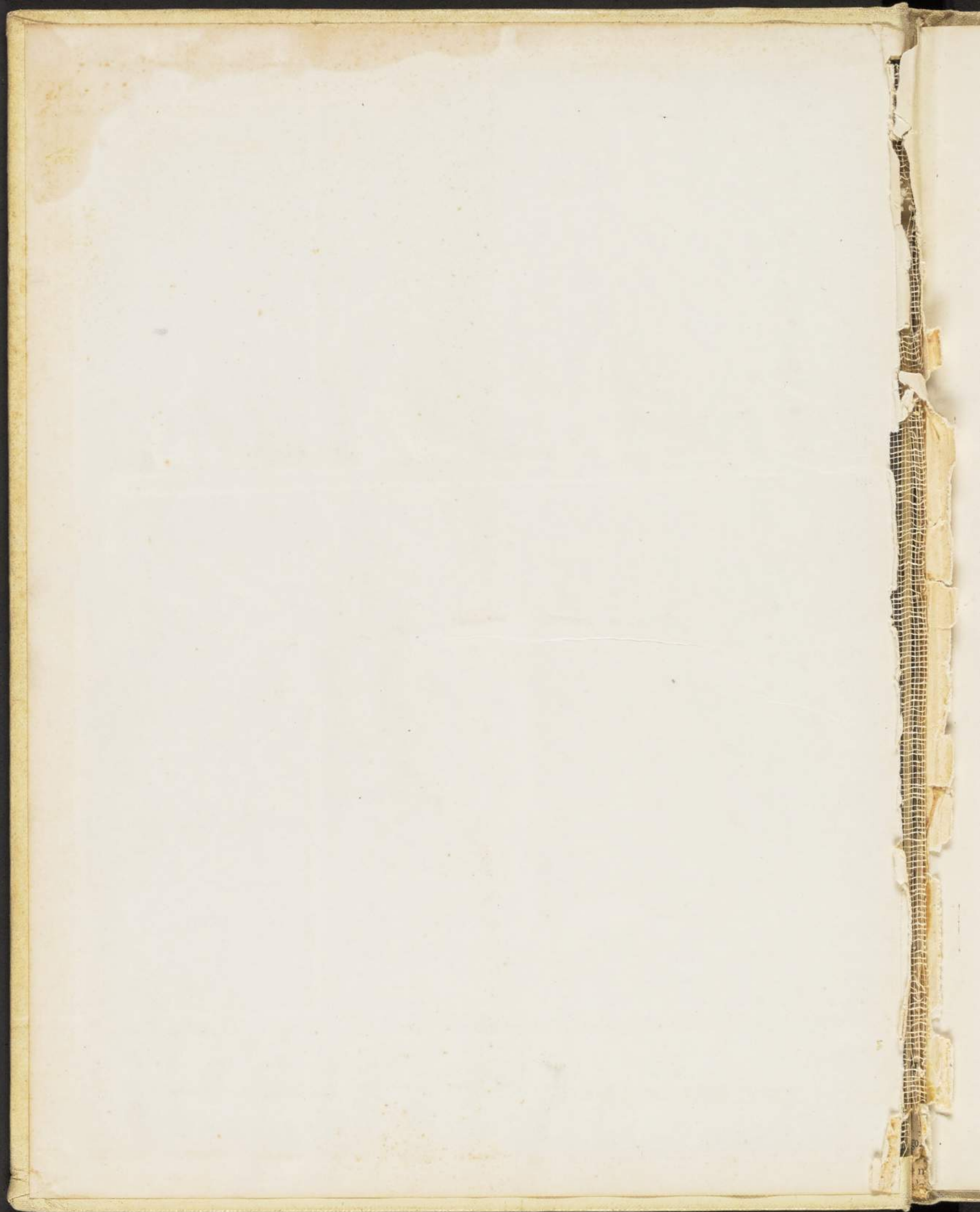
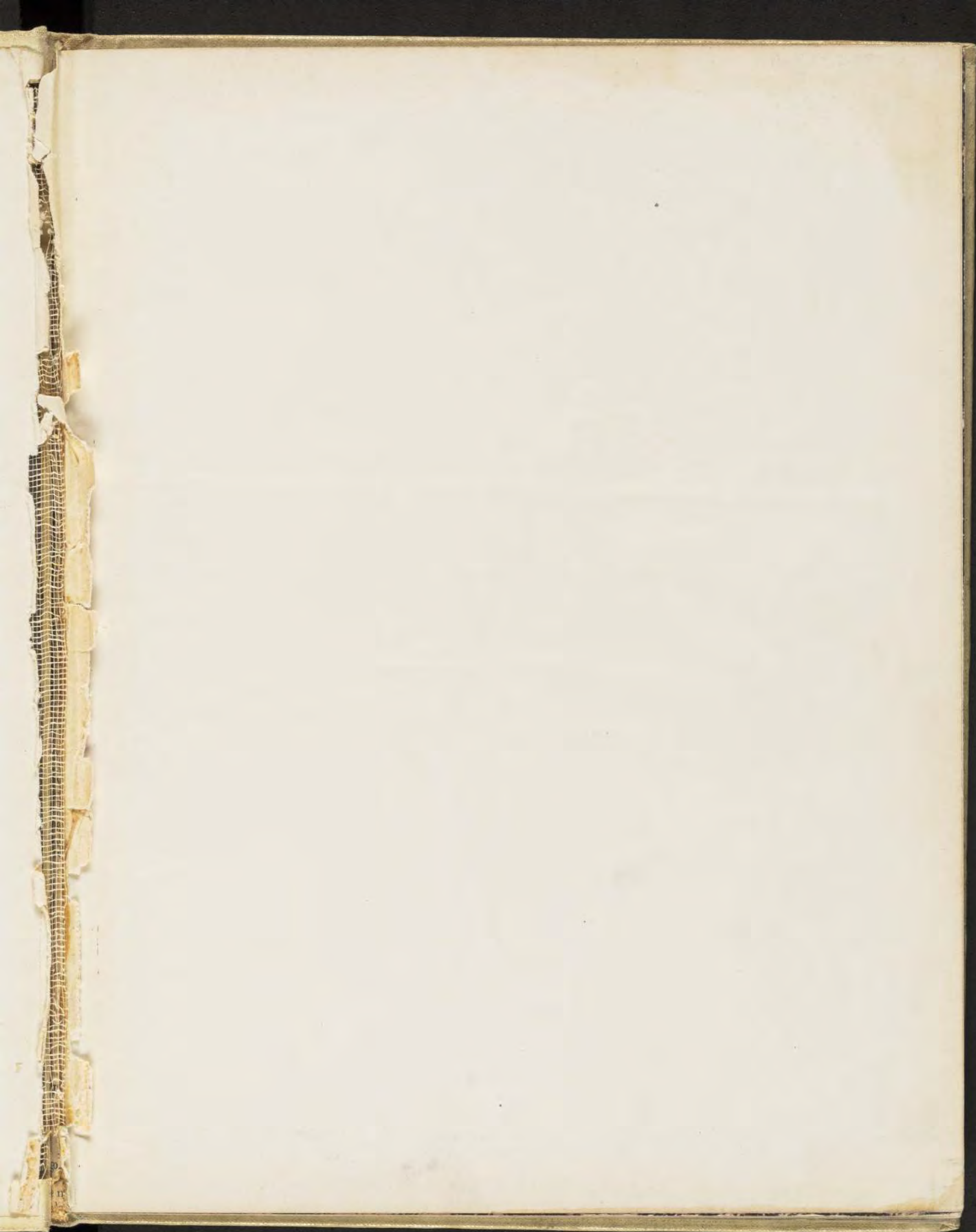
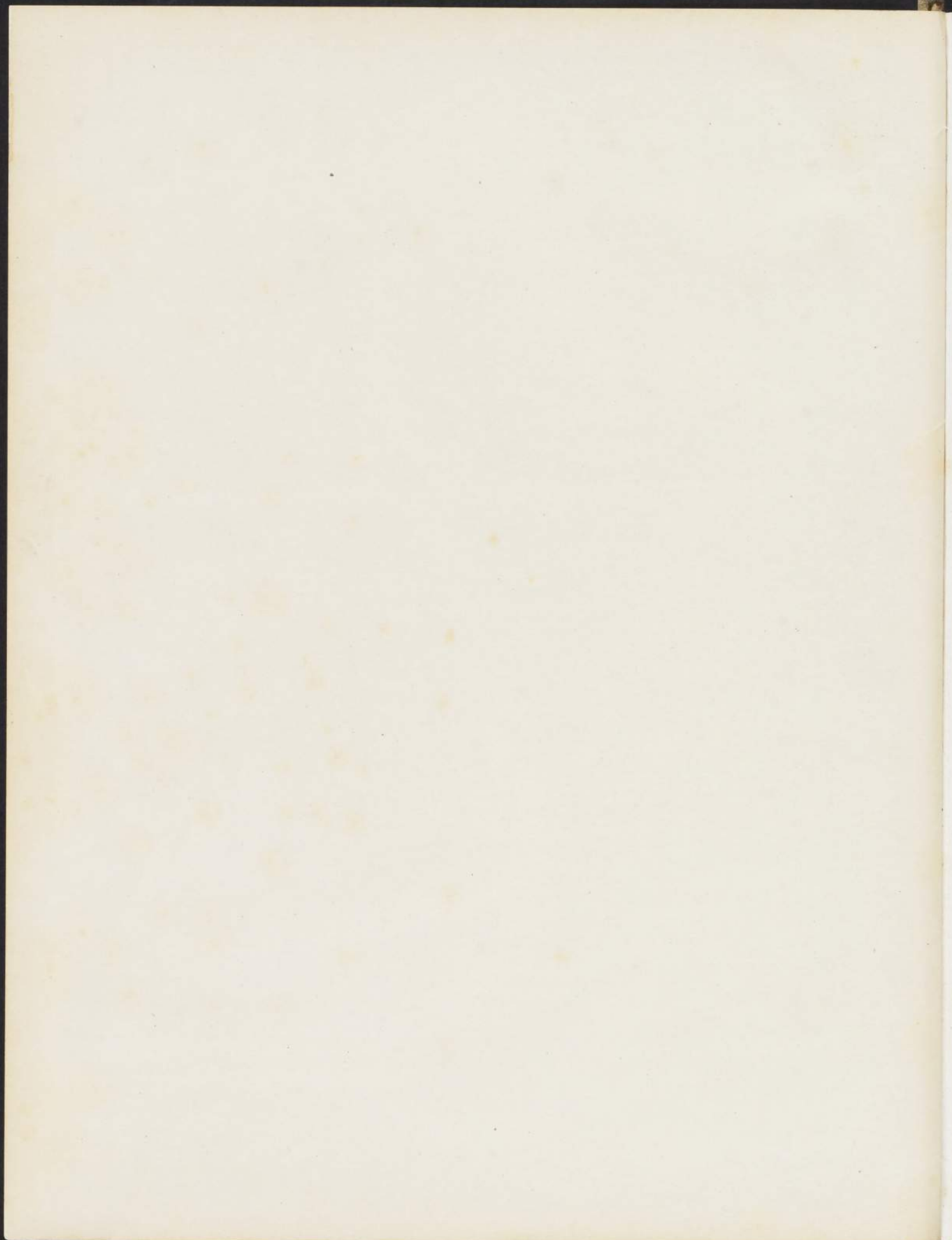
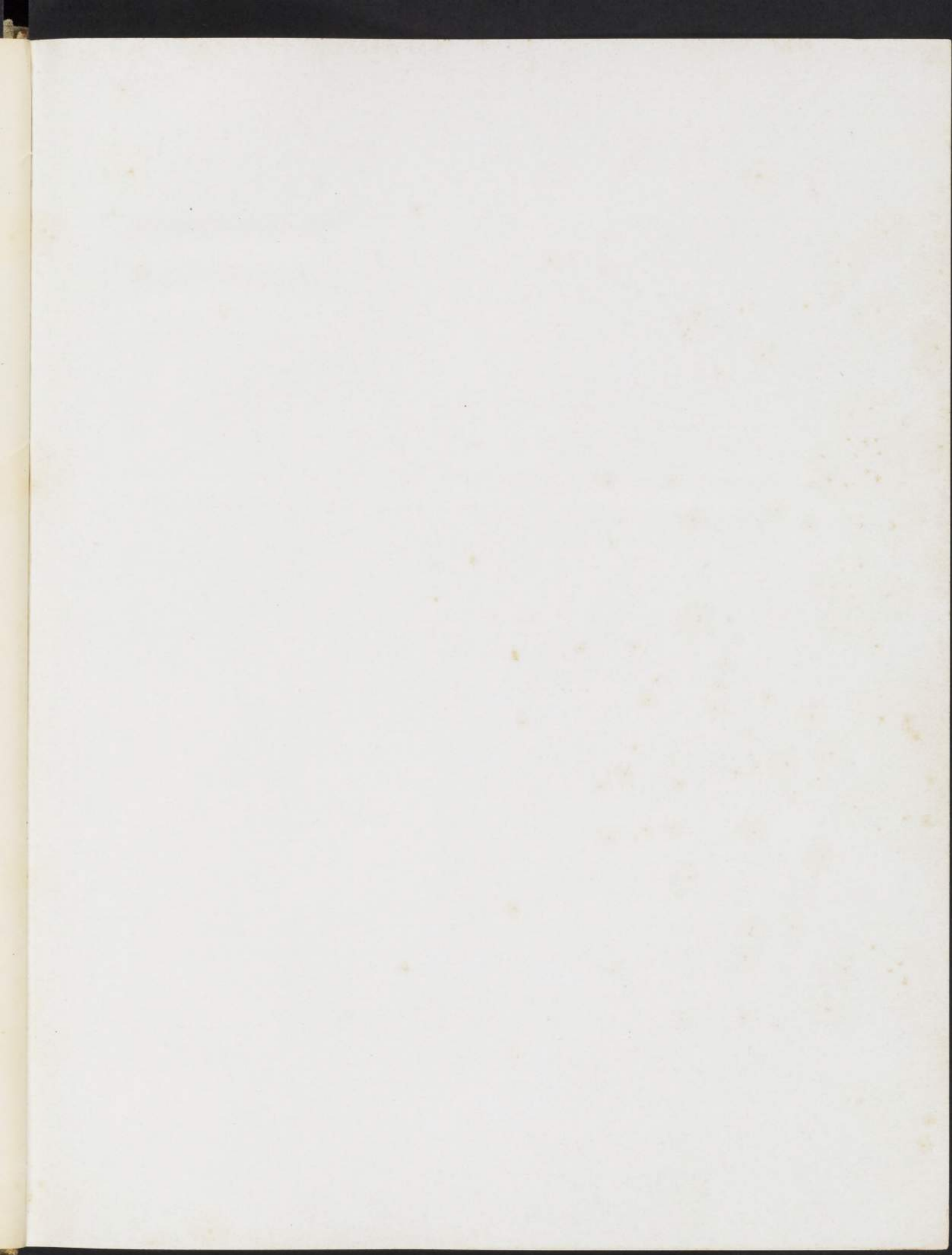


THE INTREPID

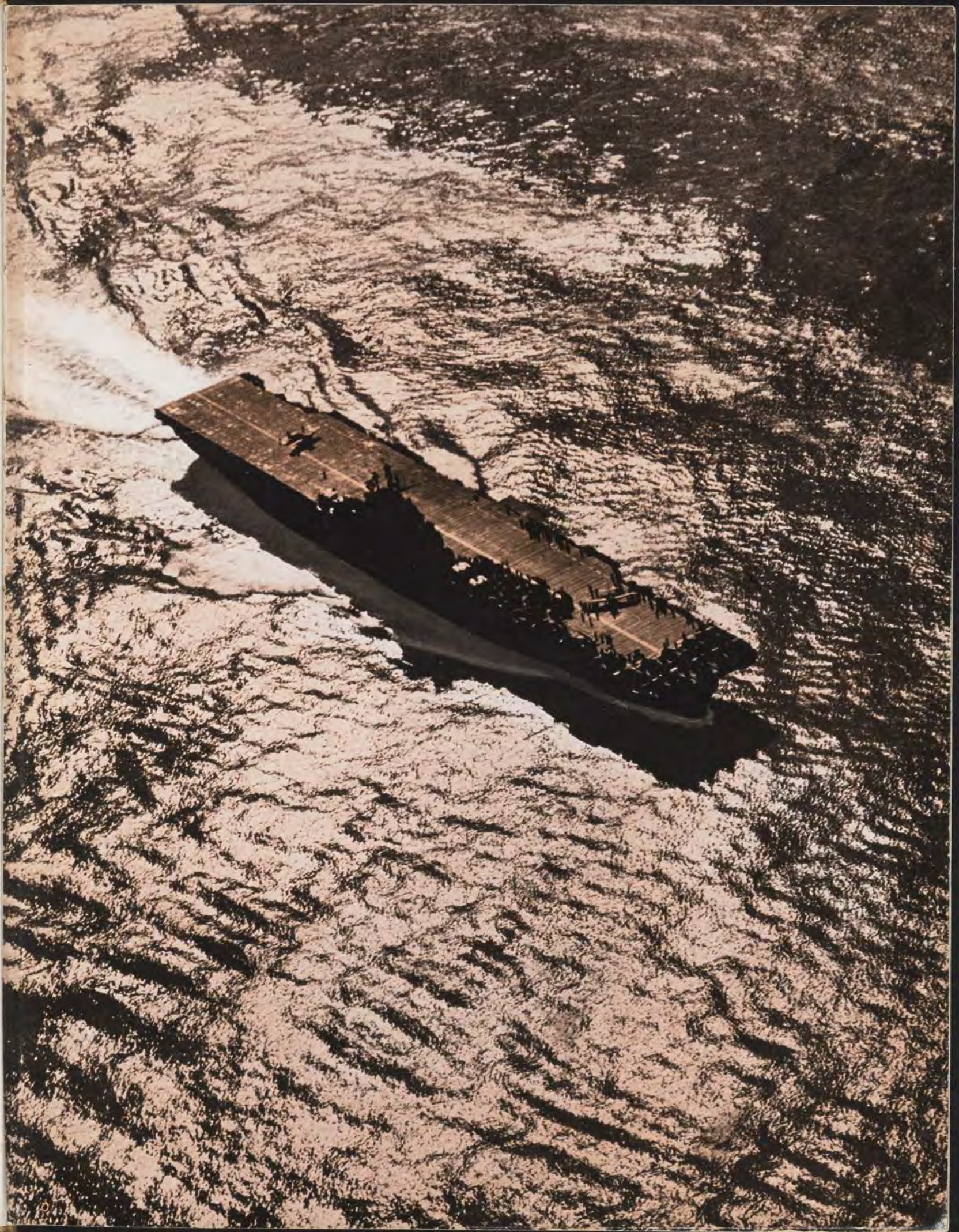








U.S.S. Intrepid



Chaplain's Message

30 July 1946

Dear Shipmates:

Here is your book! It is yours because it is a story in pictures of your devotion to duty aboard the U.S.S. INTREPID during the past war and represents a very real contribution of an important unit of the Pacific Fleet. It goes without saying that you take great pride in the achievements of the INTREPID and will welcome this volume not only for yourselves but for your families and friends who have followed its history with great interest because of the fact you have served aboard her in combat and have added lustre to the good name of the country, the navy and the ship which you have served so well.

Apologies are offered for any mistakes of omission or commission which may have been made. Suffice it to say the book was conceived and compiled after V.J. Day and it was not always possible to obtain complete data which should have been included in this volume.

Mindful of your wonderful spirit of sacrifice and patriotism as members of the crew of the U.S.S. INTREPID, I am sure I express the sentiments of the Navy and your commanding officers when I wish you health, happiness and success in your present undertakings. God bless you!

Francis L. McGann
Comdr. (CHC) U. S. N. R.
Editor

Dedication

To the officers and men of the U. S. S. INTREPID, past and present; their families and friends; and to those who in any way contributed to its glorious achievements, this book is respectfully dedicated.



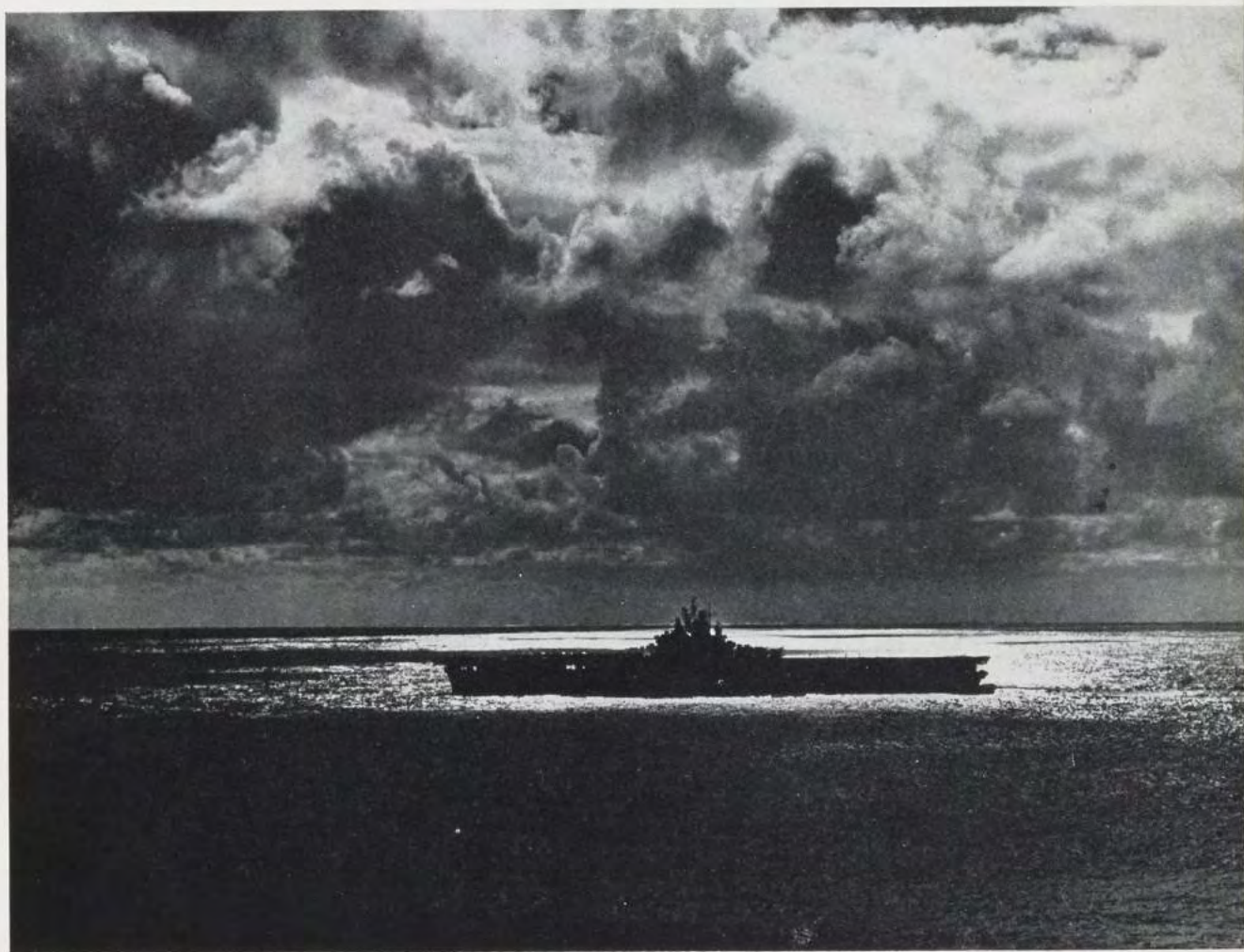
Monument Erected in
Honor of First Intrepid

THE SAGA OF THE U.S.S. INTREPID

foreword

The story of the U. S. S. INTREPID from the time it was commissioned in August 1943 until its return to the United States after the capitulation of Japan, is one of interest to all who have followed the course of the war. This "Fighting Lady" took her place with other units of a great navy and a mighty fleet, and always emerged with an enviable record—a tribute, indeed, to the courage and leadership of her gallant skippers and the devoted service of her men.

The following pages represent an attempt to tell the story of the ship with pictures—scenes which will speak for themselves and unfold as eloquently as could any written account, the atmosphere in which her men worked, prayed, lived, and died for the ideals for which our country fought a war. Naval aviation was called upon to play a decisive role in the outcome of this war, and this book is meant to show something of the life and work aboard a great carrier.





Taps

Intrepid Personnel Killed or
Missing In Action

Adkins, Raymond Ford—S2c V6 USNR
Bauer, Oswald Steve—S1c V6 USNR
Bearden, Jr., Harry Monroe—ART1c V6 USNR
Bender, Royal Hubert—S2c V6 USNR
Bousay, Willie Emmitt—S2c SV USNR
Bowen, James Thompson—S1c USNR
Bracken, James Calvin—S2c USNR
Brewer, Jr., Leander—StM1c V6 USNR
Burk, William Howard—Pfc USMC
Caskins, James Edward—S1c V6 USNR
Casteel, Charles Herbert—S1c V6 USNR
Chavarrias—GM3c USN
Cody, Joseph William—Std3c USN
Colwell, George Byron—S2c V6 USNR
Compton, Clyde Calvin—S1c USN
Cooke, Odell Harrison—S1c V6 USNR
Cooper, Hugh Albert—S1c V6 USNR
Covell, Lawrence Junior—S2c V6 USNR
Darden, Elton Leon—S1c V6 USNR
Darnauer, Henry Fredrick—S1c V6 USNR
Davis, Russell Elwood—S1c SV USNR
Davison, Edward—StM1c SV USNR
Defedele, Louis Nick—S1c V6 USNR
D'Ermenegildo, David—S2c V6 USNR
Dimarzo, Donald Dominic—Lieut. USNR
Doulette, Raymond Harry—S1c V6 USNR
Duren, James Monroe—S1c V6 USNR
Ellen, Harold Clyde—AOM3c V6 USNR
Eure, Everett James—EM3c V6 USNR
Fiore, Vito Thomas—S1c V6 USNR
Fischer, John Fred—S1c V6 USNR
Fleming, Grandville—StM1c SV USNR
Foletta, Emil Virgil—S1c V6 USNR
Frank, Howard Phillips—Lt. (jg) USNR
Gant, Samuel Webster—StM1c SV USNR

Gathey, John Bardo—Ensign USNR
Giddens, John Wesley—Std3c V6 USNR
Greig, Wallace David—S2c SV USNR
Graves, Elmer Preston—ACM (PA) USN
Hamblin, Jr., Will Carroll—AM2c V6 USNR
Hanke, John Thomas—S1c V6 USNR
Hantosh, Alexander Franklin—S1c V6 USNR
Hecker, Nathan Burris—ACRT (AA) USNR
Helms, Louis Everett—S1c V6 USNR
Hitt, Samuel Luther—Corp. USN
Hjelmeng, Elden Sverre—ACOM (AA) (T) USN
Hope, Raymond—S1c USN
Huff, Delmar Lloyd—AMM1c USN
Hurd, Donald Clara—TM3c V6 USNR
Jones, Leslie Earl—RT3c USN-I
Jones, Rhett—S1c USN
Kahler, Vernon Fred—EM3c V6 USNR
Krouch, Dean Richard—S2c V6 USNR
Kuhns, Robert Bachman—TMV3c V6 USNR
Kurtz, Harold Raymond—S1c V6 USNR
Lasater, Delmar B.—PhM3c V6 USNR
Lear, William Harold—EM1c V6 USNR
Maddox, Claude Eugene—AOM1c USN
Marcini, Joseph—F1c SV USNR
Martin, Merl Marina—S1c V6 USNR
McDonald, Jay Merritt—S1c V6 USNR
Morgan, Robert Patrick—S1c V6 USNR
Moscaritolo, Alphonse Vincent—S1c USN
Mottaz, William Herman—HA1c V6 USNR
Nelson, Sern Calvin—AMM1c USN
Niato, Richard Louis—RdM3c SV USNR
Norris, Robert Houston—BM2c USN
Ortiz, Mike Lopez—AOM2c V6 USNR
Paksi, John—GM3c V6 USNR
Peterson, Cecil Dean—S1c V6 USNR
Ray, Raymond Arthur—S2c V6 USNR

Robinson, Lawrence Jefferson—RdM3c V6 USNR
Rucinski, Raymond Joseph—Cox. USN
Schnack, Harold Hugo—AMM2c USN
Schug, Robert Lehr—MM2c USN
Schultz, Walter Michael—S1c V6 USNR
Schulz, Burhl Arthur—S1c USNR
Sides, Horace Judson—S1c V6 USNR
Sliger, John Zeb—F2c USN-I
Smith, Fred Lee—StM1c V6 USNR
Smith, William Donaldson—PhM2c SV USNR
Sorenson, Earl Edward—S1c V6 USNR
Steffens, Eskov Ray—S1c V6 USNR
Steffens, Kenneth Collier—S1c SV USNR
Stull, Lee Evans—AOM3c V6 USNR
Svec, Archie Louis—CWT (AA) USN
Tavainis, Edward Frank—AMM2c USN
Taylor, James—StM1c SV USNR
Taylor, Robert Larue—FC2c V6 USNR
Tucker, Harold LaMar—S2c V6 USNR
Van Every, Norvel Leslie—S2c V6 USNR
Wallace, Reginal Elmo—ACMM (PA) USN
Ward, John Bess—PhM3c SV USNR
Watson, Albert Joseph—AMM1c V6 USNR
Weiss, Gilbert Lawson—S1c V6 USNR
Wells, Harry Edwin—S2c V6 USNR
Whatley, George Custer—S1c V6 USNR
White, Albert Marion—S2c USNR
White, Harold Vorce—S1c USNR
Willey, Lyle Watson—TMV3c V6 USNR
Williams, Earl Emerson—S2c V6 USNR
Winslow, James Albert—PhM2c SV USN
Witmer, Henry Herr—Lieut. USNR
Wood, Lumpkin—ACMM (AA) USN
Yoder, Charles Wesley—RdM3c V6 USNR
Zieg, Harold Lawrence—RdM3c SV USNR

Philippine Sea Prayer

The friendly chickens are staggering back,
Make, O Lord, thy night less black
For the friendly chickens are having hard flying,
And some of the boys are dying.

The friendly chickens are wandering wide.
Kindly Saviour, stand beside,
Thou who notes when a small bird falls
For the night is filled with radio calls.

"Orbiting for disposition."
"Crashing now at Z position."
Gentle Jesus, can you hear them?
Jesus, Jesus, can you near them?

Heal the ones that strike the waves.
Send them the help that saves,
And for those who still keep flying,
Give them hope, the hope undying.

As they struggle across the foam,
Vector thy night-struck chickens home,
O thou, who rules all things that be,
Including this corner of the sea.

—Eugene Kinkead



The First Intrepid

The Tripolitan ketch, *Mastico*, was captured by the United States in the War of 1812 and was renamed to become the first U.S.S. INTREPID. She was used successfully to sink the enemy-held U.S.S. PHILADELPHIA and later sank with all hands while on a suicide mission.

The second INTREPID was built at Boston in 1874, brig-rigged and iron hull, 170 feet long and weighing 438 tons. She was de-commissioned and sold in 1892.

The third INTREPID was built at Mare Island in 1904, a steel vessel, bark-rigged, 176 feet long, weighing 1800 tons and carrying four six-pounders and two one-pounders. She was designed and used as a training vessel and can now be seen moored at Pearl Harbor.

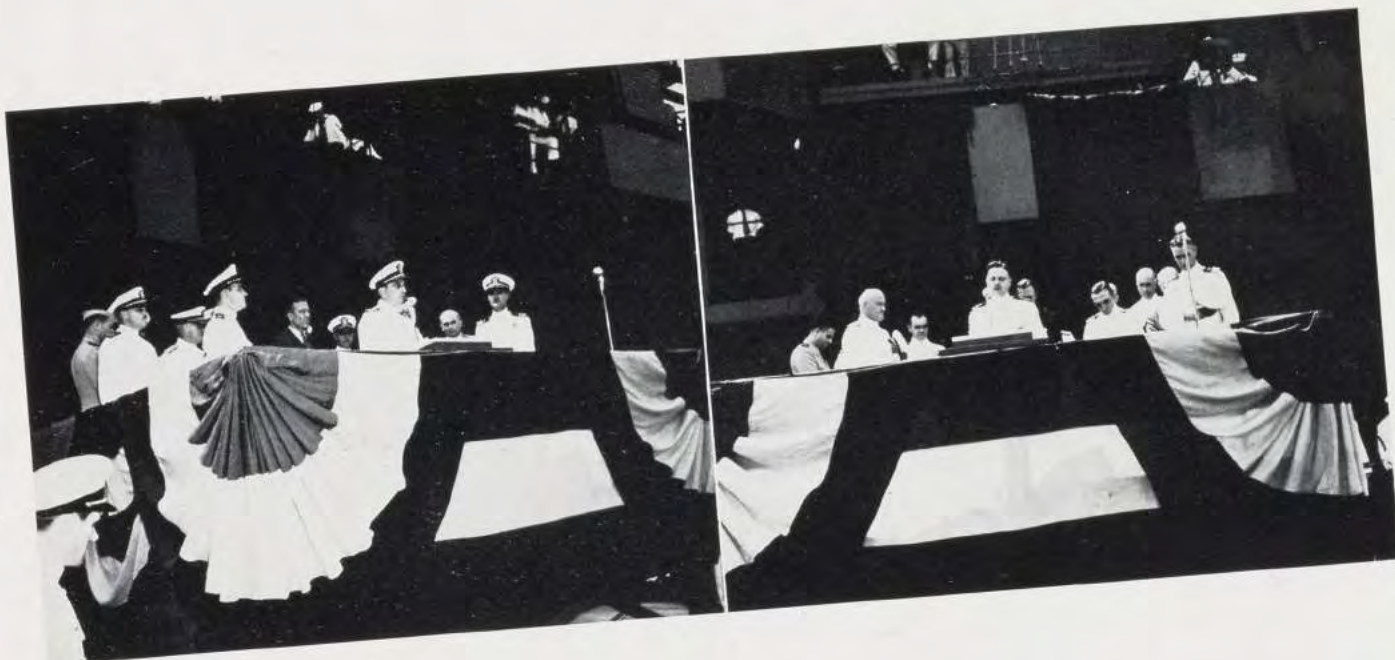
The fourth INTREPID, whose exploits are commemorated herein, saw many commands and five different Air Groups. Her first skipper, Captain Thomas L. Sprague, was in command during her first strike at the enemy on 16 February 1944, with Air Group 6 aboard. The ship, sustaining some damage, returned to Hunter's Point after which she saw a succession of commands in a short period of time, with Comdr. Gaines, Captain Sample, and Captain Bolger, in that order, assuming charge.

On 9 June 1944 Captain Bolger took her to sea where she joined the third fleet in August for operations against Okinawa and Formosa with Air Group 18 vying with ships gunfire to discomfit the enemy. Comdr. Kauffman reported aboard on 23 September, and on 18 October she attacked Luzon and then the Negros Islands. This was followed by field days for Air Group 18 against the Jap Fleet on the 24 and 25 of October.

In February 1945, Captain Bolger took command and with him were Air Group 10, who saw some rough action during the softening up period at Okinawa, the latter being relieved in October 1945 by Air Group 14. Captain Blick relieved Captain Short in December 1945 and was in turn relieved by Captain Sanchez on 11 April 1946.



Fourth Intrepid



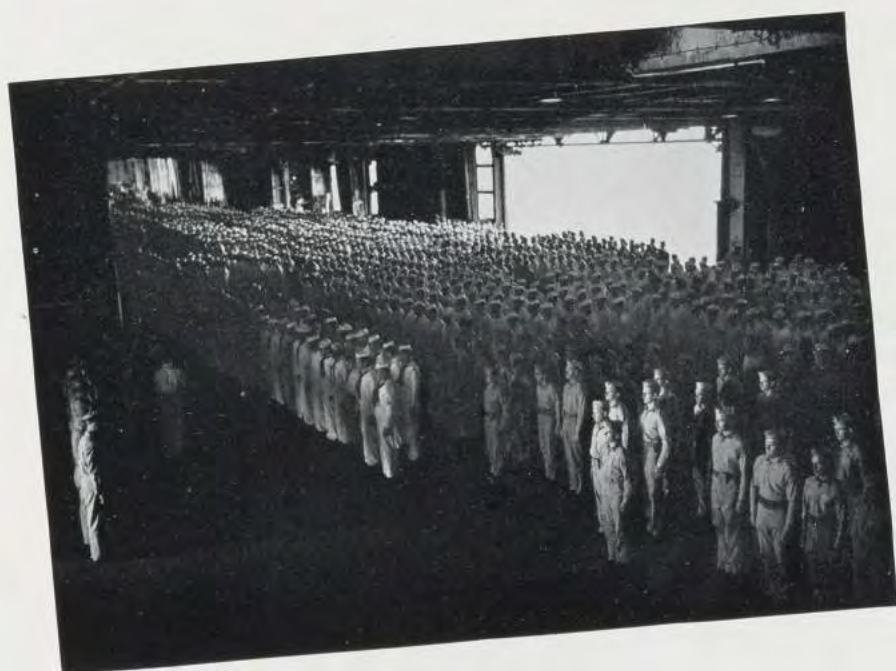
Rear Admiral (Then Captain) T. L.
Sprague Addresses Crew Upon
Taking Command of Intrepid

Chaplain Eric Ahrendt Gives
Invocation at Commissioning
Ceremonies

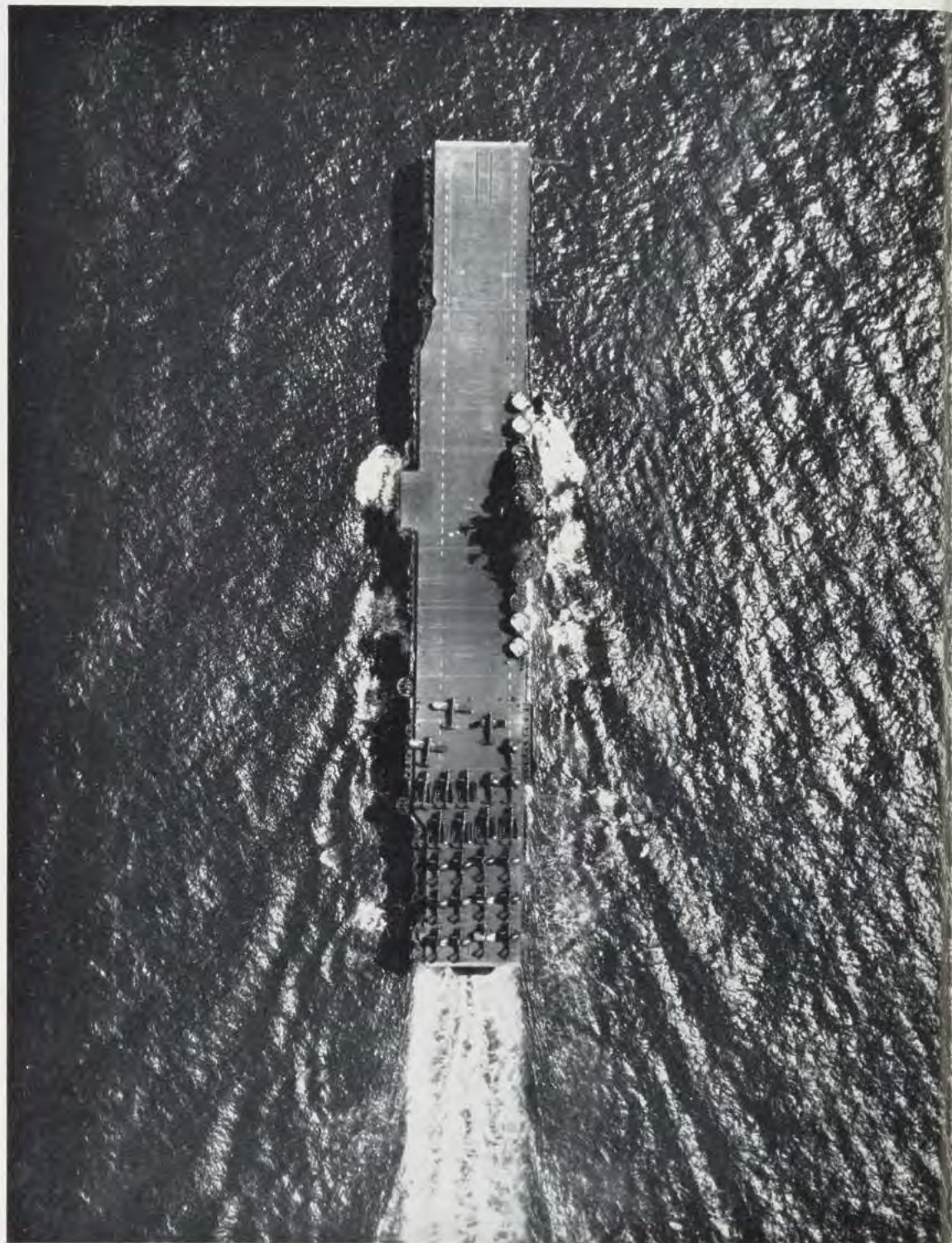


Commissioning THE SHIP

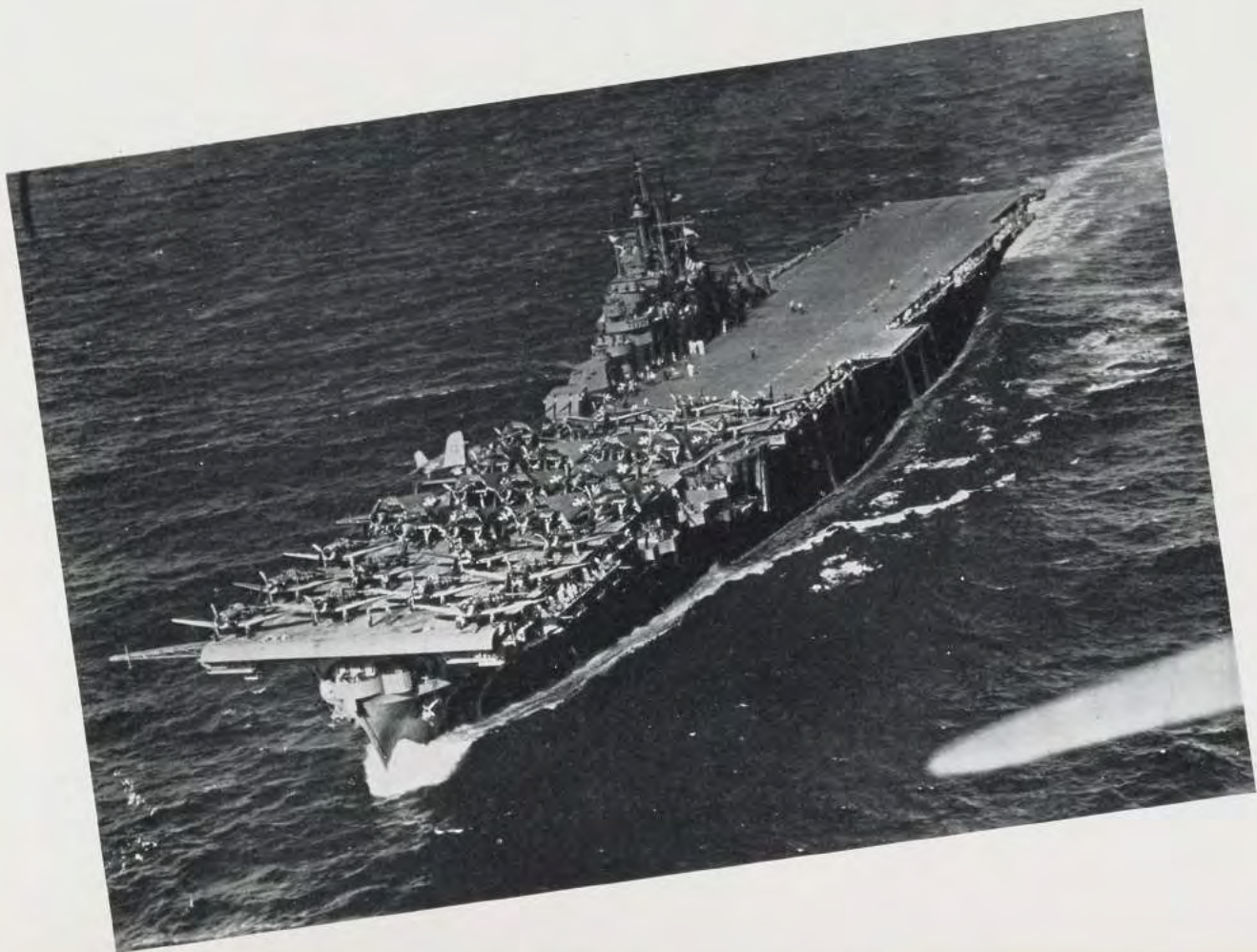
Our commissioning marked the beginning of the U.S.S. INTREPID on its tour of duty with the Pacific Fleet. The sponsor for the occasion was Mrs. John H. Hoover, wife of Admiral Hoover, and the dedicatory address was made by Mr. Artemus Gates, whose interest in the welfare and accomplishments of the ship is well known.



Inspection Aboard Ship . . .



U.S.S. Intrepid Underway



Shakedown Cruise

The first three months after commissioning were spent in extensive training to qualify and prepare officers and men for the arduous and dangerous task ahead. In the Chesapeake Bay and on the shakedown cruise to Trinidad, many, many hours were spent in emergency drills, launching and landing aircraft, target practice, and indoctrination until green "boots" started shaping into an efficient fighting organization.

Then we left Norfolk for the Panama Canal. Again there were drills, and lecture after lecture on fire control doctrine and ballistics.



"Torpedo Defense — All Hands
Man Your Stations!"



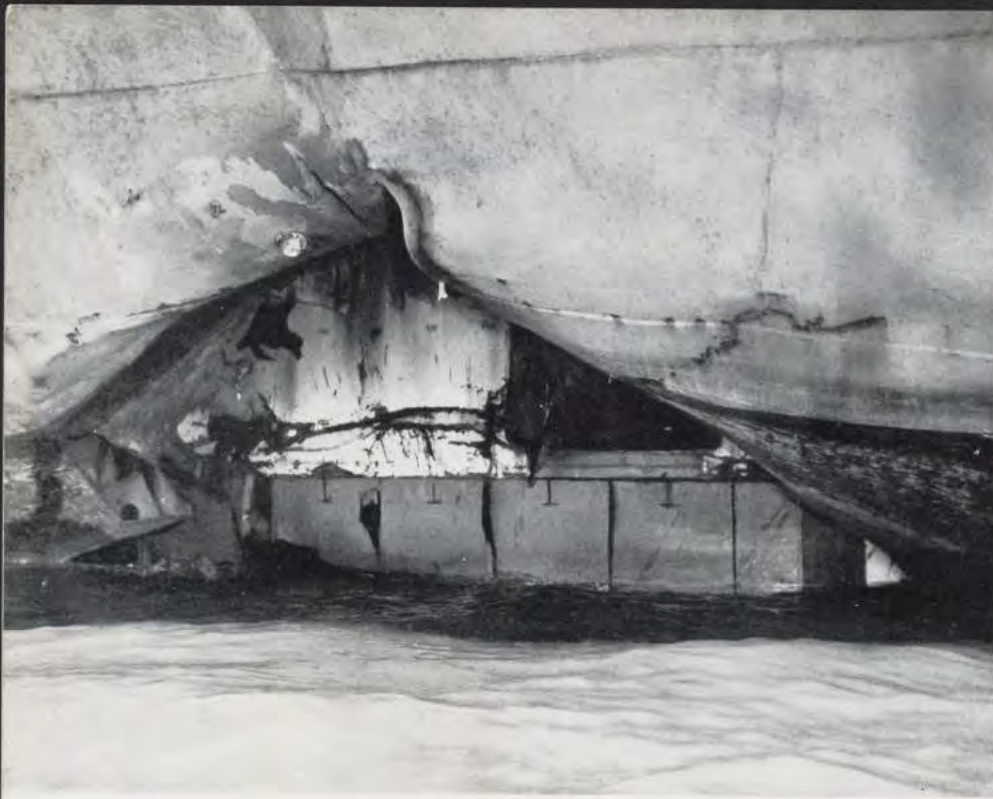
Parade Rest!



The Intrepid Passes Through the Panama Canal

We bumped our nose in the Canal and proceeded to San Francisco for repairs and the Christmas holidays. About 5 January we sailed for Pearl Harbor; once there we joined our task force and completed our final intensive training program, including many simulated air attacks. During this interval we formulated and taught our battle doctrines for anti-aircraft (AA) action.

The training period was rugged and exacting but it paid big dividends.



Torpedo Hit . . .

Another Reason for the Intrepid to Engage the Enemy Again

Our first job and a big one was to provide air cover and air defense for the capture and occupation of the Marshall Islands. We met no airborne opposition; not a single Jap plane was ever sighted by the ship.

We fueled and reprovisioned at Majuro and left for the first raid on Truk, the mighty Jap naval fortress in the Central Pacific. At that time Truk was believed to be impregnable and the raid a daring necessity for future naval moves in the Pacific.

We launched before sunrise and our fighter sweep established complete control of the air both over Truk and our task forces, a supremacy we never lost during daylight hours. Nary a Jap plane was seen during the day. Our night firing orders were to "Hold Fire" and let our screening ships, the destroyers, cruisers, and battleships, take night marauders under fire if a Night Fighter plane wasn't on the Jap's tail. Unfortunately our Night Fighters were new and inexperienced. Carriers were not allowed to fire at night as this might disclose their position.

On February 16, 1944 we had night invaders and went to General Quarters (GQ). There was some firing by the screen and with no "Bogies" (Jap Planes) reported by radar, we secured from GQ. A few minutes later there was a muffled thud and the ship violently pitched several times. A Jap torpedo plane had sneaked in undetected and planted a "fish" (torpedo) in our stern. The remainder of the night we spent at G.Q. We left the Task Force and headed for Pearl and thence to Hunter's Point, San Francisco.



The Intrepid Returns to San Francisco For Battle Damage Repairs . . .



Diamond Head as Seen from Waikiki Beach, Oahu, T. H.

The ship remained at Hunter's Point for 2½ months, undergoing repairs and alterations. During this time, 6 new 40 MM quads were added, new directors put on, and fire control efficiency increased. An intensive training program was undertaken which compelled each man and officer to attend Gunnery Schools and training drills.

On June 13, 1944 we returned to Pearl Harbor, where, because of reduction gear trouble, we remained until the middle of August. Again all officers and men were sent to schools and firing ranges, and intensive drills and lectures were given.

During this interval the ship made a freight trip to Eniwetok and returned to Pearl with 1500 wounded servicemen.





Task Force



Task Force as Seen from the Air

Rejoining the Fleet in September 1944, the ship helped soften the Philippines for the coming invasion of the Palaus in which we participated.

After that we headed for Formosa to soften up the Jap rear areas and supply bases with the idea of isolating the Philippines and preparing for their blasting.



At 2105 Jap aircraft again surrounded us and we went to G.Q. There was considerable firing in the adjacent task groups. At 2223 another undetected Betty appeared about 300 yards off our stern flying from starboard to port. She was fired upon by all machine guns. It started to go up our port side and then made a complete U turn away from the ship and was set on fire and crashed about 1000 yards on the port quarter. About an hour later all radar screens were again clear and G.Q. was secured. Another "Sure." Score: 3 "Sures."

12 October 1944

Philippine Support

While engaged in launching air strikes against Formosa, enemy aircraft heckled the task force during the daylight hours. At sunset we were about 75 miles east of Formosa. "Bogies" were all around us and the other task forces. It was a dark and blustery night with a very low overcast. The Japanese conducted a night torpedo attack with the usual tactics, searching for the task force and attempting to illuminate with very brilliant flares. Only once were they successful in illuminating us. Although Radar had picked up "Bogies" all over the screen, the plane that dropped the flare was undetected and an extremely brilliant string reflecting off the low overcast lighted up our task force like Times Square. They ringed us from the starboard quarter to the bow and then made a U turn around the bow, the last flare being dropped broad on the port bow. But the Jap timing was poor and no torpedo attack developed.

At 1841 there were 10 to 12 "Bogies" on the screen and at 1855 we went to G.Q. There were planes all around us. The situation was very confused. The Japs pressed home this attack without benefit of illumination. At 1913 a Betty suddenly appeared on our port quarter, about a thousand yards from the ship, and flying parallel to our course. It was sighted by several of the machine gunners almost simultaneously, and without orders the entire port battery of machine guns opened up. The plane flew up our port side and was hit almost immediately and burst into flame. Apparently the Japs did not like the hot seat, so they took a cold bath on the port bow. Almost immediately thereafter at 1955 another Betty suddenly appeared close aboard astern of us and immediately engaged by all machine guns which could bear. It flew a quartering course away from us and was set afire and dunked on our starboard bow, about 1200 yards from the ship. At 2048 the screen was clear and we set condition 3. Chalk up 2 "Sures."



AA Fire from Other Ships in
The Task Force Off Formosa





Burning Zeke Just Before
Crash Diving Flight Deck

25 October 1944—*Second Battle of the Philippines*

On this day the Japs tried their famous three-pronged pincers movement to stop the invasion of Leyte. We were part of the fleet that was blocking San Bernardino Strait. Admiral Halsey's famous decision to move out of his strategic position to attack the Jap force moving in from Cape Engano on the north must be judged by future historians. On the night of 24 October we steamed northward at high speed to intercept the Jap Northern Force. At daybreak, 25 October, we launched. Soon thereafter the jeep carriers were attacked by the main Jap fleet which had come through San Bernardino Strait and the jeeps cried for help as they had no cruisers or battlewagons and only a few destroyers. With the fast battleships and cruisers we raced southward but arrived just too late to trap the Japs, who had earlier turned and made a run for the strait and safety. Nevertheless the bulk of the Jap Fleet was sunk or badly damaged that day and Japan was finished as a naval power.



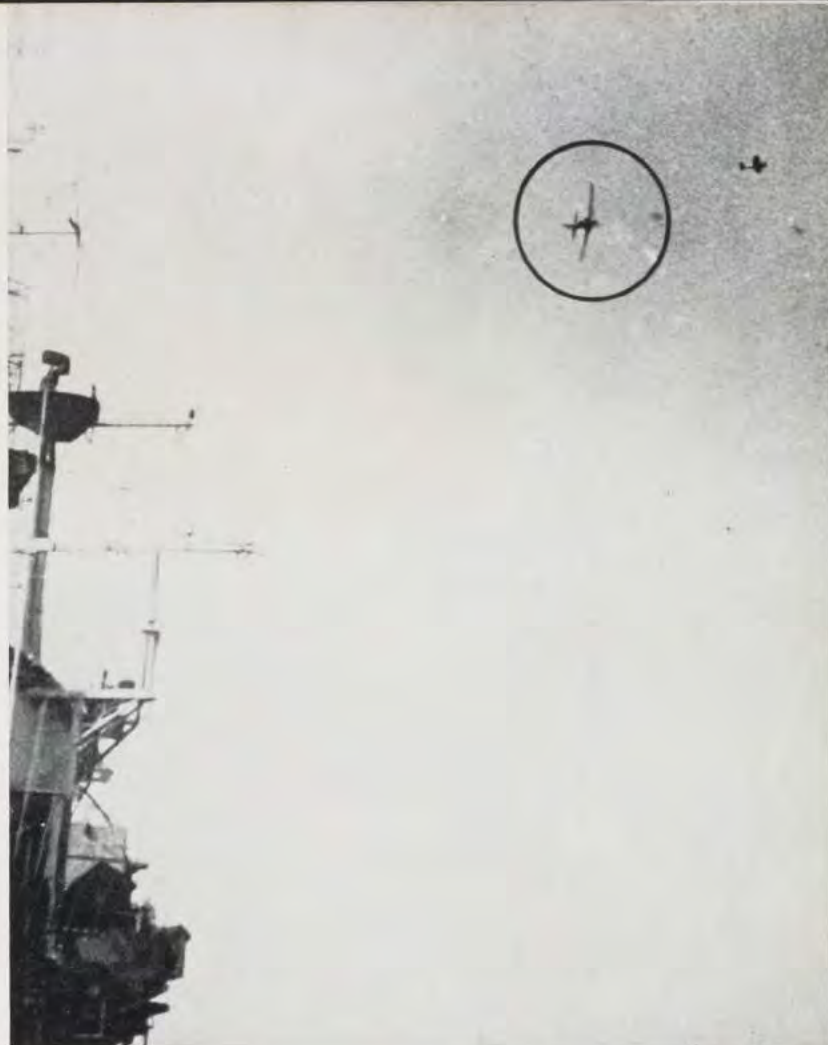
Zeke, Afire, Heading For
Intrepid

29 October 1944—Luzon- *Philippine Operations*

This brief action clearly shows the courage of the gunnery crews but unfortunately caused the death of several negro stewards and one enlisted man who were in 20 MM tub No. 10 and who, with the rest of the members of the tub, were the outstanding heroes of the day. While launching air strikes against targets in the Philippines, a large group of unidentified aircraft were detected by the Radar about 1100 bearing 210, distance 80 miles. They were intercepted by the Combat Air Patrol but several slipped through. At 1156 GQ was sounded. About 1200 we sighted our first and the only plane which made an attack on this ship. The guns opened fire immediately and the Jill was hard hit and burst into flame. It made a suicide dive for the ship from the starboard quarter. All gun crews stayed on station and maintained a heavy and accurate fire, riddling the plane and literally sawing off its tail which, at the last moment, caused it to deviate slightly from its path so that only one wing struck tub 10, but unfortunately left it a gasoline blazing funeral pyre. Nine men were burned to death.

The fire was extinguished in four minutes and the dead, wounded and seriously burned were taken to sick bay.

At 1258 we secured from GQ and set condition 3. Chalk up 1 "Sure." Score: 4 "Sures," 1 "Probable."



The Jap's Evasive Action Was
No Match for the Intrepid's
Accurate Gunnery Fire



25 November 1944

This was a bloody day in the INTREPID'S history. It was the first time a large American carrier had been hit and heavily damaged by Japanese suicide planes. Conditions existing throughout the early part of this attack were almost hopeless from a gunnery point of view. Radar could not give us any assistance and there were so many friendly planes within gun range that each plane had to be examined carefully before being fired upon. It is considered probable that this attack could have been broken up by ship's gun fire had we only Jap planes for targets as there would have been no difficult recognition problem and radar could have warned us as to how many planes were approaching the formation. The tactics used by the Japs looked suspiciously like our own coordinated attack, except that it was on a smaller scale and suicide planes were used.

At 1215 the ship went to General Quarters. The situation at this time was very confusing; Strike 2 Baker was in the process of returning and was flying all around and inside the formation. Strike 2 Charlie was taking off.

At 1228 three Vals were reported high over the formation by one of our planes. No one on the ship had as yet seen any Japanese planes.

At 1233 an enemy plane was seen to attempt a suicide dive on the HANCOCK at a diving angle of about 30 degrees. Next another enemy plane was seen to dive on the CABOT. Both of these planes appeared to be near misses.

No more enemy planes were sighted until 1252 when the after director picked up what appeared to be two Zekes at about 8000 feet bearing 170 relative gliding in toward this ship from about eight miles out. The air around the formation was still full of our own planes orbiting the formation. Some returning planes were even in the landing circle. The two Zekes were jerking violently from side to side and apparently passed through the screen without being fired upon. They were at this time only about 100 feet off the water. At about 1253 the after 5" battery opened fire on the left hand plane of the two Zekes followed shortly by the 40 MM and 20 MM batteries. This plane exploded above the water about 1500 yards astern. At this time the order to "hold fire" was given by the Commanding Officer to prevent our



Kamikaze Attack Results in
This Bomb Explosion

Fire Fighting Crew Make Their Contribution Toward
Saving The Ship



guns from firing into a TBF and an F6F orbiting our stern. At the time an enemy plane thought to be another Zeke was sighted on the starboard quarter at a position angle of about 60 degrees diving on this ship. This plane was taken under fire by our starboard 40 MM and 20 MM batteries and was seen to catch fire, but was not seen to crash due to subsequent events. This plane did crash later on as a result of our gunfire, as verified by other ships. The second Zeke coming low from the stern was dived on by an F6F, but kept on coming. Our own 20 MM and some 40 MM guns continued to fire at the second Zeke in spite of the "Hold Fire" order. The after 5" battery did not fire on this second plane. When about 1000 yards astern this Zeke went into a power stall, did a wing over from an altitude of about 500 feet and crashed on our flight deck at 1255. Just as he did his wing over he received many hits from our automatic weapons and caught on fire, but he was then too close to be stopped. Shortly after this hit an enemy plane was sighted over the NEW JERSEY, and fire was opened on it from almost the entire starboard side automatic weapon battery. Shortly after we opened fire the plane went into a very tight spin and crashed into the water. We claimed a "Sure Assist."

About a minute later another Zeke was seen bearing 045 at about an 8000 foot altitude over the formation. The forward 5" battery and 40MM battery opened fire on it, but no hits were observed. It passed overhead going aft; only about four rounds of 5" were expended at it. About 1257 two more Zekes were sighted at relative bearing 200 degrees about 100 feet off the water coming in toward the ship. The relative wind was from the port bow, and was blowing smoke from the hangar deck which was on fire, across the flight deck and obscured the view of all starboard side and after island gun mounts.

The port side 40MM and 20MM guns took these two planes under fire and the left hand plane was splashed at a range of about 1500 yards. At this time the ship was turning to starboard and these guns were then blanked out by the turn from the right hand Zeke. This plane had been making violent evasive action and though 40MM and 20MM tracers were seen all around him, he did not appear to be hit. As before, this Zeke went into a power stall and did a wing over to crash on deck at 1259. The port side automatic weapons were waiting for him to make the power stall and caught him at the top of it; however, although he did catch on fire, it was



too late and he hit the flight deck. During the firing four planes were sighted flying high over the formation from our starboard bow to directly overhead. They could not be identified through the smoke. Several other planes were sighted at intervals very high above the formation but could not be identified.

In the resultant fires and explosions, 56 men and officers were killed and 10 were missing. Three "Sures," 1 "Sure Assist," 2 hit the deck. Score: 7 "Sures," 1 "Sure Assist," 1 "Probable," 2 crashed on deck.

The Intrepid's Damage Control Section at Work





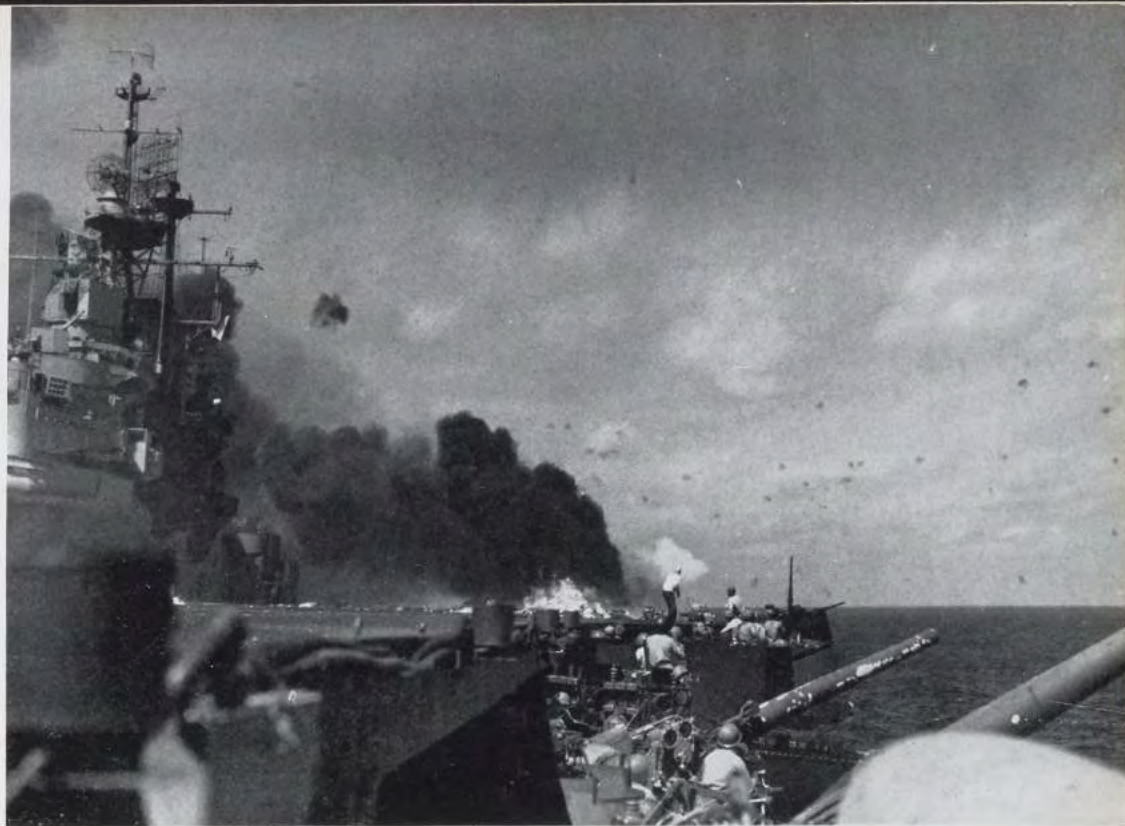
Gash in Flight Deck Caused by Crash Dive of Second Plane. Round Hole Is Point of Entry of Bomb. Engine Skipped And Landed on Home With Body of Pilot



Explosion As Zeke Crash Dives Flight Deck



Hole in Flight Deck Where First Plane And Bomb Exploded



Fire Before Second Crash

25 November 1944



Area of Flight Deck Where First Plane Hit, After Fires Were Out

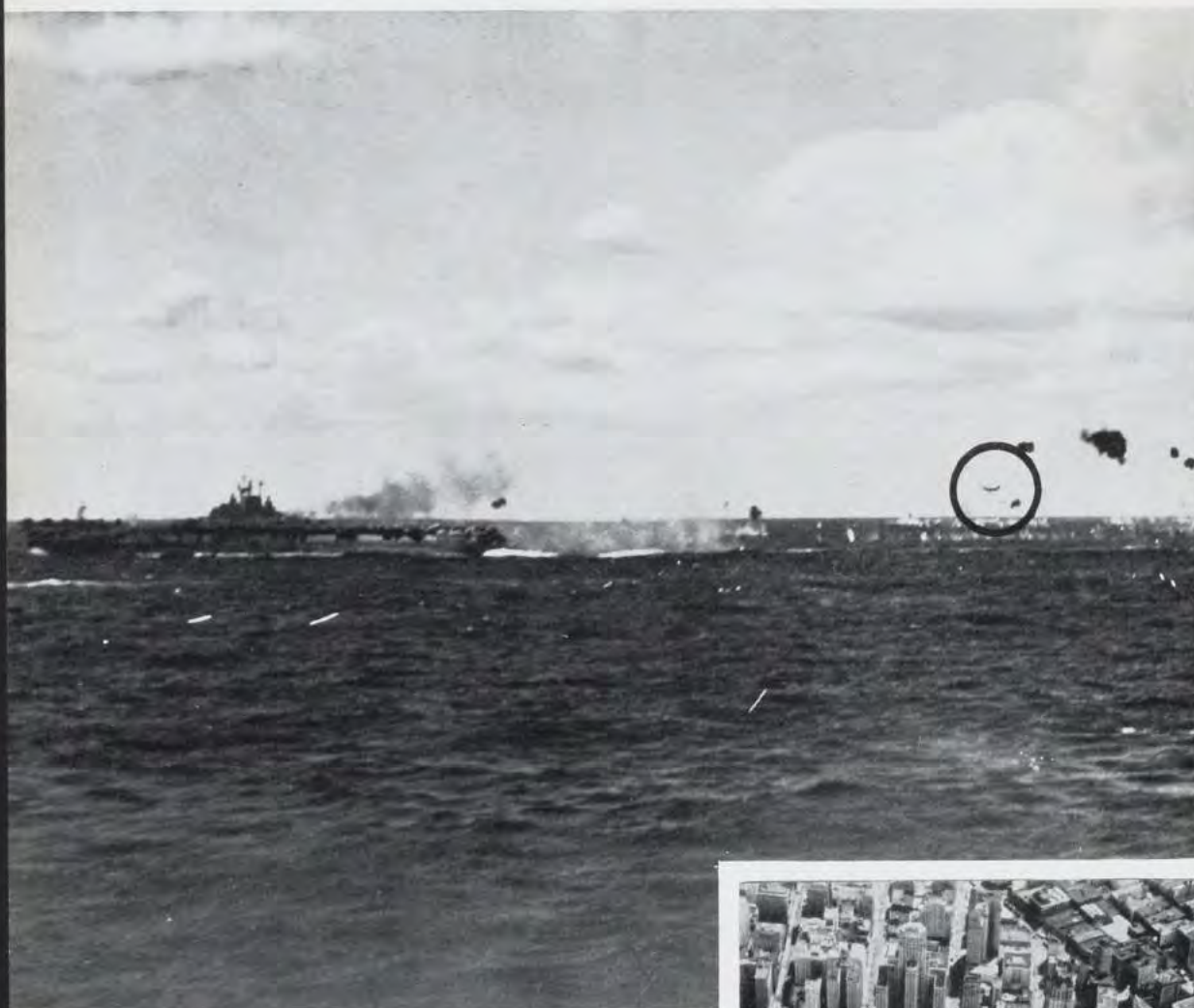


Smoke and Debris as Zeke Explodes on Flight Deck





Intrepid Guns "Splash" One More Enemy Plane



Frisco Again

After our hits we went to Ulithi for temporary repairs and then set sail for the Golden Gate.

Hunter's Point again made repairs and alterations.

We added one more 40MM quad on the stern, and got a few new and improved directors and sights.

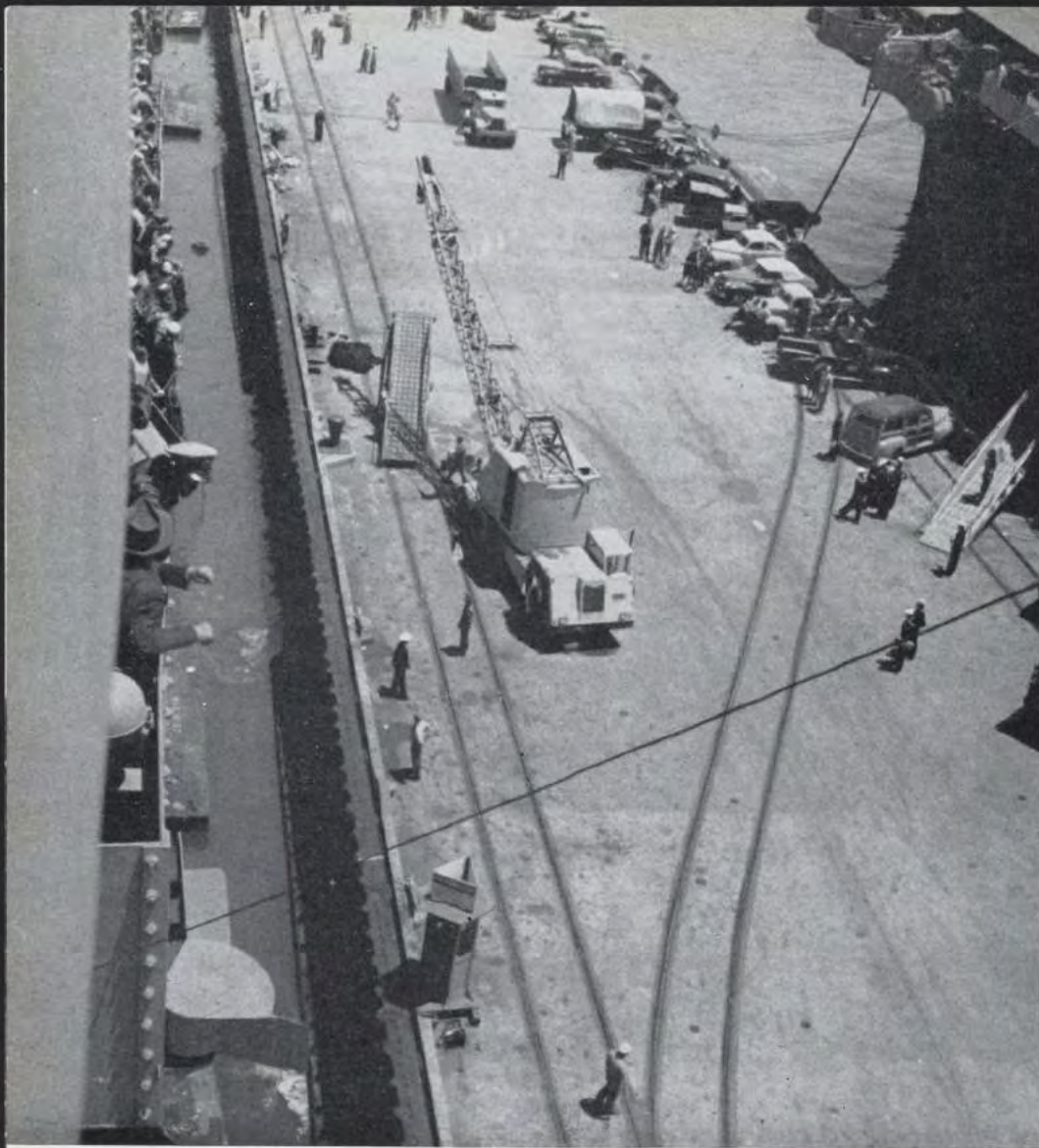




U. S. S. Intrepid At Hunter's Point



Oakland Bay Bridge



Alameda

Headed West for the Third Time *February 22, 1945*

At Alameda we loaded freight, mostly trucks, and proceeded to Pearl. We got some more intensive training including drill after drill on simulated Kamikaze or suicide attacks and rejoined the Fleet at Ulithi. Here we fueled and provisioned and fired a few practices.



Liberty Party Returning
To Ship

Ulithi...

Flag Bar, Mog Mog





Natives of Ulithi Pose for a Few Pictures . . .





We left Ulithi and headed for Japan. The plan was to blast Tokyo and all airfields around so as to neutralize Jap air power prior to the invasion of Okinawa. It was hard, dangerous and exciting. We had more than our fill of "Bogies" and Jap suicide planes were seen and engaged with monotonous regularity.





18 March 1945 — Okinawa Support — Japan . . .

At 0730 there were several "Bogies" on the screen. At 0739 we set condition I. At about 0800 a Frances approached the formation from the port quarter and zigzagged between the ships of the screen, apparently first directing its attack against us and then changing its mind to direct its attack against the YORKTOWN, just ahead of us. The whole port side of the formation fired at this plane at sometime or other, causing very little damage early in the action. We fired intermittently whenever the range was clear and when the plane got up on our port side it turned and headed for a point mid way between us and the YORKTOWN. At this time we took it under heavy 5" fire as did the YORKTOWN, and a battle cruiser, and the plane was splashed sharp on our port bow about 3000 yards from the ship. We claimed a "Sure Assist" on this one.

At about 0806 a brand new gleaming Betty entered the formation on our starboard quarter flying parallel to our course. This was the most exciting attack of our career. The screen opened with a weak fire but apparently caused no damage as far as could be seen. As the Betty flew past the cruiser 3000 yards from us, bearing about 120 degrees relative, she turned and headed directly for us. Her altitude was 400 to 500 feet and she started a shallow glide apparently aiming at our water line. We had been tracking this plane with all guns for some seconds but had not fired because other ships in the formation had fouled the range. As she rounded the cruiser the range was clear and besides, **we were the target!** We opened with all 5" and all 40's on the starboard side. For a few seconds that seemed like hours, the Betty apparently suffered no damage and seemed indestructible. Then, however, she seemed to trail smoke and streamers of flames as we raked her from stem to stern. She was hard hit by the 5"38 and 40's chewed her up but could not stop her, the 20's courageously held their fire until about 1500 yards, and with all guns on the starboard side riddling the plane, still she came on under perfect control. The "Coup de Grace" was applied by the after 5" battery which got a direct hit and shot off her tail when the Betty was about 200 to 250 yards from the ship. She up-ended and hit hard approximately 50 to 100 feet off the ship at the forward boat crane. We chalked up a "Sure."

The starboard bow area was showered by fragments and flaming gasoline, which caused a minor fire on the hangar deck in Bay One which was very shortly put out. The damage was very minor. Unfortunately the ship on our port hand, with the best of intentions, was trying to help us, but put a 5" burst near Group 4 which caused the death of 1 enlisted man and wounding others, including an officer.

At 0846 a Judy which was undetected made a surprise dive on the YORKTOWN, dropped its bomb, leveled off for a high speed course. Our 5" opened early and extremely accurately with Sky 3, getting a direct hit on the tail with the first burst. Later Sky 3 got a direct hit further up on the fuselage. There were three more close bursts that must have done heavy damage as the plane caught on fire and flew a straight course, gradually losing altitude until it crashed some miles astern of the formation. This plane was a "Sure Assist" for this ship. One "Sure," 2 "Sure Assists." Score: 8 "Sures," 3 "Sure Assists," 1 "Probable," 2 crashed on deck.



U.S.S. Intrepid Hit By
A Betty Off Kyushu





April 10, Okinawa. Notice Bomb Craters in
Landing Strip and Fortifications

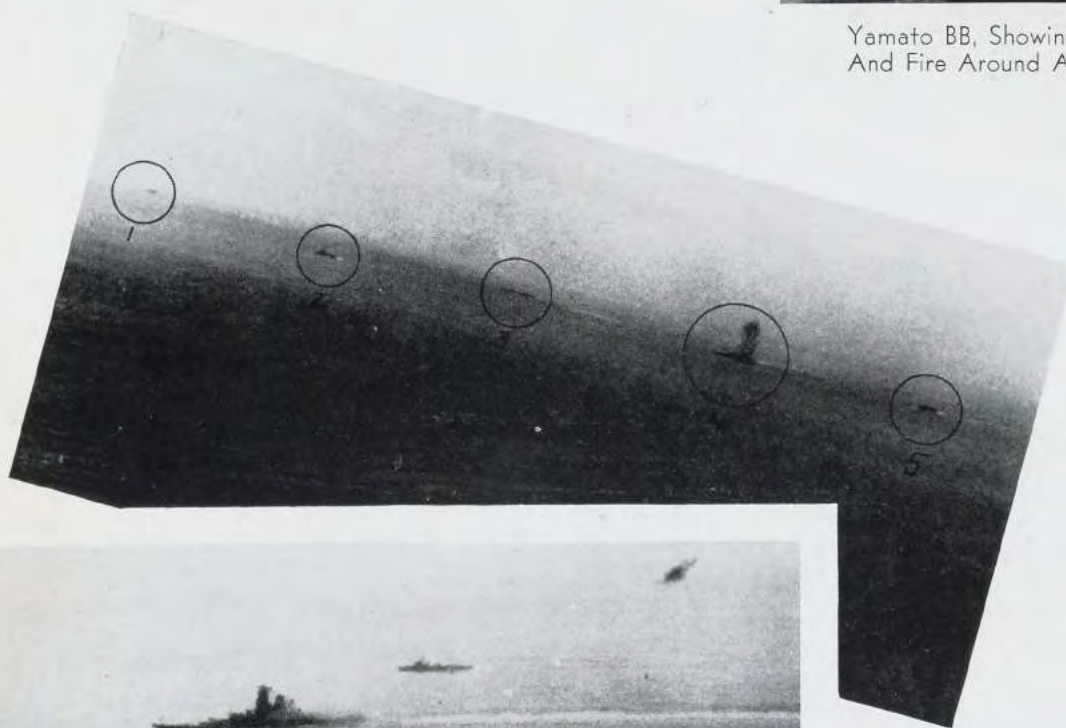


Reinforcements of Supplies Landing
On Okinawa | April 1945

Position of Japanese Task Group as AG-10
Attack Began. 1—DD, 2—DD, 3—CL or
DD, 4—Yamato, showing near miss, 5—DD



Yamato BB, Showing Near Miss on Port Bow
And Fire Around After Turret. 7 April 1945



Task Force Maneuvering While Under Attack. BB Apparently Dead in Water.
DD's Circling—One Firing. 1—Yamato, 2—Terutsuki, 3—New Type DD

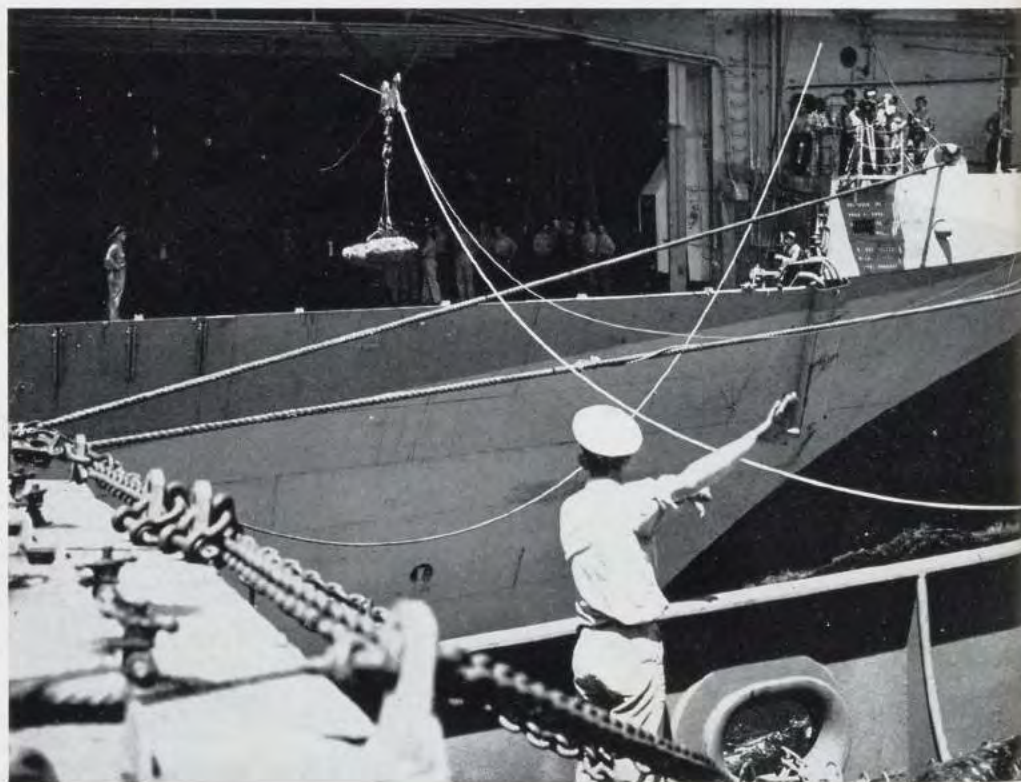
Refueling and Rearming at Sea...



The Intrepid "Drinks"



Loading Ammunition While Underway





All during this operation we rearmed at sea, for the first time. Fueling at sea was an old story, but always interesting; rearming at sea was exciting, but had its dangerous aspects.

Now we could stay at sea for greatly extended periods. Some ships even took provisions aboard at sea.



11 April — Okinawa

It was a dark clear night. There were many single "Bogies" contacts all around us at various distances but no groups. Destroyer pickets, screening ships, CAP shot down many twin engine planes, principally Bettys, in the early evening.

We had gone to GQ at 1345. From 1855 through 1908, 11 separate under water explosions were felt and remained unidentified. "Bogies" kept coming in and turning away. At 1928 we opened fire in full radar control at a relative bearing of 215, range 11,000 yards, altitude 5000 feet. The plane flew across our stern from port to starboard, circled toward the starboard quarter where it was shot down at 1830 at 160 degrees relative about 4000 yards from the ship. This vessel was the only ship which was firing and therefore there is no doubt that we got the plane, which was thought to be a Betty but which was never seen. The radar paid off.

At 2330 after many other alerts and "Bogies," we again had an unidentified night visitor which we took under fire with full radar control. It came in right on the starboard beam at a 5000 foot altitude. The plane continued to come in toward the ship, jinking slightly. It approached an approximate distance of 2000 yards and then turned and started to go out. As it turned away we were the only ship which continued to fire. We tracked it out by radar, using continuous automatic fire, and at 14,000 yards it burst into flame and crashed. Again it was thought to be a Betty. Another "Sure." Score: 10 "Sures," 3 "Sure Assists," 1 "Probable," 2 crashed on deck.

AA Fire From U.S.S. Missouri and Destroyer Escorts



16 April 1945 — Okinawa

The attacks on this day which again resulted in severe damage to the ship and some loss of life are described below as Raid I and Raid II.

RAID ONE

When planes were 50 miles out, we began to receive radar information indicating a possible raid. Interception was by CAP and a merged plot was reported while the enemy continued to close. There was no clear indication as to when the raid split for the attack and complete data was not obtained when the enemy had closed to 20,000 yards so that fire control radars were unable to get on target until we had visual contact when bandits had started their dives. Plane No. 1 made a 20 degree glide bombing run from dead ahead and was taken under fire at an estimated range of 5000 yards. It was taken under fire by forward 5" battery (Mark 51 directors), and the auxiliary 5" director proved its value in rapidly getting on target. Five-inch hits were observed prior to opening fire with machine guns. Five inch again hit plane at 1500 yards when the plane started to burn. Sector I (forward starboard 40MM and 20MM) machine guns opened fire at about 3000 yards and hits were continued. Plane was splashed on the starboard bow after taking severe damage. Plane was identified as TONY.

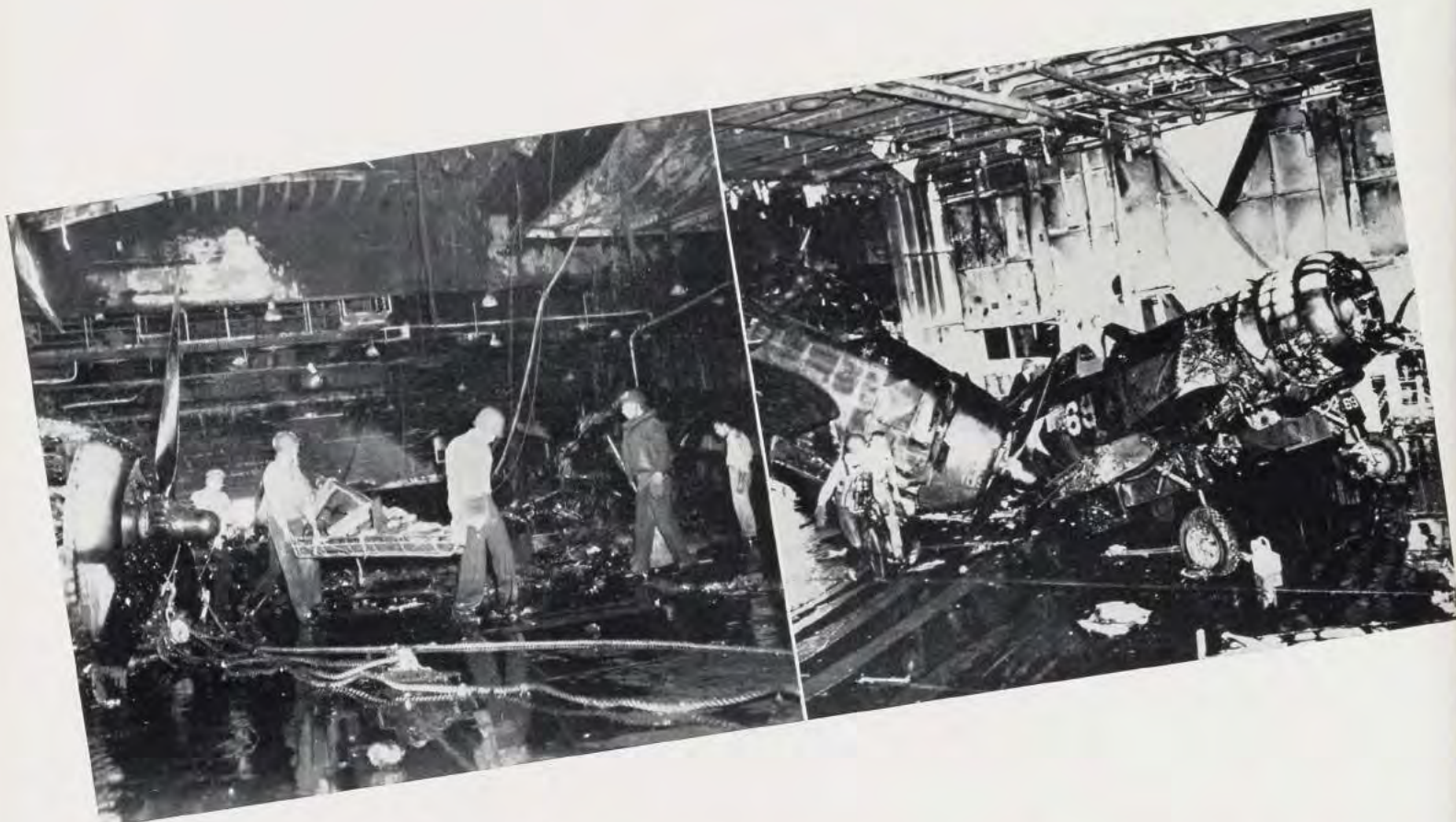
Plane No. 2 approached from forward in a 20 degree glide (estimated), crossing from starboard to port, passing over destroyer aft of port beam as it was splashed between destroyer and BB and CB on port quarter. We opened, fired upon by 5" guns #6 and #8 (6 rounds), Quads #4, 10, 12, and 14. Range was estimated as 2500 yards when fire was opened. Other ships



Near Miss! 16 April

Jap Burning and Diving Toward U.S.S. Missouri





of formation all fired on this plane, which was identified as a ZEKE. A "Sure Assist" is claimed by this ship.

Plane #3 approached from astern the formation at about 1335 and was in 20 degree glide bombing run on starboard quarter making a run parallel to this ship. Range was 2500 to 3000 yards. We opened up with starboard 40MM and 20MM. The target ran in a glide on BB and splashed on BB's starboard beam. It was identified as a ZEKE or HAMP.

Plane #4 and #5 approached from dead astern in 30 degree to 40 degree glide. The after 5" were checking another possible bandit and as a result there was no firing by 5" guns. This attack began at about 1336, and fire was opened by 40MM and 20MM batteries at about 3500 yards. One plane caught fire at about 1000 yards astern and crashed 50 feet on starboard side of ship. The other plane was believed hit but continued run and crash dived with bomb on flight deck near #3 elevator. We claim one plane splashed. Planes were identified as ZEKES.

RAID TWO

Combat reported a friendly and "Bogie" plots, distance 50 miles at 150 degrees relative bearing. Combat continued to give closing ranges on the same bearing, all being reported as merged plots. Two planes were sighted at extreme range, identified as Zekes, approaching



Flooded No. 3 Elevator Pit



in a dive. We opened fire with 5"38 and 40MM, later 20MM joined in. Fire was divided between the two planes and hits were observed on both. The lead plane dropped one bomb on our starboard quarter—near miss, no damage—and passed overhead, on fire, about 100 feet above the top of the island; it is doubtful if this plane was a Kamikaze. The second plane definitely was not a suicider and flew over about 300 feet above the ship, dropped a bomb on the port side, and attempted to escape. All ships then fired; the Zeke flamed over a destroyer on the screen, attempted a vertical dive on it, but missed. We claimed a "Sure Assist."

Final aggregate score: 13 "Sures," 5 "Sure Assists," 1 "Probable," 2 crashed on deck.

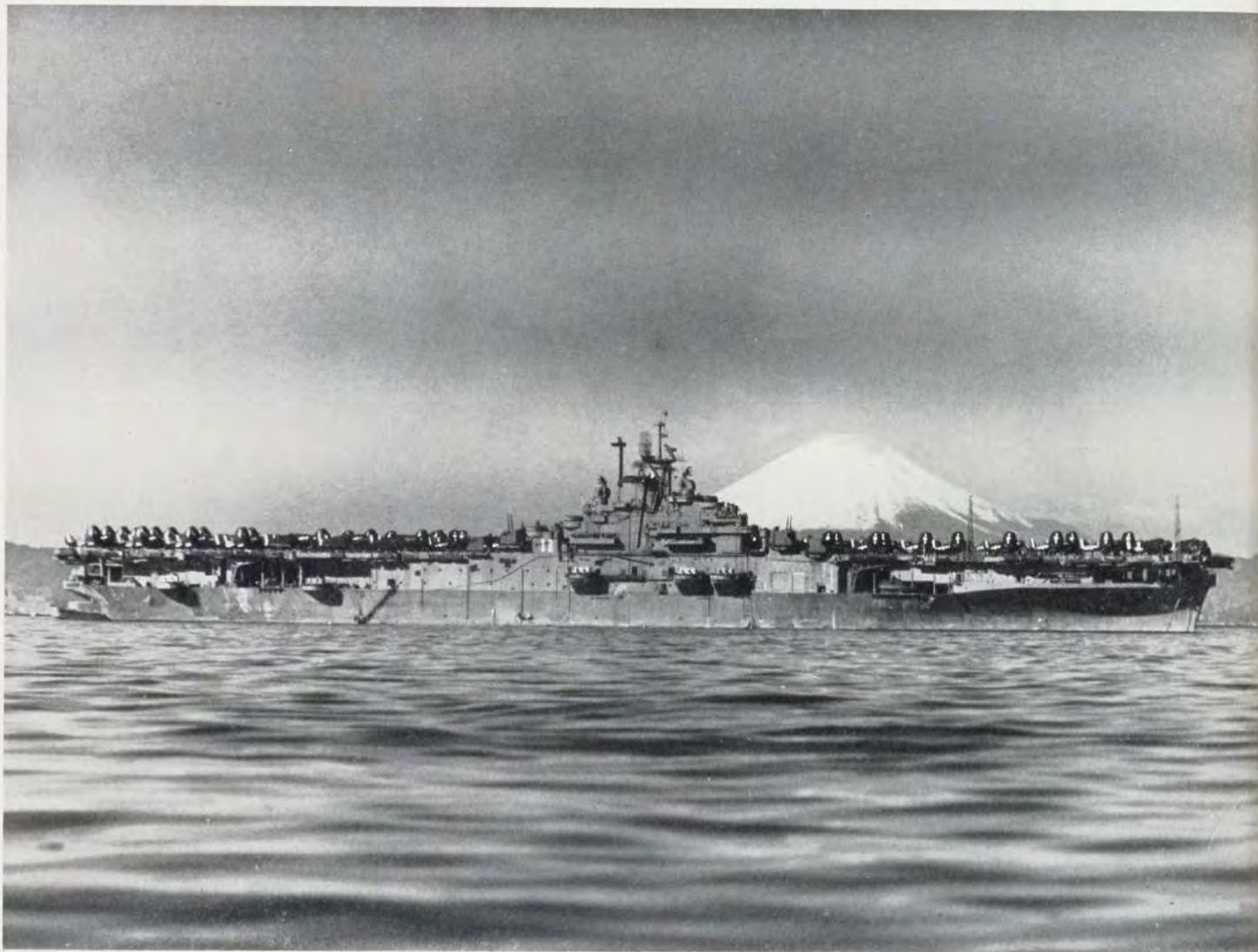
Repair Ship,
U. S. S. Ajax, Alongside Intrepid



16 April

Additional View of Hangar Deck
Damage Sustained as a Result of
Bomb Explosion





The U. S. S. Intrepid At Anchor in Tokyo Bay
With Mt. Fujiyama in the Background



*P*eace

Amazing stories and claims were published about our atomic bomb. Japan was urged to make peace. Then came HIROSHIMA.

And we stood guard over the Empire and anchored in Tokyo Bay, spending many liberties ashore and looking for loot and souvenirs.

We came home for Christmas 1945 and put the "Fighting Lady" into the Active Reserve Fleet. She was hit four times by Kamikaze planes and had nine near plane misses and two near bomb misses.

The INTREPID rests.





*Scenes in
Japan...*





Scenes in Japan . . .





Hiroshima After The Atom
Bomb, 6 August 1945



Liberty in
Tokyo



9 - 2 - 45, Prisoners of War
Camp, Shanghai Area



CAG - 10 Over Shanghai
Waterfront At Bund Cathay
Hotel and Custom House

China . . .



Shanghai



Peiking



Peiking



Shanghai



Rear Admiral Thomas L. Sprague,
U. S. N.

OUR *Captains*



Rear Admiral William D. Sample,
U. S. N.



Rear Admiral Joseph F. Bolger,
U. S. N.



Captain Robert E. Blick,
U. S. N.



Captain Giles E. Short,
U. S. N.



OUR *Executive* OFFICERS

Commander (Now Captain)
Richard K. Gaines, U. S. N.



Commander (Now Captain)
R. P. Kauffman

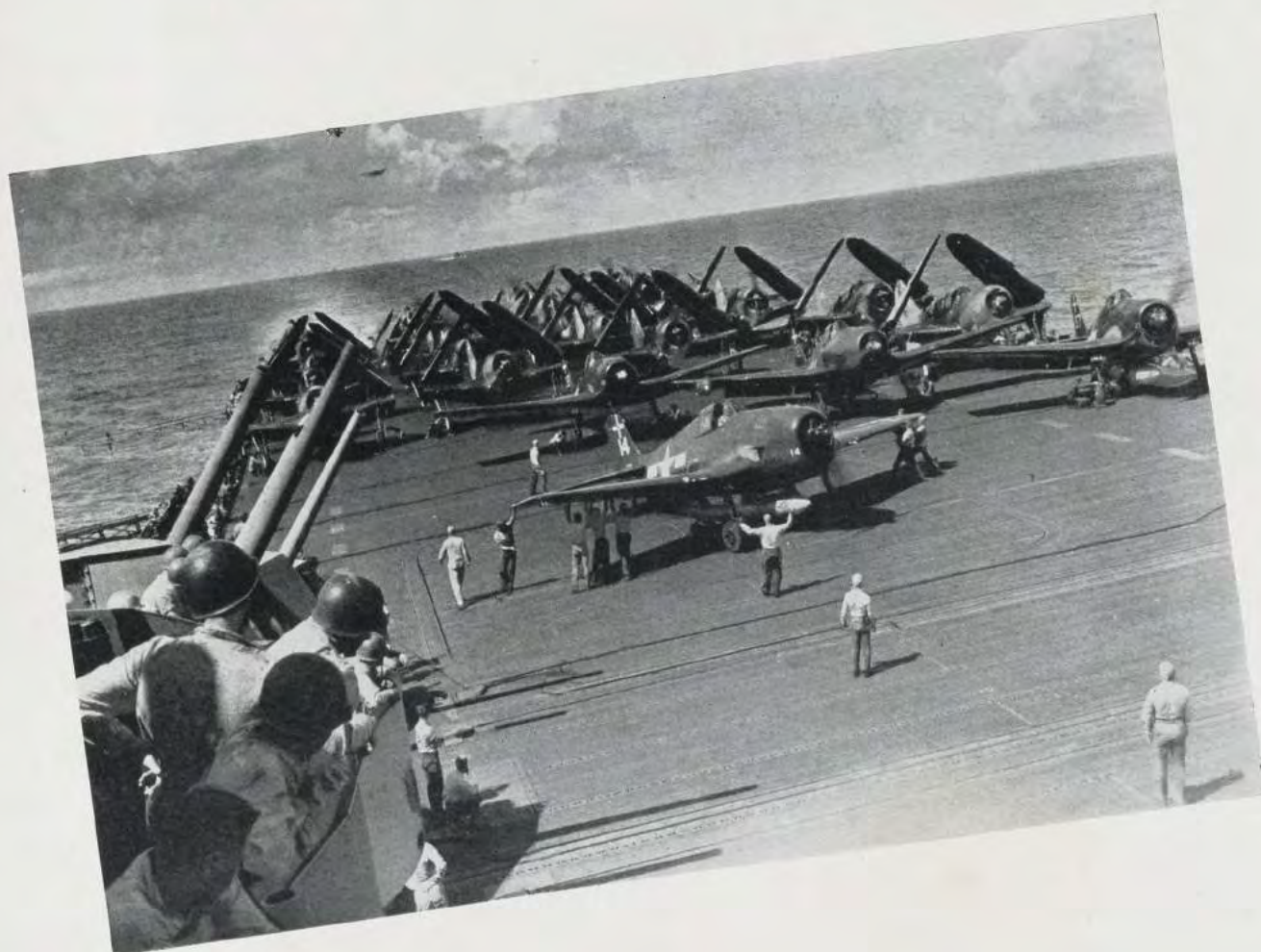
Commander (Now Captain)
H. G. Sanchez, U. S. N.



Commander (Now Captain)
William E. Ellis



Air Department





Launching Planes at Eniwetok Atoll
In the Marshalls

When the layman thinks of an aircraft carrier, his mind is immediately filled with pictures of fighters, bombers, and torpedo planes . . . of Corsairs and Hellcats, of Helldivers and Avengers . . . and of pilots who zoom down out of leaden skies without warning to strafe and bomb and destroy the enemy; and it cannot be denied that most of the romance of life aboard a carrier lies within the lives and daring work of its pilots. Often forgotten, however, is the fact that somebody has to service the planes, maintain them in top operating condition, send them rocketing off the flight deck and bring them safely aboard, keep them fully supplied with all necessary gear, arm them, and "pass the word" to them while they're airborne. This, then, is the work of the Air Department . . . work upon which the public eye is seldom focused, work considerably less romantic than flying itself, yet work that is the "lifeblood" of a carrier's air operations.

Air Department

"Flight Quarters! Now man all Flight Quarters stations!" When the strident voice of the Bos'n's mate of the watch makes that announcement over the ship's P. A. system . . . when the bugler of the watch sounds a lusty beat to flight quarters . . . it means that the INTREPID is about to conduct flight operations. It means, too, that a lot of manpower is about to set to work; for the senior, and by far the largest department on this ship . . . as is indeed the case with any aircraft carrier . . . is the Air Department.

Working under the guiding hand of popular, genial "air boss" A. A. Geisser, Commander U. S. N., roughly one-third of the ship's enlisted personnel, 914 men to be exact, are assigned to the Air Department; at the present writing, 44 officers are members of the various divisions. Eight divisions comprise the department's organizational setup: V-1 through V-8. The letter "V" is symbolic of "air" or "heavier-than-air," just as the INTREPID'S hull number, CV-11, indicates that the ship is a "Carrier" of "Heavier-than-Air" craft.



A Pair of TBF's in the Clouds



Comdr.
A. A. Geisser,
U. S. N.,
Air Officer

A "Beast" Returns



Our Pilots Get the "Word"





Catapults, arresting gear, and elevators are the work of the V-1 division, 177 men strong. If you've seen colored movies showing puppet-like figures garbed in gaudy greens and yellows and blues and reds moving about the flight deck and "giving out" myriad mysterious arm-signals to the pilots of planes taking off and landing, chances are that these are the men and officers of V-1, the flight deck crew which "handles" the planes when they're on or in the vicinity of the flight deck.





Once a V-1 elevator crew has dropped a plane below, the plane becomes the "baby" of the 159 men of the V-2 division. These are the men who spot the planes in the various "bays" of the hangar deck, who fuel it for its next hop, who have cognizance of the various shops and stores which distribute the gear and parts necessary for successful flight. Another highly important function of V-2 is the rigging of parachutes. The moment a plane's wheels have left the flight deck, communication with the pilot becomes a function of





V-3 division, and numerous are the duties of this division. Not only does V-3 maintain radio contact with airborne craft at all times, homing lost planes, passing the latest information, directing pilots to contact with the enemy, but it also keeps in CIC (Combat Information Center) a running picture of all air and surface activity, friendly and enemy, in the vicinity of the ship . . . a picture which develops through the watchful eyes of radar. Air combat intelligence, those who provide the pilots with all the important "advance dope," is also a V-3 function, as is air plot, the administrative unit which has cognizance of the preparation of aircraft for





combat missions. Photography is another task assigned to the V-3 boys; and the aerologists are the "weather men" of the ship. There are 102 men in V-3.

Smallest division of the department is V-4. The 19 men of V-4 are, however, busy most of the twenty-four hours of each day with their personnel, education, training, and clerical work. These are the Air Department yeomen. By way of contrast with V-4, V-6 division is the Air Department's largest. Within this division the proper

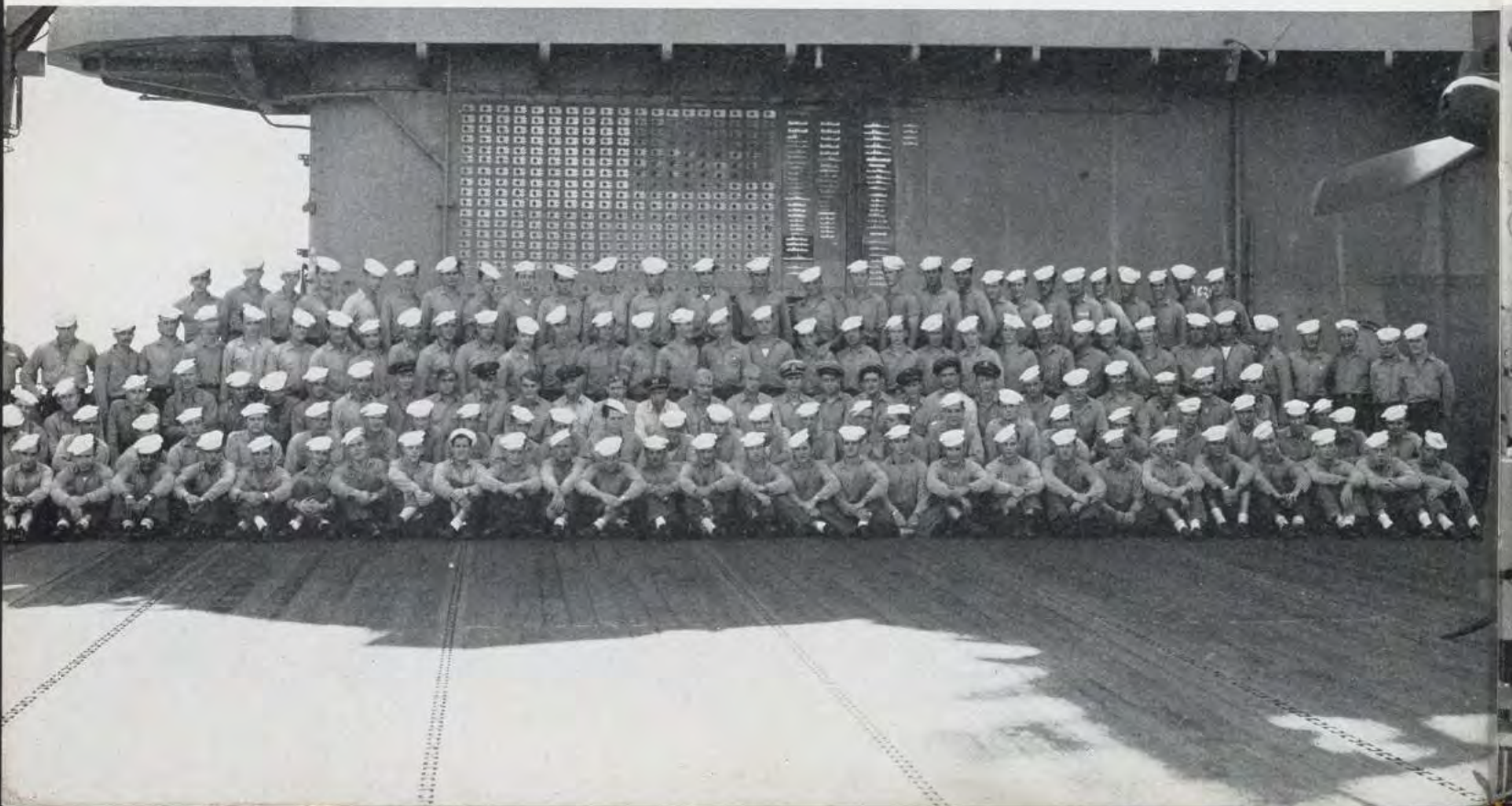




mechanical operation of every plane becomes the sole responsibility of 278 plane check and maintenance men and plane captains.

No plane ever left the INTREPID'S deck on a combat mission without the proper armament . . . machine gun ammunition, bombs, torpedoes or rockets, depending upon the nature of the mission. The arming of each plane prior to a strike, search, or patrol mission is the business of the 150 men of V-7 Division.

Newest addition to the Air Department is the recently created V-8 division. A small division of 29 men, its





size belies the importance of its work. V-8 personnel are technicians superbly trained in airborne electronics. The work of these experts centers around the installation, maintenance and repair of radio and radar gear in all planes.

What's that you say? There's a division missing? Oh, yes . . . that's V-5. Actually V-5 is not a ship's company division. The men of V-5 are the aircrewmembers, the air group's radiomen and gunners, who are given a division assignment for berthing purposes.

And so you have the INTREPID'S Air Department. We don't actually fly 'em, but we "keep 'em flyin'!"





Carrier Air Groups

It is for the work of the Navy's many capable CAGs that a carrier exists. All the Ship's activities are directed to the end that the pilots be enabled to function effectively. The Air Group Commander has the responsibility of leading, instructing, and inspiring his men; and the men in turn operate as a team in the hazardous missions of combat.

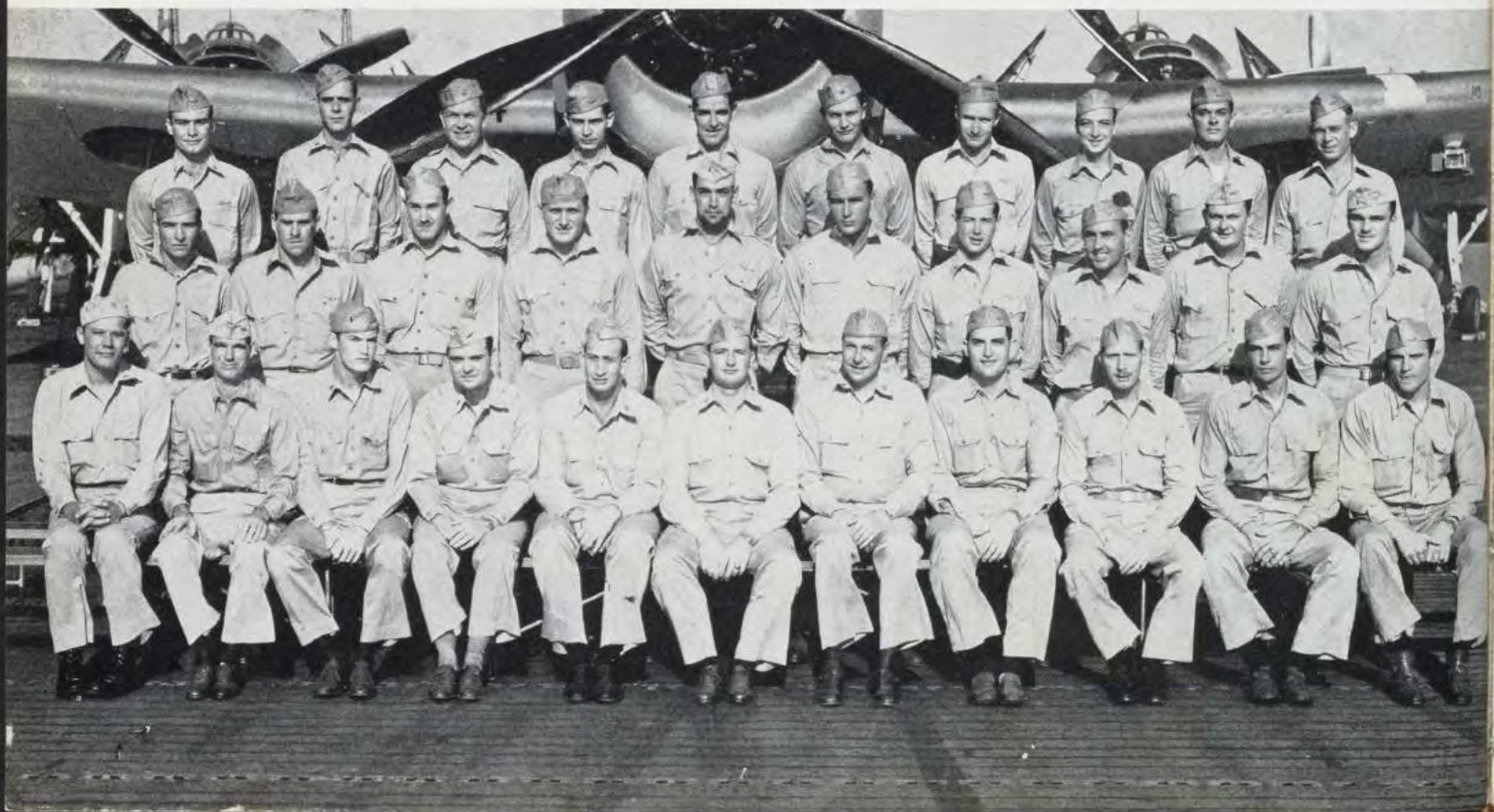
During her many months of combat duty, the INTREPID carried a succession of Air Groups, CAG 8 coming aboard 7 October 1943 under command of Comdr. A. M. Jackson. They were followed on 10 January 1944 by Comdr. H. L. Miller and his Air Group 6, who in turn were relieved on 16 August 1944 by Air Group 10, Comdr. J. J. Hyland in command. Air Group 14 commanded by Comdr. S. Brown was the last on the list, who were aboard when the ship came home for the last time.





Air Group 6

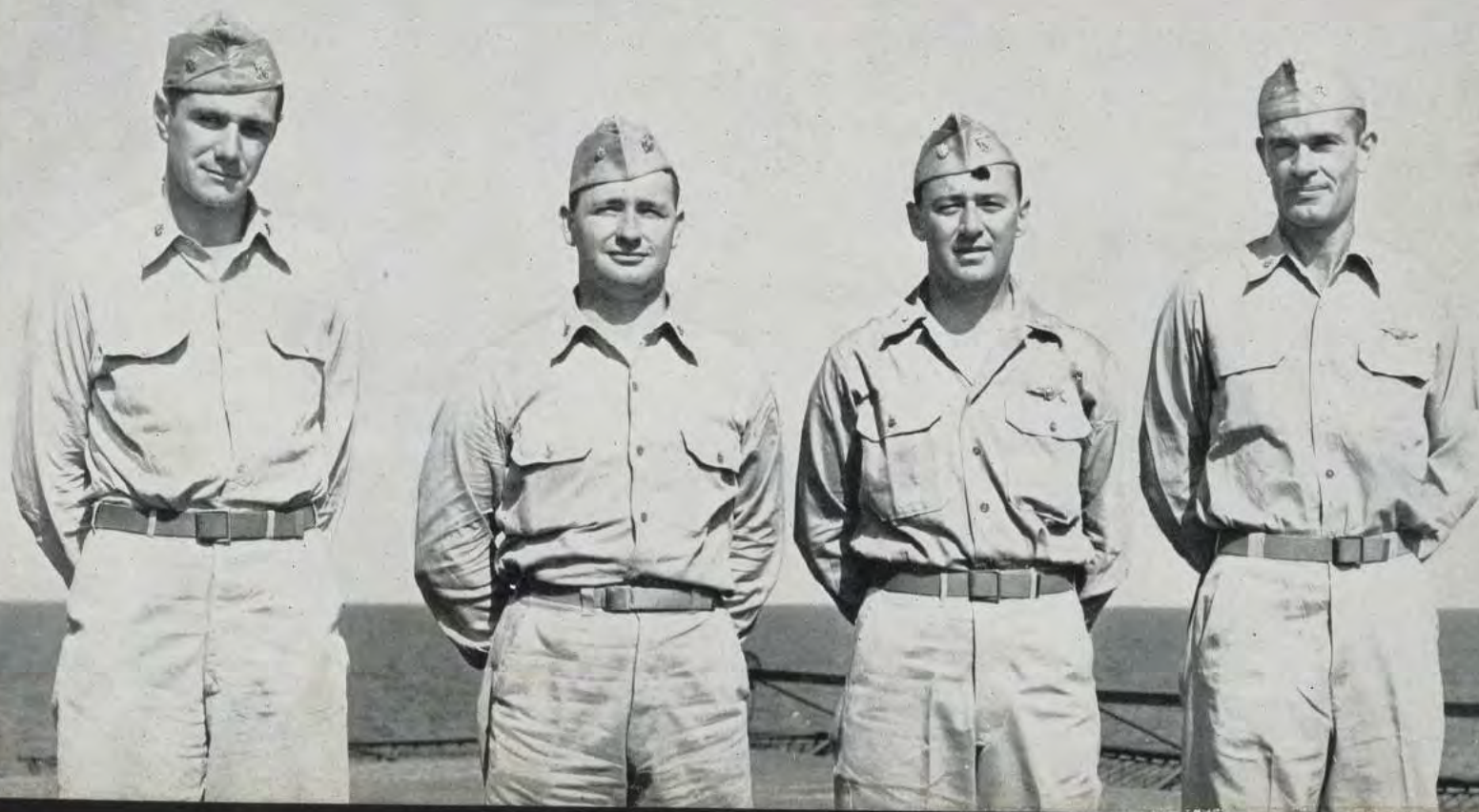
V-T-8 Pilots





V-T-8 Crew

CAG 8 Commanding Officers





A Squadron of CAG 8

CAG 8 Pilots and Crewmen

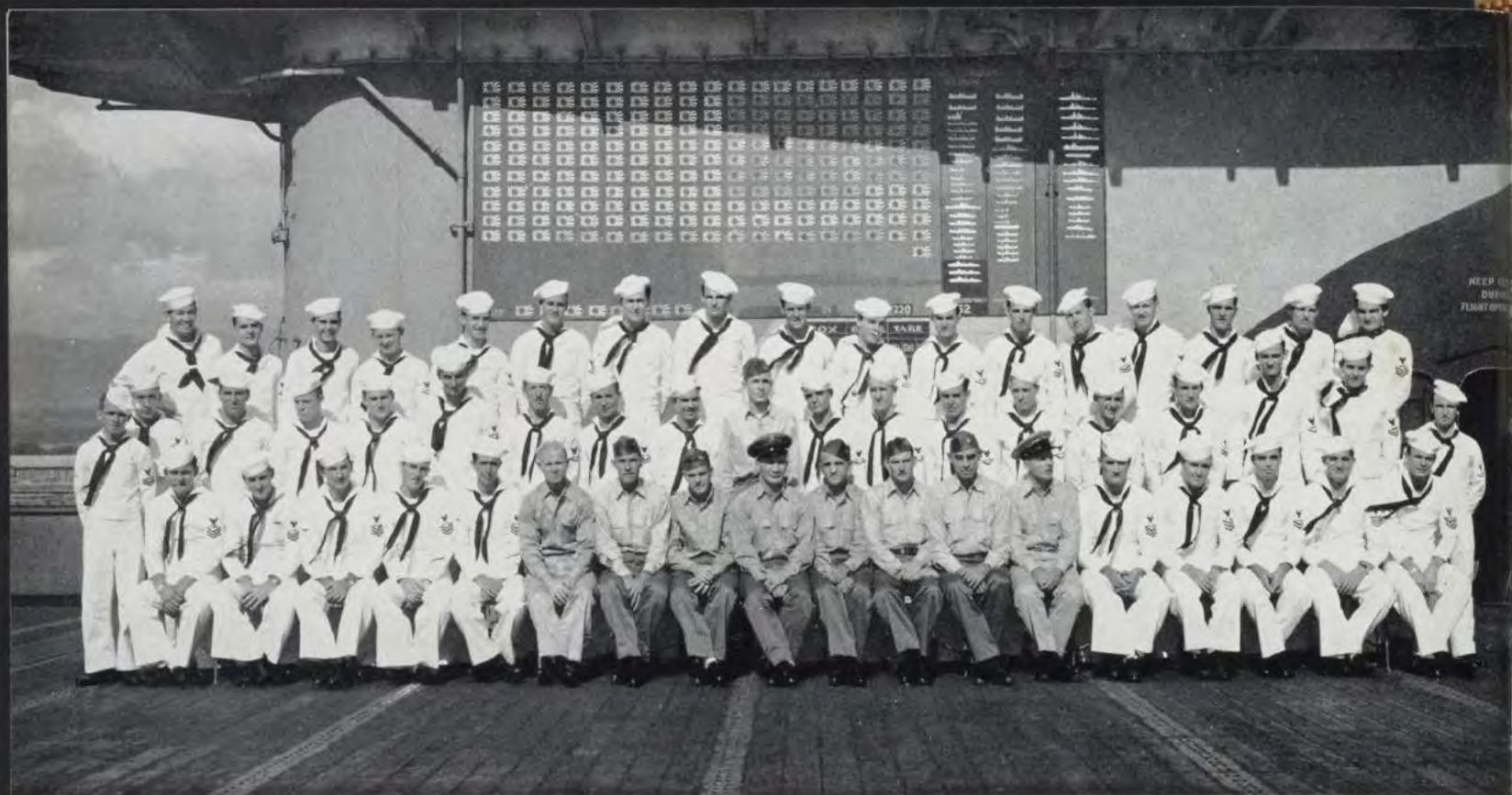




VT 18 Squadron

Some CAG 18 Pilots





Crew Men of CAG 18

CAG 10





CAG 10



CAG 10



CAG 10



CAG 10



CAG 10

VB - 10





CAG 10

CAG 14





CAG 10





Lt. (jg) A. Vraciu
VF 6 Ace

A TBF in the Clouds





Ready Room Shots...





Ens. R. D. Phippis, U. S. N. R.

Landing Cakes

Carrier landings are carefully noted—sometimes to the pilots' dismay! But when an "airdale" makes a landing which coincides with an even thousandth, a suitable celebration is held in the Wardroom. The ship's baker produces one of his best efforts appropriately inscribed; the lucky pilot is seated in a place of honor at the Executive Officer's table—and after introductory and complimentary remarks by the "Exec," the pilot gives a speech on how it is done and how it feels. An undertone of sarcasm is hardly audible, yet the pilot continues unblushingly—"And there I was flat on my back at 10,000 feet - - -."

The cake and coffee distract the hearers, and soon the Wardroom atmosphere returns to normalcy.

Celebrating the 4000th Landing Aboard the Intrepid





Left to Right: E. Corzien, Comdr. Hokkins, Comdr. Ellis, Ensign H. R. Webster Cutting 6000th Landing Cake



7000th Landing Cake and Dinner, Made by Ens. H. S. Meacham. Left to Right Standing, Comdr. Kauffman, Ens. Meacham



1st Conference—Air and Squadron Officers. Left to Right: Lt. Comdr. Mulick, Lt. M. Kilpatrick, Comdr. D. S. Crowley, Lt. Comdr. C. T. Fitzgerald, Lt. Comdr. R. L. Shipley, Comdr. Andrew Jackson, Air Group Commander. 5 October 1943

First Plane Landing Aboard U. S. S. Intrepid



Lt. L. J. Ward
Lt. M. D. Carmody
Lt. M. Kilpatrick



Barrier Crash, October 24,
1943. Ens. A. R. Coffin



Jap Field Near Keijo (Seoul)



Ready Room CAG 14





Crack - Ups

Nose Dive!



Crash Landing!







The Results of an F4U
Coming In Too High





Jap Plane Going Down
In Flames



CAG 10 Pilot Landing
With One Wheel



Barrier Crash





Repeated Hits
On Power Plant

Explosion of an Ammunition Dump
Near Yokohama





The Intrepid Comes Alongside Repair Ship
After an Engagement with the Enemy

VB-10 Over Shanghai





A Deck Load . . .





China

China
Rice Paddies



Korea Between Jinsen
And Keijo



Keijo





Jinsen



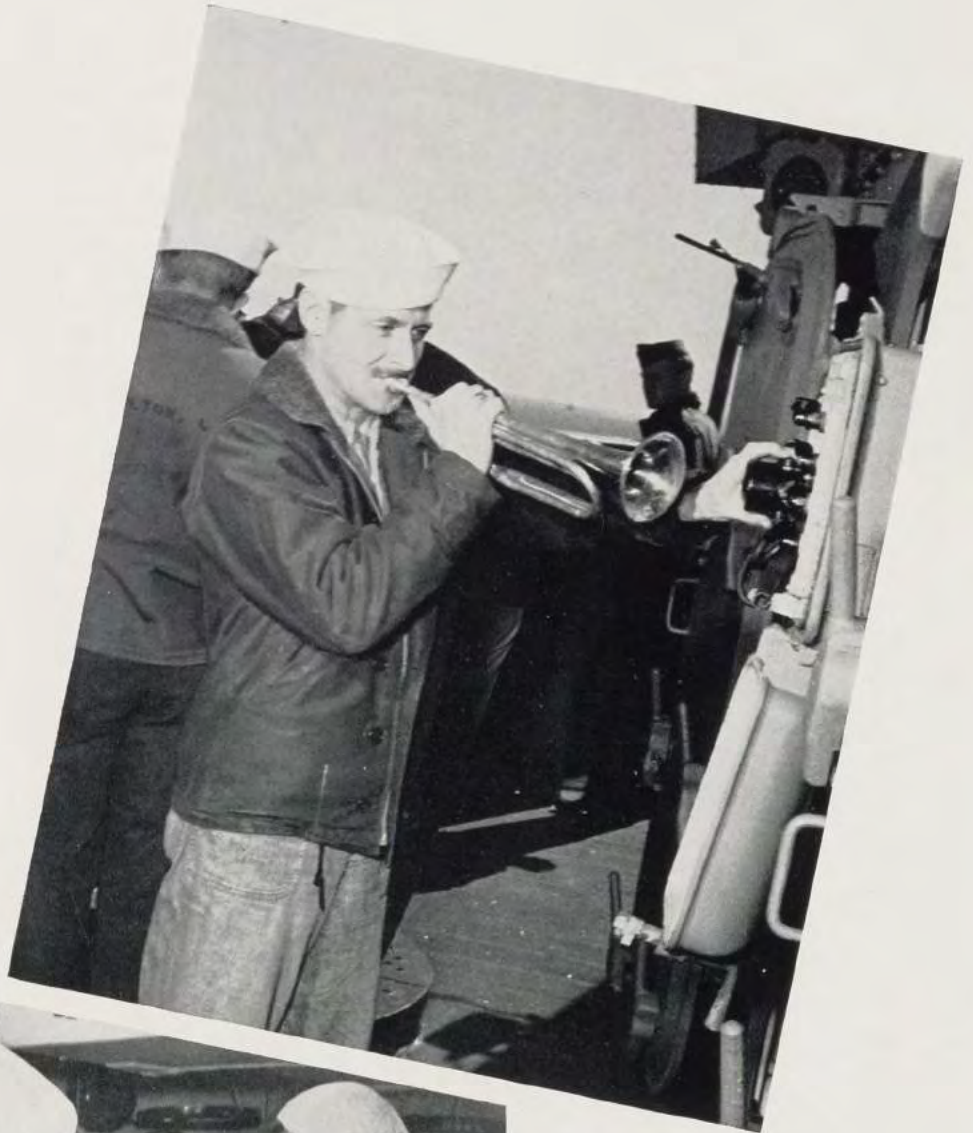
Darian



Moppo
Korea



Navigation Department



"On 1400, Monday, August 16, 1943, pursuant to an order of the Vice Chief of Naval Personnel and of the Commandant of the Fifth Naval District, the U.S.S. INTREPID (CV-11) was accepted from the Newport News Shipbuilding and Dry Dock Company and placed on full commission. The commission pennant was hauled down and the flag of the Assistant Secretary of the Navy for Air was hoisted. Captain Thomas L. Sprague assumed command. The watch was set." Thus was the first entry in the log of the MIGHTY I written and signed by Lieutenant Commander C. B. Lanman, U.S. Navy, Navigator.

Preliminary training carried out in Chesapeake Bay waters taught us how to determine bearings, relative and true, how to read the charts and determine position from landmarks, how to negotiate a channel and mark a course. When the myriad instruments on the bridge were no longer strange to us, we set our course for Base Dog. We were on the way to Trinidad and our Shakedown Cruise.

In Bas Obisto Reach in the Panama Canal, we suffered a minor disaster. While negotiating the narrow channel, the bow of the ship struck the side of the canal and inflicted some damage. This necessitated a trip to the dry dock in San Francisco, Hunter's Point Yard, and a delay of about ten days in proceeding to the war area.

The repairs were effected quickly and by the middle of January the INTREPID was operating in the Southwest Pacific, preparing to strike with the Fleet in the first attack and invasion on pre-Pearl Harbor Japanese fortifications.

On February 17, at 0011, while participating in a strike against Truk Island, we were struck by an aerial torpedo launched by the lone Japanese plane that had succeeded in penetrating our screen of destroyers and cruisers. The "fish" hit and blew out our steering machinery, damaged our rudder at the moment that the ship was in a left turn. The rudder was locked in a left position.

The explosion in Steering Aft had killed all hands there. One of the men was quartermaster on his first cruise. We had been in action three days, one of our number had been killed.

With no steering control left on the bridge, and no machinery remaining to control rudder angle, it became necessary to steer with the main engines, applying turns with the screws to hold a course. The main Gyro Compasses were temporarily out as result of the shock of the explosion, which was great enough to knock down men on the bridge. The Navigator set the course by celestial observations until the repeater on the bridge was in working order again.

On our way to the Navy Yard at Pearl Harbor, a sail was rigged on the port side of the Fo'c's'le. This partially offset the ship's tendency to turn to port, which was caused by the inoperative rudder being jammed in that direction about ten degrees. At Pearl Harbor, the rudder, or as much of it as was left, was removed and we set out for San Francisco; but without the rudder we were unmaneuverable. As bad as the damaged rudder had been, it was better than no rudder at all. It was impossible to set a course or hold it by the use of screws.



Comdr. C. B. Lanman, USN,
First Navigator on the
U. S. S. Intrepid

It was finally necessary to turn back to Pearl Harbor where the ship was fitted with a jury rudder. A quartermaster on the fantail received rudder orders from the bridge through a sound power phone circuit. The rudder was controlled by cables running from the rudder to capstans, being operated right on the fantail itself.

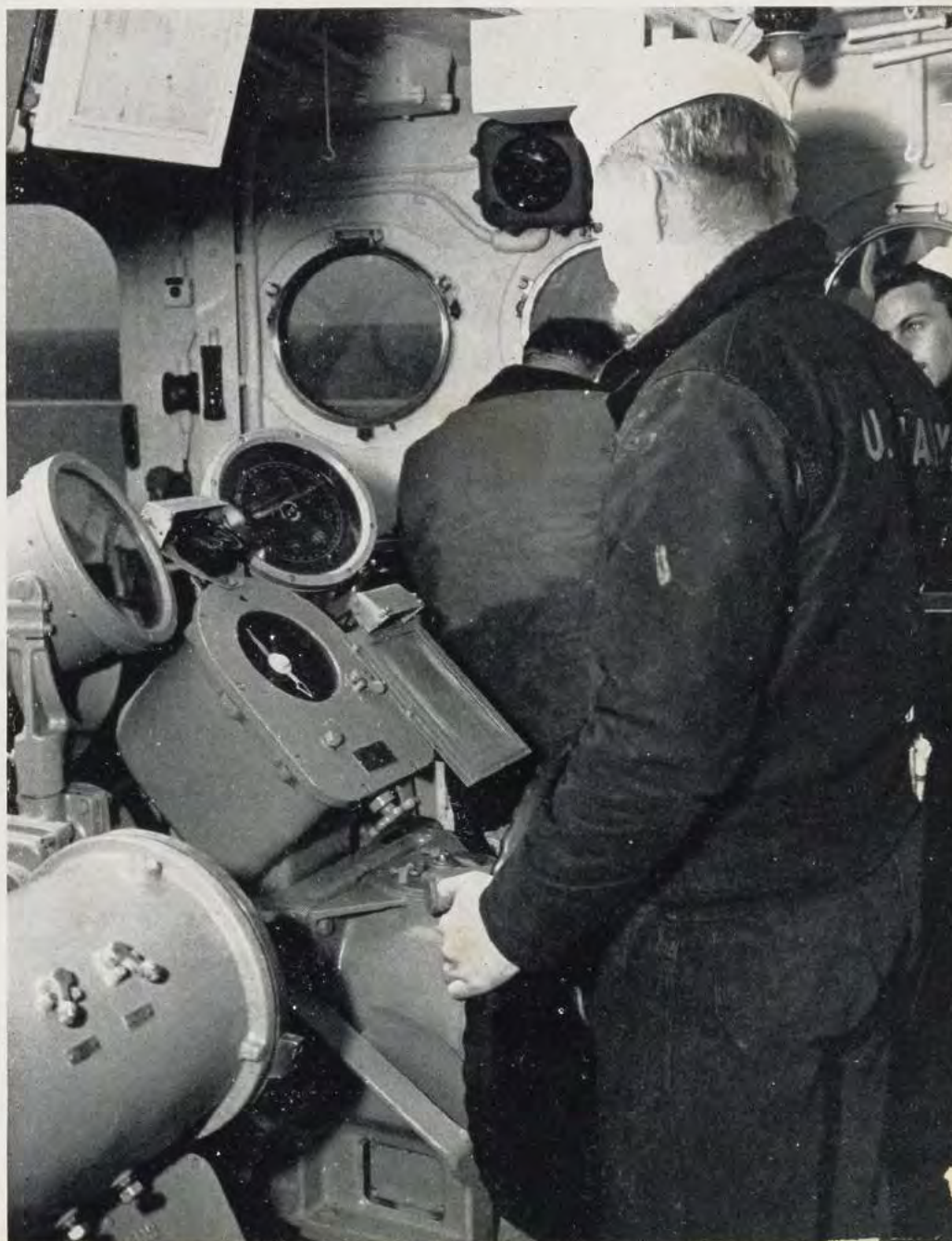
By now we had become a little more experienced. Holding course in heavy seas, steering alongside tankers in underway fueling operations, holding position in formation, had become daily bread. In the action that followed and finally in our steaming into Tokyo Bay, we, who had seldom ventured far from land, had assisted in the navigation of our vessel in 150,000 odd miles of cruising in both oceans. Another quartermaster had been lost in action on his gun, several had been wounded; we felt that we rated the "well done to all hands." We had been a factor in attaining the goal of victory.

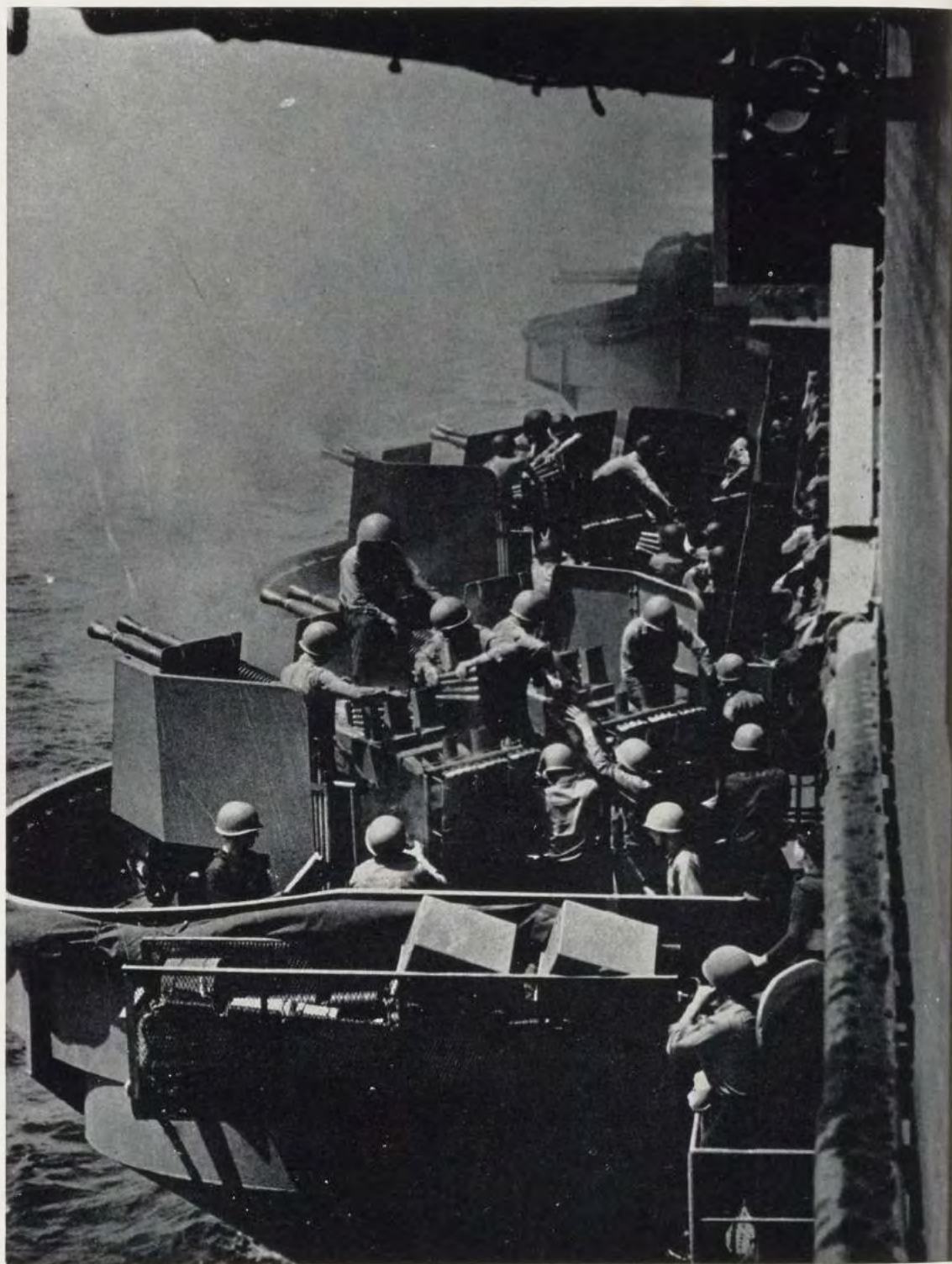


Masters At Arms



Comdr. M. H. Eppes, USN,
Navigator





Gunnery Department





The first six months after commissioning were spent in intensive training, both of men and officers, qualifying them for the task ahead. In the Chesapeake Bay on the trip to Trinidad, and while on the way from Norfolk to San Francisco, the men were drilled in firing practices. Firing at towed sleeves was a daily must until a very efficient fighting organization resulted. A tough training period, but one which paid dividends later.

**Lt. Comdr. Leo Schwabe, USN,
Gunnery Officer**

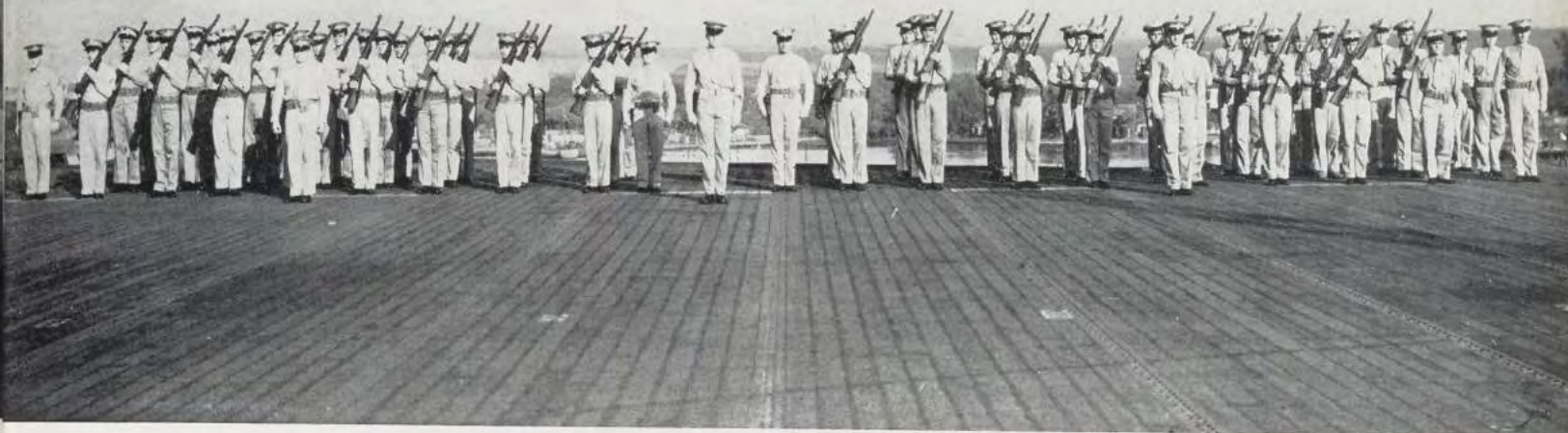


After a short cruise to the Marshalls and to Truk where we had little chance to exercise our gunnery skill, we returned to San Francisco for repairs; six new quad 40MM guns were added and one relocated. While at Hunter's Point, and later at Pearl Harbor, we went through further extensive training which left us eager for action.

In the following weeks during which we saw action against the Philippines and Formosa, we had plenty of occasion to appreciate our training, but in spite of excellent results of our gunners in shooting down attacking planes, we were finally hit again and forced back to Hunter's Point for repairs. While on the way to the States, the Gunnery officer, Commander McLaughlin, was relieved by Lt. Comdr. Schwabe, under whose administration the fire power of the ship was increased.

Back again in action in March 1945, we again had opportunity to exercise our gunnery skill to the utmost, as the action off Okinawa was fast and furious for us. In spite of our best efforts, and regardless of many Bettys and Zekes splashed by our gunners, we sustained damage which, as it happened, ended the war for us; before we returned to action, hostilities ceased.

A credit to our gunners are the thirteen Jap flags included on the INTREPID'S scoreboard. Each flag is an indication of an enemy plane shot down; not shown are five sure assists, one probable, and three which, though hit, succeeded in crashing us. An impressive record which should give every man aboard a feeling of pride. To the men of the Gunnery Department, a "Well Done."

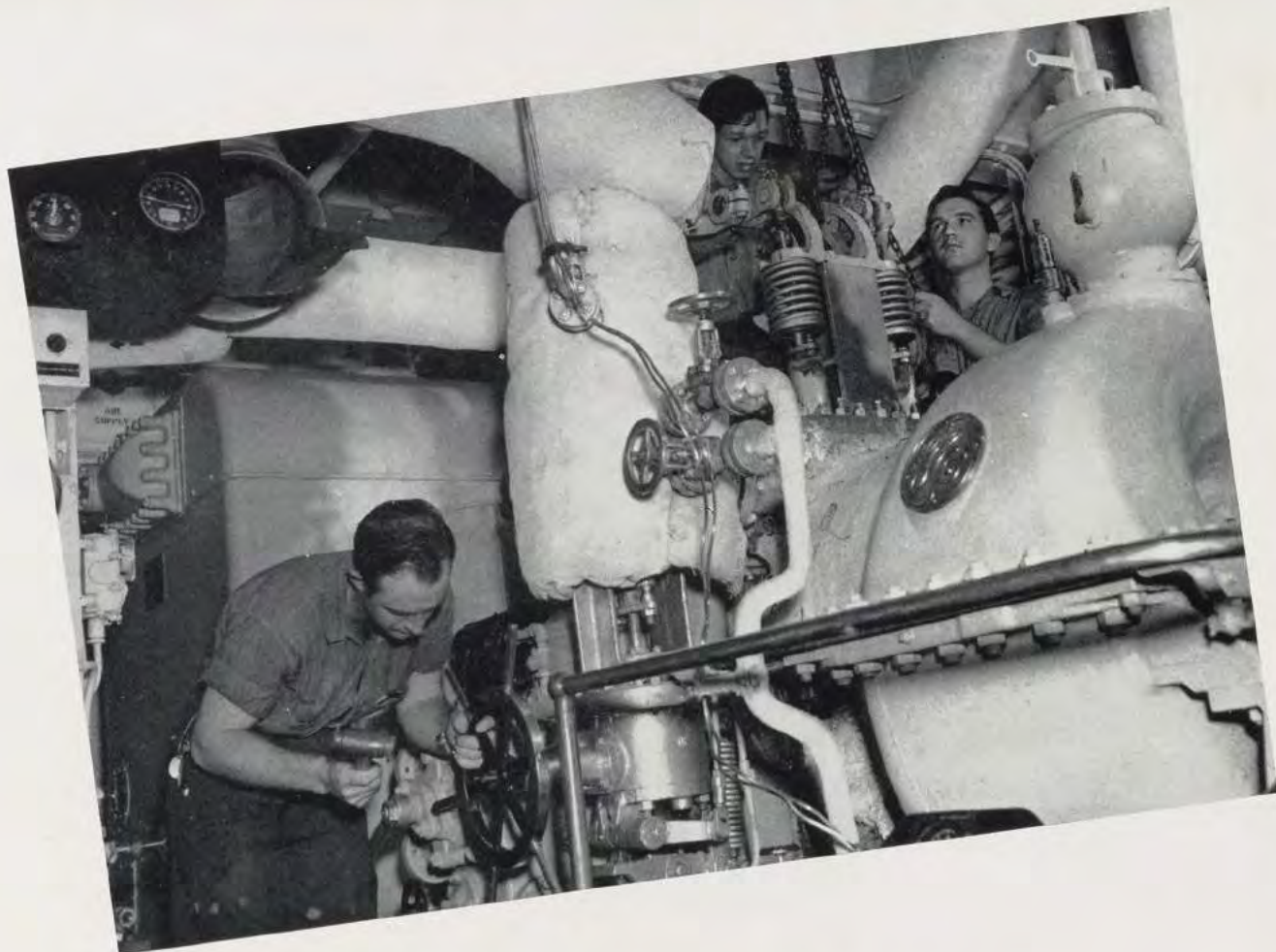


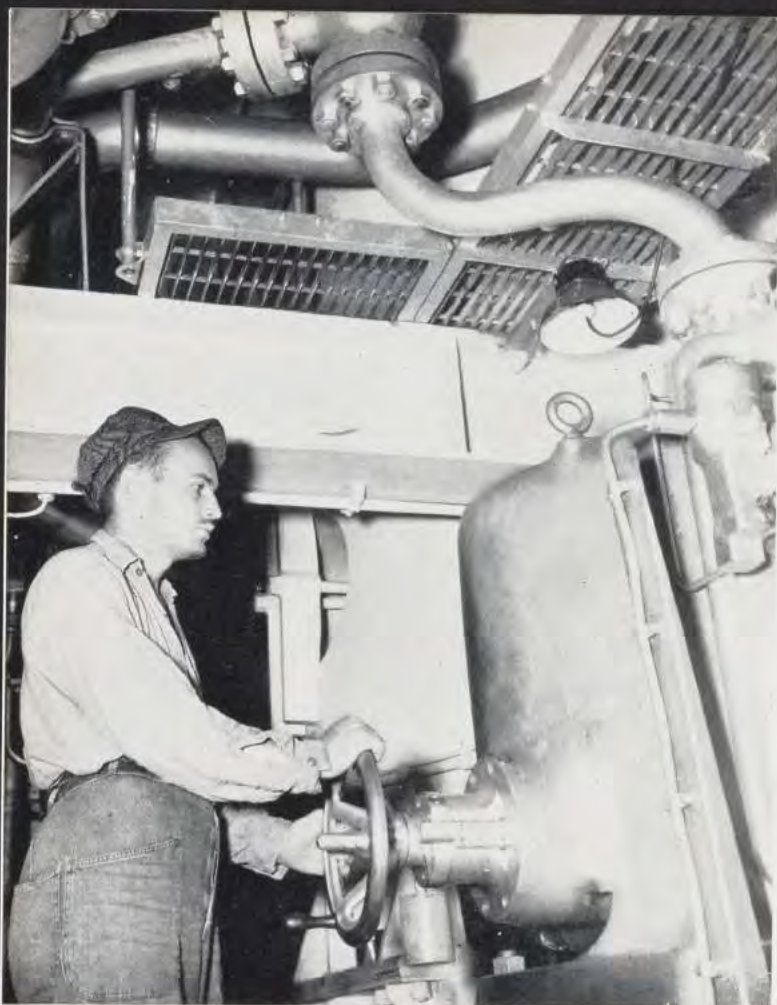
Marine Detachment Aboard Ship





Engineering Department





It was that long awaited moment. The Skipper gave the order, "All engines ahead one-third." Down below, men jumped into action; the ship slowly moved out of its berth, and thus began the enviable record of the "Black Gang" aboard the U. S. S. INTREPID.

At commissioning, very few of the men had ever been aboard an aircraft carrier before, and the majority of them had never even been to sea before, but yet Commander Crissman, USN, as Engineering Officer, and Lieutenant Commander Lewis, USN, as his assistant, combined efforts to mould that bunch of green men into one of the smoothest working teams afloat today.

It was these same men who, a few short months later, saw to it that the "Mighty I" flawlessly made that thirty-five hundred mile trip from the scene of action all the way to Pearl Harbor Navy Yard, steering only with its engines, after a torpedo hit had put one engine out of commission and had blown the steering mechanism to bits. This amazing feat is still unrivaled in carrier warfare.

On March 27, 1944, Lieutenant Commander Lewis (now Comdr. Lewis) succeeded Commander Crissman as Engineering Officer and has successfully kept up the superb record of his department. His men have never failed to answer any and all bells received from the bridge. The old timers still brag about the time they were called upon to shift from twenty-five knots ahead to full speed astern and then right back again, a feat that would give many an old Machinist's Mate grey hairs, but which these boys performed with no apparent effort.



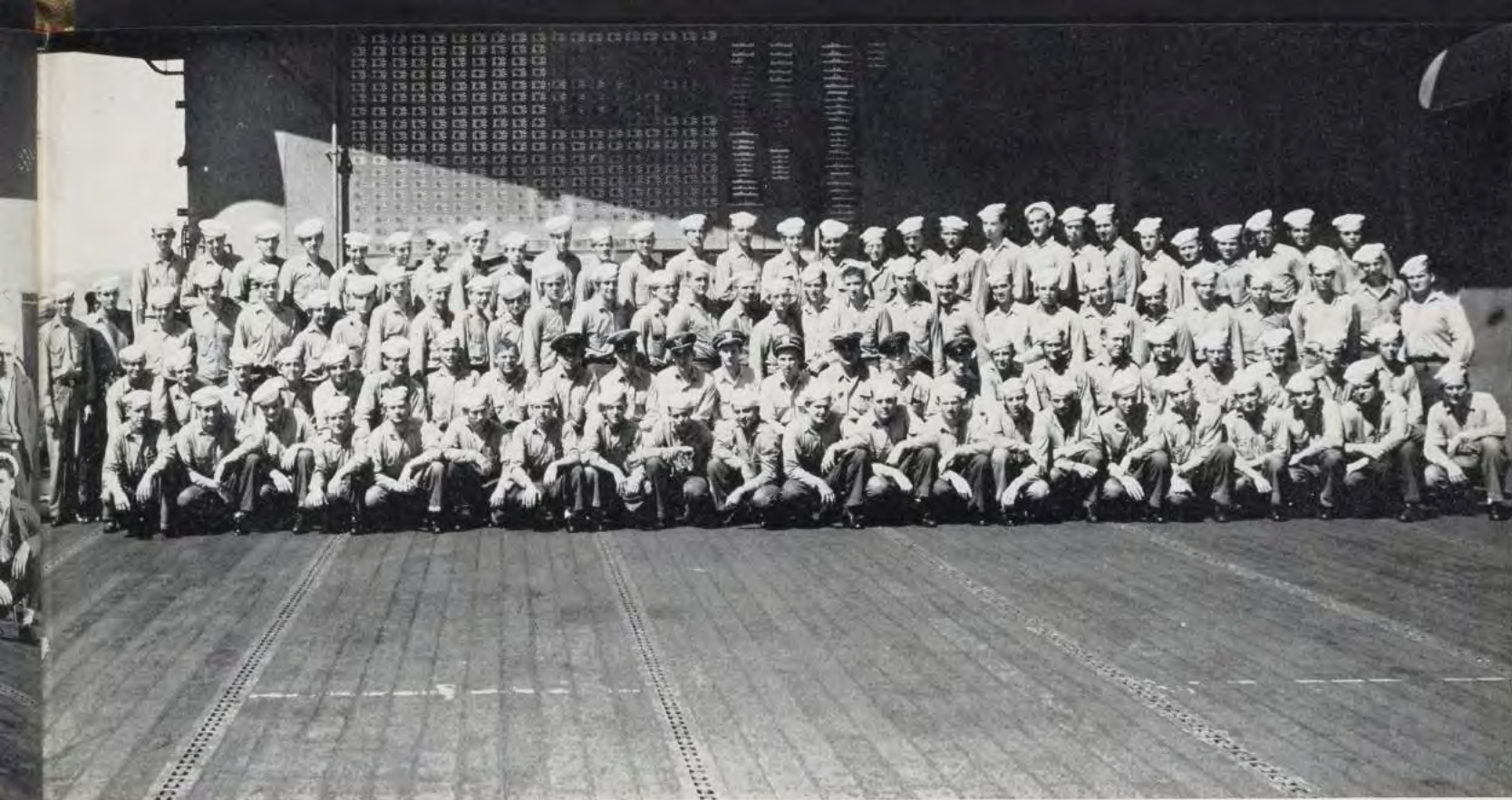




The department is composed of four divisions, and it is the close co-operation between these divisions that makes the Engineers the smooth working combination that they are.

"A" Division, under Lieutenant (jg) McDonald, has quite an assortment of duties. They run the machine shop, blacksmith shop, and the tool issue room, as well as operate the steam turbines for the four main generators that supply electrical power to the ship. In addition, the men of this division have the responsibility of keeping the ship's large elevators and all the Diesel engines on board in perfect running order. The air compressors, ice machines, steam heating system, and drinking fountains are a few of the other jobs assigned to them.





Eight boilers and three sets of evaporators are under the expert supervision of Lieutenant Lee's men of "B" Division. Delivering an endless supply of steam at six hundred pounds per square inch pressure to the insatiable main propulsion units is quite a man sized job, but these boys have not failed yet, not even during the heat of battle when they were forced to work in unendurable heat combined with the acrid odor of gun powder.





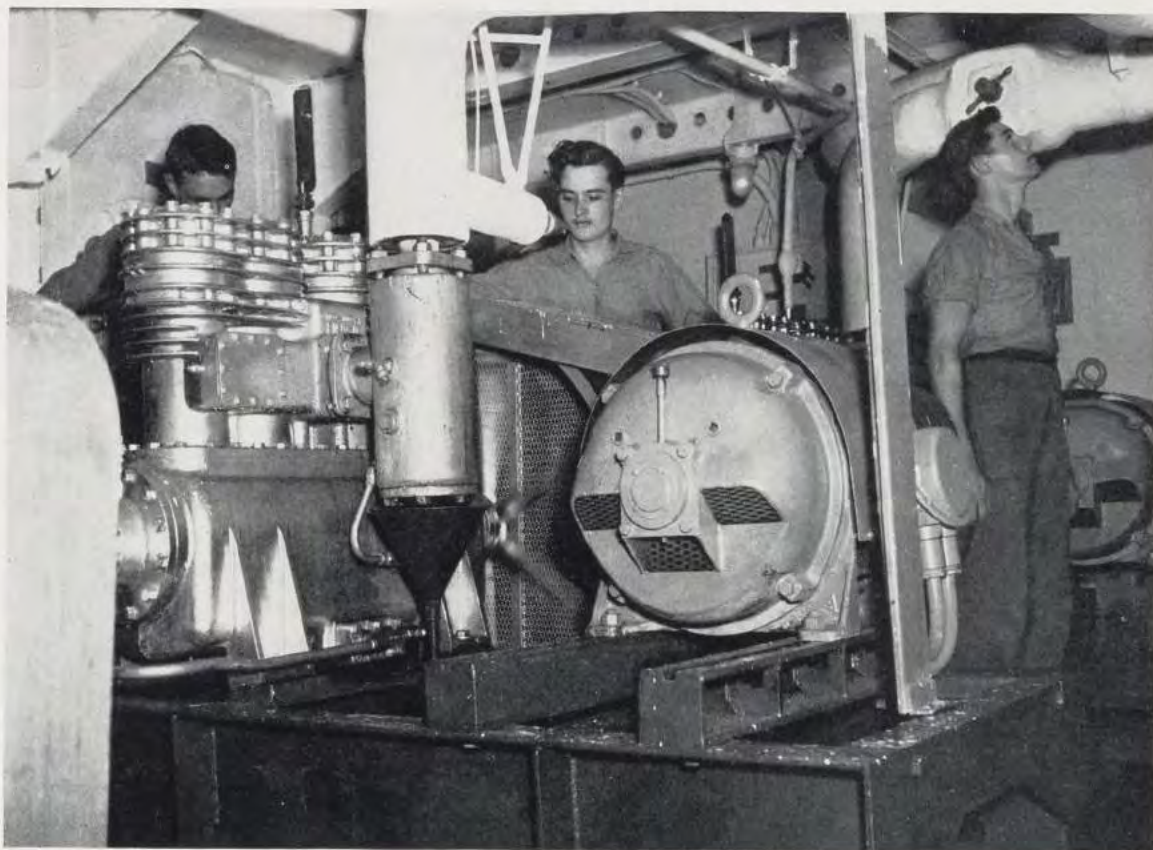
Comdr. William E. Lewis, USN,
Chief Engineer



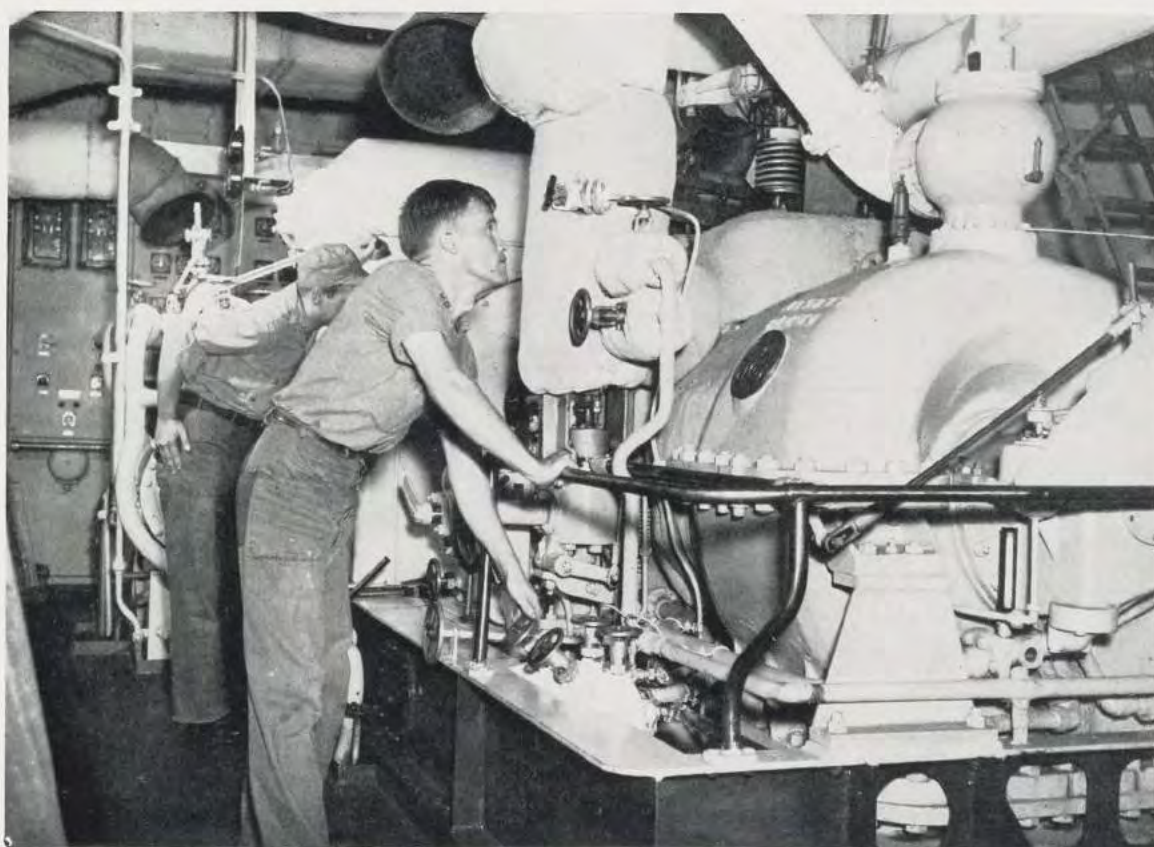
The electricians of "E" Division have duties which take them to every nook and cranny of the ship. Under Lieutenant(jg) Whited, they cover a multitude of jobs far too numerous to mention individually, but all of which fall under the general category of keeping the ship supplied with electrical power and keeping the electrical equipment in running order. They are called upon to work on anything from a flashlight bulb to our electric power plant, which is large enough to supply all the electricity to an average sized American city.

Propelling the "Mighty I" a distance equal to more than six times around the world, Lieutenant McPhee's men of "M" Division have yet to fail to keep up the speed called for by the bridge, even though on several occasions, through accidents, they were forced to stop completely one of the main engines. Down in the engine rooms, surrounded by hundreds of gages and indicator lights, these men spend a great deal of their time casually opening and closing a seemingly endless number of valves, each one of which plays an integral part in making the thousands of horsepower of machinery move this huge vessel along.

It is the teamwork among all the personnel that keeps this ship moving, and all credit must be equally divided among every officer and man in the department.

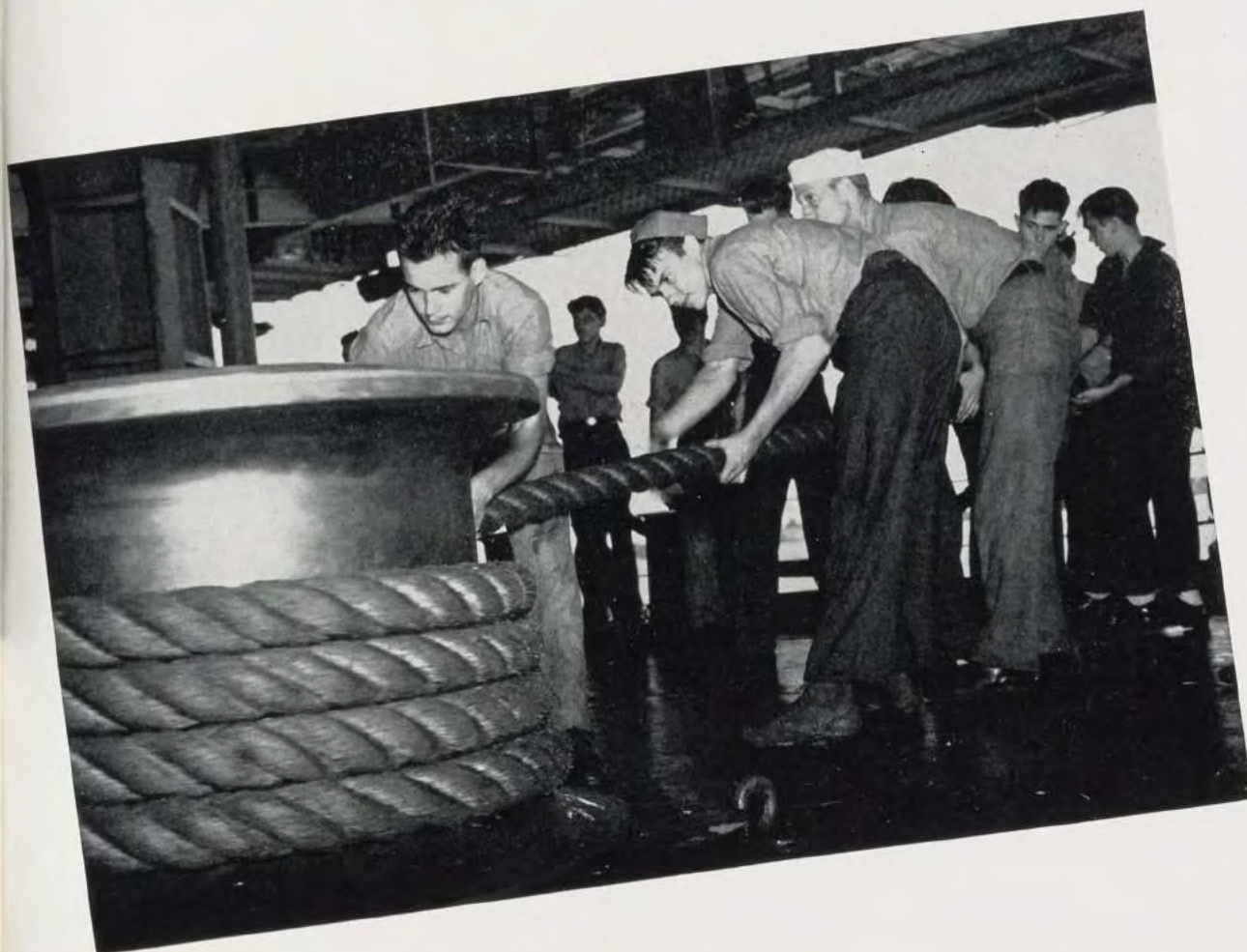


The Intricacies of the Engine Rooms Are Mastered by the Officers and Men of the Engineering Department, Who Are Shown at Their Stations





Hull Department

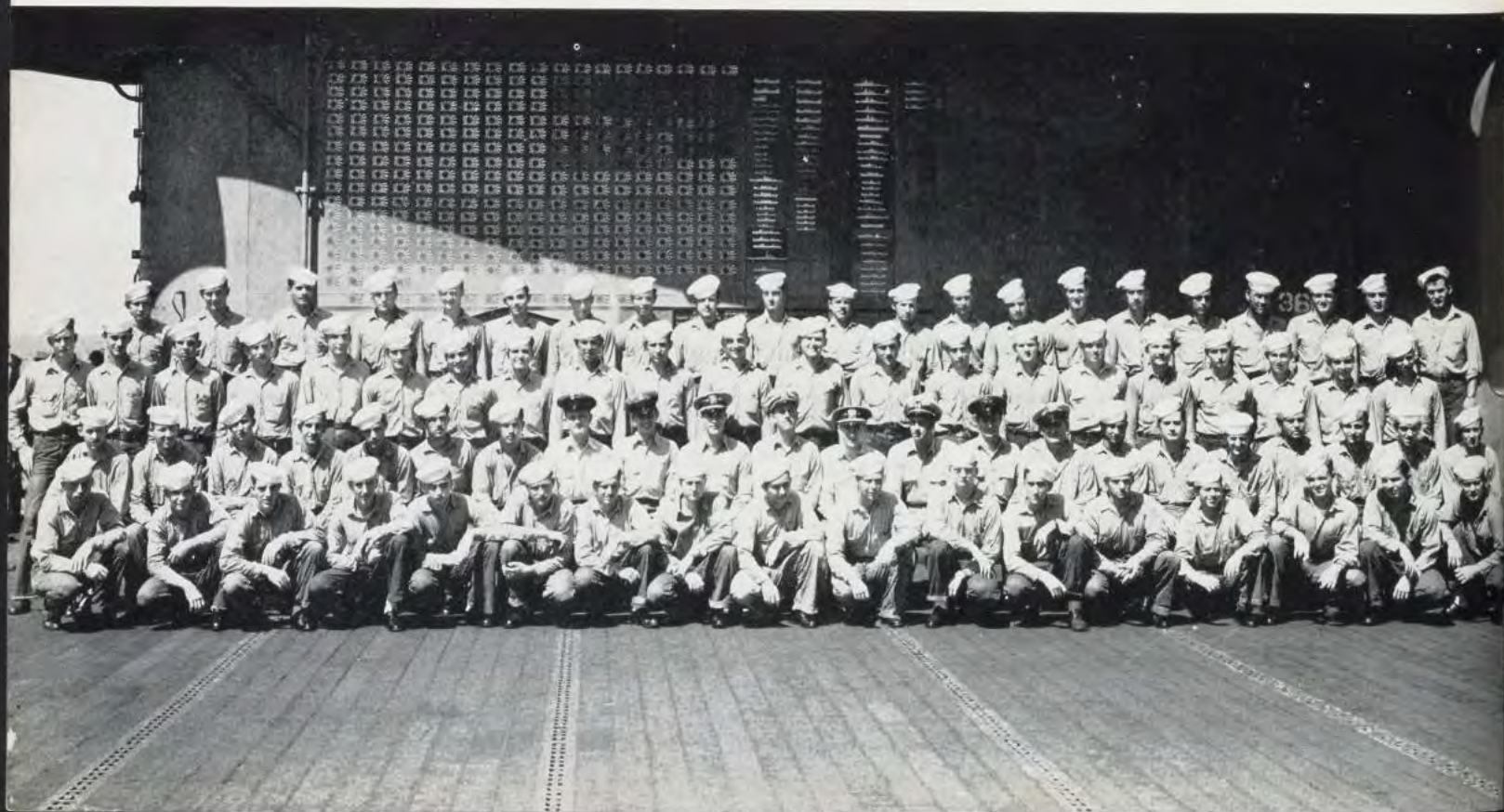




Comdr. Thomas G. Wallace, USNR,
First Lieutenant and D.C.O. Officer

The members of the Hull Department, roughly one hundred men and a dozen officers, serve the ship in varied ways. They anchor, dock, and rig to fuel the ship, to fuel destroyers and receive supplies and ammunition, serve the chow, repair and maintain the hull and its thousands of fittings, and in time of trouble keep the ship alive to fight again. The tasks are many, and some so large that every division must play a part in them.

The department has a routine of many small tasks. The ship-fitters repair anything from doors to dishwashers. The damage control gang patches leaking pipes and maintains damage control equipment. In the sail locker three men work with canvas, while the ten men in the carpenter shop work with wood, and for good measure, supervise the distribution of fresh water. The paint locker issues its many colored paints. In the forward hold the men of the boatswain's locker splice and parcel lines and maintain tackle. On the third deck the R-3 division carries on an endless routine of serving chow to hungry sailors three times a day. Just small tasks; hundreds of them; never finished. All are necessary for the efficient operation of the ship, and they supply the know-how for repairing battle damage.

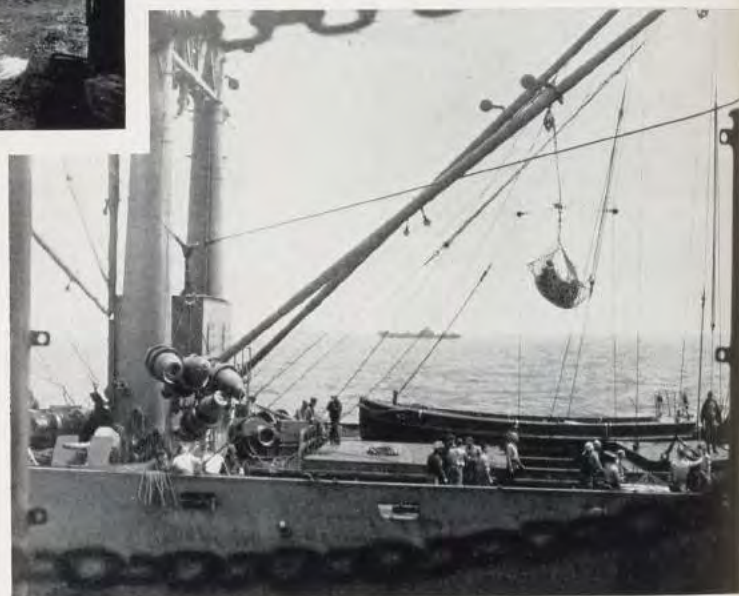




Much of the history of the ship belongs to the tale of repairing battle damage, and is a tribute to the repair party training program and to the valiant efforts of the men who risked their lives to fight fires and rescue trapped personnel.

Few experiences of naval life could exceed the havoc and the terror of a major conflagration. Planes burn fiercely and ammunition explodes—all within a slippery, slanting space made black as night by the heavy smoke. Yet these men knew what they must do—and did it. The ship lived and salvage work began.





We Take on Bombs,
Provisions and Fuel . . .



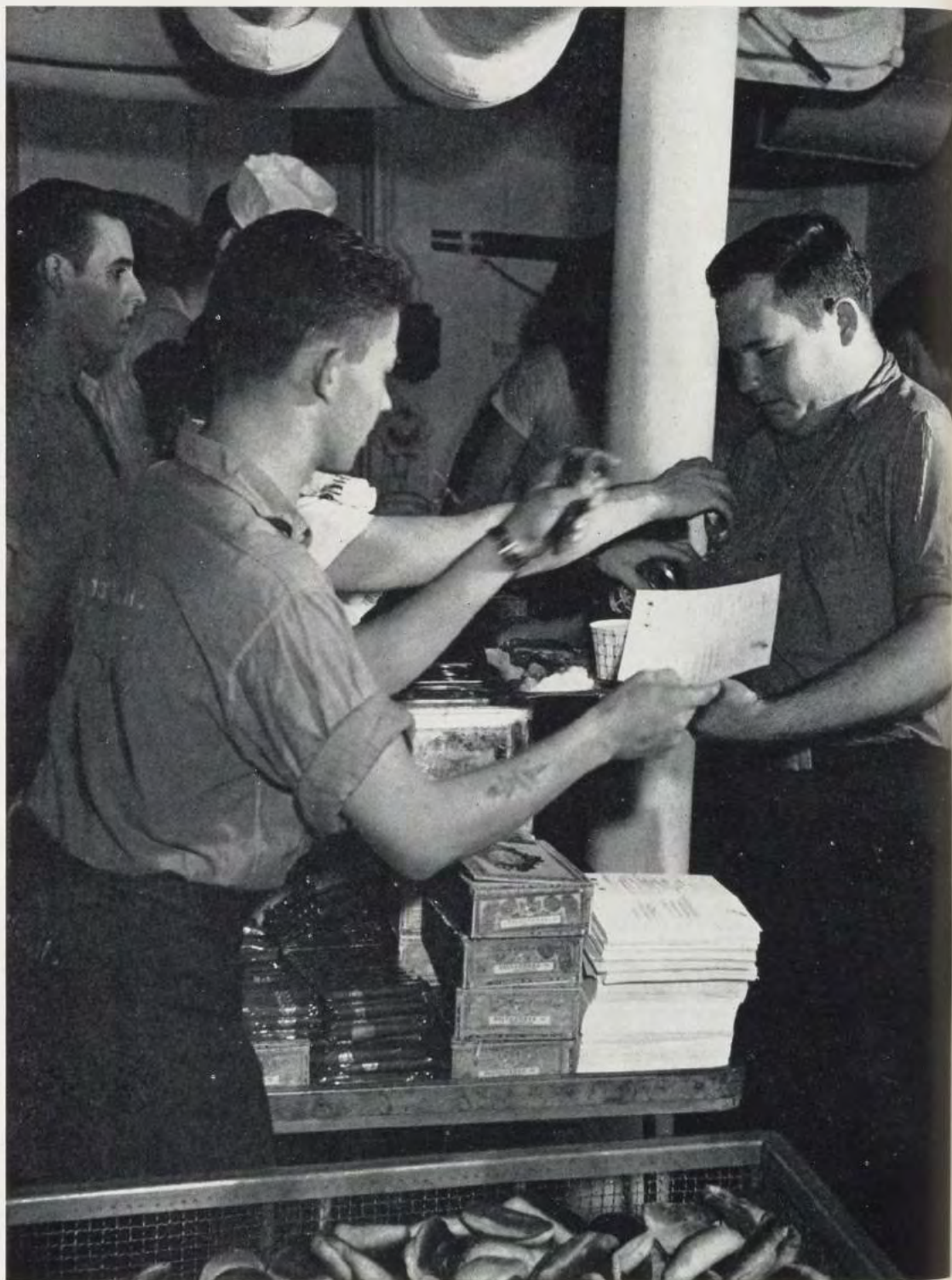
Under the supervision of the First Lieutenant and the ship's Boatswain, all deck divisions co-operate in securing the boats in their cradles, lashing in place the gangways, drydocking, anchoring, mooring, docking and casting off lines, or weighing anchor when getting underway.

The deck divisions also rig a web of lines or hose to a tanker or supply ship alongside to receive aboard provisions, ammunitions, and fuel for both ship and planes. They rig a hose or breeches-buoy to a destroyer to furnish her with the fuel so necessary for her operations, or to receive mail from home.

And when at last the voyage is done, the deck hands stand by and release the last chain stopper at the order, "Let go!"



The Mail Comes Aboard



Supply Department





Supply, the service department of the ship, feeds, clothes and pays the crew, in addition to operating the ship's canteens, fountains, and related personal services.

The General Stores section is charged with the task of ordering, stocking and issuing all consumable supplies, equipage, and spare parts, other than provisions, ship's store stock, clothing and aviation stores. Voluminous records must be maintained on all items in store, so as to facilitate the orderly replenishment without which the INTREPID could not operate.

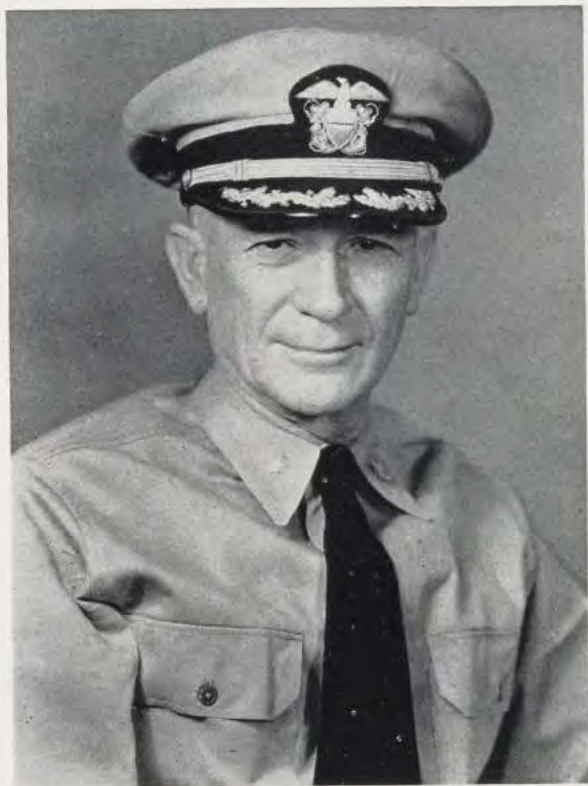
All items of the enlisted man's uniform are available for sale on board, from pea coats to shoe strings. Clothing and Small stores average \$10,000 monthly in cash sales. Every man receives a quarterly cash clothing allowance of \$12.00 from the disbursing officer.





The Ship's pay office maintains the pay records of the crew and holds pay days monthly at sea, semi-monthly in port. Allotments are registered and allotment records are maintained by the pay office.

Aviation stores are ordered, stocked and issued by a specially trained Aviation Supply Officer, assisted by storekeepers assigned for aviation supply duty only. Aviation Supply stores and issues flight gear to pilots and aircrewmen and special clothing for flight and hangar deck crews. Aircraft radio and radar, aviation ordnance, catapult and arresting gear, photographic and aerology, and parachute loft, all constitute separate classes of material coming under the cognizance of the Aviation Supply.



Comdr. R. W. Beard (SC), USN,
Senior Supply Officer



Gedunk Stand

The three canteens operated by the Ship's Store Office offer for sale 230 separate items, from toilet articles and tobacco to luxury items such as watches, lighters and fountain pens. A mark-up from cost price of under ten per cent provides sufficient profit for the operating expenses of a seven chair barber shop, the cobbler and tailor shop, and the laundry. These services are free to all on board. After these operational expenses are deducted, the profit becomes available for expenditure by the Captain for the crew's welfare.

Twenty-four hour service is offered by the Ship's galley with a watch of cooks always standing by, and a "soup, sandwich, and coffee kitchen" in operation throughout the night. Three and a half tons of food are consumed by the ship's complement at an average dinner, with a daily cost totaling around \$2000.





Barber Shop on V-J Day!



Cobbler

The bake shop running day and night turns out 700 loaves of bread a day; the "mechanical cow" daily produces 65 gallons of milk from powder. If necessary the INTREPID could feed her crew for 90 days without taking on provisions.



Baker



Barber



Communication Department







Flag Bridge



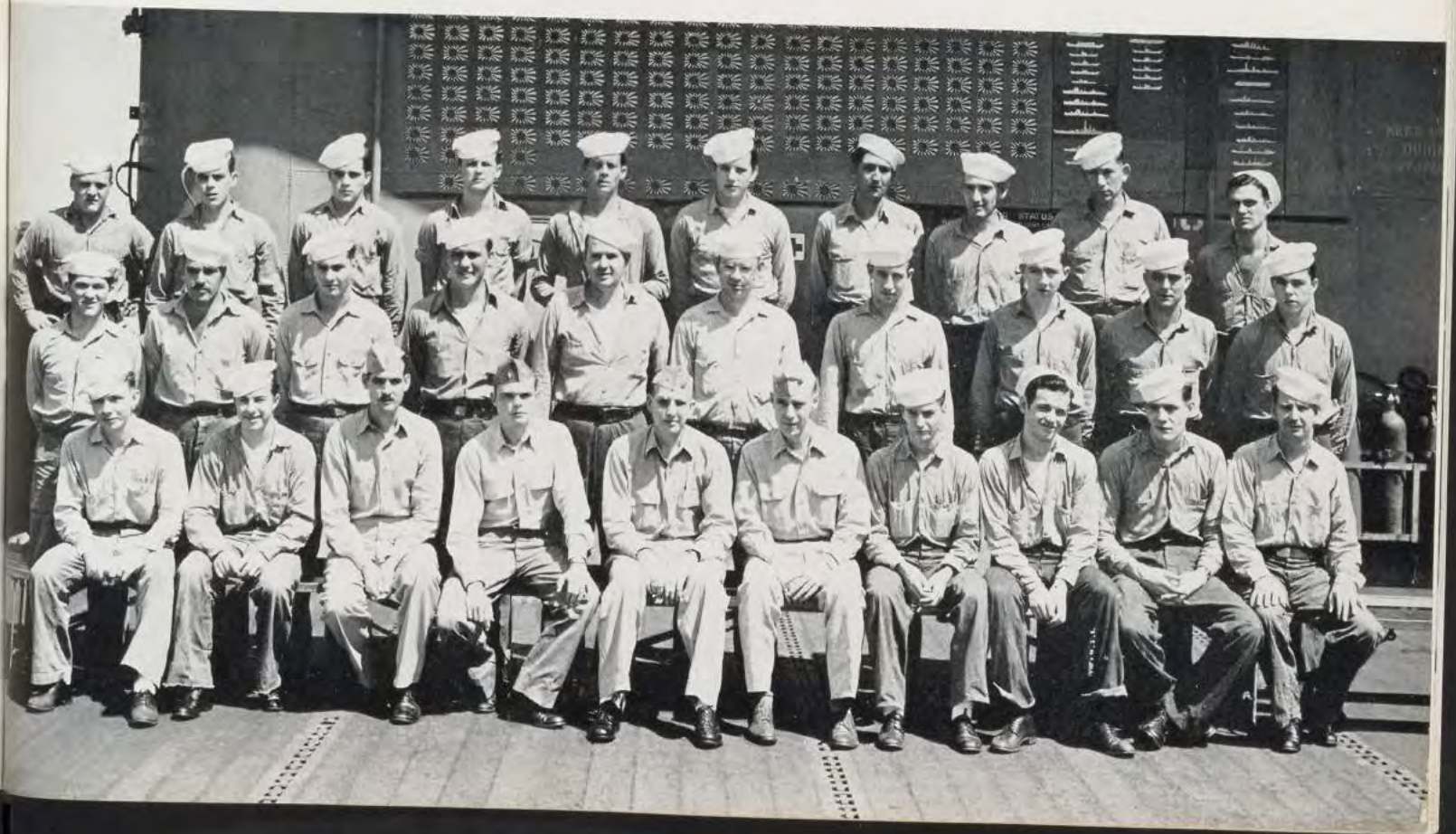
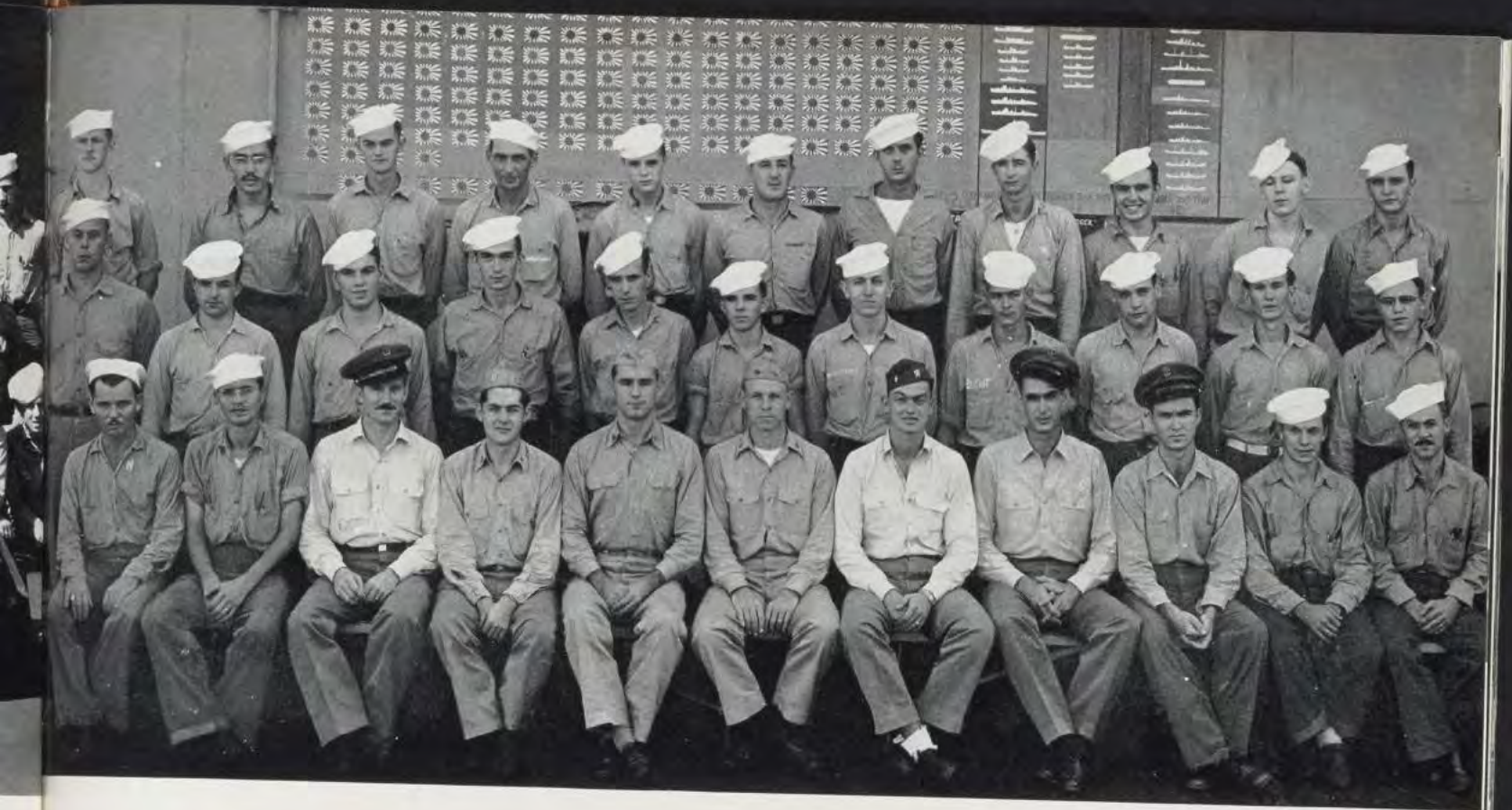
The Commanding
Officer Talks It Over



Lt. Comdr. Richard Gray, USN,
Communications Officer



These pages are a pictorial description of one of the very important departments of the ship. It has been said that a military organization is no stronger than its communications section—and aboard ship we know that is very true, because we are so dependent on information and instructions from those who are in a position to direct operations. The heroic work of our communicators will always be remembered by the men of the INTREPID as a very strong contributing factor in the successful missions of the ship.





Medical Department





The Ship's Surgeon At Work

The sailor aboard a large American aircraft carrier has modern medical science always at his side. On the INTREPID, available for his service on a round-the-clock basis, are doctors, dentists, technicians, male nurses, and equipment equalling the best that hospitals in the states can offer.

Accompanying pictures, made during routine activities in the INTREPID'S Medical Department, tell a big part of the story of the Navy's concern for the health of its men.

The story isn't entirely devoted to treatment of disease and injuries. At sea and ashore, prevention outweighs cure, and the INTREPID'S Medical Staff works steadily away at the job of preventing accidents and disease through the maintenance of high standards of cleanliness and safety.

Headed by Captain Langdon C. Newman, (MC) USN, the department has a complement of thirty-nine officers and men. There are four Doctors, three Dentists, two Chief Pharmacists, and thirty Medical Corpsmen. All have backgrounds of intensive training combined with varied experience. The department's physical facilities, covering a good portion of the second deck's after section, include three clinics: Medical, Dental, and Eye, Ear, Nose and Throat. A Laboratory, Pharmacy, and X-Ray room also are included in the layout. There is a thirty-six bed ward, and another with eight beds.

Like any other hospital, this ship's Medical Center has its unusual cases. When they crop up, Captain Newman cannot pick up the phone, call a firm dealing in hospital supplies, and simply say send us this or that; but that doesn't mean the special equipment isn't acquired. The Doctors simply go into a huddle, draw a blueprint, and call in one of the INTREPID'S engineers, carpenters, electricians, or metalsmiths. Delivery of the required gadget soon follows. A number of complex devices for handling intricate bone fractures have been built on the ship.

For an idea of one phase of the department's functions, let's take the mythical case of Boatswain's Mate Joe Blow, who awakened one morning with an ache in his stomach. Joe answered morning sick call, giving his name and his symptoms to one of



Doctors Davison, Hinman and Nyce
Examine His Appendectomy Scar



Doctor Hinman Examines a Patient



Doctor Cushnie, Senior Dental Officer,
Working on Teeth of a Patient



A Patient Getting Best of Attention
From "Doc" Davison



Sick Bay

the Medical Corpsmen. The Corpsman took Joe's temperature, then turned him over to a Doctor. The Doctor's preliminary diagnosis indicated appendicitis, and he verified it with laboratory tests. He then ordered the operating room readied for surgery, and in no time Joe's troublesome appendix was out. Joe was moved from the operating table to a comfortable bunk in the air-conditioned sick bay ward. He was visited three times daily by a doctor. He had a nurse on duty in the room at all hours, and (if Joe had any kick coming at all, it would be about the nurse being a sailor like himself, and not a blonde as in the movies). While convalescing, Joe listened to radio programs, played a variety of sick room games, and read books from the Ship's Library; soon he was back on the job with his Boatswain's pipe, piping away as good as new.

Meanwhile, Joe's case history was added to his health record in the Sick Bay Clerical Office, a record kept current by the Navy since his enlistment. The information in that record will be available if he ever needs it in civilian life.

Sick Call is held three times daily on the INTREPID: morning, after noon chow, and evening. Food is inspected daily for quality, quantity, and balance in diet. Mess cooks and mess gear also undergo daily inspection. Living compartments and bedding come under regular and close scrutiny. Educational films and lectures, covering prevention of ordinary and venereal diseases, are offered periodically for all hands.

The Health Records show dates of each man's inoculations. These are checked regularly, and when any type of immunity expires, the man is called in for a booster shot.

While peace naturally has reduced the number of injury cases, the entire department is on the alert whenever the ship is at flight quarters. While every precaution is taken to prevent mishaps, the business of putting a hundred planes into the air and taking them back aboard ship again is not without its dangers. When accidents do happen, doctors and corpsmen from strategically located first aid stations are on the job on the double.



H Division



Captain Langdon C. Newman (MC) USN,
Senior Medical Officer



Commander Cullen
Senior Dental Officer



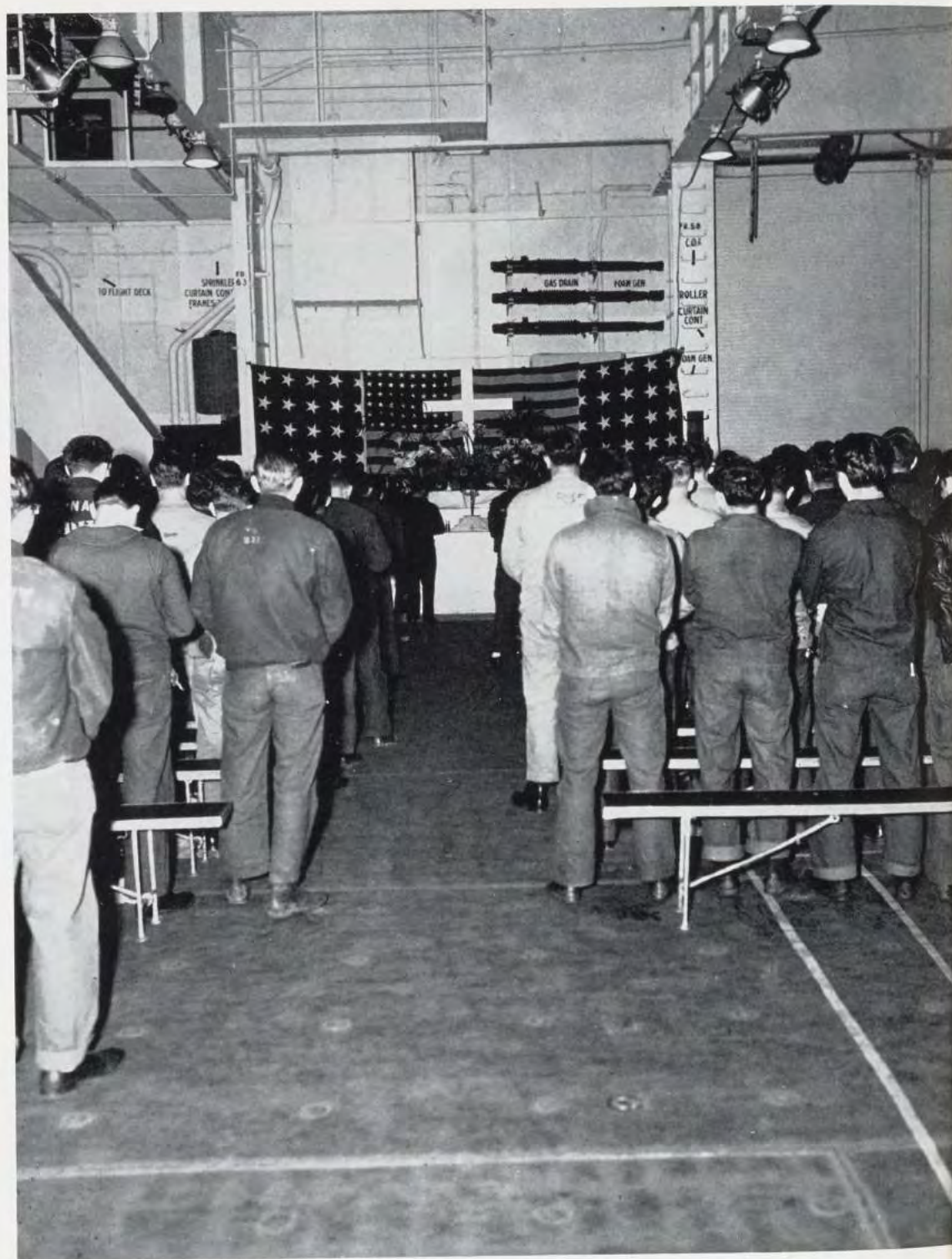
First Aid Is Administered
On Flight Deck



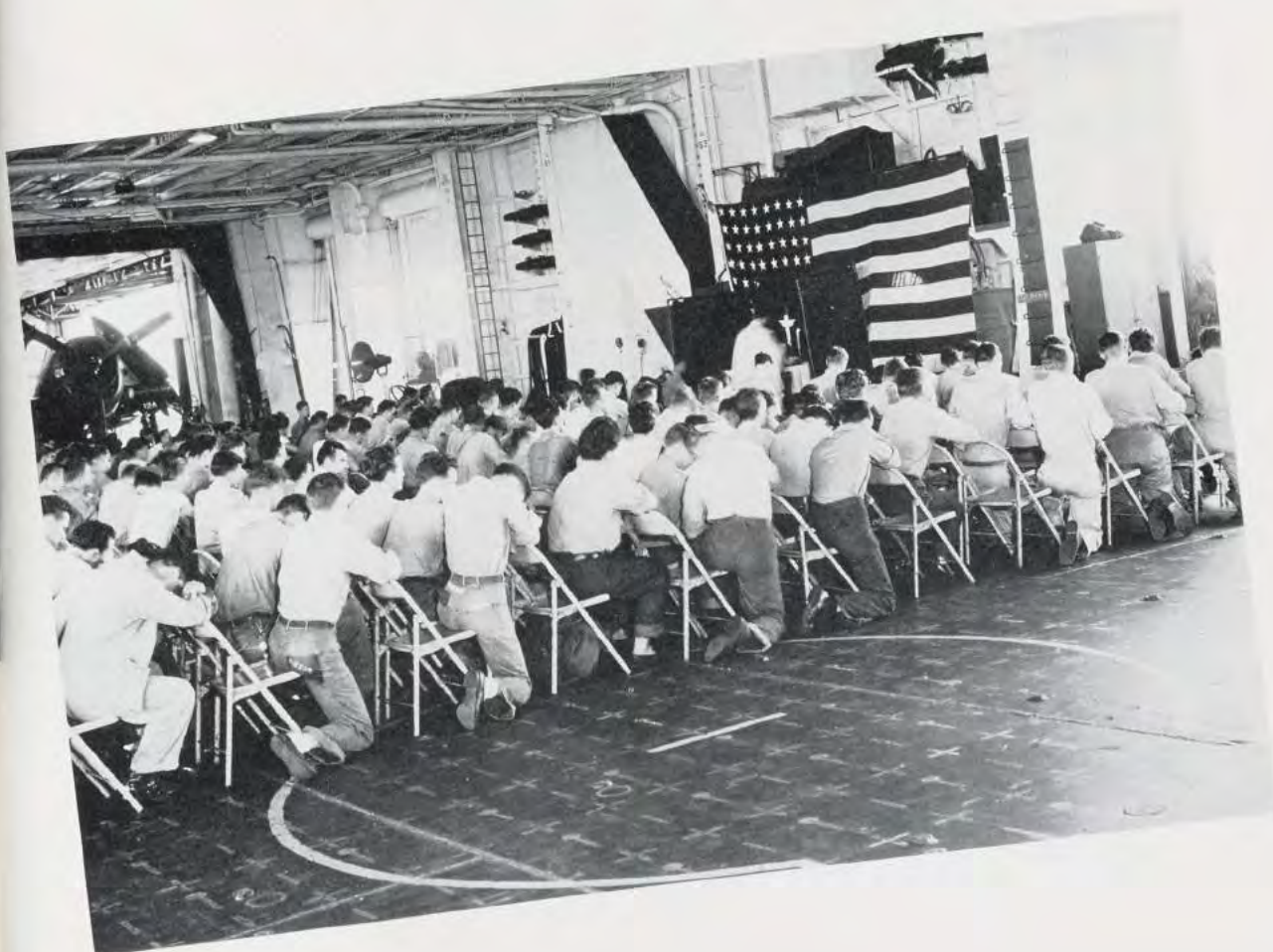
Comdr. Roy R. Powell,
(MC) USN



Airmen Returning To Ship After Running Out
of Gas. Forced Down At Sea



Chaplain's Department





A Mass of Thanksgiving Is Offered on V-J Day by Chaplain McGann on the Hangar Deck



Chaplain Safford



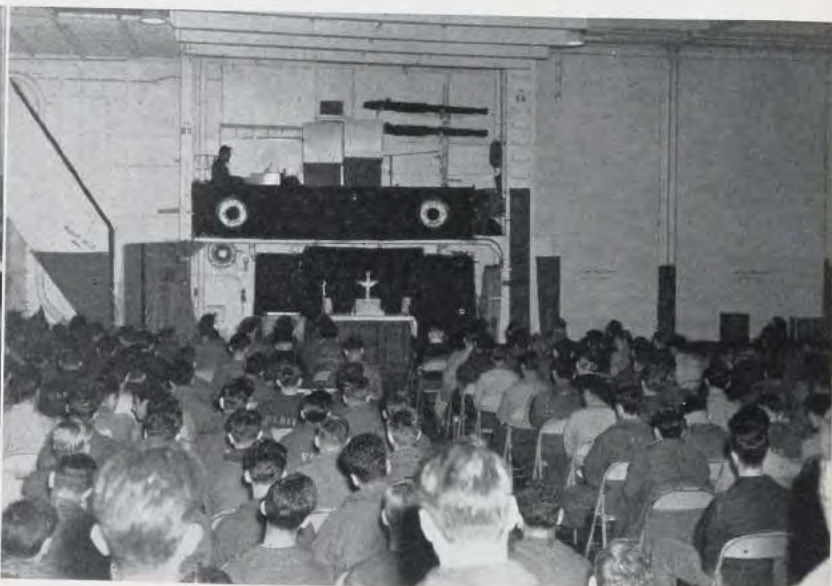
A Weekly Service for Jewish Men Held in the Library And Supervised by Chaplain Safford Was Conducted Every Friday

First Wedding Aboard the U.S.S. Intrepid, James C. Patterson, RM 2/C, USN, to Ann Gargas, S 1/C, Waves. Ceremony Performed by Donald Kelley, Lt. Comdr., Catholic Chaplain from U.S.S. Independence



Chaplain Timothy F. Herlihy, USNR, Celebrates a Christmas Midnight Mass on the Hangar Deck

The Final High Mass Celebrated by Chaplain McGann, March 1946





Comdr. Eric Ahrendt
(CHC) USNR



Comdr. Francis L. McGann
(CHC) USNR



Lt. Timothy Herlihy
(CHC) USNR



Lt. Comdr. M. D. Safford
(CHC) USNR

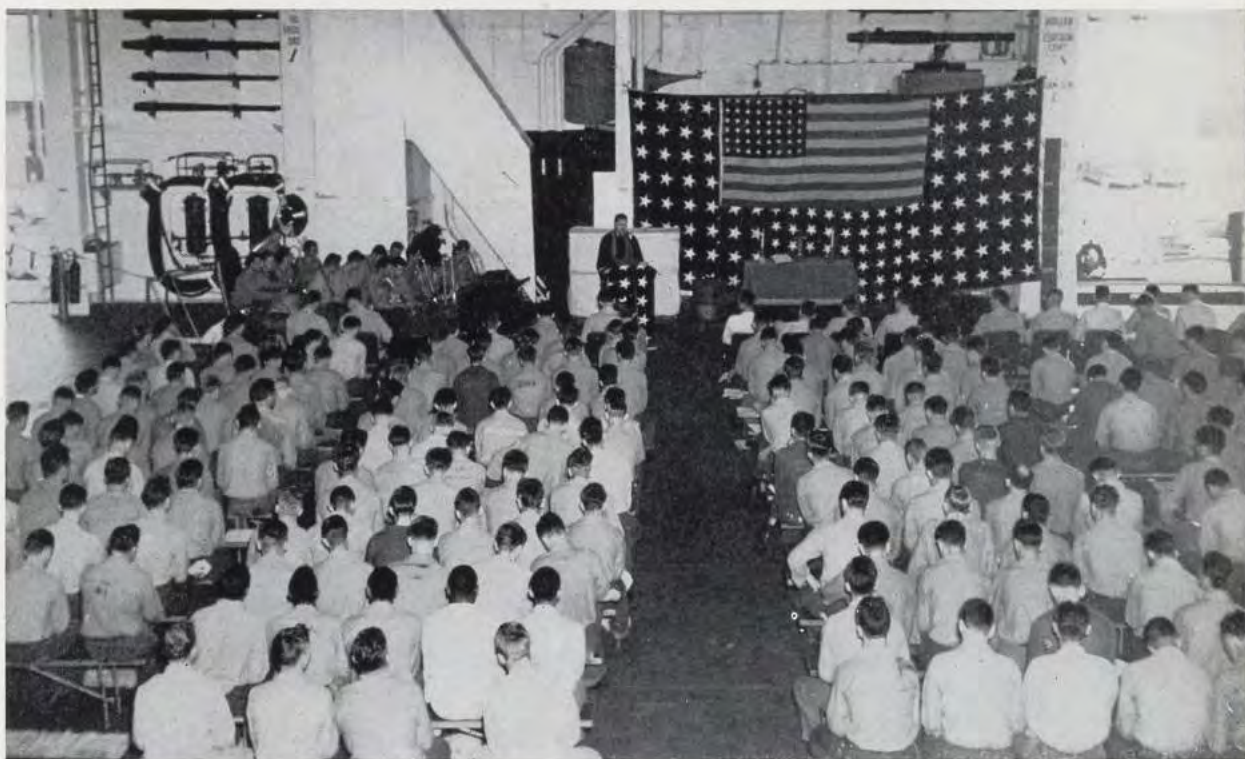


Lt. (jg) Theodore Nelson
(CHC) USNR

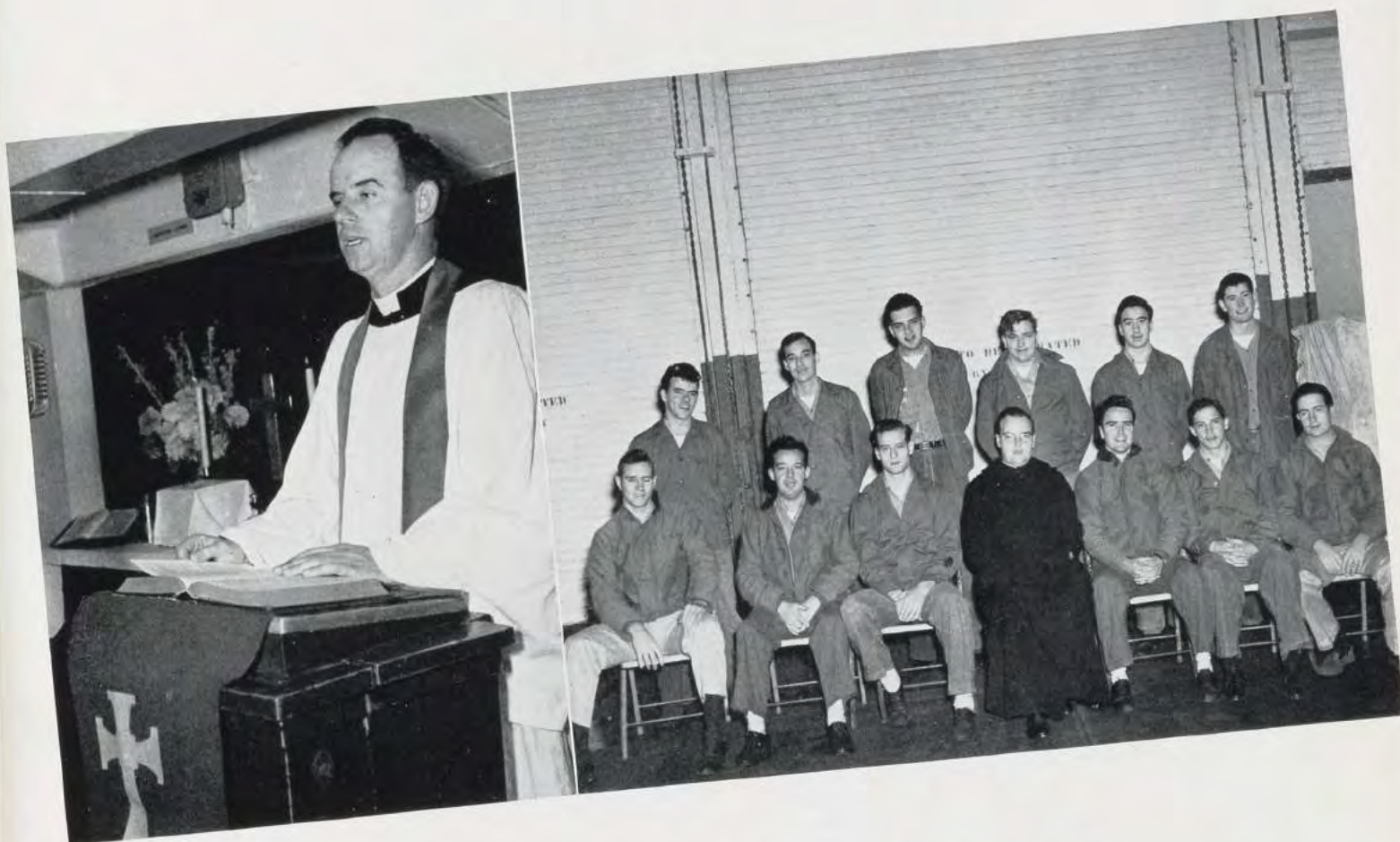
Perhaps no other Navy in the world provides for the spiritual well-being of its men as the U. S. Navy. In line with this policy a Protestant and Catholic Chaplain are assigned to all Essex class carriers for duty. It is their job to conduct Divine Services and, in general, to take care of the men in their spiritual needs. The motto of the Chaplain Corps of the Navy is "To bring God to men, and men to God." For its frequent and well-attended Divine Services aboard, the INTREPID has been called the "Prayingest Ship in the Fleet."

Besides their specifically religious duties the Chaplains are called upon to promote morale among the men by conducting an efficient library, editing a ship's paper and organizing and supervising Happy Hours, and recreation parties.

An officer or blue-jacket in need or in trouble is always told to "Go see the Chaplain!"

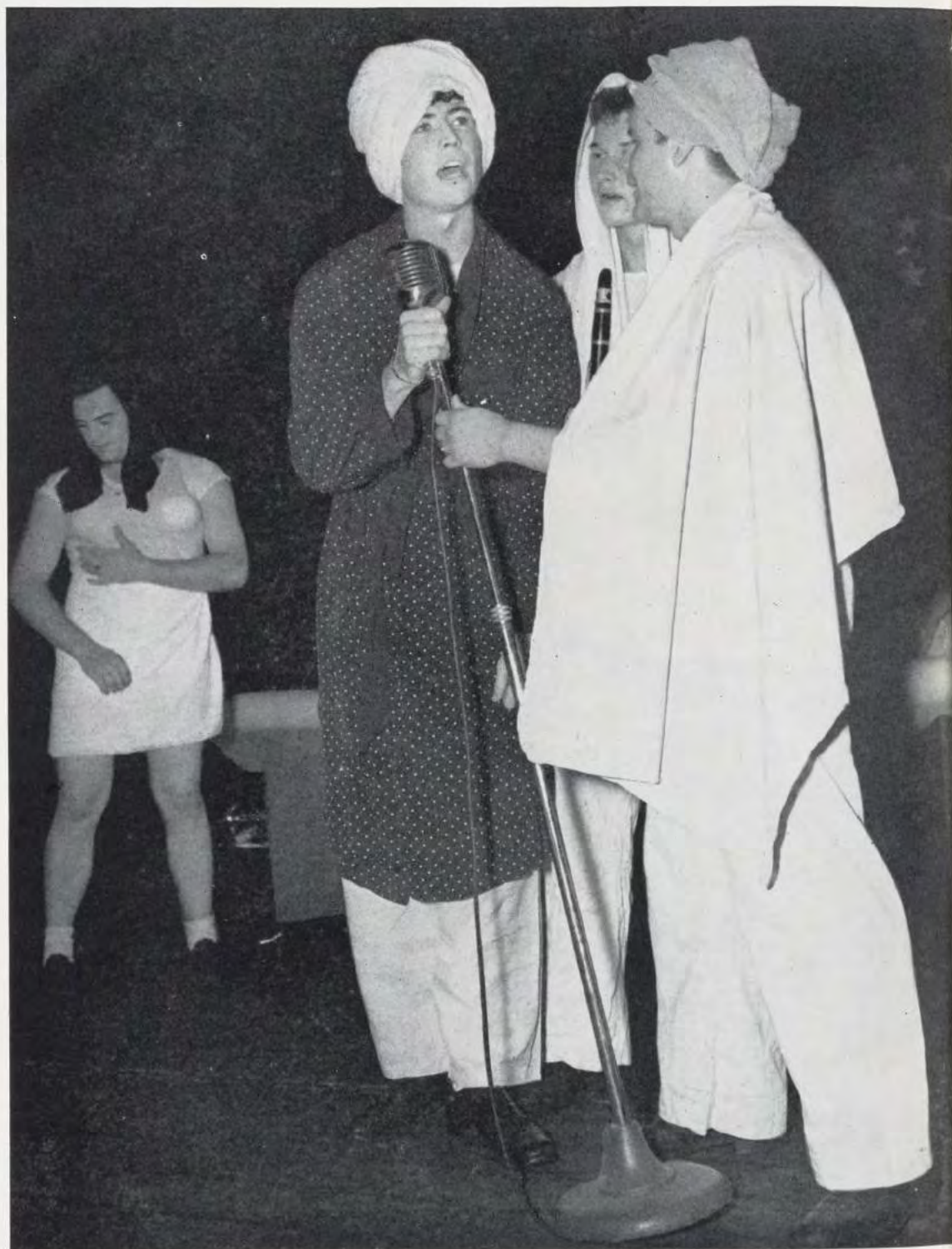


Chaplain Ahrendt Conducts a Protestant Service



Chaplain Safford

A Group of Men Who Assist The Chaplain in the Ship's Religious Program



Relaxing Aboard Ship





Happy Hour Show

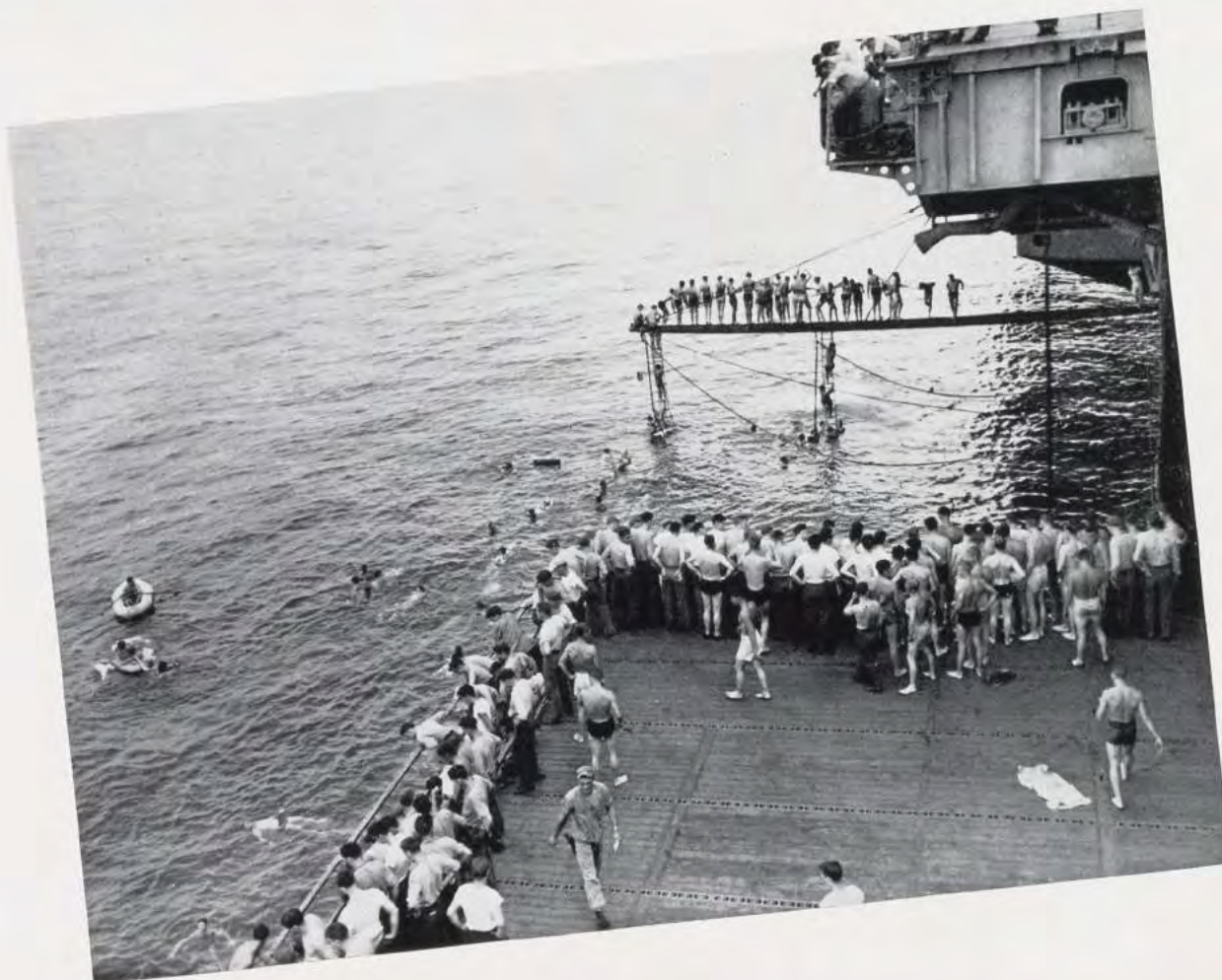
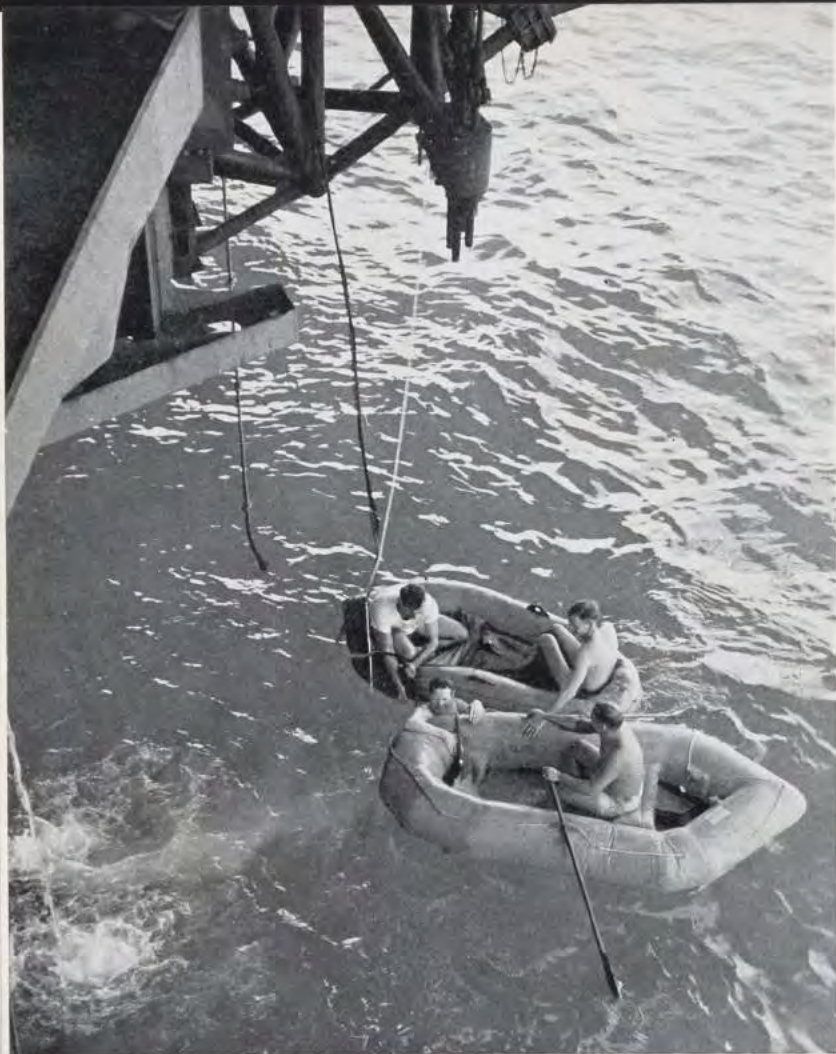
Second Anniversary of
U.S.S. Intrepid Happy
Hour Show, 16 August
1945





"The Militaires," The Mills
Bros. of the U. S. S. Intrepid





















Guest Artists



Aboard Ship



The Ken Murray Show

Ken Murray and his "Blackouts of 1946" came aboard the INTREPID on 31 January 1946 to entertain the crew with one of the finest shows available in Hollywood. A series of acts by this inimitable troupe together with Ken's masterful direction provided an afternoon of good entertainment for all hands.





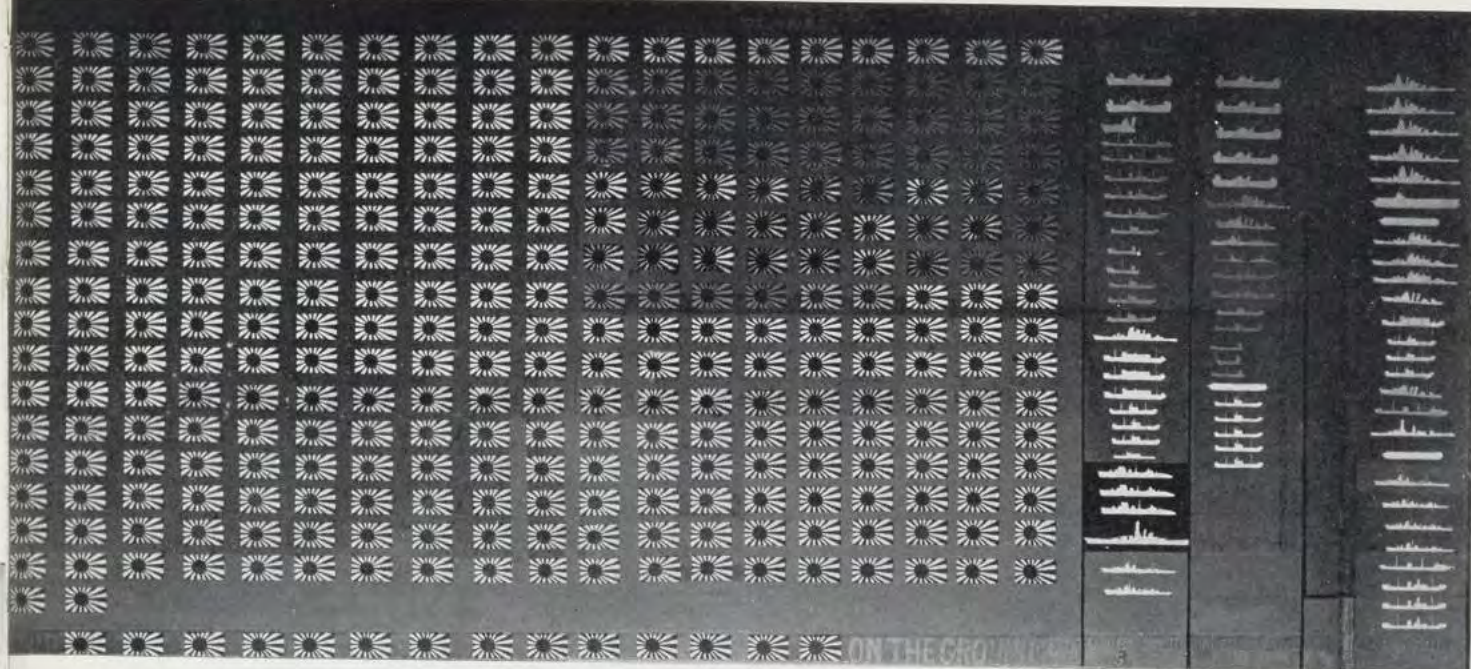


Announcement of V-J Day



The Golden Gate





Our Battle Record

Victory Pennant

*Homecoming
Day*



Meritorious Mast

FOR GALLANTRY IN SERVICE

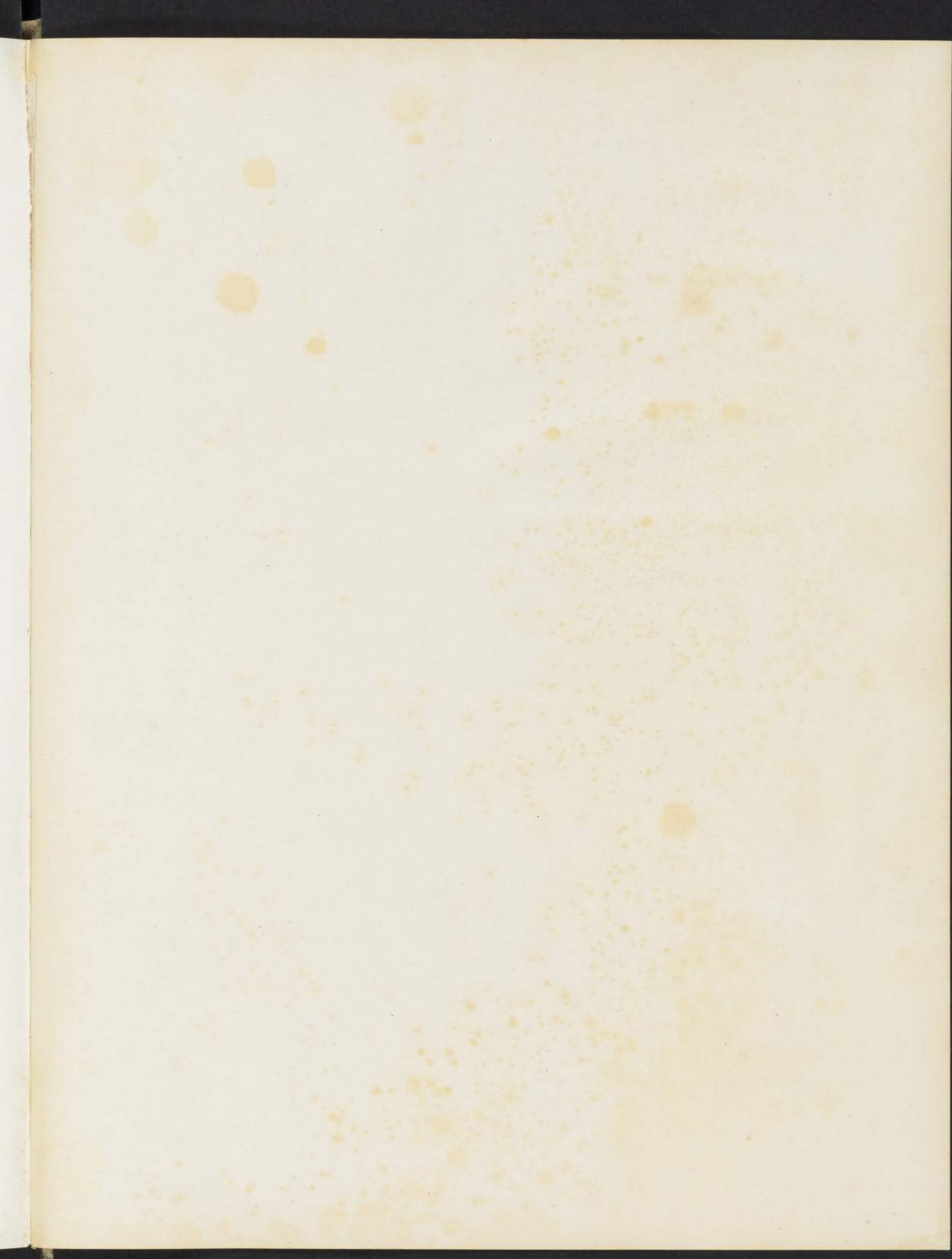


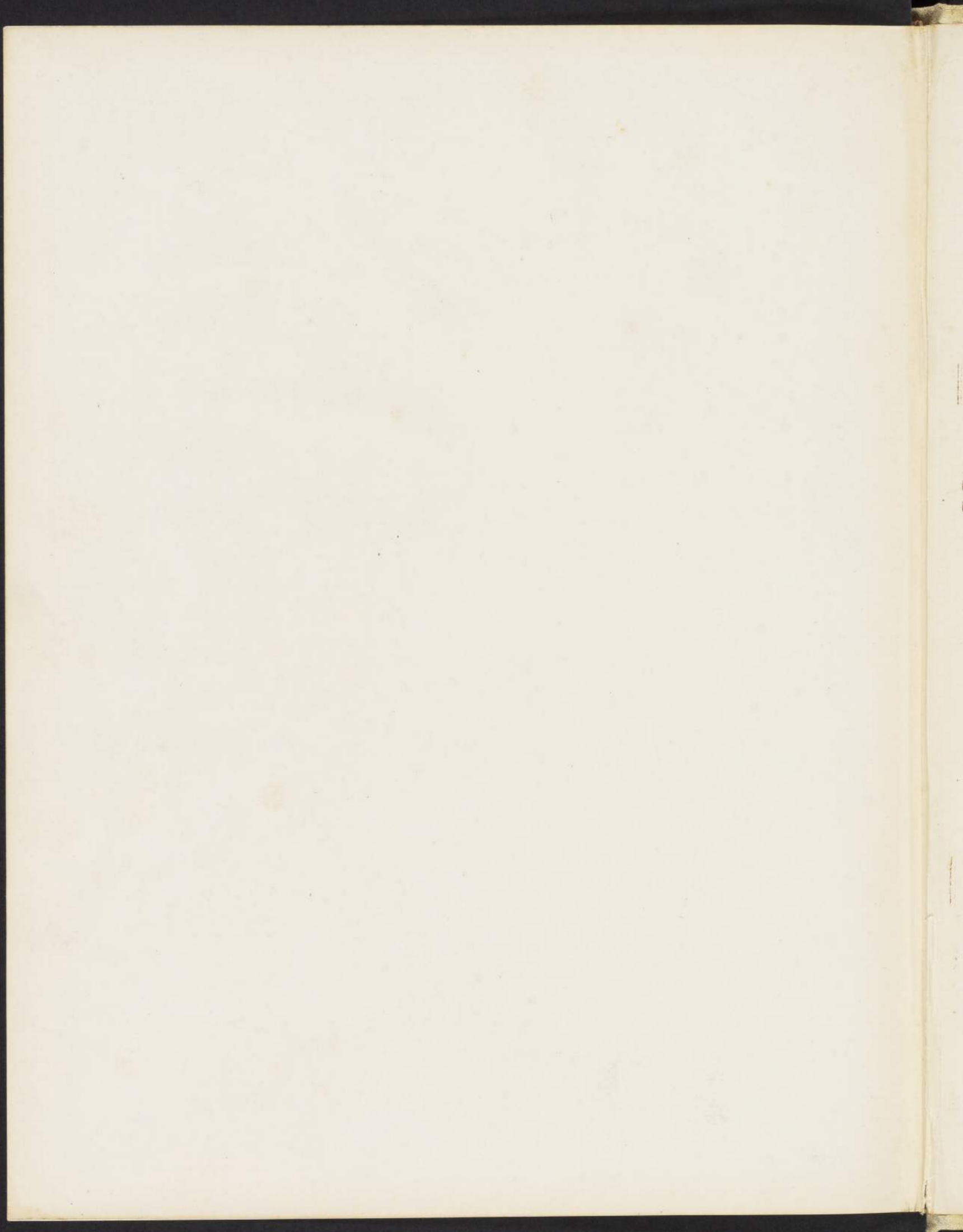
The INTREPID is particularly proud of her men whose achievements have been officially recognized. The awards have always honored the ship as well as the individuals, and we have always pointed with pride to the gallant spirit of the men who have performed their dangerous duties with such disregard for their own safety and with such solicitude for the welfare of the Ship as a whole. Time and time again this spirit was manifest and if there is any feeling of regret on the part of those whose job it was to make the awards, it was really the thought that there were some whose work escaped the attention of the Boards of Awards, and hence were not given official recognition. It is to be regretted that all individuals who have received awards cannot be listed by name and that space does not permit the showing of more than a small representative group of pictures.

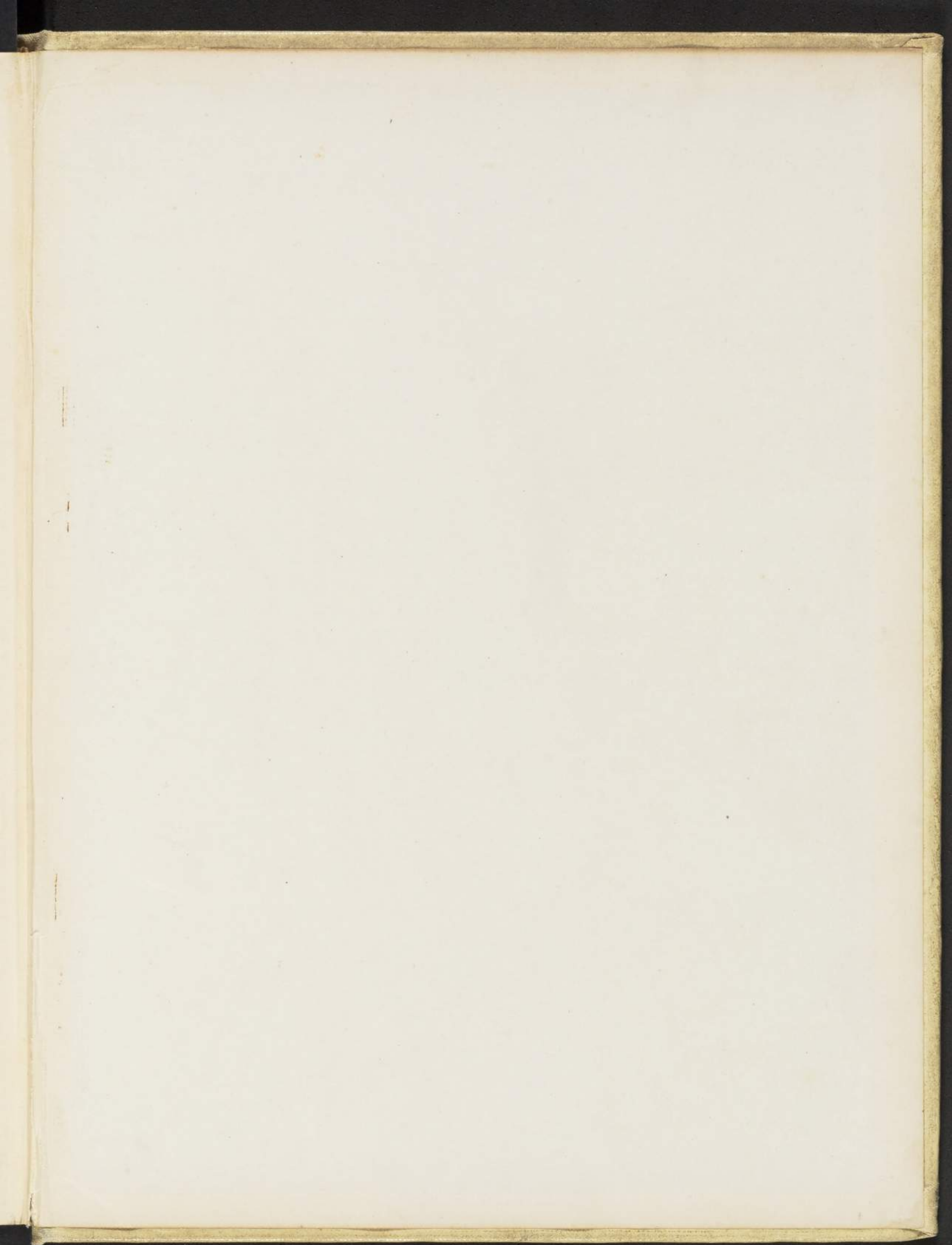




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