaded her cargo and took on ballast for the return voyage. The transport put to sea on 10 June and entered Hampton Roads 15 days later.

Ticonderoga took on another Army shipment at Newport News and joined an east-bound convoy at New York

The **President of the United States** in the name of The Congress takes pleasure in presenting the **Medal of Honor** to

MADISON, JAMES JONAS

Rank and Organization: Lieutenant Commander, U.S. Naval Reserve Force.

Born: 20 May 1884, Jersey City, N.J. Appointed from: Mississippi.

Citation:

For exceptionally heroic service in a position of great responsibility as commanding officer of the USS. Ticonderoga, when, on 4 October 1918, that vessel was attacked by an enemy submarine and was sunk after a prolonged and gallant resistance. The submarine opened fire at a range of 500 yards, the first shots taking effect on the bridge and forecastle, 1 of the 2 forward guns of the Ticonderoga being disabled by the second shot. The fire was returned and the fight continued for nearly 2 hours. Lt. Cmdr.. Madison was severely wounded early in the fight, but caused himself to be placed in a chair on the bridge and continued to direct the fire and to maneuver the ship. When the order was finally given to abandon the sinking ship, he became unconscious from loss of blood, but was lowered into a lifeboat and was saved, with 23 others, out of a total number of 236 on board.

A plaque citing Lt.Cmdr. James Madison's Medal of Honor citation is one of 17 in Naval Station Pascagoula's Medal of Honor Park, which pays tribute to men from Mississippi who earned the nation's highest military honor.

on July 12. She delivered her cargo at the Gironde estuary once more, and remained until Aug. 21, before heading home.

Ticonderoga loaded more Army cargo at Norfolk between Sept. 5 and 19. She then steamed to New York, where she joined a convoy bound for Europe on Sept. 22.

During the night of Sept. 29, the transport developed engine trouble and dropped behind the convoy. At 0520 on Sept. 30, a crew member sighted the German submarine U-152 running on the surface, and the ship prepared for action.

For the next two hours, her gun crews fought the enemy in a losing battle. The U-boat's gunners put her forward gun out of commission after six shots, but crew members operating the 6-inch gun aft continued the uneven battle.

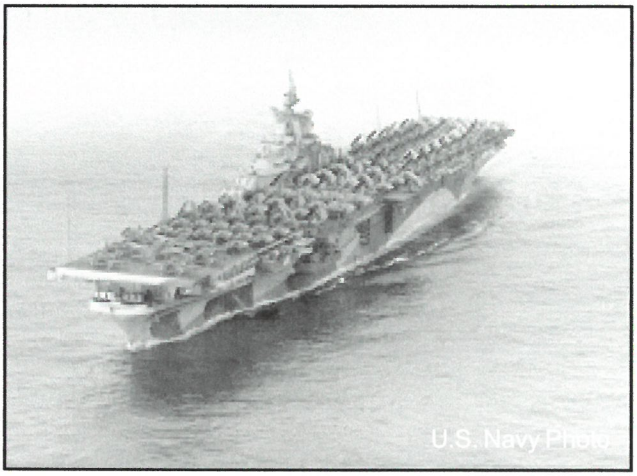
Almost every man on board *Ticonderoga,* including the captain, suffered wounds. Eventually, the submarine's two 5.9-inch guns succeeded in silencing Ticonderoga's remaining gun. At 0745, *Ticonderoga* slipped beneath the sea.

Of the 237 sailors and soldiers embarked, only 24 survived. Twenty-two of those survivors were in one life boat and were rescued by the British steamer *SS Moorish Prince* four days later. The other two, the executive officer and the first assistant engineer, were taken prisoner on the U-boat and eventually landed at Kiel, Germany, when U-152 completed her cruise.

Ticonderoga's name was subsequently struck from the Navy list.

The fourth *USS Ticonderoga* (1944 - 1973)

The fourth ship named *Ticonderoga* was originally laid down as *Hancock* on Feb. 1, 1943, at Newport News, Va., by the Newport News Shipbuilding & Dry Dock Co. It was renamed *Ticonderoga* on May 1, 1943, launched on Feb. 7, 1944, and commissioned at the Norfolk Navy Yard on May 8, 1944, Capt. Dixie Kiefer in command.



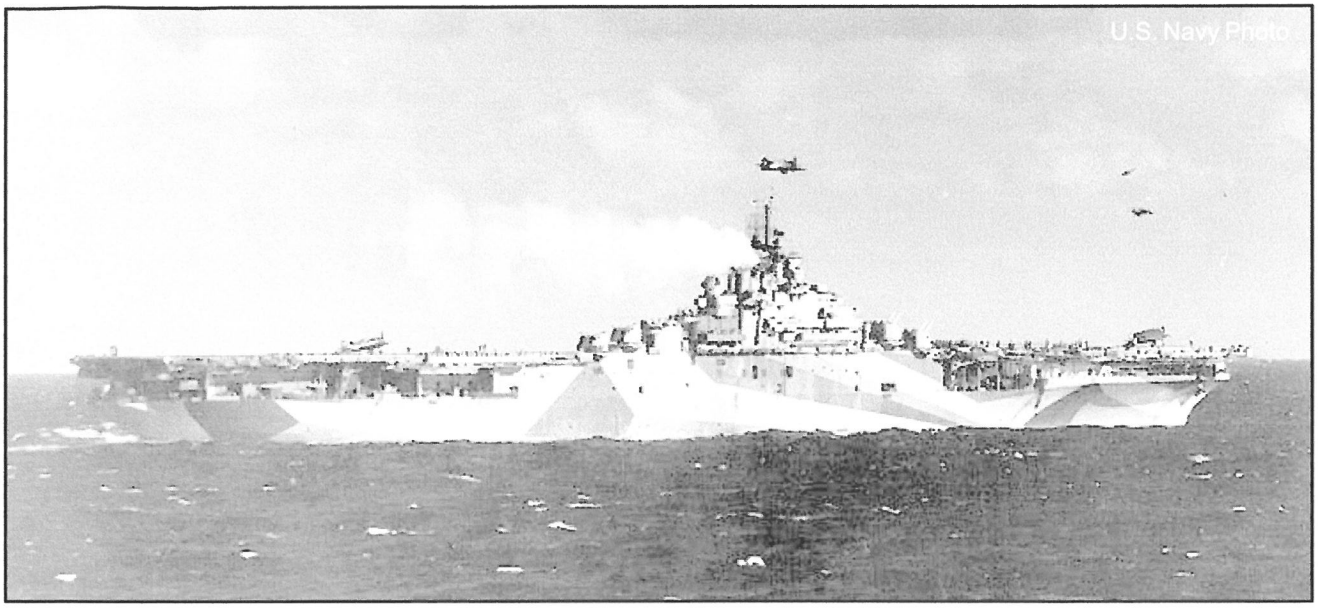
The fourth USS Ticonderoga (CV 14) was an Essex-class aircraft carrier, shown here in September 1944 off the coast of San Diego, loaded with aircraft headed for the war in the Pacific.

Early Service

Ticonderoga remained at Norfolk for almost two months outfitting and embarking Air Group 80.

On June 26, the carrier shaped a course for the British West Indies. She conducted air operations and drills along the way, and reached Port of Spain, Trinidad, on June 30. For the next 15 days, *Ticonderoga* trained intensively to weld her air group and crew into an efficient wartime team.

After returning to Norfolk, the ship was deployed to the Pacific Ocean. She transited the Panama Canal on Sept. 4, and steamed up the coast to San Diego. The carrier loaded provisions, fuel, aviation gas, and an additional 77 planes, as well as the Marine Corps aviation



USS Ticonderoga (CV 14) just prior to launching its first air strike near Luzon in the Philippines on Nov. 5, 1944. It is painted in camouflage colors.

and defense units in San Diego, and sailed on Sept. 15 for Hawaii, arriving five days later.

Ticonderoga remained at Pearl Harbor for almost a month. She and *Carina* (AK-74) conducted experiments in the underway transfer of aviation bombs from a cargo ship to an aircraft carrier. Following those tests, she conducted air operations — day and night landings and anti-aircraft defense drills — until Oct. 18, when she departed Pearl Harbor for the western Pacific.

Ticonderoga arrived at Ulithi Atoll in the Western Carolines on Oct. 29. There she embarked Rear Adm. A. W. Radford, Commander, Carrier Division 6, and joined Task Force (TF) 38 as a unit of Rear Adm. Frederick C. Sherman's Task Group (TG) 38.3.

World War II Service (Philippine Campaign)

Ticonderoga sortied with TF 38 on Nov. 2, and aided in providing air cover for ground forces capturing the island of Leyte. She launched her first air strike on Nov. 5. The ship's air group spent the next few days pummeling enemy shipping near Luzon and attacking air installations on the islands of Zablan, Mandaluyong and Pasig.

Ticonderoga's planes joined those of other carriers to aid in the sinking of the Japanese heavy cruiser *Nachi*. Additionally, *Ticonderoga* pilots shot down six Japanese aircraft, destroyed one on the ground, and damaged 23 others.

The enemy retaliated by sending up a flock of kamikaze planes. Two of the suicide planes succeeded in slipping through the American combat air patrol and anti-aircraft fire to crash into *USS Lexington* (CV-16). *Ticonderoga* emerged from the airborne bonsai charge unscathed and claimed two splashes.

The next day, the warship launched two fighter sweeps and two bombing strikes against the Luzon airfields and enemy shipping in the vicinity. Her airmen returned later that day claiming the destruction of 35 Japanese aircraft and attacks on six enemy ships in Manila Bay.

After refueling and receiving replacement planes the ship continued to pound enemy forces in the Philippines. Early on the morning of Nov. 11, her planes combined with others of TF 38 to attack a Japanese reinforcement convoy, just as it was preparing to enter Ormoc Bay from the Camotes Sea. Together, the planes sunk all of the enemy transports and four of seven escorting destroyers.

On the Nov. 12 and 13, *Ticonderoga* and her sister ships launched strikes at Luzon airfields and docks and shipping around Manila. This raid tallied an impressive score – the light cruiser Kiso, four destroyers, and seven merchant ships were sunk.

After a brief break to take on provisions, the carrier launched air strikes on central Luzon and adjacent waters on Nov. 25. Her pilots finished off the heavy cruiser Kumano, damaged in the Battle of Samar. Later, they attacked an enemy convoy about 15 miles southwest of Dasol Bay. The cruiser Yasoshima, a merchantman, and three landing ships were sunk. *Ticonderoga's* air group

rounded out their day of destruction with an aerial rampage, shooting down 15 Japanese planes and destroying 11 on the ground.

While her air group busily pounded the Japanese, Ticonderoga's ship's company also made their presence felt.

Just after noon, a torpedo launched by an enemy plane broached in the wake of *Langley* (CVL-27), announcing the approach of an air raid. *Ticonderoga's* gunners raced to their battle stations as the raiders made both conventional and suicide attacks on the task group.

The *USS Essex* (CV-9) erupted in flames when one of the kamikazes crashed into her. When a second suicide plane tried to finish off the stricken carrier, *Ticonderoga's* gunners joined those firing from other ships in cutting the plane's approach abruptly short. That afternoon, while damage control parties fought Essex's fires, *Ticonderoga* extended her hospitality to the carrier's homeless airmen as well as to *Intrepid* (CV-11) pilots whose ship had also been damages by kamikaze strikes.

Grumman F6F "Hellcat" fighters prepare to take off for strikes against targets in Manila Bay during World War II. The two leading planes are F6F-5N night fighters, with wing-mounted radar.

Ticonderoga's airmen and their comrades continued to wreak havoc in the Philippines in December 1944 with a storm of destruction on enemy airfields. On Dec. 6, *Ticonderoga's* airmen and their colleagues of the other air groups shot down or destroyed another 32 enemy planes.

TG 38 withdrew from the fight on Dec. 16 to refuel. While attempting to find calmer waters, the task group steamed directly through a violent typhoon. Though the storm cost Admiral Halsey's force three destroyers and more than 800 lives, *Ticonderoga* and the other carriers managed to ride it out with minimal damage.

World War II Service (South China Sea combat)

TF 38 steamed boldly through the Luzon Strait and headed southwest, diagonally across the South China Sea in early January 1945.

Ticonderoga provided combat air patrol coverage, and helped to bring down four enemy planes which attempted to attack the formation. Otherwise, the carriers and their escorts proceeded to a point some 150 to 200 miles off the coast of Indochina. They launched approximately 850 planes and made a series of anti-shipping sweeps on Jan. 12, during which they sank 44 ships, totaling more than 130,000 tons.

World War II Service (Attacks on Japanese islands)

TF 38 aircraft hit airfields on Fomosa, in the Pescadores, and at Sakishima Gunto on Jan. 21, 1945. The good flying weather brought mixed blessing, while it allowed American flight operations to continue through the day, it also brought new gusts of the 'Divine Wind,' the Japanese kamikaze pilots.

Just after noon, a single-engine Japanese plane scored a hit on *Langley* with a glide-bombing attack. Seconds later, a kamikaze plunged toward *Ticonderoga*. He crashed through her flight deck abreast of the No. 2 5-inch (127 mm) mount. The plane's bomb exploded just above the hangar deck, and several planes stowed nearby erupted into flames. Death and destruction abounded, but the ship's company fought valiantly to save the threatened carrier.

Capt. Kiefer changed course to keep the wind from

Fires burn on the flight deck after the Ticonderoga is hit by a Japanese kamikaze airplane in January 1945.

fanning the blaze. He then ordered magazines and other compartments flooded to prevent further explosions and to correct a 10-degree starboard list. Finally, he instructed the damage control party to continue flooding compartments on *Ticonderoga's* port side. That operation induced a 10-degree port list which neatly dumped the fire overboard. Firefighters and plane handlers completed the job by dousing flames and jettisoning burning aircraft.

Additional kamikazes took advantage of *Ticonderoga's* weakened state. Her anti-aircraft gunners struck back with desperate, but methodical ferocity and quickly shot down three tormentors into the sea.

A fourth plane slipped through the barrage and smashed into the carrier's starboard side near the island. That plane's bomb set more planes on fire, riddled her flight deck, and injured or killed another 100 sailors, including Capt. Kiefer. *Ticonderoga's* crew refused to submit. Spared further attacks, they brought the fires completely under control within two hours and *Ticonderoga* retired painfully.

World War II Service (Repair and Relaunch)

The stricken carrier arrived at Ulithi, a coral atoll in the Micronesia Island, on Jan. 24, but remained there only long enough to move her wounded to hospital ship *Samaritan* (AH-10), to transfer her air group to *Hancock* (CV-19), and to embark passengers bound for the United States.

Ticonderoga repairs were completed at Puget Sound Navy Yard (Feb. 15 - April 20). After leaving Puget Sound, The carrier embarked passengers and aircraft bound for Hawaii at Naval Air Station Alameda, Calif, and headed for Pearl Harbor.

Ticonderoga stood out of Pearl Harbor and headed for the western Pacific. En route to Ulithi, she launched her planes for strikes on Japanese-held Taroa in the Marshall Islands. On May 22, the warship arrived in Ulithi and rejoined the Fast Carrier Task Force as an element of Rear Admiral Radford's TG 58.4.

Two days after joining the task force, *Ticonderoga* headed north to spend the last weeks of the war in Japanese home waters. On June 2 and 3, *Ticonderoga* fighters struck at airfields on Kyushu in an effort to neutralize the remnants of Japanese air power, particularly the Kamikaze corps, and to relieve the pressure on American forces at Okinawa.

During the following two days, *Ticonderoga* rode out her second typhoon in less than six months and emerged relatively unscathed. On June 6, four of her fighters intercepted and destroyed three Okinawa-bound kamikazes. After conducting a fighter sweep of airfields on southern Kyushu on June 8, *Ticonderoga's* planes then joined in the aerial bombardment of Minami Daito Shima and Kita Daito Shima.

On June 24, her planes joined those of other fast carriers in striking ships in the Inland Sea and airfields at Nagoya, Osaka, and Miko. During those raids, TF 38 planes found the sad remnants of the once-mighty Japanese fleet and bagged battleships *Ise, Hyuga,* and *Haruna* as well as an escort carrier, *Kaiyo,* and two heavy cruisers. On July 28, her aircraft directed their efforts toward

USS Ticonderoga (CV 14) received five battle stars and three Meritorious Unit Commendations during World War II.

the Kure Naval Base, where they pounded an aircraft carrier, three cruisers, a destroyer, and a submarine.

She shifted her attention to the industrial area of central Honshu on June 30, then to northern Honshu and Hokkaido on Aug. 9 and 10. The latter attacks thoroughly destroyed the marshalling area for a planned airborne suicide raid on the B-29 bases in the Marianas.

The two atomic bombs dropped on Hiroshima and Nagasaki on Aug. 6 and 9, respectively, convinced the Japanese of the futility of continued resistance. On the morning of Aug. 15, *Ticonderoga* launched its final strike against Tokyo. During or just after that attack, word reached the task force that Japan had agreed to surrender.

At War's End

Ticonderoga and her sister ships remained on a full war footing while peace was negotiated. She continued patrols over Japanese territory and sent reconnaissance flights in search of camps containing Allied prisoners of war. On Sept. 6, four days after the formal surrender ceremony aboard *Missouri* (BB-63), *Ticonderoga* entered Tokyo Bay.

Her arrival at Tokyo ended one phase of her career and began another. She embarked more than 1,000 soldiers and sailors and arrived in Alameda, Calif., on Oct. 5. She disembarked her passengers and unloaded cargo before heading out again to pick up another group of veterans.

Ticonderoga was altered to accommodate additional passengers and took part in the "Magic Carpet" voyages. Between December 1945 and January 1946, debarked almost 8,000 returning servicemen. At the end of January, the carrier was sent to the Puget Sound Naval Shipyard to prepare for inactivation.

Almost a year later, on Jan. 9, 1947, *Ticonderoga* was decommissioned and berthed with the Bremerton Group of the Pacific Reserve Fleet.

Redesignation to CVA 14

Ticonderoga came out of reserve and went into reduced commission for the transit from Bremerton to New York on Jan. 31, 1952.

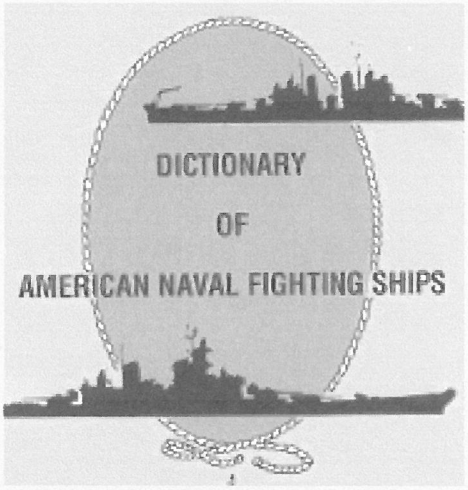
During the next 29 months, the carrier underwent and extensive conversion, receiving numerous modifications — steam catapults to launch jets, a new nylon barricade, a new deck-edge elevator and the latest electronic and fire control equipment — necessary for her to become an integral unit of the fleet.

On Sept. 11, 1954, *Ticonderoga* was recommissioned at New York City, Capt. William A. Schoech in command.

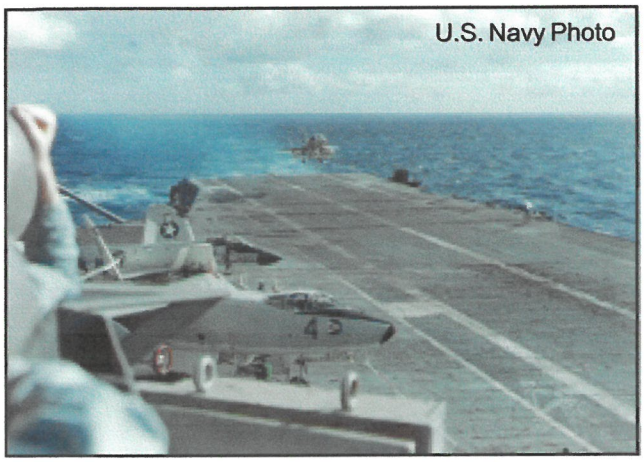
The carrier shifted to her new homeport, Norfolk, Va., in January 1955. Over the next month, she conducted carrier qualifications with Air Group 6 in the Virginia Capes operating area, and conducted shakedown operations off the coast of Cuba.

After additional modifications, the warship resumed carrier qualifications in the Virginia Capes area. On Nov. 4, the carrier headed for Europe. She relieved *Intrepid* at Gibraltar 10 days later and during the next eight months, cruised the length of the Mediterranean.

Ticonderoga returned to Norfolk on Aug. 2, 1956, and entered the shipyard to receive an angled flight deck



Editor's note: Much of the information about the five ships named *USS Ticonderoga* came from the ***Dictionary of American Naval Fighting Ships*** (DANFS). DANFS is the foremost reference regarding U.S. naval vessels. Published in nine volumes (from 1959 to 1991), it gives histories for virtually every U.S. naval vessel. It is now available online at *www.history.navy.mil/danfs*.



An A-4 'Skyhawk' lands on the deck of USS Ticonderoga in January 1963.

and an enclosed hurricane bow. The ship then shifted its homeport to Alameda, Calif. .

On Sept. 16, 1957, the carrier deployed out of San Francisco Bay for the Far East. For six months, *Ticonderoga* cruised Oriental waters from Japan to the Philippines, completing its first deployment to the western Pacific since recommissioning.

Between 1958 and 1963, *Ticonderoga* made four more peacetime deployments to the western Pacific. During each, she conducted training operations with other units of the 7th Fleet and made goodwill and liberty port calls throughout the Far East.

Vietnam Conflict

Early in 1964, she began preparations for her sixth cruise to the western Pacific and, following exercises off the west coast and in the Hawaiian Islands, the carrier cleared Pearl Harbor on May 4 for what began as another peaceful tour of duty in the Far East. The first three months of that deployment brought normal operations—training and port calls.

While operating in international waters in the Gulf of Tonkin on Aug. 2, *USS Maddox* (DD-731) reported being attacked by units of the North Vietnamese Navy. Within minutes of receiving the message, *Ticonderoga* dispatched four rocket-armed F8E "Crusaders" to the destroyer's assistance.

Arriving at the destroyer's position, *Ticonderoga's* planes launched Zuni rockets and strafed the North Vietnamese craft with 20-millimeter cannons. The *Ticonderoga* airmen teamed up with *Maddox* gunners to thwart the North Vietnamese attack, sinking one boat and damaging two others.

Two days later, *Ticonderoga* received urgent requests from *Turner Joy* (DD-951), on patrol with *Maddox,* for air support in resisting another torpedo boat foray. The carrier launched planes to aid the American surface ships, and sank two more boats and damaged another pair.

President Johnson ordered retaliatory air strikes on selected North Vietnamese motor torpedo boat bases.

Ticonderoga and *Constellation* (CV-46) launched 60 sorties against four bases and their supporting oil storage facilities on Aug. 5. Those attacks resulted in the destruction of 25 PT-type boats, severe damage to the bases, and almost completely destroying the oil storage depot. For her quick reaction and successful combat actions on those three occasions, *Ticonderoga* received a Navy Unit Commendation.

The aircraft carrier resumed normal operations in the South China Sea until winding up the deployment late in the year, returning to the Naval Air Station, North Island, Calif., on 15 December 1964.

Ticonderoga's winter deployment of 1965 and 1966 was her first total combat tour of duty during American involvement in the Vietnam War. During her six months in the Far East, the carrier spent a total of 115 days in air operations off the coast of Vietnam, dividing her time almost evenly between "Dixie" and "Yankee Stations," the carrier operating areas off South and North Vietnam, respectively. Her air group delivered over 8,000 tons of ordnance in more than 10,000 combat sorties, with a loss of 16 planes, but only 5 pilots.

For the most part, her aircraft hit enemy installations in North Vietnam and interdicted supply routes into South Vietnam, including river-borne and coastwise junk and sampan traffic as well as roads, bridges, and trucks on land. Specifically, they claimed the destruction of 35 bridges as well as numerous warehouses, barracks, trucks, boats, and railroad cars and severe damage to a major North Vietnamese thermal power plant located at Uong Bi north of Haiphong.

USS Ticonderoga (CVA 14) received 12 battle stars and one Meritorious Unit Commendation during the Vietnam conflict.

USS Ticonderoga conducts underway replenishment with USS Ashtabula (AO 51) off the coast of Vietnam in 1966.

The warship returned to the United States on May 13.

After a normal round of training operations, the *Ticonderoga* departed San Diego, on Oct. 15, bound for the western Pacific. The carrier arrived in the Gulf of Tonkin on Nov. 15, beginning the first of three combat tours during the 1966-67 deployment.

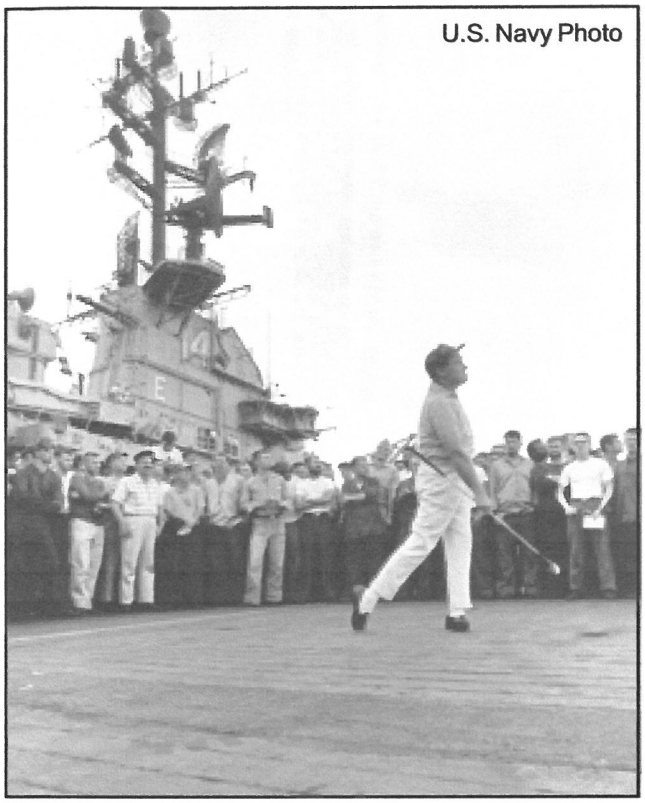
She launched 11,650 combat sorties, all against enemy targets located in North Vietnam. Primary targets were logistics and communications lines and transportation facilities. For their overall efforts in the conduct of day and night strikes on enemy targets, *Ticonderoga* and her air group earned their second Navy Unit Commendation. She completed her final line period on April 27, 1967, and returned to the United States.

Ticonderoga sailed for her fourth combat deployment to the waters off the Indochinese coast on Dec. 28, 1967. She arrived on station on Jan. 26, 1968, to began combat operations.

Between January and July, *Ticonderoga* sailed off the coast of Vietnam for five separate periods totalling 120 days of combat duty. During that time, her air wing flew more than 13,000 combat sorties against North Vietnamese and Viet Cong forces, most frequently in the continuing attempts to interdict the enemy lines of supply.

During her fifth and final line period, Lt.Cmdr. J. B. Nichols claimed *Ticonderoga's* first MiG kill on July 9. The carrier completed that line period and entered Subic Bay for upkeep on July 25, and then headed back to the United States.

During the first month of 1969, *Ticonderoga* made preparations for her fifth consecutive combat deployment to the southeast Asia area. Over the next four months the ship served four periods on the line off Vietnam, interdicting communist supply lines and making strikes against their positions.



Entertainer Bob Hope tees-off on the flight deck aboard the aircraft carrier USS Ticonderoga (CVA 14) during his visit to the carrier off the coast of Vietnam on Dec 26, 1965. Bob Hope and other entertainers were on a Christmas Tour of U.S. Military installations throughout Vietnam.

During her second line period, however, her tour of duty off Vietnam came to an abrupt end on April 16 when she was shifted north to the Sea of Japan. North Korean aircraft had shot down a Navy reconnaissance plane in the area, and *Ticonderoga* was called upon to strengthen the forces assigned to the vicinity. The crisis abated, and the ship returned to "Yankee Station" resuming interdiction operations.

Conversion to CVS 14

Ticonderoga returned to San Diego on Sept. 18, and begin conversion to an antisubmarine warfare (ASW) aircraft carrier. *Ticonderoga* was re-designated CVS-14 on Oct. 21, 1969.

During the remainder of her active career, *Ticonderoga* made two more deployments to the Far East. Because of her change in mission, neither tour of duty included combat operations off Vietnam. Both, however, included training exercises in the Sea of Japan with ships of the Japanese Maritime Self Defense Force.

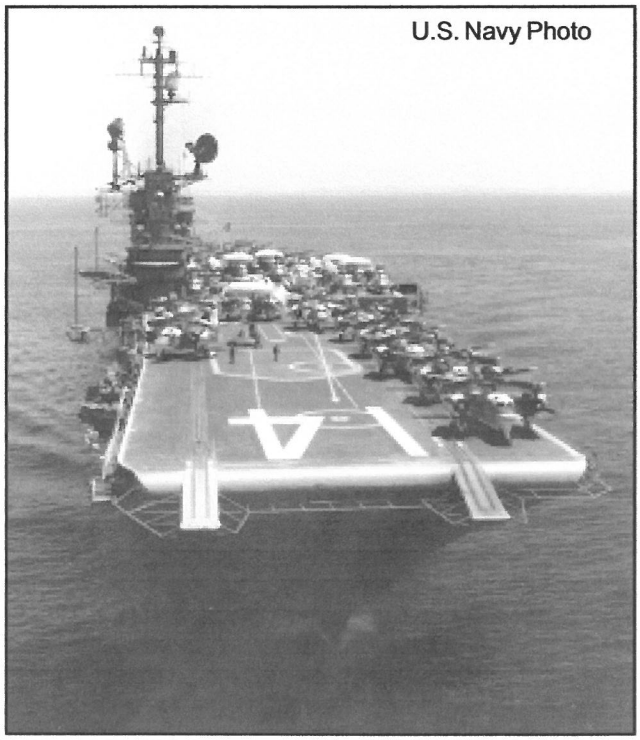
The first of these two cruises also brought operations in the Indian Ocean with units of the Thai Navy and a transit of Sunda Strait.

The ship also operated in the eastern Pacific, and participated in the recovery of the Apollo 16 moon mission capsule and its astronauts in April 1972, near American Samoa.

The second deployment came in the summer of 1972; and, in addition to the training exercises in the Sea of Japan, *Ticonderoga* joined ASW training operations in the South China Sea. She returned to the eastern Pacific in November, and practiced for the recovery of Apollo 17. *Ticonderoga* recovered her second set of space voyagers near American Samoa in December 1972.

Ticonderoga remained active for nine more months, first operating out of San Diego and then making preparations for inactivation. On Sept. 1, 1973, the aircraft carrier was decommissioned after a board of inspection and survey found her to be unfit for further naval service.

Her name was struck from the Navy list on Nov. 16, 1973, and arrangements were made to sell her for scrap.



USS Ticonderoga (CVS-14) just after participating in the recovery of the Apollo 16 moon capsule in May 1972.

U.S. Navy Photo

USS Ticonderoga (CG 47) gets underway from its homeport at Naval Station Pascagoula on Dec. 12, 2000. The fifth USS Ticonderoga was built at Ingalls Shipyard in Pascagoula, Miss., and commissioned in 1983.

The fifth *USS Ticonderoga* (1983 - 2004)

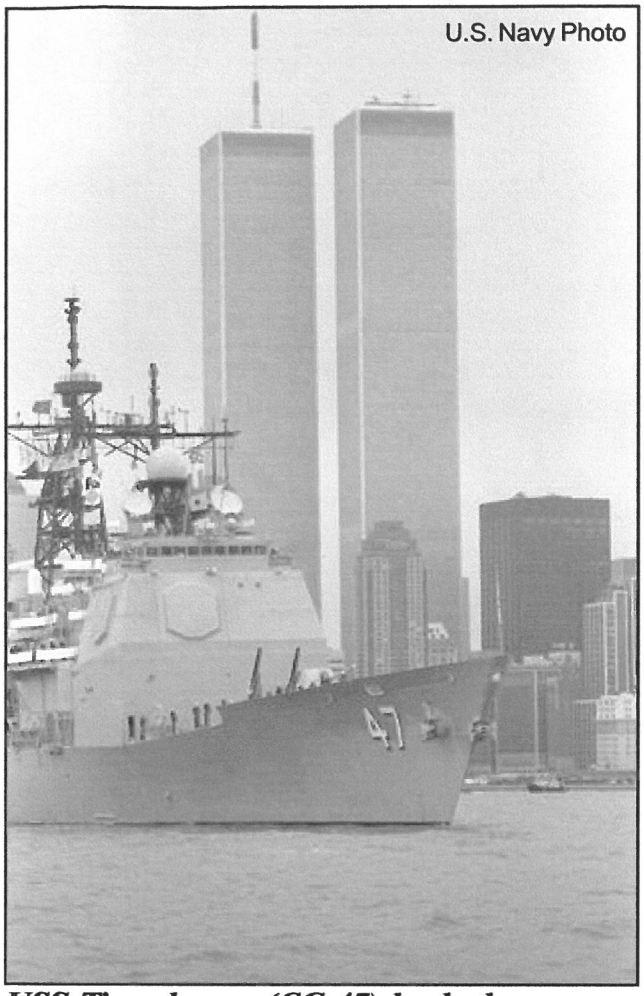
The keel laying for the fifth *USS Ticonderoga* took place on Jan. 21, 1980. It was launched on April 25, 1981. The ship was christened *USS Ticonderoga* (CG 47) by the First Lady, Nancy Reagan, the ship's sponsor, on May 16, 1981, in front of more than 9,000 military and civilian dignitaries. She was built in Pascagoula, Miss., by what is now Northrop Grumman Ship Systems, Ingalls Shipbuilding, and was initially homeported in Norfolk, Va. She measures 567 feet in length, 55 feet in the beam, and displaces 10,200 tons.

Ticonderoga was the world's first surface combatant equipped with the AEGIS combat system, the most sophisticated air defense system in the world. It was designed to defeat attacking missiles and provide quick reaction to deal with the anti-air warfare threat faced by the fleet. In addition to the AEGIS weapons system, she carried two Vulcan Phalanx close-in weapons systems (CIWS), two 5"/54 guns, two MK26 guided-missile launching systems, one Lamps Mark III helicopter, over-the-side torpedoes, and HARPOON anti-ship missiles.

Immediately following her commissioning, *Ticonderoga* completed one of the most ambitious and arduous evaluations in modern warfare history, demonstrating a warfare capability under threat environments that would have overwhelmed other ships of their time.

This demonstration of awesome fire power led *Ticonderoga* to depart Norfolk, Va. on her first operational deployment only nine months after entering the fleet. Serving as the flagship for Commander, Cruiser Destroyer Group 8, *Ticonderoga* served as Force Anti-Warfare Commander for the Battle Group. In an intense operational environment, *Ticonderoga* exceeded all expectation by consistently demonstrating the superior capabilities of the AEGIS system, earning the well-deserved name "Shield of the Fleet."

In its first year of operation it earned eight of eight warfare, engineering and seamanship awards — anti-air warfare, anti-submarine warfare, anti-surface warfare, electronic warfare, command and control and communi-



USS Ticonderoga (CG 47) leads the 'Parade of Ships' past the twin towers of the World Trade Center in New York City as part of Fleet Week activities, April 29, 1989.

cations, mobility, damage control, engineering and navigation/deck seamanship

At the conclusion of its first deployment, Chief of Naval Operations, Adm. James D. Watkins, said, "*Ticonderoga* has established a new benchmark of excellence for Sixth Fleet operations... and an impressive new tactical dimension characterized by 100 percent total system availability. "

During the ship's second deployment to the Mediterranean Sea in March 1986, *Ticonderoga* headed the surface action group that crossed the 'Line of Death' in the Gulf of Sidra off the coast of Libya.

After hostilities subsided, the ship conducted a number of port visits and NATO exercises throughout the Mediterranean. *Ticonderoga* demonstrated its operational versatility operating with foreign navies and air forces including Spain, Italy, Greece, and Turkey.

During the ship's third deployment, 1987-1988, the *Ticonderoga* worked with a number of naval assets including the battleship *USS Iowa* (BB 61) and the aircraft carrier *USS Midway* (CV 41). It conducted exercises in the North Atlantic, the Mediterranean Sea, the North Arabian Sea, the Gulf of Oman, and the Indian Ocean, earning its Sailors the distinction of "Blue Noses," "Shell Backs," and "Suez Safaris," respectively.

After the Iraqi invasion of Kuwait on Aug. 2, 1990, *Ticonderoga* transited the Suez Canal on Aug. 8 to lead the Eisenhower Battle Group into the Red Sea. *Ticonderoga* was the first ship to report on station to support Operation Desert Shield. During the first 14 days of the operation, the ship served as both the anti-warfare and surface screen commander for the initial Red Sea Battle Group consisting of the *USS Dwight D. Eisenhower* (CVN 69), *USS Scott* (DDG 995), *USS John L. Hall* (FFG 32), *USS Suribachi* (AW 19), and *USNS Neosho* (T-AO-143).

Ticonderoga deployed in support of Operation Desert Storm for a second time in September 1991. The ship transited the Suez Canal accompanying the carrier *USS Dwight D. Eisenhower* battle group. During a 14-day period from Oct 14 - 28, the ship transited the Red Sea, Bab El Mandeb Strait, Gulf of Aden, North Arabian Sea, Gulf of Oman, and finally the Strait of Hormuz.

Over the new year of 1994, *Ticonderoga's* crew was steaming in the southwest Caribbean Sea, providing primary detection, tracking and identification of aircraft flying from Columbia to point northward. The ship measured its success by the numerous number of aircraft it detected and handed off to Drug Enforcement Agency

A RIM-66 Standard-MR/SM2 (medium range) missile is launched from USS Ticonderoga (CG 47) during tests near the Atlantic Fleet Weapons Training Facility, Roosevelt Roads, Puerto Rico, April 8, 1983.

(DEA) assets that resulted in the arrests and confiscation of illegal narcotics. One operation included the recovery and subsequent destruction of more than $19 million worth of marijuana (50 100-lb. bales).

Ticonderoga returned to Pascagoula for the first time since its commissioning in March 1994, to take part in the "AEGIS Alpha and Omega Celebration," honoring the Ticonderoga and her youngest sister the last AEGIS guided-missile cruiser *Port Royale* (CG 73), also built at Ingalls. Hosted by Ingalls, the City of Pascagoula, and the Gulf Coast chapter of the Navy League of the United States, the weekend event concluded with a reception and comments from the president of the Ingalls shipyard, the mayor of Pascagoula, Rear Adm. George Huchting, director of PMS 400 (AEGIS program), and the commanding officers of *Ticonderoga* and *Port Royale*.

Through the spring and summer of 1995, the ship was assigned to NATO Task Force 060, and operated in the Adriatic Sea in support of Operation Deny Flight and Operation Sharp Guard. Its duties included the close surveillance of airspace and aircraft operating in the vicinity of Bosnia-Herzegovina. In August, the *Ticonderoga* conducted plane guard operations with the *USS Theodore Roosevelt* (CVN 71), and aided in the air coordination of several of the *Roosevelt's* air strikes against land targets in Bosnia.

Ticonderoga shifted its homeport from Norfolk, Va., to Pascagoula, Miss., in June 1996, becoming part of the U.S. Navy's Western Hemisphere Group. *Ticonderoga's* focus changed from U.S. Navy battle group operations to independent steaming and working with South American navies during counter-narcotics operations.

The ship's first deployment out of Pascagoula began in September 1996. After a brief stop in Haiti for two community service projects, the ship transited the Panama Canal and began patrolling for narcotic smugglers in the Eastern Pacific Ocean.

On Oct. 9, *Ticonderoga* located the Ecuadorian fishing vessel 'Don Celso,' suspected of smuggling cocaine. More than 6.8 metric tons of cocaine were found hidden compartments. *Ticonderoga's* first drug bust was the second largest cocaine shipment intercepted at sea.

Ticonderoga commenced a "smart-ship" installation designed to replace analog control systems with new digital systems in April 1999. From August 2000 to December 2001 the ship participated in a series of intense operations. During this time *Ticonderoga's* personnel tested its "smart-ship" installation, acted as flagship during UNITAS 41-00 Atlantic Phase, and successfully conducted a highly

USS Ticonderoga (CG 47) underway off the coast of Pascagoula, January 2001.

compressed and challenging inter-deployment counter-narcotics operation.

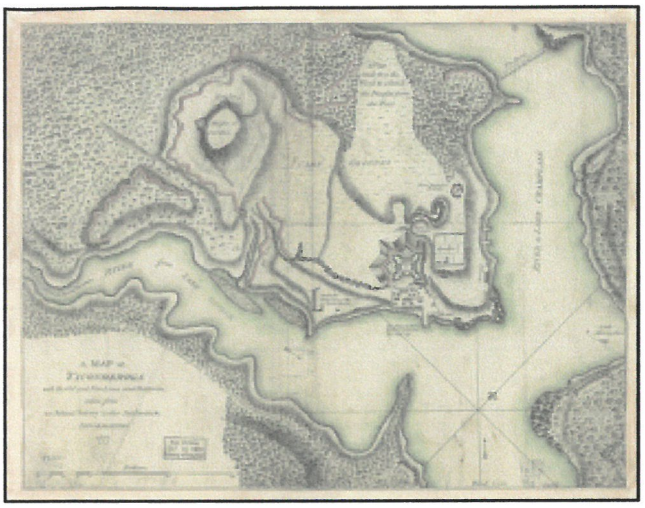
Their efforts led directly to narcotics interdictions totaling 1,340 pounds of cocaine, two 'go-fast' smuggling vessels, 10 prisoners and three support vessels.

Ticonderoga was the first ship out of Pascagoula to participate in Operation Noble Eagle, after the Sept. 11, 2001, terrorist attacks on the World Trade Center and the Pentagon, serving as South-East Sector Air Defense Group Commander.

Ticonderoga was under the immediate superior in command of Destroyer Squadron 6 during most of the ship's tenure at Pascagoula. A few months prior to its decommissioning, as part of the Chief of Naval Operations' Fleet Response Plan, training personnel and maintenance functions were transferred to Destroyer Squadron 14.

USS Ticonderoga (CG 47) returned to its homeport at Naval Station Pascagoula on Aug. 3, 2004, after completing its final and most successful deployment. The ship set a new record for counter drug operations, completing six interdictions in five months, netting more than 14,000 pounds of cocaine, and detaining 25 suspects.

Ticonderoga's continuous excellence in service will be remembered as the ship is decommissioned and struck from the active list of Naval vessels on Sept. 30, 2004. It will be towed from Pascagoula, Miss., to the Inactive Ships Maintenance Facility in Philadelphia, Pa. Final disposition has not been determined.



A map of Fort Ticonderoga, N.Y., with the old and new lines and batteries, drawn from an actual survey other authentic information, 1777.

The battle for Fort Ticonderoga (10 May 1775)

In March 1775, Samuel Adams and Joseph Warren, as members of the Committee of Correspondence, in Boston, sent an agent on a mission of political observation to Canada. The agent advised (from Montreal) that the post of Ticonderoga should be seized after the commencement of hostilities.

Eight days after the battle of Lexington, several gentlemen of the House of Assembly of Connecticut concerted a private scheme for the capture of the same post. They collected 16 volunteers, and Colonel Easton, who joined them at Pittsfield, Mass., with another 40 or 50 volunteers from his regiment of militia. When they arrived at Bennington, Vt., a council of war installed Ethan Allen in command. Benedict Arnold, who had just arrived from Ipswich, Mass., to raise men for the same object, claimed the command by virtue of a superior appointment. The soldiers refused to be so commanded, and Arnold went as a volunteer.

Allen found a guide, Nathan Beman, on the lake opposite Fort Ticonderoga. Nathan knew every nook of the fort, and every path to approach it, and often visited the boys of the garrison. Eighty-three men crossed the lake before daybreak on May 10, 1775. Before the sun rose, Allen had entered the gate, and formed his troops on the parade between the barracks. Their cheers roused the sleeping garrison.

The sentinel at the gate snapped his musket at Allen then retreated. Another sentinel wounded an officer, but was cut on the head by Allen, and surrendered. No other resistance was made. Allen, led by Nathan, hastened to the apartment of Capt. Delaplace. He called at the door, in a voice of thunder, for the commander to appear, or the garrison would be sacrificed. The commandant, who was as good a sleeper as he was a soldier, rubbed his eyes, and asked by whose authority he was summoned to surrender. To which Allen replied, "In the name of the Great Jehovah and the Continental Congress."

The captain raised his voice to expostulate, but Allen lifted his sword to strike, on which the garrison was given up. The prisoners were: one captain, one lieutenant, and 48 privates.

It was a great advantage to this country to possess the post. Additionally, there were 120 pieces of cannon, with swivels, mortars, and small arms, and stores.

After the surrender of Fort Ticonderoga, Benedict Arnold assumed the command of the fort, and remained in command until General Sir John Burgoyne recaptured the fort in May 1777, holding it until his surrender at Saratoga, N.Y., on Oct. 17, 1777.

Commanding Officers of USS Ticonderoga (CG 47)

CAPT Roland G. Guilbault, USN
January 1983 - February 1985
CAPT Raymond M. Walsh, USN
February 1985 - March 1987
CAPT James M. Arrison III, USN
March 1987 - August 1989
CAPT Morris C. Foote, USN
August 1989 - June 1991
CAPT Edward F. Messina, USN
June 1991 - June 1993
CAPT Gary A. Storm, USN
June 1993 - June 1995
CDR Charles T. Bush, USN
June 1995 - December 1996
CDR David G. Yoshihara, USN
December 1996 - June 1998
CDR King H. Dietrich, USN
June 1998 - June 2000
CDR Glen R. Sears II, USN
June 2000 - January 2002
CDR Glenn W. Zeiders III, USN
January 2002 - September 30, 2004