



FIGHTING

1943-1968

IMPERIVM NEP

TO ALL SAILORS WHEREVER YE MAY BE:

Porpoises, Sharks, Dolphins, Eels, Skates, Suckers, Crabs, &c.
GREETING: Know ye: That on this 2nd day of Jan
there appeared within Our Royal Domain the
and for the Japanese

BE IT REMEMBERED

That the said Vessel and Officers and Crew thereof have been in
And Be It Known: By all ye Sailors, Marines, Land lubbers

Dear William

having been found worthy to be numbered as one of our True

SOLEMN MYSTERIES OF THE ANCIENT

Be It Further Understood: That by virtue of the

all my subjects to show due honor and respect

Disobey this order under penalty

Given under our hand and seal

Davey Jones

His Majesty's Scribe



NEPTUNI REGIS



and to all Mermaids Whales Sea Serpents
 Crabs Lobsters and all other Living Things of the Sea
 of Jan 1944 in Latitude 0000 and Longitude 179 24 W
 U.S.S. Intrepid bound south for the Equator
 peace Empire

REMEMBERED

we been inspected and passed on by Ourself and Our Royal Staff
 of Subbers and others who may be honored by his presence that

Rest in Peace

Our Trusty Shellbacks he has been duly initiated into the
 THE ANCIENT ORDER OF THE DEEP

due of the power invested in me I do hereby command
 or and respect to him wherever he may be
 penalty of Our Royal Displeasure
 and seal this Jan 2nd, 1944

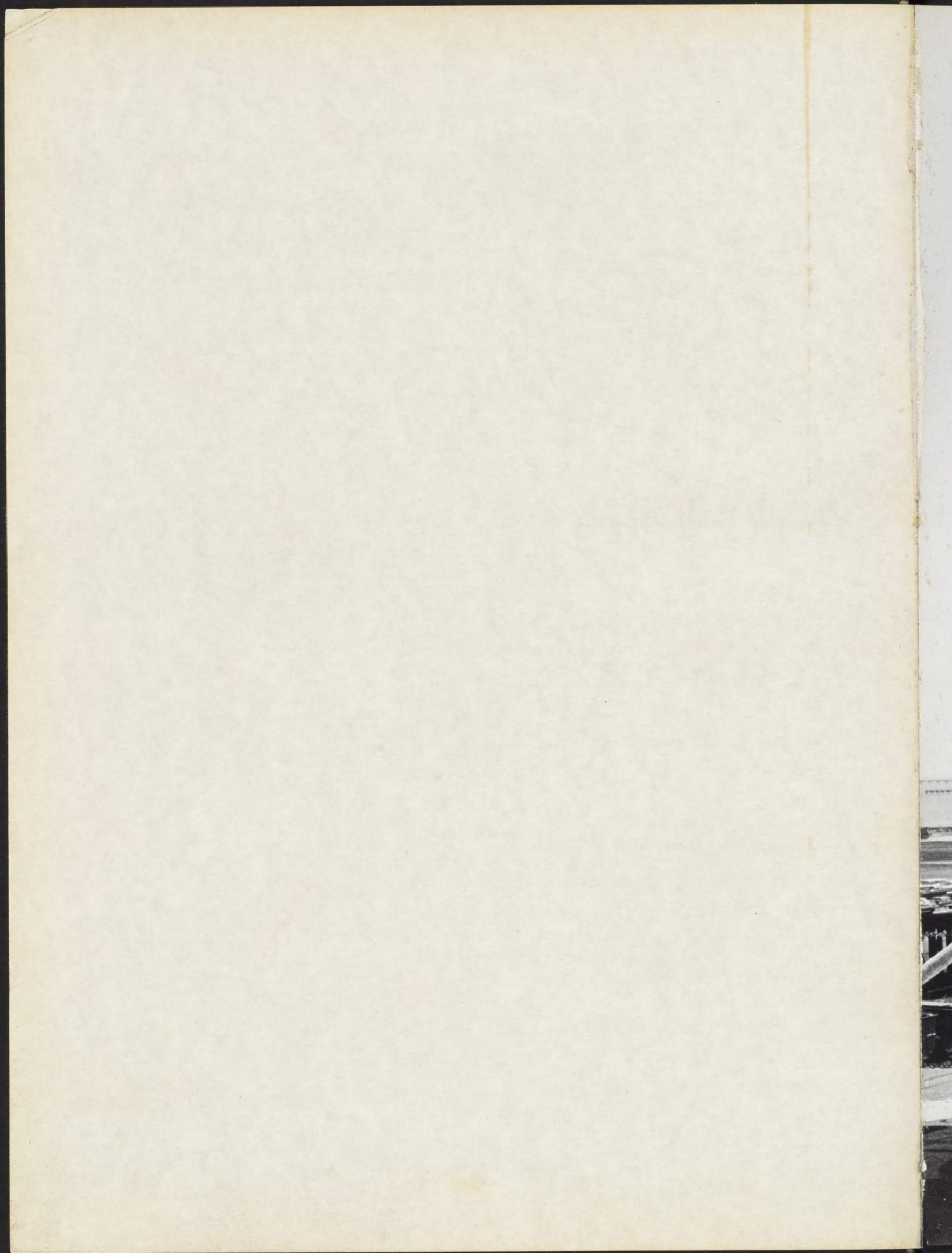
Ph. Davis
Neptunus Rex
 Ruler of the Raging Main

By His Servant



Commanding *Capt. USN*







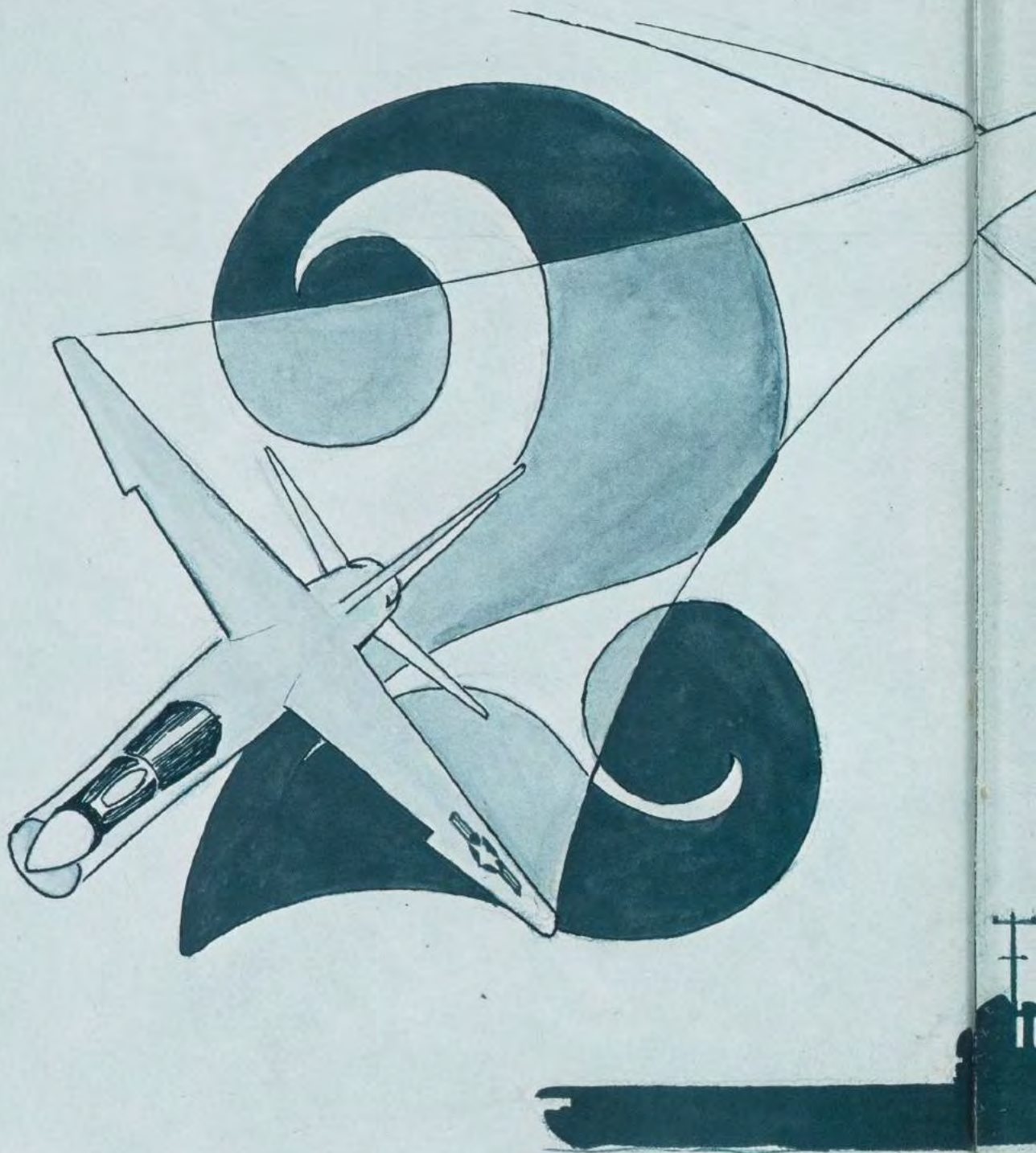






SUZIE WONG BÄR & NIGHT CLUB





USS INTREPID (CVS-11)

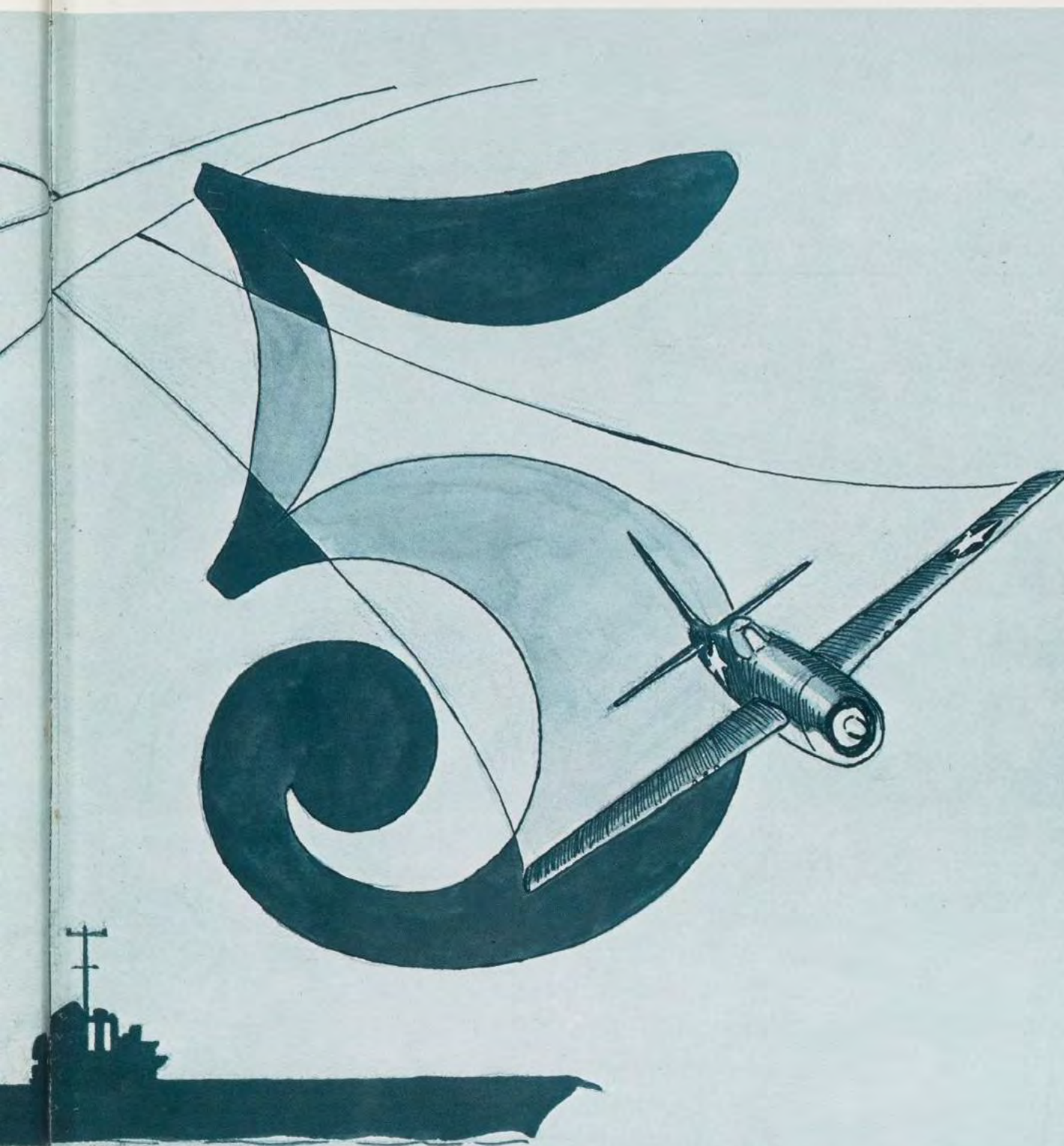
1943 - 1968

CAPTAIN V.F. KELLEY

Commanding Officer

CAPTAIN W.F. SALLADA

Executive Officer



1968 Cruisebook Staff

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25th Anniversary Celebration



"Congratulations on the 25th anniversary of first commission 16 August 1943. From first action in the Marshall Islands to present day operations off Vietnam, INTREPID's officers and men have demonstrated a high degree of skill and achievement and have contributed significantly to the readiness of the fleet. Best wishes for continued success."

T. H. MOORER, Admiral, USN



August 16
1968

"Best wishes on reaching a most significant milestone. INTREPID's accomplishments as part of the Navy's might have been most vital in maintaining our freedom and that of our allies."

VADM C. T. BOOTH, ComNavAirLant





Captain V.F. Kelley

Captain Vincent F. Kelley was born April 21, 1918 in Waterloo, Iowa. He received a Bachelor of Science degree from Iowa State University in 1939. After joining the Navy in September 1941, Captain Kelley entered the Naval Aviation Cadet Program at Pensacola and was commissioned an Ensign in August 1942.

After serving at various air stations, Lieutenant Kelley served with Fighter Squadron 32 aboard the CABOT, his first of nine aircraft carriers, in 1945. Subsequent duty included Fighter Squadrons 14, 98 and 19A embarked in the BOXER. He served with the Navy's first operational jet (FJ-1 Fury) squadron, VF-51 on the PRINCETON and then moved on to the VALLEY FORGE. In 1950 he was serving with VF-31 on board the LEYTE off Korea, participating in aerial combat against MIG jets.

After shore duty as chief test pilot and production superintendent at McDonnell Aircraft Corp., Lieutenant Commander Kelley attended General Line School in Monterey, whereupon completion, he became assistant air boss of the HANCOCK for recommissioning and "Project Steam." He was executive officer of VF-113 in the ESSEX, then returned to the HANCOCK as commanding officer of VF-143 in 1956 as a commander.

Additional stateside duty was with Air Force Fighter Weapons School and ATU-223. He formed ATU-222 introducing F11F aircraft into the training command.

Following completion of Air War College at Maxwell AFB, he commanded VF-124 Pacific Crusader Replacement Squadron. Coincidentally, he was relieved in that tour by Captain William McVey, his predecessor on INTREPID. In 1962 Commander Kelley served as operations officer of the MIDWAY. On the MIDWAY he "fleeted up" to executive officer and was promoted to captain.

After National War College, a master's degree at George Washington University and Chief, National Policy Division at the office of the Chief of Naval Operations, Captain Kelley served as commanding officer of the MONTICELLO (LSD-35) in 1966-67. He then went to Saigon with Military Assistance Command Vietnam as Deputy Chief of Staff for Plans, where he was awarded the Legion of Merit and Vietnam Honor Medal. He also holds the Air and Navy Commendation Medals, the Presidential and Navy Unit Citations, plus numerous campaign awards.





Captain W.J. McVey

Captain W. Wright

Captain Whitney Wright assumed acting command of INTREPID, replacing hospitalized Captain Vincent F. Kelley, November 22, 1968. Captain Kelley resumed command December 18, 1968.

Captain Wright came to the "Fighting I" from duties as Chief of Staff for Commander, Carrier Division Two.

A native of Boston, Massachusetts, he previously was Assistant Deputy for Current Operations with Commander in Chief, Pacific.

Captain Wright received his wings and was commissioned an Ensign in November, 1939. He spent 36 months in the South Pacific during World War II, mostly with Patrol Bombing Squadron 104, which he commanded during the last year of the war. Later commands included VPB-197, VC-8, USS ALLAGASH (AO97) and USS MIDWAY (CVA 41). He has also served on the staffs of the Chief of Naval Air Training, Heavy Attack Wing One, the Strategic Air Command, the Supreme Allied Command, Europe, and the office of the Deputy Chief of Naval Operations.

He is a graduate of the General Line School and the Industrial College of the Armed Forces. His awards include the Navy Cross, Legion of Merit with Combat "V" and Gold Star, Distinguished Flying Cross with three Gold Stars, three Air Medals, the Purple Heart and two Presidential Unit Citations.

Captain William J. McVey was relieved as Commanding Officer of INTREPID by Captain V. F. Kelley in June of 1968. Captain McVey is now with the staff of Commander in Chief, Pacific Fleet.

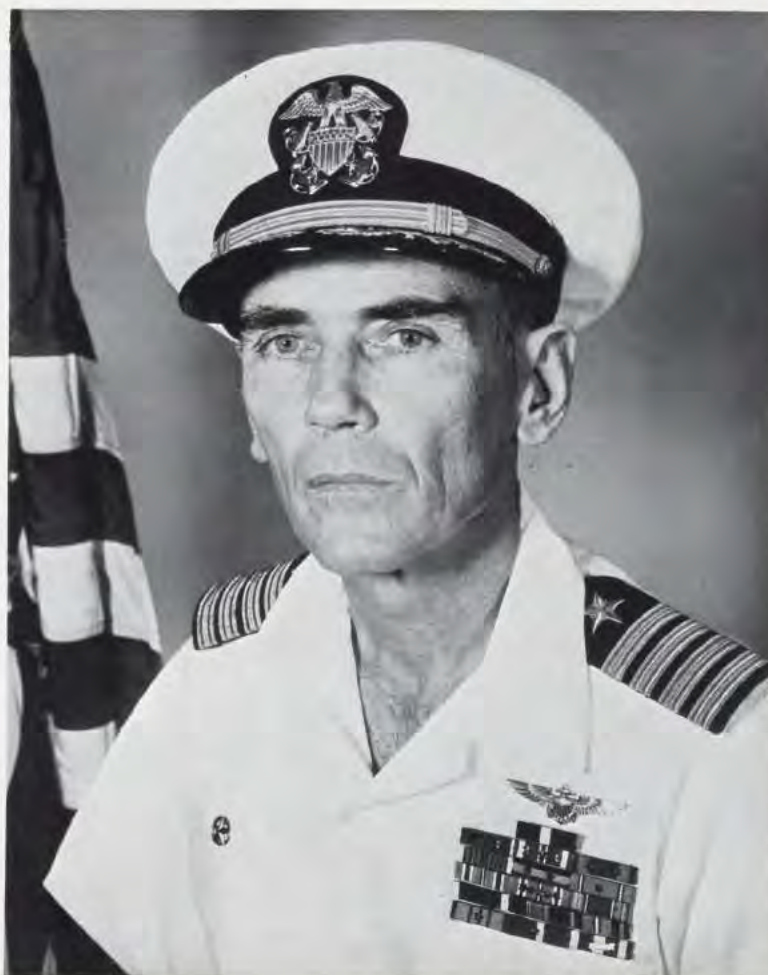
He was born in Lambert, Mississippi on July 18, 1920. After attending Mississippi State University for one year, Captain McVey entered the U. S. Naval Academy, where he was graduated in 1943.

He first served aboard the USS CAPERTON (DD-650) as CIC and Gunnery Officer, participating in the WWII campaigns in the Central and Western Pacific. In 1945 he was designated a Naval Aviator. His first assignment as an aviator was with Flight Squadron 172 on USS RANDOLPH (CV-15), during which time he was promoted to Lieutenant.

As a Lieutenant, Captain McVey flew 116 combat missions in Korea, was awarded the Air Medal on five occasions and received a letter of commendation from Commander Seventh Fleet. During the Korean conflict, he operated from the carriers BOXER and KEARSARGE.

Subsequent tours of duty included Air Operations Officer for Commander, Naval Forces Far East and Flag Secretary for Commander, Naval Forces Korea. As a commander in 1957, he commanded Fighter Squadron 91. In 1961, he served as Commanding Officer for Fighter Squadron 124.

In 1963, Commander McVey was promoted to Captain. He joined the staff of Commander, Carrier Division Two and later received orders as Commanding Officer, USS SYLVANIA (AFS-2). He assumed command of INTREPID in June of 1967 during its second deployment to Vietnam.



EXECUTIVE OFFICERS

Captain William F. Sallada, a native of Cincinnati, Ohio, assumed his duties as Executive Officer of INTREPID in October 1968. A Naval aviator, he served as Commanding Officer of Attack Squadron 174, the Atlantic Coast Corsair Replacement Squadron, flying A7A Corsair II's, prior to his assignment to INTREPID.

Captain Sallada, whose father and brother are both Navymen, was commissioned in June 1948 upon graduation from the U. S. Naval Academy and won his aviator's wings in December 1949. Subsequent assignments sent him to the Mediterranean and on a Korean combat cruise flying the F4U Corsair. In 1959-1962, Captain Sallada attended the U. S. Naval Postgraduate School in Monterey, where he received Bachelor and Master's degrees in Aeronautical Engineering.

Attack Squadron 86 was his next assignment, first as Executive Officer and then as Commanding Officer during a Vietnam deployment in 1965, flying the A4E Skyhawk. A tour as Attack Training Officer on the staff of Commander, Naval Air Force Atlantic, followed.

Captain Sallada's awards include the Distinguished Flying Cross, Air Medals, Navy Commendation Medals and Navy Unit Commendations. His campaign and service medals include Korean Service United Nations Service, Armed Forces Expeditionary Medal (Vietnam), Vietnam Service Medal, RVN Campaign Medal and Occupation Medal (Europe and Asia) with clasps.

Captain W. F. Sallada



Commander T.D. Brown

Commander Thomas D. Brown, the first pilot ever to shoot down a Regulus II missile with an air-to-air missile assumed his duties as Executive Officer of INTREPID in July 1967. He was formerly the ship's Weapons Officer.

Originally from Port Washington, Long Island, New York, Commander Brown is a graduate of the Citadel and has attended the Armed Forces Staff College.

He was commissioned an Ensign on January 1, 1944 and was designated a Naval aviator. He served as a fighter pilot in the Pacific Theater during World War II and again on Formosa in 1958. During his stint on Formosa, Commander Brown was Executive Officer of the U. S. Air Force's 83rd Fighter Squadron.

Before reporting to INTREPID in October 1966, Commander Brown was Commanding Officer of Composite Squadron Ten.

His missile-downing achievement came in 1962 at the Naval Missile Center at Point Magu, California. He was flying an F4 Phantom when he earned the distinction.

Among Commander Brown's service decorations are the Distinguished Flying Cross, Joint Services Commendation Medal, the Bronze Star, the Air Force Commendation Medal, Navy Unit Commendation, a Navy Unit Citation and the U. S. Air Force Citation. In May 1968 he was awarded the Vietnam Distinguished Service Medal.



Navigation

CDR Harold F. Knudsen



Communications

LCDR Leonard G. Sheets
Detached November 1968



LCDR Harold B. Johnston, Jr.
Reported November 1968

HEADS OF DEPARTMENTS

Engineering

CDR Jerry A. Dickman



Operations

CDR Dean E. Webster
Detached July 1968



CDR John E. Marshall
Reported July 1968





Supply

CDR Quinn B. Morrison



Weapons

CDR Charles D. Brown



Air

CDR Kennard R. Hamilton



AIMD

LCDR Jimmie D. Oyler



Medical

CDR James E. Hamilton



Dental

CDR William A. Grimsley, Jr.



THE SECRETARY OF THE NAVY
WASHINGTON

The Secretary of the Navy takes pleasure in commending

USS INTREPID (CVS-11)
AND
ATTACK CARRIER AIR WING TEN

for service as set forth in the following

CITATION:

For exceptionally meritorious service from 12 June to 8 December 1967 while participating in combat operations in Southeast Asia in support of United States national policy. As a unit of Task Force SEVENTY-SEVEN, USS INTREPID and embarked Attack Carrier Air Wing TEN launched numerous major strikes on significant military targets in North Vietnam, and inflicted extensive damage to these important and strategic targets. INTREPID and her embarked air wing continuously overcame determined enemy defenses and adverse weather conditions to project aggressive, effective naval air power against the enemy. She accomplished all assigned tasks expeditiously and contributed substantially to United States combat air efforts in Southeast Asia. By their display of exceptional professionalism, enthusiasm, determination, and unstinting devotion to duty, the officers and men of USS INTREPID and Attack Carrier Air Wing TEN upheld the highest traditions of the United States Naval Service.

All personnel attached to USS INTREPID (CVS-11), or to her embarked air wing, and serving on board this vessel during the period designated above, or any part thereof, are hereby authorized to wear the Navy Unit Commendation Ribbon.

Secretary of the Navy

Captains Of Intrepid



T. L. SPRAGUE
August 1943



W. D. SAMPLE
April 1944



J. F. BOLGER
May 1944



G. E. SHORT
February 1945

1943 - 1967



R. E. BLICK
January 1946

H. G. SANCHEZ
April 1946



A. A. GIESSER
November 1946



B. B. C. LOVETT
February 1952





W. T. EASON
May 1954



G. L. KOHR
May 1955



P. P. BLACKBURN, Jr.
August 1955



F. MASSEY
September 1956



J. H. KUHL
October 1957



P. MASTERSON
October 1958



E. C. OUTLAW
September 1959



C. S. MINTER
September 1960



J. L. ABBOT, Jr.
May 1961



R. J. MORGAN
June 1962



J. G. LAWRENCE
April 1963



J. G. SMITH
April 1964



G. MACRI
May 1965



J. W. FAIR
July 1966

INTREPID, "The fourth ship of the fleet to bear the name," has been an aircraft carrier for twenty-five years.

Her first designation, CV-11, betrays the fact that she is of World War II vintage; she made her presence felt in the Pacific then as she has today, during three consecutive deployments to Viet Nam. INTREPID is now designated as a CVS, but her anti-submarine role had been overshadowed by her recent status as a "special attack carrier." Whatever her role or function, INTREPID has always met the challenge: Carrying out combat strikes against the Japanese in WW II, while constantly facing and suffering retaliation from the Kamikaze forces; resting quietly in the dormant shelter of the shipyard; being resurrected and remodeled to meet modern needs; going patiently through the training paces of a peacetime Navy; and again meeting the challenge in the Pacific, checking Communist aggression in S. E. Asia. She is the "Oldest and the Best," a title earned by a quarter century of effort by many commanding officers and countless number of men who have served her well.

In the age of sophisticated, super-attack carriers, INTREPID remains proud and ever-willing to turn her screws, launch her aircraft, and shelter her men. Her sponsor, Mrs. John H. Hoover, could not have made a more fitting statement when she visited INTREPID:

**"Success in Battle
And
Good Luck"**







Many men have died serving our country and sailors have died while serving on INTREPID and while flying from her decks. We salute these brave men and pray that they have not died in vain. We, the living, must never forget their sacrifice and the dedication with which they fought.

But INTREPID lives on. In 1967 she deployed for a second time to Southeast Asia and again Carrier Air Wing TEN took to the skies over Vietnam. And in June of 1968, with Carrier Air Wing TEN embarked, she steamed out of Norfolk for yet another Southeast Asia deployment — the only Atlantic Fleet carrier to have served three consecutive tours in this critical area. But the success of INTREPID lies not on her awards or battle stars, but in her men, the thousands of sailors and marines who have fought and lived and sweated and cursed and slept in INTREPID these past 25 years. This is a real story. INTREPID is a proud lady...a lady who refuses to die. And all the world knows of her and her achievements, for she is called "The Fighting I."

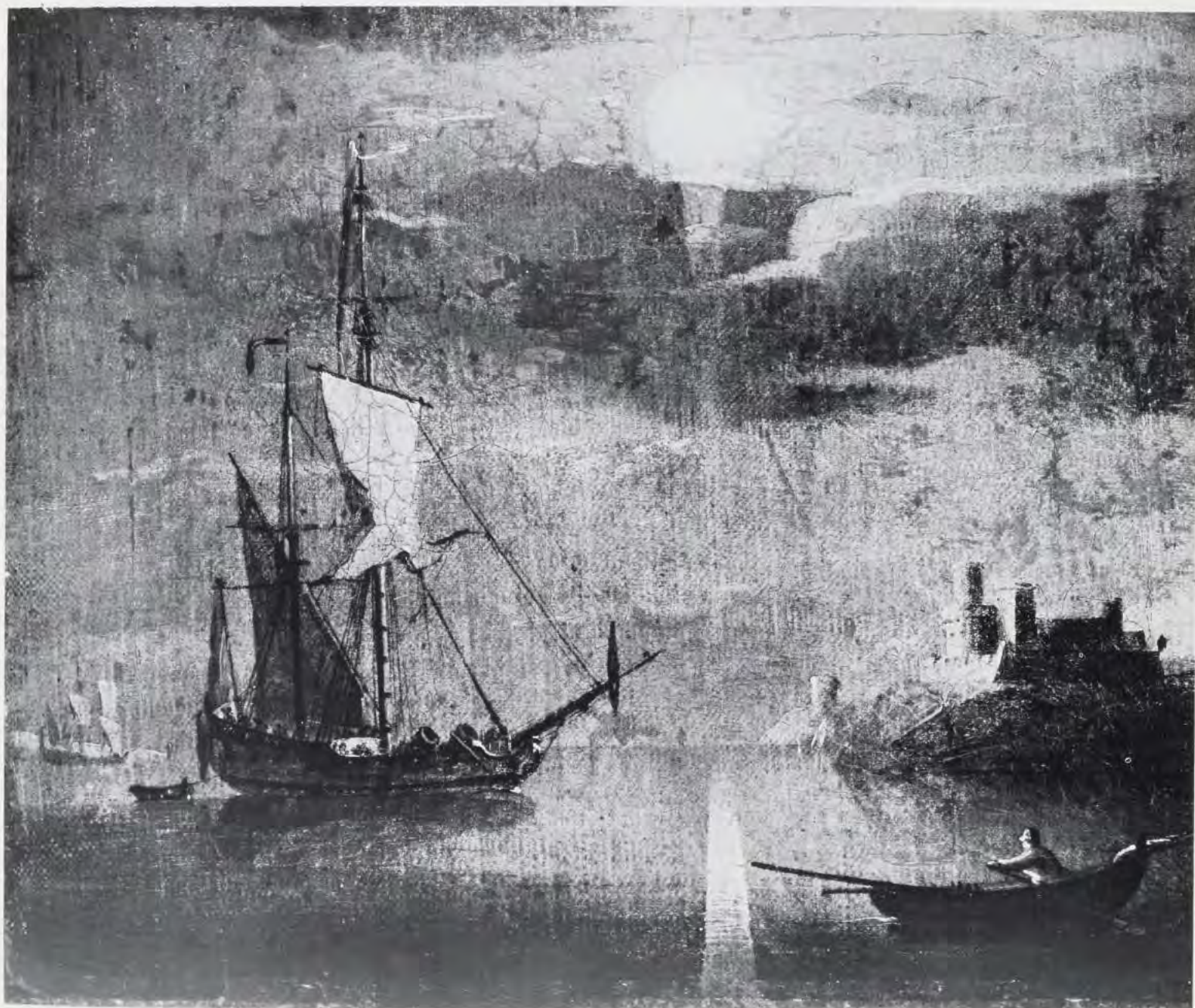


The First Intrepid

USS INTREPID (CVS-11) is the fourth ship of the fleet to bear the name. The first INTREPID was built in France in 1798 for Napoleon's Egyptian expedition. She was subsequently sold to Tripoli, where she served as MASTICO. The ketch of 64 tons had a complement of 70 officers and men. ENTERPRISE, commanded by LT. Stephen Decatur, captured MASTICO in Dec. 1803, as she was sailing from Tripoli. He took her into the U. S. Navy and renamed her INTREPID. LT. Decatur and INTREPID were ordered to accompany SIREN to Tripoli where they would attempt to destroy the captured U. S. frigate PHILADELPHIA. INTREPID and SIREN sailed February 2, and arrived off Tripoli five days later. Weather delayed the operation until the 16th.

On the night of the 16th, INTREPID slipped quietly into Tripoli's harbor and pulled alongside PHILADELPHIA. Decatur led 60 of his men to the deck of the frigate and after a brief struggle, set it afire. She then made her escape. INTREPID next served as a hospital ship. Later she rejoined the squadron off Tripoli where she was fitted out as a "floating volcano." She was to be sent into the harbor and blown up in the midst of the corsair fleet close under the walls of Tripoli. Lt. Somers assumed command with a crew of 11 volunteers. INTREPID entered the harbor; and shortly afterwards the concussion of a violent explosion rocked the American squadron.

Commodore Preble later concluded that Tripoline defenders must have boarded the ship prompting her valiant men to blow her up, giving their lives, to prevent the ship's cargo from being taken.



The Second Intrepid

The second INTREPID was launched by the Boston Navy yard March 5, 1874, and commissioned July 31st. Commander Augustus P. Cook, USN, was commanding officer.

INTREPID was 170 feet, 3 inches long, and was armed with four 24 pounder howitzers. The experimental steam torpedo ram departed Boston August 3, and finally arrived at the New York Navy Yard September 1st. The following

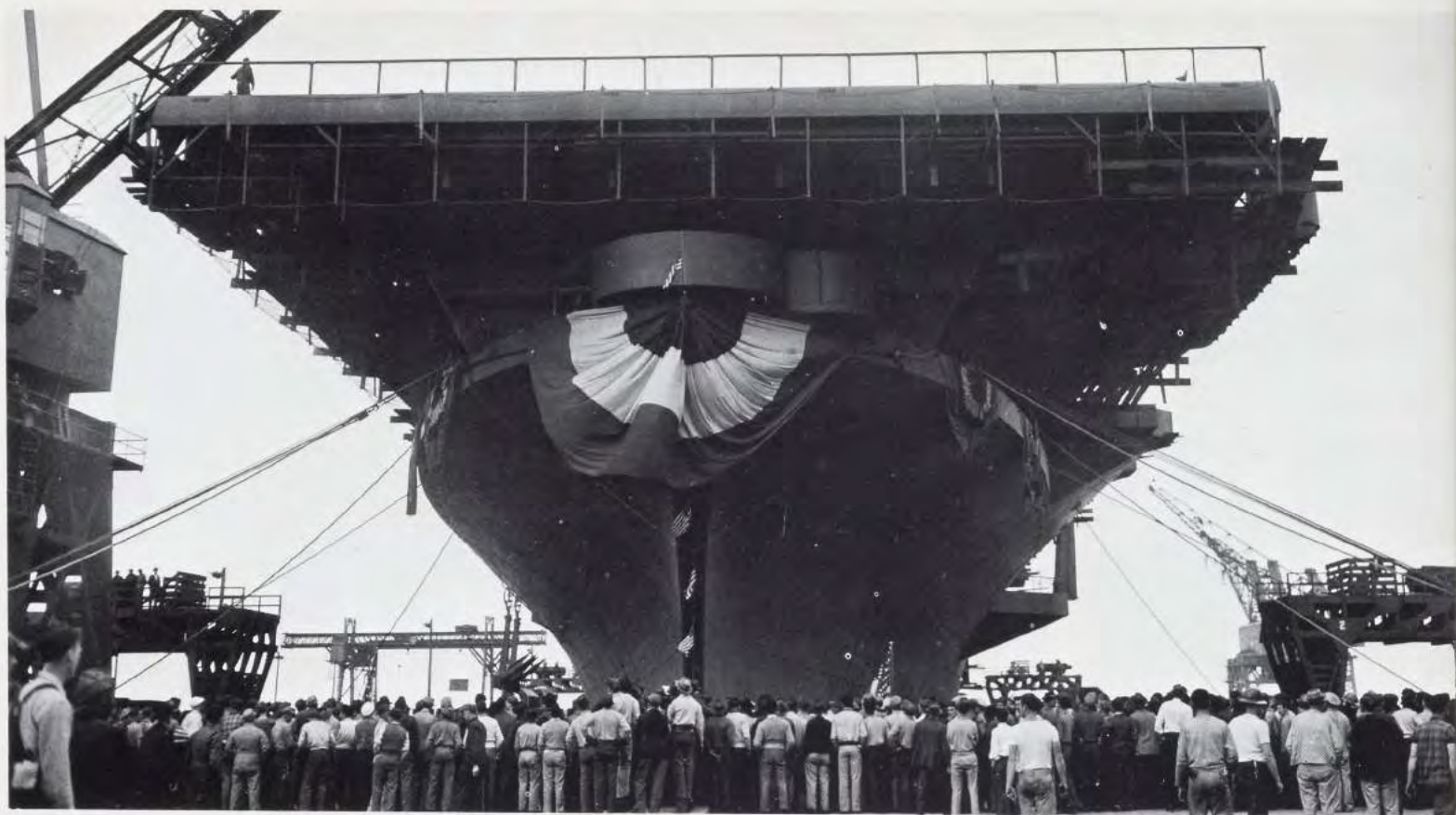
two months were devoted to torpedo trials along the North Atlantic Coast. She was decommissioned October 30th, recommissioned for a short time, and decommissioned again August of 1882.



And The Third



The third INTREPID was launched by Mare Island Navy Yard October 8, 1904 under the sponsorship of Miss Helen de Young. Commissioned August 16, 1907, Commander Capehart took command. The overall length was 211 feet, 7 inches, and she had a complement of 16 officers and 120 men. She served as the receiving ship for the Yerba Buena Training Station, San Francisco, and served as receiving ship at Mare Island Navy Yard. She was decommissioned October 15. She was recommissioned in 1915 for use as a barracks for the men of submarines F-1 through F-4 of the Pacific Fleet. In 1920 she again became a receiving ship for Mare Island Navy Yard. She was again decommissioned August 30, 1921 and sold. She was struck from the Navy List May 8, 1946.



The Fighting "I"...

Six days before the Japanese attacked Pearl Harbor Dec. 7, 1941, the keel of USS INTREPID (CV-11) was laid in a concrete graving dock at the Newport News Shipbuilding and Drydock Company, Newport News, Va. Seventeen months later, a \$44 million aircraft carrier the length of three football fields, stood ready for her initial plunge.



Mrs. John Howard Hoover, wife of Vice Admiral Hoover, and members of christening ceremony.



A sudsy smash rewards her third try.

... Is Born

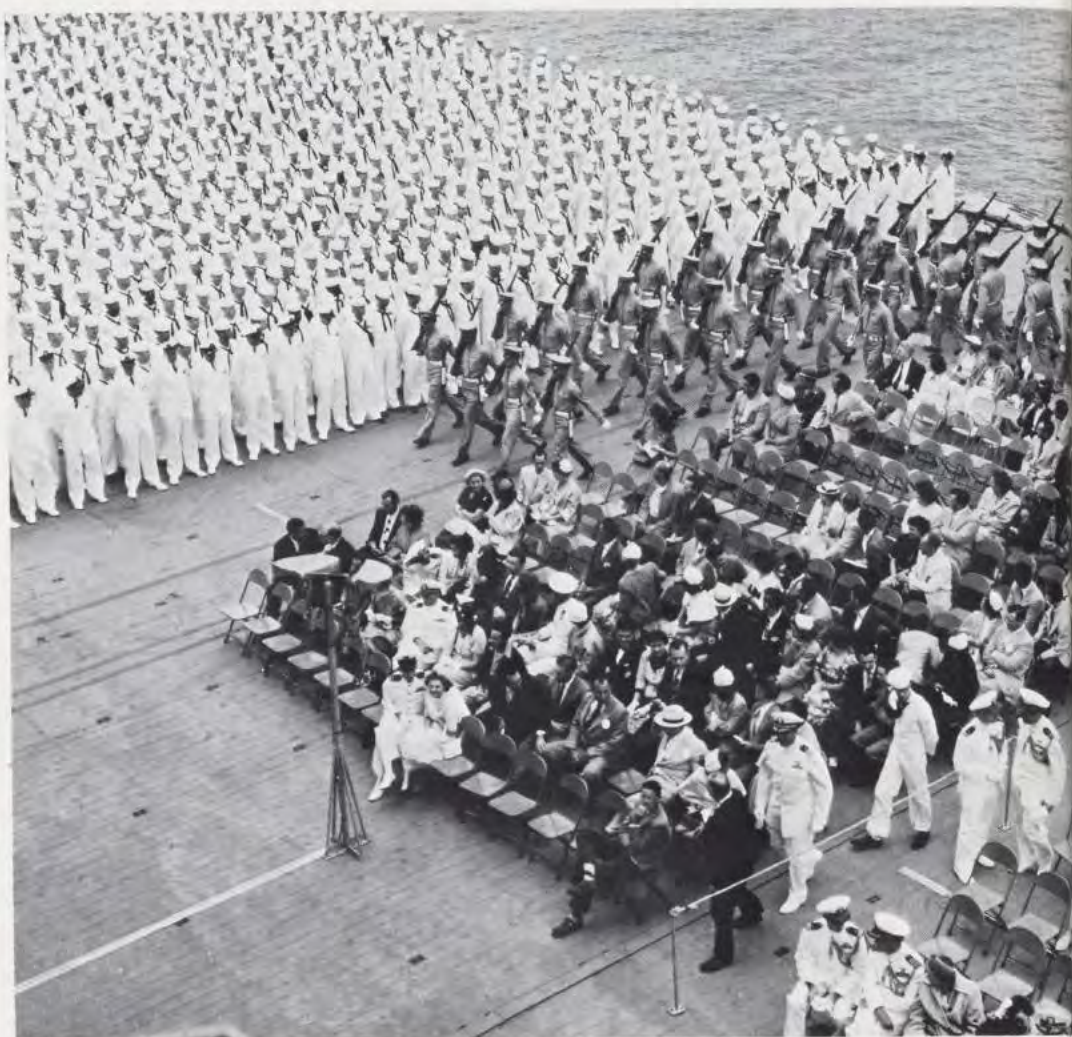
INTREPID's official sponsor was Mrs. John Hoover, wife of Vice Admiral Hoover.

Aboard a small barge, which sized up like a matchbox alongside the colossal carrier hull, Mrs. Hoover swung twice but failed to break the traditional champagne bottle. A sudsy smash rewarded her third try.

Tugs soon began the slow task of towing INTREPID to a fitting-out berth.



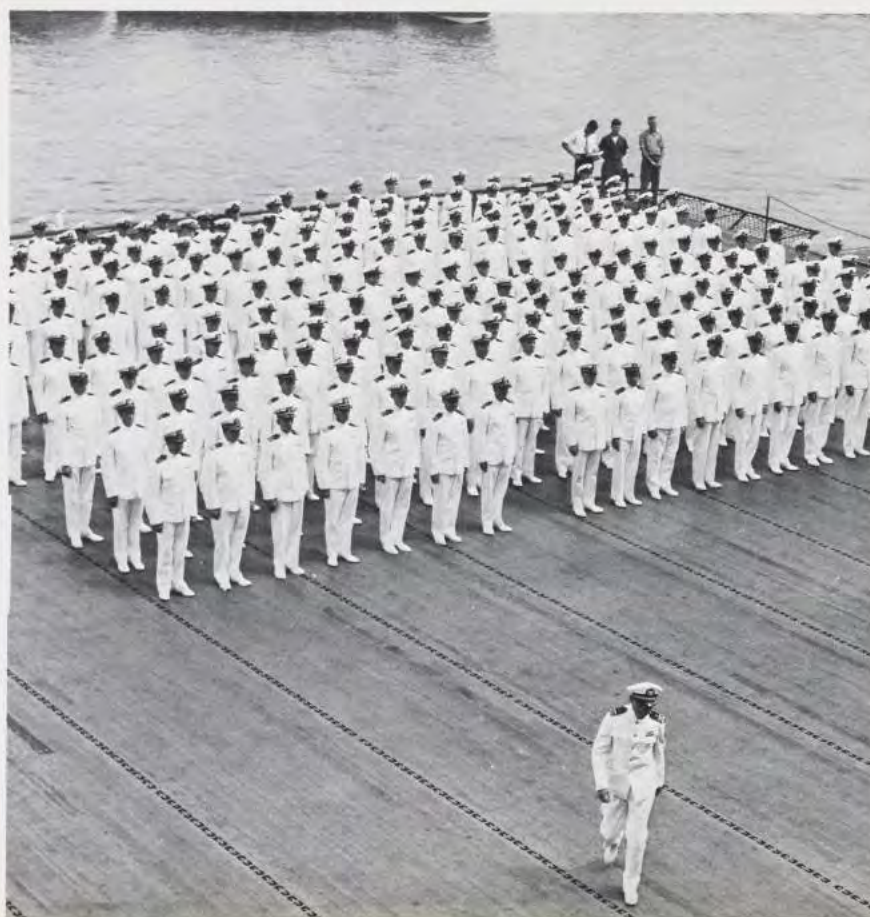
When commissioned the aircraft carrier had an overall length of 872 feet; and extreme beam of 147 feet, 6 inches; a full load displacement of 36,380 tons; and accommodations for 360 officers and 3,008 men. The ship was armed with twelve, 5-inch 38-caliber guns and seventeen quadruple 40mm anti-aircraft mounts. The ship had two hydraulic catapults located forward. The ship's four engines and eight boiler drove the ship at a trial speed of 32.7 knots.





**The
Crew
Listens ...**

**... And
The
First
Watch
Is
Set**



And The
"New" Intrepid
Is Ready
For Service



PROUD MOMENTS

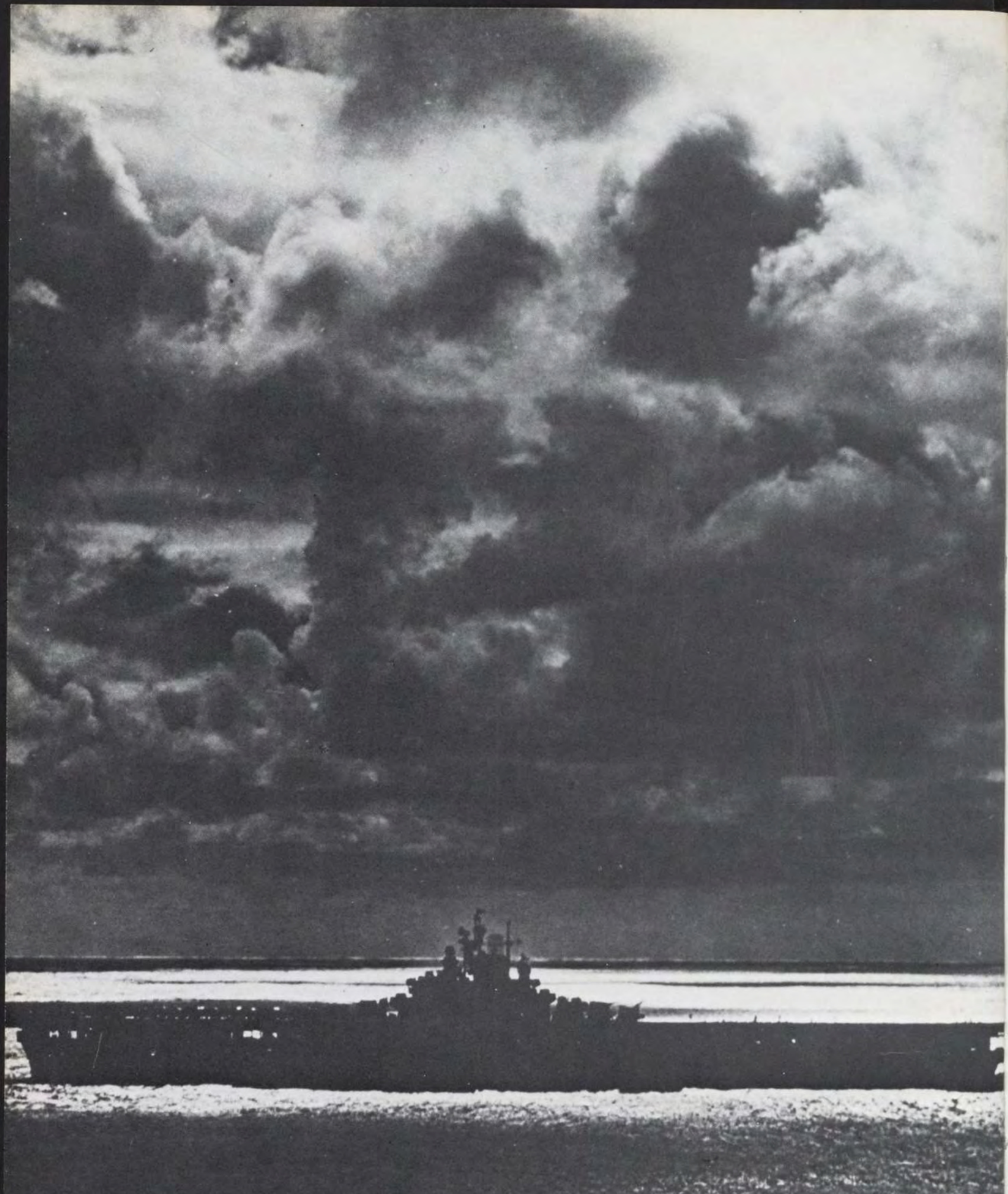
The First Launch



The First Recovery



The First Liberty



THE WAR YEARS

INTREPID training in the Caribbean, 1943.



After training in the Caribbean, INTREPID departed Norfolk Dec. 3, 1943, for San Francisco. Going through the Panama Canal, INTREPID struck part of the bank and was temporarily grounded. Temporary repairs were made, and she resumed her course to San Francisco, and then to Hawaii. She arrived at Pearl Harbor on Jan. 10, and prepared for the invasion of the Marshall Islands, the next objective in the Navy's mighty island-hopping campaign.



Passing through the Panama Canal Dec. 9, 1943.



INTREPID sortied from Pearl Harbor, with carriers CABOT and ESSEX, 16 Jan., to raid islands at the northeastern corner of Kwajalein Atoll 29 Jan. 1944, and pressed the attack until the last opposition had vanished 2 February. The raids destroyed all the 83 Japanese planes based on Roi and Namur before the first landings were made on adjacent islets.

That morning INTREPID's planes strafed Ennuebing Island until ten minutes before the first marines reached the beaches. The islet controlling the North Pass into Kwajalein Lagoon was secured half an hour later.

Next INTREPID headed for Truk, the Japanese base in the center of Micronesia. In almost two days of continuous attacks, two destroyers and 200,000 tons of merchant shipping were destroyed.





The Action Continues



A USN SB2C coming in for a landing off the coast of the Philippines. November 1944.



ATTACK !

INTREPID's planes were striking at Truk Island in the Carolines the night of Feb. 16, when Japanese torpedo planes appeared. One torpedo blasted into the ship's starboard side aft, killing five men. The rudder became jammed to the left. The ship's skipper was able to keep the ship balanced and on a comparatively controlled course for several days, as he headed away from the scene. A makeshift sail made of anything available was attached to the forecastle, and this served to ease the strain on the screws. With all the aircraft moved forward and all possible cargo weight moved aft, to put the stern low in the water, wind resistance was created.

INTREPID swung about, swayed momentarily and grudgingly held course. The ship arrived at Oahu, Pearl Harbor February 24. Said Captain Sprague of the trip: "No enemy sub could have figured out her (INTREPID's) zigzag plan. As a matter of fact, there was no plan. The pattern was created as we went along, and no one knew for sure how long she'd keep on anything like a straight course."



68,000 ton, 18 inch gun, Japanese battleship Yamato under attack.

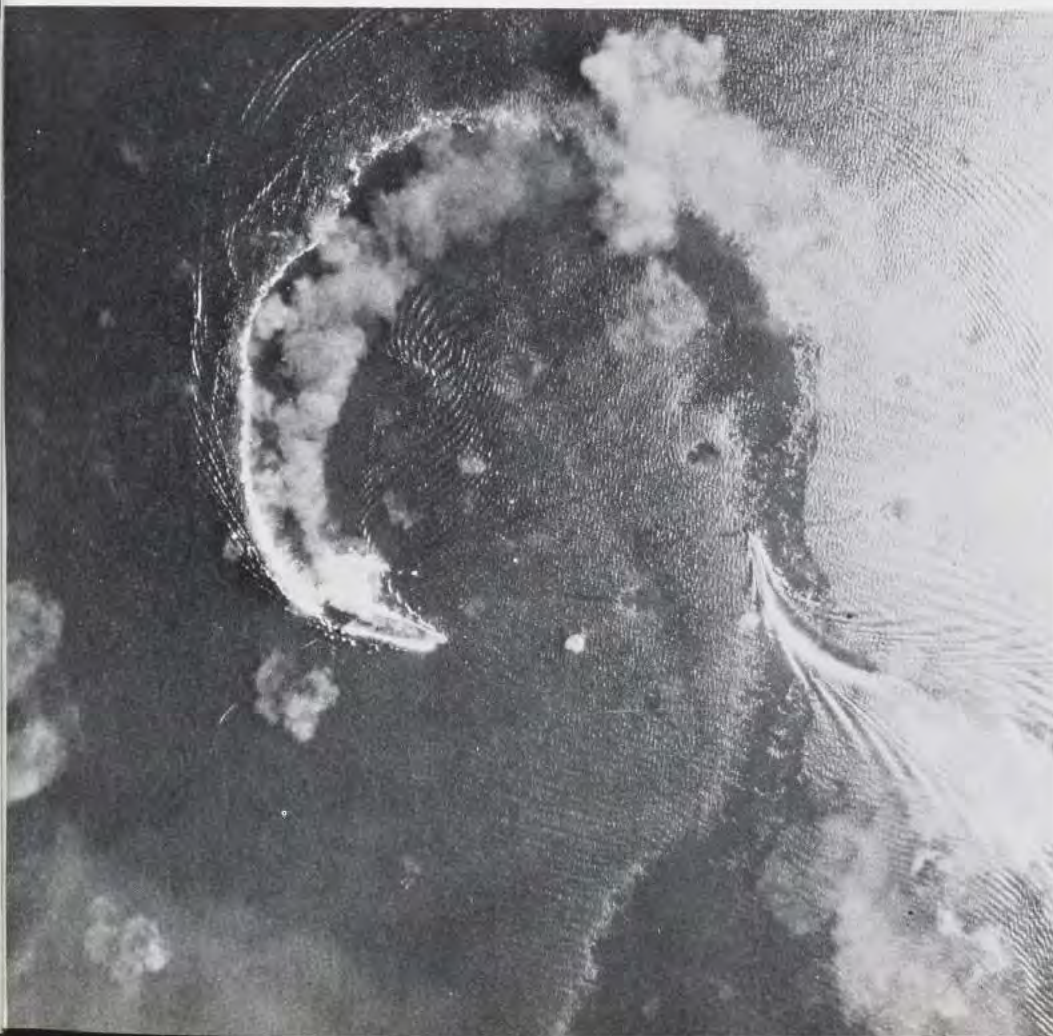


After temporary repairs, INTREPID departed for two months of operations out of Pearl Harbor. Then, in August, she headed to the Marshall Islands.

INTREPID's planes struck Japanese positions in the Palaus on Sept. 7 and 8. The next day she steamed west toward the southern Philippines to strike airfields on Mindanao 9 and 10 September. After strikes on bases in the Visayan Sea 12 through 14 September, she returned to Palaus to support marines in their opposition from hillside caves on Peleliu. As the struggle for the island settled down, INTREPID struck throughout the Philippines, also pounding Okinawa and Formosa to neutralize Japanese air threats to Leyte.

Japan's Navy, desperately striving to hold the Philippines, was converging on Leyte Gulf from three directions. On Oct. 24 INTREPID planes spotted Admiral Kurita's flagship, YAMATO. Two hours later, planes from INTREPID and CABOT began a day-long attack on Center Force. By sunset, YAMATO was damaged and her sister ship MUSASHI had been sunk. That night, the THIRD Fleet raced north to intercept Japan's Northern Force spotted off the tip of Luzon. INTREPID and SAN JACINTO scored many direct hits. The THIRD Fleet was reinforced and sent Japan's Center Force

fleeing back to Japan. A burning Kamikaze hit one of the carrier's port gun tubs killing ten men, but INTREPID continued to hit fields and ships in the Philippines.



Yamato's sister, Musashi, trying to avoid U. S. bombers. She was eventually sunk.



Shortly after noon on, 25 Nov., a large force of Japanese planes struck back at the carriers. In five minutes two Kamikazes crashed into the carrier killing six officers and 59 enlisted men. In less than two hours, the last of INTREPID's blazes was extinguished.

26 November 1944

Hellcat (t) clears field for INTREPID gunners on remaining Kamikaze.





The approach of unidentified aircraft discovered at 19 miles from the formation, constituted the incentive for manning GQ stations at 1215. As pilots from the carrier HANCOCK intercepted and shot down one Zeke, INTREPID turned into the wind and began launching her planes.

A major disaster occurred when a Zeke heading for the ship crashed onto the flight deck. The bomb it was carrying pierced the flight deck and exploded.



Ready room #4 was completely demolished as was the adjoining compartment containing 32 men. All were killed instantly. Immediately after the crash and the following explosion, flame and smoke engulfed the flight deck. Next, Admiral Bogan ordered hard right hand turns for the task group. These turns allowed the water and flaming gasoline in the hangar bay and on the flight deck to spill over the port side, away from critical systems in the island structure.

The air attack was still in full swing however, and INTREPID's starboard batteries opened up on an enemy plane over the battleship NEW JERSEY. The plane went into a spin and crashed into the water. A minute later another Zeke passed overhead as 40mm batteries opened up on it. Two more Zekes dived at INTREPID, but both were destroyed — one before it hit the ship and one as it crashed onto the flight deck. No more planes came within range again, and INTREPID ceased fire.





The hangar deck was a holocaust. The combined fires from both crashes created a huge pall of smoke which was continually added to from the planes burning on the hangar deck and from the smoldering ready rooms above. The smoke was so thick that one could not see ahead of himself. All the while, ammunition was exploding on the deck, and in the inky blackness and choking smoke one could not tell from which direction the firing was coming from. It is believed 12 planes were on fire at one time. Repair parties performed heroically in extinguishing fires and rescuing personnel from confined spaces.

It is noted that during the entire attack officers and men continued to man their battle stations until they became completely engulfed in fire and smoke. Even then, in some cases, men left only when ordered to abandon them. Typical of such action was that of the communications personnel. The men of Radio III continued to man their station in spite of smoke which necessitated personnel lying on the deck with wet clothes over their faces.



A burial service is held for the men of INTREPID killed in action April 16, 1945.

Combat Career Of Carrier Intrepid-- A First-Hand Account By Heisler

Navy's Most Frequently
Hit Flattop Survives
Five Suicide Attacks
To Fight Again

By PHILIP E. HEISLER

Washington, July 28—As a grandstand seat for the intense action in the Pacific, few spots could surpass the U.S.S. Intrepid, most frequently hit aircraft carrier of the United States Navy.

Struck by a total of five Japanese suicide planes in just fifteen months of combat operations, the big, fast carrier Intrepid is once again back in action in the Pacific after her fourth trip to the repair yards for battle damage.

Hit On First Trip Into Action

The Navy today permitted the story of the Intrepid to be told for the first time. Paradoxically, it was the fact that the Intrepid was so much action and damaged so often that made her one of the least-known of the Navy's major warships.

The Japanese torpedoes and action on her very first trip into action it was during the first daring attack on the Japanese naval base at Truk that a lone enemy plane swarmed its way through the protective air screen and dropped a torpedo into the Intrepid's stern.

Explosions ripped out the ship's steering mechanism and helplessly jammed her rudder. Flames from the under-water explosion bathed her decks and she was foundering in the open sea.

Limped Back Impudently

While fire-fighting parties brought the flames under control and medical crews cared for the scores of wounded, Rear Admiral Thomas L. Spruance, then skipper of the Intrepid, ordered a fleet of the ship's planes to fly over the sinking ship and attempt to trap the wind and shifted all possible cargo weight aft to put the stern low in the water. The Intrepid limped back from her first action impudently.

Crewmen told me they thought the Intrepid had all the bad luck knocked out of her by the time I boarded the carrier late in the summer of 1944. I believed them. Several weeks later, the Japanese, several weeks later, the Japanese, a determined counter-attack, sank the 55 Fleet off Formosa.

This Time It Was A Doubt

Under cover of darkness, four Japanese torpedoes made a run at the Intrepid and again a torpedo smashed into her side—this time in the very midsection of the ship. The whole ship shuddered from the force of the impact, but there was no explosion. The torpedo was a dud.

We had heard reports that the Japanese were beginning to use suicide tactics against some of our ships early in October, 1944. We heard Radio Tokyo propagandize the Japanese Navy Corps and even began talking about the sword and the Intrepid was hit by one of the very first successful kamikaze attacks.

The Intrepid's planes were circling the dud slowly, waiting for their chance to land after all the trouble. Then, when the Japanese planes appeared high overhead, every gun on the ship opened fire on the tiny black dots and our own fighter planes were given a good beating. The Japanese planes were shot off as the Japanese planes went into their dives.

But Last One Hit Its Mark

Two of the Japanese planes were shot down and the other two were shot down. The first one missed the Intrepid and the second one missed the Intrepid. The third one hit the Intrepid and the fourth one hit the Intrepid. The fifth one hit the Intrepid and the sixth one hit the Intrepid. The seventh one hit the Intrepid and the eighth one hit the Intrepid. The ninth one hit the Intrepid and the tenth one hit the Intrepid. The eleventh one hit the Intrepid and the twelfth one hit the Intrepid. The thirteenth one hit the Intrepid and the fourteenth one hit the Intrepid. The fifteenth one hit the Intrepid and the sixteenth one hit the Intrepid. The seventeenth one hit the Intrepid and the eighteenth one hit the Intrepid. The nineteenth one hit the Intrepid and the twentieth one hit the Intrepid. The twenty-first one hit the Intrepid and the twenty-second one hit the Intrepid. The twenty-third one hit the Intrepid and the twenty-fourth one hit the Intrepid. The twenty-fifth one hit the Intrepid and the twenty-sixth one hit the Intrepid. The twenty-seventh one hit the Intrepid and the twenty-eighth one hit the Intrepid. The twenty-ninth one hit the Intrepid and the thirtieth one hit the Intrepid. The thirty-first one hit the Intrepid and the thirty-second one hit the Intrepid. The thirty-third one hit the Intrepid and the thirty-fourth one hit the Intrepid. The thirty-fifth one hit the Intrepid and the thirty-sixth one hit the Intrepid. The thirty-seventh one hit the Intrepid and the thirty-eighth one hit the Intrepid. The thirty-ninth one hit the Intrepid and the fortieth one hit the Intrepid. The forty-first one hit the Intrepid and the forty-second one hit the Intrepid. The forty-third one hit the Intrepid and the forty-fourth one hit the Intrepid. The forty-fifth one hit the Intrepid and the forty-sixth one hit the Intrepid. The forty-seventh one hit the Intrepid and the forty-eighth one hit the Intrepid. The forty-ninth one hit the Intrepid and the fiftieth one hit the Intrepid. The fifty-first one hit the Intrepid and the fifty-second one hit the Intrepid. The fifty-third one hit the Intrepid and the fifty-fourth one hit the Intrepid. The fifty-fifth one hit the Intrepid and the fifty-sixth one hit the Intrepid. The fifty-seventh one hit the Intrepid and the fifty-eighth one hit the Intrepid. The fifty-ninth one hit the Intrepid and the sixtieth one hit the Intrepid. The sixty-first one hit the Intrepid and the sixty-second one hit the Intrepid. The sixty-third one hit the Intrepid and the sixty-fourth one hit the Intrepid. The sixty-fifth one hit the Intrepid and the sixty-sixth one hit the Intrepid. The sixty-seventh one hit the Intrepid and the sixty-eighth one hit the Intrepid. The sixty-ninth one hit the Intrepid and the seventieth one hit the Intrepid. The seventy-first one hit the Intrepid and the seventy-second one hit the Intrepid. The seventy-third one hit the Intrepid and the seventy-fourth one hit the Intrepid. The seventy-fifth one hit the Intrepid and the seventy-sixth one hit the Intrepid. The seventy-seventh one hit the Intrepid and the seventy-eighth one hit the Intrepid. The seventy-ninth one hit the Intrepid and the eightieth one hit the Intrepid. The eighty-first one hit the Intrepid and the eighty-second one hit the Intrepid. The eighty-third one hit the Intrepid and the eighty-fourth one hit the Intrepid. The eighty-fifth one hit the Intrepid and the eighty-sixth one hit the Intrepid. The eighty-seventh one hit the Intrepid and the eighty-eighth one hit the Intrepid. The eighty-ninth one hit the Intrepid and the ninetieth one hit the Intrepid. The ninety-first one hit the Intrepid and the ninety-second one hit the Intrepid. The ninety-third one hit the Intrepid and the ninety-fourth one hit the Intrepid. The ninety-fifth one hit the Intrepid and the ninety-sixth one hit the Intrepid. The ninety-seventh one hit the Intrepid and the ninety-eighth one hit the Intrepid. The ninety-ninth one hit the Intrepid and the one hundredth one hit the Intrepid.

The Intrepid Gets It Again

The Intrepid got it again one month later, when operating off the coast of Luzon in preparation for the Marianas invasion. There, the Japanese launched a series of kamikaze attacks. The Intrepid was hit by one of the very first successful kamikaze attacks.

The Intrepid had just finished

the Intrepid had just finished

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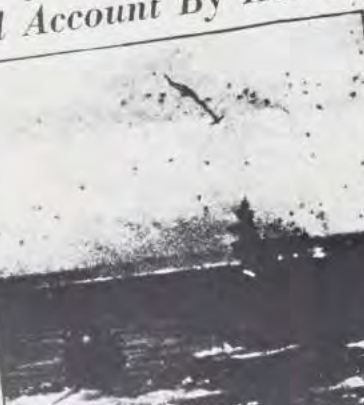
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KAMIKAZE PLANE DIVES—Jap suicide plane (over ship) peels off.



JUST ABOUT TO HIT—The plane (to right of mast) about to crash.



FLAMES AND SMOKE—The "Invincible" plane vents up flames.



FIRE ON DECK—Intrepid's gunners spray fire over flying plane.

THE INTREPID GOT IT AGAIN

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THE INTREPID GOT IT AGAIN

Heister From Grandstand Seat Recites Saga Of The Intrepid

By PHILIP E. HEISLER
(Continued from Page 1)
sister. For a few breathless moments they seemed to hesitate, circling slowly, before they plunged into their dives.

Tempo Of Battle Rises

At first only the long-range 3-inch guns pounded away at the diving planes. Angry black puffs of smoke burst all around them. As the diving dots grew bigger, the chatter of the 40-millimeter and 20-millimeter guns joined in the furor, filling the sky with streaks of fire and smoke.

Two of the black dots turned red. The anti-aircraft fire poured into them. A wing was knocked off a third and it went into a crazy spin into the sea. All the guns of the fleet were now pounding away, but one did not seem to notice the noise.

It seemed an incredibly long time since the planes started streaking downward toward us. Two more burst into flames and crashed. By now I could hear the scream of their motors and the scream of their wings.

A Zeke Tears Into Flight Deck

The thing did not let up for a second. Then there was a terrific crash as one Zeke tore into the Intrepid's flight deck. The shock of the blast knocked men in the deck and burning fragments of the plane and men showered down.

The bomb carried by the Japanese exploded through the flight deck, fortunately empty at the time. Thirty-two men in an adjacent compartment were killed, flames destroying planes parked there, exploding fuel and ammunition, even wounding scores of the ship's crew.

Thick black smoke poured from the gaping holes in the deck but the guns kept firing as the second suicide plane crashed into the burning ship. Scores more were killed and wounded and fresh fires started.

Ship Burning Furiously

The attack was ended now, but the ship was burning furiously. Some men jumped overboard. Others were blown overboard by the explosions. Dead and wounded were trapped in the smoke below.

Capt. Joseph F. Bolger, then commanding officer of the Intrepid, stood by to pick up survivors if it then appeared, abandoning the ship because necessary. I blew up my life belt.

For two hours and thirty-eight minutes the flames ravaged the ship. Men and officers alike fought the flames without regard for position or rank.

Marylanders In Midst Of It

Lieut. Conn. John R. "200" Bolger, a Marylander, helped direct the fighters on the Intrepid's flight deck. Lieut. Joseph Parry, of Maryland, organized a rescue party to try to save some of the men trapped by the flames below decks.

Crupper, of the Eastern Shore, was killed in the ready room, where one bomb exploded and miraculously despite severe burns.

Second Lieutenant Harry C. G. Henneberger, of 1928 Weldon avenue, was standing only 50 feet from the spot where the plane hit. The Marine officer was knocked down by the blast but escaped injury.

Meanwhile, the Intrepid's planes shipped at Manila and were on their way back to the ship. Smoke and flames still poured from the landing area, flames there would have been impossible.

Some Land On Sister Carrier

Some of the planes landed on sister carriers, but there was not enough room on the other carriers to take care of all the Intrepid's planes.

Commander George Chesquire, then skipper of the Intrepid's dive bomber squadron and now an instructor at the Naval Academy at Annapolis, gathered together the air and led them to a safe landing.

At night, approached and the fire was finally under control. The ship was still burning, but the flames were still ravaging the deck. The Intrepid's planes were still burning, but the flames were still ravaging the deck.

No Talks Of Bravery

One call for volunteers to go aboard Intrepid to the wounded men was all that was heard. Although scores of brave deeds were done, no one talked of bravery when it was ended. Every man knew the honor of having been in the Intrepid.

Repaired, were made on the Intrepid. The ship was still burning, but the flames were still ravaging the deck. The Intrepid's planes were still burning, but the flames were still ravaging the deck.

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LIEUT. N. C. G. HENNEBERGER, Baltimorean on the Intrepid

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Again: 18 March 1945



While the strike was successful, and INTREPID planes destroyed 35 Japanese planes on the ground, the Japanese were busily conducting their own strike on INTREPID's Task Group. It began at 0800 when a "Frances" approached the formation. It headed toward INTREPID, but at the last minute directed its aim to YORKTOWN, just ahead. When the plane got to the point midway between INTREPID and YORKTOWN, both ships opened up with heavy 5 inch fire, bringing the plane down about 3,000 yards off INTREPID's port bow.

Six minutes after the first attack had begun, a brand new, gleaming "Betty" entered the formation on INTREPID's starboard quarter, flying parallel to her course. The plane flew through the line of ships and headed directly for the Fighting "I". INTREPID's guns opened up on her. For a few seconds it appeared as though no hits were being made, then, finally, the Betty began to stream smoke and flame as the guns continued to rake her from stem to stern. Finally, the after 5 inch battery got a direct hit which shot off her tail. The plane upended and splashed 50-100 feet off the ship at the forward boat crane. Geysers of water accompanied the explosion of its bombs. Minor fires began in Hangar Bay #1, but were quickly extinguished. No injury was incurred by INTREPID personnel as a direct result of the crash, however one seaman was killed by an explosion on the fantail.

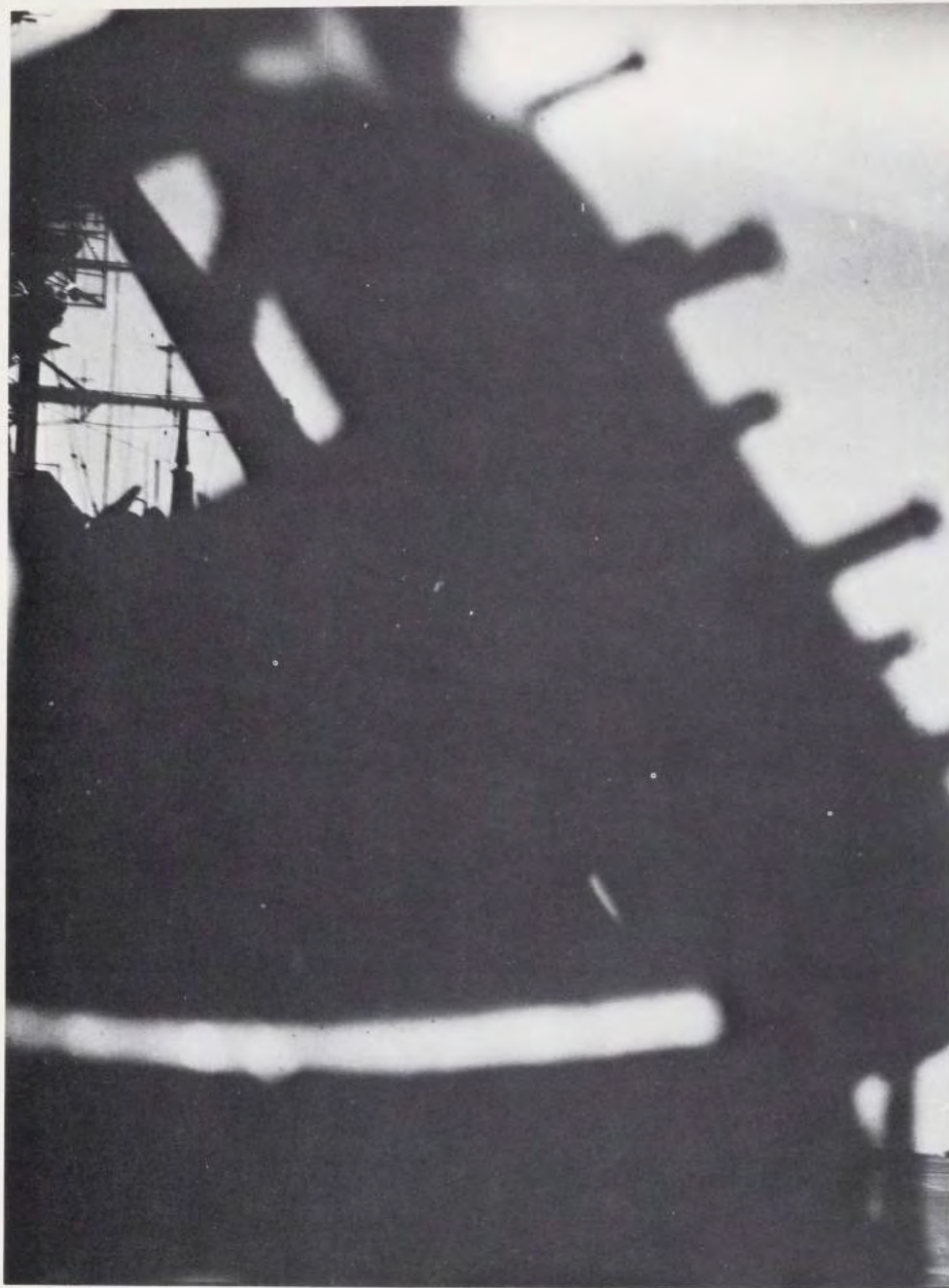


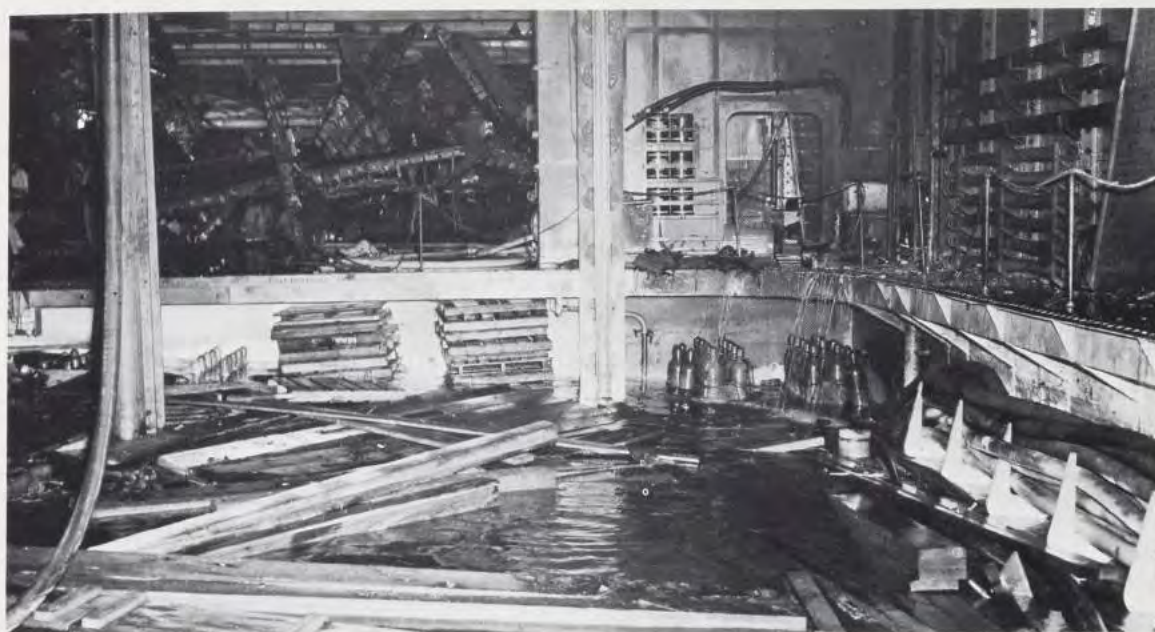
And Again 16 April 1945

On April 16, 1945, INTREPID launched a large strike against Kokubu, and at 1330, before its return CIC reported radar contact with enemy aircraft. The Japanese had launched a massive air attack against our fleet, composed of 165 Kamikazes and a large number of conventional dive-bombers and torpedo planes. Five of these planes selected INTREPID's formation as their target. The first plane, a "Tony", made a 20 degree glide bombing run from dead ahead at 5,000 yards. She was fired upon and at 1,500 yards the plane started to burn. She crashed off INTREPID's bow. The second plane, passing aft from starboard to port, was downed by the combined fire of several ships. At 1335, the fourth and fifth attackers approached from dead astern. Under attack one plane caught fire at 1,000 yards and crashed close aboard the starboard side. The other could not be stopped in time, and for the fourth time in fourteen months a Kamikaze, hit and trailing smoke, plunged into INTREPID's flight deck in the vicinity of elevator #3. The force of the impact was great.



The plane's engine and part of the fuselage were forced through the flight deck. The bomb it had been carrying exploded in the hangar bay, and immediately began a tremendous gasoline fire. The fires were put out in 51 minutes. In that short time, however, some 40 planes had been damaged so badly that they had to be jettisoned. As INTREPID was smoking, two Zekes appeared on the starboard quarter attempting to deliver the "coup de grace." The first bomb dropped missed by 75 yards, and the second was close to port. INTREPID gunners got the first plane and claimed a sure assist on the second. Repairs to the flight deck were made immediately so that three hours later INTREPID was able to land her planes. As a result of the attack, eight enlisted men were killed, one was missing, and 21 were wounded. INTREPID was ordered to Ulithi for temporary repairs. Funeral services were held on 18 April on #2 elevator as the ship headed for Ulithi. Upon her arrival April 20, 1945, it was noted that INTREPID needed more than temporary repairs. Admiral Nimitz was advised of this additional difficulty and subsequently ordered INTREPID to Pearl Harbor for onward routing to Hunters Point.





But Soon She Was Made Ready Again



INTREPID left Ulithi on May 4 and made Pearl Harbor on the 11th. To INTREPID sailors, the route was all too familiar. A brief period spent at Pearl Harbor shipping aboard cargo and passengers, the departure on May 14, the cruise home, and finally the glad sight of the Golden Gate Bridge on May 19. At NAS, Alameda, Air Group TEN was detached for temporary shore duty while INTREPID went into drydock. Hunter's Point personnel had "their ship" to work on again, and they spared no effort in getting the Fighting "I" ready in time to keep her date in "Tokio."

With Captain Short still in command, INTREPID embarked Air Group TEN and stood out for Pearl Harbor on June 29, 1945. She arrived July 5. For the rest of the month INTREPID trained in preparation for her return to the final stages of the war. Finally, on July 30, in company with the destroyers COTTON and ROSS, as Task Unit 12.5.5., she departed Pearl Harbor for Eniwetok.

And She Again Rejoined The Fleet



Intrepid's Pilots Were Always Ready

In the course of this transit, INTREPID launched an attack on bypassed, but still Japanese controlled, Wake Island. One by one Air Group 10 pilots went snarling into the wind, chasing each other to the rendezvous point, as they executed a combat mission for the last time.

On August 6, Task Unit 12.5.5 was anchored at Eniwetok. The fires from the first atomic bomb still raged in Hiroshima, and a second was due to fall on Nagasaki three days later. By this time Admiral Halsey's Third Fleet planes had finished their "Month of Fire" raids on the Japanese home islands of Honshu and Hokkaido, the Potsdam Ultimatum had been issued and Soviet Russia had rendered its eleventh hour decision to march against the Japanese in Manchuria. Japan was on its knees.

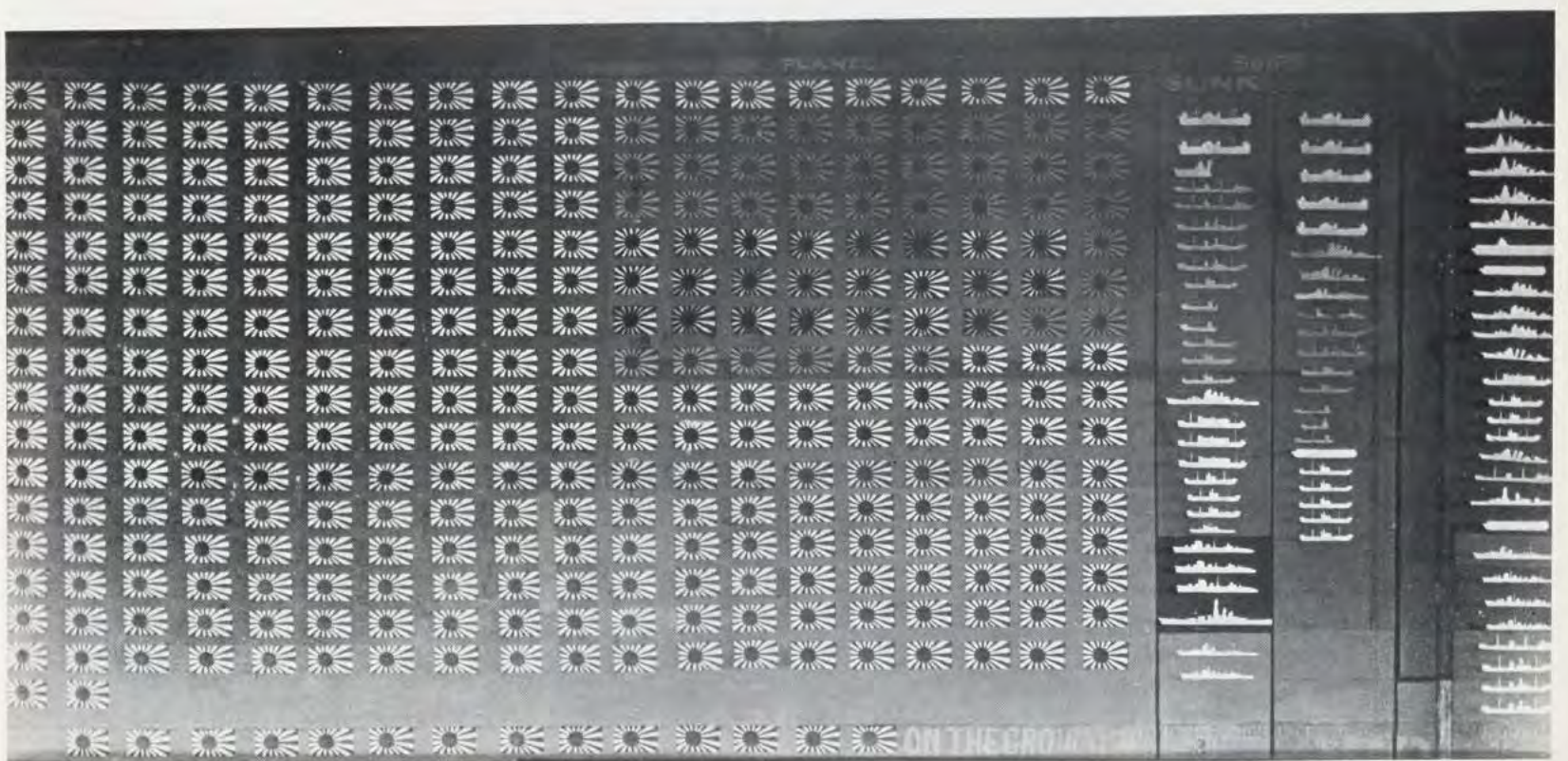


They Did Their Job



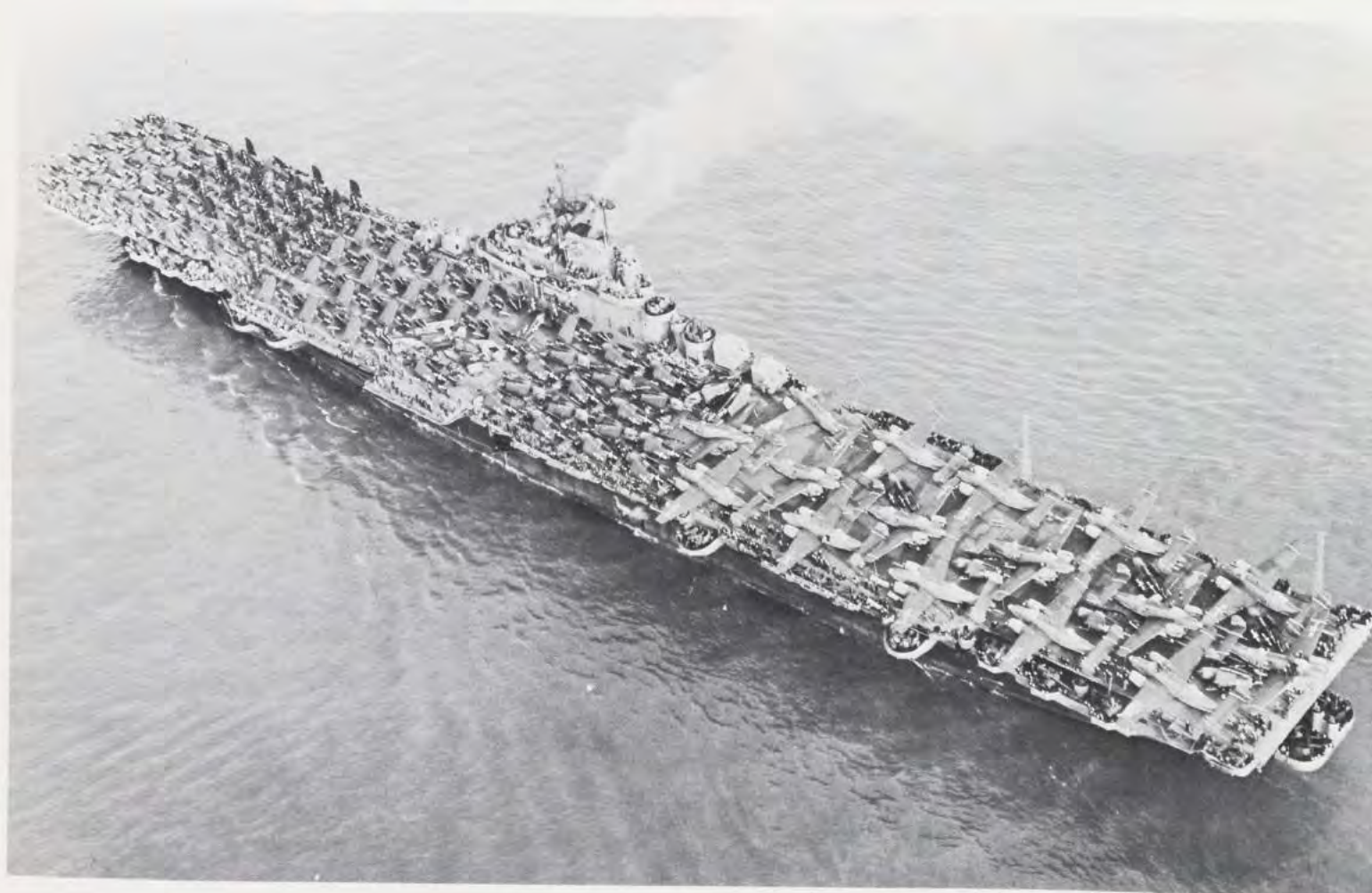


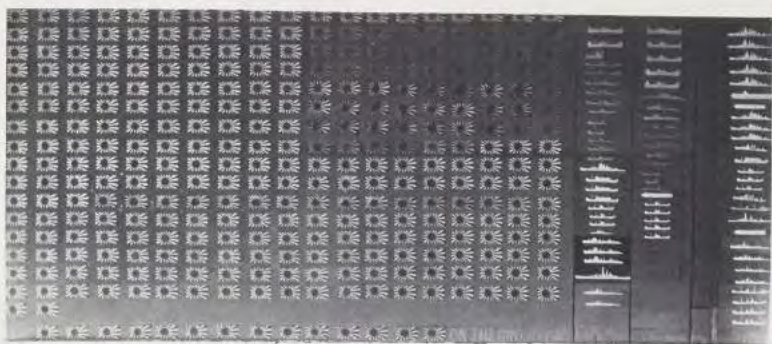
With Impressive Results





On August 15, 1945, the long awaited "cease offensive operations" message came to INTREPID at Eniwetok. A job remained to be done, however, that of occupying the territory that was still in the hands of the Japanese. INTREPID with the carrier CABOT and the destroyers BLACK, BULLARD, DUCAN, and CHAUNCEY, joined Task Force 72. Their mission: to provide support against hostile air and surface action and for amphibious operations of the Third Amphibious Corps, as directed. As INTREPID was launching its planes for a show of strength over Korea and Northern China on Sunday, Sept. 2, 1945, the Japanese Foreign Minister signed the formal surrender documents for the Japanese aboard the battleship MISSOURI. After flying show of strength missions and covering different landings, INTREPID set her course for the long, final voyage home. On 15 December, Air Wing TEN departed. She had lost 88 aircraft and 15 personnel this past voyage.





By the end of W. W. II, INTREPID and INTREPID's gunners were credited with destroying 13 enemy planes and assisting in the destruction of five others.

INTREPID's air groups shot down 160 enemy planes and destroyed 86 more on the ground, sank 11 ships, damaged 41 and probably sank two more.

INTREPID's island structure carries six battle ribbons for action in the Pacific Theater: China Service, Asiatic-Pacific, American, World War II Victory, Navy Occupational Service and National Defense Service. The Asiatic-Pacific Campaign ribbon carries a silver star, representing five battle actions.





To Sleep ...

Although INTREPID was officially an "active" unit of the Pacific Reserve Fleet, activity was greatly reduced during the months following the war. Where log entries of preceding years carried accounts of conflict and human courage, probably the most exciting entry of the immediate post-war era was: "Received aboard for general mess...93 pounds of cabbage and 115 pounds of green peppers." This somewhat comical entry revealed the uneventful experience of INTREPID at this time.

INTREPID's first commanding officer during the "mothball" period was Captain H. G. Sanchez who relieved Captain Black April 11, 1946. Captain Sanchez assumed command following a five-month term as Executive Officer.

By November 4 he had been relieved by Commander A. A. Giesser, who, with eight other officers and a handful of enlisted men, prepared INTREPID for complete de-activation. With her guns and machinery weather-proofed and rust proofed, the carrier's status was changed March 22, 1947, to "out of commission in reserve."

Five years later, INTREPID was interrupted from her sleep in San Francisco for transfer to the East Coast.

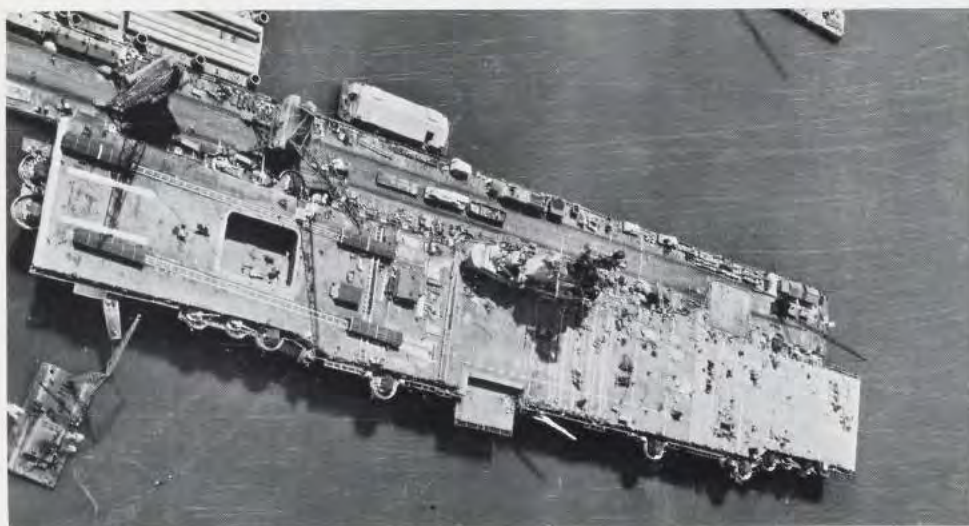


Sent Out of Mothballs



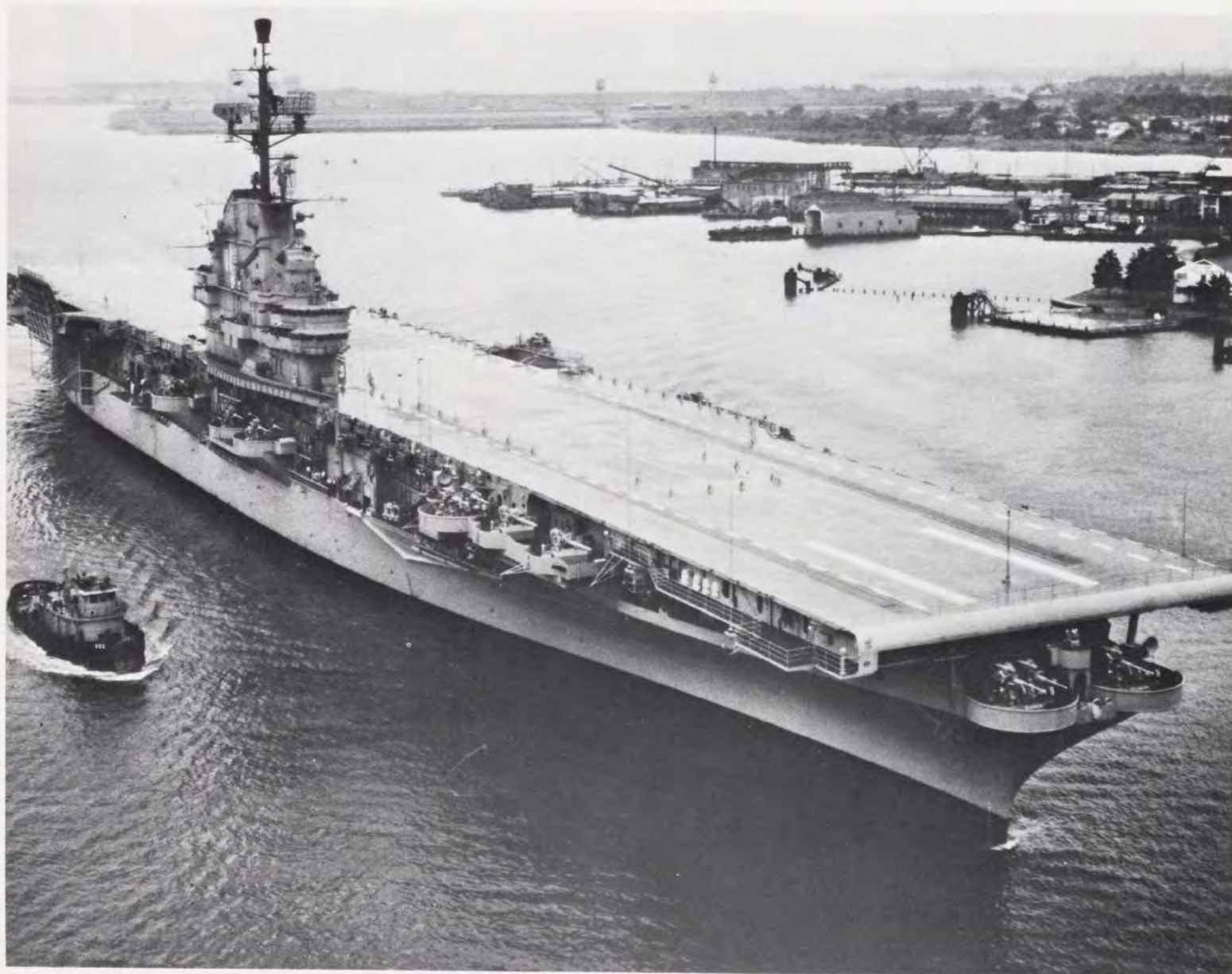
INTREPID had been recommissioned at San Francisco Feb. 9, 1952, and had made her way to Norfolk, where she was again decommissioned — this time in the Norfolk Naval Shipyard. She was converted to a modern attack aircraft carrier, and was reclassified CVA-11 and recommissioned in reserve.

She became the first carrier in history to launch aircraft with American-built steam catapults 13 October 1954. Two days later she went into full commission as a unit of the Atlantic Fleet.





And Departs
For Norfolk
Naval Base





It was 1430 hours on June 18, 1954, at Portsmouth, Va., when USS INTREPID (CVA-11) was officially recommissioned in reserve by RADM I. N. Kiland, USN. Accompanying the new skipper, Capt. W. T. Easton was the ship's sponsor, Mrs. J. H. Hoover.



First Planes To Test Intrepid's New Steam Cats

In the months that followed, INTREPID's newly selected crew busily prepared her for sea duty. On Sept. 16, she moved to her permanent homeport at the Naval Operating Base, Norfolk, Va. By October 15 she had relinquished her reserve status to become an active unit of the Atlantic Fleet.



F7U-3M Cutlass tries
new steam catapults.
March 1956.



F7U-3M passes island
structure. Feb. 1956



AJ prior to launch, February 1955.



AD-5 being launched on first day of operations. Oct. 14, 1954.



F2H-2P Phantom



The sailors of INTREPID visited such places as Italy, the Alps, Gibraltar, Munich, Germany, Spain, Greece, France, and Turkey. The Fighting "I" steamed the entire length of the Med on her second half of the cruise. Highlights of the trip were Rome, Cadiz, Munich, Pisa, Leghorn, and Florence.

LTJG R. F. Davis carved his name in history when he made the 5,000th landing since recommissioning.

During the waning months of '54 INTREPID's in-port periods were as busy as the sea experience. An active athletic program was developed, and sported a winning basketball team. By the end of her first calendar year in Airlant, INTREPID had become accustomed to the temperamental Atlantic. Before settling down for the holiday season she had accumulated over 1000 post war landings on her straight deck. The 1000th was recorded on Dec. 5, 1954 by LTJG Avery of VF-22.

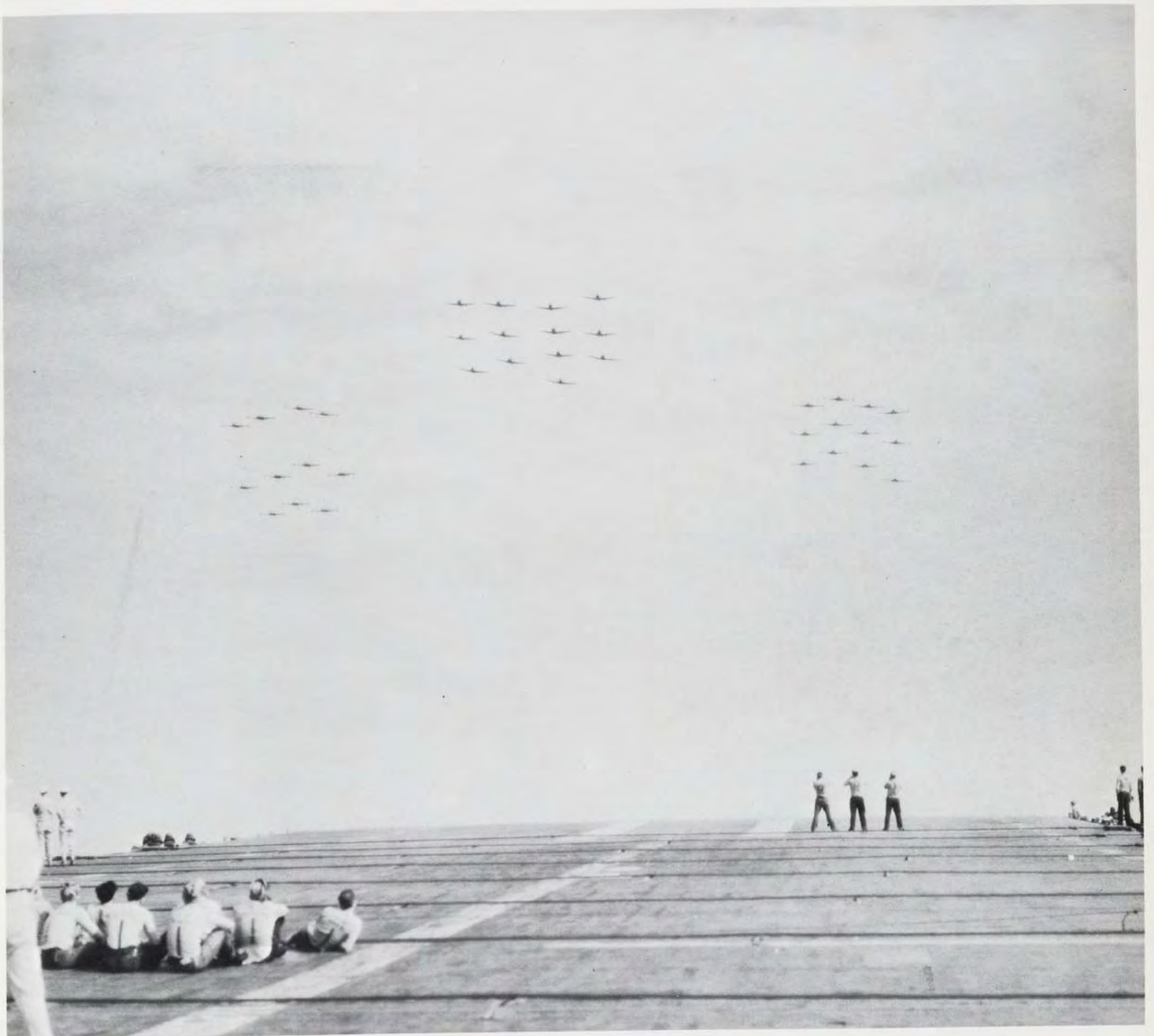
INTREPID departed on a shakedown cruise on Jan. 9, 1955. She then became the home of Air Wing 4.

The Spring of '55 saw the ship assigned as flagship for Carrier Division 6—RADM C. E. Ekstrom.

Leaving Mayport in May, 1955, Fighting "I" looked forward to a six-month Mediterranean cruise.



CVW-4 Salutes Fighting "I" Upon Debarkation





INTREPID glides past the Statue of Liberty.



Intrepid Receives New Flight Deck

INTREPID entered the New York Shipyard September 29 for a seven month modernization period. During this time, she was presented the Naval Operations Aviation Safety Award for fiscal 1956. By the end of 1957, after much work, the ship boasted a new, reinforced angle deck and a new mirror landing system. INTREPID was moved from Brooklyn, N. Y., to Bayonne, N. J., where her modernization period was completed. The Fighting "I" then left for a refresher training period at Guantanamo Bay, Cuba.



She Departs

Ready To Meet Any Assignment





INTREPID was underway in early September for her first visit to Northern Europe. As part of the North Atlantic Treaty Organization's "Operation Strikeback," she was tested for her fighting efficiency. After participation in the test program, she moved to the Norfolk Naval Shipyard January 22, 1958, for some needed repairs and minor face-lifting.

The ship served as a school for Naval Reserve Officer trainees when it took a two-month European cruise. Ports visited were Naples, Athens, Barcelona and Palma. INTREPID was relieved in August 1959, and headed back to Norfolk, Va. where she underwent a four month regular overhaul at the shipyard. Taking to the sea, INTREPID earned the Commander, Naval Air Force, U. S. Atlantic Fleet Battle Efficiency "E" for fiscal year 1960.

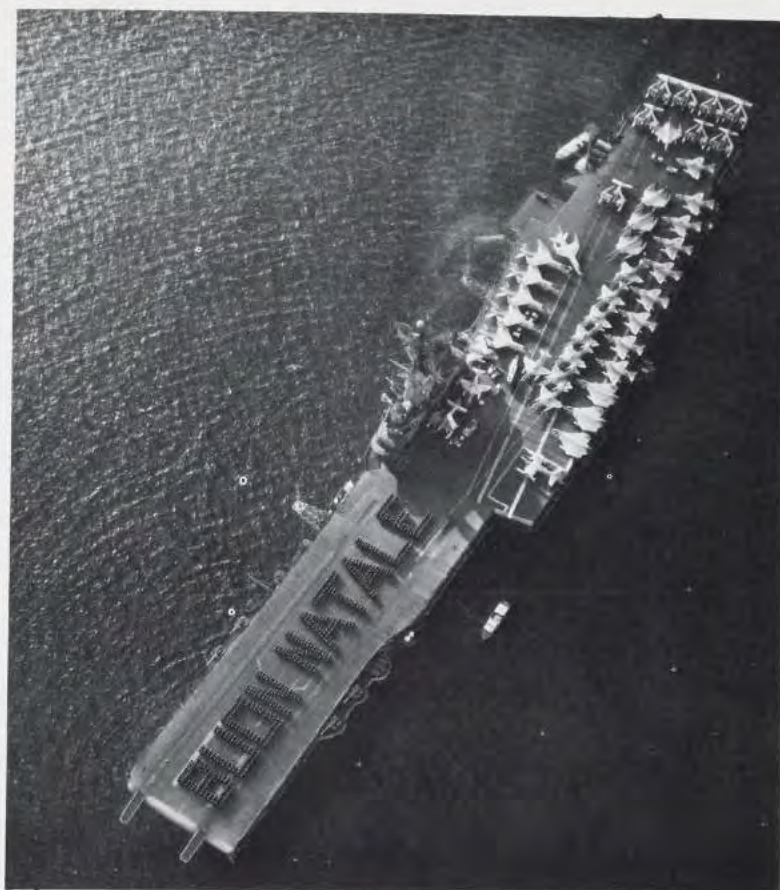
INTREPID set sail for a 7½ month deployment with the Sixth Fleet in the Mediterranean Sea, in which she was tested for combat readiness and built good will. She then made her way back to Norfolk.



USS INTREPID at anchor with island of Corfu in the background.

After spending February, March and April 1961, in the Portsmouth Naval Shipyard, she was ordered to New York where she put on a demonstration of naval air power for guests from the Armed Forces Staff College. Following the assassination of Generalissimo Trujillo of the Dominican Republic, the ship was sent to the Caribbean. For the next several months, INTREPID was involved in fleet and NATO exercises. She received the 1961 Admiral Flatley Award for Naval Aviation Safety in Attack Carrier Operations. In 1961, she was reclassified CVS-11. After a short time in the yard, INTREPID was again ready for carrier qualifications.

While at Naples, Italy, the men spell out Merry Christmas in Italian.

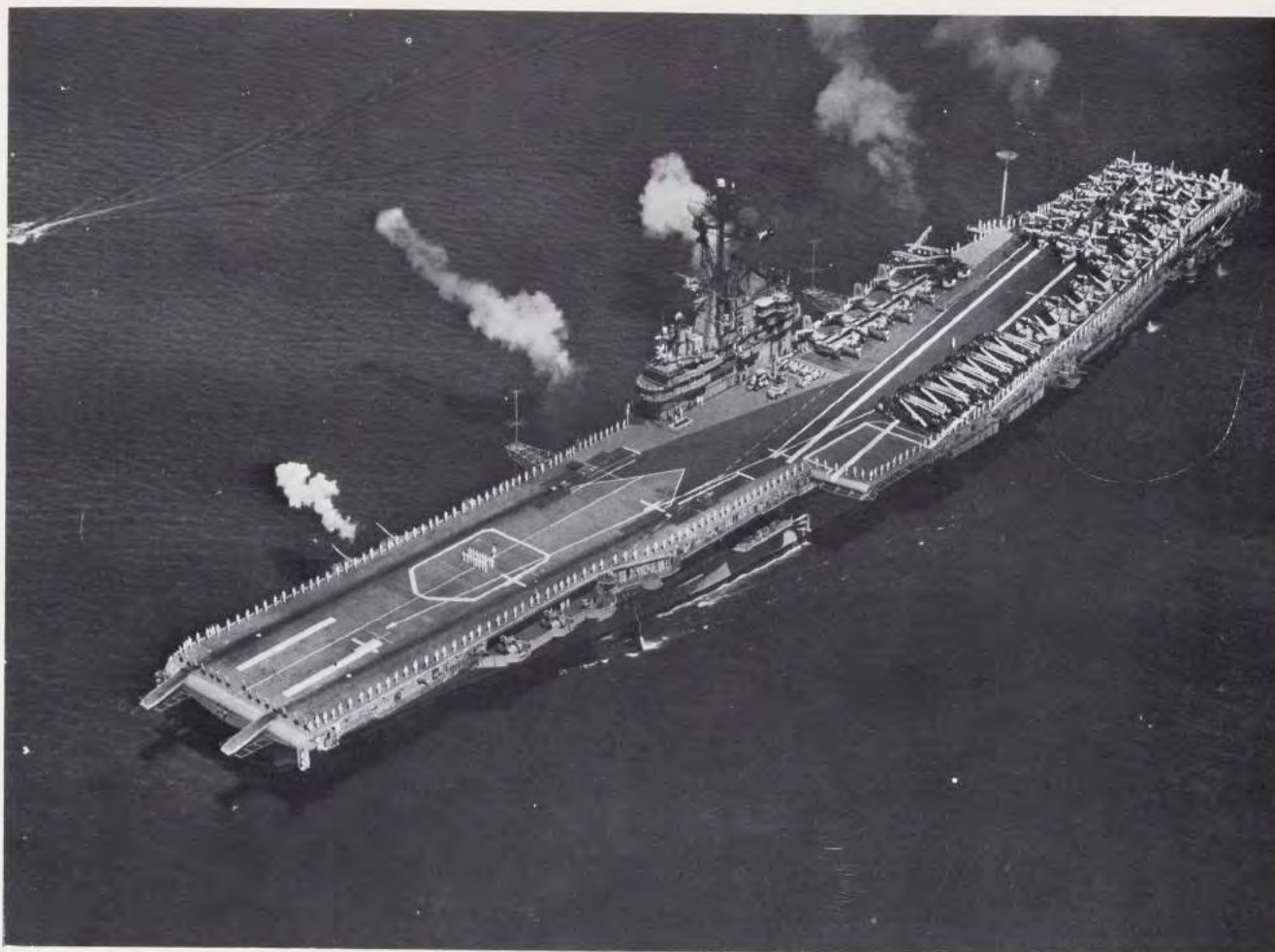




Her next at-sea period proved to be quite an historic event. The eyes and ears of the world turned toward the INTREPID. She was chosen to operate as the primary recovery ship for the mission of astronaut Scott Carpenter and his Project Mercury spacecraft in late May 1962. Although the spacecraft splashed down 250 miles away from the nearest surface recovery vessel, INTREPID's pilots were on their way within ten minutes. Upon arriving at the scene, they found Carpenter calmly sitting in a raft.



Aerial view of INTREPID, Helo No. 61, on deck, is carrying Scott Carpenter.



Midshipman Cruise

Captain R. J. Morgan relieved Captain Abbot as Commanding Officer on June 14. Two hundred and nine midshipmen from 15 colleges boarded INTREPID June 26 for a month of intensified at-sea training. INTREPID left Norfolk July 6, and headed for Quebec City, Canada. During the steaming period, the crew engaged in drills to increase the battle efficiency. INTREPID reached Quebec July 20, and after seven days of Canadian hospitality, left for Norfolk. They arrived August 5.



The Astronauts



Intrepid Has A Date

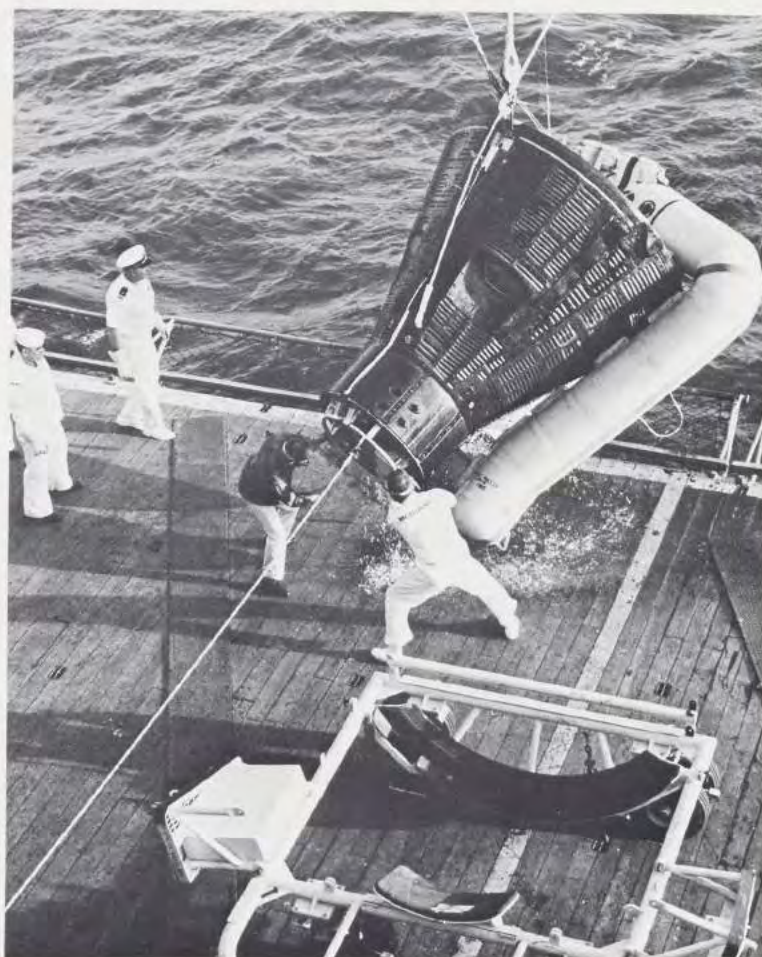
Early in the next year, INTREPID began preparations for a vital role in NASA's first manned Gemini flight. On March 23, 1965, LCDR John W. Young and Major Virgil I. Grissom in Molly Brown, splashed down some 50 miles from INTREPID.



A Navy helicopter lifted the astronauts from the spacecraft and flew them back to INTREPID for medical examinations and debriefings. Later, INTREPID retrieved "Molly Brown" and returned the spaceship and men to Cape Kennedy.



Crew guides the Gemini capsule into a trailer as it is lowered to the deck by a crane.



Astronauts are welcomed aboard INTREPID after being picked up by Navy helicopter.





INTREPID had taken up position March 19, 1965, 800 miles downrange from Cape Kennedy, Fla. and 165 miles north of the Dominican Republic. The helicopter that picked up the astronauts took 74 minutes to complete its job...longer than was planned. The spacecraft had splashed down some 60 miles from INTREPID's position.

RADM White introduces "Gus" and John to the crew.

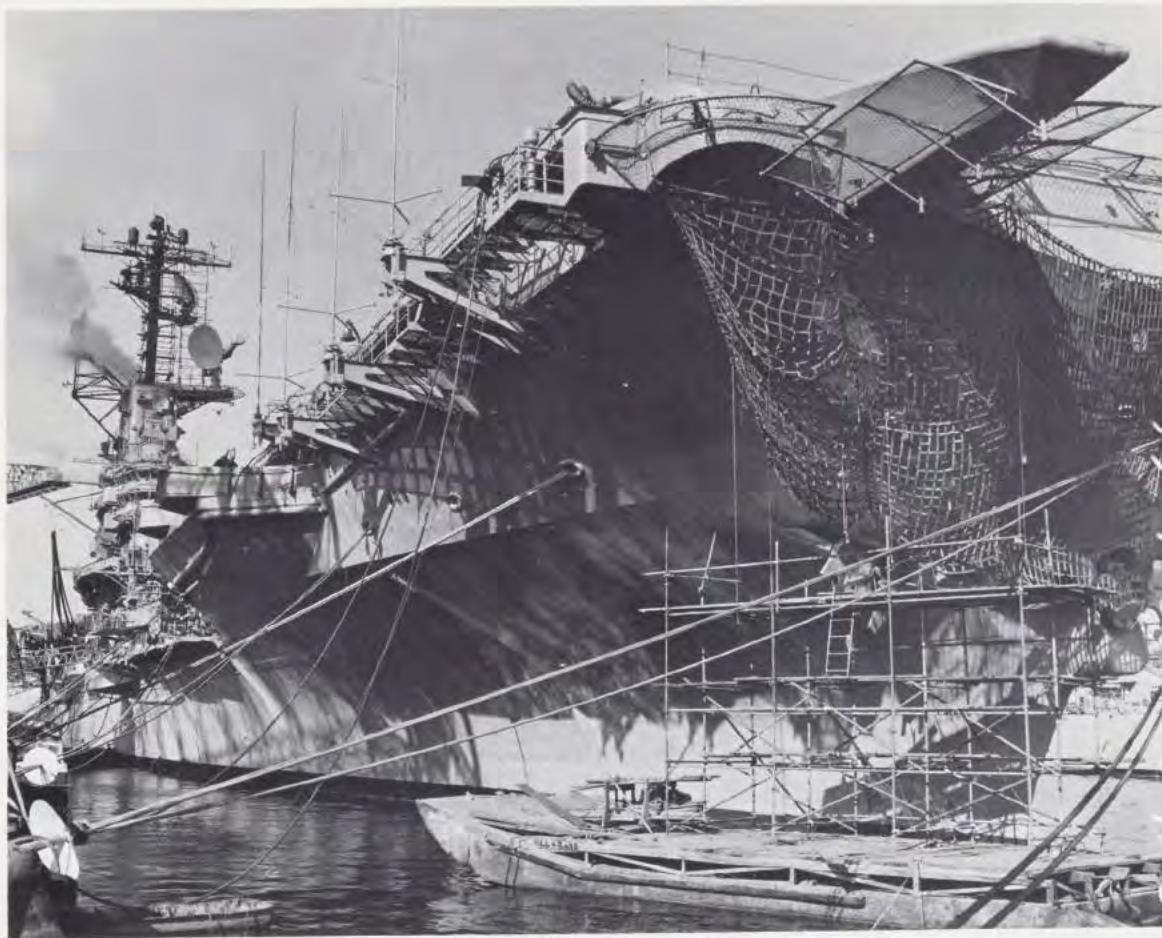




Astronaut Grissom tries his skill at steering a 40,000 ton aircraft carrier.

Young and Grissom pose with the Molly Brown after their three orbit flight.





INTREPID steamed from Norfolk to the New York Naval Shipyard and a six-month, \$10 million fleet modernization overhaul. The date: April 9, 1965. Stopping at Earle, N. J., she set a fleet record April 11 for the fastest ammunition off-loading (724 tons) in 12 hours. In Brooklyn, Captain Macri relieved Captain Smith.

While in drydock the carrier was honored July 27 by the visit of her type commander, VADM C. T. Booth.

INTREPID moved to Bayonne, N. J., where work continued from September to October. The like-new carrier returned to Norfolk October 16.

In a ceremony October 19, the carrier was awarded two coveted fleet awards — the Battle Efficiency "E", and the ASW Excellence "A", given for her proficiency in anti-submarine warfare.

The "E" was won for the second straight year as the outstanding CVS-type carrier in the Atlantic.





The carrier's 90,000 all-time arrested landing on deck was made Nov. 2 during a seven-day operation in the Virginia Capes. After two weeks in home-port Norfolk, INTREPID set out again, this time for Guantanamo Bay, Cuba, and a five week refresher training course. The cruise was highlighted by intense general quarters and emergency drills.

Thanksgiving was spent in Kingston, Jamaica. During the stay, visits to the carrier included The Ambassador to Jamaica, VADM Booth, and RADM Bulkeley. An open house was also held.

The 42,000-ton "Fighting I" returned home Dec. 20 to begin five weeks of "restricted availability" at the Norfolk Naval Shipyard.





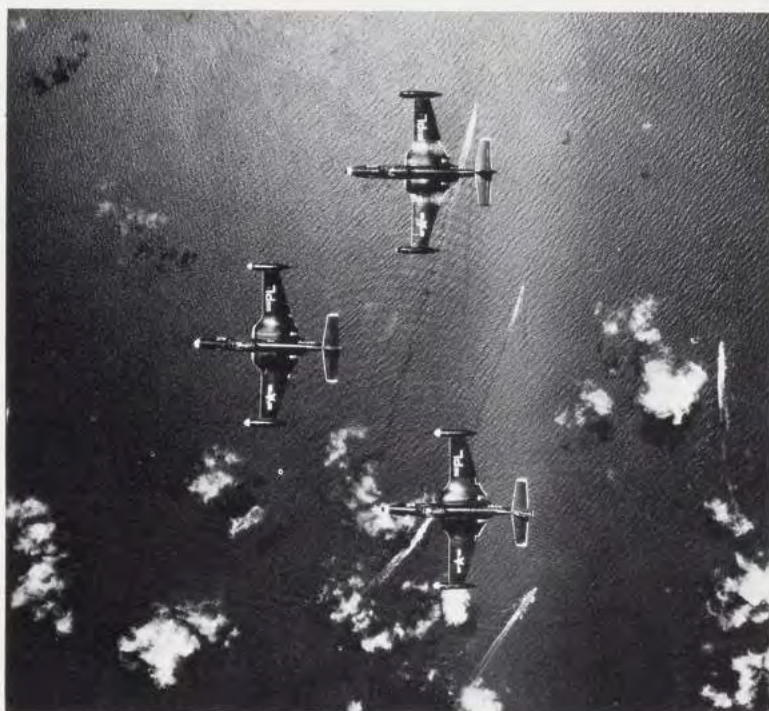
INTREPID and ENTERPRISE at
Pearl Harbor, 1944. (top)

The USS NEW JERSEY (BB 62)
passes Fighting "I" near Ulithi.
1944. (bottom)



Intrepid Aircraft Through The Years

A Navy AB2C comes in for a landing off the coast of the Philippines. Nov. 1944.



Among the first jet aircraft to use the ship's flight deck were the F2H-2P Phantoms.

A-4 Skyhawk prepares to launch for a mission over North Vietnam. 1966.

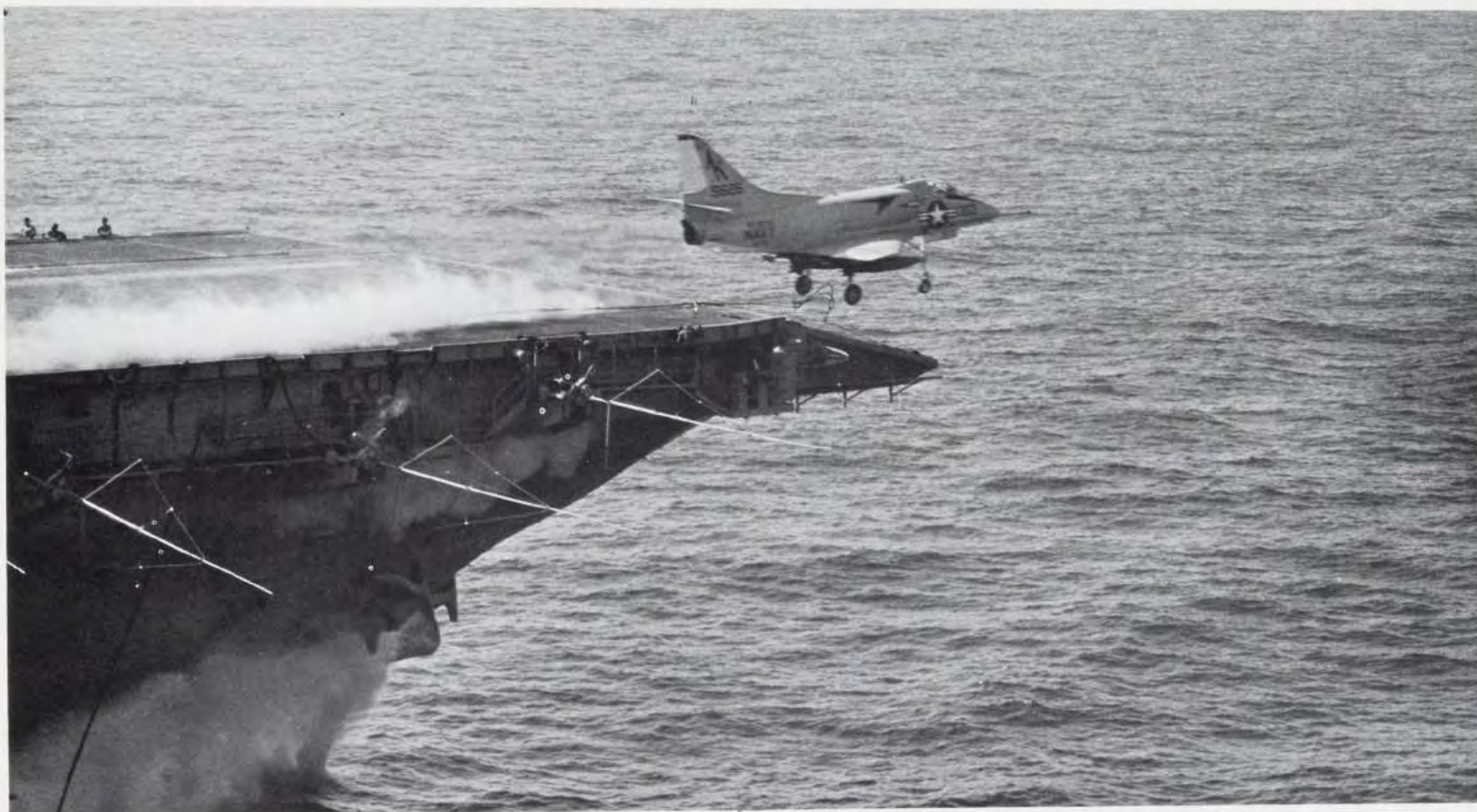




F7U-3 Cutlass launching off flight deck.



F8U-1 Crusader preparing to be launched.



Aerial view of an A4 being
launched from INTREPID.

F3H-2N bolts the runway for
another try at landing. 1957.



S2-F Tracker





Top: AD-6;
Middle: F2H-4 Banshee;
Bottom: F9F



Underway Replenishments Over the Years











Easter & Christmas:

1944 , 1967





Christmas decorations last year were seen on the Flag bridge, in CIC, the forward auxiliary room and many other places.



Dick Powell entertains crew at Ulithi in April 1945; while Sue Thompson and the "Wild Affair" sing in 1966. Joe Di-Maggio visited INTREPID in 1967, during a USO tour.



Entertainers Love Intrepid





Miss America 1967



Pat and Cash perform onboard
in August 1968.



Six Penny Opera sings during
ship's stop in Yokosuka, Japan.
1967.



Doing the dog-paddle.





1966:

INTREPID departed Norfolk April 4 to the waters where, two decades earlier, she had gained glory in battle. She stopped off in Naples for two days before traveling through the Suez Canal April 22. Finally, INTREPID entered the South China Sea, where she was slated to operate as a special attack carrier. After a brief stay at Subic Bay, Republic of the Philippines, she made her way for "Dixie Station" off the shores of South Vietnam. While in Subic, the carrier was visited by many officers from the Thailand Armed Forces Staff College.





INTREPID launched her first strikes against Viet Cong concentrations and activities May 15. Operating as an in-country support carrier in the south for 59 days, the Fighting "I" gave such outstanding support to the ground troops that she drew the personal praise of General William Westmoreland, commander of all U. S. forces in Vietnam. Air Wing TEN flew nearly 5,000 attack sorties, and amassed a total of 12,540 hours in the air over South Vietnam. At the end of the second line period, she became part of the team of Yankee Station in the Gulf of Tonkin. She was to spend the last days of this line period and two other line periods on Yankee Station.



The Vietnam Campaign Begins



In 41 operating days on station, CVW-10 flew 2,595 attack sorties and dropped 3,704 tons of ordnance on target. Four hundred twenty-three barges were sunk and nearly 550 others damaged. Transportation centers and waterborne traffic were hit particularly hard.



INTREPID bombs destroyed seventy trucks and 141 railroad cars. Her pilots knocked out 82 bridges and damaged 200 others. Often involved in search-and-rescue operations, INTREPID's Spads became the victors on one of these occasions. They became involved in a dogfight with Russian-built MIG21s and "killed" one in the process. In picture left, Capt. John Fair congratulates LTJG Tom Patton, left, and LTJG Jim Wiley on their victory.



Top: Capt. Macri leads four U. S. Congressmen on tour of INTREPID. Center: Admiral Roy L. Johnson, Commander in Chief, U. S. Pacific Fleet, and Vice Admiral John J. Hyland, COMSEVENTHFLT, tour ship with Capt. Macri on June 25, 1966, when INTREPID was in Yokuska, Japan. Bottom: Paul Nitze, Secretary of the Navy, visits.



Several times during the deployment, INTREPID played host to important people. July 8 found four U. S. Congressmen touring the ship. Secretary of the Navy Paul Nitze came aboard July 14; and Brigadier General Kucheman, USAF, was aboard August 2. Vice Admiral Hyland visited INTREPID twice; Admiral Johnson came aboard once; and Vice Admiral Booth awarded the Distinguished Flying Crosses to several pilots of VA-165.



Between combat periods the men of INTREPID spread the good will of the American people over the Far East. Her band played concerts in the Philippines and in Japan, and crewmembers donated blood in Hong Kong and Japan. During her last stay in Subic Bay, INTREPID's Commanding Officer laid the corner stone for the new wing on the Barrio Baretto School, built with the help of INTREPID manpower and money.





The Western Pacific deployment of 1966 also yielded certain INTREPID "firsts." The 100,000 arrested landing was made September 6. The deck division underwent 158 replenishments July 1 without any accidents or lost cargoes. "G" division, along with coordinate ordnance divisions, built and delivered an average of over 125 tons per day in handling a total of 10,391 tons of ordnance during the deployment.

INTREPID's communications gang had a perfect September 10. No messages were lost.

USO Shows



Don DeFore visits INTREPID on a handshake tour; and entertainers from South Vietnam dance to oriental music. One of the members of "Stateside Capers" sings on the flight deck; and a Vietnamese dance is well received by the men.

Change of Command



Several ceremonies were held on INTREPID during her deployment. Change of command ceremonies were held twice during the cruise. The first took place June 23 when Cdr. K. A. Burrows relieved Cdr. T. F. Hayward as Commander, CVW-10. Captain John W. Fair relieved Captain Macri as Commanding Officer of INTREPID July 15.





Crossing The Equator 1966

INTREPID began her long voyage home Oct. 15. Two days after leaving Subic Bay, she was host to Davey Jones and his royal party. When INTREPID crossed the equator at 1 p.m. Oct. 27, 2,800 pollywogs were initiated.

Several dignitaries from the United Arab Republic arrived Nov. 7. They toured the ship and stayed aboard during the transit of the Suez Canal the following day.





INTREPID arrived in Mayport, Fla., November 21 for a five-hour stay. The men and planes of CVW-10 were off-loaded. A storm slowed the Fighting "I" in her journey up the coast to Norfolk, but at exactly 2 p. m. November 23 the first line sailed to Pier 12 at the Norfolk Naval Station.

A crowd estimated to be 2,500 turned out to greet the Fighting "I" as she returned home after eight months of combat operations.

Representative Porter Hardy; Admiral T. H. Moorer, Commander in Chief, U. S. Atlantic Fleet; and Vice Admiral C. T. Booth, Commander, Naval Air Force, U. S. Atlantic Fleet, were among the many dignitaries who gathered to welcome INTREPID.



Saying Goodbye, For Another Vietnam Deployment







The Fighting "I" entered the Norfolk Naval Shipyard, Portsmouth, Nov. 30 for an overhaul. After three months in the yards, she took a few short four-day exercises in preparations for the upcoming operational readiness inspection.

INTREPID left Norfolk April 6 for the ORI, held off the coast of Florida. The operational readiness inspection period ended April 26 when INTREPID returned to Norfolk's Pier 12. Just prior to her departure for the ORI the ship was awarded the Battle Efficiency "E" for fiscal year 1966. This "E" was INTREPID's third in three years.

The Fighting "I" left Norfolk May 11 for its second deployment to Vietnam. Enroute to the Southeast Asian hotspot, INTREPID passed the Rock of Gibraltar and steamed across the Mediterranean Sea on her way to Subic Bay.

INTREPID was delayed for several days in the eastern Med while the Israeli-Arab situation heightened. She finally passed through the Suez Canal June 1 — the last American warship to transit the canal before the outbreak of the war. Egyptian warships and aircraft "escorted" INTREPID through the Suez Canal and Red Sea. The Fighting "I" arrived on Yankee Station off the coast of North Vietnam June 21 and began a highly successful combat tour. In a ceremony on the flight deck June 26, Captain William J. McVey relieved Captain John W. Fair as Commanding Officer.





While on the line, INTREPID's Air Wing TEN pilots destroyed some of the most significant targets yet hit in North Vietnam. The pilots' efforts were concentrated against military and supply targets all the way from the Demilitarized Zone (DMZ) to near the border of Red China. Our pilots bombed bridges, military warehouses, industrial complexes, railroad lines, highways and military installations.

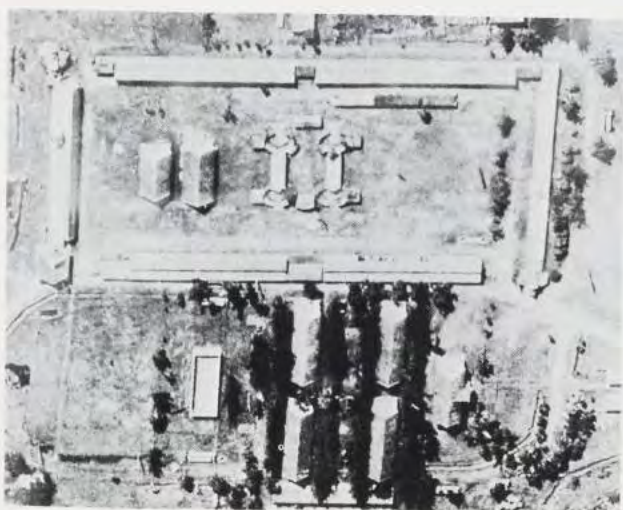
Among the key targets hit by our pilots were the Ben Thuy and Hon Gai thermal power plants, the Ben Ven Nham army barracks and SAM storage area, the Port Wallut naval base near Red China and Haiphong's vital Kien An MIG base.

The pilots quickly earned a nickname: "Bridge Busters." They knocked out four or five major bridges fanning out from Haiphong and a bypass bridge built to substitute for a major bridge that had previously been destroyed.





Air Wing TEN's four attack squadrons delivered more than 10,000,000 pounds of ordnance against North Vietnam during the ship's 104 days on Yankee Station. The Air Wing flew over 9,000 missions and logged 17,400 hours of flying time. Hundreds of enemy supply boats and dozens of railroad cars were destroyed or damaged.



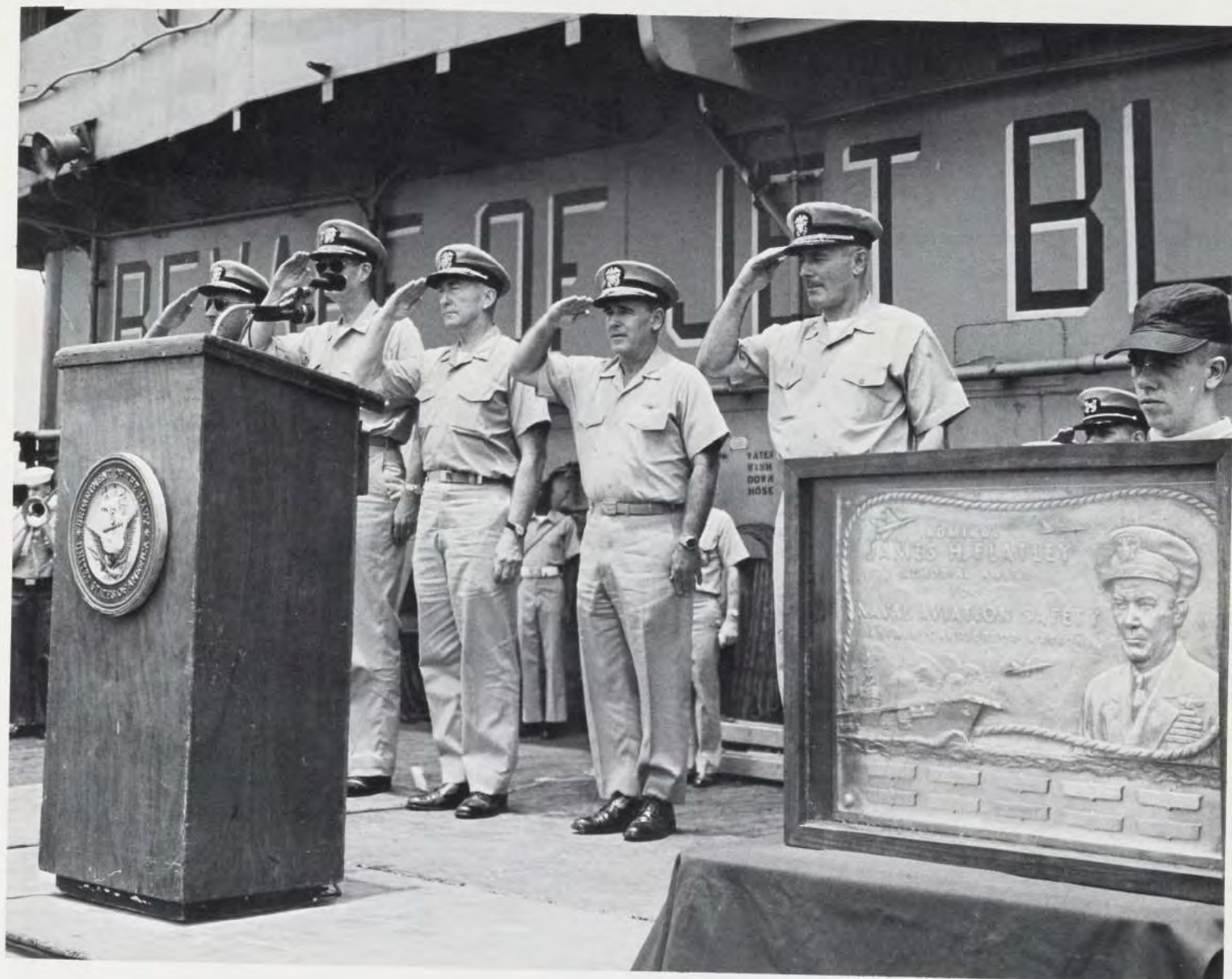


**The Enemy
Made It Rough**

At Times



AUGUST 1967:
For Naval Aviation Safety...



**Intrepid Receives
Admiral Flatley Award**



And Miss America Visited...



Anxious crowds await the INTREPID as she backs into Norfolk after he second deployment to WestPac.





INTREPID Begins Yard Period in Portsmouth





Portsmouth And Repairs

Long Hours of
Work ...







Marines and sailors listen to instructions concerning their assigned tasks.



Lance Corporal Corley's "Slide for Life" proves disastrous.



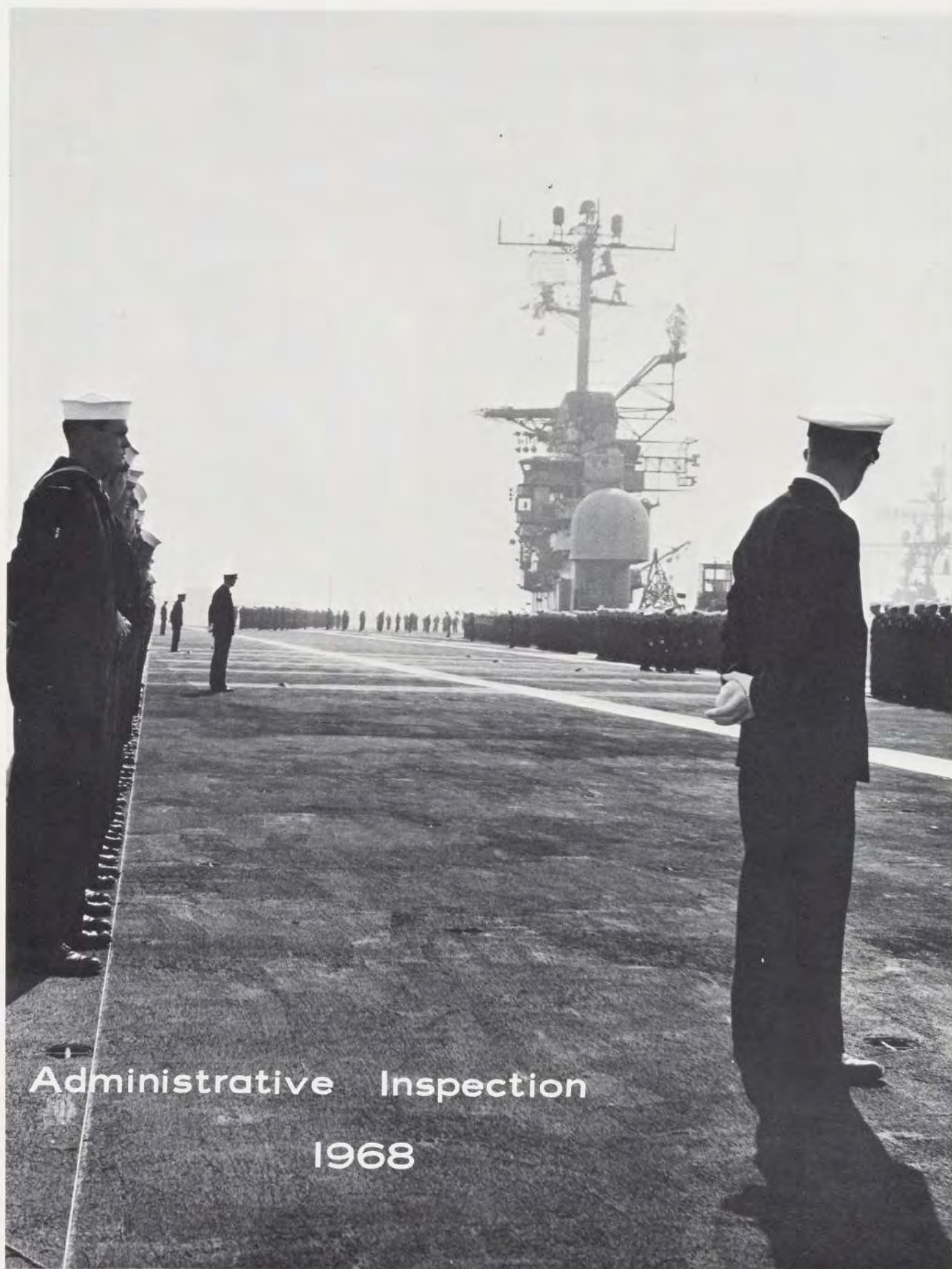


It was cold, and the howling winds sent a light layer of snow skimming across the streets; but there was a hot time inside the Virginia Beach Civic Center, as INTREPIDmen and their families met for the annual ship's party in February. There were dancing girls (and later on in the evening dancing men), unlimited music and food, food, food and drink, drink drink... It was a good "Welcome Home" after another long deployment.



Ship's Party





Administrative Inspection
1968



RADM R. J. Stroh inspects crew of USS INTREPID during the ship's annual Administrative Inspection in Norfolk in April 1968.





GITMO

Early in the year, INTREPID left Virginia to participate in two weeks of readiness exercises. This shakedown cruise demanded maximum participation from everyone to quickly and efficiently solve the problems presented by the inspectors.

The drills included man overboard, abandon ship, fire drills, and last but certainly not least, battle stations.

During the cruise, the daily work of the ship continued but one could always feel the tenseness that accompanied the surprise drills, especially late at night.

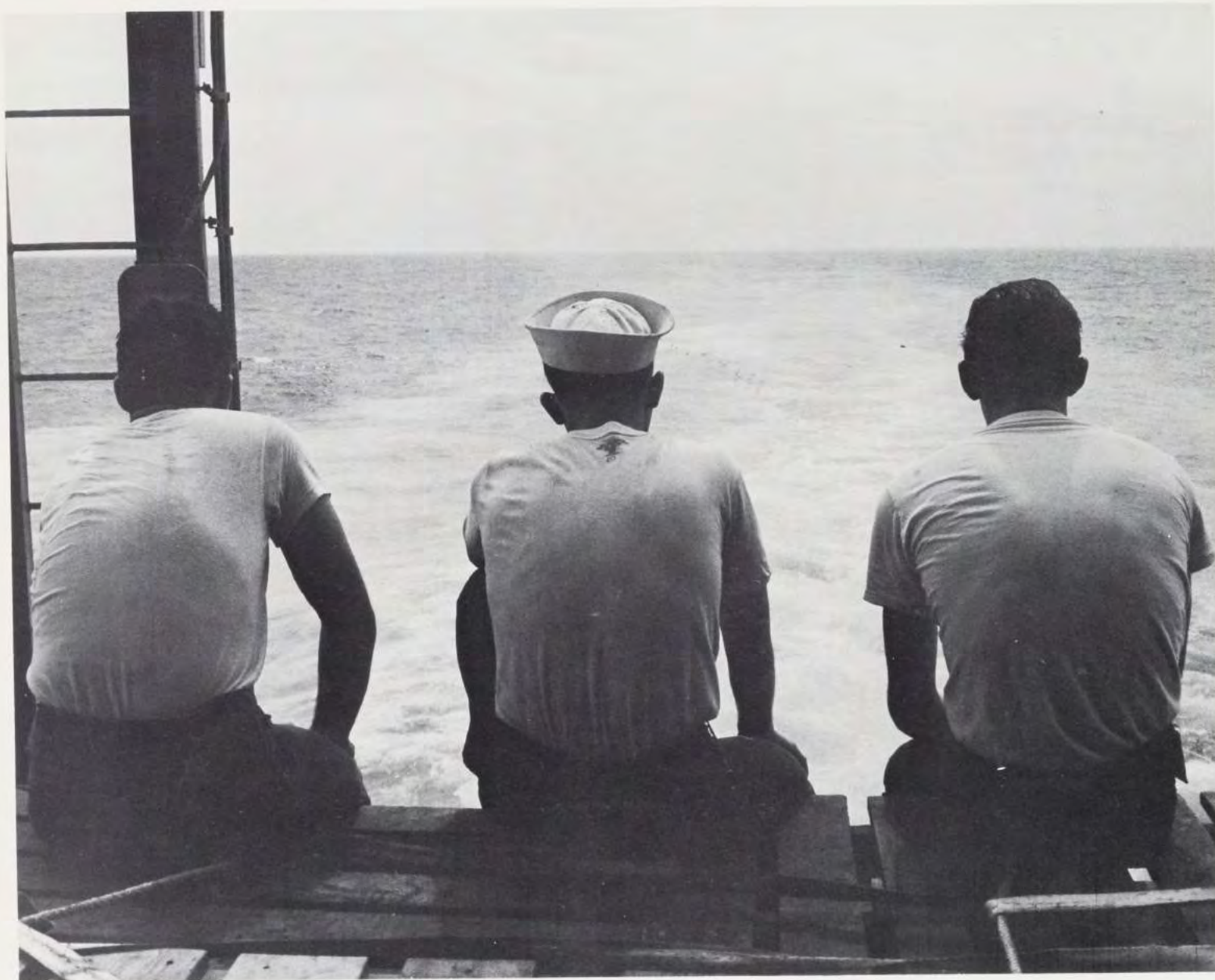




Jacksonville:

The Preparation





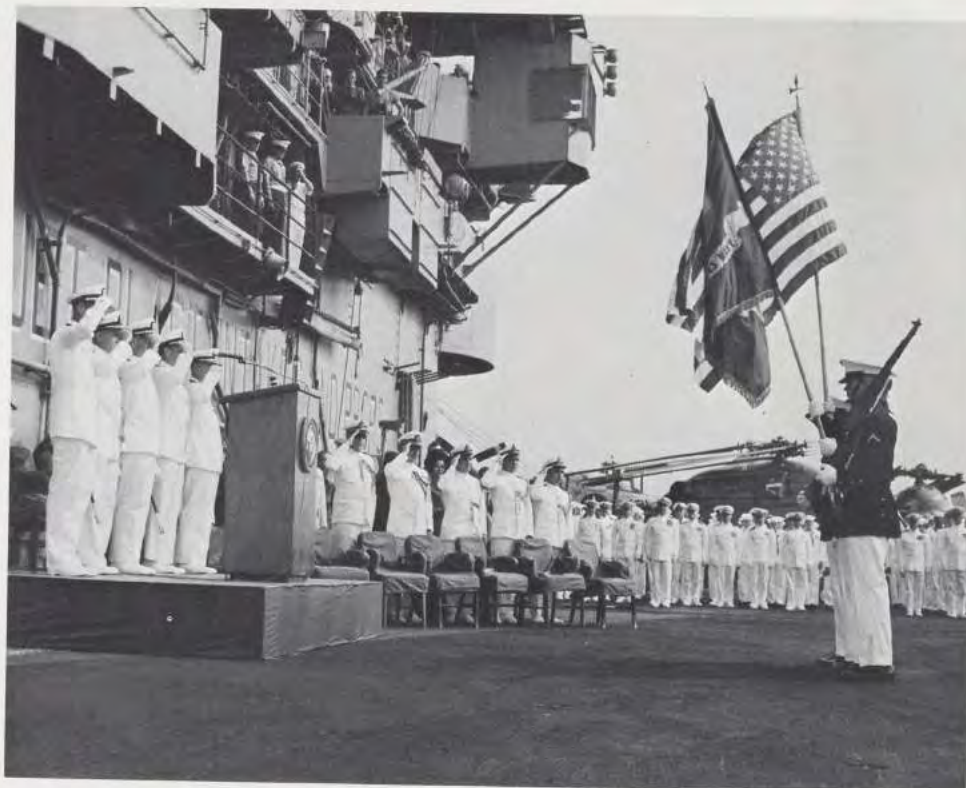
Leaving for the Line, Again..
for
"The Third Time Around"..



Change of Command

In a setting that was a complete opposite of last year, Captain J. McVey turned over the helm of INTREPID to Captian Vincent F. Kelley, June 22.

This year's ceremony took place in the calm and peaceful atmosphere of Rio de Janeiro—a complete turnabout from last year's ceremony on the flight deck while the ship was on Yankee Station off the coast of North Vietnam.



Captain McVey delivers his final farewell speech to the crew.



Captain V. F. Kelley assumes command of the "Fighting I"



The winners of a boxing smoker held while enroute to Yankee Station show their trophies as they pose with Captain V. F. Kelley, Commanding Officer.

Ryals (l), 3A Div., and Gardner (r) of the Marine Detachment take part in a boxing smoker aboard INTREPID.



In a wild, imitation wrestling match LTJG John Banks is hoisted into the air by Ron Belany.



Yankee Station...again... for the third time around. INTREPID entered the combat zone this year at 11 p. m. on July 23. Her mission, as in the past, was to provide air strikes to help cut enemy supply lines to the south. The days were long, and flight deck activity was always at a feverish pitch...the constant hour and a half cycles of launches and recoveries...briefs and debriefs...the daily unreps for fuel, stores and bombs...the relief of a standown... All the work seemed to be for one moment — the time of launch: "Good Morning, gentlemen. In 15 seconds the time will be 45. Stand by ...mark. Flight deck temperature 83 degrees....Helmets on, goggles on, sleeves rolled down. Stand by to start jets..." And so it was, as INTREPID's bow cut through the quiet Tonkin Gulf waters until it met the wind needed for the launch. When the bombing halt went into effect, INTREPID swung south, but the work was just as heavy, as the pilots flew support missions in the south. The six months on the line were busy, but they passed quickly...And INTREPID passed from the scene homeward bound, for the third time, leaving in her anxious wake a stream of "attaboys" and well dones....for hers was a job very well done.

Return To Yankee Station 1968





A 50-ft. barge can be seen in a river crossing 37 miles southeast of Vinh on September 15, 1968. The barge was being used as a ferry for North Vietnamese war materials to replace a bridge which had been destroyed in an earlier strike.

Bombs from A-4 Skyhawks of Air Wing TEN can be seen exploding on a 50-foot barge in a river crossing 37 miles south-southeast of Vinh during a strike on that target flown 15 Sept. 68. The barge, used as a ferry for war materials, was totally destroyed by the Air Wing TEN pilots during the strike.





This is all that remains of a 50-ft ferry after it had been sunk by bombs from A-4 Skyhawks from INTREPID pilots during a strike on the ferry on September 16, 1968.



The MIG Killer

The date: September 19, 1968.
The place: Yankee Station. Lt. Tony Nargi, flying an F-8 Crusader jet, this morning downed a MIG-21.

Nargi and his wingman, Lt. Alex Rucker, were flying on station a short distance from the North Vietnamese coast when they were instructed to intercept a flight of MIGs. A short time later, over North Vietnam, Nargi saw the first MIG.

"I think he saw me about the same time."

Nargi fired his missile at the MIG, scoring a direct hit. The MIG exploded, and the pilot was seen ejecting from his aircraft.

LT. Tony Nargi in conference with Capt. Kelley, Cdr. Brown, and Gary Crosby and Bob Dornan of a USO Handshake tour.



Vice Admiral C.T. Booth Visits





The Commander, Naval Air Atlantic, talks to a boilertender in one of the ship's firerooms.

Another boilertender is confronted by VADM Booth.

"Now over here, Admiral, we have....."





Captain Kelley autographs the guest book at the Orani Barrio School.

Operation Handclasp



Amid the cheers of the audience, Captain Kelley leads "The Helmsmen."



Students at the Orani Barrio School listed as the men of INTREPID's "Helmsmen" band perform.





Admiral Thomas H. Moorer,
Chief of Naval Operations,
watches men loading bombs.



The Chief of Naval Operations
watches Cdr. Hamilton direct
flight deck action.



Admiral Moorer talks with a
crewmember on flight deck.



Captain Kelley begins the 25th anniversary celebration by cutting the 1400-pound cake.







Captain Whitney Wright, Chief of Staff, Commander Carrier Division TWO, proceeds down the crew's messline during Thanksgiving meal.



Commander Quinn Morrison, the carrier's Supply Officer, tries the shrimp cocktail in the general mess.



A scene frequently seen during our stay on Yankee Station....

Unreps and Vertreps



During a "vertrep" a helo carrying goods from another supply ship is directed where to place its precious cargo.



Softball 1968



Although short in-port periods prevented a complete schedule of games, INTREPID's softball team, shown here with Captain Kelley, compiled a respectable 2-1 season in the WestPac Conference. The softballers, 4-1 while in Norfolk, split a double-header in Hong Kong against the South China Association and defeated the destroyer MADDOX, 9-2, in Subic Bay, P. I.

CS2 Rudolph carves one of the many turkeys devoured by hungry INTREPIDmen during the Christmas dinner.



The feast begins.....

To say that Christmas at sea is the same as Christmas at home would be a lie...but the men of INTREPID certainly tried to make the best of the situation. Decorations reminiscent of past Christmases lined the bulkheads and hung from the overheads. Many families sent their sailors artificial trees, which were displayed throughout the ship and abundantly decorated with whatever was on hand.

A big Christmas dinner brightened the spirits and expanded the belts of many a sailor.

Needless to say, everyone's thoughts were on their loved ones at home during this merry holiday season.



CDR. J. E. Thompson, CHC, and SN K. Yates ready INTREPID's Nativity Scene for use during the Christmas season spent by INTREPIDmen in the Tonkin Gulf.

The Officer's Wardroom shows that special "Christmas Touch," featuring an artificial tree, an artificial fireplace, an artificial wreath.....some how creating a genuine spirit of home, many miles away.



A beaming Captain Kelley shows his approval of the crew's Christmas dinner as he moves down the mess line on Christmas day. The mess decks came through, as always, with a magnificent effort that contented every stomach on the ship.

"This holiday season...with all its rejoicing and good cheer...is also a time for thoughts and reminences of home, family, and the spiritual values which have a singular meaning to each of us. Although Christmas 1968 closes a year of profound international difficulty and national challenge, the season also heralds a new year of individual promise.

"Much has been asked of you who have served this year in the Navy and Marine Corps of our country. You have given more than was asked. So, too, have your families and loved ones. They have borne the anxieties of separation and loneliness.

"Many of you, at this moment, serve far away from the presence of families and the security of your homes. This absence is not pleasant...for the Christmas season is that special time of year when families and friends cherish the pleasures of being together. Were it not necessary, this in-

dividual sacrifice would not be asked of you and your families. But it is necessary, the United States in the remotest reach of the globe...afloat or ashore...represents your commitment to ensure that your family, your home your country, and your heritage will not suffer from the hostile incursions of any enemy.

"I am proud, as a Navy man and your Chief of Naval Operations, to share with you...this common commitment. By it, hopefully our actions can sometime soon be translated into mankind's most noble desire for real peace on earth and good will toward men.

"May your Christmas be blessed by spiritual and material reward and your new year be one of great happiness and inner satisfaction."

ADMIRAL Thomas H. MOORER, USN, Chief of Naval Operations.



Admiral John S. McCain, Commander in Chief Pacific, walks down the flight deck with Captain Kelley on Christmas Day in the Tonkin Gulf. Admiral McCain spoke to the crew, wishing them well on Christmas and commending them on a job "well done."

Color film, in addition to its amazing chemical characteristics, has the ability to add magic to whatever it sees. It skirts some of the objectivity recorded by black and white film... It makes a port look more beautiful, a goodbye more dramatic, a ceremony more impressive, a man's work more glamorous. INTREPID's 25 year history has mainly been reproduced in grey, but it remains just as meaningful. The kaleidoscope of color paints 1968 as a colorful one for the "Fighting I"... A plane resting quietly in the night, splashed by the red lights of the flight deck...a churning of white foam cutting the quiet blue of the sea...an eruption of neon speckling the evening skyline of a foreign port...but most of all, a colorful aid to a beautiful memory.



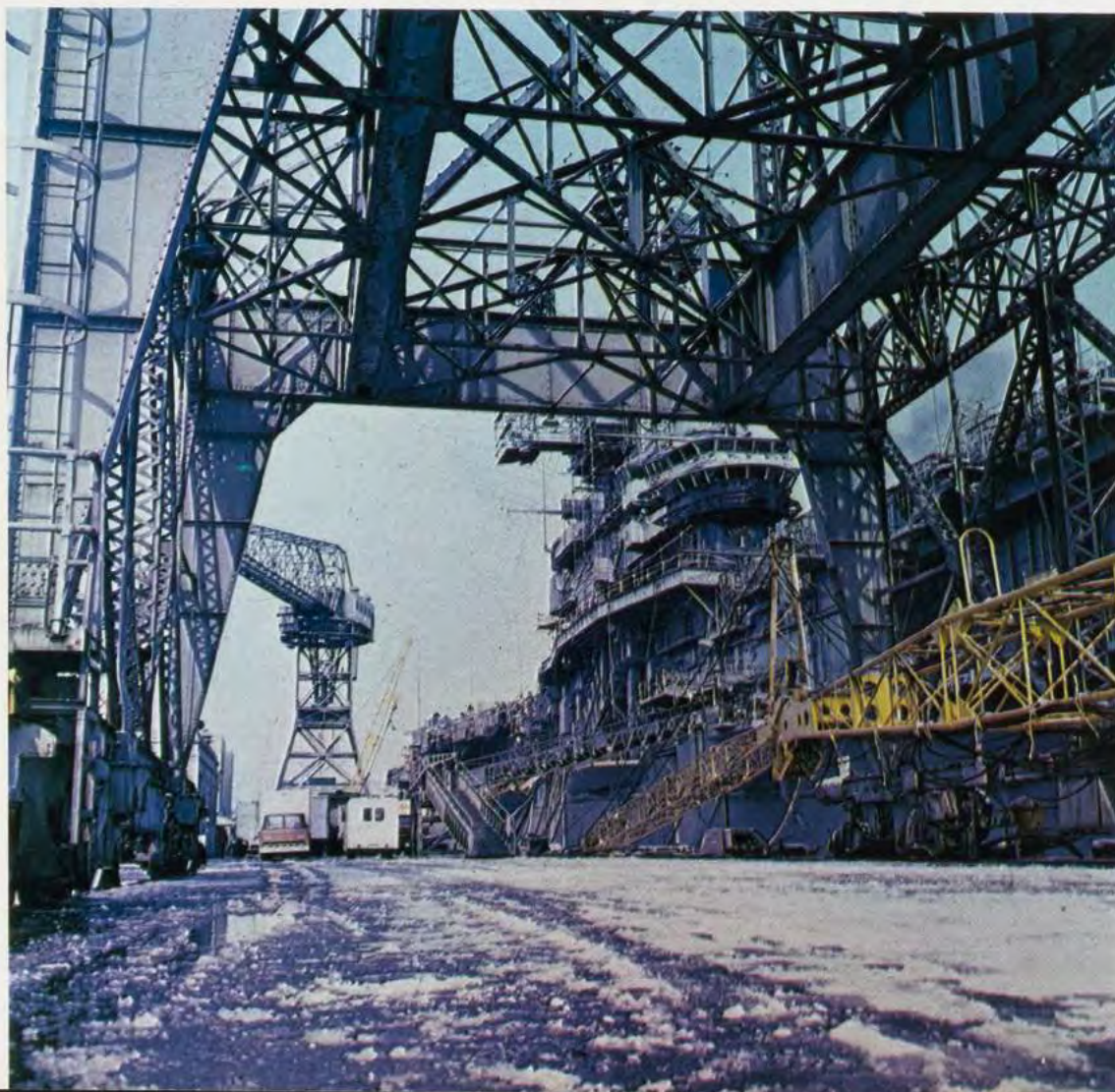
Color
It
1968....







A "Rest"
To
Prepare...





And Begin Again

... To Say Goodbye









"Happy Thanksgiving,
Merry Christmas"...



... "And Happy New Year"



Underway Again...



...As The Routine Settles In

Enroute... A Shellback Shellacking





... As The Royal Party Meets
At Lat. 00° , Long. 40° W





... To Remove





... The Pollywog Scourge





June 22, 1968



"I Relieve You"

The Ports



Rio de Janeiro





The Philippines





Japan:



Sasebo





To The South, Nagasaki ...



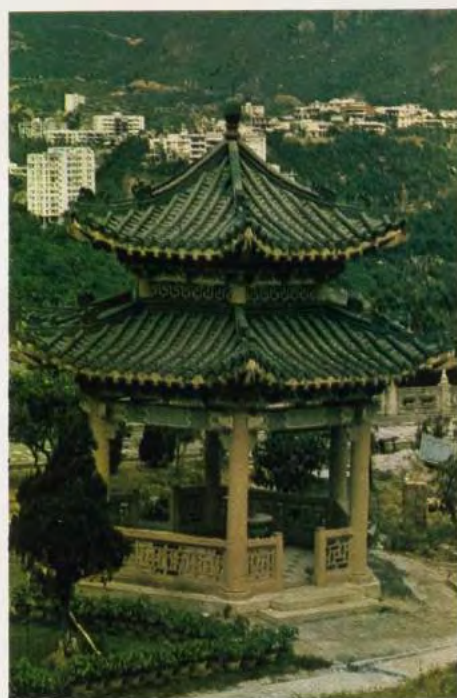


And Of
Course...

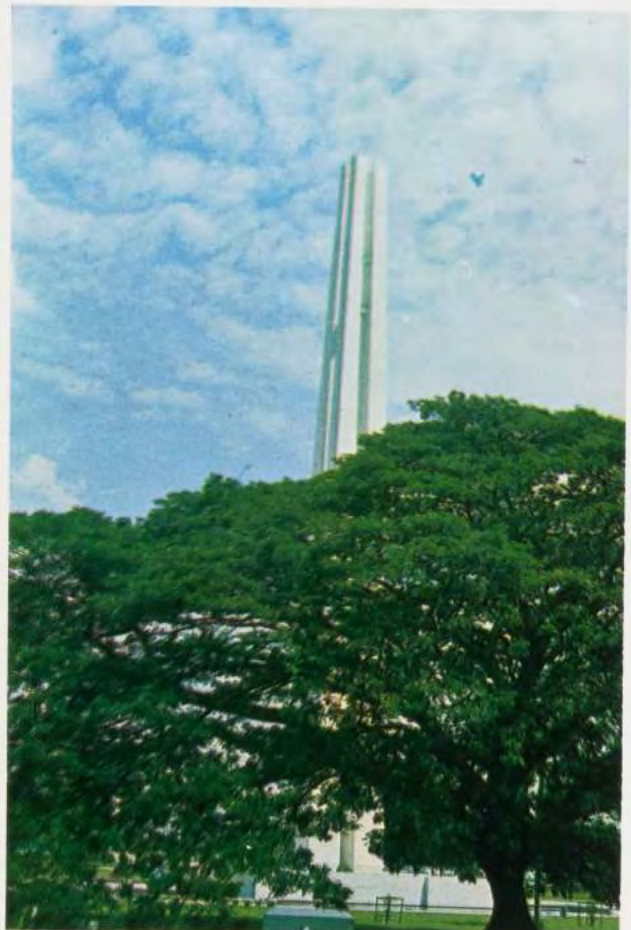


...HONG KONG





A New Experience :





The Historic
Melting Pot Of
SINGAPORE





The Work





The
Almost - Daily
Unrep





...So The Work May Continue



A Break:



...To Let Off Steam



...The Welcome Sight of Pat... And Cash

A Visit...



"Naval Operations, Arriving"

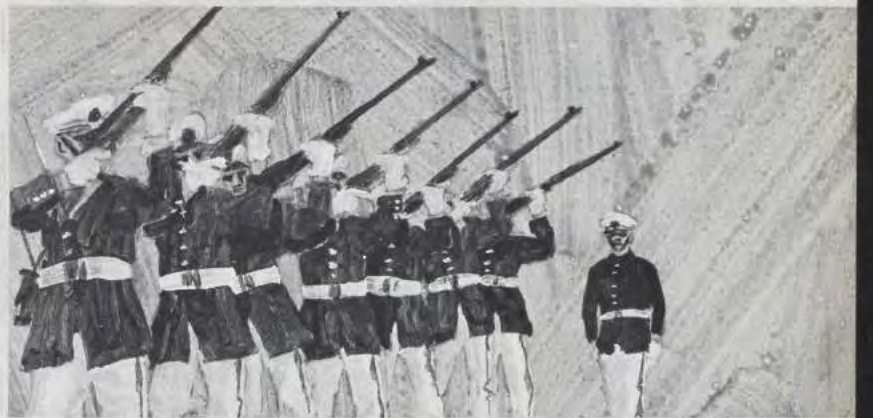




A Remembrance...







Administrative Dept.



The POD . . . "What record?" . . . "SENTINEL anyone?" . . . "Mail-Call!" . . . "This is the XO, I want to see you right away!" The Admin. Office keeps the ball rolling with its Shore Patrol assignments . . . the Personnel Office handles enlisted service jackets while the Captain's Office holds the officer's records . . . Legal keeps you out of trouble and Training tries to educate you. The Post Office brings you word from home, while Public Affairs keeps you and the folks at home informed and entertained. The "3-M" Office checks maintenance records, the Print Shop prints . . . the Library relaxes you and the Chaplain's Office gives you spiritual solitude . . . and the Master-At-Arms keeps the peace.

Admin Office

Admin Office: Row 1 (seated)
B. G. Windom, W. J. Brown.
Row 2: J. B. Altman, W. L.
Livesay, H. B. Williams, R. F.
Petroski, F. J. Nagy.

Personnel Office



Personnel Office: (L to R) M. R. Horton, D. D. Green, J. C. Malossini, L. K. Akana, D. C. Shelton, W. Skadsberg, J. M. Vargo, J. Baer, J. M. Buchholz, J. B. Cartee, T. A. Carper, W. J. Cooper, R. J. L'Heureux, D. R. Barron, R. D. Passmore.

Post Office



Post Office: Row 1 (seated) J. G. Devlin, K. E. Sauvage, Row 2: J. S. Duvall, D. T. Dixon, S. R. Moore, R. J. Fleece, J. H. Hasty, L. P. Keckeis.

Chaplains & Library Staff



Chaplains and Library Staff: (L to R) P. F. Bradley, J. E. Thompson, K. G. Yates, R. B. Lipe.

3-M Office



3-M Office: (L to R) W. M. Thorp, C. C. Crawford, D. E. Enders, W. F. Stone.

Legal Office



Legal Office: (L to R)
A. D. Fletcher, J. Ed-
wards, J. H. deBois-
blanc.

Public Affairs Office



Public Affairs Office: (front)
P. K. Vollrath, W. S. Cross,
Rear: P. R. Schuddekopf,
J. W. Munford, H. T. Wiley.

Training Office



Training Office: (L to R) W. N. Morris, T. M. Crawford, K. J. Loomis, E. J. B. Huntoon.

Print Shop



Print Shop: (L to R) D. C. Vanderschaegen, E. J. Patterson, W. M. Holloway, G. D. Hull, C. E. Gross.

Master At Arms



Master-at-Arms: (kneeling) R. J. Aker, G. M. Langland, J. Davis, J. D. Jordan, R. A. Hrouda, J.M. Burdis. (Standing) S. Powell, T. G. Gibson, H. S. Hawley, B. Allen, J. A. Ashfield, W. E. Strehlow, H. H. Ipock.

Captain's Office



Captain's Office: (l to r) J. W. Berry, R. E. St. Laurent, C. F. Elliot, F. T. Meuchel.







Taking things apart and putting them back together again appears to be the main function of the Aircraft Intermediate Maintenance Department. The AIMD-men can be found in and below the hangar bays repairing jet engines, fixing gun pods, and performing all of the many technical skills required in the intermediate maintenance of the attack carrier's sophisticated jets. Vice-Admiral C. T. BOOTH, Commander, Naval Air Force, U. S. Atlantic Fleet, congratulated all officers and men of AIMD on Atlantic Fleet Carriers in August for their "untiring efforts during the phase-in period." (AIMD was only recently formed.)

AIMD





AIMD Officers and Chiefs: W. F. Ried, D. H. Harvey, J. D. Oyler. Row 2: R. W. Hilton, J. V. Kahn, J. D. Mason.



AIMD AZ's: M. F. Powers, R. E. Green, M. C. Baca, S. J. Cunningham, J. C. Logan, J. W. Williams.



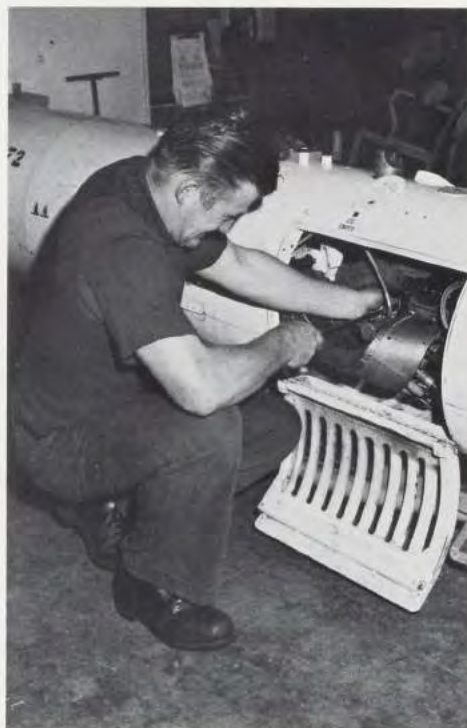
AIMD Work Center: Row 1: J. Randall, D. Hauber, D. Olson, J. McCullough, R. Nock, G. Myers, R. Puszczewicz, H. Paradise, D. Bitler, C. Campbell, J. Hannigan, M. Stary, G. Pelfrey, J. Hedden, J. Baggett. Row 2: H. Landry, J. Bushey, R. Lane, J. Belcas, W. Suits, I. Hunter, B. Osborne, J.F. Dougherty, A. Stevens, C. Sims, R. Myers, P. Weidlich, J. Nappier, J. Hamilton.



AIMD Work Center: Kneeling: S. C. Alessandro, M. D. Stary, J. B. Wentz. Row 1: S. R. Hoellman, G. E. Olmsted, R. D. Rowland. Row 2: L. H. Bartholomew, R. K. Myers, A. D. Sanders, J. E. Stanton, Z. L. Vernon. Standing: W. W. Nichols, K. P. Jones. Sitting: C. W. Campbell, C. K. Bryson.

Ordnance: Row 1: D. P. Bartos, D. D. Heter, F. W. Peterson, K. J. Seib, T. L. Duggan, J. H. Burton, H. T. Danley, T. L. Preston, J. R. Wolfe. Row 2: T. C. Warrender, C. E. Clark, D. W. Hammonds, G. M. Powless, B. F. Woodard, J. M. O'Daniel, C. C. Triche, R. A. Franker. Standing: J. Wallace, D. H. Harvey. Row 3: G. W. Peeler, R. A. Williams, E. S. Tasker, C. R. Turner, F. A. Turnbull, A. R. Anderson. Row 4: M. D. Pence, J. N. Howard, K. R. Beauford, C. D. Nebeker, J. D. Garland, G. M. Nielsen, J. R. Thoren, S. P. O'Donoghue, R. L. Coy, R. A. Belany, C. D. Smith, K. N. Lass. Row 5: R. L. Baker.





Air Department



Because she is an aircraft carrier, INTREPID boasts an Air Department. INTREPID's Air Department is made up of 330 enthusiastic crewmen who comprise five of the ship's divisions. These men push the aircraft around the flight deck, launch the "birds" and bring them home again, and give them fuel between launches. V-1 watches and controls the aircraft on INTREPID's massive 898-foot flight deck, V-2 suffers from the heat and experiences the danger of launching and recovering the "birds", V-3, not exposed to the "elements," moves the birds around the hangar bays and makes sure they are "secure" at all times," and V-4 picks up the dangerous job of handling aviation fuel and fueling the "thirsty" birds.





Crash and Salvage Crew. Row 1: J. G. Reese, D. L. Britt, L. P. Hicks, R. M. Saltzgaber, B. E. Roemmelt, N. W. Ireland, R. C. Hunter. Row 2: N. G. Schurig, R. E. Gogan, D. Bongo, W. McLain, C. J. Buchanan.



Fly-One. Row 1: B. G. Holding, C. L. Bryant, J. R. Clark, R. W. Lude, S. P. Sikes, J. M. Nocks, G. T. Sauvage. Row 2: L. Griffin, K. J. O'Blenes, C. H. Harley, G. M. Jones, K. J. Kolakowsky, G. E. Fox, C. J. Sonntag, F. D. Kenneroy, J. H. Johnson. Row 3: R. F. Johnson, R. F. Ross, D. A. Ware, R. H. Larson, K. P. Sullivan, D. F. Elwell.





Fly Three. Row 1: M. R. Atcheson, W. J. Minton, D. A. Northington, J. H. Lawrence, D. McGray, G. A. Simmons, E. Sanders, L. L. Labossiere, F. H. Sherwood, Row 2: T. J. Wenk, L. C. Andrews, R. E. Lane, A. F. Soos, D. D. Henn, L. C. Smetana, W. J. Pollard.



Fly Two. Seated: R. B. Mullaney, J. Prince, L. F. Signa, P. M. Ham, B. A. Palas, W. J. Carroll, R. L. Clark. Standing: R. W. Bresee, W. J. Manning, C. A. Rheden, K. P. Denys, M. L. Regenold, R. W. Eilitz, R. Boumann, J. A. Richter, D. R. Medley, J. L. Hunstad, M. G. Martin, F. P. Baker, A. R. White, W. L. Darby, D. L. Jones.



V - 2



V-2 Arresting Gear Men. Row 1: R. D. Shaw, F. H. Markeh, B. C. Moon, T. C. Jones, J. D. Talbert, R. J. Buerki. Row 2: R. Stephenson, J. Biggieri, R. E. Dungan, R. H. Snell, B. C. Lambert. Row 3: J. P. Hoover, R. L. Doyon, T. L. Johnson, D. C. Jewell, R. A. Parker.

V-2 Arresting Gear Men. Row 1: E. F. Sonson, E. L. Sampson, D. J. Banks, L. H. Cobler, B. L. Spencer, R. Travitz. Row 2: J. A. Smith, W. R. Loveday, W. B. Ruis, M. R. Sanderson, R. F. Williams. Row 3: S. C. Gautreaux, W. C. Daniels, J. F. Harwedel, G. L. Ronken, R. W. Donegan.





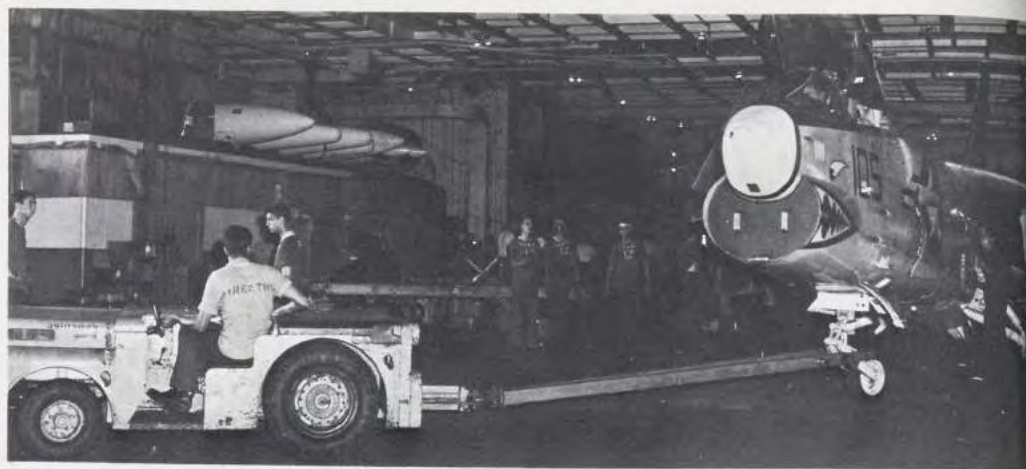
Port Catapult Crew. Row 1: D. Powers, T. R. Berkey, B. Jessee, S. B. Broxon, T. B. Pedersen, F. A. Sarchiapone, W. O. Crane, D. R. Hardiman, W. M. Kancht. Row 2: P. R. Wales, R. O. Poirier, D. M. Graham, J. M. Stokes, G. R. Morgan, T. H. Crews, M. J. Froberg, R. F. Cornett, J. E. Hills, E. J. Roberts, K. C. Przychocki, I. J. Ross. Row 3: E. D. Barnes, W. H. Mooney, W. E. Harrison, G. L. Patrick, O. R. Beaman, J. J. Zlobinski, R. W. Hasche.



Starboard Catapult Crew. Row 1: L. E. Thomas, R. B. Bryant, H. E. Frizzel, J. T. Smith, H. A. Keyser, R. L. Storm. Row 2: C. H. Mikesich, R. E. Johnson, J. L. Mounts, W. G. Marple, W. P. Dixon, I. J. Spalo, C. R. Pate, R. P. Hardison, S. Ahoi, H. E. McCormick, L. E. Phelps, J. M. Freeman.



V-3





V-3, Bay 2. Row 1:
D. E. Leidig, L. E.
Avoy, W. D. Butler,
P. C. Saleet, M. J.
Turner, R. S. Ever-
son, C. J. Shafer.
Row 2: K. W. Walk-
er, G. K. Cattren, G.
L. Hill, R. E. Miller,
C. R. Gard, P. A.
Teper, R. W. Garton,
M. E. Chlebinski, J.
Sharkey, D. Deem,
R. E. Day, R. Parks.



V-3, Bay 1: Row 1: L.
L. Jackson, T. A. Irle,
L.G. Higley, D.T. Ploof,
H. Luebbert. Row 2: G.
H. Tootle, A. E. Allen,
G. R. Carrel, J. E. Nix,
D. M. McClure. Row 3:
J. P. Franco, E. L. Cot-
ton, J. E. Stetson, W. F.
Harrison, J. F. DiNenna.



V-3, Bay 3. Row 1: K.
C. Chun, C. M. Rhudy,
G. E. Ray, J. P. Hilton,
J. C. Freeman, W. L.
Beard, J. A. Rosin, A.
E. Doty. Row 2: J. R.
Sorge, G. R. Heilman,
R. C. Paes, C. D. Tur-
ner, G. L. Walker, R.
R. Blain, R. Cox, H. L.
Wallace, R. Johansen,
D. W. Hatton, Row 3:
L. Carringer, L. W. Ja-
cobsen, D. R. Fohner,
S. D. Reed, J. J. Massie,
J. E. Hanssen.

Aviation Fuel Gang (below decks). Row 1: B. G. Jezercak, R. A. Wille, J. E. Nolan, E. W. Barth. Row 2: M. D. Waeltz, G. G. Lynch, G. T. Barnes, R. D. Wolfsen, E. J. Pfleager, D. DeBonis, D. R. Biddle, K. A. Cantley, R. A. Baker.

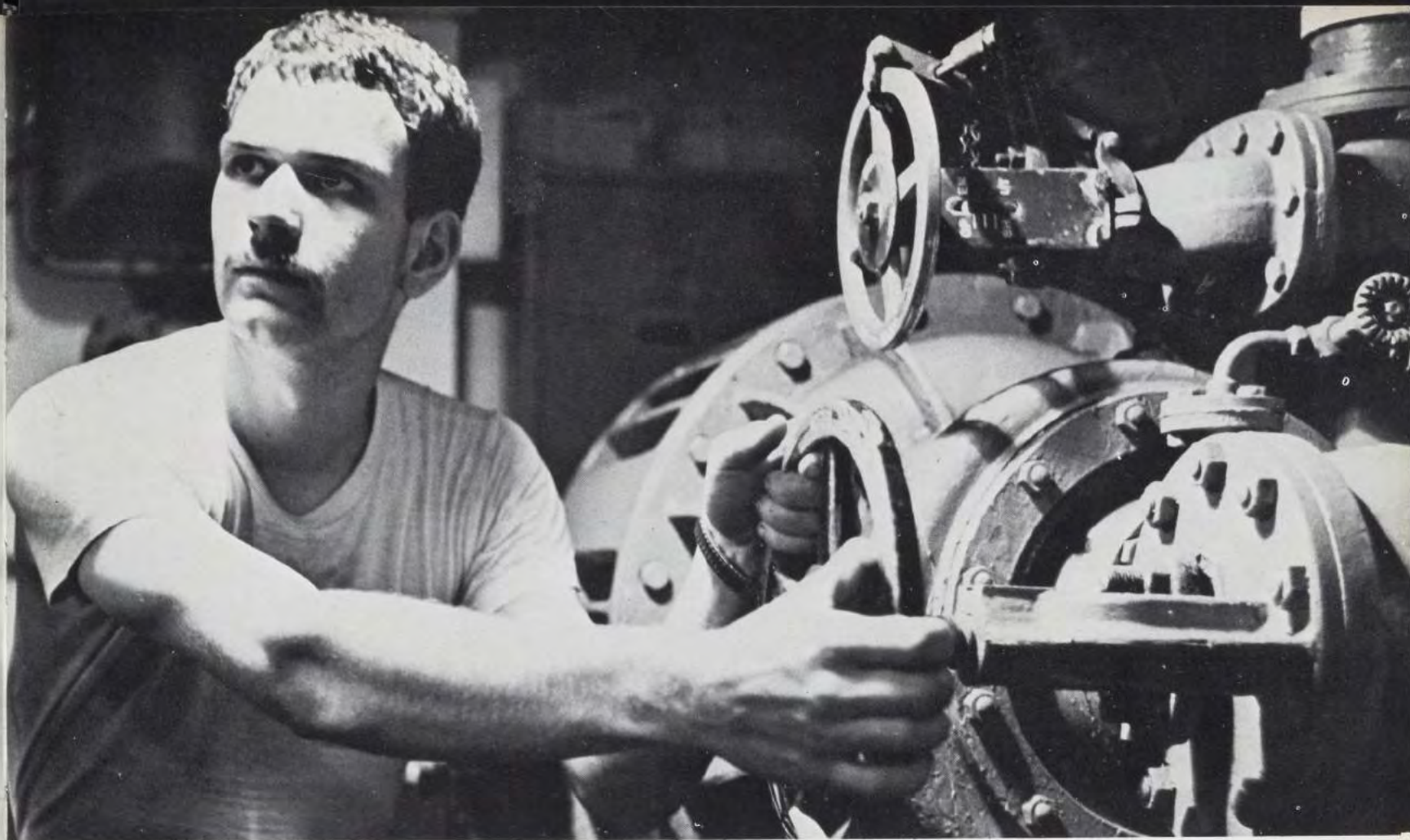


V-4



Aviation Fuel Gang (above decks). Row 1: R. W. Gese, A. C. Crang, M. W. Graves, R. D. Hill, S. G. Masino. Row 2: H. B. Meadows, A. E. Franke, A. G. Johnson, D. J. Braman, D. D. Duell, J. C. Petralia, W. C. Mays, T. M. Karas, T. L. DeBonis, K. L. Hartman. Row 3: M. A. Teger, J. A. Jackson, S. L. Wagner, W. K. Christenson, J. A. Magruder, L. A. Kamyk. Row 4: T. W. Rindfleisch, R. Finn, L. E. Durnbaugh, T. L. Ward, E. A. Hronek, D. E. Huber, R. H. Radeloff, E. A. Tipton, M. C. Jordan, K. D. Randall, L. Miley, E. F. Graham, W. H. Laage, R. G. Holzer, L. G. Trout. Row 5: R. A. Baker, R. W. Zegers, M. Best, R. P. Kerlikowske, W. E. Williamson, R. H. Wright, G. N. Charlton, A. E. Ostlund, J. F. Hanly, E. J. Filliman, J. Martin, R. P. Denleen, J. F. Britt, E. A. Philips, G. A. Smith, M. F. Portlock, L. D. Grable, P. D. Reagan, J. E. English, J. H. Kenny.





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Atlas Tower

(L to R): K. R. Hamilton, R. R. Barto, R. A. Wigent, J. P. Petros.



Flight Deck Control

Flight Deck Control: (L to R) G. A. Aitcheson, G. A. Moritz, R. H. Dillingham, J. H. Kenny, R. D. Hill, D. J. Taggart.



Air Admin



Air Admin. Row 1: A. A. Myers, R. W. Bresee, J. P. Petros, R. R. Barto. Row 2: J. S. Boyd, M. W. Touchet, H. E. Ennis, P. J. Mouchet, J. J. Farrington, J. B. Johnston, V. L. Foster.



HC-2 Officers. (L to R) R. L. Bennett, R. P. Blumm, C. M. Reddington, W. F. Stiles, J. D. Barry, F. E. Sumrall, D. L. Mathews, J. A. Hickey, S. S. Hoxie.



HC-2 Enlisted. Row 1: G. Shafer, D. Seacchi, R. McGuire. Row 2: M. Davis, R. Angel, W. Lorentzen, O. Lalley, J. Thoen, C. Wilson, R. Laird, E. P. Kilfara, J. Vanderheiden, A. R. Storniolo. Row 3: P. V. Skow, N. O. Estrada, G. D. Yandell, E. E. Tennant, R. Lee, T. J. Provenzano, C. J. Panissidi. Row 4: D. R. Bolton, J. L. Stanford, F. D. Mawn, K. W. Walrath, J. L. Christopher, R. F. Bull, W. Wiggins, A. F. Volk, M. C. Stanchak, J. Alcala, S. Chapman, D. Bulloch, J. Betts, S. B. Turner, J. J. Francesconi, D. W. Collins, J. Frost, W. L. Colegrove.

HC-2







Communications . . . "A giving, or giving and receiving, of information." (page 296 Webster's New World Dictionary). The Communications Department is the facet of ship-board organization that prevents us from becoming a wandering island . . . it is our eyes and ears, telling us what is happening back home, what is ahead, where we must go, and where others have gone before us. The simple waving of flags, blinking of lights, and writing of messages are the fastest ways to communicate; they are all used on IN-TREPID.

Communications

Comm. Officers: Row 1:
K. Turke, D. Peisner,
W. Rucker. Row 2: D.
T. Wemyss, R. Hewitt,
L. G. Sheets, D. Mc-
Donald, D. Johnston, C.
King, J. Voorhees.



CR Division: Seated: D.
McKeel, B. Hardesty,
C. Moline, G. Sorenson,
J. Luckenbach. Stand-
ing: J. Johnson, T. Mor-
rison, C. Buesking, T.
Holladay, K. T. Totten.

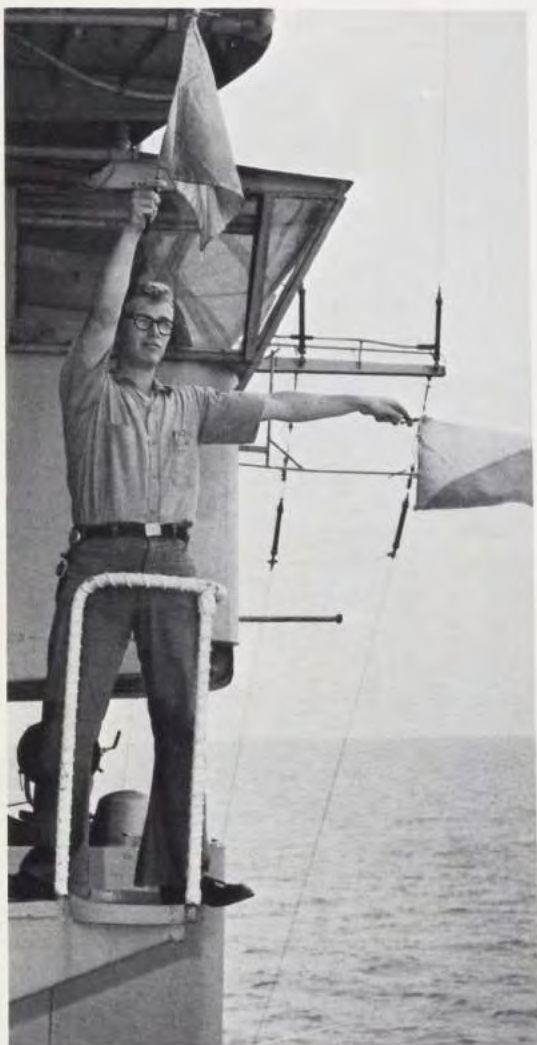




CR Division

CR Division: Row 1: J. Nicklas, G. Greenough, L. Grasso, C. Hillen, L. Thomas, R. W. Amyotte, J. E. Van Meter, K. J. Mayes, R. C. Biggs, M. L. Cannaday, W. K. Angell. Row 2: R. M. Ursery, C. E. Hoy, C. Pierce, E. J. Cullen, F. Pitzer, J. E. Spells, D. Lapinski, M. E. Sparks, L. Holscher, L. V. Zaraza, M. E. Deitschel, R. Pfullmann, D. F. Butner, F. J. Dubee. Row 3: W. A. Poston, R. W. Kemner, W. C. Metcalfe, D. Cirulli, J. J. Bainbridge, D. Finlay, B. Blume, W. R. Fantom.

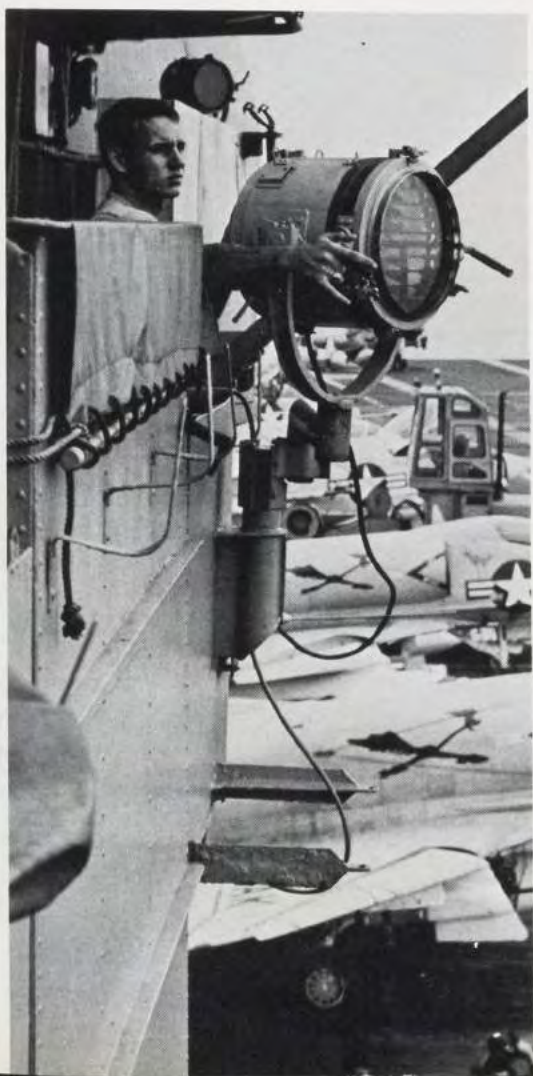




CS Division



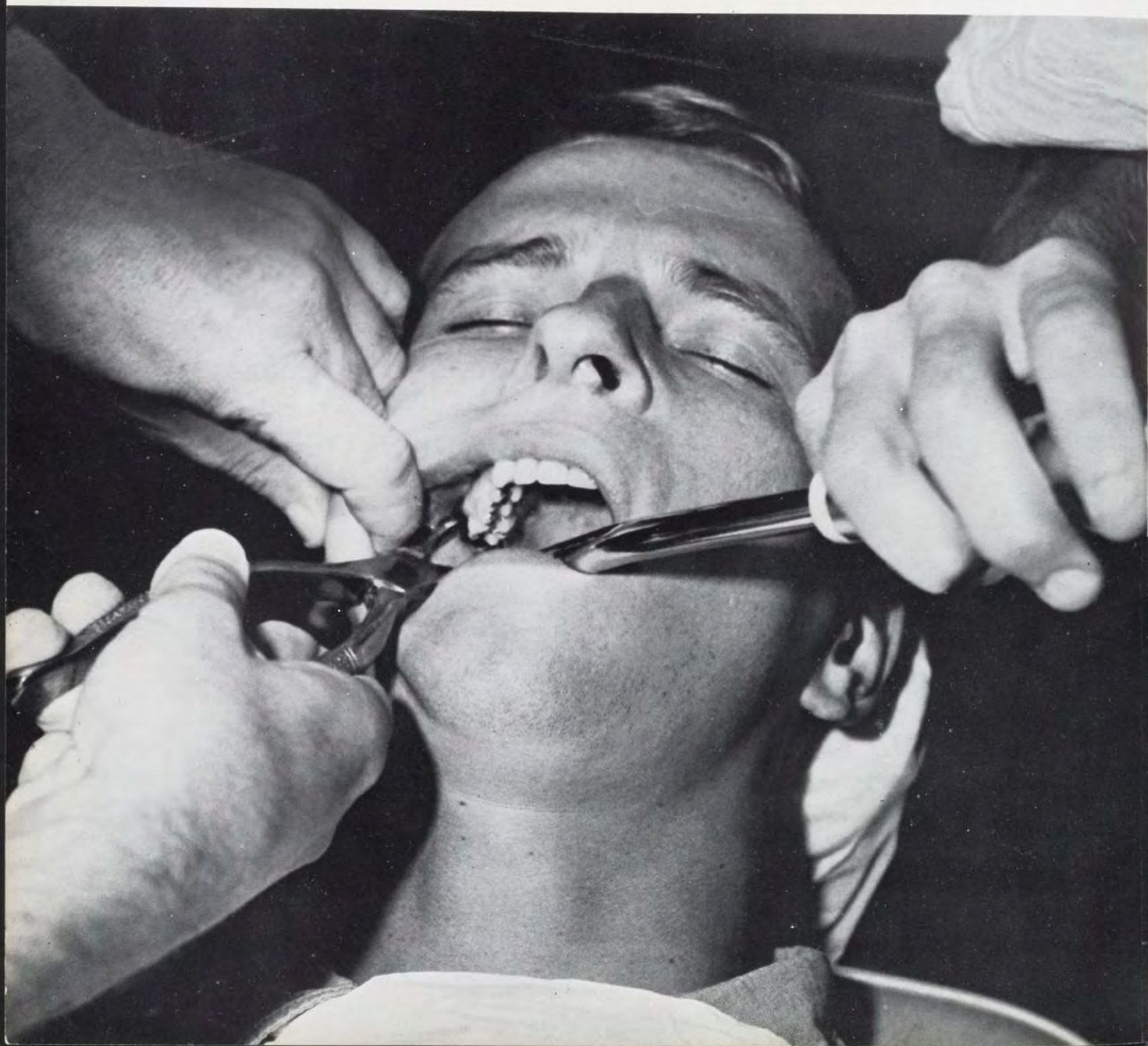
CS Division: (L to R) A. Perry, J. Voorhees, J. Cannon, J. Cahill, D. Williams, A. Berry, F. Miller, J. Brock, G. Brown, D. Buhrow, G. A. Buttice, M. V. Zarrello, J. I. Kellam, H. D. Connelly.





Grinding...digging...drilling...these are all activities which can be found in INTREPID's Dental Department. "Molars," "impacted tooth," "fillings," are all familiar words to the crewman who must visit the Dentist. INTREPID's Dental Office features new modern chairs, a feature which permits the "subject" to "relax" in comfort. Dental facilities include surgery capability, x-rays, and a denture laboratory. During spare moments, the "finest plaque discs in the Fleet" are produced in the Dental Lab.

Dental



Dental Dept.
Row 1: L. V.
Owens, C. E.
Hall, J. T. Clark.
Row 2: R. J.
Melzer, W. P.
Nichols, C. W.
Ligon.



Dental Officers: M. P. Haines, W.
A. Grimsley, W. T. Coggeshall.

Engineering Department



Engineering Officers. Row 1: J. G. Bell, C. A. Coyle, J. A. Dickman, R. D. Williams, J. M. Kolek. Row 2: H. J. Fees, R. G. Walker, R. E. Sherry, W. C. Gaskins, W. C. Gregory, R. J. Kerwick, J. B. Miller, A. D. Pelletier.

Every ship has an Engineering Department, and INTREPID is no different. Commonly known as the "snipe," the average engineer always ventures into the hot "depths" of the ship to provide our heating, lighting, ventilation, and fresh water. He encounters practically the same maintenance problems that the average homeowner would encounter, plus much more. When another department has a big repair job that requires expert advice, several of the five hundred men from Engineering are called in. Even more weight is added to the shoulders of the Engineer when he is given the job of controlling and watching anything aboard which may cause damage to the ship or her personnel.



Engineering Office Yeomen. W. C. Barnes, H. R. Chappell, E. E. Ruthland, P. R. Ezzell.





A Division

Machine Shop

Machine Shop. Row 1: M. W. Blessing, L. D. Mummert. Row 2: C. T. Guth, P. J. Verville, J. R. Peters, L. W. Bowker, C. L. Reynolds, D. H. Knick, R. W. Wilson, C. S. Real.

Air Conditioning Shop

Air Conditioning Shop. Row 1: T. H. Luttrell, G. W. Truitt, H. Garner, J. L. Dodd. Row 2: J. C. Neuman, C. H. Mannary, J. W. Ryan, C. M. Wladyka. Row 3: R. M. Ratcliff, D. M. Ratcliff, J. E. Stevens, C. J. Guittar, D. E. Angel.



Hydraulics Gang. Row 1: P. A. Folino, D. L. Harvey, R. L. Drinnin, R. L. Santo. Row 2: R. Hughes, K. L. Helmers, T. L. Bonkowski, A. S. Knish, W. M. Brown.



"Hydraulics Gang"

"Diesel Crew"



Diesel Crew. Row 1: J. P. Daigneault, R. P. Metcalf. Row 2: H. F. Stouffer, T. J. Sharkey, S. J. Kohnke, L. Orlick, F. J. Hunter, G. L. Watson.



"O₂ N₂" Men

O₂N₂ Men. Row 1: R. L. Spencer, R. M. Vokich, R. H. Williams, R. D. Hagen, D. D. Barth, N. A. Hayden. Row 2: J. A. Field, H. C. Allen, J. R. Benoit, M. C. Turner, W. H. Johnson, J. J. Cogan, S. M. Meredith, T. A. Hynd, H. R. Godfrey, R. G. Naylor, J. Marshall, D. A. Ahlers, L. L. Kirchner.

Steam Heat. Row 1: R. D. Finch, W. R. Sessions, R. C. Warren, G. E. Guillmette, W. L. Brick. Row 2: J. G. Stokes, K. O. Fitch, J. V. Jessop, J. H. Scott, R. M. McMillan, T. L. Knapp, J. M. Morelli, J. F. Pegg.



"Steam Heat" Men

No. 1 Fireroom Gang. Row 1: G. A. Powers, T. W. Schreiber, R. R. Sierra, M. J. Smaglinski, R. W. Vosburg. Row 2: E. J. McCue, D. E. Hayes, J. W. Hill, L. R. Bowman, P. L. Gogola, A. Tarallo, L. D. MacDonald. Row 3: F. Williams, R. L. Severs, C. F. Myers, C. G. Herndon, E. R. Grissom, J. L. Stone, M. W. Levatino. Row 4: R. D. Thorn, R. L. Vanover, J. W. Galeard, S. D. Bourne, D. R. Pugh, J. L. Clark, J. Wilson.

B Division

No. 1 Fireroom Gang



No. 2 Fireroom Gang



No. 2. Fireroom Gang. Row 1: M. A. Classm, D. A. Grant, L. G. Sweu, C. E. Seeley, K. L. Hemmer, C. J. Zib. Row 2: W. B. Valish, L. R. Nunn, E. Stauffer, R. J. Coakley, S. T. Hyweman, E. H. Garner, E. L. Bowling, M. G. Thilmony. Row 3: R. R. Scruton, G. S. Anthony, G. E. McArdle, S. E. Pullon, F. F. Knox, R. H. Scheblo, D. Hancock. Row 4: E. D. Baker, S. R. Dowland, E. C. Rocco, D. C. Peacock.

No. 3 Fireroom



No. 3 Fireroom Gang. Row 1:
A. R. Fernhout, W. M. Carter,
T. W. Burgett, R. McDonald,
G. T. Helley, S. Carroll, R. W.
Boynton, D. R. Rauh, W. Arnold.
Row 2: H. D. Gerber, G. Garcia,
E. E. Leckliter, D. L. King, R.
L. Williams, W. Mulhern. Row
3: J. A. Cincotta, F. Kittrel, J.
H. Boone, S. L. Blanchette. Row
4: W. M. Fuller, J. W. Chapman,
A. W. Poole, D. H. Chen, C. A.
Esperman.



No.4 Fireroom Gang

No. 4 Fireroom Gang. Row 1:
L. A. Thibault, B. E. Norman,
P. L. Neuling, R. E. Stevens,
R. J. Holl, J. D. Watson. Row 2:
B. K. Elkins, D. K. Merath, J.
H. Perkins, M. K. York, D. R.
Smith, G. L. Partin, W. Everard.



No. 4 Fireroom Gang. Row 1:
D. T. Williams, L. H. Fry, L.
B. Cairns, C. G. Freeman. Row
2: R. E. Wier, D. Kammerer,
R. H. Collins, L. M. Moten.

Boiler Repair



Boiler Repair. S. Rizzo, J. B. Garner, A. W. Benson, A. Del-Casale, T. Howell.

Oil & Water Shack Gang



Oil & Water Shack Gang. Row 1: W. M. McGahan, L. G. Perez, C. M. Rhoades, L. E. Hyche. Row 2: E. P. Garcia, H. L. Greenwood, A. J. Flynn, R. R. Buckley. Row 3: E. J. McDonnell, E. F. Fowler, R. L. Cove, J. A. Piester. Row 4: R. J. Kubicki, J. J. Beach, T. B. Gibson.



E Division. Row 1: J. Banks, D. Gorski. Row 2: C. Patterson, R. Mitchell, R. Thurlow, R. Wardell, G. Hindle, K. Bryant, T. Geiger, J. McManus. Row 3: R. Herrmann, E. O'Connor, J. Tenorio, R. Locke, R. L. Metcalf, E. W. Bragg, C. Stoothoff.

E Division



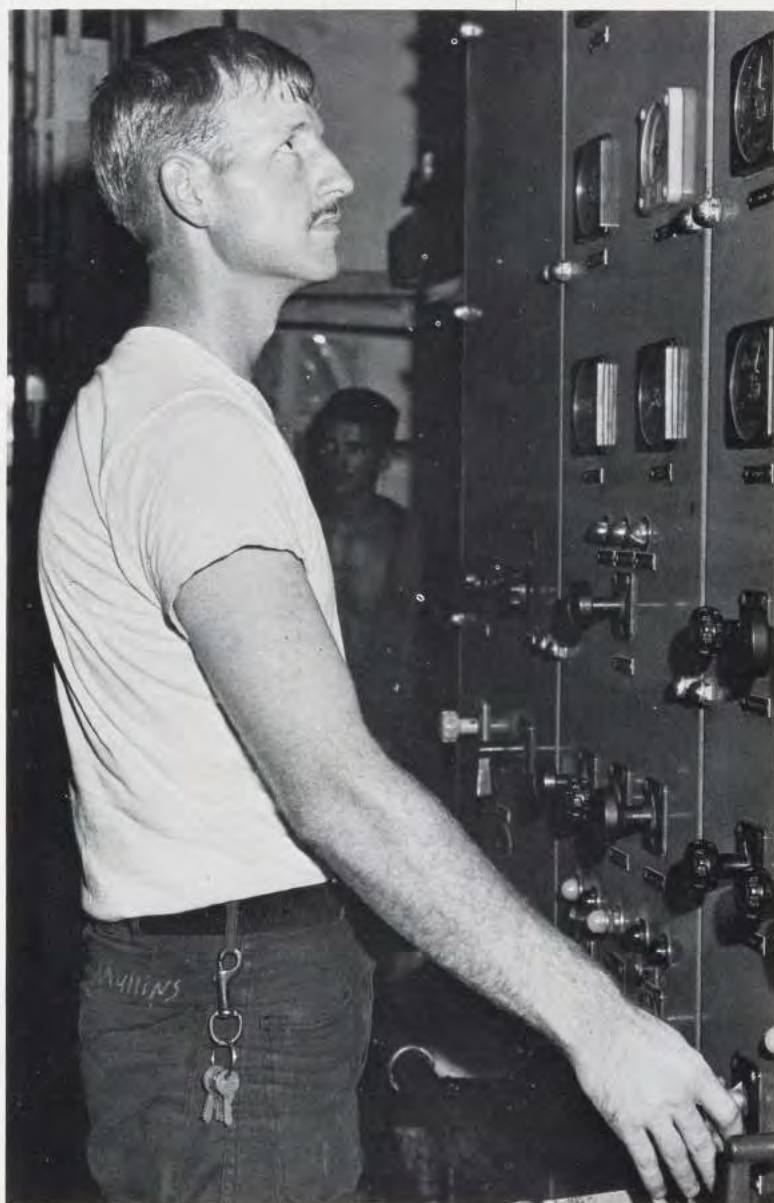


E Division. Row 1: D. E. Kitchen, J. M. Rodriguez, M. R. Williams, J. J. O'Hearn, R. Elliott, J. P. Carpenter, R. D. Yoachum, M. E. Howes. Row 2: G. R. O'Shields, R. Casalicchio, C. P. Shannon, D. A. Collins, D. A. Velton, T. E. Malakin, D. E. Zimlich, R. M. Arnold, R. J. Kaffer, R. J. Pekkala. Row 3: R. L. Fowler, M. Mullins, A. E. Starck, W. T. Fraser, R. M. Jones, J. D. Farone, D. R. Eells, G. H. Turcotte, A. R. Hendrickson.





E Division. Row 1: J. A. Gatti, H. E. Fischer, T. R. Kolsem, J. Banks, D. W. Hawks. Row 2: J. H. Eaton, A. W. Schoening, T. M. Hargreaves, D. M. Alberino, N. A. Meek, R. J. Elling, M. E. Howes, D. D. Keene, B. R. Stepnick. Row 3: L. G. Rice, D. A. Sadler, S. Z. Prince, V. Kicklighter, R. J. Christie, J. O'Hearn, R. Flemming, M. L. Smith, W. H. Dark.





Crew of M Division. Row 1: D. M. Christensen, W. Lucero, B. W. Free, H. R. Porter. Row 2: D. G. Papa, T. Couch, D. G. Yancy, S. W. Foltz.

M Division

After Engine & Generator Gang



After Engine Room Generator Gang. Row 1: R. J. Hunt, J. M. Clements, J. T. Costello, J. B. Tarrant, J. McIntyre, W. A. Sievers, R. L. Hoover. Row 2: M. H. Bernu, M. R. Guerra, T. W. Streeter, T. L. Jones, R. E. Riddle, J. A. Kline, W. C. Tanner, K. F. Lambeth, G. L. Ferguson.

Forward Engine & Generator Gang

Forward Engine and Generator Gang. Row 1: D. L. Baldwin, D. E. Bell, J. M. Weaver, T. W. Streeter, P. Lang. Row 2: D. L. Dean, J. J. Haugstadter, D. A. Johnson, W. B. Comer, J. W. Hollobaugh, D. K. Farmer, J. W. Vince, G. A. Gochanour, C. D. Vest.

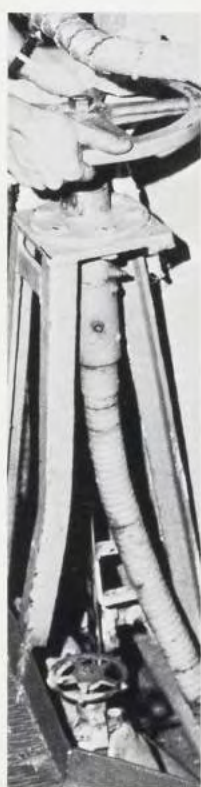


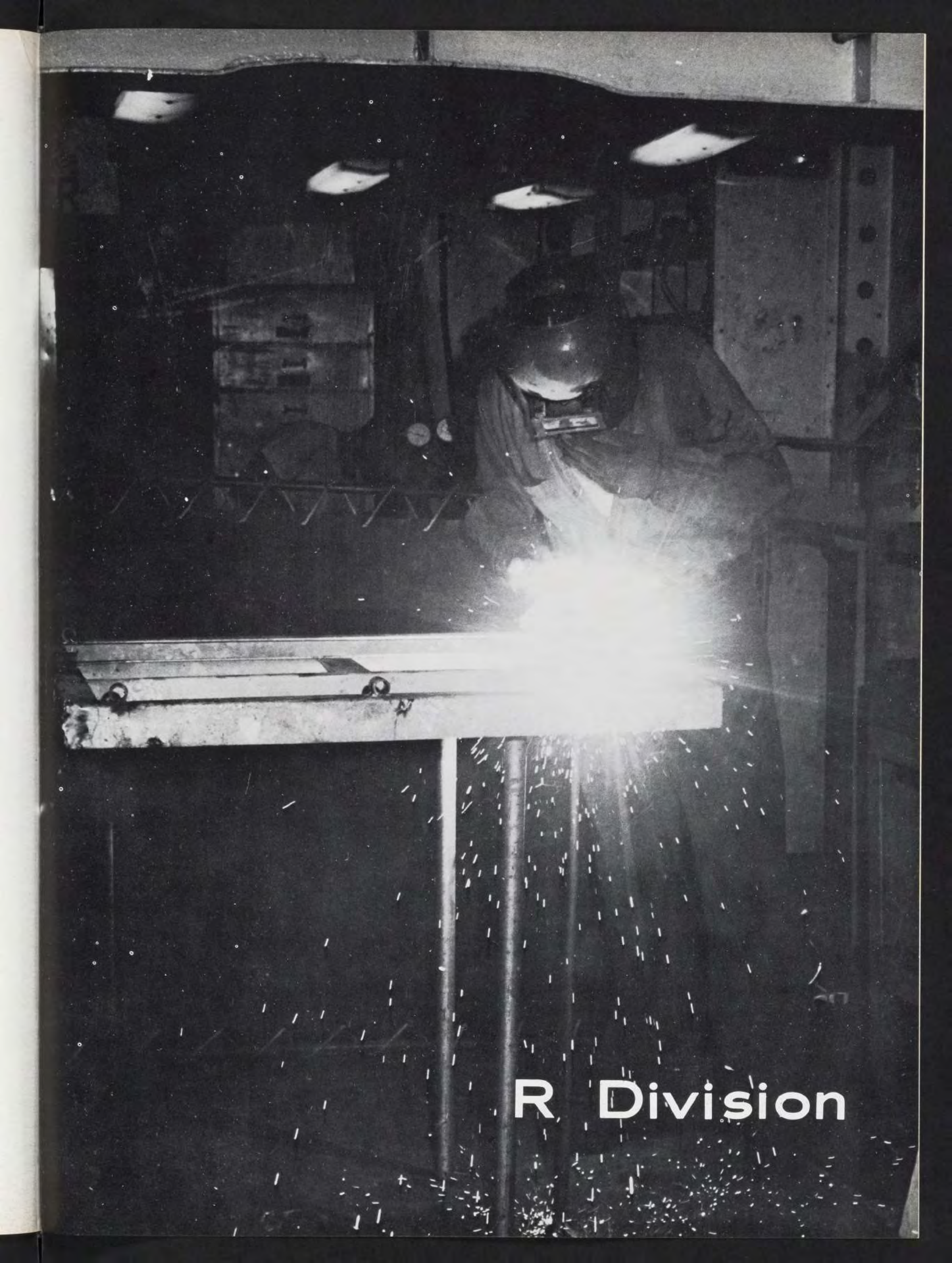
Evaporator Gang

Evaporator Gang. Row 1: W. A. Phipps, J. Swartz, M. R. Chanton, C. G. Bolton. Row 2: H. A. Putallay, D. M. Reeg, M. W. Whitmore, M. S. Zurawinski, J. A. Redford, P. B. Henney, E. R. Proudfoot.



Evaporator Gang. Row 1: T. L. Ayers, C. Cantrell, W. E. Aitken, M. Blanton. Row 2: J. O. Vines, L. A. Myers, M. M. Worn, D. L. Dean. Row 3: R. J. Post, T. J. Cahill, J. A. Cosnell, E. C. Jackson. Row 4: B. D. Jones, R. F. Kern, R. G. Page, L. A. Flint, F. E. Kennedy.





R Division

Shipfitters



Shipfitters. Row 1: W. Hays, B. Green, T. Jack, A. Heipler, F. Boyd, R. Houston, D. Kindred, J. J. Debow. Row 2: M. Carter, R. Steele, L. T. Wammack, S. Talluto, T. I. Moore, N. J. Grecco, W. Kessinger, R. Alden, G. C. Wolke, C. Fortin, R. Fecteau, D. Hill, N. Rhame.





Damage Control Shop: Row 1:
O. D. Baliff, J. A. Libera, J.
Sumner, J. E. West. Row 2: L.
M. Blackburn, H. A. Austin,
A. A. Cannizzaro, V. Alford.
Row 3: H. D. Garrett, D. J. Far-
rell, G. P. Kiernan, W. P. Guern-
sey. Row 4: R. W. Werla, Z. E.
Brandt, S. R. Walker, C. E.
Glass, G. D. Sikora, T. E. Harris.

Damage Control





Carpenter's Shop

Carpenter Shop: (l to r) J. W. Moyer, J. M. Payne, R. C. Berglund, R. D. White, J. S. Tanner.





l to R: J. E. Hamilton, Z.
A. Brown, D. P. Fisher, A.
L. Williams(patient), K. A.
Marshall

Medical Department

Scientific experts on mind and body...the task of keeping the crew healthy and advising the Commanding Officer of the hygiene and sanitary conditions around the ship...a staff of Pro's equipped to handle effectively any foreseeable emergency situation...such is the Medical Department. Facilities include those of a regular hospital...a 48 bed ward, an operating room, a treatment room, pharmacy, clinical laboratory, and an X-ray unit.. all give the average seafarer a feeling of well-being. "Always Open, Never Closed."

Top Berth Forward: R. E. Crews;
Top Berth Rear: R. L. Riendeau;
Bottom Berth Rear: S. L. Morris.
M. E. Kees gives a throat culture, while H. J. Hoffman prepares to give an injection.



Corpsmen: L to
R: Row 1: T.
Tautalatasi, W.
L. Miller, G.
Godin, M. Hem-
mer. Row 2: R.
Riendeau, D.C.
Thomas, T. R.
Long, N.W. Par-
ish, R.B. Church
M.A. Kees. Row
3: S.L. Morris,
T.L. Pritt, M.J.
Robinson, W.K.
Glover, H. J.
Hoffman, R. S.
O'Brion, C. E.
Alberti. Row 4:
J. J. McAdams,
G. P. Bowman.







Navigation



Navigation: Row 1: R. Timberlake, T. C. Phillips; Row 2: R. F. Blanton, E. M. Hewitt, M. E. Chase, B. D. Reno, J. W. McKinney, B. A. Cortez, R. A. Gullickson, C. C. Chadwick, W. D. Howard, D. A. Tietz; Row 3: D. H. Heberlig, R. Moorrees, C. J. Foley, D. F. Boyce, M. G. Crutchfield, G. W. Stone, R. W. Gaskin; Row 4: M. J. Larkin, J. R. Green, T. J. VandeWater.

The primary job of the Navigation Department is to guide the ship through the waters safely. Calculations are made 24-hours a day to insure that the ship is operating in safe waters. The Quartermasters can be found behind the helm, on the Bridge, and in the Charthouse. They are the men with the driver's licenses.....trained experts at avoiding traffic jams. It is these Quartermasters who use the stars of the Heavens to guide their ship peacefully through the seas.







Operations Dept.



Strike Operations: (Left to right)
W. G. Martin, M. C. Monroe,
W. K. Sullivan, T. E. Davis, R.
D. Kaulback, L. R. Harvey.

Operations Yeomen: Row 1: J.
Ciresi, E. Ulrich, D. Clark, R. J.
Minard; Row 2: D. Spielman, R.
Herdter, L. Price, D. Magee, R.
E. Smith, G. Zace.





OA Division: Kneeling: L. Letner, D. Buxton, J. Digwood. Standing: P. DeRose, G. Boswell, W. Eckman, T. Koors, G. Capley, P. H. Gatje.

O A Division



The Operations Department can be compared to the brain of a computer. Collecting, evaluating, and disseminating the combat and operational information that is picked up on the mess decks is no easy job. At the top of the list is Flag Plot, where the scheduling of ship's evolutions, such as refueling, air ops, and rearming takes place. CIC monitors surface and air contacts and suggests changes of course, speed, and direction to the commanding officer. Strike Ops plans and monitors the daily operations of the air wing, while AIO briefs the pilots and attempts to determine what they did. Meteorology forecasts the weather, Air Operations schedules all flights on and off the ship, while CATCC monitors the approach of aircraft and Sonar checks for lurking submarines. Last but not least, the Photo Lab develops pretty prints for AIO, Photo Interpretation, and PAO.



O A Division:
 Row 1: R. C.
 Marquez, J. W.
 Risen, P. Collins
 Row 2: P. New-
 kirk, R. Rose, P.
 Moore, D. Hoo-
 per, J. Frost.



OC Division



OC Division: Standing: R. McCullough, T. Fletcher, R. G. Henderson. Seated: A. Dulaney, D. A. Meyer.

Air Operations



Ops Officers: (L to R): R. D. French, J. E. Marshall, F. J. Merrill.



CATCC



CATCC: Seated: B. Haden, J. Holland, J. Lodge, G. Garner.
Standing: J. Fitzgerald, S. Bisesl, D. Curry, T. Schreyer.



CATCC: Seated: C. Crawley, T. Jones. Standing: W. R. Wardlaw, M. Thompson, W. Gilbert, R. Doucette, N. Parker, G. Ross, J. Niemiec.

OE Division: R. D. Tweed, C.
J. Skjod, D. G. Nielsen.



O E Division





Comm Gang: Row 1: S. A. Rou-ska, R. C. Carlson, D. E. Hall. Row 2: C. T. Young, E. R. Brock, T. W. Graham, T. W. Reed, J. P. Heffernon. Row 3: D. C. Orderkick, C. E. Greenhalgh, D. A. Metzger, R. C. Rector, H. H. Phillips, D. E. McDaniel. Row 4: D. G. Robinson, F. W. Von Holt, R. E. Clemens, H. L. Brown, J. R. Baca, P. M. Culligan, R. S. Kleinhans.



Radar Gang: Row 1: D. D. Wilson, J. T. Mach, J. Martonik, K. C. March. Row 2: A. N. Roe, D. P. Madera, L. J. Williamson, D. R. Cole, P. A. Camp, T. Gaskell. Row 3: F. J. Mire, D. W. Link, L. W. Bryan, J. L. Butcher, R. S. Blust, W. O. Krueger, R. D. Hardy.



CIC Officers. Row 1: R. W. Mays, J. D. Holt, H. E. Moyle, W. J. Culbertson, L. D. Treadway. Row 2: R. D. Brickhouse, C. V. McBurney, J. B. Whitley, R. A. Peden.

O I Division

OI Division: D. R. Weller, R. R. Baker, J. Knowles, W. B. Smith, J. C. Reeves, J. K. Owen, K. H. Cupp, J. A. B. Black, V. D. Williams, J. T. Carlson. Row 2: D. L. Camp, S. T. Gordon, J. B. Diehi, F. T. Nelson, M. J. Reagan, J. L. Arnold, J. M. Day, W. T. Pierson, R. T. Johnson, R. L. Wickwire. Row 3: N. S. Conant, R. A. Sloan, J. A. Sharpee, T. J. Foote, R. H. Fritzler, A. E. Simpson, C. W. Brown, B. W. Shaw, C. D. Farmer.





Sonar. Row 1: E. T. Mickelsen, I. A. B. Black, J. T. Knowles.
Row 2: B. W. Shaw, C. D. Farmer, J. K. Owen. Row 3: D. D. Marturano, R. E. Hart, D. R. Weller, R. G. Stewart. Row 4: R. W. Mays, G. R. Shoemake, K. L. Arnold.

OI Division. Row 1: D. E. Howard, J. H. Brooks, M. R. Oriego, G. M. Hoyt, A. W. Sears, M. G. Taylor, J. D. Mitchell, J. E. Braden, T. G. Juntunen, H. J. Rodriguez, G. P. Bair. Row 2: J. M. Poko, R. D. O'Reilly, D. R. McPeck, B. W. Noss, T. A. Wallace, D. J. Shoemaker, D. D. Marturan, P. J. Srevens, J. E. Stephens. Row 3: J. A. Mierzejewski, D. McCoskey, J. H. Tole, J. C. Nuttall, K. L. Arnold, J. C. Bernhardt, R. R. Myers, G. J. Earls, J. C. Kusman.





AIO: seated: S. D. Johnstone, S. D. Hottinger, A. W. Brown, W. L. Garrison, P. S. Coakley, P. N. Trivelas, W. G. Ashworth. Standing: G. N. Vickery, G. D. Mizener, R. E. Hulsizer, N. E. Harned, T. E. Ragan, D. C. Spindle, J. C. Francis.



Air Intelligence Office

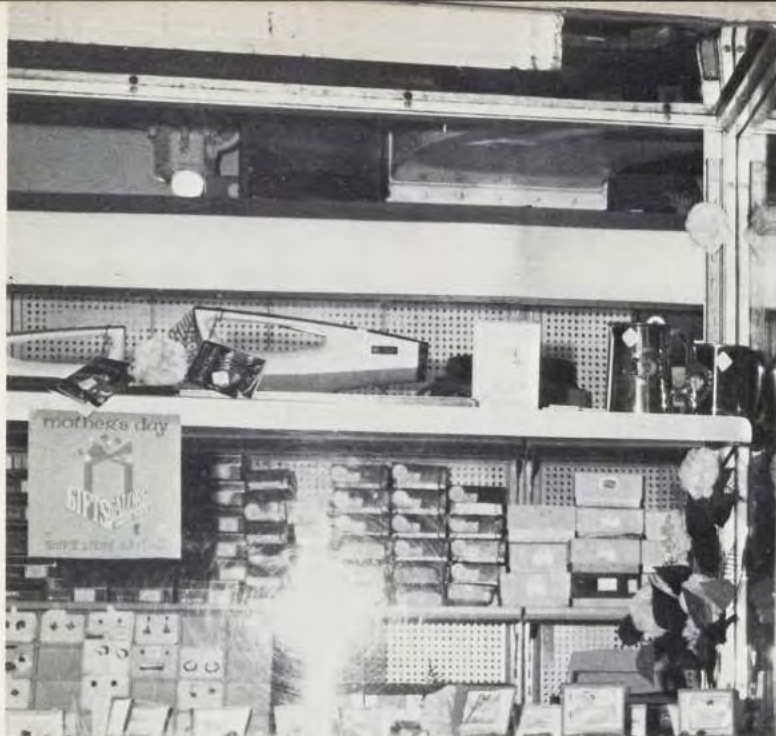
AIO Officers: G. C. Leland, P. J. Haughey, J. D. Epstein.



Photo Lab: Row 1: R. L. Ezzell, D. M. Shapiro, L. R. Marshall, K. H. Hills, M. C. Womble, K. Shrader, M. W. Christ. Row 2: J. J. Brennan, J. Bowers, J. A. Tilley, D. B. Philput, J. W. White, T. H. McClain, H. E. Boesch, G. M. Hamilton, R. I. Tice, E. R. Accampo, J. A. Stout.



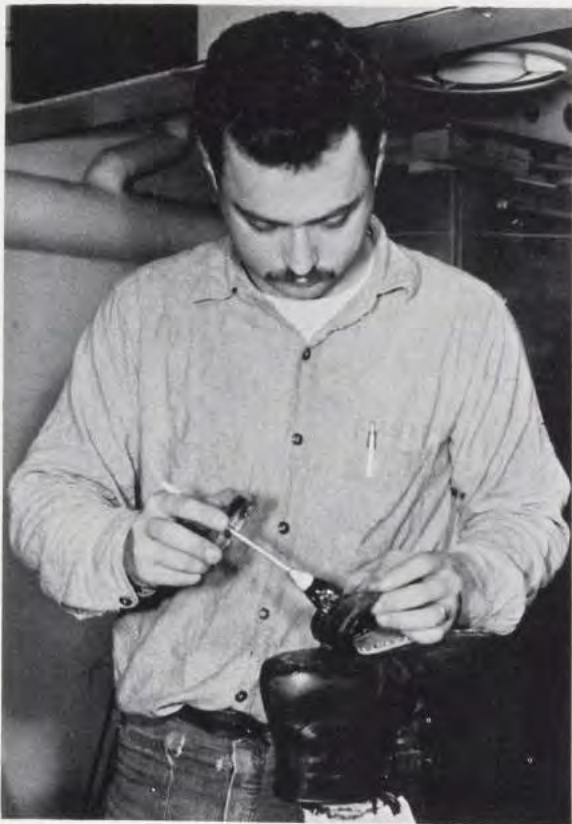
O P Division



Supply

L to R: P. Smith, J. Harmon, W. Lynn, J. Grude, T. Scott, "Q". Morrison, R. Parrott, R. Hebert, D. Rost.





Supply...onboard INTREPID supply means many things—things like nourishment in the form of three large meals a day. Supply means snacks, like the ones sold at the ship's soda fountain. Supply means clean sheets, clean uniforms and clean galleys. From the operation of these galleys to the ship's stores, barberships, tailor and cobbler shops...from the laundry service to the Wardroom stewards to the ship's mess cooks...supply is an ever-present "happening" aboard INTREPID. Supply is divided into seven major divisions. Storekeepers and Aviation Storekeepers keep the ball rolling in S-1. S-2 is the "home" of the Commissarymen - the "cooks", the "bakers", and the "ice-cream makers." A large division, the S-2M division, is comprised of the Mess Cooks who keep the galleys in immaculate condition. Another large division, S-3, controls the walk-in-store, the clothing and luxury stores, the vending machines, the laundry, the soda fountain, and the barberships, tailor shop and the cobbler shop. S-4, or Disbursing, pays out the money, S-5 provides stewards for the Wardroom, and S-7 is comprised of the "intellectuals" — the Data Processing Technicians.





Receipt and Requisition Control:
seated: G. F. Erb, R. D. O'Brian,
J. M. Clark. Standing: J. D.
Harmon, W. J. Lynn, K. S.
Kates.

Material Control: Row 1: A .C. Sablan, R. K.
Bee, W. E. Hulse, F. Thomas. Row 2: C. W.
Hersey, E. E. Hoen, T. L. Costello, M. J. Hol-
lowood, B .J. Sheets, H. L. Rosema.



Receiving cage: C. L. Painter,
H. C. Turnip, J. G. Paul.



S-I Division





The Front Office: W. J. Lynn,
M. J. Hollowood, L. R. Elliott,
R. Parrott.



Supply Response Group: Seated at right: V. T. Paris, M. S. Jackson, C. Rucker. Seated at left: E. B. Gruta, W. B. Knowles, J. Dorsey, L. P. Bell, E. Parker, S. C. Salgado, M. W. Grogan. Back row: W. H. Carter, R. Parrott, W. R. Adams, J. D. Glass, D. H. Wineinger, C. K. Bryson, T. A. Hardman.





Stock Control Accounting: R. E. Sheaffer, J. D. Harmon, L. A. Denniston, P. R. Spafford.
Row 2: M. A. Delson, R. A. Moline, W. E. Arnold, J. T. Wilkins. Row 3: H. M. Goulart, J. F. Smarrella, J. D. Wright, J. M. Urganus.

Aviation Storeroom Gang: W. N. Houdek, J. A. Wooten, J. R. Davis, H. C. Daughtry. Row 2: C. E. Williams, D. W. Wick, D. T. Miller, J. P. Hoffman, B. D. Arrington, R. A. Neuman. Row 3: D. P. Sikorski, W. L. Ringle, G. S. Berry.





Row 1: L to R: G. A. Rosenfeld, A. A. Zutell, R. R. Blevans. Row 2: L to R: R. L. Young, L. H. Taylor, D. W. Silcox, J. W. Dewey. Row 3: L to R: E. F. Paterson, E. H. Eck, G. V. Rudolph. Row 4: L to R: S. L. Ray, E. F. Susen, H. F. Stoneking, A. J. McMenemy, D. A. French, C. F. Renaud.

S-2 Division





Row 1: L to R: S. C. Baker, J. M. Lodi, R. L. Deal, W. L. Lafayette, J. J. Hughes. Row 2: L to R: E. A. Erickson, L. D. Blackburn, A. B. Mumford, W. D. Little, N. R. Lodi. Row 3: L to R: D. A. Denoncour, A. J. Duplessis, J. Nagy, T. A. Niedenthal, C. E. Miller, T. V. Tagert, R. L. Greenslade. Row 4: L to R: H. F. Christianson. Row 5: L to R: D. W. Godfery, E. F. Hughey, J. R. Boback. Row 6: L to R: T. C. Munger, R. M. Faberski, E. A. Hennig, H. W. Whidden, F. E. Dotterwick, R. E. Taylor, J. R. Oslanzi, R. J. Stafford.





L to R: R. W. Dunlap, D. A. French, L. R. Harrison, J. E. Grude





S-2M Division



Mess Cooks: T. N. Tworek, A. Petronzi, D. R. Moffat, H. J. Glass, S. H. Wagenhoffer, R. L. Bisson, W. E. Matteson, C. J. Wall. Row 2: W. E. Kermashek, S. J. Larsen, A. R. McPhail, J. W. Tipton, R. A. Stull, R. L. Stephenson, R. J. Kennedy, L. E. Fueischmann. Row 3: L. Eddie, J. M. Hill, J. H. Toft, L. D. Wilson, D. R. Pearce, D. R. Lawson, D. G. Huddleston, G. Sander, C. A. Shaw. Row 4: G. Prove, C. A. Jones, M. A. Robertson, W. A. Colanti, D. B. Lesperance, F. K. Kermashek, J. R. Barrett, J. L. Hilt.



Mess Cooks: Row 1: D. R. Whiteside, S. C. Miller, R. L. Wilkes, J. E. Whigham, D. W. Swiger, T. W. Forbes, M. T. Wells. Row 2: J. R. Hall, D. G. Lane, D. A. Hardin, R. C. Wallace, R. S. Hichs, P. E. Ellison, H. P. Dupont, J. C. Beavers. Row 3: W. H. Richey, J. E. Mobbs, C. L. Sheets, C. F. Gibson, R. E. Macguire, Z. H. Swetnam, L. G. Wilson, C. D. Markey, P. S. Cohen. Row 4: J. R. Lehmkuhler, C. H. Post, J. C. Knudsen, T. J. Boyden, W. E. Fenton, D. P. Waddell, E. F. McDerby.

Mess Cooks: Row 1: G. M. Henry, P. P. Martinek, W. E. Qualter, B. J. Edwards, D. Qualls, G. M. Grey, A. J. Kubala, M. T. Shadburn, J. E. Zbikowski. Row 2: L. P. Reid, R. Harton, L. C. Valentine, D. E. Andrus, C. R. Picks, M. R. McClure, C. L. Yeager, J. Marcinkovich. Row 3: J. A. Cincotta, E. Lee, J. D. Dawkins, C. H. Post, D. W. Mattson, R. E. Marrs, C. B. Crockett, T. J. Boyden. Row 4: D. L. Edenfield, C. Neddermeyer, A. Hughes, L. Short, S. Summa.



Officer's Barber Shop



L to R: J. Baldwin, and R. Hernandez. Customer: C. Sandler.

S-3 Division



Sales Office

L to R: C. Elliott, L. Guza, P. Fracasso, T. Scott, Bela Lugosi, K. Lessard, L. Wooten, R. Hancharik.





Sales Staff

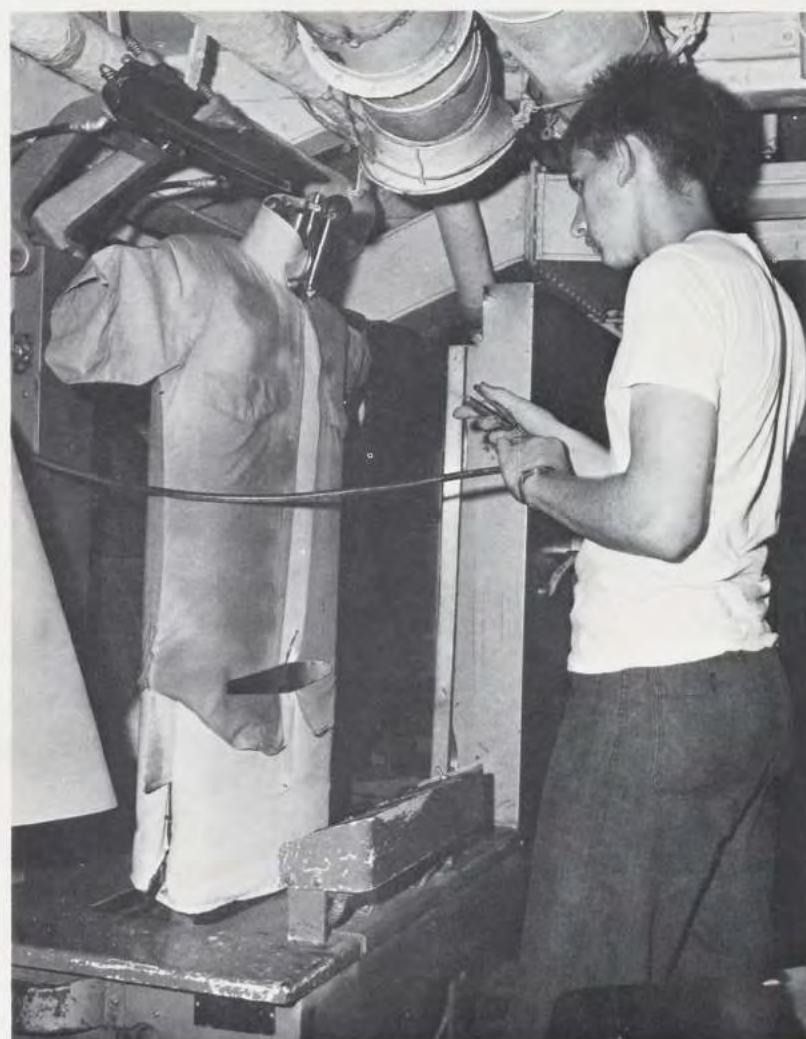
Seated L to R: T. Scott, A. Knowles, R. Hebert, L. Guza. Standing L to R: D. Wright, M. Prichett, J. Baldwin, J. Kopchik, J. Banes, T. Fittro, J. Patterson, J. Menzer.



Lto R: T. Nolan,
K. Davenport, F.
Gesser, W. Fra-
ser (customer), J.
Green.



Crew's Barber Shop



Laundry Crew



L to R (Seated): T. Niblet, J. Harmon, R. Hoch, J. Chandler, R. Shipley. L to R (Standing): E. Banks, M. Welch, N. Schoffner, D. Epps, R. Harris, M. Arnett.



S-4 Disbursing



L to R: C. J. Lawson, L. K. Moran, L. J. McCrann, J. O. Lampitoc, K. J. Chamberlin, G. L. McDonald, P. A. Cerio, R. D. Erb, A. L. Dubay, D. L. Rost.





Wardroom

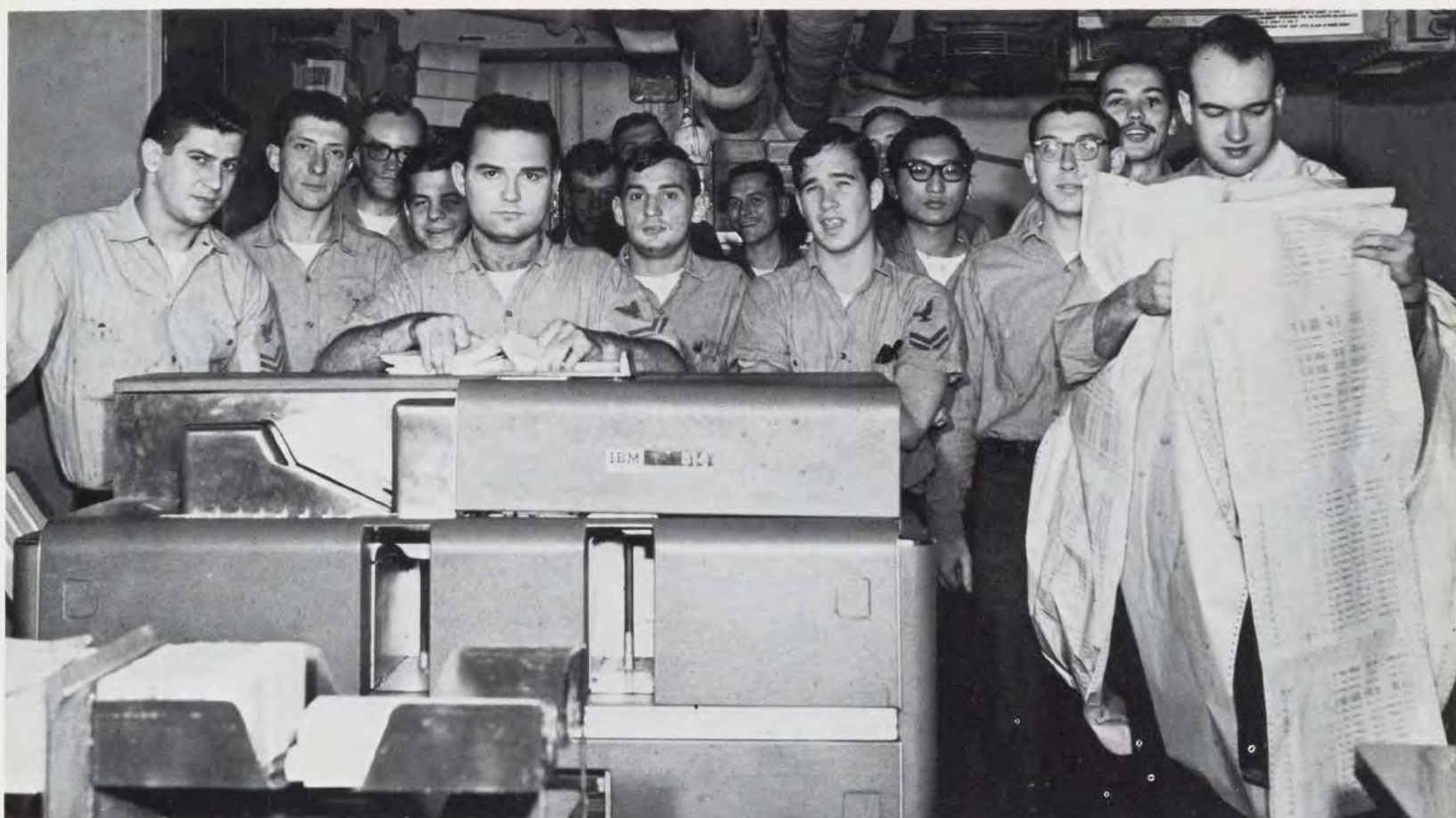
Far Table L: U. V. Oasin, R. P. Ramirez, S. C. Cezar, F. R. Rafael, P. M. Nocon, A. S. Tolentino, R. M. Ramos, R. B. Cosca (End of table). Far Table R: B. G. Decena, E. C. Marcial, B. R. Domingo. Near Table L to R: R. O. Luarca, E. S. Bolus. Officers and Chiefs L to R: R. J. Hebert, J. P. Parrish, R. L. Morris.



S-5 Division

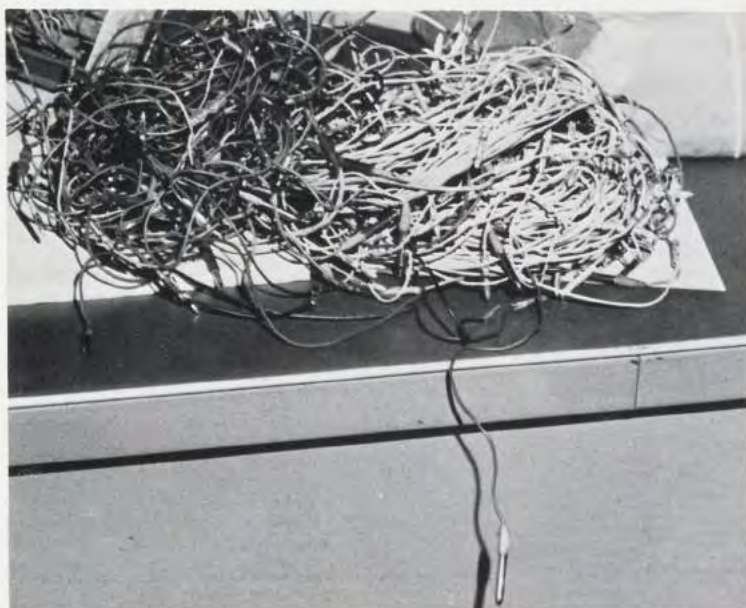


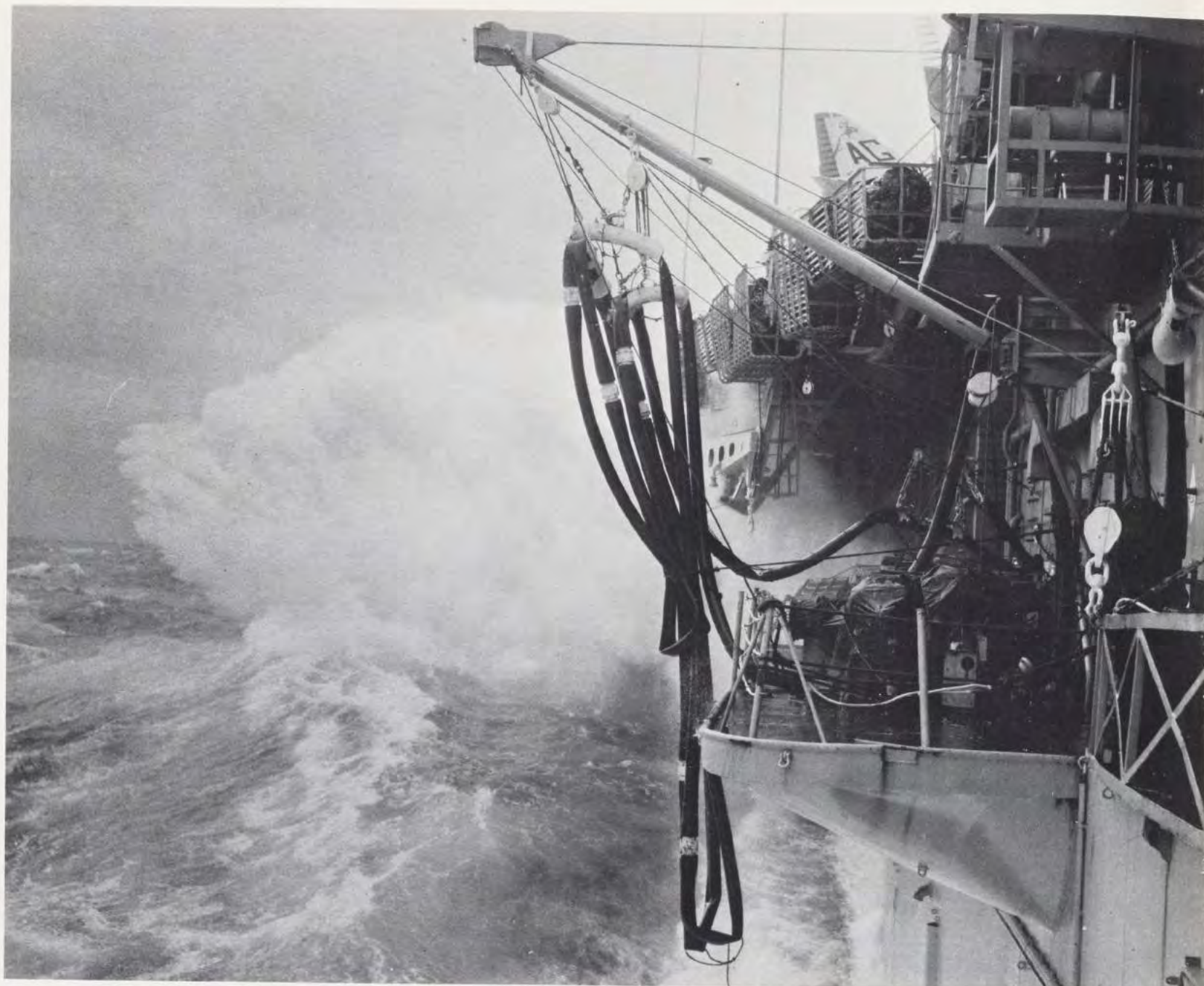




Shuffling Cards: G. D. Walker. Front Row Across L to R: C. B. Stites, D. A. Doty, D. W. Cale, J. W. Hambel (Wrapped in Data Sheets). L of Computer: R. P. Johnston, D. A. Kirsch, P. F. Smith. R of Computer: J. B. Barr, L. D. Bushee, R. R. Hong, D. A. Strock. In Huddle Behind Computer L to R: L. M. Nordquist, D. E. Robinson, J. J. Nelson.

S-7 Division





Weapons



The Weapons Department includes the gunners, the deck force, the aviation ordnance crew, and the Marine Detachment. The men of the deck force go out into the scorching sun and salt spray every day to keep the exterior of the ship, and certain interior areas, in prizewinning condition. The main job of the deck force at sea is the never-ending job of replenishment: taking on food, bombs, and fuel. The ordnance crew runs about the hangar bay and flight deck lugging thousand pound bombs to and from the bomb elevators. The gunners practice on the guns—and protect us from attack, while the Marine Detachment lugs ordnance, mans guns, and provides for the security of the ship. The personnel in Weapons love a little sweat, they perform more than an honest days work, and their accomplishments are "extraordinary."





1st Division: Row 1: J. L. Lilly, G. U. Urquiza, H. A. Watson, R. A. Vah, R. K. Curbello, E. A. Reeds, S. S. Woodman, D. A. Shulenski, P. J. Bowden. Row 2: L. N. Robbins, R. H. Wales, J. R. Pascarell, E. W. Marose, A. L. Spencer, M. F. Markus, E. C. Lombardi, C. M. Mackey, J. M. Remmert, G. Murphy. Row 3: J. Dickey, R. Dagenhart, D. E. Honeycutt, T. Rogers, R. K. Eagle, R. Hildebrandt, D. L. Honeycutt, R. J. Daniel, B. A. Meloe, A. Cantu, H. Daley, P. R. Osborn, R. St. George.

1st Division







1A Division: Row 1: M. E. Brown, T. W. Jacks, A. V. Colicci, J. F. Sanders, S. B. Fuller, E. Richmond, R. St. George. Row 2: C. W. Feeback, H. A. Feuerstein, N. C. Draugh, H. L. Ross, J. D. Steadman, J. Riem, W. G. Nelson, J. R. Small. Row 3: W. E. Klug, P. R. Searles, W. H. Mercer, H. S. Raleigh, K. D. Smith, D. L. Patton, W. M. Donovan.



I-A Division

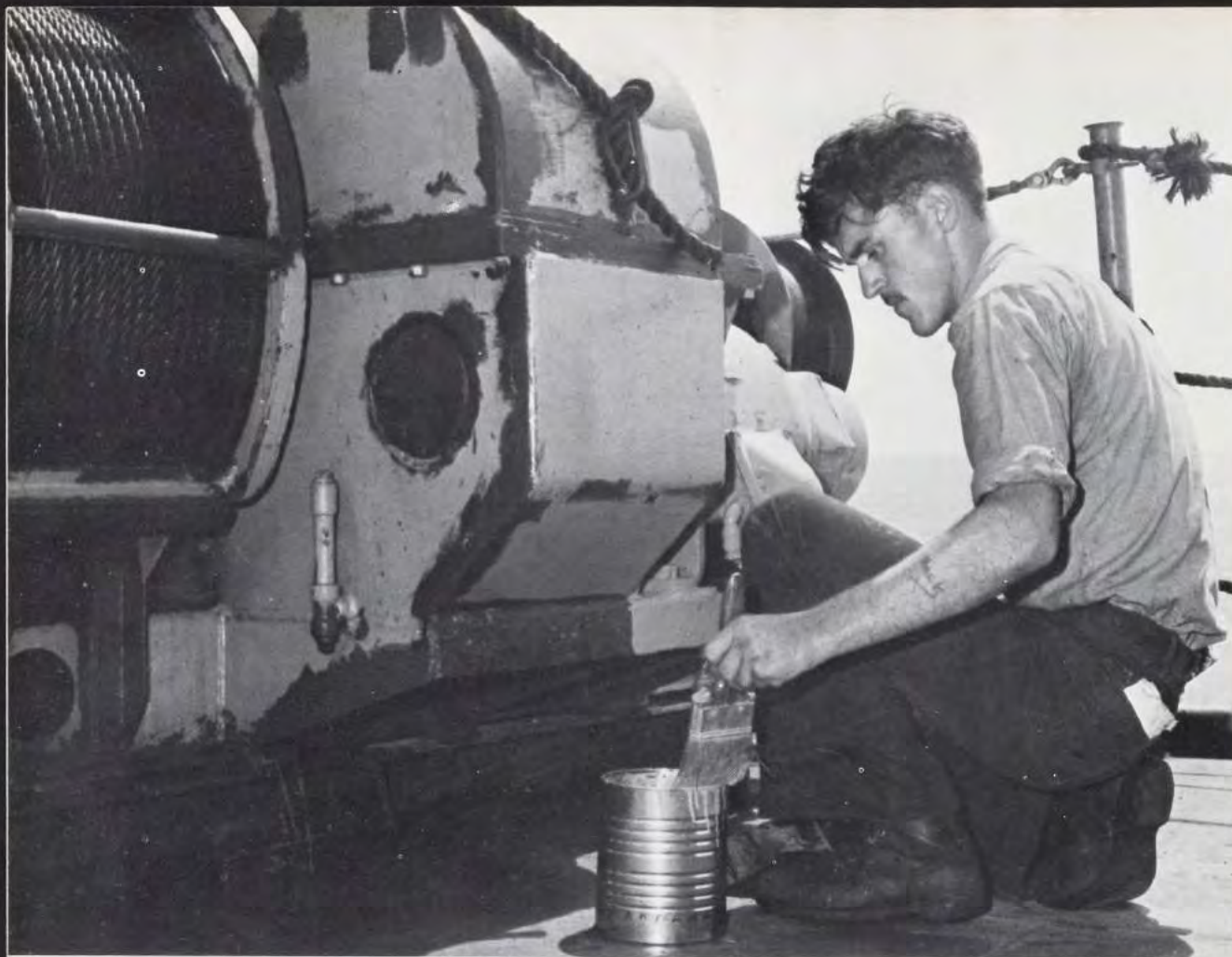


2nd Division



Second Division: Row 1: J. P. Goodrum, B. L. Johnson, J. H. Stark, R. P. Cheney, J. C. Knabenshue. Row 2: D. M. Cabral, G. E. Wendt, J. L. Ray, G. D. Peterson, R. W. Kiley. Row 3: C. H. Rogers, J. L. Klinglesmith, B. Lazarowicz, L. E. Wagner, E. R. Borns.





Second Division: Row 1: K. D. Larson, D. E. Olson, E. Henderson, B. C. Brooks. Row 2: S. F. Warbus, T. V. Buzzard, J. F. Long, T. T. McCuen, A. V. Edwards, R. E. Williams. Row 3: F. E. Allyn, D. F. Furmanski, D. T. Guastella, W. N. Ramey, L. L. Spangler.





3-A Division





Row 1: J. R. Benns, W. J. Campbell, J. H. Caswell, R. W. Glasscock, R. H. Relyes. Row 2: J. McCaudlen, E. S. Staring, R. W. Voltz, W. G. Rouse, L. J. Lipinski. Row 3: D. L. James, E. G. Shelton, G. F. Fincham, A. J. Uranick, J. R. Neese.

Row 1: R. L. Bishop, J. S. Taylor, R. E. Esquilin, M. A. Romero, S. Griswell. Row 2: K. R. Walker, R. A. Gales, R. T. Marroquin, J. D. Gross, W. V. Carter, J. H. Caswell. Row 3: E. E. Borus, R. F. Briscoe, M. S. Garza, M. J. Summers, S. R. Washburn, R. Jolley, G. L. Thomas.



Kne
T. S
Sou
Cagl
Holl
McC
Wild
Dun



3B Division



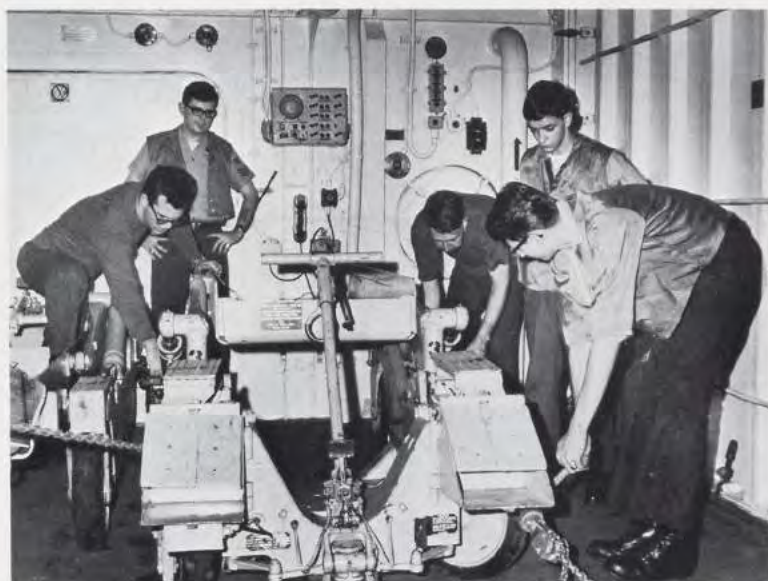
Kneeling L to R: J. J. Velasquez, J. A. Nelms, T. S. Luna, F. Dollak, L. N. Gillette, G. P. Souder. Standing L to R: R. G. Staves, E. C. Cagle, R. D. Montgomery, E. L. Kagey, P. W. Holloway, D. A. Davis, K. F. Thomas, J. C. McCauley, H. L. Longmire, H. J. Gray, D. D. Wildes, R. S. Adolph, R. H. Urich, R. N. Dunn.






Clockwise from center: R. R. Brewster, P. C. Langley, D. L. Johnson, D. B. Mills, T. L. Gates, S. F. Kimble, J. E. Hogan, E. C. Norris, O. J. Carr, G. L. Gates, W. M. McMullen, S. W. Riddle, D. J. Beckwith, R. L. Arp, S. A. Allen.





W Division. Row 1: M. R. Krasley, J. A. Griffin, M. E. Haddaway, C. A. Sandler. Row 2: L. C. Tueller, R. J. Scire, J. T. Bilello, D. E. Berry, R. R. Mazson, J. M. Francis. Row 3: W. R. Dillon, P. L. Evans, J. M. Farned, B. A. Gross, B. H. Parker, G. D. Wilkins, W. E. Adams, J. J. Dean.



5th Division. Row 1: T. A. Lucero, R. L. Osborne, R. V. Pacella, F. D. Hughson. Row 2: J. L. Brennan, T. B. Hexham, J. L. Steele, R. Mendoza, J. H. Nicholas, L. L. Ward, J. C. Alley, W. A. Kuhn. Row 3: T. Hancock, H. F. Geis, R. G. Benjamin, H. D. Carter, M. S. Simeone.



5th Division

G Division. (L to R) M. L. Taylor, R. J. Hawes, P. G. Cowan, G. W. Fruit, R. J. Dobbs, H. L. Gordon, R. L. Bauer, G. J. Lamoureux.



G Division #1. Row 1: R. C. Christman, F. L. Morris, J. G. Robbins, R. L. Adams, M. D. Braverman, M. T. Jenkins, F. D. Blank, M. J. Downing, E. D. Felix. Row 2: R. L. Bauer, R. J. Hawes, L. A. Redden, E. A. Perrotta, T. W. Nevitt, Y. K. Shipley, I. R. Caldwell, R. L. Clinding, L. A. VanAuken, W. Ujczak, H. L. Gordon. Row 3: J. C. Smith, J. M. Jenson, J. A. Urdahl, D. L. Wentz, R. W. Roberts, S. F. Jurczak, S. N. Clifton, J. Storey, J. B. Fitzgerald, W. S. Babbitt.



G Division



G Division #3. Row 1: C. W. Franklin, G. Monteleone, M. L. Limoges, R. P. Collette, J. C. Williams, J. D. Ducan, D. W. Murphy, W. L. Rodgers, P. E. Skinner, F. R. Hutchins. Row 2: S. L. Pitzer, F. Juliano, G. G. Gaston, C. T. Sellers, B. E. Tudor, B. R. Cabbiness, W. J. Lloyd, J. W. Gill, N. W. Anderson, M. L. Taylor, G. J. Lamoureux. Row 3: M. G. Schwartz, C. P. Davis, T. C. Cullum, S. L. Gauris, R. M. Durrance, L. D. Gaston, D. J. Montecalvo, P. Kaonohi.



G Division #2. Row 1: E. R. Hogan, R. L. Cook, J. A. Coontz, J. L. Fiddler, R. J. Hurley, T. D. Cantrell, L. C. Edgerly, A. L. Norris, S. Napoli, J. S. Glodowski, E. R. Hemphill. Row 2: R. J. Dobbs, P. S. Ostrom, D. A. Poots, S. L. Williams, G. W. Peeler, G. J. Friel, D. L. Breer, M. A. Wheeler, G. R. Peterson, W. Blair, P. G. Cowan. Row 3: R. L. Murphy, B. B. Gist, J. W. Brinley, J. L. May, G. W. Fruit, R. T. Burgess, P. J. Rock, V. L. Pruitt, E. E. Marcantel, S. C. Glodowski.







EOD Team



EOD Team. (L to R) M. L. Taylor, P. G. Cowan, E. R. Hemphill.



Fox Division



Fox Division. Row 1: J. W. Walsh, D. D. Rose, G. H. Labbe, K. H. Hausman, A. J. Zappavigna, E. J. Wainwright, R. Martin. Row 2: H. Wilson, T. C. Jackson, P. A. Cronin, R. C. Neel, E. L. Johnson, R. L. Lumley, O. P. Peklo. Row 3: P. J. Goliver, D. K. Smith, F. G. Bowen, R. L. Tittelbaugh, M. A. Slovinski, J. C. Perry, D. A. Frank, J. B. Clites, R. W. Loelker. Row 4: R. J. Kocsis, E. J. McKeever, C. E. Kocsis, R. D. Senften, P. A. Petz, T. R. Hale, G. C. Stowers, D. C. Campagna.



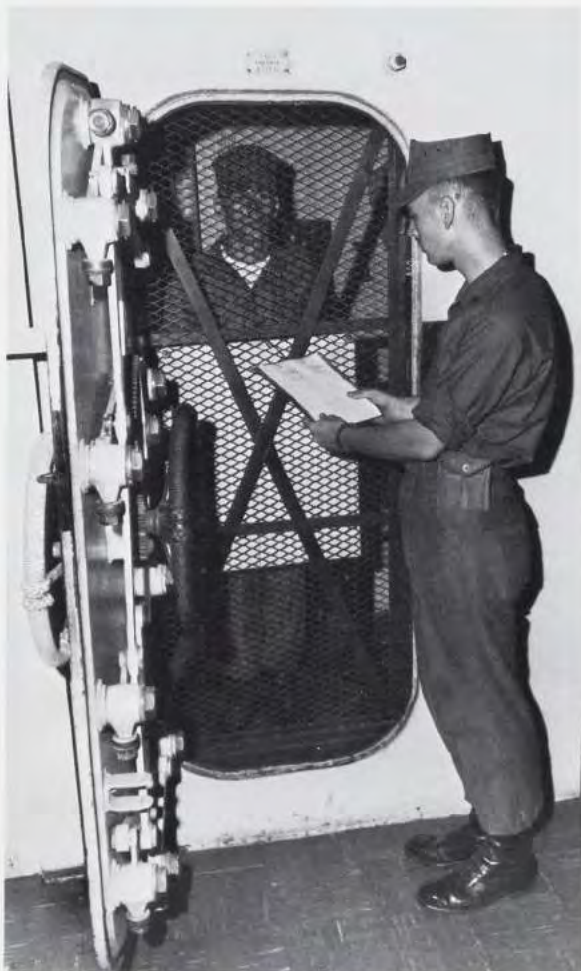


MARDET. Kneeling: W. L. Lachapelle, L. Corley, A. H. Roberts, C. Simmons, J. E. Snyder, W. R. Stalnaker, P. M. Caffey, W. L. Garner, N. F. Mathews, W. G. Lesperance, J. H. Dickey, R. G. Bliss, D. M. Prescott, H. J. Semper, T. Smith, R. P. Heffner, C. G. Boulware, R. A. Marshall, J. L. Walden, R. E. Jones, J. P. Thomas, J. W. Davis. Standing: S. D. Woodmansee, A. O. Saunders, R. T. Jenkins, R. Kuchinsky, B. W. Moore, J. W. Alessi, R. L. Carter, H. G. Sutherland, J. A. Buckman, R. E. Jones, C. E. Mahan, D. M. Dicke, T. E. Rogers, R. A. Steele, T. Smith, T. J. Guerrero, D. L. Griffin, R. W. Malcolm, G. W. Wheeler, J. Jamison, R. B. Lynch, D. S. Greene, J. L. Knight, R. Shaw.

Marine Detachment







Eight hundred ninety-five devoted, hard-working people...Air Wing TEN, VA-36...the 'Roadrunners'...15 years old...those good ol' A4's...they became a part of CVW-10 back in January 1968. VA-66 is another attack squadron that flies the A4 Skyhawk. It was first commissioned as Fighter Squadron 671 on February 1, 1951...it's the squadrons first time in Vietnam aboard this ship. Attack Squadron 17 on its origin as Fighter Bomber Squadron 106 had January 11, 1945. Redesignated Attack Squadron 106 in July 1955, they fly the A4E. VF-111 was originally commissioned in October 1942. They provide the escorts for all Air Wing TEN strike aircraft. VFP-63 men are the 'Eyes of the Fleet.' Originally commissioned on January 20, 1949, they provide aerial photographic reconnaissance. Tactical Electronic Warfare Squadron 33, VAQ-33, is the only one of its kind in the Navy. This squadron, with its World War II 'Spads,' supplies protective surveillance for pilots. Last, but surely not least, is VAW-121, INTREPID's Willie Fud gang. This important part of our operation provides the ship with an early warning system. They are the eyes and ears of INTREPID.





Cdr. J. A. Chalbeck, CAG

LCDR. R. L. Reynolds,
Officer-in-Charge VAQ- 33



Cdr. E. H. Brooks,
Commanding Officer VA- 36

CAG-10

Cdr. W.E. Ramsey,
Commanding Officer VA- 66





Cdr. W.L. Clarke, Jr.,
Commanding Officer VA-106

"The Champagne Air Wing"

LCDR. P.D. Smith,
Officer-in-Charge VFP-63



LCDR. C.W. Gibson,
Officer-in-Charge VAW-121



LCDR. W.K. Rhodes,
Officer-in-Charge VF-111



CAG Staff: L to R: Row 1: B. D. Cornett, D. J. Taggart, R. E. Lester, N. A. Bell. Row 2: R. S. Capati, C. W. Daniel, W. L. Suydam, R. L. Woolf, D. R. Anderson.





CAG Staff: L to R: I. E. Lovett, K. A. Marshall, M. C. Monroe, J. A. Chalbeck, Z. A. Brown, C. R. Jones, E. A. Lanier, R. E. Cain, R. Atherton.



CAG Staff



VA-36 Officers. Row 1: D. E. Moylan, J. Millar, K. H. Morse, T. E. Harding, W. C. Nix, E. H. Brooks, W. E. Underdown, R. E. Kuehn, J. H. Condit, R. F. Beacham, C. A. Roach. Row 2: B. S. Hall, L. F. Lightner, R. T. Holden, B. D. Keller, J. R. Reid, L. A. White, C. E. Williams, C. W. Leuffen, T. R. Mitchell, W. J. Difilippo, J. A. Cook, G. J. Leygraff, K. A. Olsen, S. K. Harper, P. N. Halverson, M. J. Wilkes, A. C. Rucker.

VA 36





Ops and Admin. Row 1: K. G. King, J. L. Kay, K. J. Larruso, J. C. Sebold, J. W. Brunett. Row 2: L. H. Bitler, J. L. Smith, R. J. Bertino, R. H. Noble, H. F. Michaels, G. R. Johnson, T. H. Bennett, D. J. Farrell, J. J. Ordoyne, R. H. Mason, D. R. Anthony, D. C. Hersey.



Weapons Crew. Row 1: S. K. Harper, T. G. Sapp, W. A. Deal, M. F. Coody, C. B. Hardin, P. W. Mayer, K. L. Smith, S. P. Rucker. Row 2: J. L. Dewitsky, C. E. Bowers, J. W. Myers, G. B. Guittar, R. R. Dancho, R. M. Klien, R. L. Himley, J. W. Morgan. Row 3: D. V. Braden, K. E. Conaway, T. Z. Turant, R. L. Bowles, W. L. Sewell, L. W. Bailey, L. R. Page, S. J. Kubelka.





Maintenance Admin. Row 1: R. A. Formby, R. L. Nolasco, L. C. James, W. M. Bleakley, H. B. Miller, A. M. McLaughlin, J. Sierra. Row 2: J. C. Poston, J. L. Lawell, G. T. Byrd, G. E. Daniels, T. D. Beasley, C. J. Osborn, T. B. Mitchell.



Plane Captains. Row 1: W. A. Russell, E. C. Hancock, D. E. Tower, W. A. Kornek, W. F. Helzer. Row 2: K. J. West, V. DeZago, J. V. Lacerra, R. A. Selman. Row 3: J. M. Farthing, R. Swartz, D. W. Terrio, L. C. Knott. Row 4: C. E. Slaughter, D. E. Bennett, L. C. Davis, J. W. Sumner, A. L. Barrett, E. R. Hughes, R. Bornemann, P. R. Peters.



Avionics Crew. Row 1: J. H. Burton, R. D. Crawford, J. J. Fesniak, D. R. Hardman, S. K. Harper, J. E. Scheuerman, H. T. Danley, O. W. Lazenby. Row 2: O. M. Turner, D. H. Jones, J. J. Grata, S. C. Reese, C. G. Saxton, H. E. Thoerner, G. W. Kuhn, F. W. Petersen. Row 3: G. W. King, R. B. King, S. P. O'Donoghue, R. E. Haller, G. R. Keys, P. L. Fretz, J. E. Sadlik, A. L. Broshears, J. G. Sellars.



A/C Division. Row 1: J. H. Barfield, P. N. Halverson, M. J. Wilkes, W. J. DiFilippo. Row 2: W. J. Leahy, W. J. Vinson, R. R. Boudreault, T. M. Black, M. E. Nelms, E. L. Beswick, W. A. Kaukola, A. L. Schrock. Row 3: D. R. Smith, J. Sondrini, L. R. Johnston, J. L. DeLaughter, C. H. Vellenoweth, W. E. Pierce, E. A. Ross, I. A. Horejs. Row 4: C. A. Herron, M. E. Flynn, H. R. Crawford, D. L. Hoffman, D. R. Boerger, M. L. Grimm, J. C. Whitehead, V. J. White, D. W. Bolin, S. J. Cordrey, R. B. Clark, H. D. Parrish, J. R. Harrison.







VA-66 Officers. Row 1: J. D. Rasmussen, C. W. delPizzo, S. A. Picciuolo, J. L. Stringer. Row 2: J. E. Craig, J. E. Sullivan, H. A. Laxton. Row 3: R. C. Snyder, W. J. Donaldson. Row 4: W. M. Tyrie, E. J. Broms, R. K. Miller. Row 5: W. E. Ramsey, E. L. Lewis, J. G. Stuckey, B. E. Thielen, H. R. Bruce, J. R. Watkins, P. B. Weiss, W. F. Hicks, W. H. Lifsey, E. T. Moore, D. W. Baggett. Row 6: R. D. Wiegstein, A. J. Karpaitis, M. J. Wilson, W. E. Riley, K. G. Hespe, D. A. Iverson.

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VA-66 AV/Weps Crew. Row 1: A. C. Newell, R. O. Winn, J. Bode, D. C. McCarthy, F. L. Robertson, D. A. Pearl, W. M. Tyrie. Row 2: J. L. McDaniel, M. T. Allen, T. M. Driscoll, A. T. Eagleman, L. M. Larson, P. J. McKibbage, M. M. Sullivan, A. D. Hostetler. Row 3: R. B. Martyn, D. F. Berg, D. R. Cowel, L. L. Graphman, J. S. Adams, G. G. Kincade, J. A. Billings.



VA-66 Admin.
Row 1: R. C. Synder, D. K. Mors, R. L. Hanks. Row 2: J. L. Portogallo, P. E. Parrott, L. E. Holbrook. Row 3: W. E. Buse, J. P. Pockl, J. J. Loonsfoot. Row 4: S. N. Susin.



1st LT and Ops.
 Row 1: J. E. Craig, R. W. Maurer, W. S. Donaldson.
 Row 2: R. S. Myers, J. A. Bianchi, T. J. Konopka.
 Row 3: F. A. Walsh, R. J. McCoy, L. T. Jones.
 Row 4: G. E. Workman, L. C. Shindel, D. L. Cepluch.





VA-66 AV/Weps Crew. Row 1: M. J. Wilson, G. L. Shade, G. R. Cannell, C. E. Clark, W. F. Williams. Row 2: W. P. McGinnis, L. J. Klapperich, E. J. Hartman, B. B. Yerner, P. K. Mesick, D. B. Gilbert, P. L. Paolillo. Row 3: R. L. Craft, J. A. Turley, B. L. Waldruff, D. W. Holmes, J. R. Pelham, R. L. Smith, J. C. Anderson, J. D. Grasmeyer.



VA-66 Line. Row 1: G. W. Maule, H. L. Kirkland, A. A. Applebee, J. B. Quick, E. S. Salas, R. W. Bueisberg, E. N. Pendleton, R. T. Epps. Row 2: J. P. Pollack, J. E. Thompson, R. L. Petty, F. Fruci, A. A. Allikas, M. E. Sherwood, S. C. Whitt, W. L. Grant, J. E. Ivy, R. L. Stevens, M. A. Corder, T. Clark, R. G. Wiegenstein. Row 3: B. H. English, D. B. Dangler, L. O. Elmore, W. L. Fisher, G. T. Gagnon, D. H. Newlove, L. R. Henry. Row 4: J. H. Baker, D. L. Epps, G. H. Dosh, W. H. Whitener, G. C. Schneider, S. H. Caylor.



Maintenance Staff. Row 1: S. D. Conwell, W. W. Thompson, N. T. Blake, W. J. Dunn. Row 2: D. K. McLemors, D. L. Glad-den, R. L. Funk, R. E. Rodgers, R. C. Ready, R. A. John, G. L. Smith, R. H. Sessler. Row 3: S. A. Picciuolo, H. R. Bruce, E. T. Moore, D. A. Iverson.

A/C and Power Division. Row 1: R. K. Miller, G. E. Dodge, L. A. Rhoten, P. H. Jackson, M. G. Foley, J. R. Attarian, J. H. Warren, C. J. Kloster, S. J. Cull. Row 2: M. E. Timmons, J. A. McCorkle, R. Miller, G. G. Hayter, B. R. Taylor, R. E. Kolb, H. H. Bevis, J. G. Bishop, V. C. McLeod, L. R. Shondel, W. H. Lifsey, D. W. Baggett. Row 3: R. E. Lang, B. F. Mitchell, W. H. Elverd, W. J. Erskine, J. T. Wheeler, J. L. Goodwin, J. V. Davis, R. J. Sheedy. Row 4: M. R. Gilbert, R. J. Palmieri, W. T. Riggs.





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VA-106 Squadron Officers. Row 1: J. E. Carpenter, M. W. Davis, J. P. Byrnes, B. N. Jeffers. Row 2: A. C. Biniasz, G. E. Connolly, K. A. McMillen, J. W. Wilcox, M. E. Bartholomew. Row 3: D. F. Callahan, J. W. Warner, J. A. Padgett, P. M. Feran, H. C. Bowles, R. R. Pratt.



VA-106 Squadron Officers. Row 1: J. R. Sexton, G. E. Gause, J. R. Sieglinger. Row 2: R. B. Browning, M. D. Beach, B. G. Gunter, R. M. Wilson, S. C. Zwick. Row 3: B. E. Hendricks, W. H. Dill, W. L. Clarke, J. H. Harns, W. H. Breckner, R. C. Gibson.



VA-106 Operations Personnel: Row 1: J. W. Hunter, W. C. Foust, P. M. Connolly, J. B. McGeever. Row 2: G. E. Gause, S. C. Zwick, J. R. Sieglinger. Row 3: B. N. Jeffers, M. W. Davis, W. J. Breckner.



Admin/Ops. Row 1: D. W. O'Quain, H. G. Malone, J. W. Wilcox, A. C. Biniasz. Row 2: J. E. Carpenter, N. B. Benfield, L. W. Jewell, E. E. Kwapnioski, H. C. Bowles. Row 3: J. S. Warner, B. W. Nowlin, J. L. Roberts, D. F. Callahan.

VA-106 Line Crew. Row1: H. Clark, R. L. Keleher, J. P. Byrnes, L. E. Cogley, J. A. Richardson. Row 2: W. J. Miller, J. H. Mahoney, R. H. Harp, J. M. Bailey, E. F. Hoffman, G. L. Rust, J. E. Eastmade. Row 3: L. J. Waggoner, M. J. Dathe, R. P. Milton, P. A. Guilian.



VA-106 Line Crew. Row1: L. D. Lucisano, D. Rivera, A. J. Barclay, T. R. Rogers. Row2: M. L. Morton, C. M. Dalbert, T. A. Brock, W. P. Roach, R. J. Kolernak, V. Pellicci. Row 3: L. E. D. Vessell, E. J. Osborne, E. Thompson, F.D. Sherman, J. E. Cook, R. W. Meese, D. A. Taylor, E. L. Kaletch.



AV/Weps Crew #2. Row 1: R. G. Mullinaz, R. C. Loewen, R. N. Benham, J. E. Walden, A. E. Huuki. Row 2: R. C. Gibson, W. G. Ward, B. E. Piccininn, F. Bourie, E. S. Tasker, G. J. Jansheski, D. A. Marier. Row 4: S. T. Woods-Smith, F. R. Hardy, T. V. McGinn, B. C. Baker, L. W. Rodgers, J. D. Mertens, R. D. Newby. Row 5: L. E. Tarrell, R. L. Coy, D. J. Woodall, J. P. Kelly, M. V. Bray, A. L. Boggess.

AV/Weps Crew #1. Row 1: C. A. Kost, J. M. Bellott, G. D. Lotz, R. L. Monlezun, J. R. Edens. Row 2: R. M. Wilson, C. M. Sullivan, R. E. Staley, P. H. Murphy, R. L. Nether-ton, V. K. Crane, R. C. Holloway, J. R. Ed-wards, J. M. Eccleston. Row 3: R. W. Barrett, R. L. Seale, D. E. Clark, T. L. McGahey, E. W. Handke. Row 4: M. P. Brinn, J. D. Little, J. A. Bradley, J. C. Mor-gan, A. E. Micheel, B. W. Peebles, C. M. Hard. Row 5: A. K. Moore, D. E. Gage, J. Ezelle, D. D. Heter, J. C. Whitten, J. H. Car-lson, W. R. Willingham.





Maintenance, Admin and Supply. Row 1: E. W. Rogenski, F. Murphy, T. C. Soehlman, D. M. Lunday. Row 2: R. J. Torrez, W. E. Hulse, J. A. Elzholtz, W. B. Knowles, G. E. Connolly. Row 3: C. D. Sanford, J. G. Kelco, R. J. Mankiewicz, W. H. Carter, R. D. Hale, J. A. Padgett.



1 st Lt. Office. Row 1: E. C. Marcial, R. Stinson, J. D. Hight, E. E. Rivera, W. D. Richards. Row 2: J. B. Macpherson, E. L. Yancey, R. J. Bashan, R. E. Maguire, M. Groff, G. L. McHugh. Row 3: E. A. Agnello, L. T. McAuley, R. H. Sutton, A. Hughes, J. A. Cardarelli, W. O. Grubb, J. G. Chester, J. A. Whitfield, H. C. Bowles.



A/C Division. Row 1: D. M. Frankovis, A. L. Buffington, R. R. Artwohl, C. L. Hetrick. Row 2: W. A. Burns, G. J. O'Connell, J. H. Badmington, W. E. Heiling, B. D. Beaver, J. M. Price. Row 3: C. G. Mudling, C. H. Henderson, J. D. Cook, W. D. Bell, R. B. Pittman, P. M. Feran.



A/C Division. Row1: J. J. Fitzpatrick, B. C. Hagelgans, T. W. Kimsey, J. L. Ross, P. M. Feran, W. V. Demczyk, S. R. Arbaster, B. L. Holtzman. Row 2: J. F. Keney, E. E. Beattie, T. L. Cramer, J. L. Romarine, R. C. Mason, E. D. Rose, B. R. Minish. Row 3: W. A. Burns, H. S. Hawley, H. D. Thompson, M. J. Hake, E. Morales, K. D. Williams, W. I. Rawlins, E. T. Allen, J. L. Effinger.





VF-III

VF-111 Squadron Officers. Row 1: F. L. Corah, C. W. Orlob, R. H. Wenzel, A. C. Rucker. Row 2: W. J. Smith, J. C. Thompson, W. K. Rhodes, A. J. Nargi, J. F. Satrapa.





VF-111 Enlisted. G. L. Bommel, L. Fitch, D. W. Withrow, J. T. Schumaker, H. W. Stark, R. S. Greenwood, W. H. Allen, C. T. Gooden, D. M. Vice. Row 2: J. R. Burrough, B. Holt, W. T. Carney, H. K. Price, D. J. Morecraft, W. B. Miller, D. R. Rodgers, R. R. Danforth, F. W. Danjou, C. L. Barnard. Row 3: T. D. Swanson, D. A. Idacavage, E. G. Spreckelmeyer, K. L. Borsma, K. L. Yahne, R. A. Hilgert, C. J. Mullinax, D. L. Boyle, L. R. Acker, R. A. Wiley.





VF-111 Enlisted. Row1: T. H. Gibson, D. W. Smith, W. Davis, H. Montilla, M. W. Browning, D. P. Bartos, D. A. Bergman, R. Ploeckelmann. Row2: J. W. Humes, D. A. Phillips, D. R. Cranston, J. F. McKinney, E. H. Powell, W. L. Hilton, J. P. Dail, D. W. Parker, T. A. Zaiger. Row 3: F. A. Cimo, J. D. Freeman, W. T. Murphy, J. K. Berg, R. L. Long, T. L. Stanton, M. L. Gardner.







VFP-63

VFP-63 Officers and Enlisted. W. G. Teed, P. L. Van Vleck, P. D. Smith, D. D. Loehr, F. F. Pfluger, G. B. Gray, J. J. Czekanski. Row 2: F. D. Curtis, E. B. Gruta, E. J. Marquardt, C. T. Cook, G. E. Woods, J. G. Harwood, R. W. Landemeier, H. G. Otting. Row 3: D. G. Nelson, J. G. Tutor, T. C. VanWey, D. A. Beaman, J. J. Schultz, C. Rucker, R. L. Graves, R. D. Carroll, D. S. Petrimouk, C. I. Sheppard. Row 4: R. G. Lang, W. H. Hugus, H. E. Dunn, R. E. Poole, M. J. Garvey, M. J. Caldwell, K. A. Countryman, W. W. Leonard, R. Makowski, J. F. Knight, M. R. Brands. Row 5: J. L. Yahne, J. E. Higgins, P. E. Howard, J. W. Hobbs, D. R. Wiederhoeft, M. E. Baker, M. R. Poirier, M. G. Stroud, M. E. Hawthorne, N. F. Spinney, A. J. Gilliam.









VAW-121





VAW-121 Officers. Row 1: R. W. Sargeant, C. W. Gibson. Row 2: H. J. Scarborough, R. W. Harris, J. D. Jones. Row 3: F. M. Wiedlandt, M. S. Evans, J. C. Rea. Row 4: W. F. Rossley, H. C. Fortenberry, M. J. Healy. Row 5: J. M. Connolly, C. L. Patterson, W. H. Criswell, J. W. Williams.



VAW-121 Enlisted. Row 1: R. P. Ethridge. Row 2: H. C. Braune, T. M. Arnold, J. B. Arnold. Row 3: F. E. Venable, M. P. Schmidt. Row 4: T. G. Williams, A. W. Redmond.



VAW-121 Enlisted. Row 1: S. W. Ells, T. W. Blizzard. Row 2: R. Crews, J. L. Schumann, D. M. Allen. Row 3: W. M. Brannon, R. C. Richards, G. T. Odeneal. Row 4: A. W. Storts, F. D. Dupree, T. S. Hohnson. Row 5: J. M. Resch, R. K. O'Neil, T. J. Rhodes, M. H. Gentry, M. Lehm.

VAW-121 Enlisted. Row 1: R. D. Conrand, K. D. Haynes. Row 2: J. D. Nealey, C. D. Roberts, D. R. Brannon. Row 3: K. D. Williams, C. F. Goodman, J. F. Motyka. Row 4: D. E. Roddy, H. L. Williams, G. C. Taglieri. Row 5: R. H. Barclay, P. R. Dion, P. E. Williams, J. W. Durham, R. D. Clearwater.





VAQ-33

VAQ-33 Officers and Enlisted. Row 1: H. W. Harmon, J. W. Frazier, E. J. Etchells, T. M. Johnston, H. P. Kehoe, V. H. Stewart, N. F. Bowden, T. J. Bedford, E. E. Watts, T. C. Kaylor. Row 2: R. L. Reynolds, J. H. Pleasant, P. K. Karg, W. L. Ever-D. Williams, L. D. Ewing, D. Williams, L. D. Ewing, L. P. Bird, K. R. Cover, W. F. Bearinger, R. M. Vanderlinden, D. J. Poplawski, N. V. Emerson.





VAG-33 Enlisted. Row 1: V. L. Schauer, R. S. Burns, G. T. Southworth, T. W. Stevens, W. G. Fuller, F. Ahumafa, D. F. Fieldhouse. Row 2: A. H. Cooper, T. V. Stanley, J. W. Layton, J. F. Weindorfer, J. A. Schmidt, M. D. Niedorfer, E. Sulinski, L. E. Mathiews, B. J. Baker. Row 3: P. Gregor, J. A. Davis, C. A. D. Neitzel, T. L. Duggan, S. Kinnear, A. H. Hunter, T. J. West, J. O. Glenn.



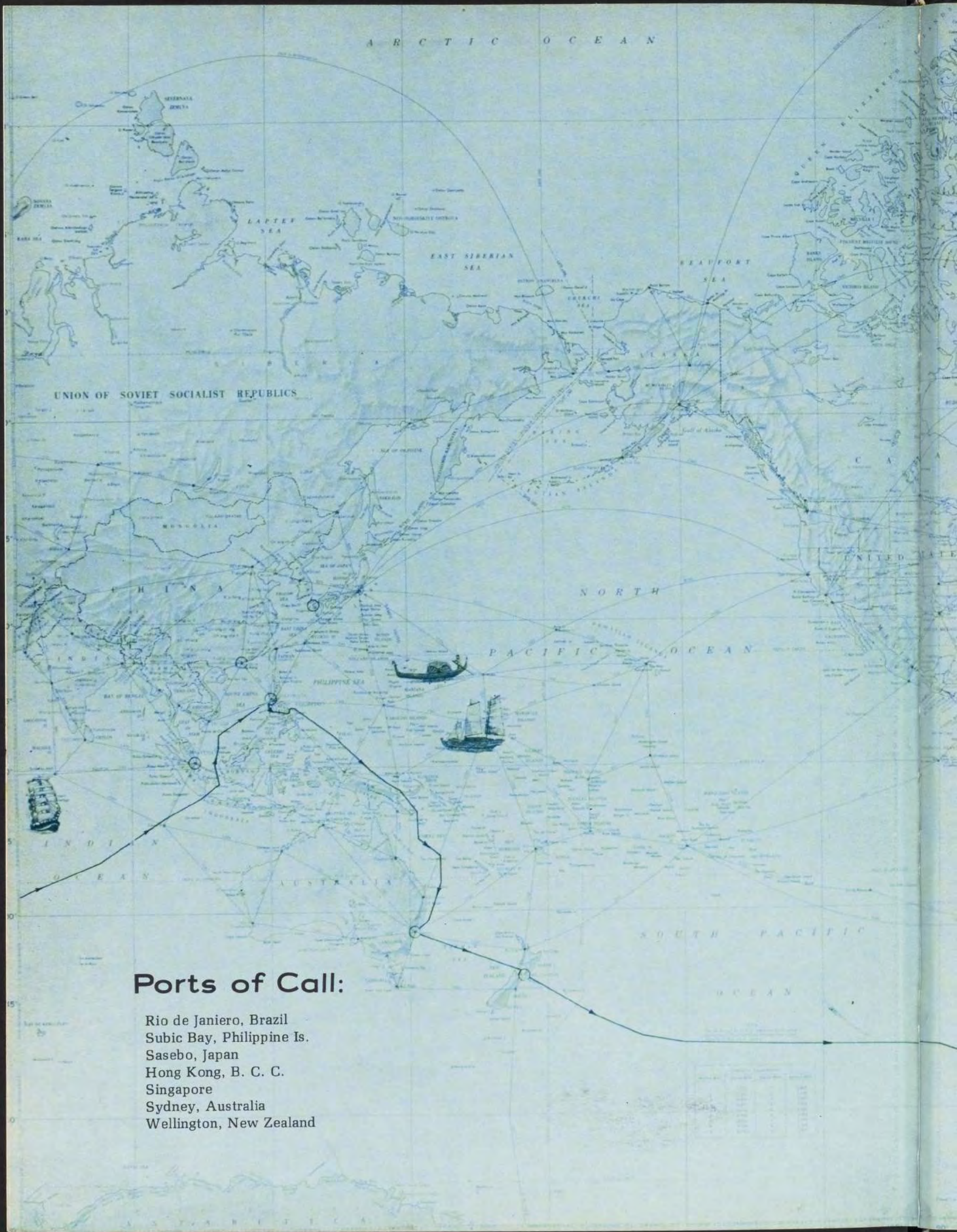




The Long Journey Home

The time finally arrived, as we knew it would, when the end of our eight-month cruise was in sight. Six months had been spent "on the line" in operations off Vietnam, and the other two months—born of long, anxious days—were spent in transit. The trip home, a 17,000 mile journey, was planned with stops in Sydney, Australia and Wellington, New Zealand. Our new route home around South America gave INTREPID another first—a global cruise. We travelled around the fabled Cape Horn and hooked up with a Chilean oiler for a long refueling. We stopped in Rio, again, and Norfolk seemed to loom larger over the horizon. The prospect of home seemed to erase the separation by our long months afloat, but we would never forget.

A R C T I C O C E A N



UNION OF SOVIET SOCIALIST REPUBLICS

NORTH

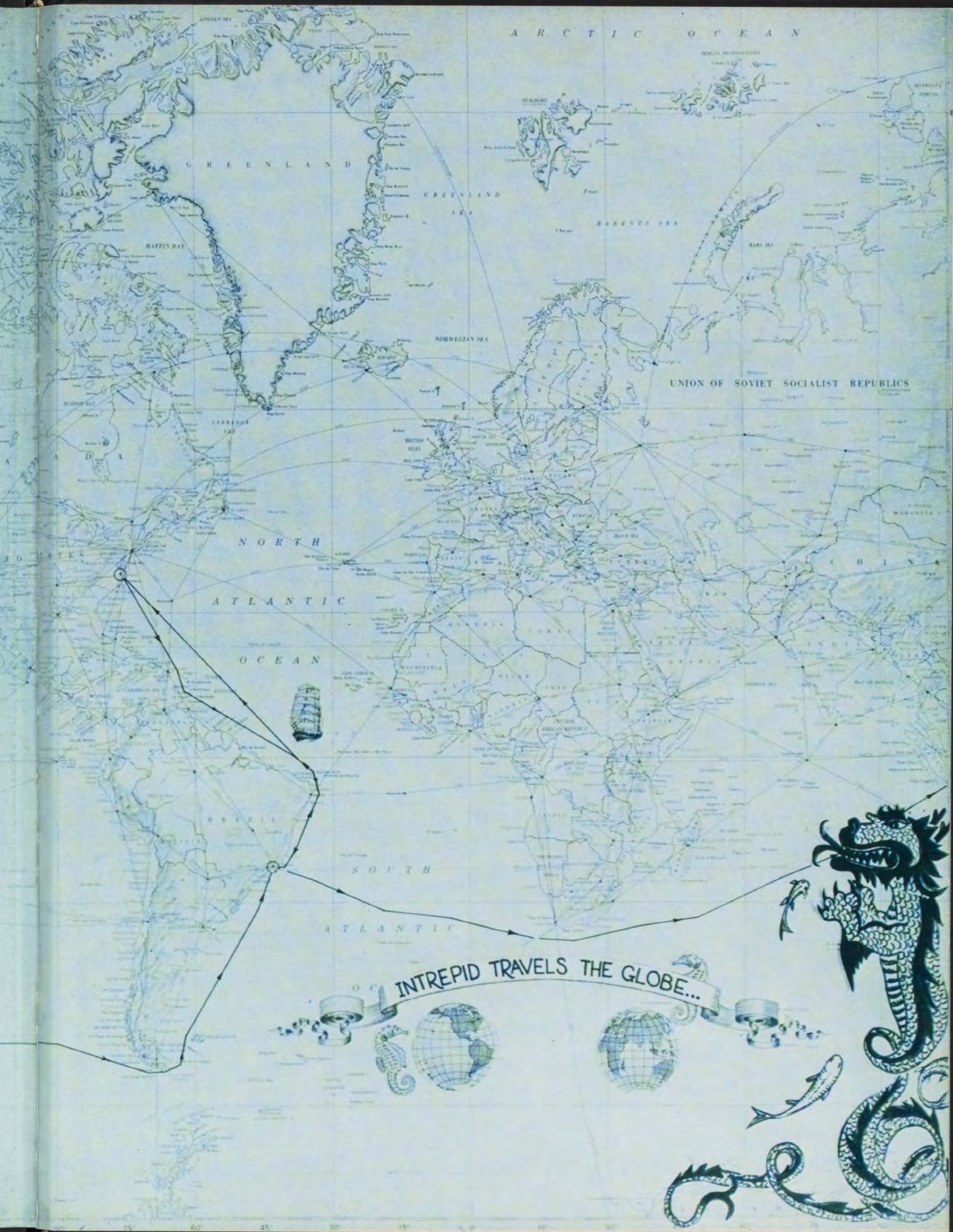
PACIFIC OCEAN

SOUTH PACIFIC

OCEAN

Ports of Call:

Rio de Janeiro, Brazil
Subic Bay, Philippine Is.
Sasebo, Japan
Hong Kong, B. C. C.
Singapore
Sydney, Australia
Wellington, New Zealand



ARCTIC OCEAN

GREENLAND

GREENLAND SEA

BARENTS SEA

NORWEGIAN SEA

UNION OF SOVIET SOCIALIST REPUBLICS

NORTH

ATLANTIC

OCEAN

SOUTH

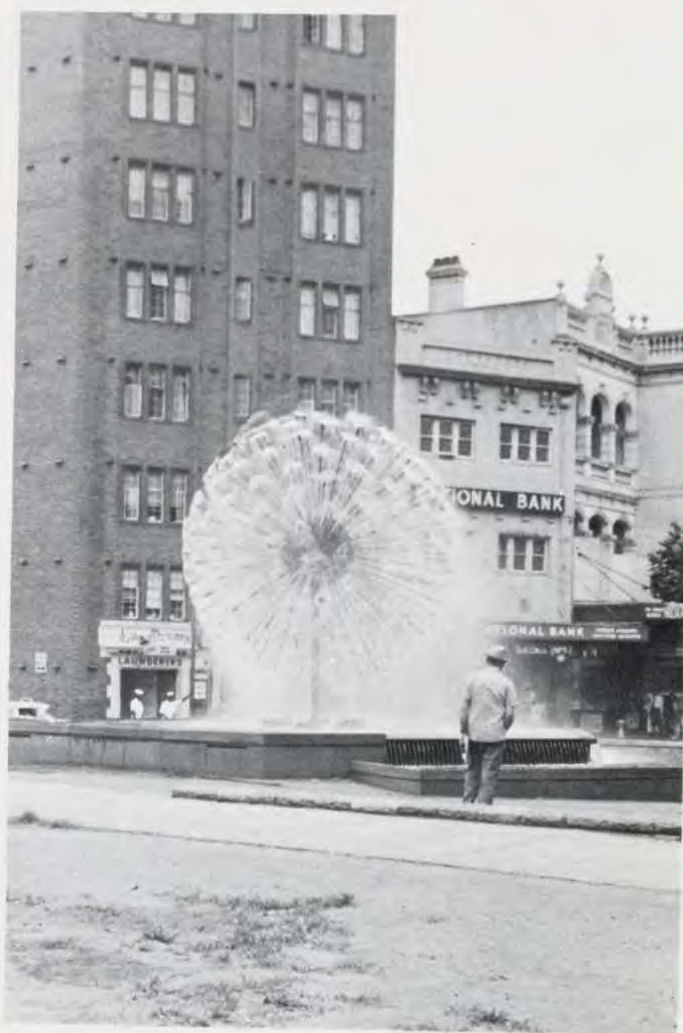
ATLANTIC

INTREPID TRAVELS THE GLOBE...

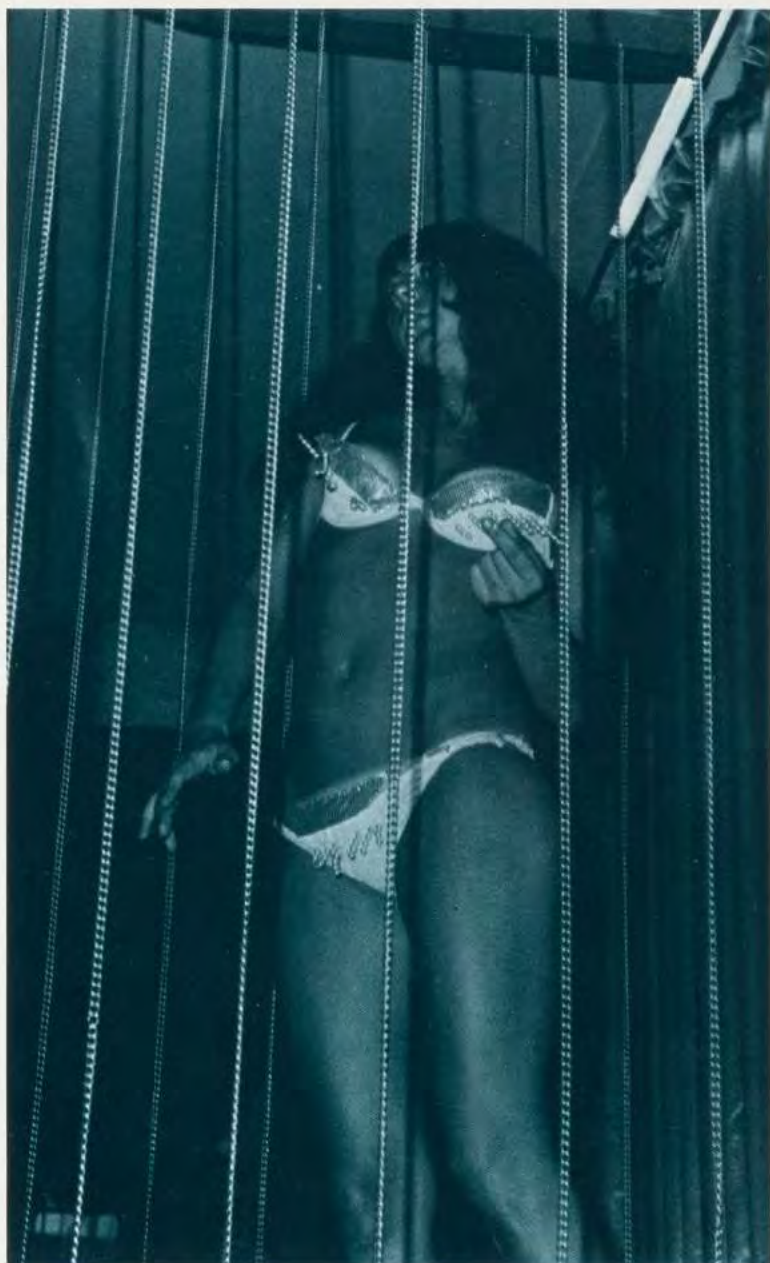
SYDNEY :

The
"Friendliest"
Port





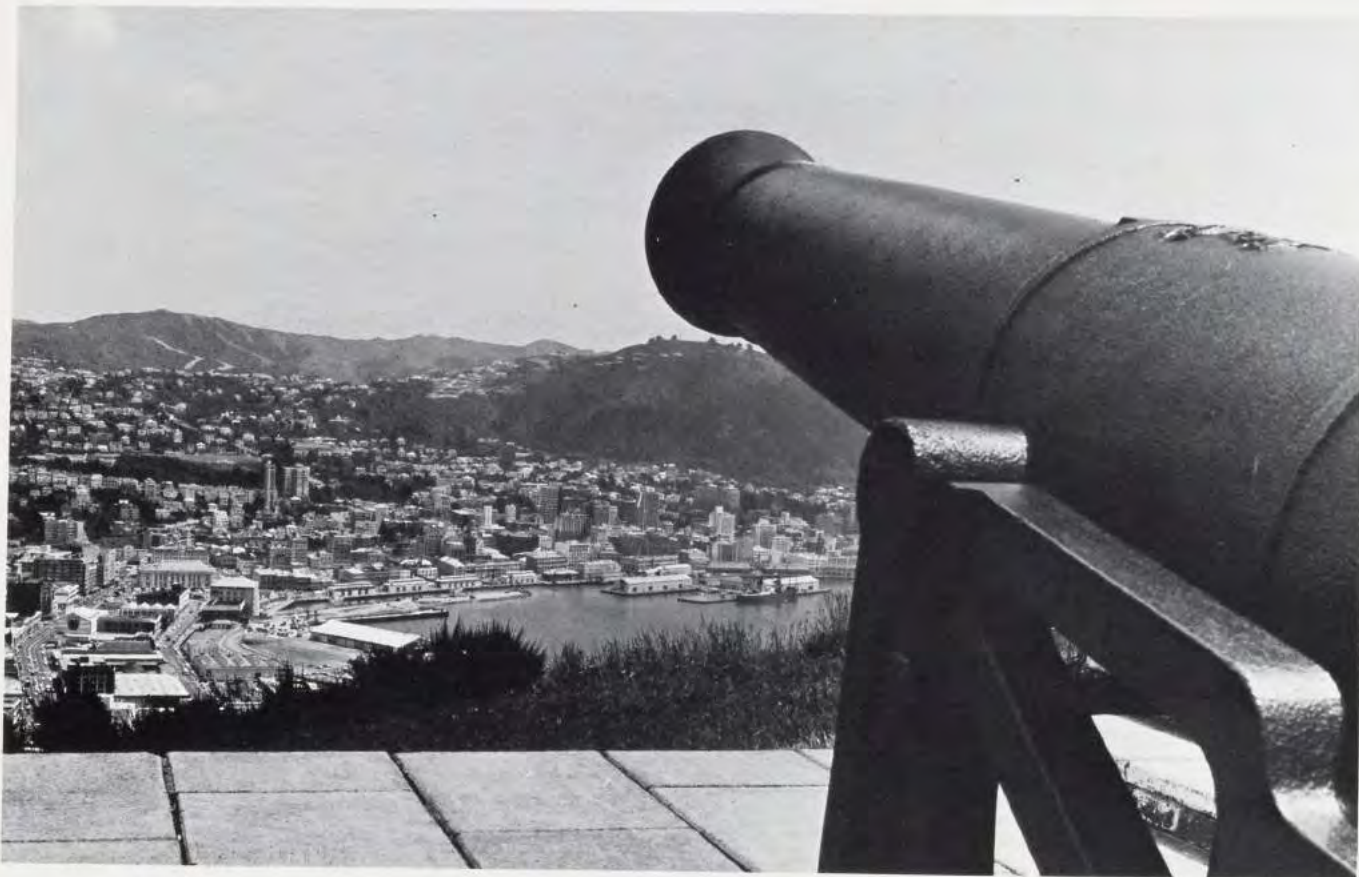






WELLINGTON:

A Quiet
Reflection
Of The Past







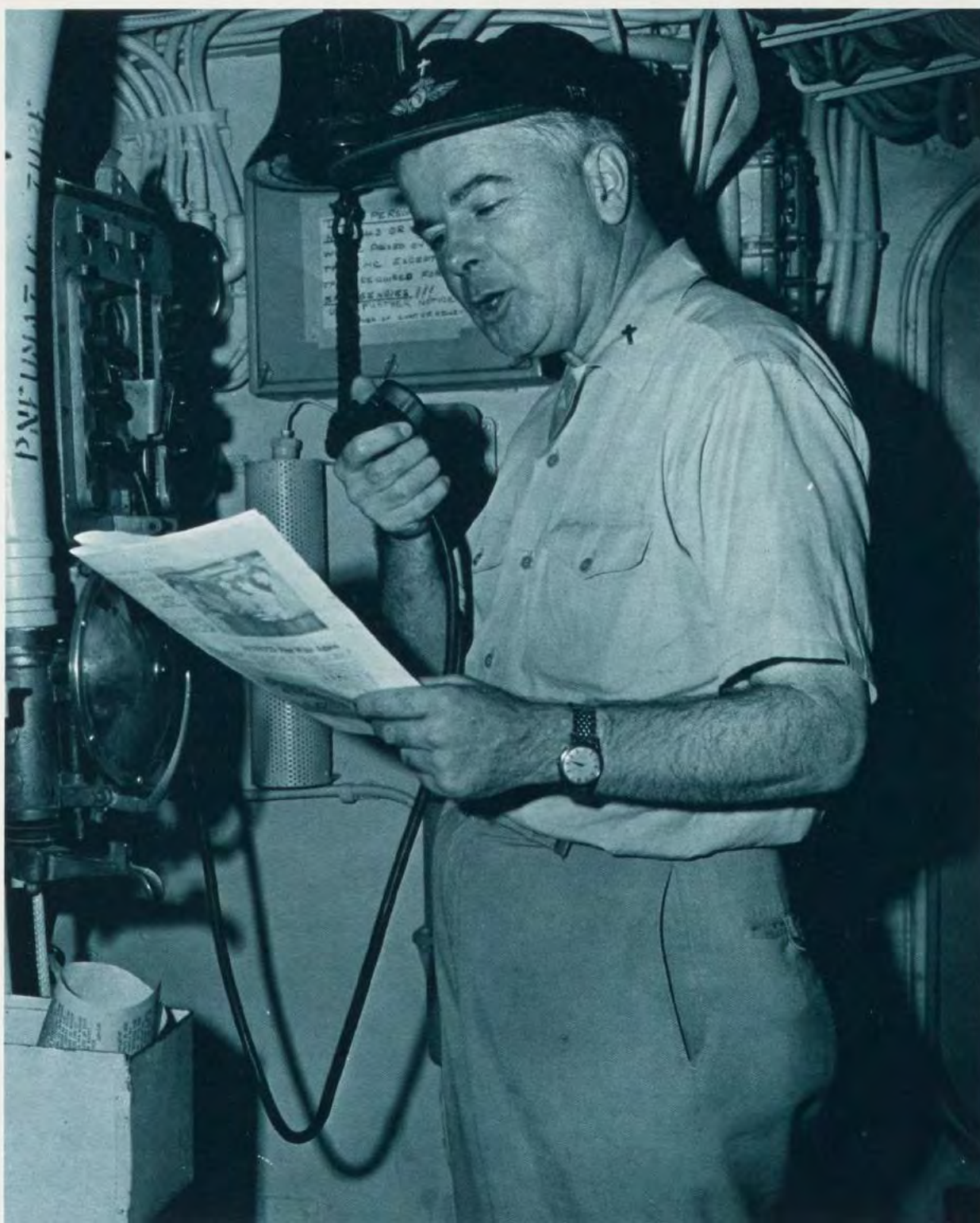
THE MESS DECKS:

One
of our Rumors
Is Missing...

*The flying rumours gathr'd as they roll'd,
Scarce any tale was sooner heard than told;
And all who told it added something new,
And all who heard it made enlargements too.*

Alexander Pope,

"Temple of Fame"



"Good Evening, Men"

Flash!!!! That high-pitched expletive screamed through the passageways of INTREPID every night as Father Paul F. Bradley took INTREPIDites through the paces of the daily news over the ship's general announcing system. Commander Bradley, the ship's Catholic Chaplain, handled the news with a professional flair and touch of humor that had everyone smiling. It was a healthy boost, a needed break, to hear from the home-front and the ever-familiar "Good Evening Men, and God Bless."



WINT:

The Sounds of Home...

Disk Jockeys: Left: J. J. Dougherty (J. J. the DJ); D. D. Wilson (Cousin Willie); R. L. Ezzell (Cowboy Dick); H. Turner (Rappin' Harry).

And All The News That Fits

WINT Newsmen: R. Hanna, J. B. Banks



Morale Men: The Movie Crew

Movie Crew: Left: J. A. Gatti, R. V. Piacentini, D. D. Keene; J. E. Wade, J. B. Banks.



MUSIC MASTERS:

The Helmsmen

Back home they were known as ComNavAirLant Unit Band No. 194, but aboard INTREPID they were the "Helmsmen," a talented and rollicking group of soul stompers who carried a mean axe and a professional sound. Whether presenting a concert, entertaining during a replenishment, or just playing dinner music in the mess decks, the Helmsmen really put out, under the expert guidance of their mentor, MUC Dave Oliver. Sitting on the foc'sle from left to right, they are: Row 1: D. Oliver, J. Rowe, G. Welsch, S. Eyler, K. Clark and J. Marston. Row 2: L. Geis, T. Roussin, J. Kent, F. Tandy, F. Zugelder, J. Tirey and B. Hocke. Row 3: A. Garcia, C. Preston, R. Michel, J. Buchhofer, V. Inzerillo.







In Memoriam

LCDR David F. Callahan, Jr., VA-106
LT Robert W. Harris, VAW-121
ABEAN Bobby Lee Spencer, V-2

missing in action

LT Edward J. Broms, VA-66
LT Kenneth K. Knabb, VA-106



A. Rucker



1968 Cruisebook Staff

Recording the 25 years of INTREPID's "life" as well as presenting the 1968 cruise required many long hours beyond the normal working day on a fighting ship. The men who made it possible, and enjoyed every minute of it, are, in the foreground, SK3 D. W. Silva, production chief; YN3 J. W. Berry, artist and layout editor. In the second row, from the left, LTJG D. L. McDonald, editor; CDR Q. B. Morrison, cruise book chairman; LTJG T. L. Scott, business manager; WO L. R. Marshall, Photo editor; JOSN P. R. Schuddekopf, associate editor; and LTJG P. K. Volrath, co-editor and public affairs officer. Not pictured is Lt Alex Rucker, whose talented art work contributed heavily to the book. A special thanks is given here to the ship's Special Services, Photo Lab and Liskey Lithograph of Norfolk. The cruise book staff would also like to thank the photo contest participants, some of whose work appears in the color section of the book. There are easier things to do than produce a 25th anniversary cruise book during a Vietnam deployment, but it was done... with pleasure.

