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## united states ship INTREPID

## CVA-11

## MEDITERRANEAN CRUISE 1961-1962

## DEDICATION

This cruise book is dedicated to the mothers, wives, children, and sweethearts who kept the home fires burning while we, the men of INTREPID, made our cruise.

We give acknowledgment and thanks for your courage and devotion, and we realize that yours was the greatest loneliness, the greater sacrifice.

If, in going through this book, you should form an impression that we are proud of our old ship; that we think Air Group SIX and INTREPID are the finest team ever assembled; that she really is "The Oldest and the Best"-why then you'll be right!


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## THIS IS THE STORY HER MED CRUISE

Hin $x^{2}$

# OF THE FIGHTING "I" 

## 

CVA-II With "Gold Group" Ships in Piraeus Harbor, Greece



## A DAUNTLESS LADY ...



Like a devoted mother hen, Intrepid awaits returning crusader
her PLANES . . .

Crusader
Fighters
Greet the
Dawn


Skyhawk Attack Bombers Zoom Over Home



One of Intrepid's Five-inch Guns is Readied For Action
HER MEN . . .
Crew at Quarters For Leaving Port


THE BIG EVENTS . . .


Vice Admiral McDonald and Top Ranking Spanish Military Officials with Captain Abbot on Intrepid Bridge

THE SMALL ONES . . .

Young Visitor Models Pilot's "Hard Hat"


HER MANY PORTS OF CALL . . .


Castles in Spain Look Over Fighting "I" Off Barcelona

## HER MANY FRIENDS . . .



## THE DRAMA...



## AND THE HUMOR . . .

Promotion Ceremonies For Sgt. Major Brannon

Lonely Wait in Sick Bay


New Chief Petty Officer Is Initiated


VA-66 Pilots Ham It Up


## HISTORYOF INTREPID



First Intrepid Entering Tripoli Harbor

## THE FIRST INTREPID

The first INTREPID was built as a bomb ketch gunboat by France in 1798 for Bonaparte's Egyptian Expedition. She was sold to Tripoli and subsequently captured off the coast of Tripoli by the American schooner, Enterprise, in December of 1803.

The word "intrepid" is synonymous with "courageous," "fearless," "bold" and "undaunted." The first USS INTREPID certainly lived up to her name, for in the naval war between the United States and the Barbary States she distinguished herself by two bold and heroic actions.

When the frigate Philadelphia ran aground while chasing a corsair, and was captured by the Tripolitans, Commodore Preble, in the Constitution, approved a plan whereby INTREPID would be used to burn the Philadelphia and remove her as a threat to our future operations. On the night of Feb. 16, 1804, LT Stephen Decatur, commanding INTREPID, with a band of 84 officers and men, entered the harbor of Tripoli with orders to burn and destroy the Philadelphia. The INTREPID was chosen because of her Turkish rig, which lessened the chance of her identiy being disclosed. Decatur and his men went alongside the Philadelphia, successfully accomplished the mission, and withdrew safely with only one casualty. Lord Nelson, at the time commanding
the British blockading fleet before Toulon, called it, ". . . the most bold and daring act of the age."

In the fall of 1804 INTREPID was ordered again to enter the harbor of Tripoli, this time to destroy the enemy's shipping. Master Commandant Richard Somers, of the Nautilus, volunteered to command this highly dangerous mission. Midshipman Henry Wadsworth (an uncle of the poet Longfellow), Joseph Israel, and ten men, all volunteers, comprised the crew. She carried one hundred and fifty fixed shells, and a fuze, set to burn fifteen minutes, led aft to a box filled with combustibles.

On the night of September 4th, INTREPID, with two boats being towed astern for escape purposes, was accompanied as far as the rocks off the western entrance by the Argus, Vixen, and Nautilus. As the crews of these vessels looked on INTREPID stood slowly into the harbor until she was only about a musket shot from the mole. A long, heavy silence ensued. Then INTREPID's batteries opened up and began firing in all directions. This was followed by a vivid flash and a tremendous explosion, heard and felt by the ships outside; and, though fatal to Somers and his men, the explosion marked the virtual end of the war. This was, of course, the last to be known of the First Intrepid.


An Experimental Torpedo Ram, Second Intrepid was launched in 1874

The second ship named INTREPID was commissioned July 31, 1874, at Boston, Mass. She was an experimental iron-build steam torpedo ram. She was brig rigged, 170 feet long, with a beam of 35 feet, displaced 438 tons and had a draft of 11 feet.

From August to November 1874 the INTREPID cruised along the North Atlantic coast, testing torpedoes and compiling research material for the Navy. Later, in the same capacity, she operated out of New York Navy Yard and other ports until 1889. In 1892 she was decomissioned and removed from the Navy list and sold as scrap.

The third USS INTREPID was built at Mare Island, Calif., and was launched October 8, 1904. She was 176 feet long, built of steel, and displaced 1800 tons. Her armament was four six-pounders and two one-pounders.

INTREPID No. 3 was one of two ships built for the training of landsmen and apprentices, then the first two enlisted grades. In 1907, operating from San Francisco, she was used as a receiving ship. Later INTREPID became a barracks for the men of the Pacific Fleet's F-boats.

There was also a non-Navy INTREPID which was christened February 9, 1952 at San Francisco Naval Shipyard. This INTREPID is used in San Francisco Bay by Sea Scouts from the San Francisco area, and is named S.S.S. INTREPID.

On December 1, 1941 six days before the Japanese attacked Pearl Harbor, the keel of the fourth USS INTREPID (CV-11) was laid in a concrete graving dock at the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia. Seventeen months later a 44-million dollar aircraft carrier, the length of three football fields, stood ready for her initial plunge. In August of 1943, the "Mighty I" was commissioned in Norfolk, Virginia, soon ready for combat duty in the Pacific and destined to become the "most frequently hit" of all aircraft carriers.

Third Intrepid Trained West Coast Sailors in Early 1900's



World War II saw fourth Intrepid in plenty of action, here she steams toward Western Pacific in 1943

INTREPID joined the Central Pacific Forces in December 1943, for the Marshall Islands and the attack on Kwajelein Atoll. Her courageous fliers, Air Group Six, bombed and strafed that atoll in support of the Marine assault forces.

During her second combat operation against the island of Truk in the central Carolinas, this formidable fighting lady sustained her first trauma of the war when hit by an enemy torpedo. It tore a huge gash in her hull, rendering it necessary for her to steer out of the operation by scrws only. The hit jammed the rudder hard to port. Days later a sail of hatch covers and canvas was rigged on the forcastle to enable her to steer an eratic course to Pearl Harbor for badly needed repairs. The INTREPID further enhanced her reputation by being the only aircraft carrier in history underway utilizing a sail.

In October 1944, with Air Group Eighteen embarked, during the battle of Leyte Gulf, IN-

TREPID suffered her first air attack hit. One of the first Kamikaze thrusts of the war found its target on a port gun tub of INTREPID. Again in November, while participating in air strikes against Luzon, two more Jap suicide planes dove into her flight deck; once again she limped into Pearl Harbor and later to San Francisco for major repairs.

With Air Group Ten now on board, INTREPID embarked for Okinawa in February of 1945. Beginning in April, her planes flew an extended series of support missions at Okinawa and other islands in the area. At this time she suffered her fourth Kamikaze hit opening a huge hole in the flight deck with a bomb exploding in the hangar bay. Her experienced fire fighting crews extinguished raging flames in a record 51 minutes. However the attack took its toll in heavy damage sending the "MIGHTY I" once again to San Francisco for repairs. There the workers


Todays Fighting "I" sports hurricane bow and angled deck
raised a sign next to her, "This Fighting Lady has a date in Tokyo - DON'T MAKE HER LATE!"

Returning to duty in July, she received at Eniwetok on August 15, 1945 the message to "cease offensive operations". World War II was over! On September 2, 1945, Intrepid was one of the long line of ships steaming into Tokyo Baythis Fighting Lady had kept her date!

For the scoreboard, her three Air Groups accounted for 309 planes shot down, 495 damaged, 69 ships sunk and probably sank or damaged 215 enemy ships.

Later she was placed out of commission and in reserve at Mare Island, California. Early in 1950 INTREPID was ordered out of reserve and sent via the Panama Canal to the Newport News Shipyard for modernization. She was commissioned an attack carrier (CVA-11) in June of 1954 and joined the fleet in October.

Since then the INTREPID has operated with the Second Fleet off the eastern coast of the Americas and with the Sixth Fleet in the Mediterranean Sea. She has participated in both national and NATO exercises aimed at improving the Free World's defense readiness and "good will program" of the fleet. From 1957 to 1962 she has visited Brussels, Belgium; Bridgetown and Barbadoes, British West Indies; Guantanamo Bay, Cuba; Cannes, Frances; Athens, Corfu and

Rhodes Greece; Augusta Bay, Fuimicino, Genoa, Livorno, Naples and Palermo, Italy; Rotterdam, Holland; Oslo, Norway; Lisbon, Portugal; Barcelona and Palma, Spain; and several cities in the United States other than her home port.

INTREPID was known as the "Mighty I" until her now arch-rival, the USS INDEPENDENCE, was commissioned. The "Inde" took over that title, which was soon abandoned in favor of "Big I." Meanwhile, INTREPID'S Commanding Officer in 1959, Captain Edward Cobb Outlaw, claimed for the ship the title she holds today: "The Fighting I."

In April of 1962, INTREPID's attack carrier designator (CVA) will be terminated. During the years that lay before her as Anti Submarine Warfare (CVS) carrier, she will uphold the outstanding tradition that the "Fighting I" has repeatedly made for herself, the Navy, and above all the country she gallantly fought for ever since that commissioning day on August 16, 1943 when Captain Sprague took the first command and said "Entrusted to us today is a fine ship. She has been honestly and skillfully built. It is now up to us. There is much work ahead... many problems to solve before INTREPID will be ready. With your cooperation, loyalty and attention to duty, we will get on with that job."

In April 1962 she will change from the "Oldest and the Best" to the "Latest and the Best".

## MISSION OF INTREPID

United States Ship INTREPID (CVA-11), the name itself stands for valor, courage, integrity, and dauntlessness. The ship confirms that definition with definiteness as her record shows. For better and for worse she sails forward on her mission as an Attack Carrier to carry the Defense of our Nation and Freedom of Mankind close to the aggressors' boundaries, As a mobile elusive target she can launch nuclear weapon attacks at a moment's notice.

An instrument of tremendous Air Sea Power she can launch day and night attack bombers, protect her existence with radar equipped supersonic fighter interceptors, photograph target areas, and fill the overhead skies with Anti-Aircraft explosives.

Through efficient organization and teamwork she operates independently in the oceans fueling and replenishing at sea. She houses her 3,000 officers and men and provides abundant food supplies and services, a completely self-supporting floating home.

She is an ambassador of good will in every port she visits. Thousands of her men pour into exotic Mediterrean seaports and spread goodwill and friendship wherever they go. Hundreds of equally friendly and warmhearted visitors come aboard to get acquainted with her crew and see her planes and equipment. The people of the Free Nations rest more easy, and those of captive states keep hope alive knowing that night and day INTREPID and other ships of the Sixth Fleet are only minutes away.

## TO GUARD FREE SKIES . . .




TO WANT
USS Aldebaran Delivers Groceries While Underway NOT . . .
"Angel"
Hovers
For
Dawn
Launch


## TO PROVIDE

 FOR HER OWN . . .Ship's Cooks Set Up For Dinner


Destroyer Hank Drops Depth Charge


## TO DEFEND <br> HERSELF AND <br> HER FRIENDS . . .

F4D "Skyray" All Weather Fighter Interceptors
Wing Upward

## to take the battle into the aggressors’ own front AND BACK YARD...

Diminutive "Skyhawks" Carry King Size Nuclear Punch


Supersonic "Crusader" Photo Planes Bring Back Important Data

Prop Powered Skyraiders
Provide Low
Altitude Sunday Punch

## to bring friendship and hope to

 HER FRIENDS . . .Orphans from Livorno Sample Intrepid Ice Cream and Cake



Boatload of Visitors Approach in Rhodes, Greece

Greek Clergy and Other Visitors Celebrate Pan Orthodox Convention


## TO PROMOTE GOODWILL AND FELLOWSHIP

 TO ALL PEOPLES . . .

Intrepid Liberty Party into Naples

Intrepid
Sailor
Gives
Lesson
To Young
Patient in
Barcelona


## CAPTAIN J. LLOYD ABBOT, JR., USN COMMANDING OFFICER

Captain J. Lloyd Abbot, Jr., was born in Mobile, Alabama, on June 26, 1918. He is the son of Captain J. Lloyd Abbot, USNR (RET.), and Mrs. Helen Abbot who were both also born in Mobile.

In 1934, Captain Abbot graduated from Murphy High School of Mobile. After attending Spring Hill College for one year, he was appointed as a midshipman at the U. S. Naval Academy. He was graduated from the Academy in 1939 and commissioned as Ensign, U. S. Navy.

Captain Abbot's assignments at sea have included; in 1939 to USS ENTERPRISE (CV-6) as Assistant Navigator; during the later part of 1939 to 1941, aboard USS GILMER (DD-233) in various billets, the last of which was First Lieutenant and Gunnery Officer; in 1942 to VS-1-D14 as Flight Officer; in 1943 and 1944 to VS-66 as Commanding Officer; in 1946 to 1948 to VF-42 (Aboard USS F. D. ROOSEVELT) as Commanding Officer; in 1951 and 1952 to VU-4 as Commanding Officer; in 1955 and 1956 to USS LAKE CHAMPLAIN (CVA-39) as Operations Officer and Executive Officer; in 1956
and 1957 to the staff of Commander Carrier Division TWO (embarked in USS CORAL SEA, USS FRANKLIN D. ROOSEVELT, and USS RANDOLPH) as Operations Officer; in 1960 to USS VALCOUR (AVP-55) as Commanding Officer. Upon assuming command of USS INTREPID (CVA-11) on 24 May 1961, he thus undertook his fifth command.

Shore-duty tours during Captain Abbot's career have included; Flight Training; at the staffs of the Chief of Naval Air Training and Chief of Naval Air Basic Training; at OPNAV; at the Armed Forces Staff College; and most recently as Executive Officer, Bancroft Hall at the U. S. Naval Academy.

Captain Abbot married the former Miss Marjorie Grubbs of Norfolk, Va., on June 21, 1941, and have three children. Their oldest, Lloyd III, currently attends The Naval Academy. The second son, Steve, is a senior at Phillips Academy at Andover, Mass., and their daughter, Mary Neville, attends Friends School at Virginia Beach, Va. Captain Abbot has one brother, CDR R. T. Abbot (SC) USNR, and one sister, LCDR Helen T. Abbot USNR, both of whom reside in Mobile.


Executive Officer's Roster Board has Hilarious Effect on Captain Abbot and other Ship's C. O.'s


Captain Abbot Presents Ship's Picture to Intrepid's Foster Son From Italy, Saverio Lepore

Acting SK, Captain Abbot sells first record of new record shop to Chiefs Henley and Taylor



Commanding Officer
Accepts Admiral
Flatley Award from VADM Pirie

Captain Abbot
Gives Out Hot
Scoop to
RADM Sieglaff
COMCRUDIV-2


## COMMANDER HOPE STRONG, JR., USN EXECUTIVE OFFICER

Commander Hope Strong, Jr. was born in Brunswick, Georgia on July 26, 1920, son of Mr. and Mrs. Hope Strong. In 1924 the family moved to Winter Park, Florida, where CDR Strong's father set up his law practice and where he still practices. Winter Park remains CDR Strong's permanent residence.

After graduating from Winter Park High School in 1938 he attended the Bullis School, Silver Spring, Md. In 1939 he was appointed a Midshipman and entered the Naval Academy with the class of 1943. He graduated three years later in June, 1942 in the first of the World War II fully-accelerated classes.

Commander Strong's assignments at sea have included: in 1942 and 1943 to USS SHAW (DD-373) as assistant gunnery officer; in 1943 and 1944 to USS NORMAN SCOTT (DD-690) as gunnery officer; in 1945 to VBF-5 (later VF-52) in USS SHANGRILA (CVA-38) ; in 1950 to USS MONTEREY (CVL-26) as flight deck officer and later as navigator; in 1951 to VA-35 as Executive Officer, embarked in USS LEYTE (CVA-32) ; in 1956 to VA-216 (the "Black Diamonds") as Commanding Officer - a command which Commander Strong held for nearly $21 / 2$ years,
and which included deployments to the Far East in USS HORNET (CVA-12) and USS BENNINGTON (CVA-20) ; and finally, in April, 1961 to INTREPID as Operations Officer - fleeting up to Executive Officer in August, 1961, just as we began our Mediterranean Cruise.

Shore duty tours during Commander Strong's career have included: Flight Training; Instructor (in F8F's) at NAAS Cabaniss Field, Texas; at The Armed Forces Special Weapons Project (now called DASA) in Washington; and at OPNAV, OP-01.

When Commander (then LTJG) Strong was ordered to "new construction" USS NORMAN SCOTT (DD-690) he persuaded the former Miss Margaret Sloan Caldwell, also of Winter Park, that she should enter the navy in the capacity of Mrs. Strong and they were married on 2 October 1943. They have three children; two sons, Hope III, 16, David 14, and one daughter Susan 10, all living at present in their home at Fairfax, Va. CDR Strong has two brothers: Dan Strong, of Midland, Texas (the only good golfer of the family), and LCDR Willard Lee Strong, USN, who is also a Naval Academy graduate and a Naval Aviator.


CDR Holbrook presents CAG-6 plaque to CDR Strong as farewell gift to Intrepid


CDR R. B. L. Creecy, departing Intrepid X. O. shows gift plaque
X. O. Takes Aim on Intrepid Navy Day Cake As Supply Officer, Commissary Officer and Baker Watch



Intrepid Quarterdeck
C. O. Photo Roster Board


## TEAMS OF INTREPID

It seems impossible to forge 3000 officers and men to operate as one great team, but INTREPID did it and will continue to achieve higher and higher goals. To do this, many small groups form the teams that do that job and the combined effort make up the big team of the "FIGHTING I". The following pages will show these smaller efficient teams in action.

## EXECUTIVE Staff



The Executive Officer has a staff to carry out the many functions of managing the ship, these are broken down to the Captain's Office, Admin Office, Personnel Office, Post Office, Training Office, Print Shop, Legal Office, Public Information Office, Master-at-Arms Force and Chaplain's Office.

## TRAINING OFFICE

The mission of the Training Office aboard the "Fighting I" is to provide all hands with information and educational opportunities designed to increase their efficiency, broaden their academic and technical background, build and maintain their morale and contribute to their well-being.

## POST OFFICE

The main function of the Post Office is to provide all the personnel attached to the ship with all the features of a shore based Post Office. It also services as a floating mail center for other ships that are operating with us. In port it is the mail control for other units present.

## ADMINISTRATIVE OFFICE

The Administrative Officer and his staff serve to aid the Executive Officer in promulgating all Executive Officer's Notices, Memorandums and Plan of the Day. He reviews all correspondence and directives written for the signature or review of the Executive Officer with attention to policies expressed, so as to advise the X.O. as to the correctness of the contents. The Administrative Officer is also the " X " Division Officer and handles all matters concerning the division; musters; inspections and the control and distribution of the Code Four publications. The Administrative Officer also exercises administrative direction over the Ship's Band (when embarked) and provides postal service for the ship.


Men in Training Office Sort Publications


Intrepid Postal Clerk Sorts Mail


## LEGAL OFFICE

The ship's Legal Office serves the crew in basically two ways: Legal assistance and disciplinary. Within Legal Assistance the Legal Office makes out wills, power-of -attorney, affidavits, aids in the starting of allotments and bills-of-sale. In the Disciplinary Department the Legal Office handles all investigations and Captain's Masts, Courts-Martial and indebtedness. The office also handles service record entries concerning disciplinary action, handles foreign and personal claims and administrative discharges.

## PRINT SHOP

The function of the INTREPID's Print Shop is to keep the ship and embarked units supplied with non-standard forms and in case of emergency, reproduce standard forms. The shop also provides printing services for other units of the SIXTH Fleet.

## PERSONNEL OFFICE

From the myriad of paperwork flowing to and from the Personnel Office come the transfers, seavey, division and berthing assignments. Services of the Personnel Office such as processing of travel claims, leave and identification cards commence when the individual reports on board and continue unceasingly until his tour of duty is completed.

## MASTER-AT-ARMS FORCE

The Master-At-Arms assist with administration of the ship through discipline enforcement, the issue and control of bedding and berthing assignment. Men in this group are often referred to as the "Sheriffs" of the Navy.


Legal Office Yeomen At Work


Print Shop Runs off Familygrams


CWO Palombo, personnel
Officer Checks Records with Chief
Master-at-Arms Flash Badges in Sun


## PUBLIC INFORMATION OFFICE

The Public Information 0 ffice, known usually as "PIO", publishes the monthly and daily KETCHER, coordinates the radio station, WINT, and also works in Navy and civilian public information and public relations programs.
It is PIO's job to coordinate ship visiting, watch over VIP's, and send news to both newspapers and magazines; PIO also sends news to the Fleet Home Town News Center at Great Lakes, Illinois, which passes the word on to home town newspapers.

## CAPTAIN'S OFFICE

The Captain's Office supervised by the Ship's Secretary is responsible under the Executive Officer for the administration and accountability of the Ship's correspondence, and administration, and custody of officer personnel records. Master directives files are maintained. This office also functions as the classified material control point. An added function is supervision over the Print Shop, wherein are produced, reproduced and printed inumerable items that are necessary as an aid to performing the administrative functions for a ship of this size.


PIO Gang Chuckle with LCDR Morgan

C. O. and W. O. Moniot with Men of Captain's Office


Intrepid Sailor Tells It To
Chaplain Rogers

## CHAPLAIN'S OFFICE

The two Chaplains, Protestant and Catholic, assigned to INTREPID perform the duties of a chaplain under the direction of the Commanding Officer. The Chaplains are detailed to duty under the Executive Officer. Personnel assigned to the Chaplains Office rig and unrig for daily and Sunday Divine Services and maintain the Library Stacks. Chaplain Rogers and Father Jenner work tremendously hard to keep the Spiritual Level of Intrepid men high and have done an outstanding job. But then, one can't say that men of Intrepid are giving them trouble as they are most cooperative.

Chaplain Rogers holds Sunday
Protestant Services


The USS INTREPID Band is officially titled "Unit Band No, 147" and is permanently assigned to Commander, U. S. Naval Air Force, U. S. Atlantic Fleet, Norfolk, Virginia. This outstading group of fine young musicians was organized in May 1960 at the U. S. Navy School of Music in Washington, D. C., under the direction of Chief Musician George Mostaka. Almost immediately, in June 1960, the band made a tour of Canada. Upon return to Norfolk, the band embarked in USS INTREPID (CVA 11) for the 1960-61 Mediterranean Cruise. Their music won the praise of INTREPID men and of thousands of our Mediterranean friends in the ports visited. Upon return to Norfolk in February 1961, the band reported again to their permanent duty station (COMNAVAIRLANT) for duty. The band participated in numerous official military functions, performed for the Norfolk Azalea Festival and made a second tour of Canada. In August 1961 the band again embarked in INTREPID for the current 1961-62 Med Cruise. During this cruise the band played over 30 concerts ashore for our' Mediterranean hosts in Italy, Corfu, Greece, France, Monaco and Spain. The INTREPID Band has won the applause of the many ships that have been alongside INTREPID while underway. The Sunday nite concerts aboard INTREPID are a welcome respite for the hardworking INTREPID crew. The band choir has been a welcome addition to the Sunday Protestant worship service. The band has made a significant contribution to the Nation's "People to People" program and has played a highly important role in maintaining the high morale of INTREPID, for which she is famous. The versatility, enthusiasm and exceptionally fine performance of this band has earned it a reputation throughout the U. S. Navy, which is the envy of all other navy bands. The "Fighting I", the "Oldest and the Best" is proud of the INTREPID Band - the BEST band in the business.


Intrepid Band plays for Italian Press Club


## NAVIGATION DEPARTMENT

"N" Division is made up of the ship's Quartermasters, who are primarily concerned with knowing "where we are" at all times, whether operating around Naples in the Mediterranean or steaming across the Atlantic to Norfolk.

The division works topside around the bridge and charthouse, and the responsibilities include many and varied duties besides keeping a constant plot of the ship's position.

The Quartermaster rate is one of the oldest in the Navy, and Quartermasters have always been known to be the finest helmsman, as the name of the rate and its emblem imply. This skill is shown every time INTREPID makes a high speed night time approach alongside an oiler and remains at a ticklish one hundred and forty feet for hours.

Another responsibility of " N " Division is to keep the Quartermaster's Notebook, that continuous chronicle of the ship which records each and every important happening aboard The Fighting "I".
"N" Division also does its part to keep the ship on its tight schedule. The bugle that turns everyone to in the morning, sounds mail call, pay day, and then taps at night is blown by an N Division Quartermaster. In addition, the ship's bell is rung every half hour of the day by the Quartermaster of-the-watch, and every clock on the ship is wound and synchronized by a man from N Division in order to keep all hands on the same schedule.

When heading back from a cruise, with everyone wanting to know how far it is to home, the Charthouse is the source of all important information, but even on a routine operating day " N " Division furnishes continuous information, Air Operations, CIC, Aerology, and Admin, to name some, inquire about positions, intended movements, time of sunrise or sunset, and various other facts throughout the day and night.

All in all, "N" Division, even though one of the smallest divisions on the ship, is proud that it plays one of the largest and most important roles aboard INTREPID.


Quartermasters Check Radar Navigation


Navigation Officer CDR Holzrichter Plots Ship's Position


Loran Receiver Uses Radio
for plots


Quartermasters Take Bearings on Peloris
"36-22-36"


## OPERATIONS

## DEPARTMENT

The Operations Department, under the direction of the Operations Officer, is responsible for the planning, coordinating and scheduling of the operations of the ship and her assigned aircraft. Included is the collection, evaluation and dissemination of combat and operational information and intelligence; providing photographic services; maintaining an aerological service; repair and maintenance of electronic equipment; and providing logistic services relating to operations. Basically then, the Operations Department determines the What, When, Where and How operations are to be conducted. To perform these varied and myriad duties the department is made up of five divisions, each of which specializes in a particular function.


CDR Beling, Operations Officer


Operations administrative force catches up on latest OP orders and Exercises

## OA DIVISION-AEROLOGY

The OA Division, INTREPID's branch of the Naval Weather Service, is concerned primarily with Meterology, until recently known in the Navy as Aerology.

Under any name, the primary duty of the OA Division is to forecast weather conditions which affect the operations of the Fighting "I" and her aircraft. Weather data is collected, compiled and disseminated. The duty forecaster, either the Meterological Officer or his assistant, briefs the Commanding Officer, the Admiral (when the Flag is embarked) and other interested personnel on pertinent weather matters. Weather observations are taken by qualified observers and this information is recorded, encoded and finally transmitted to a Fleet Weather Central, such as Port Lyautey, Morocco, or Suitland, Maryland, near Washington, D. C. The Weather Central retransmits this data, together with that received from other ships and stations, on a general weather teletype frequency. In this manner weather observations taken at the same time by many different stations are received in five-numeral weather code, broken and entered on special weather charts four times daily. Weather observations are sparse in many parts of the world, including the Mediterranean. Intrepid's report is often the only one for thousands of square miles.

After all the weather information has been entered on the map, it is analyzed by the Aerology Officer or a qualified assistant to determine and evaluate the synoptic situation. From this chart, previously analyzed charts, surface and upper air charts received by radio facsimile machine, pilot reports and every other source of information available, a forecast is prepared of the weather expected in the operating areas of the ship and her aircraft.

Normally weather observations are taken and recorded every hour aboard INTREPID, except under poor or deteriorating conditions, when additional special observations are taken. These hourly observations, together with half-hourly weather reports from the closest air fields, are immediately forwarded to Air Operations. This information is then forwarded by Air Ops through internal teletype to the pilots in each of the ship's ready rooms and, when required, by radio to the airborne pilots.

Upper air information is obtained twice daily by radiosonde transmitters carried aloft by balloons. These rasondes send back to a receiver aboard ship the pressure, temperature and relative humidity of the level through which the transmitter is passing. The data received is plotted graphically, encoded in the numerical weather code and transmitted to a U. S. Navy Weather Central for further dissemination to other U, S. units. The rasonde becomes a rawinsonde when radar chaff is inserted in the balloon, for it can then be tracked by fire-control radar and the upper winds determined for the various levels above the ship.

The duties performed by the men of the OA Division are many and varied. There are Administrative, Supply, Police and Training Petty Officers, as well as Watch Supervisors, Section Leaders, Yeomen and a Radiosonde Supervisor. Aerographers must be qualified weather observers, chart plotters, radio, radio-facsimile-machine, teletype and hand-anemometer operators. They must become proficient in the use of psychrometers, radiosondes, microbarographs, wind computers and recorders, barometers, humidity chambers, typewriters, and last but not least, they must know how to make a good pot of coffee.


Launching weather balloon from flight deck


Raytheon weather receiver grinds out reports

The Naval Weather Service Office is manned and operated twenty-four hours a day. Changeable weather conditions, particularly in the Mediterranean, make an alert watch an absolute necessity, both at sea and in port. At sea our concern is mainly with operating aircraft; in port our concern lies mainly with boating conditions and the effect of wind and sea on the ship at anchor. Wherever we are, like the words of the old song, "Whether it's cold or whether it's hot, we're gonna have weather, whether or not."

## OP DIVISION

The Air Intelligence office is responsible to the Operations Officer of the ship for the collection, evaluation, and dissemination of information concerning an enemy. It is also responsible for dissemination to those who need it of information contained in our intelligence library and for issuing security clearance to sight publications. In addition to these standard intelligence functions the INTREPID air intelligence division specializes as might be expected, in Air Intelligence! Personnel in the PT rate are qualified in Photo interpretation, radar analysis and general intelligence. Though few men have seen a product of the air intelligence division at work, this division maintained a 24 -hour a day watch to insure that all of us had all information available in the shortest period of time.


Air Intelligence Office crew check through highly classified publications

Men of Air Intelligence office keep busy


LCDR Nulton checks aerial photo



CWO Woodhouse and Chief Duke checking Photo Printer


Intrepid Photographer Makes Prints in Contact Room


Photo Lab Crew Checks Negatives in Finishing Room

The twenty men of INTREPID's Photo-Lab are responsible for photographic coverage of all naval exercises, official ceremonies, aerial reconnaissance, accidents, visiting dignitaries, and normal ship's operations. They are also responsible for keeping an up to date file of photography on all personnel on board. Our camera crews take motion pictures of all aircraft as they are launched or recovered. During this past year, some 35,000 pictures and over 50,000 prints were produced. Demands for photography aboard a ship of this size are tremendous, but the Photo-Lab has always produced with outstanding quality in the shortest time.
During this deployment to the Mediterranean, the Photo-Lab provided our foreign visitors with photography illustrating many facts about operations on INTREPID. In this manner our Photo-Lab was responsible in some small measure for the continued good will and interest established in the foreign countries we visited.


Chief Duke, Kennsler and Harris at Work in Photo Lab Office


Winters, PH3, Prepares to Develop Film

## OE DIVISON-ELECTRONICS REPAIR

Now and then one hears the rating "ET" referred to in one sense or another. To those who work with us the term is no mystery, but to you whose paths we seldom cross, the term is no doubt puzzling. To the puzzled, this article offers enlightenment, and to the familiar, it offers entertainment.

The ETs'iob is to carry out preventive and corrective maintenance on approximately fifteen hundred separate pieces of equipment. Preventive maintenance helps to keep the equipment from breaking down while in use. The ET must keep a sharp eye on the equipment so that worn parts may be replaced before they actually cease to function. In spite of our Preventive Maintenance Program the equipment may, and does, fail, thus making our Corrective Maintenance Program a necessity. Corrective maintenance absorbs most of our time as it is often quite difficult to locate a particular trouble. An example of the difficulties incurred may be illustrated thusly: replacing a tube may temporarily remedy a trouble. However, the reason for the tube failure must be determined or the new tube may fail as did the old one. There are many reasons why a tube fails and none of them are readily apparent.

The fifteen hundred pieces of equipment, located throughout the ship, comprise the eyes, ears, and mouths of the ship. The eyes of the ship are the radars, the receivers the ears, and the transmitters the mouths. To handle all this equipment, our ET gang is divided into three separate bodies; the Communications, or Comm gang, the Radar gang, and the Shop gang. These gangs are further divided into groups responsible for certain types of equipment within their respective gangs. The groups are subdivided so that individuals are responsible for specific pieces of equipment.

The Comm gang maintains the ship to ship, the ship to aircraft, and the ship to shore communications. Over the ship to ship communications daily orders from the fleet, group, or force commander, are passed. The ship to aircraft system controls the planes on their flights to and from the ship. The system also provides the pilots with a means of requesting help if they are in trouble, or vice-versa, if the ship needs air cover. The ship to shore circuits handle the supply orders, personal messages, transfer orders, weather information, and the daily news. The majority of the ship to shore load is carried by the teletypes rather than the voice circuits. The major problems we have to contend with in the Comm equipment are low power outputs from the transmitters, poor sensitivity or inability to pick up signals on the receivers, and the transmitters and/or receives drifting off frequency.

The Radar gang is divided into two distinct groups; one for the radars, and the other for the radar repeaters. The ship has seven radars, each with a specific purpose. The AN/SPS-4 is used entirely for navigation. The AN/SPS-8 indicates the height of the aircraft in the vicinity. The AN/SPS-12 is an air search radar for locating and tracking planes. The AN/SPS-29 is a long range air and surface radar, a good guard against sneak attacks. The last three ; the AN/SPN-6, AN/SPN-8 and AN/SPN-12, are for guiding aircraft to a landing on the flight deck. They constantly give speed, altitude, and position information.


Lt. Schappacher studies circuit chart

The radars are of little use without radar repeaters to utilize their information. The repeaters give a visual picture of the information obtained by the radars. Planes and ships appear as small light spots on a twelve inch circular screen, whereas land masses appear in their rough shapes and proportionate sizes. There are twenty-nine repeaters on the ship, located in such places as the bridge, the charthouse, secondary command post, combat information center, radar control room, and in carrier controlled approach center (CCA). A repeater has some thirty serewdriver adjustments, over two hundred tubes, and an uncountable number of resistors and capacitors. They are very delicate! The slightest change in resistance or voltage in many of the circuits is critical and a loss of information may easily result. Because of the complexity of a repeater and the difficulty locating these minute changes, the repeater gang claims to have the most difficult task.

Naturally there are many pieces of equipment which fall into neither the Communications nor the Radar category. This equipment is managed by the Shop gang. Among this equipment is the TACAN (TACtical Air Navigation) which sends information to the pilot regarding his distance and bearing in relation to the ship. Another interesting device is the LORAN (LOng RAnge Navigation). The LORAN can pinpoint the ship's location very accurately. In addition, the Shop gang maintains the Stable element which keeps the radar antennas level as the ship rolls, all the test equipment the ET gang uses in its work, and the closed circuit radio and TV systems.

In these modern times, the electronics technician plays a vital role. He is called upon to keep the eyes and ears of the fleet constantly at peak efficiency during a period of time which may prove to be the most critical in our history. The radars, the communications equpiment, and all of the other electronics devices he maintains help the ship to carry out its assigned mission.

"ET's" Repair Radio Gear

"ET's" test complex radar electronic equipment

## OC DIVISION-AIR OPERATIONS

## CARRIER CONTROL APPROACH

The night is dark, the deck is ready, all eyes are straining aft. Suddenly, out of the darkness roars the first jet to a perfect landing. At intervals of about 70 seconds the following jets and AD's continue to arrive at the ramp until all are recovered. Once again the skill of the air controllers in CCA combined with the smooth, professional flying ability typical of Air Group Six, has culminated in another successful night recovery.

CCA (Carrier Controlled Approach) is only one portion of the responsibilities assigned to CATCC (Carrier Air Traffic Control Center). Operating as the "right arm" of the Air Operations Officer, "Center" acts as a check in/check out agency for every aircraft departing from or arriving on INTREPID. The controllers must know the whereabouts of every INTREPID plane from launch to recovery. In addition, Center performs such other functions as finding and homing lost aircraft, relaying weather reports to and from airborne planes and coordinating with Pri Fly (Primary Flight Control) to insure a smooth and prompt flow of traffic on all daylight VFR (Visual Flight Rules) recoveries.

Naturally, in a complex operation such as this a great deal of our success depends on the cooperation given to and received from such people as Pri Fly, CIC, LSO, and the OOD. At any given minute of any given day a visitor might walk in and find us talking to all those mentioned, plus airborne pilots, plus Aerology, and maybe even Supply - simultaneously. To accomplish this exchange of information our communications methods run the gamut of UHF transceivers, sound power circuits, ship's service phones and squawk boxes, right down to plain old lung power for a quick shout across the room.

At the same time, next door, under the direct supervision of the Air Operations Officer, other men of the OC Division are hard at work keeping the Air Operations functioning. These men act as radio talkers, teletype operators, sound power talkers and status board operators. Theirs is the job of maintaining the constant flow of information vital to the formulating of decisions effecting flight operations.

The men of Air Operations and Center are all of the Aircontrolman rate or strikers aspiring to that rate. The rated personnel are nearly all experienced control tower operators or GCA controllers. Some have had years of experience in both fields.

The welcome mat is always out at Center. We're happy to give any and all the " 5 minute tour" - and the coffee's free.


CDR Coogan at Work



OC Division Technician Operates CCA Tape Recorder


Vertical Plotting Board is Brought up to Date


## COMBAT INTELLIGENCE CENTER

"Land ho!" or "ship on the horizon!", shouted the lookout from the crow's-nest, in the old Navy, informing the Officer of the Deck as to what lay ahead. Until the advent of radar in 1936, the primary means available to seafaring men to determine what lay ahead were the eyes of the vigilant lookout. Now, although the lookouts have not been replaced, the primary source of information for conning the ship is the all-seeing eye of radar.

The word, radar, means "RAdio Detection And Ranging." A radio signal is transmitted from one of our radar antennas, speeds outward beyond the horizon at the speed of light- 186,000 miles per second. Any object lying in the path of this signal reflects a portion of the signal back to the antenna. This reflected signal, received by the antenna, is then displayed as a small pip on the radar-scope indicating the reflecting object's bearing and range from our ship.

In these days of high-speed aircraft and guided missiles, radar is becoming of increased importance, since it provides the primary means of detecting and tracking these implements of destruction.

With the increased importance of radar, there has also been a corresponding increase in the need for men specially trained in its use. Therefore, a specialized group has been developed and trained in the skills of collecting and evaluating the information obtained by radar. These men are designated Radarmen. The Combat Information Center, more commonly known as CIC, is manned by Radarmen and is the central collection point on the ship for all radar and lookout information.

CIC's job is composed of five separate phases. The detection and tracking of ships, aircraft, and guided missiles is the first of these phases and is known as the COLLECTION phase. Sources of information employed in the collection phase, other than radar and lookouts, are other friendly ships and aircraft, and intelligence reports.

The second function is the DISPLAY of this collected information. As quickly as it is received, the information is displayed on the air and the surface plotting boards and on various status boards in CIC. In addition to exact location, courses, speeds, altitudes, and compositions of targets are computed and displayed.

The display functions of CIC is followed by a third phase, known as EVALUATION. Evaluation is an appraisal of the accuracy and the relative importance of combat information after it has been collected and displayed. Recommendations to Command originate in the evaluation phase of CIC.

The collected, displayed and evaluated information is now distributed to various commands. This is the fourth, or DISSEMINATION function of CIC. In the dissemination of combat information, various methods of communication are employed, including: sound powered telephones. M.C. circuits, messengers, voice radio, International Morse Code, teletype, signal flags and blinkers.

The fifth and final function of CIC is CONTROL. This phase includes the control of Combat Air Patrol and Anti-Submarine Warfare aircraft including helicopters. CIC also controls landing craft during amphibious operations and assists Gunnery in shore bombardment and in acquisition of air and surface targets.


CDR Rink Plots a Contact

The five functions of CIC - but not the Radarman's job, are now complete. A constant vigil of all ships in company is maintained, for purposes of station keeping and tactical maneuvering. During periods of darkness or low visibility CIC assists in the safe navigation of the ship through Radar Assisted Piloting. By the use of their knowledge of the Rules of the Road, channel marking systems and fog sounding signals, the lookouts play an important role in this function. CIC also assists Conn during the various phases of Sea and Air Rescue, including man overboard and downed aircraft.

In addition to the functions already mentioned, the task of CIC includes the operation of Electronics Countermeasures, Airborne Early Warning and Identification equipment. Radarmen perform routine preventative and operational maintenance on the equipment.

To paraphrase an old expression, the Radarman's work is never done, as he maintains a continuous watch at sea and in port. It has been said "Two heads are better than one" we as radarmen have to add "Eight arms are better than two."

Position Tracer Works on Vertical Radar Plotting Board



Look-outs watch for land, ships, and oo-la-la!



Radarmen operate electronics counter measure equipment

Radar sets absorb interest
of OI men

# COMMUNICATIONS DEPARTMENT 

Simply stated, the Communications Department receives and sends messages. However, the many complex and intricate systems and equipments require highly qualified and carefully trained men. Two divisions perform the detailed functions of the department. These divisions are CS, which is the visual section, and CR which is radio communications and includes the typing and distribution of message traffic. The workload seems staggering at times, but the men of Communications strive to always give top performance and work in shifts 24 hours a day providing service in the best Navy tradition.


Communicatioins
Officer
LCDR Howell
In Main Comm


Ens Jones
Supervises
Flag Hoist

CS DIVISION

The CS Division's primary function is to handle all visual communications, Naval visual signaling is as old as naval seamanship and is a necessary part of the navy. The outcomes of many historic naval engagments were determined by visual signals, naval engagements which contributed considerably to civilization as we know it today. The signalman's most important tools are his eyes and ears.

In port or at sea all information that is passed from the signal bridge to the quarter deck or conn are of primary importance to the Officer of the Deck. Identification of buoys, lights and some other aids to navigation are of essential importance. Recognition of rescue type dye markers in the water for downed pilots and survivors of ship disasters, evidences of shoal water, the sound of distant fog signals, etc. are just some of the many situations involving the importance of sharp signalmen lookouts. The tools actually used manually by signalmen for handling rapid communications visually are flashing light, flag hoist and semaphore during daylight hours. Flashing light and nancy, a means of infrared transmission for night and darken ship periods, are used after sunset.
Signalman watch standing on the signal bridge consists of sending and receiving messages by flashing light, semaphore, and flaghoist. They also prepare headings and addresses of outgoing messages; handle, route, and file messages; encode and decode message headings, which consist of various call signals of international and non-international nature, but primarily military communication call signs. Other duties include operating voice radio (usually on a small man of war) ; maintaining visual signaling equipment; in cooperation with the quartermaster, rendering honors to naval vessels, repairing flags, pennants, and ensigns; sending and receiving visual recognition signals consisting of pyrotechnics and panels, shapes and markings.


Men of CS Division send out the word by flashing light


## CR DIVISION

CR Division is responsible for INTREPID's radio communications to and from the ship. Since the ship has different communication needs, various demands are placed upon radio's capabilities. To cite a few examples: Air Operations must keep in contact with our planes in the air; the bridge must be able to give or receive maneuvering instructions whether operating in close formation or wide atomic dispersal; the ship must be able to maintain communications with shore-based relay stations even when over a thousand miles from these bases.

In order to meet the above requirements, in addition to those demanded of naval communications that they be swift, secure, and reliable, CR Division has a variety of transmitters, receivers, and antennas which make it possible to have voice communications at distances ranging from a few yards to over three hundred miles or to send automatic teletype or hand key signals several thousand miles. To provide greater flexibility we are able to electrically separate or couple different pieces of equipment in order to meet changing needs and to make one piece of gear take the place of two.

In addition CR Division maintains a system of internal communications so that information in outgoing and incoming messages can be disseminated quickly to the appropriate personnel.

In order to have effective communications, CR Division personnel must be adept in various skills, They must have the ability to send or receive international code, to make quick repairs of inoperative apparatus, and to encode or decode classified messages. These skills and many more are necessary in order that INTREPID be in constant radio contact with the outside world and, thus, be able to operate either independently or as a part of a fleet or task force.



Radio operators man their receiving stations


Communications Center receives messages from various shipboard sources through tubes

Message is
checked before being relayed on radio

## ENGINEERING DEPARTMENT

The Engineering Department is responsible for the operation of INTREPID's propulsion system and the provision of electric power, fresh water, and various other services of an engineering nature. The gigantic engines, boilers, screws, and turbines can propel INTREPID to speeds exceeding 30 knots generating close to 150,000 horsepower. All the ships hydraulic and air conditioning systems are maintained to operate all day and all night. Under the leadership of the Chief Engineer LCDR Bob Slater, INTREPID's fine engineering divisions work long arduous hours in their increasing efforts to keep the Fighting "I" the "goin'est" carrier afloat.


Chief Engineer LCDR Slater
Digs in at the office


## A DIVISION

The men of A Division are a closely knit group although their work takes them to all corners of the FIGHTING "I." "A Gang" operates, repairs, and maintains auxiliary equipment throughout INTREPID. To do this the division has three different rates: MM, MR, EN which are divided into seven separate stations to concentrate on specific tasks. Despite this diversification, "A Gang" is typical of all engineering divisions in that the men have pride in the accomplishments of the entire division as well as their own stations.

The Hydraulic Station headed by Pence, MM1, operates, maintains, and repairs such hydraulically operated equipment as INTREPID's elevators, deck winches, B and A Crane, capstans, jet blast deflectors, monopole, and the after steering units. As is true of the entire Engineering Department most repair work has to be done while in port.

Many spaces aboard INTREPID enjoy air conditioning, thanks to the efforts of Adams, MM1 and his Reefer Gang. These men also use their talents to maintain in working order the main refrigeration spaces, cooling water to Special Weapons spaces, and the ship's 76 scuttlebutts.

Jackson, MM1 heads the small contingent of men who operate the ship's HP, and LP Air Compressors. These air compressors are used for charging catapults, guns, elevators, arresting gear, and also for ships service use.

Amidships on the Mess deck level (3rd deck) can be found the best Machine shop in the 6th Fleet. Chief Whitaker and his men are well known both on the INTREPID and among other ships of the Gold Group whom they have so ably assisted. Badly needed parts for all types of machinery including parts fo raircraft are machined by the skilled hands of these men on such machinery as lathes, milling machines, drill presses, grinders, and power saws.

Under the supervision of Horton, MM1 we find the men of the steam heat station. These sailors of the Fighting "I" make repairs to all galley, scullery and laundry equipment. In addition to this they are responsible for keeping the men of INTREPID warm during the winter months. The steam heat gang also engages in many long hours of work on the steam catapults, the catapult receivers and their drains. Believe it or not these men even repair the barber shop chairs.

Under the leadership and guidance of Struble, EN1, the Enginemen of the Diesel Gang keep the liberty boats running by putting long hours of preventive maintenance on the diesel engines. Other responsibility includes keeping the ship's two emergency diesel generators ready to take over the ship's electrical load should the turbo-generators go off the line for any reason. The enginemen also maintain the ship's three diesel fire pumps which are used in the event of an emergency.

Working under the watchful eyes of Chief Sanders the men of the Oxygen-Nitrogen (02N2) Producing Plant keep the Air Group well supplied with the pure oxygen they need for flying at high altitudes. In its final state its temperature has been lowered to - $297^{\circ} \mathrm{F}$. at which point all the other gases comprising air have boiled off.

The ninety-seven men of A Division have their work cut out for them but with their "Can Do" spirit they are a valuable asset to the Fighting "I." These men have a right to be proud of their work and their ship because they have helped to install a spirit of teamwork which is so necessary in any fighting team
ship.


LTJG Holtz looks over work requests


Enginemen put finishing touches to main feed pumps


Machine Shop Lathe Reels off Parts


Machinist Mates Make Careful Adjustments on Milling Machine


Machinist Mates Repair Garbage Grinder

## B DIVISION

B Division, "INTREPID's Black Gang" is the largest division aboard ship with 177 men assigned. "Can do" and "B Division-The Biggest And The Best" are the key notes that keep the "Steaming Demons" and the INTREPID Engineering Department one of the best in the Navy.

B Division's primary job is to fire 8 boilers at 600 PSI and 850 degrees Fahrenheit to supply steam to the ship's engines and main battery-The Catapults. They also supply steam to make water in the evaporators, and for the galley and laundry. The Fireroom personnel are ably led by Chief DanielsNo. 1 Fireroom, Chief Sullivan-No, 2 Fireroom, Chief Chillman-No. 3 Fireroom, and Chief GreenNo. 4 Fireroom. Down on the mess decks the "Chimney Sweep" types are frequently seen emerging from the firerooms. Around-the-clock work in port and alert watch-standing underway characterize the fireroom personnel. Cleaning boiler firesides and watersides for 8 hours at 100 degrees requires not only hard work but also well trained and supervised men. One mistake or mishap is one too many in a fireroom where a casualty can endanger not only fireroom personnel but also many shipmates aboard.

Steaming boilers is just part of "B" Division's job. The Evaporator Gang led by Chief Early produces a product which is important to all handsfresh water. They also make feed water-water used exclusively for boilers. Teamwork within the "Black Gang" has kept feed water expenditure at a minimum, thus allowing the "Evaps" to concentrate on producing fresh water. The INTREPID has not been required to go on water hours for over two years and with the co-operation of all hands this period can be extended indefinitely.

Whenever the word is passed to "Man all fueling stations," B Division also has an important job. Under the watchful eye of Bennett, BT1, INTREPID's Oil King, the ship receives and stores Black Oil or tops-off escorting destroyers. The Oil King is a leading B Division Petty Officer whose responsibility is to receive and store or deliver black oil and water. He is constantly on the alert, insuring its purity.

To assist in repairs and maintenance, Boiler Repair, skillfully led by Chief Chillman, supplies the Know-How and the right tools for the right job within B Division.

The hard work and long hours has paid dividends for B Division, the Engineering Department and the INTREPID team. The Fighiting "I" can still move with the best and received a perfect score of $100 \%$ for her full power run. With this outstanding performance in competition, B Division helps to back up the INTREPID motto of "The Oldest And The Best."

Noted for hard work and long hours, B Division still finds time for fun ashore, making a good team even better.

Invaluable to the FIGHTING "I,", "B" Division stands "Ready To Answer All Bells."


LTJG Hanson Inspects Boilers



Boiler water flow is watched by man in boiler room


This man checks feed water supply to boilers

Boilers get cleaned


## M DIVISION

M Division operates and maintains INTREPID's main propulsion and auxiliary turbines with their associated equipment. The main propelling equipment consists of four turbine and reduction gear units driving four propellers, two port and two starboard. Each propelling unit, as designed, is intended to comprise a high-pressure main turbine, a low pressure main turbine, and a main reduction gear.

The vital function of propulsion is executed by two groups, the Forward Engine Room and the After Engine Room, each responsible for two main engines. The Forward Engine Room, under the supervisory control of J. B. Alexander, MMC, maintains No.'s 1 and 4 main engines and the respective shafts and auxiliary machinery. J. H. Leonard, Machinist Mate First, supervises daily operation as assistant in charge. The engine room is comprised of 30 mem bers, all of whom contribute to the overall effort of the space.

The After Engine Room, under the supervision of Katynski, MMC, operates and maintains No.'s 2 and 3 main engines and their associated auxiliary machinery. H. L. Burgess, leading first class of the division, is the assistant in charge. J. C. Schumacher, Machinist Mate First, supervises repair operations. Thirty members also comprise the After Engine Room, and all have exhibited an outstanding effort.

The Generator Gang operates and maintains four main turbo-generators which supply the ship's electricity. G. L. Rollman, Machinist Mate First, exercises overall control of the extensive maintenance necessitated by constant operation. Assisting him in this operation are 17 qualified Machinist Mates.

M Division exhibits a group solidarity indigenous to the Engineering Department. Their demonstrated effort toward advancement in rate, a good disciplinary record, and their overall co-operation merit a WELL DONE.


Main Engine controls drive ship's powerful power plant

LTJG O'Connell studies latest engineering techniques



Diesel Pump gets some serious inspection


Two Machinist Mates discuss water tank problems

"M" Division men at work
in engineroom

## E DIVISION

From the aircraft warning lights high atop the mast to the under-water $\log$ sword piercing the keel and from the alidades standing in the most forward section of the flight deck catwalks to the stern lights on the fantail lies the equipment for which the men of the E Division are responsible. There is not a man aboard the INTREPID that does not use hundreds of times each day equipment which is maintained by E Division personnel, items as important as the gyrocompasses and main generators and as basic as lighting.

The E Division is made up of 104 Electrician's Mates and Interior Communications Electricians, divided into six groups or shops. The Distribution Gang, supervised by Chief Condon, stands watches on the main distribution switchboards and maintains all the electrical gear associated with the main propulsion machinery.

The Power Shop, also supervised by Chief Condon, maintains all light and heavy electrical power gear throughout the ship, including winches and capstans, galley equipment, and more than three hundred ventilation blower motors.

The Aviation and Ordnance Power Shop, supervised by Chief Lawless, insures the availability of deck edge power for aircraft servicing and maintains the electrical gear associated with the catapults, airplane elevators, and gun mounts.

The Lighting Shop, supervised by Chief Heinz, maintains all of the 120 volt lighting circuits throughout the ship, including the flight deck lights, running lights, and range lights. The Battery Locker, also a part of the Lighting Gang, not only services aircraft batteries but also maintains the electrical gear in the ship's boats, without which liberty in the Med would be impossible.

The IC Gang, supervised by Chief Hutchens, maintains all of the Interior Communications equipment throughout the ship, including the 1 MC , sound powered phones, and the gyrocompasses. The Movie Booth is also a part of the IC Gang.

Hard work on the ship and good, clean fun on the beach are characteristics of the E Division. One of the five divisions of the Engineering Department, the E Division stands ready and able to do its share in maintaining the pride of the Engineering Department and the fighting spirit of the Fighting "I."


IC Electricians Mates repair
ship's telephone system

LTJG Falango at work in Engineering Log Room



Coil is rewound in electrical shop

Electrical officer LT Wood and
Electricians check load on electrical circuit

Movie operators check film in movie booth


## R DIVISION

The repair or " R " Division is one of the five divisions which comprise the Engineering Department. The division is composed of 79 enlisted men and 2 officers. The 79 men are divided into three separate rates: Damage Controlman, Pipefitters, and Metalsmiths. Together, these men make up the nucleus of the repair party organization of the ship, and, in an emergency such as collision, fire, flooding, they would be a vital factor in the survival of the ship. By the nature of their work, the men of $R$ Division are familiar with the ship's control facilities; and therefore, they are able to train and instruct others in proper damage control procedures.

The Damage Controlman work out of two shops: the Damage Control Shop and the Carpenter Shop. The Damage Control Shop personnel are responsible for the repair and maintenance of the ship's damage control equipment and firemain systems. Their job is one of constantly checking and rechecking equipment. Rossini, DC1, is the petty officer in charge of the Damage Control Shop and has 19 men working for him. Theirs is a tedious and thankless job, but without their efforts, the ship would be in a very vulnerable position.

The Carpenter Shop has two major responsibilities. The first is the repair of the flight deck, and the second is the repair of the ship's boats. Since the flight deck cannot be repaired while underway, most of this shop's work must be done in port, and where repairs are necessary, liberty is a sometimes thing for these men. Most men aboard INTREPID will agree that our liberty boats are the best looking in the SIXTH FLEET. This is another reflection of the fine work done by the men of the Carpenter Shop. James, DC3, is in charge of this shop. Homola, DC1, is in overall charge of all work done in both shops, and is the senior damage controlman on board.

The Shipfitter Shop, under the supervision of Nolan, SFC, and Williams, SFC, is the shop responsible for filling most of the job orders submitted to the division. In the course of a year, this can amount to several hundred different jobs. Both the Pipefitters and Metalsmiths rates work out of this shop. The Pipefitters, under the supervision of Pruitt, SF1, are responsible for the repair of the ship's piping systems. Their biggest job is the repair of the ship's plumbing facilities, and it is a continuous job all hours of the day and night. The Metalsmiths, under the supervision of Payne, SF1, do all the sheetmetal fabrication and most of the welding in the shop. One of the biggest jobs done by this shop was the repair of storm damage to catwalks and booms. The Shipfitter Shop has been called upon on several occasions to render assistance to the destroyers operating with us, and the INTREPID has received many compliments on their fine work.

The $R$ Division is also responsible for the cleaning of the ship's ventilation system and the air testing of all compartments to determine the ship's watertightness. This big job is done by the air test and vent gang under the supervision of Hartman, DC1.

As you can see, the $R$ Division is a vital part of the ship's organization. We are proud of the fact that we always do a fine job. The old saying "The Difficult job we do immediately, Impossible ones take a little longer," could very easily be our motto.


LTJG Hostetter takes call in his office while Yeoman listens


"R" Division Men get lowdown on OBA use


Damage Control Men busy in Carpenter Shop


Shipfitter in Metal Shop cuts sheet metal


Carpenter Eiden and Damage Control Men repair storm damage on Starboard Horn


## GUNNERY DEPARTMENT

The Gunnery Department aboard INTREPID has many responsibilities, but its primary mission is to defend the ship from enemy attack. In order to carry out its assigned tasks, the department must rely on trained personnel and modern ordnance.

To achieve maximum effectiveness, the officers and men of Gunnery have been divided into two main groups: deck and ordnance. Under these two headings fall eleven divisions with a total allowance of almost five hundred men.

The deck divisions (1st, 1-A, 2nd, 3-A, and 3-B) are responsible, under the First Lieutenant, for the operations and evolutions involving deck seamanship. This covers a wide range of activities among which are included: anchoring or mooring the ship, maintaining and operating the ship's boats, handling refueling and replenishment stations at sea, maintaining the ship's ground tackle, and manning the helm. These duties are performed by sailors in the Boatswain's Mate rating.

Beside the activities which are steadily associated with their rating, the "Boats" also perform other services for the ship which some find surprising. They run the Sail Locker which handles all canvas work for the entire ship and the Paint Locker where they supervise the stowage, issuing, and use of all paint aboard INTREPID. Another service is the Boatswain's Locker which stows and issues all line, cleaning gear, and associated paraphernalia. These are "must" services aboard any ship, and aboard INTREPID the Boatswain's Mates and their strikers perform them well.

The Ordnance group is under the Ordnance Officer and is responsible for the maintenance, stowage, handling, and loading of highly developed, modern ordnance items.

Gunner's Mates comprise 5th Division which maintains and mans the ship's eight, single, open, 5 inch mounts.

Maintaining and operating the ship's fire control radar and target designation systems is FOX Division. This division is composed of Fire Controlmen whose work is closely aligned with that of the 5 th Division in that their equipment seeks out and tracks targets so that the 5 inch guns can bear on them.
"G" Division consists of gunner's mates and aviation ordnancemen. Their work encompasses nearly every facet of shipboard ordnance. Primarily, though, they are engaged in the maintenance and handling of aviation ordnance. Integral to this work is the maintenance of the ship's magazines including the armory.

In a separate division, but working closely with "G" Division is "GM" Division whose primary mission is to provide the Air Department with guided missiles. These missilemen share many spaces, such as magazines, workshops, elevators, and berthing areas, with "G" Division. This division is one of the Ordnance group's two "special" divisions. The other special division is "W" Division, the Special Weapons Unit, but the nature of their work is of a classified nature that precludes any discussion.


CDR Allen, Gunnery Officer

Completing the role call of the Gunnery division is 7th Division which is the Marine Detachment. These men are directly responsible for the internal security of the ship. This is, of course, a full time job in itself, but they must, in addition, form the nucleus of the ship's landing party. Another duty of a different character performed by the Marines is the maintenance of their famous "hotel", the ship's brig. Tradition make another demand upon them. They furnish orderlies for the Captain and the Executive Officer and for other embarked officers rating an orderly.

Uniting Gunnery and directly responsible to the Captain for the professional and military capability of the department is the Gunnery Officer. Under his leadership, with the assistance of the First Lieutenant and the Ordnance Officer, the divisions of Gunnery are coordinated into an effective team a department capable of carrying out all assigned missions.


Former Gun Boss CDR Marr at work in office


LTJG Kehr pores over paper work in Gunnery Office


Gunner Petro and "W" Division Men with test equipment

LTJG Rowe and Office Yeomen at work in Gunnery Office


## 1st DIVISION

Aboard the Fighting "I" is a group of sailors who proudly call themselves the "Fighting 1st" they are forty men and six petty officers whose primary job is the operation of the ground tackle and the maintenance and upkeep of the fo'c's'le. But this is by no means the only job they have. There is the port lower boat boom to rig and maintain; all officer's country forward of No. 1 elevator to clean and preserve; the operation and upkeep of No. 1 motor boat and No. 7 motor whale boat; their own compartment to keep "squared away"; plus the upkeep of the "stack" from the 07 to the 011 level, Needless to say this keeps all hands busy day and night both in port and at sea.

A typical day at sea might find Gomez, BM2, and Phillips, BM3, overseeing 10 to 12 seaman on the fo'c's'le as they worm, parcel, and serve the boat boom rigging in preparation for the next in port period. At the same time Suthers, BM2, will be in the compartment making sure it gets a typical 1st division field day which includes everything from the deck to the overhead.

Meanwhile, aft in Hangar Bay 3, Harter, BM3, after removing his shoes, is climbing into No. 1 motor boat to inspect the progress of "shaping up" the officer's boat. Ask either Henke or Harter, J. M., the two coxswains, about the "job" the dirty harbor water does on a sleek coat of paint. In officer's country, leading seaman Doering, BMSN, is making the rounds to see that the spaces are being cleaned properly.

Concurrently, on the bridge, Criddle, BM3, Boatswain Mate of the watch, has just passed "Mail Call". This is an automatic reflex for McConochie, division yeoman, to make haste to the Post Office to pick up the mail. On the way back, he stops at the Engineering Log Room to say hello to LTJG Watson, who was division officer during the first half of the cruise. The Officer of the Deck gives "right standard rudder, all engines ahead flank, indictate 189 RPM'S'. The helmsman and lee helmsman react smartly.

Shortly thereafter, LTJG Krass, 1st division officer, appears in the coffee locker where Pike, BM1, divisional leading petty officer, has just returned from inspecting his spaces. "Hi-line at 1230, twelve barrels of lube oil and six personnel to transfer" is the information he brings. Within minutes sailors from officer's country, the boats, and the fo'c's'le are hauling gear aft for the forthcoming evolution. From reveille until taps the men of 1 st division are busy with their various tasks.

In port we find them operating their boats, acting as side boys, standing watch over the starboard lower boat boom, standing anchor watches, and engaged in the never ending process of keeping cheir spaces the best on the ship.

A salute to the "SAILORS" of INTREPID the Boatswain Mates of 1st Division.


LTJG Krass checks anchor windlass


First Division Men Rig Highline from Foc's'le


Eye Splice in Hawser, That is?

## 1A DIVISION



The chipping and replacing of worn-out paint is a time-honored and very necessary function of the deck sailor in this or any other navy. The sailors of 1 ALPHA Division have more than their share of this type of work, for one of their many responsibilities is the care and upkeep of the entire outside hull of the ship - a difficult and exacting job and one which is done in outstanding fashion by the men of 1 Alpha.

Among the other duties of this division are: operation of the Paint Locker - the storage and issuing of all paint used aboard the INTREPID; the Bos'n's Locker - where all lines and tackle are stored; the Sail Locker - where all repairs and manufacture of needed canvas and fabric items are accomplished; the Spray Team - men who control and supervise painting of interior spaces of the ship using spray guns; the Incinerator - it's chief function is the disposal of certain types of burnable trash and classified matter which cannot be otherwise destroyed; the Side Cleaners - men who keep the outside of the INTREPID clean and shipshape at all times; and last, the operation of the Captain's Gig - the personal craft of the Commanding Officer which is used also for transporting important dignitaries and officials to and from the ship. The Captain's Gig of the INTREPID is one of the finest vessels of its type in the entire United States Navy.

1 Alpha Division is under the able direction of LTJG John Kehr, who also serves INTREPID as Ship's Boatswain. This division has made a fine name for itself as a member of the Best Deck Force In The Navy.

IA Division man uncoils manila line


1A Division men mix paint in paint locker

Captain's Gig is called away



Classified material is burned in ship's incinerator

## 2nd DIVISION

As one of the five divisions in the deck group of the gunnery department, the 2nd division is responsible for some of the hardest and some of the most important work on the Fighting "I." Though our men may run from seaman apprentice to lieutenant junior grade, we're all Boatswain Mates, and proud to be members of the oldest and toughest rate in the Navy.

One of the most important catagories of our work is what the books call "seamanship evolutions", the difficult at sea operations which keep the ship constantly in a state of maximum battle readiness. The main seamanship evolutions are the three R'srearming, refueling and replenishing.

The fuel consumption of fighting ships and planes is extremely high, so every two or three days, the word is passed to "Man all refueling stations". This word is often passed between 2200 and 0500 , so while the rest of the ship sleeps, the 2nd division, along with the rest of the deck gang, get out of their bunks and turn to. When we are taking fuel from a tanker, our division operates the aviation gas rig; pulling over and manning the hose to take the highly inflammable gas used in the helos, and propeller driven airplanes. When we have a destroyer to refuel, we man the after rig, and send over a hose to give the "small boys" the capacity to keep seving as plane guards and screening units.

People get hungry and thirsty just as often as ships do, so the deck divisions are also old hands at replenishing, taking on food and stores from reefers and supply ships. The 2nd division works out on the quarterdeck using housefall or burton rigs to haul in the goods.

Rearming is another operation which finds the 2nd division on the outside quarterdeck. On these occasions, mattresses are spread around and we all hold our breath and speak in low tones as high explosive ammunition is delivered aboard by line from the ammunition ship. As much as we are sea going sailors, we like an occasional in-port period, so we do our share to get the ship ready for anchoring or going alongside a pier. For going alongside, we man three of the lines on the starboard side, and on days when we are anchoring, we are up way before dawn rigging the starboard forward boat boom, and the starboard forward accommodation ladder.

Another responsibility of the 2nd division, when we are getting ready to proceed to the pier or drop the anchor, is the quarterdeck. This is the ceremonial center of the ship, and is the first thing visitors see as they come aboard and the last thing they see as they go ashore. For these reasons it has to be 4.0 . The decks have to glisten, the bulkheads gleam, the awnings glitter and the brightwork shine. 2nd division sees that they do. Getting the quarterdeck in shape for port is a big job, since at sea it is just another part of the deck. The outer quarterdeck is often scratched and scraped during refueling, replenishing and hi-lining, and once in a while, our friends on the flight deck give us a surprise present by spilling gas, oil or grease onto the deck and thus requiring additional attention.


Passageway gets thorough cleaning


Second Division Men clean officer's boat

One of the main characteristics of Boatswains Mates is pride in appearance, their own appearance and the appearance of their ship. To maintain the ship's appearance, we spend a great deal of time scraping, swabbing, scrubbing, chipping and painting. On the main deck, we are responsible for the appearance of the starboard and port sponson decks, and the bulkheads and overheads from the beginning of the sponsons to aft of the quarterdeck. On the 2nd deck, we maintain what are probably the most traveled passageways on the ship, those in officers country and around the wardroom. In addition, we do the upkeep on a number of heads on the 2nd deck and in officer's country on the 3rd deck.

When the 2nd division looks back on the 1961-62 Med cruise, there are a number of things which they will remember, some big events and some not so big. Among these will be the division party in Rhodes, which was enjoyed by all. We will also remember the competitive destroyer refueling in late November, when our score was 100 out of a possible 100. Last, but not least, we'll remember the addition to the division which made our coffee locker the envy of the 6 th fleet, an eight burner coffee maker and hot drink warmer.

Mop! Mop!-That's the word


3A DIVISION

3A Division men hang on to high line


Coiling Line for stowing

"Boatswain's Mate" - what does it mean? It is the salt spray on your face, the line running through your hands, the boat cutting through the swells. Seamanship is the oldest facet of the Navy, and Boatswain's Mate is synomous with Seamanship.

There were Boatswain's Mates long before there were guns and engines, to say nothing of aircraft. Boatswain's Mate is not only the oldest, but it is also the most respected of the Navy's ratings.

When the men in 3-A stop to consider the effects of their jobs, they are immediately aware of the Navy team effort. The INTREPID anchors. The liberty boats are lowered into the water. The liberty line is forming, and the sailors in 3-A are still busy putting the boats into the water. Now the boats are making the runs into the landing. 3-A is proud of its two boats: big, comfortable Number Five and sleek Number Three which can claim the Boat Trophy for the 1960 Med. Cruise.

It is time to get underway. The expiration of liberty is 3 -A's signal to start working. While the ship sleeps the men of 3-A are hoisting the boats aboard and stowing them in Hangar Bay No. 3.

Once a month the INTREPID stocks up on groceries. Station Five is 3 -A's responsibility, and they can always be depended upon to live up to their reputation. Unloading all the nets by hand, Station Five can usually claim about 10 more loads than the other stations, showing that mechanization is not the answer to every problem.

3-A does not neglect its friends in Engineering. Who could forget the countless hours spent on fueling stations? Whether giving fuel to a destroyer or receiving fuel from a tanker, it seems as if the evolution can only take place at night. One almost begins to think there is a regulation against refueling during daylight hours.

While other divisions can only claim one tanker refueling station, the ever-ready men of 3-A handle two. The forward black oil rig belongs to them, and the cumbersome double rig for JP-5 is also theirs.

Most important and least spectacular of all are the everyday jobs: the weird melody of the chipping hammers; the cold damp feeling of a scrub rag; the swish of a swab; the paint on the bulkheads, decks, and clothing. The men below decks are not forgotten as they strive to keep the ship habitable. Their constant sweeping, scrubbing, re-sweeping, and rescrubbing are not unnoticed.

What are the rewards of the continuous efforts of the men in 3-A? There is only one, and that is the satisfied feeling that goes with a job well done.


3A Division at refueling station


Refueling at sea
Faking down a line



Lifering goes over side for drill

## 3B DIVISION

3 Bravo is one of INTREPID's five "deck divisions" and like all deck divisions finds that its duties are many and varied. A normal working day for 3 Bravo finds its Boatswain Mates involved in tasks ranging from the commonplace chipping of paint to the critical and often dangerous operation of a tanker refueling station. In the latter evolution, 3 Bravo has distinguished itself during this cruise by having consistently low "rigging-up" times. On one occasion the rig was hooked up and pumping in the amazing space of only two minutes, believed to be a record. In addition to tanker refueling, the division participates in Destroyer refueling, underway replenishment, and operation of the after lightline station. 3 Bravo is also responsible for the upkeep and maintenance of many sponson and weather deck spaces.

When the Fighting "I" reaches port, the work for many of 3 Bravo's bluejackets is just beginning. The division does an outstanding job of maintaining and operating two of INTREPID's boats; the No. 4 motor launch, winner of the 1961 Boat Trophy, and the No. 8 motor whale-boat which is used alternately as a lifeboat or for the beach guard.

This division is also responsible for providing a large number of watchstanders. These watches include pilothouse personnel while at sea, manning the lifeboat, and assorted forms of sentry duty both at sea and in port.

From the fantail, a 3 Bravo space familiar to all as a place to take on a little fresh air and a smoke, is streamed the towing spar-another responsibility of this division. This is a spar which is towed by wire and rides some fifteen hundred feet aft of the ship and absorbs the bombs and bullets of the Air Group -the only piece of INTREPID equipment to sustain gunfire and bomb damage since World War II.

From the bridge to the towing spar, night and day, in port or at sea, the proud sailors of 3 Bravo are doing their share to make INTREPID worthy of the name, Fighting "I."


3B Division men rig towing spar on fantail


Marlinspike Seamanship is reviewed by 3B Division men


Spring lay is hauled in on fantail

## 5th DIVISION

The 5 th division is one of the most distinguished and important groups on the Fighting "I". It is distinguished because it is made up of men who practice the second oldest rating in the navy; Gunner's Mates. It is important because its primary function is to allow the ship to be able to perform her mission by defending her from an attack through the use of her five inch guns. The repair, upkeep and operation of these guns are the primary duties of these Gunner's Mates in 5th division.

This group of only twenty-five men have eight mounts to maintain. The guns are dual purpose, open single mounts. They are semi-automatic, rapid fire pieces which can be loaded and fired at all angles. The battery is arranged in four sectors so that two guns are situated on both sides of the bow, and two on each quarter, providing the ship with positive gunfire coverage against attacks from either the bow, abeam or astern. Although INTREPID's guns are of World War II vintage, they still continue to play an essential part in our ship's offensive and defensive system. Even the advent of the guided missile has not eliminated the strategic importance of the five inch gun as an anti-aircraft and surface to surface weapon. INTREPID's five inch battery has time and time again, during competitive shoots, proven its efficiency and accuracy against airborne targets. This kind of performance may be attributed to the 5th division, the "men" behind the guns.

They are a spirited, conscientious, hard working group led by the divisions three first class petty officers. These three men are responsible for the guidance, training, internal operation and overall performance of the division. Four second class petty officers each have one of the four sectors to maintain. Assisting them are seven third class petty officers, each of whom are assigned to specific jobs on the sectors. Eleven strikers round out the rest of the division. Through diligent and continuous effort these men keep themselves and their equipment in a constant state of readiness to perform their assigned function. Whether for an official gun salute, the firing of starshells to illuminate an area in case of emergency, or the defense of the ship in an attack, 5th division's Gunner's Mates can be relied upon to be on the job.


LTJG Peters by 5 inch mount


Ammo loading is ticklish business


Men of Fifth assemble in five inch gun tub


.-. and cleaned

Five inch Mount is Fired ...

## FOX DIVISION

Fox division of the ordnance group of the Gunnery department is concerned with the ship's fire control system. We maintain and operate the complex sets of radars, directors and computers which control the pointing of the ships guns. Our primary system is the MK 37 director system, better known as Sky 1 and Sky II, with the associated MK 25 radar, and the secondary MK 56 system with its MK 35 radar.

There are many operations that keep the fire controlmen constantly on the move. Besides the daily routine of cleaning and maintenance, all gear is manned early each morning for a complete check out of all systems. When condition I or condition III is set with the AA batteries, all of Fox division personnel man their battle stations. Tanker tracking when approaching an oiler requires the manning of the forward directors, and Aerology calls on Fox division daily to track their weather balloons.

Fox division spaces are spread throughout the ship, from the top of the island structure to the bottom of the bilges. Walking through the island structure on a typical day, we find Miller, FT2, ascertaining why Sky 1 is not tracking properly. On the edge of the flight deck, Reilly, FT2, is conducting transmission checks using Directors 33 and 34. In CIC we find Hora, FT2, conferring with Potts, FT3, on a casualty in the MK 6 target designation system. Down on the sixth deck in Main Battery Plot, Houpt, FT2, conducts a training lecture on the use of the computer and stable element. Finally, we stop at the fire control shop for a cup of coffee, and find LTJG Fallon, fire control officer, and division officer LTJG James discussing divisional policy with Howe, FT1, the leading petty officer.

Because of the highly technical work associated with fire control equipment, the primary job of Fox division is not only upkeep and maintenance of the gear, but also the training of new personnel. An extensive training program is constantly in effect with the older, experienced petty officers teaching the new seamen both the theoretical and practical aspects of fire control.


Fox Division Officer Ens Blanchard confers with one of his men


Electronic Computer "Defies" Fox Division Men


Fox Division Fire Control Men Track Target by Radar


Fox Division men maintain Electronic fire control gear


Ship's Gun Mounts have complex and intricate mechanisms

G DIVISION

G Division is the division of the Gunnery Department whose primary mission lies in the field of aircraft ordnance and munitions. The division is responsible for the ordering, receiving, stowage, assembly, and delivery to the flight deck of all types of munitions used by the aircraft of the Fighting "I."

The skill and knowledge of the Gunner's Mates and Aviation Ordnancemen who comprise G Division make it possible to deliver munitions for any type of mission to the assigned aircraft in the quickest and safest time possible. Safety is of the utmost importance in the movement and handling of munitions. For this reason, all men of G Division are constantly on the alert for unsafe conditions which might endanger the ship, its aircraft, or the life of a shipmate. G. Division's operations are carefully planned to insure maximum safety and minimum loss of time.
"Training" or "Dummy" ammunitinon is normally used by the squadrons, but should circumstances dictate the immediate switch to service or "live" ammunition, G Division stands ready to arm INTREPID's aircraft for combat.

Other responsibilities of $G$ Division include the Ship's Armory, where all small arms and Landing Party equipment are stowed and serviced; and the training and supervision of the ship's "Line-throwing Gunners" who shoot lines to other ships when refueling or "hi-lining." The Aviation Ordnancemen maintain highly trained Special Weapons Loading Teams and often lend a helping hand to the squadrons embarked aboard. The supply of Aviation Ordnance material and the library of Ordnance Publications are other less obvious but very necessary functions of G Division.

Add to all these responsibilities the usual shipboard "housecleaning" of the division's assigned spaces and you will have a complete picture of G Division-a versatile and respected member of the INTREPID team.


LTJG Farrell Checks
Report by Chief Benan


Practice bomb is assembled


20 MM Ammo is machine belted

## GM DIVISION

GM Division-the Guided Missiles Division is a part of the Ordnance Group of the Gunnery Department. GM is a small, close-knit, happy division, which consistently accomplishes its tasks in an outstanding manner.

The business of the division starts deep within the ship, where the missile components are stowed in neat rows in air-conditioned magazines - stowed and handled with the care and respect rightfully due them. Our assembly crews can assemble these various parts - guidance units, rocket motors, warheads, fins, wings, canards, fuzes - into an efficient, deadly weapon within minutes. Then we send the "bird" on its way, by elevator, to the flight deck, where F8U's, F4D's, and A4D's wait to be loaded with our "SIDEWINDER" or "BULLPUP" missiles.

Our Flight Deck Safety Petty Officers will see that the missile is ready for flight as preparations are made to catapult the missile-armed aircraft into the air. On a peacetime flight, the missile will provide valuable, realistic training for the pilot - training which will pay off in time of war, when a SIDEWINDER may seal the doom of a hostile bomber headed for our ship, or when a BULLPUP may spell disaster for an enemy tank, gun emplacement, or vital bridge. Guns, bullets, and conventional bombs can't hold a candle to the missiles that GM Division stows, cares for, assembles, and finally delivers to INTREPID's fighters and bombers.

Leading Chief Halfhill ensures that the division is ready at all times in all respects to carry out its functions, while Chief Byrd is kept busy by correspondence, training, and administrative matters (which he handles for G as well as GM Division). LCDR Wimberly oversees and is responsible for the whole operation.

Our experienced petty officers - Turnberg, Day, LaCroix, McDonald, Cantu and Svoboda - lead the assembly teams and also ensure that division spaces - which usually earn a mark of "outstanding" or "excellent" on inspections - are maintained in ship-shape condition. Our proud new 3rd Class PO's - Marsh, Medeiros, Montgomery, Moseman, and Witt - work to improve their skills and assume more and more responsibility. Among our non-rated men, the "old-timers" are Jones, Mason, McGuire, Wilkins, and Maloney, with Bates, Kunselman, and LeQuire checking in midway through the cruise and adding "new blood".

GM Division is proud of its work, its men, its spaces, and its place in the Gunnery Department. We believe we're the best division in the best department in "the oldest and the best" - INTREPID.

"GM" Division men operate missile trainer


LCDR Wimberly and Chief Byrd look up Regs in Guided Missile Office


Bull Pup missile is assembled


Fins are attached to bull pup missile

## MARINE DETACHMENT



From the full dress of a ceremonial guard to the utilities of a landing party, the Marine Detachment is proud to serve the Fighting " I " in the finest traditions of the Corps, as the largest, orneriest, most efficient Marine Detachment afloat. Primarily, the unit is a landing party prepared to defend United States installations or citizens on foreign soil. On the average, 40 hours are spent a month in the classroom, training the Marines in the latest methods of warfare in the Corps.

Over and above the administration, supply and training of the unit, the Marines form the internal security nucleus of the ship. Numerous highly classified posts must be manned 24 hours a day by Marines.

The ship's brig is guarded by a permanent staff of Marines. These men are selected and trained for their duties on the basis of maturity, proficiency and leadership ability. The mission of the brig staff is to return men retrained and fit to accept their responsibilities as members of the TEAM on the Fighting "I".

At the sound of General Quarters or condition watches, the Marine Gun Crew rushes to its 5 inch mount integrating with the Gunnery Department battle bill. When a fire is called over the 1 MC , two Marine sentries rush to the scene to assist the Fire Marshall in keeping unauthorized persons from obstructing the fire party. Special Weapons breakout places an additional requirement on the detachment for extra Marine sentries. Crash boats, picket boats, and man overboard life boat call for two or more Marine riflemen.

All classified messages and material leaving the hands of the Captain or the Executive Officer are handled by Marine orderlies. This five-man staff is on call 24 hours a day to serve not only as couriers but also to hold the traditional and honored position of being their personal body guard.

National Sovereigns, Admirals and Generals of many nations throughout the North Atlantic and the Mediterranean have inspected the Fighting "I" Marines and have complimented them on their outstanding appearance.

Whatever the mission assigned, the INTREPID Marines will certainly do it well.

C. O. Marine Detachment, Capt. Lowery presents men to Spanish General Muñoz Grande

Marine detachment marches on Intrepid Flight Deck



Intrepid Marine directs landing force fire



Marine Gunners get ready to fire five inch mount

## SUPPLY DEPARTMENT

The Supply Department has the monumental task of serving the enormous needs of INTREPID from the food necessary to sustain 3000 hard working officers and men to the one cent fuse vitally essential to the operation of the sophisticated electronic machines. Supply must have the organization, knowledge, and personnel to provide 24 hour service and to keep INTREPID's life blood of supplies flowing. The multitude of offices, engines, aircraft, automotive equipment, pumps, electronic devices and numerous other items all need parts and replacements right away. To meet this staggering challenge Supply is organized in 6 divisions of specially trained Storekeepers, Stewards, Ships Servicemen, Commissarymen, Disbursing Clerks, and Aviation Storekeepers dispersed in many offices, storerooms, galleys, stores, and shops. Led by CDR Jim Miller, men of Supply strive daily to improve every facet of their operations to give the "mostest" to "The Oldest and the Best."


Intrepid Supply Corps Officers meet daily to discuss supply matters

Supply Officer CDR Miller points out emergency requisition board


## S1 DIVISION

The Stores Division deals with the general stores and repair parts used aboard the FIGHTING "I". In Supply Corps terminology this division is known as the "nuts and bolts" division. The stores component of the Supply Department procures, receives, stores and issues the general stores and repair parts for the other divisions of the ship. Preparation of all related Supply Department correspondence reports and returns is included under the basic function of this division. Also, the performance of the obligation recording (keeping tab on the amounts obligated by the various departments on board) is an equally important duty of the Stores Division.

Some interesting statistics are that some 6000 lbs. of wiping rags are issued monthly, hundreds of reams of paper are carried and used at an amazing rate, thousands of paper cups are used weekly, and 475 gallons of gray paint are used monthly. To keep some 38,000 items at a desired stock level men of the Stores Division reviews stock records continually making adjustments as required. The Electronics section carries some 15,000 different items ranging from one cent fuses to $\$ 8000.00$ magnetron tubes. The men in Spart Parts keep bins full of items to keep the Fighting "I" alive mechanically. From diminutive shackles to backbreaking shafts and marine propellers the men strive for that goal of having what is needed. There are 36 storerooms scattered throughout the ship from down below on the seventh deck right on the bottom of the ship to the 02 level right under the flight deck where jet planes scream to landings almost daily and nightly. Men of S-1 Division operate 24 hours a day making emergency issues whenever the need arises. On many occasions parts are issued to sister ships who have flashed us by message of an urgent requirement. Storekeepers then work rapidly with operations personnel to deliver the goods by helicopter, by hi-line or by motor launch. Departments can be confident that the "General Store" is just around the corner, fully manned and ready.


Ship's "Bank Balance" is kept current here


LCDR Rice and Chief Hill at
Work in Supply Office


Battery of storekeepers keep supply records straight

Stock Control Sk's check cardex



Men in "Spare Parts" refer to technical pubs


All hands turn to in forward GSK


Paints and Lubricants are stored below water line


Forms and paper supplies
76 Are issued from C-404

LTJG Raish Checks
Stock with Main
GSK Crew


Heavy supplies are unloaded From No. 3 sponson

## S2 DIVISION

S-2 the Commissary Division, is under the Commissary Officer and consists of commissarymen, storekeepers, and strikers. They are assisted by squadron commissarymen and strikers plus 10 mess deck master-at-arms and 114 messmen assigned on a temporary basis.

S-2 is responsible for ordering, loading, storing, and issuing subsistence items to all messes and for planning, preparing, and serving meals in the general mess.

During operating periods a modified "round the clock" feeding schedule provides for serving meals for 15 hours a day and has some S-2 personnel on duty at all times.

An average of 7500 meals are served daily in cafeteria style in the general mess requiring approximately 7 tons of food. Additional statistics include average daily usage of 1000 pounds of flour, 1200 pounds of meat, 1500 pounds of potatoes and 200 pounds of coffee ( 10,000 cups). It would take one man one month to peel by hand the potatoes required for one meal.

In addition to feeding the crew, S-2 Division provides refreshments for visiting sightseers, orphans, underprivileged children, and recreation parties. Frequently the bake shop is called upon to bake and decorate cakes to celebrate special events such as the 100 th landing made. Cake modeled in the shape of an aircraft carrier big enough to serve 2000 people takes two days to bake and decorate and requires 500 pounds of ingredients.

When not feeding, the messing areas provide recreation areas for movies, watching television, studying, and letter writing.

The Cooks, Messmen, Butchers and Bakers are proud of their duties and responsibilities, always strive to cook the bestest and the mostest "chow" and present the cleanest friendliest service. It may not be like "Mom" used to cook, but it's darn good.


Cooks in vegetable room cut cabbage


CWO Roby plans meals in Supply Office


Intrepid Chow Line is open 23 hours a day


Commissary Office is always busy


Jack of the Dust Issues Supplies to cooks


Chief Wheelhouse supervises
butcher shop "Operations"

## S3 DIVISION

The primary function of S-3 Sales Division is to provide services to the men of INTREPID. The areas of service that S-3 provides range from the operation of the ship's store to the repair of shoes in the cobbler shop. The six stores operated by S-3 furnish items from socks to tape recorders; the barber shops give free of charge an average of 300 haircuts daily; the laundry provides, also free, once a week laundry service for the 3000 Intrepidmen; and the ever popular soda fountain dispenses a wide variety of "gedunks". In all, the men of S-3 Division are responsible for the operation and maintenance of the following activities:
(1) Ship's stores
(2) Barber shops
(3) Laundry
(4) Tailor shop
(5) Cobbler Shop
(6) Vending machines
(7) Supporting storerooms
(8) Soda Fountain

Because these many diversified functions have direct effect on the morale of our men, S-3 is one of the most important and necessary divisions on the ship, making men away from home feel that the corner drugstore is right here on the ship.


Record shop scores sale of radio



Barber Shop Crew Takes Time out for a picture


LTJG Mynatt, S-3 Division Officer watches ship's tailor

Sales officer samples Gedunk Ice Cream


Intrepid crewmen line up for Gedunk break


Ship's store carries all drug store type goods plus more

## S4 DIVISION

The S-4 Division of the Supply Department is perhaps one of the best known small Divisions aboard INTREPID in that their operations directly concern every individual on board. Headed by LTJG Rich and staffed by twelve capable Disbursing Clerks, they are responsible for seeing that the crew is paid twice monthly, maintaining a pay record for every man, registering allotments and settling of travel claims. The Division must also pay the ship's grocery and utility bills and pay for port services ranging from barges and cranes to garbage disposal. During in-port periods, they must function as a "Cambio", changing dollars to Francs, pesetas, Lire or Drachma as the case may be.

While on deployment from August through February, there was disbursed a sum of $\$ 2,898,280.09$, representing pay to the crew, payment for' Ship's Stores items, food, utilities and other services. This required the preparation and disposition of 1,257 vouchers. The personnel of S-4 Division take pride in knowing that by getting a crew of 3000 officers and men paid twice monthly, they are contributing largely to the morale of INTREPID.


LTJG Rich Adds Day's Take


Chief Thompson Checks Through Pay Vouchers as Disbursing Clerks File Receipts Away


Disbursing Clerks Figure Pay
By Calculator and Luck

## S5 DIVISION

The Wardroom is an officer's home aboard ship. The purpose of S-5 Division is to make the officer's home as enjoyable as possible and to relieve him of many small housekeeping chores.

The S-5 Division has the responsibility for feeding and berthing the officers and for maintaining the financial records of the Wardroom Mess. The division is staffed entirely by stewards. Generally there are 55 to 60 men assigned permanently plus 15 to 20 assigned TAD from the embarked Air Group. Most of the stewards are assigned to the Wardroom Mess, five are assigned to the Warrant Officer's Mess, and three work directly for the Commanding Officer in the Cabin Mess. It is divided organizationally into four groups under the Division Officer and the Leading Chief. The first of these groups is the Food Preparation Group, and is responsible for all food preparation and sanitation, their work is performed in the galley, pantry, and scullery.

The second group is the Service Group which serves the meals in the wardroom and is responsible for its cleanliness. Because officers spend a good deal of their leisure time here and also since many visitors are invited here, the Wardroom must be fit to be a showplace.

The caring for and assigning of officers to 130 staterooms are the responsibilities of the Stateroom Group. The chores of making the beds, taking care of laundry, cleaning and maintaining these rooms in good condition keep these men working many long hours every day.

The Office Group makes up the fourth and final group and is located in the wardroom office. The daily, weekly, and monthly financial records are maintained here. In addition, training programs are formulated, menus are prepared, mess bills are collected, and other administrative matters are done in the S-5 Division Office.


Checking records in S-5 office


Men of S-5 Division


Food preparation for wardroom


Preparing Wardroom for meal


Daily chore of S-5 Division

## S6 DIVISION

In as complex an operation as the maintenance of a floating airport, a number of jobs must be performed. Only through diligent labor, and a great deal of team work on both the inter-divisional, and intradivisional levels has the Fighting "I" maintained its outstanding record.

S-6 Division's responsibility to the Fighting "I" team is to provide all of the parts, supplies, and related support items in the operation of embarked naval aircraft. This means that S-6 Division also known as Aviation Supply Office or plain "ASO" must make available everything from the smallest washer to a complete jet engine, and from pilot's sunglasses to "barf bags".

To accomplish this, adequate stock levels are maintained for approximately 17,000 line items. Requisitioning, receiving, stowing, issuing, and accounting for $11 / 2$ million dollars worth of aeronautical stores is performed by this amazing 30 man division. By providing around-the-clock expedient and courteous service, S-6 has gained respect, and the reputation of a "can do" outfit from all customers concerned.

The procedures used to render all of this possible are rather complex. However. our motto is: If it can be found on an "airplane" or an "airdale" S-6 will make it available!


LTJG Anderson in Aviation Supply Office


Aviation Storekeepers Keep Paper Work up to date in Office


Chief Haney Looks Up Reference


Aviation Storekeepers Tie Down Airplane Engines for Rough Seas


Stock Control Clerks Keep Eye On Stock Levels in Kardex


Issue Room Checks Stub From Requestor


Storeroom Personnel Inventory Stock

## AIR DEPARTMENT

Working closely with the Air Group, the Air Department is up in the early dawn until late beyond Taps to keep the flight deck and the hangar deck ready. During Air Operations aircraft must move swiftly from the hangar deck to the flight deck to be launched and, conversely, moved swiftly out of the way during landings. The success of each launch and recovery depends on the teamwork, skill, and hard work of the men of Air Department. Under the eyes of the "Air Boss", CDR "Pinky" Joslin, up in Pri Fly, Air Department gives its best effort each and every operation from the Catapult officer to the plane pusher in Hangar Bay One. During the 1961 and 1962 Med Cruise, their outstanding performance has brought praise and gratitude from all hands as well as from the valiant men who fly our planes in constant vigil for the preservation of freedom.


The Air Boss CDR Joslin
Runs the Air Show from
Primary Fly Control

Air Office Yeoman Keep Paperwork While Air Department Moves Planes


## V1 DIVISION

V-1 Division is responsible for the overall operation of the Flight Deck including the launching, landing, handling and spotting of aircraft. The clearing of flight deck crashes and extinguishing of flight deck fires is also a V-1 Division responsibility. These operations are supervised by the "Yellow Shirts", who direct all aircraft movements on the flight deck and elevators. The "Blue Shirts" make up the handling crews who, along with the tractor drivers, move the aircraft on the deck. The Repair 8 "Red Shirts" act as the crash crew and deck repair organization. The "Hot Suit Men", in their asbestos jackets, serve to rescue pilots and fight fires. The V-1 Division personnel are found in Primary Fly Control, manning the Aircraft Approach Speed Radar, at the Landing Signal Officer's Platform, in Flight Deck Control, operating the Aircraft Elevators, and as Flight Deck Talkers.

During Flight Operations, the flight deck becomes a symphony in motion with its conductor, the Air Boss, in Pri-Fly. Men, planes, and equipment move in unison as parts of a gigantic display of spirit and teamwork, dramatizing the best efforts of our modern Navy.


LCDR Mulcahy and LTJG McLaughlin Check Locator Chart in Flight Deck Control

PRI-FLY Crew Man Their Stations for Photo



V-1 Tractor Drivers Take Much Needed Break During Flight Quarters


Plane Pushers in Action On Flight Deck

The arresting gear works in the opposite way as it is used to stop the aircraft when they land aboard. This is accomplished by a tail hook, which is connected to the tail section of the aircraft, and a wire cable which is stretched across the flight deck and connected to an energy absorbing hydraulic engine installed below the flight deck.

At the present time, INTREPID's V-2 division holds the record for aircraft launchings and also the record for rigging the Barricade.

The Barricade is another method of recovering aircraft and is made up of a series of nylon straps suspended across the flight deck standing 20 or 25 feet in the air. This method of recovery is used only in case of emergency, such as when a plane is unable to lower its landing gear, or some other difficulties encountered while still in flight.

Regardless of the need for speed and efficiency required by modern launches and recoveries, safety is our primary objective. V-2 is proud to contribute its part to INTREPID's excellent safety record.

V-2 Division is one of the five divisions that make up the Air Department aboard INTREPID. Its purpose and assigned duties are the launching and recovery of INTREPID based squadron aircraft.

The division is made up of the Aviation Boatswain's Mate rating, which is designed to operate and maintain the catapults and arresting gear now in use by the Navy.

The catapults function somewhat like a sling shot as they start the aircraft from a standstill and bring them to their flying speed before they leave the flight deck.

## V2 DIVISION



Another View of Arresting Gear Engine


Landing Signal Mirror is Adjusted


V-2 Men at Flight Quarters In Arresting Gear Room


V-2 Men Check Arresting Gear Engine



Preparing to catapult aircraft


Let her go! ! !

On the "Roof" an A4D Attack Bomber Lines Up for a "Cat" Shot


She is ready . . .


On the way

## V3 DIVISION

The men of V-3 division expedite the movement of aircraft to and from the Flight Deck during Air Operations. To accomplish this task, every man in the division puts forth his best effort to work for the team. The team consists of the Hangar Deck Officer, Directors, Safetymen, and the hard-charging "plane pushers".

The Hangar Deck Officer directs the movements and disposition of aircraft on the hangar deck, and supervises the upkeep of hangar deck spaces and assigned equipment.

The Directors function as crew leaders for aircraft handling on the hangar deck. A Director is assigned to each of the three hangar bays.

The Safetymen assist the Directors in handling aircraft and act as junior leaders for the crews.

The "plane pushers" make up the majority of the division, and since the majority of the aircraft handling on the hangar deck is done manually, these men play a vital role in accomplishing the mission of the hangar deck crew.

The work that is done by the hangar deck crew takes place in three bays. Hangar Bay One serves the ship as a dual purpose bay. When the ship is not at Flight Quarters, the bay is used for showing the crew's movies. It is also used as a display area for various ship's activities, both at sea and in port. Therefore, the crew in this bay must be on its toes not only while handling aircraft but also to maintain the utmost cleanliness of the space.

Hangar Bay Two forms the nucleus of the three bays. The majority of aircraft movements take place in this bay and the job is handled well by a capable crew.

Hangar Bay Three is the maintenance bay. All required aircraft maintenance is accomplished in this bay. This, coupled with the storage of the ship's vehicles and other equipment makes the task of aircraft movements in this bay difficult, but the job is handled expertly by well-trained men.

There are also other divisional duties such as Training Petty Officer, Damage Control Team, and the Compartment Cleaners.

All of these men from the Division Officer on down form a link in the ship's organization, a link which is needed to accomplish the task of The Fighting "I".


LCDR Garret Directs Action On Hangar Deck



V-3 Men During Plane Moving Operation


Airman Keeps Plotting Board in Hangar Deck Control up to Date

V-3 Man Poses in Intake Of F8U Crusader


## V4 DIVISION

The mission of the V-4 Division of the Air Department of the USS INTREPID is to provide the utmost in services and facilities for fueling and defueling aircraft and associated maintenance equipment, so that embarked squadrons and detachments can most effectively conduct air operations in the application of their full military potential.

The division consists mainly of Aviation Boatswain's Mates and their strikers. A school which supplies a complete course of instruction in fuels operation is located at the Naval Supply Center, Bayonne, New Jersey.

The nucleus of the Fuels Division is Gas Control, which is located in Flight Deck Control.

To service aircraft, thirty-two fueling stations are located both on the flight and hangar decks. The maintenance of these service stations comes under the charge of Repair No. 7.

The distribution of fuel to the planes is an intricate operation which is accomplished by the close teamwork of two gasoline pump rooms, two gasoline filters, two JP-5 pump rooms, two JP-5 filters and the various service stations personnel on the flight and hangar deck.

A brief rundown of how these various units are coordinated to make a smooth-running operation is as follows:

Gas Control will receive the fuel loads from the various squadrons. They, in turn, transmit these fuel loads to the service station operators and also order the pump room to start their pumps.

The fuel will pass from the pump room throughout an automatic control valve, which keeps a constant pressure regardless of the amount of planes being fueled. The fuel then passes through a filter which has a capacity of 1,200 gallons per minute. This filter will remove all traces of water and sediment 5 microns or smaller. Constant samples are taken from the filter to insure its proper operation. In the event that water builds up in the filter faster than it can automatically drain out, a float control assembly will then direct the fuel pressure to shut off a regulating valve, thereby ceasing all fueling operation until this water is drained off manually. This is just one of the numerous ways of insuring pure fuel is entering the planes. After fuel has passed through the filter, the service station picks up the fuel, boosts its pressure and delivers it to the plane. When the plane is fueled to its required load, this fact is reported to Gas Control where it is recorded and from where the pump rooms are ordered to stop operations.

In the event that a service station has a malfunction, Repair No. 7 is notified for immediate action.

The ship carries 300,000 gallons of gasoline and 480,000 gallons of JP-5 Jet fuel. Obviously, the safety problem is enormous due to the high volatility of this fuel and the large amount carried aboard. So safety is constantly stressed and all safety precau tions are rigidly observed by all 75 men of the Division.


V-4 Men Pump JP Fuel Into F4D Jet Fighter


V-4 Men Repair Aircraft Fueling Nozzle


Fuel Control Man Checks
Status Board on Hangar Deck


Aircraft Fuel Pump Being Checked


V-4 Chief Checks Pressure
Readings On Lube Oil System


Aviation Lube Oil Pump
Gets Periodic Check

## V6 DIVISION

The "Technicians" of the Air Department are the men of V-6 Division-the Aircraft Maintenance outfit. These men have the responsibility for furnishing and maintaining the various shipboard aviation shops and providing the various facilities required for the maintenance of embarked squadron aircraft and aeronautical equipment. As additional duties, V-6 men maintain the ship's aircraft, a TF, and provide its flight crew members. The twelveman Power Crew of V-6 functions as a closely-knit team supplying the air and electrical power necessary to start the aircraft carried aboard INTREPID. Practically every piece of rolling stock aboard the INTREPID from the Captain's car to "Tilly", a large crane used to lift aircraft, get careful attention and care by V-6 mechanics and technicians.


Automotive Bolt Gets Rethreaded In Repair Shop



LCDR Moessner Gets Report
From Division Chief Stacknik


Operation of Oxygen
Test Equipment is Explained
By V-6 Petty Officer


NC-5 Mobile Power Unit Provides Power Source For Planes and Equipment


V-6 Men Work on
Electrical Test Panel

## HU-2 DET- 33

INTREPID's Helicopter Detachment is a part of Helicopter Utility Squadron Two (HU-2) in Lakehurst, New Jersey. Helicopters from HU-2 are assigned to all Atlantic Fleet carriers as rescue "Angels". The success of this mission can be found on five plaques in the squadron ready room which bear the names of the pilots who have rescued nearly 900 persons. HU-2 copter crews have cut rescue times down to mere seconds with the aid of new rescue devices developed by the squadron. The Squadron has recently achieved success in picking up pilots with deployed parachutes. This rescue technique is still, however, in the experimental stage.

Although the primary mission of INTREPID's Helo Detachment is to provide "Angel" service for the Air Group they have been called upon to perform a wide variety of tasks. Some of these include mail, cargo, personnel, photo flights, and patrol flights to check harbor pollution.

The Squadron uses the tandem rotor HUP-3 helicopter and in the near future, plans to use the turbine powered HU2K.


LCDR Bill Blake, Officer in Charge Helicopter Utility Squadron Two Detachment 33 in Cockpit of "Angel"



HU-2 Held Ready for Action
In Front of Intrepid Island


HUP AFT Blades Get Precise Service


HELO Men Fold Blades of HUP
As Special HELO Flight Quarters
Is Secured


HU-2 Men Check HELO's Tires

# MEDICAL 

The Medical Department of INTREPID is dedicated to the preservation of the health of the crew and Air Group through Preventive Medicine (or stopping diseases and injuries before they occur) ; treatment of patients, both in Sick Bay and as outpatients; and restoration of good health and function whenever possible.

In accomplishing the foregoing, a staff of 3 Medical Department officers are assigned. The senior medical officer assigned is required to be a Flight Surgeon and he is responsible, under the Commanding Officer, for the function of all phases of Medicine on board. In his work he is assisted by 2 other officers; an assistant Medical Officer, who must be qualified to perform major surgery, and a Medical Administrative Officer, who also performs duties as "H" Division and Sanitation Officer. While deployed with the Sixth Fleet, an additional assistant Medical Officer is assigned by COMNAVAIRLANT. Air Group SIX has 2 Flight Surgeons assigned, bringing the total to 6 officers (5 Medical Corps and one Medical Service Corps)

The enlisted personnel assigned are Hospital Corpsmen, both rated and nonrated, and "strikers". Collectively, they comprise " H " Division and perform duties commensurate with their ratings and experience to assist the Medical Officer in our most important job: PATIENT CARE. Among the talents displayed are many of the technical specialties which are an essential part of Modern Medicine. These include Pharmacy, Clinical Laboratory, X-ray, Medical Administrative, Aviation Medicine and Preventive Medicine Technicians.

In the area of facilities, there is a completely modern, well equipped operating room, ready for any surgical procedure from a toenail removal to brain surgery. A fifty-two bed ward of which 22 beds are equipped with surgical frames, a quiet room and an isolation room, each with four beds. It is here that our patients receive the excellent nursing care and treatment needed for speedy recovery. Frequent visitors are the Catholic and Protestant Chaplains, and as their duties permit, the Commanding Officer, Executive Officer and Division Officers of INTREPID and the Air Group.

While actual patient care is most rewarding, in that we experience satisfaction in helping our men in their return to health, here, as in all Departments there are those whose duties, while not so exotic, are nevertheless important; the men who clean the spaces, sterilize the instruments and needles, keep the records, fill prescriptions, give routine physicals, count the dirty linen, give the shots, take x-rays and a million other jobs without which the department could not function.

At various times during the 1961-1962 cruise we have seen patients delivered to INTREPID by helo and highline, and we were proud of the opportunity to serve our sister ships in the Sixth Fleet. This was especially true when one of our "plane guard" destroyers needed medical assistance.

Sick Bay door is always open when ANYONE needs assistance. Office hours: 0800-0800.


LCDR Britton Gives Intrepid
Sailor the Eye Test


X-ray Machine is Poised for Action


Drs. Beheler and Lewis study and Discuss X-ray Photos


Hospital Corpsmen Mix Prescriptions in Ship's Pharmacy


LTJG Craddock Reviews Administration of Medical Department

## DENTAL

## DEPARTMENT

The Dental Division, Bureau of Medicine and Surgery, has established the Dental Department in the "FIGHTING I" to help carry out its mission of promoting oral health, and eliminating dental disorders.

To carry out this mission, there are three Dental Officers, five Dental Technicians, and three strikers assigned to the Dental Department, all of whom are dedicated to fulfilling the assigned task.

In order to keep up with the ever progressive scientific pace of the modern world, INTREPID's Dental Department is gradually replacing its equipment with modern air driven equipment which not only adds to the comfort of the patient, but also reduces the time he has to spend in the dental chair.

Careful attention to each patient's problems by the officers and technicians of "D" Division, has provided for all hands, the finest dental care in the fleet.



Former Dental Officer Cdr Lynch Concentrates on the Ivory


Captain Naylor Looks Over Dental Records


Drs. Naylor, Jecklin, and Smith Give Speechless Patient Full Treatment


LTJG Smith and dental technician with patient


Dental technician check's records of Ship's Company and Air Group men

## AIR GROUP SIX

From the isles of Greece to the sun bathed shores of the French Riviera, Air Group SIX maintained its Mediterranean regency under the leadership of CDR J. L. "Jim" Holbrook.

Composed of 3 attack squadrons, 2 fighter squadrons, and one photo detachment, the Air Group participated in four major exercises during its absence from its home base at Oceana: "Checkmate I \& II," a NATO exercise with simulated targets in Turkey and Greece; "Greenstone," also a NATO exercise with targets in the same area; and "Big Game," a bilateral US-French exercise utilizing French targets and low level routes and also designed to test INTREPID's defensive capability to meet and hold off French aircraft acting as aggressor forces attacking the "friendly forces."

In addition to outstanding exercise performances, CVG SIX added another flourish to Naval Aviation's reputation by staging a series of fire power demonstrations for European journalists, civilian and military leaders. Each demonstration received hearty applause from our guests and other American naval leaders who were observing the performance.

As the cruise marked the end of a highly successful union between Air Group and carrier, all hands did their best to make its last months memorable. As CONUS loomed nearer on the horizon a bit of nostalgia swept through all of us, but this was quietly countered by a hilarious satirical show about ship's company put on by the Air Group and the fly off back to wives and sweethearts.

Despite the bravado and ribbing between CVG SIX and the Fighting "I," the men of the Air Group will long remember their last cruise aboard INTREPID. They will remember fondly their close look at Gibraltar, the frustrating boating conditions at Livorno, the day "war" was declared, but most of all, the high spirit and unflinching , cooperation displayed by the men of the Fighting "I."



Cdr Jim Holbrook, Commander Air Group Six Climbs Aboard A4D Skyhawk Jet Attack Bomber


## CENTURIONS OF AIR GROUP SIX

Reading from left to right: First Row-LTJG Smoot LCDR Schwoeffermann, LT Walden, LTJG Breast, LT Brown, LT Owens, LT Propst, LT Hill, LT Heald, LT Chumley, LT Finerty, LT Schoeffel, LT Litwin LTJG Russ, LT Connor, LT Fannon, LT Foote, LT Burrows, LTJG Riley, LT Disher, CDR Taylor, LT Donnelly, LT Belisle. Second Row-CDR Offtermatt, LTJG Saur, LTJG Truly, LT Williamson, LTJG Badgett, LCDR

Scott, CAPT Frey (USAF), CDR Doolin, LTJG Chance, LTJG Sisley, LCDR Stephens, LCDR McFarlane, LCDR Campbell, LCDR Garland, LT McFadden, LCDR Pickering, LT Steber, LCDR Foster, LT Johnson, LT O'Neill, LT Sullivan, LT Simmons, LT Schnell, LT Gibson, LCDR Craven, LT Barker, LCDR Mehl, LT Gatewood, LCDR Koett, LCDR Gehres, LT Baker, LCDR Liberato, CDR Holbrook, LTJG Holmes.

## VF-3 3

Fighter Squadron THIRTY THREE, the "AsTRONAUTS," is a distinguished member of the FIGHTING "I's" team. THIRTY THREE is a Day Fighter Interceptor Squadron, whose primary mission is to gain control of and maintain air superiority and to defend all friendly forces from air attack.

Fighting THIRTY THREE was first commissioned during World War II, and flying the F6F "Hellcat," her officers and men set a courageous standard for those who followed. She served her country again with great distinction in the Korean Conflict aboard the USS LEYTE, operating the F4U "Corsair." The squadron received the Naval Unit Citation during this period

Today, VF-33 flies the F8U "Crusader," built by Chance Vought, and is powered by a Pratt and Whitney J-57 engine equipped with afterburner. The "Crusader" is the world's first operational fighter capable of speeds in excess of 1,000 miles per hour in level flight, and has a ceiling in excess of 50,000 feet. Armed with four 20 MM cannon and two infrared Sidewinder missiles, the F8U provides a formidable defense for an attack carrier such as INTREPID.

The squadron's insignia features the Tarsier which, pound for pound, is the most vicious and dangerous primate known to man. The flaming wings on this figure signify THIRTY THREE'S speed and firepower. It is these very qualities, combined with the spirit of every officer and man, that makes Fighter Squadron THIRTY THREE such a vital part of the team that makes up the USS INTREPID.
"Thder the command of CDR E. H. Doolin, Jr., the "Tarsiers" flew numerous missions during the 1961-1962 Mediterranean deployment. The fine skill and teamwork displayed by both squadron and ship personnel is evident in that VF-33 suffered no casualties during the whole period.


Cdr Ed Doolin Commanding Officer of VF-33 Briefs Pilots in Ready Room One


Men of VF-33 in Avionics Shop

VF-33 Personnel
Office During
Working Hours



F8U-IE Crusader Gets Ammo


VF-33 Men Work On F8U Jet Engine

Crusader Gets Overhaul Job


VF-33 Crew Check Liferaft In Parachute Loft

## VF-162

Fighter Squadron ONE SIXTY TWO provided the all weather fighter capability for the 1961-62 MED cruise aboard INTREPID. Using the Douglass FHD Skyrays, they have the ability to intercept and shoot down enemy aircraft entirely by radar control. The weather does not impair the capability of the F4D "Ford," nor does the black of night. This fighter uses the electronic marvel of radar to locate track, and "lock on" the target and, thus, perform its difficult mission.
"The Hunters" had the rare occasion of celebrating their first anniversary in Naples, Italy. While the squadron is new in years, it certainly proved itself "of age" during this deployment.

Commanded T. D. "Thad" Taylor led VF-162 during this trip and let them home to NAS Cecil Field near Jacksonville, Florida. This flyoff created another separation since "The Hunters" are no longer a member of Carrier Air Group SIX. They are now an integral part of Carrier Air Group SIXTEEN and will shortly report to Miramar for duty in the Pacific area.



Cdr Thad Taylor, Commanding Officer Fighter Squadron 162 Takes Notes In Ready Room 3



LT Ron Johnson, VF-162 Pilot, Makes 69,000th Landing Aboard Fighting "I"


VF-162 Chiefs Double Check
Publications in Squadron Office


VF-162 Yeomen Keep Personnel Records in Good Shape

## VA-65

Attack Squadron SIXTY FIVE under the command of Commander W. F. Offtermatt, USN is the renowned "Charging Tiger" squadron of Carrier Air Group SIX. The nineteen pilots of the squadron fly the famous Douglas AD-6 "Skyraider" which has long been the mainstay of the carrier attack arm. During this deployment to the SIXTH FLEET the Tigers of SIXTY FIVE have continued to uphold the tradition of unexcelled performance which has characterized the squadron for the past fifteen years. Joining the friendly competition among the squadrons of the Air Group, the Tiger Squadron has consistently flown the most flight hours per month of any squadron in Air Group SIX. At the present time the squadron is composed of twenty-one officers and one hundred and five men.

Since the Spring of 1946 Attack Squadron SIXTY FIVE, formerly designated TWENTY-FIVE, has progressed very rapidly in becoming one of the leading "prop" squadrons in the Navy. In 1950 SIXTYFIVE joined Air Group SIX and quickly proceeded to win the Navy's Battle " $E$ " Award for the year 1951. The CNO (Chief of Naval Operations) Safety Award was acquired in 1956.

In 1960 the squadron again won the Navy Battle "E" Award and quickly followed up this feat by winning the 1961 CNO Safety Award under the leadership of CDR M. O. Rishel. The Navy's Safety Award was presented to the squadron for having achieved the enviable record of flying over 15,500 night and day ACCIDENT-FREE hours while amassing 3,350 carrier landings. In accepting this award the Commanding Officer particularly praised the outstanding efforts of the men of the Maintenance Department for their superb contribution to the safety record of the squadron. Their voluntary extra hours of work in order to provide top quality maintenance resulted in Attack Squadron SIXTY-FIVE earning the highest safety award in the U.S. Navy.

The versatile AD-6 "Skyraider" equips the squadron to fulfill the many diversified missions that it might be called upon to perform. Its low fuel consumption rate makes it ideally suited for long range attack missions. During the Korean War the "ABLE DOG" proved its value in close air support missions and in search and rescue operations. As naval aviators have said for many years, "When a new attack mission arises, you can be sure that the AD will be capable of doing what is needed."

Cdr Will Offtermatt, Commanding Officer, Attack Squadron 65 Leans Against AD-6 Skyraider



VA-65 Crewman Takes Well Earned Break


Sky Raider Oil Supply Gets Checked


VA-65 Chiefs Rest Against AD-6 Propeller

## VA-66

The Waldomen of Attack Squadron Sixty-Six under the leadership of Commander Jack Herman deployed in August of 1961 for their third Mediterranean cruise aboard the U.S.S. INTREPID. The previous two Mediterranean cruises aboard INTREPID were made under the command of Commander R. I. KASTEN, Commander E. C. Griffin and Commander W. J. McNeil. Shortly after relieving Commander Kasten in June, 1961, Commander Herman deployed with his "blue tails" to the Caribbean and the coastal waters of the Dominican Republic for three weeks. After participation in July exercises with the Second Fleet off the United States east coast, Sixty-Six was off again for the Mediterranean on 3 August 1961.

The history of Sixty-Six begins back in 1951 when the squadron was recommissioned under the command of Commander Ken Price. The many various aircraft assigned to the squadron between 1951 and the present include Corsairs, Bearcats, F9F-5 Panthers, F7U Cutlasses, F9F-8 Cougars and the A4D Skyhawks which now carry the colors of the "blue tails."

As a member of the FIGHTING "I"-CAG Six team, Attack Squadron Sixty-Six participated in Sixth Fleet and NATO exercises which covered the Mediterranean area from Spain to Turkey. Only through the outstanding efforts of its maintenance and support personnel was Sixty-Six able to meet every fleet operational commitment. On each fleet exercise the Waldomen always produced the one hundred percent availability required. During the fall Operational Readiness Inspection, as a member of Carrier Air Group Six, the squadron walked away with top honors for attack squadrons deployed with the Sixth Fleet at the time. Later, in February 1962, pilots of Sixty-Six more than held their own in the CAG Six bombing derby. Commander Herman won top honors in dive bombing and LTJG Paul Smoot placed second in the over all TOP GUN competition. These results were again evidence of the outstanding efforts performed by the maintenance personnel, ordnance gang and pilots of Attack Squadron Sixty-Six.

However the luster of such an outstanding cruise was lost with the tragic death of our Executive Officer, Lieutenant Commander Jim Peddy, in January 1962. The Squadron, the Air Group, INTREPID, the Navy lost an outstanding officer and personal friend on 6 January 1962.

CDR Jack Herman, Commanding Officer Attack Squadron 66, in Ready Room 2




VA-66 Men Get Lecture on Electronics


VA-66 at Work on A4D Skyhawk


LT Pete Schoeffel Makes His 300th Landing on Intrepid

Airframes crew paint "Sky hawk" in never ending battle against corrossion


Avionics personnel check A4D-2N Aircraft


LTJG Anderson and power plants crew check jet engine


Administrative staff handle paper work

## VA-76

Attack Squadron 76 is composed of Douglas A4D attack jet bombers with capability to deliver nuclear bombs at supersonic speeds. The squadron bears the nickname "Spirit of " 76 " and such spirit was manifested during the 1961-62 Mediterranean cruise, when we experienced our most successful deployment since commissioning in June, 1955. The day before the USS INTREPID departed Norfolk, CDR M. A. Feher, executive officer of VA-76, received orders to command a newly commissioned squadron leaving the squadron with only 14 pilots, far below its complement. During the summer the squadron had also experienced an enlisted turnover of $40 \%$, the majority unexperienced in carrier operations. Hard work and extensive training plus the addition of five new pilots showed Attack Squadron 76 to be the top Attack Squadron in the Atlantic Fleet when INTREPID returned to the United States in March. CDR. W. R. Bascom joined the squadron in September as executive officer until December at which time he relieved CDR L. M. Nearman as commanding officer.

Statistics show that Attack Squadron 76 flew over 3,100 day hours and over 750 night hours, all accident free. Her pilots totaled over 2,000 arrested landings, qualifying six centurions and five double centurions. The month of September saw the "Spirits" set an all time INTREPID flight time record for jet squadrons. The "greentails" logged 729.4 hours, eight pilots accounting for 50 or more hours each. This was accomplished during one of NATO's biggest exercises, "Operation Checkmate," where the maintenance department did an outstanding job keeping the "Skyhawks" airborne.

Coordination and cooperation between ship's "Sompany and the air group has been outstanding. The "Spirits" leave the Fighting "I" knowing that a finer attack carrier never existed and that the USS INTREPID and Carrier Air Group SIX was an unbeatable team.



CDR Bob Bascom, Commanding Officer Attack Squadron 76 Jots Down Notes on Knee Pad in Ready Room 4



A4D Power Plant Gets Careful Check


Former VA-76 CO, CDR Nearman Climbs Out of A4D Bomber


VA-76 Chief Hampton Gives Notes To Maintenance Men

VA-76 A4D Skyhawks in Formation Over Med


VA-76 Supply Personnel Look Over Stubs with Lt. Baker


LTJG Weir Discusses Technical Matters with VA-76 Maintenance Men


Captain Abbot and VA-76 Former CO CDR Nearman Watch LT White Cut 66,000th Landing Cake

## VFP-62 DET-33

Detachment 33 is one of several detachments of Light Photographic Squadron Sixty-Two. The parent squadron is home-based at Naval Air Station, Cecil Field, Florida and provides each attack carrier of the east coast with a Photo Detachment.

The mission of a detachment is to provide the Air Group and higher commands with aerial reconnaissance photography in support of their missions. The detachment consists of four photo pilots, one photographic interpretation officer and a crew of 36 men. The crew services and maintains three F8U-1P Photo Crusaders and their camera systems.


LCDR Frank Liberato, Officer in
Charge Fighter Photo Squadron 62 Detachment 33 in Cockpit of F8U-IP Crusader


Jet Bombers of Attack Squadron 76 Blast
Through Mediterranean Skies

## MIGHT OF INTREPID

Steaming gracefully on the blue Mediterranean like a giant whale looking harmless enough, INTREPID is more like a hornet's nest whose hornets are capable of packing enough nuclear Sundaypunches to make any would-be aggressor nation think twice before pulling any shenanigans against others. Crammed into every available space are jet fighters and bombers and low level propeller-driven attack bombers. Bristling with 5 -inch anti-aircraft guns, loaded with sidewinders and bull-pup rockets
and high explosive bombs, her island a sophisticated array of the latest electronic controls, she proudly patrols the free sea lanes. On board, her 3000 officers and men eat, work, and play as one great team. Tons of food and fuel are put away daily. But it is this harmony, this teamwork, this esprit de corps that keeps the Fighting "I" the magnificent ship she is. All the modern mechanical systems would fail without the lifeblood and heart of the "Fighting Men" of the Fighting "I".


In the Engineroom, at His Fingertips, This Man Drives 150,000 Horses

On the Mess Decks Happy Men Stow Away 500 Dozen Eggs, 1500 Chickens, 3000 Steaks 5,000 Pints of Milk Daily



Spray Shoots Up as Bombs Hit Target Towed Astern


High Above AD-6 Skyraider Attack Bombers Let Go



Intrepid F8U Crusader Fighter Interceptors Fuel In Mid-air from A4D Skyhawk


Five-Inch Mounts
Blast Away at Air Target


## LOG OF INTREPID



Ships of the U. S. Navy carry on board an official log which is a daily record of certain necessary existing facts of significant events; information such as ship's speed, course, wind velocity and direction, special events, etc. With few exception, entries are made in very correct official terms. In the following pages, a different type log will be presented. It deals with the colorful and unique occasions INTREPID encountered during the 1961 and 1962 Mediterranean Cruise; a pictorial presentation of the cruise in chronological order. We sincerely hope you enjoy reading this $\log$ as much as the men of INTREPID enjoyed experiencing the events.



3 Aug. 1961 - INTREPID prepares to get underway. It was a warm sunny day, but for those who will not see their loved ones for seven months, it was a chilly morning. A last kiss, a last hug, then the heavy brow is lifted and 50,000 tons of steel and men slip away from Pier 12.

## A Last Look Back And The Fighting "I" Is On Her Way To The Med



Intrepid Families
Take Last Look


On Board, Life Goes On. Air Operations Are Scheduled. Here a Crusader Misses Wire and Takes a Bolter

Out On Atlantic Rescue Destroyer Comes Alongside For Fuel


Intrepid Band Rehearses
For "European Tour"


8 Aug 1962-One of Ship's Helos Develops Mechanical Trouble Off Azores and Sinks. Survivors Recuperate in Sick Bay

16 Aug 1961-After Several Days Operations, Fleet Units Meet in Gulfo De Palma for Turnover. Intrepid Relieved USS F. D. Roosevelt. Here FDR Musicians Entertain Intrepid Arrivals Before Shoving Off For Home.


24 Aug-We Arrive at Our First Port-Naples, Italy. It Was Sunny And Pleasant. Here Neapolitans Fish in the Shadow of an Old Castle While Intrepid Anchors Out.


Naples Meant Liberty, Tours, Souvenirs and Mail Call. Here Mail Petty Officers Receive Bags and Bags of Mail From Home.


5 Sept-Intrepid Replenishes Underway With Sixth Fleet Units Followed By a Long Period of Air Operations And Exercises


RADM SIEGLAFF COMCRUDIV-2 Lands On Board Intrepid

19 SEPTEMBER 1961 - THE FOLLOWING MEMORANDUM WAS RECEIVED FROM OUR BOSS, COMMANDER CRUISERDIVISION TWO, ON DEPARTURE FROM HIS 8-DAY STAY ABOARD INTREPID.

FROM - RADM SIEGLAFF
TO-EXECUTIVE OFFICER, USS INTREPID SUBJECT - SITSUM 18 SEPT FROM RADM SIEGLAFF TO INTREPID

A SONG WRITERFOR A BROADWAY SUCCESS POPULARIZED THE FACT THAT TO WIN A PENNANT T'YOU GOTTA HAVE HEART. "THE FIGHTING "'IT' IS THE HEART OF THE GOLD GROUP. IT'S GREAT. I AM PROUD OF HER BEAT IT'S STRONG, SOUND AND SURE. IMPRESSIVE IS THE WORD FOR INTREPID AND HER AIR GROUP A PLEASURE AND HONOR TO BE ABOARD. AS THEY SAY IN CORFU: EF-HA-REE-STOAND WHATAN AH-AY-RE-PLA-NO-FO-RO.

Daily, Ship's "TF" Flies Ashore and Back With Mail, Cargo and Officers



19-22 Sept-Intrepid Arrives At Greek Island of Corfu, a Delightful, Little Summer Paradise Off the Western Coast of Greece. At Left Intrepid Anchors Close to City

European Vacationists, Intrepid Visitors Dance to Music of Intrepid Band at Mediterranean Club in Corfu

25-28 Sept-We visit Greek Island of Rhodes off the coast of Turkey. Below Captain Abbot welcomes aboard Archbishop Damascenos of Greek Orthodox Church.


This Church
In Rhodes Greets Intrepid Liberty Boats


Swimming and Sunbathing Were Popular Pastimes in Easygoing Rhodes As Young Lady Below Agrees



3-9 Oct - Intrepid anchors off Pireaus, Greece near Athens and can be seen above with other ships from ruins of Parthenon.


During Athens Stay
Our Men Visited Many Historical Sites. At Left A Group Roam Through the Temple of Apollo in Delphi


11 Oct-Intrepid Replenishes In Ionian Sea

12 OCT 1961 .. BOUQUETS FROM USS DUPONT (DD-941). . WHILE IN ATHENS, INTREPID SHIPFITTERS REPAIRED A CRACKED BULKHEAD IN USS DUPONT (DD-941). UPON COMPLETION OF THE WORK, COMMANDING OFFICER, DUPONT, ORIGINATES THE FOLLOWING MESSAGE . . .
UNCLAS
OUTSTANDING PERFORMANCE OF INTREPID
A. CASREPT MY 130622 Z

1. REPAIRS COMPLETED THROUGH THE SINGULARLY OUTSTANDING SUPPORT AND ASSIST OF INTREPID WILL REPORT RFS AFTER OBSRVATION BULKHEAD AT SEA
2. PERFORMANCE OF INTREPID IN HANDLING THIS SITUATION AS WELL AS EVERY OTHER REQUEST FOR ASSIST SINCE DEPLOYMENT HAS BEEN OUTSTANDING. OPERATIONAL RELIABILITY OF ORIG IS DIRECT REFLECTION OF INTREPID SUPPORT.


11-20 Oct-AIR OPS in
Tyrrhenian Sea-AD's Warm Up


21 Oct-1 Nov-In Port Period In Genoa, Italy-Typical Street Scene

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3 Nov-We Replenish At Sea After Departing Genoa

14 Nov-Intrepid Arrives Naples
For One Day Official Visit. Mit. Vesuvius Is Seen in Background

6-13 Nov-Our Stay in Livorno, Italy Was Marred By Cancelled Boating. This Statue Marks City Square.


14 Nov-Intrepid Follows Newport News Through Straits of Messina for Operations in Ionian Sea


20-27 Nov-Intrepid Visits Cannes, France For in Port Period in Popular Riviera Port. (At Right) Side Cleaners Man the Duty Punt. (Below) French Models Display Fashions Aboard Fighting "I"



French Hostesses Entertain Gold Group Sailors at USO In Nice, France

29 NOVEMBER 1961 .. MESSAGE FROM USS E.A. GREENE "YOUR FINE ELECTRICAL WORK ON MY
MOTOR WHALE BOAT GREATLY APPRECIATED. ${ }^{1 T}$

1 Dec-Underway Again, Intrepid Receives RADM
 Sieglaff For Short Stay


2 Dec-Another Underway
Replenishment

5-11 Dec-Intrepid visits Barcelona, Spain-a truly enigmatic and fascinating city - (Below) Fighting "I" Band plays for Barcelona Children's Hospital.


What is Spain Without Bullfights? (Above) Matador Uses Small Cape On Charging Bull


11 Dec-VADM McDonald Chats with EXCMO Sr. Teniente General Martin Alonso of Spain During Fire Power Demonstration Aboard Intrepid.

12 DECEMBER 1961. . MESSAGE FROM COMDESDIV 22.. "VERY IMPRESSIVE SHOW EVEN TO US BLASÉ BLACK SHOE.' '

14 DECEMBER $1961 \ldots$ MESSAGE FROM COMSIXTHFLT. . "DIA DE AVIACION NAVAL, MONDAY'S CRUISE IN INTREPID HOSTING MANY HIGH OFFICIALS OF THE SPANISH GOVERNMENT, DEMANDED PRECISE TIMING, INFINITE PREPARATION AND ATTENTION TO DETAILS, AND ABOVE ALL CLOSE ADHERENCE TO DIPLOMATIC PROTOCOL. INTREPID AND HER OUTSTANDING AIR GROUP ACCOMPLISHED THIS MISSION IN FINE FASHION. PLEASE EXTEND MY SINCERE THANKS AND APPRECIATION TO ALL HANS FOR THEIR HERCULEAN EFFORT WHICH made dia de Aviacion naval such a success." Signed Vadm mC Donald

18 Dec - 4 Jan Intrepid in Naples. Crew Spells Out Merry Christmas In Italian


18 DECEMBER $1961 \ldots$ BOUQUETS FROM USS DUPONT 'A NOTE OF THANKS TO YOU AND TO THE ET'S OF USS INTREPID WHO PULLED US OUT OF A BIT OF A JAM BY REPAIRING OUR BAND 8 TUNER FOR THE ECM GEAR, AND BY REPAIRING OUR PRINTED CIRCUIT CARDS FOR THE TSEC/KWR'S. MANY THANKS.'


Midnight Mass
Is Held in Hangar
Bay 1 on
Christmas Eve

29 Dec-Intrepid Basketball Team Wins Naples
Invitational European Basketball Tournament


8 Jan-Underway Replenishment on Way to Livorno. Line Is Shot Across to Supply Ship.

12 Jan-Rough Seas Off Livorno Make HELO Transfer From Altair Necessary

11 JANUARY 1962...MESSAGE FROM COMSIXTHFLT. "THE EFFECTIVE MANNER IN WHICH INTREPID CONTINUES TO IMPRESS VISITING GROUPS IS NOTED WITH MUCH PLEASURE. KEEP IT UP. CINCSOUTH PERSONALLY COMMENTED MOST FAVORABLYON THIS TO ME ONLY YESTERDAY. WELL DONE.'" SIGNED. . .VADM MCDONALD


7 FEBRUARY 1962. .MESSAGE FROM CALOOSHATCHEE . ."ALTHOUGH PROBABLY NOT A RECORD, INTREPID HAD LEAST RIG TIME FOR CVA DURING THIS DEPLOYMENT, B MINUTES FROM FIRST LINE TO PUMPING ON 4 HOSES."(WHEN ALONGSIDE YESTERDAY).

1 FEB. 1962, BOUQUETS, "KUDOS TO THE CARRIER INTREPID" (Excerpt from COMSIXTHFLT NEWSLETTER 11-13). "Although individual ships ordinarily are not singled out for bouquets in this Newsletter, I am most pleased to recognize here two recent outstanding achievements in public relations by the INTREPID.

The first of the two events took place off the coast of Spain on December 11th when the INTREPID hosted a group of high-ranking Spanish civil and military leaders and influential newsmen. The brilliant hospitality shown by the carrier and the thoroughness of the overall scheduling and conduct of events reflected a great deal of skill and effective planning. The day was one of the bestplanned and executed events I have ever seen.

The INTREPID repeated in similar fashion during the Christmas in-port period with three other efforts that helped offset some recent unfavorable publicity in Naples. The carrier initiated and carried out a brief cruise for some of the top newsmen in Naples. It also hosted visits by the Inunziatella Military Academy of Naples and the Italian Air Force Academy of Pozzuoli. The carrier's hospitality and the smartness of all hands again impressed all visitors, resulting in highly favorable newspaper coverage and considerable good will for the Navy. CINCSOUTH also credited the INTREPID with substantially improving understanding in the Naples area of the role of the SIXTH Fleet in NATO.

As Fleet Commander, I am proud to say "Well Done" to all hands in the INTREPID.

Signed: DAVID L. McDONALD

15 Jan - Weather Cleared Up Making Livorno Liberty Possible. Florence, Pisa, and Venice Were Tour Attractions

20-26 Jan - Intrepid visits Genoa, Italy for Second Time. Below is the Floral Tapestry of the "Pinta," "Nina," and the "Santa Maria."


> 6 Feb-Back at Sea-Intrepid Has Final-(At Last!) Underway
> Replenishment. Man Between
> Ships Gets Free Ride

14 FEB 1962. LETTER OF APPRECIATION. (FROM CO USS ELOKOMIN- TO CO USS INTREPID). "THE COMMANDING OFFICER WOULD LIKE TO EXPRESS HIS SINCERE APPRECIATION FOR THE PROMPT ASSISTANCE OF THE INTREPID IN REMOVING 60 FEET OF WIRE FROM THE PORT SHAFT OF THE USS ELOKOMIN. THE JOB WAS A MOST DIFFICULT ONE AS THE WIRE WAS TIGHTLY PACKED WITH ABOUT FIFTEEN TURNS AROUND THE SHAFT IN THE TEN INCH SPACE BETWEEN THE PROPELLER AND THE FAIR WATER. THE OUTSTANDING PERFORMANCE OF YOUR DIVING TEAM OF LTJG W,T. FARRELL, W. A. HUMPHREY,BMC AND A.A. KEMPSON, GM2 IS CERTAINLY WORTHY OF RECOGNITION AND COMMENDATION. IT SEEMED TO THE COMMANDING OFFICER THAT LTJG FARRELL SPENT ALMOST ALL DAY UNDER WATER ON 10 FEBRUARY. HIS STAMINA AND SKILL WERE REMARKABLE. THE PERFORMANCE OF YOUR DIVERS IS ONE MORE EXAMPLE OF THE HELPFUL "CAN DO'' ATTITUDE FOR WHICH THE INTREPID IS NOTED. YOUR CONSIDERATION FOR OTHER SHIPS THROUGHOUT OUR CURRENT SIXTH FLEET DEPLOYMENT HAS MADE IT A PLEASURE TO WORK WITH YOU. SIGNED. .W.O. SPEARS, JR.'


#### Abstract

16 FEB 1962. . LETTER OF APPRECIATION.. THE FOLLOWING WAS RECEIVED FROM COLONEL E.G.HARDAWAY OF THE 8TH LOGISTICAL COMMAND. ."DURING THE PERIOD 18-19 JANUARY 1962 I ENJOYED THE PRIVILEDGE OF BEING ABGARD THE USS INTREPID DURING A NORMAL TWO DAY CRUISE ON THE MEDITERRANEAN. DURING THIS PERIOD I OBSERVED FLIGHT OPERATIONS BEING CONDUCTED IN A HIGH STATE OF EFFICIENCY, PRECISION AND COORDINATION. I ALSO NOTED EXCEPTIONALLY HIGH MORALE AND SINCERE HOSPITALITY AND CORDIALITY BY ALL ABOARD. I WISH TO EXTEND TO THE COMMANDER OF THE INTREPID AND ALL OF HIS PERSONNEL MY SINCERE APPRECIATION FOR THIS EXPERIENCE, AND I COMMEND ALL PERSONNEL OF THE INTREPID FOR THEIR HIGH STATE OF COMBAT READINESS. " IN REPLY, RADM C.B. BROOKS, JR, COMMANDER CRUISER DIVISION TWO, WROTE THE FOLLOWING TO COMMANDING OFFICER, USS INTREPID... "FORWARDED WITH PLEASURE. MUTUAL UNDERSTANDING BETWEEN THE MILITARY SERVICES IS A MUCH DESIRED GOAL. YOUR EFFORTS IN THIS AREA HAVE RESULTED IN MARKED SUCCESS WITHIN VARIOUS U.S. AND NATO COMMANDS, I EXTEND MY CONGRATULATIONS FOR THIS NOTEWORTHY CONTRIBUTION. ${ }^{\text {T }}$


8-16 Feb.-A Pleasant
In-Port Period in
Cannes, France. Fighting "I"
Anchors Off Cannes Casino


USO at Nice Comes to Life Again


On Way to Pollensa Bay Intrepid Runs Into Mediterranean Storm. (At Left) Water Breaks
 Over Flight Deck at Bow

OOD LT Ratcliff and JOOD LTJG Jeanes Take the Conn


17 FEB 1962. FOLLOWING RECEIVED FROM USS PUTNAM (DD-757) 'MUCH APPRECIATE EXCELLENT PHOTOGRAPHS OF PUTNAM MADE DURING REPLENISHMENT. BELIVE PHOTOS ARE BEST YET.. PLEASE EXTEND A WELL DONE TO YOUR PHOTOGRAPHERS. THIS EXCELLENT PHOTOGRAPHY IS ANOTHER EXAMPLE OF THE CONSISTENTLY SUPERIOR SUPPORT "THE OLDEST AND THE BEST' OF THE CARRIERS HAS GIVEN TO "THE FINEST IN THE (DESTROYER) FLEET' ${ }^{\prime \prime}$ - PEERLESS PUTNAM. .'

21 FEB 1962.. MESSAGE (FROM COMFAIRMED). "ARRIVEDERCI. IT HAS BEEN A PLEASURE FOR US TO BE ASSOCIATED WITH SUCH A FINE SHIP AS YOURS. THE BEST OF LUCK AND PLEASANT SAILING.

22 FEB 1962.. (BOUQUETS)..(MESSAGE FROM COMSIXTHFLT TO INTREPID AND CVG6). 'II KNOW OF NO BETTER WAY TO EXPRESS MY FEELINGS FOR YOUR OUTSTANDING CONTRIBUTIONS TO THE SIXTH FLEET THAN TO USE THE SIMPLE BUT COMPLETE 'WELL DONE.' BON VOYAGE." VADM MCDONALD

19 Feb-Happy Intrepid (background) is Relieved by Solemn Shangri-La (Foreground) in Pollensa Bay


20 Feb-1 March Enroute To Norfolk, Virginia

20 February-Intrepid whizzes by Rock of Gibraltar at full steam towards land of Big PX


Air Group Six Officers parody Pri-Fly action in wardroom skit

28 February-Ship's smoker
entertains Homeward Bound crew


Air Group Six belly dancers give final Intrepid performance


## 1 MARCH

WE ARRIVE
HOME!!!


Just a few more yards . . .

Those last few moments, then . . .


Heading for home, gifts and all

## HEART OF INTREPID <br> 

Nuns and Girls from Italian Orphanage Enjoy Intrepid Ice Cream and Cake


It is true that INTREPID carries powerful planes, guns, rockets, impressive power plants and the latest electronic equipment. But the real driving force is her men. Not just men placed aboard a confined space to do a job, but men whose hearts and mind beat with the same purpose - "peace on earth, good will to men." Without the harmony, the sense of humor, the human understanding, INTREPID would be merely a collection of nuts and bolts, steel plates and cable. However INTREPID does live and breathe. At sea and in port her men transmit that wonderful feeling that within her enormous steel hull beats an equally enormous but tender heart.


CDR Martini takes careful aim on farewell cake


Greek Gymnastic Club of Corfu Presents Trophy to Intrepid Basketball Team


Captain Abbot Chats With European Science Winner Tom Hall

Kids in Corfu Find Intrepid Music to Their Liking


Intrepid Band in Barcelona
Outdoor Concert



Chaplain Rogers Baptizes Catherine Elizabeth McFarlane aboard Fighting "I"


College Girls from Nice, France
sight-see on Fighting "I"


Intrepid Fashion Experts

LCDR Matthews Practices
His Greek on Corfu Kids

Bluejacket Gear Looks Even Better On Mademoiselle



Members of Italian Press and Hosts Pose On Flight Deck

World Famous Ink Spots Try Some of Our Wardroom
 Coffee with LTJG Miklovis


LT Schappacher Explains Catapults To Visitors From Holland


Disbursing Crew Celebrate Christmas


Captain Abbot Cuts Ribbon To Ship's Record Shop


West German Naval Officer Gets Highline Ride to USS Purvis


Captain Abbot Senior Officer Aboard Poses with Most Junior Officer WO1 Moniot


Father Jenner Celebrates
Special Sunday Mass for Men
On Their First Sea Voyage
Cross of Light on mast of Fighting "I" during Christmas Holiday


Marine Honor Guard During Memorial Services For Ens. Gayer


Christmas Display in Ship's Hangar Bay


Captain Abbot, CDR Holbrook, CDR Nearman, CDR Bascom Toast VA-76

C.O. Takes Opening Swing at Intrepid Golf Range


Captain Abbot and Members of Intrepid Wives Club with Clothes


CDR Marr and CDR Nearman Cut Farewell Cake

His Eminence the
Metropolitan of
Leontoupolis (of the
Patriarchate of
Alexandria, Egypt)
Mr. Constantine Cuts
Cake During Pan Orthodox
Convention at
Rhodes, Greece



LTJG Watson Escorts Dominican Students From Naples Through Ship's Engine Room

Members of Italian Press get briefing in Pilots "Moon Suit"



Some days you make a nickel, and don't know where it all goes!
On January 31st, USS INTREPID (CVA-11), The Fighting "I," was operating in the western Mediterranean basin - bloody and even perhaps a little bowed. A large war game had been going on for three days and the situation was not going well. The weather had been absolutely terrible, and many things had just plain broken the wrong way. A huge sea had bashed in the door to hangar bay No. 2-letting in water and letting out light during "darken ship." The port deck-edge elevator was out of commission due to a parted cable. The temperature was down near freezing and a mixture of snow and slush was falling on the flight deck. Seven AD pilots had just been catapulted into the early-morning darkness-with a prayer, and enough gasoline to get them to a field ashore if a landing aboard should prove impossible some nine hours later. The ship was wallowing and heaving in a search for better weather. At this juncture the following message was received from USS N. K. PERRY (DDR-883), plunging along in the carrier's wake:

$$
\begin{aligned}
& \text { From: USS PERRY } \\
& \text { To: USS INTREPID }
\end{aligned}
$$

"REQUEST TRANS 288 BARS (2 CASES) FACE SOAP TO SHIP STORES WITH HELO GUARD MAIL TOMORROW."
Small wonder, then, that the reply went back as follows: From: USS INTREPID

To: USS PERRY
"A. REFER YOUR 301937 Z

1. SING FOLLOWING TO TUNE "BABY FACE."
2. DIRTY FACE.

THEM PERRY SAILORS GOT A DIRTY FACE.
THEY WANT SOME SOAP DELIVERED BY THE CASE.
DIRTY FACE.
IF THAT COULD HAVE BEEN THEIR RATHER.
WE'D TREAT THEM TO A LATHER. DIRTY FACE.
THEY'RE HOPING ALL THAT GRIME WILL LEAVE WITHOUT A TRACE.
TOO BAD THE HELO'S DOWN.
THEY'LL HAVE A FILTHY FROWN.
WITH THEIR CRUDDY UGLY DIRTY FACE.
3. WE HAVE PITCHING DECK, BASHED IN

HANGAR-BAY DOORS, NUMBER TWO
ELEVATOR OUT OF COMMISSION, AND
SEVEN AD'S AIRBORNE IN THE CLAG.
4. WHAT SCENT WOULD YOU PREFER ?"

Intrepid Sailor and Marine Spruce Up for Liberty


Ship's Crew Organizes
Dance Band
Ship's Choir Performs
During Divine Services



Intrepid Side Cleaners Discuss "Rules of the Road" While at Work

Intrepid Sharpshooters
Practice on Clay Pigeons


During Lull in Operations


Band Members Clean
Up Instruments After
Tangle with Mediterranean
Storm "The Mistral"


Intrepid Warrant Officers Play Host
To Captain Abbot, Sr., (ret) And Captain Abbot, Jr.


Ship's Basketball Team in Action


Ships Cooks Concentrate On Roast Beef


VADM McDonald and Spanish
Guests Have Spanish Style
Breakfast on Intrepid


Ship's Antenna
Gets Paint Job

Col. Hardaway, C.O. of Camp Darby and Dr. Head Get First Hand Info From Photo Pilot LCDR Liberato


Heavy Christmas Mail Is "Gently" Passed Out


Naples, Italy
24-27 August
1961
30-31 September 1961
18-26 December 1961
29 December 1961
3 January

NAPLES-NAPOLI - On the southern boot of Italy, city of many wonders, furious taxi cabs, narrow winding streets, fascinating and colorful people was our first port. This is Italy's stepping stone to Pompeii, Mt. Vesuvius, Capri and Rome. Thousands of tourists flock here the year around. The food is truly Italian and the life a challenge.
"Liberty" Commences at Once




Navy Men and Neopolitans Both Relax in the Galleria

The San Carlo Opera House


The Angevin Stronghold Greets the Men Stepping Off Fleet Landing

nachayberal




Ambassador Hotel Looks Over Municipal Square


But not far are the world reknown alley ways and the trade-marking laundry

## Neopolitan Housewives

Look Over Sunday Chicken


Souvenir Shop in Amalfi

The whole family lounge casually on Capri Beaches


Albergos (Hotels)
Line the Cliffs of Capri

A Mighty Explosion Moved This Real Estate to Pompeii



The Furnace Is Still On


Naples Looks Far Off from a Chair Lift to Vesuvius


Visiting Neopolitans Study Whirlybird


Roman Senators Used to
Frequent the Roman Forum

And Roman Legions Paraded Underneath the Arch of Constantine



A Vatican Guard on Watch at the Entrance of St. Peter's Basilica


Millions visit majestic
St. Peter's Basilica
Every Year

The Centuries Only Add to the
Splendor of St. Peter's in Rome



One Can
Almost Hear
the Lion's Roar
from the
Colosseum


The Fighting "I" Provides Evening View for Folks of Corfu



Fascination Works Both Ways


Residential Square in Corfu


A Future Corfian Photographer
Watches an Expert at Work
USS Intrepid in Corfu Bay



25-28 September 1961

Intrepid found Rhodes a delightful island of modern and ancient sites basking in the Eastern Mediterranean sun so close to Turkey

Door of Old Apartment Building Traces Old Civilization


Rhodes Harbor at Night


Grecian Church

Girls Strolling in Rhodes
Shoemakers Busy at Work


Intrepid Sailors Navigate
Through Ancient Lindos


Modern and Ancient Art
All for a Few Drachmas


A Short Pause for Some "Lindos Beer and Shiskabob"


Peasant Woman on Patient Burro


The Ancient Greek Ruins of Lindos, Greece


ATHENS - The Capital of Greece lies like a jewel at the base of the groping fingers of the Greek Peninsula. Civilization flourished here 13 centuries ago and the marvelous architecture and art of those days mingle harmoniously with the modern buildings and customs of today. A real Metropolis of old and new.



3-9 October 1961

Fleet Landing at Piraeus


Piraeus Harbor


Church In Daphne




Sampling Greek Home Made Bread

Near Delphi


Typical Street in Delphi

> Mountain Village Near Delphi


Intrepid Tourists Viewing:
Temple of Athena


GENOA lies cosily in the center of the Italian Riviera near the famous resort towns of Portofino, Rapallo, Santa Margarita and is the largest port in Italy. Commercial ships come and go at an amazing rate. Not far from fleet landing, a statue of Christopher Columbus stands on top of a high column in a city square for this is his birthplace. A city of parks and statues, Genoa was found to have some of the best restaurants on our voyage.


Christopher Columbus Looks Seaward While Genoa's Many Hotels Tower Behind

Modern Genoa Bustles in the Foreground Below Medieval Castles



Statue of Columbus on Nearby Italian Riviera in Rapallo


A few miles from Genoa is the Beautiful Resort Town of Portofino


Genoa's Cemeteries Are Magnificently Decorated with Tombs and Statues


Water Front Scene in Genoa


Genoa's Victory Square is
Surrounded By Modern Hotels and Apartment Houses Called Pensiones
(Below) Serious Shoppers Choose Fine Embroidery in Santa Margarita


Intrepid Tourists
Brought Back
This Photo of River Isar and the Mavilinus Church in
Munich, Germany

Intrepid Blue Jackets Wander Far Inland to the Summer Gardens of Nymphenburg
Palace in Munich

LIVORNO, ITALY, up the coast between Genoa and Rome is the Capital of Livorno Province. Through the power and influence of the Medici family she gained prominence as a port which she is today. In nearby Pisa the tower leans over more and more and in Florence some sixty miles away, art and culture flourish incredibly. Thousands of tourists as well as visitors from INTREPID enjoyed the marvelous spectacle of Firenza on the River Arno.

Statue of Noble Statesman Looks Over Livorno Business Square


Florentine Fashion Model Displays Latest Styles To Approving Salty Crowd


6-13 Nov 1961
12-17 Jan 1962


Sixth Fleet Destroyers
"Med-Moor" Together



Michalengelo's David Watches Over Florence


Hercules and Caco in Florence


Florentine Statesmen Use Facilities of the Palazzo Vecchio to Run Municipal Business


In Pisa, Interior of This Cathedral Reflects Renaissance Art


CANNES, on the French Riviera, is a vacationer's paradise. Her harbor is filled with yachts and her waterfront is lined with the sidewalk cafes one reads about. However, at this time of the year, it was really too cold to sit outdoors, nevertheless many of us tried. The food and wine are beyond comparison. Every day was an adventure in what new sights, new dishes, new wines to enjoy. East of Cannes are Nice and Monte Carlo and West are St. Tropez and Marseille. The scenery is strictly French and the women are vexingly beautiful. Daily the chips click musically at the Casinos. Cannes was indeed a beautiful and enjoyable port of call.


Cannes, France
21-28 Nov 1961
8-16 Feb 1962

Fishing boats dot local Cannes beach


Intrepid sailor checks out view of Eiffel Tower while on Paris tour


The unforgetable Folies Bergere


Cannes fisherman works on nets while sun is out


French tots take time to try fishing luck in Cannes harbor


Under the Arch of Triumph

Through the Palace of Versailles

The Paris tours took Intrepiders through fascinating subways


As INTREPID neared Barcelona, one could already see the "Castles in Spain" on the cliffs and hills. Forceful and majestic, the Spanish panorama unfolds. Flamenco, castanets and bullfights go on every day as well as such modern innovations as taxicabs and television, for Barcelona is indeed a fascinating and enigmatic city. She is as modern as any European city and offers the colorful customs Spain is so well known for. Unlike most other European cities, her prices are amazingly low and the pace of life is relaxed and easy going. At 5 P.M. this city awakes and lives it up until 3 and 4 in the morning. Her coffee is strong and black, her people the most individualistic and friendly you will meet. And her women are unbelievably beautiful with dark black hair and flashing eyes and a smile which will melt granite. INTREPID'S visit here was considered unanimously as being too short, "Carramba"!


Christopher Columbus points towards West in Barcelona Harbor

Men of Intrepid turn out to spell Spanish greeting to Barcelona


Barcelona, Spain
5-11 Dec 1961


For a few Pesetas one visited a living model of "Santa Maria"



Spanish youth scans local news stand.

Barcelona proudly displays one of her many magnificent fountains

## PORTS OF CALL IN COLOR

The Mediterranean itself has a reputation of having the most precious shade of blue. Her ports glisten like jewels in the Southern European sun and glow like fire-flies at night. Words alone are inadequate to describe the places we saw and even the following color shots fall short to tell the full story.


Fighting "I" Clearing Naples Harbor


Neopolitans Hard at work in cameo factory


Pleasure boats at Marina Beach in Capri



Capri - No Comment


Museum at entrance to Pompeii


Bread ovens in Pompeii


Ancient columns in Pompeii


Restored courtyard in Pompeii


A garden courtyard in Pompeii


Audience with his Holiness
Pope John at Castel Gandolfo at the Vatican


Christian martyrs waited here below the Colloseum's main deck


The Fountain of Neptune in
Rome's Tivoli Gardens



French lass at the Club Mediterranean in Corfu

Fighting "I" Guards the Beach in Rhodes


The Boardwalk at the Club Mediterranean


Rhodes waterfront lights up for Pan Hellenic Congress

Athenian guards change positions


Intrepid Sailors at the entrance of the Acropolis


Boulevarding on Bicycles in Rhodes



Central Square in
Athens Lights up to Greet Night People


Greek schoolgirls near Delphi stop at bake shop on way home

Greek "Turkey Hands"
round up "Herd" near Delphi


Treasure from an old and glorious civilization at Corinth


Flowers depict the Nina, Pinta, and the Santa Maria in Genoa, Italy


Children at play in Genoa


Detail of sculpture in Genoa


Rapallo Cafe on the Italian Riviera


Octopus Fountain in Rapallo


The King's Summer
Palace on the
Italian Riviera
near Portofino
(Below) Intrepid Officers board Altair Helo for only means of return in stormy Livarno


Portofino Summer Resort


Portfino Ladies Shop for Flowers



German school girls in Munich


Train stop in Innsbruck, Austria


Garden of Pitti Palace in Florence



Enroute to Livorno, Intrepid has rendezvous with Med Mistral



The Beaches at Cannes are empty this time of year.


Statue on Grounds of the Royal Palace of Monaco


French Fishermen Cast
Their Nets off Cannes

Chips click busily at the Casino Monte Carlo at Monaco


The view from St. Paul on the Riviera is breath taking


The mountain top town of
St. Paul de Vence


The ceiling in a Palace
at Versailles France


In the Lourre in Paris, Venus greets the visitor with open arms

The Cathedral of Notre Dame Rises Beyond the Left Bank Art Display in Paris


Vanity Lane or the Hall of Mirrors in Versaille


Barcelona Harbor as Seen from Intrepid Helo


Barcelona's Cataluna Square Reflects Spanish Fondness for the Outdoors

For a few Pesetas
Sixth Fleet Sailors
Stepping Off Fleet
Landing May Board an Exact Replica of the Santa Maria



At night Barcelona Explodes Into Splashes of Multi-Colored Lights As in Montjuich Park



The Famous Spanish Architect Gaudi Never Finished His Inspired "Iglesia de La Sagrada Familia" (Church of the Holy Family)


Neon lights back up the Fountains of Barcelona's Catalunia Square


On Barcelona's Mt. Tibidabo
Church Spires Soar


Outside Barcelona Monks are Hosts at the Monestary at Monserrat


Men of the Intrepid turn out to Honor Spain

## MENOFINTREPID

All through this cruise book you have read about INTREPID and her men. The next pages will show individual pictures of the officers and men whose devotion to duty, sincere heart and sense of humor have made INTREPID'S 1961-1962 Mediterranean cruise the most successful ever completed.


Left to Right (Front Row) CDR Rishel, CDR Holbrook, CAPT Abbot, CDR Taylor; (Rear Row) CDR Nearman, CDR Herman, CDR Doolin, CAPT Lowery, USMC.


CWO O.L.PALOMBO WO J.L.MONIOT
LT A. SISTRUNK, JR . X DIVISION OFFICER H. F. HAWLEY, EMCS J. JORJORIAN, YNCM

E.J.ASHER, PNSN W.E.BLANDFORD, PN 3 V.E.BRADY, JOSN
J.T.BRIGHT, SA
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P.D.CASHION, YN3

L.D.COATS, YN3 F.A.CULBERTSON, SN N.M.DAVIS, JO2
C.L.DAY, SN
J.G. DONNELLY, YN 2 T.G.DOUGHTY, SN

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G.E.FELTS, PC 3
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W.M.MANLEY, SN
D.A.MINAS, JR., EN2
H. MOORE, PC3
M.E.PARAMOR, PC3

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F.W.SKOUSGARD, SN
C.D.SMYLE, SN
W.P.SPOLEC, LISN

J.E.STEELE, SN
J. M. TALBOT, SN
P.L.VANBUREN, SA A.G.WRUBEL, YN3 J.R.YEAGER, AN

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J.C.MERTZ, QMC

J.R.BROWNELL, FA J.F.BURDGE, QM3 R.I.BURKE, QMSN D.R.DAWSON, YN3 W.A.DOWD, QM3 J.A.GREEN, QM3

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c. J.PAPPERT, QM3
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A.R.SMITH, SN
W.D.WATERS, QM2

LT D.HULL-RYDE
LTJG V.A.LOBISCO
LTJG P.H.JONES
LTJG P.D. HOEY

LTJG R.C.MOODY
ENS P.W.THIBEDEAU ENS W.J. DENNEEN ENS D.J.BECKER


ENS J.M.IX
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L.C.JACKS, RM3 D.G.JACKSON, RM2 I. LAZZARO, AN
R.E.LINN, RM2
S.E.MARINKOVICH, RMSN R.MISTRETTA, SN

W.P.MITCHELL, SN
H.R.MOCCABEE, RM2
W.W.MOECK, RM2
J. OUIMET, RM3
R.C.PARKER, RM3
L.C.SENGER, RMSN

R.P.SHERMAN, RM3
H.L.SIMONSEN, RM3 L.E.SMITH, RM2 J.C. SURPRENANT, SN C.E.TOWERS, RM3 L.D.TYNER, RM2

c. W.VIRGIN, RM2
W.C.WELBAUM, AOB
M.L.WHITE, RM3
J.M. WINANS, RM2


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R.J.COUGHLIN, LCPL R.C.HOUSE, CT1 J.A.LINDLEY, CT2 E.H.RISTOW, JR. , CT2

R, E, WICK, CT3 R.E.WIRT, CT3


CDR J.K.BELING CDR W.F.MIDDAGH CDRR.P. COOGAN CDR V.B.RINK

LCDR W.G.FERRIS LCDR C.H.MOHR LCDR F.I.NULTON LCDR H.W. HALL

LT S.G.BOYETT LT S.D.RATCLIFF LT R.N.SCHAPPACHER LTJG W.L.MIDDLETON

LTJG R.A.DANGELMAIER LTJG R.O.WEBB
LTJG R.T.VALICENTI LTJG R.W.DODT


LTJG L.P. CHESHIRE,JR. ENS C.W.T.WRIGHT

## OA DIVISION



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R.J.KRUMPUS, QMSN J.T.LEAHY, SA
J.D. MACGREGOR, AN J. MCLAFFERTY, AG2 S.A.MITCHELL, AG3 M.T.WHITWORTH, AN

J.G.YOUNG, AN

## OC DIVISION



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J.P. COX, ACC

W, F. KELLY, ACC
G.E.BASINGER, AC2
J.E.BENTLEY, AC2

G. BOGARDUS, AN
F. H. BOYER, AC 1
V.M.CARAGLIANO, AN
R.J.CHMIELEWSKI, AN
M.L.CROOKS , AC2
R.K. DURR, ACT3

R.L.EGGERS, AN R.R.FITENI, AN B.D.GRAY, AC3
S.A.HALL, AC1
F.L.HARDEE, AC3
C. JOHNSON, AN

K.S. JOHNSON, AC2 W.J.JOHNSON, AN W.L.KING, AN J.I. LOBDELL, AN R.L.PETERSON, AN L.D.PHELPS, AN

R.E.ROBERTS, AC2 J.L.SEWELL, AC 1
C.E.SHIROKY, AC2
S.STORAGE, AC 1
D. W. WALTERS, AC3
C. L. WAYASHE

## OE DIVISON



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J.L.BRILKWEDDE, ETR3 D. CAFFERTY, ET2

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T.E.MCLAIN, ETN3 E. NOTTAGE, ET2
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T.TUCKER, SN
W.D.WAKELY, SN
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J.J.ZIMMERMAN, ET2

## OI DIVISION



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P.R.MILDENBERGER , RD2

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R.G.PALMITEER, RDSN

R.L.PALZEWICZ, RD3
A.M.QUINBY, SN
E.L.QUINN, RD3
G.B.RYAN, SA
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T.M.TETHERS, SN

B.B.TROTTER, RD 1
J.W.WEEKLEY, JR. , RD3
J.A.WHITBECK, SN B. W. WILLIAMS, AN
R.J.YOUNG, SN
W.L.ZEISEL, SN


## OP DIVISION


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A.R.FREY, SN
J.F. HADLEY, PH3
H.R.HARNEY, PH3

R.B.HARRIS, PH2
J. B. HIGGINS, PH2
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J.D.KEEFER, HA
B.L.KENSLER, PH 1

R.LIEBERMAN, SN J.W.LOWE, YN3 J.C.LEWIS, SN W, E.NEAL, AA
R. O'CONNELL, SN
R.G.QUIGLEY, SN

M.C.RANKIN, PH3 D. B. VAN HORN, PH2 R.C.WALKER, AN A.1. WEBBER, AN R.C.WINTER, PH3 203

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LT J.D. WOOD
LTJG J.F.CAVANA UGH
LTJG R.F. WATSON

LTJG J. F. FEATHERSTONE LTJG R.E. WARNICK
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ENS E.J. MERLINO CWO J.S.EIDEN
CWO D.W.JEWELL
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## A DIVISION



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A.G.BORDEAU, EN3 E.D.BOWMAN, FN D.J.BOYER, EN 1 J.C.BRAZEE, FN M.J.BUCHOLTZ, FN G.B.BURROWS, MM2

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C. W , MCKITTRICK, FN C. R. MORRIS, MM2 D. K. RECK, FN J.W,RICE, MR3 W.A.RIVES, MM2 D.J.SALDAUSKY, FN

P.J.SCHMALTZ, ENFN D.E.SCRIVENS, ENFN V.B.SHAWHAND, ENB
W.A.SIDELINGER, MMZ
W.H.SMITH, EN2
R.G.STRUBLE, EN 1
R.L.VAN DYKE, FN
E. K. VAN VOORHIS, MM2 M.W.WATTS, FN


## B DIVISION



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W.H.EARLY, MMCS
W.E.SULLIVAN, BTCS

J.E.ALLEN, BTFN
R.L.ANDERSON, BTFN R.L.ATKINSON, FN R.W.BARNABY, FN R.E.BLUHM, BT3 R.J.BONDIE, FN

J.J.BOSCO, BT3
R.L.BRENNEMAN, FN
L.R.BUCKWHEAT, BT3
G.L.COCHRAN, BT2
D. W, COLEMAN, MM3
V.L.CREWS, FN

T.E.CUFF, FN
J.L.DAILY, BT3
E.M.DEMORAN, FN
R.E.DEPORTER, FA
D.B.FAASS, MM3
J.B.FIELDS, FA

R.H.FOOTE, FN
J.L.GARRITSON, FN
C.A.GITHENS, BT3
J.C.GODSHALL, MMFN
T.R.COKEY, FN
E.GRYMES, BT3

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J.L.LUST, BTFN T.F.MCCOWAN, BT3 T.J.MOORE, FN C.R.NORMAN, FN J.C.PHIPPS, MM2 M.F.PINE, BT3

F.J.ORTEZ, FN G.L.POWELL, BT2 P.M.RANLY, FN J.M.REGAN, FN L.S.RICHARDSON, BFN J:H.RIDLON, BT3

G.L.STACY, FN J.STANINECZ, FN W.M.SWINSON, FN J.L.WILEY, FN D.L.YOUNG, FN J.W.YOUNK, SN


## E DIVISION


$\sqrt{\infty}$
LTJG P.J.FALANGO R.R.ALBERS, EMFN
J.G.AYRES, EM3 D.R.BARSNESS, EMZ R.C.BESSLER, EMFN

c.G.buHLER, EM2 F.J.CERVINO, ICFN E.J.CHAUSSE, IC3
A.T.Chavoen, em3 F.C.CLERLY, ICFN F.r.cole, EM3

G.J.FIX, EM2 L.D.FLOYD, LC3 J.R.GALLUZZO, FN G.GLANZER, EM3 J.E.HARRINGTON, EM2 G.L.HOWE, SN

W.P.JACKSON, EM3 J.C.KEHL, FN B.E.KELLEY, EM2 E.L.KNIGHT, EM3 V.LANGLEY, EMFN W.R.LORENZ, IC2


## A.H.LOWE, IC2

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V.C.ROMINE EM3 R.D.RUMBAUGH, EM3 W.J.SCHLEGEL, FN H.J.SERVIDIO, EMFN W.F.TABOR, EMFN R.B.UHTERS, EM 3

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J.A.WILSON, IC2 R.A.WORK, EM2

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D. V. KAVALAC, FN A.R.KIRSH, FN J.R.KOWATCH, MM3 T. LANGWORTH, FN P.C.LASKOVICH, FN W.G.LEE, MM3

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G.L.ROLLMAN, MM 1 J.J.SAMBEL, MMFN C.J.STARKEY, MMZ V.C.STUCKEY, MM2 R.H.VOLAND, FN R.E.WEST, FN

F.R.KRHOVSKY, YN3 J.M.WHITE, FN F.B. WRIGHT, MM3


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C.M.LUCAS, FN L.F.MACDONALD H.J.MASSON, FN C. K. MAYNOR, SFP2 D.C.MCCOY, FN A.B.MCHALE, DC3

J. F. MILBURN, SFPFN
R.E.OSBORNE, FN
G.L.PARKER, FN
W.E. PAYNE, SF 1

R.C.PICKETT, FA
$V, B, P, P R U I T T, S F 1$
H. W. PYLES, SFP3
R.W.RAY, SFM3

R.R.SICHENEIDER, FN
P.E.SMITH, FN
M.E.STEELE, SFP3
J.A.STROLE, FN

S.C.TIBES, FN
A. T, VANNATTA, FN
T.WARD, SFPFN
P.A.WATERS, SFP3

S.B.WHEELER, SFM3
D.L.WISEMAN, FA
P. YORK, SFMFN

## GUNNERY DEPARTMENT



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LCDR A.E.CROFOOT LCDR F.S. GALLUP LCDR P.Y.MATTHEWS LT M.N.FREY

LTJG D.V.ROWE LTJG T.L.BARON LTJG J.F. LUSBY ENS D.S.JAMES

ENS T.H.MANGAN ENS M.B.MELLION ENS B.D.MYLES ENS J.E.JOHNSON

CWO J.PETRO
CAPT B.G.LOWERY 1ST LT J.H.TUMLINSON 2ND LT C.S.FORBES


LTJG R.P.KRASS C.W.ADKINS, SN M.BLUM, SN J.J.BURKS, SN
W.H.CARVER, SN

J.CRIDDLE, BM3 C. DASH, SN
D.L.DIRCKS, SN L.F.DOERING, SN
A.R.ELGIN, AA
R.S.FINK, SN

F.E.GARCIA, SA L. B. GARRETT, SN G.S.GILLASPIE, SN R.A.GIRARD, SN F.A.GOMEZ, BM2 W.J.GRABINSKI, BM3

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H.B.LIEBMAN, SN F.E.MATTHEWS, FA D.J.MCCARTE, SN B.L.MESSER, SN H.C.MOORE, SN J.D.MOORE, SN

H.N.PHILLIPS, BM3 D.G.PIKE, BM 1 J.O.RACITI, SA
c.T.ROBINSON, SN
H.A.ROBINSON, SN G.L.ROWER, SA

K.S.SCHULTZ, SN R.R.SEMONES, SN B.R.STEPHENSON, SN H.R.SUTHERS, BM2 A.R.TESSIER, SN D.L.TOWNSLEY, SN

D.K.WELLER, FA
R.WILBERTON, SN
D.R.YURGANS, SN
R.J.ZIMMERMAN, SN

G. A. CALABRET, SN J.W.DAVIS, BM2 W.A.FRIEND, SN J.A. HARTLEY, SN G.P.HLAVATY, BM 1 W.H.MEYERS, SA

R.ISENHART, SN T.LECUYER, SA R.LYND, SN
D.S.MCLEOD, BM 1
J.H.MCQUEEN, FA
D.A.PEACOCK, SA

J.L.REBMAN, SA E.A.REICHENBACH, BM 1 R,G,RICE, SN
G.W.RODGERS, FN
T.M.SCHILF, SN

E,STANFILL, BM3

b.STILLWAGON, SN P.J.TREMBLAY, AN J.E.WOOSLEY, SN


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C.D.DAQUIN, SA
R.J.EICHELDERFER, FA

P.L.FUESSEL, SN J.H.GASTON, BM3 R.J.gOMULA, SN H. GONZALES, JR., SA F.E,GRAMMER, SA D. E.GREEN, SN


N, F,HANKS, SA L.W.HARRELSON, SA C. P.HARRIS, SN C. R.HASTY, SN K.G.HEFNER, SN B. W. HOCKADAY, SN

J.W.KEARNS, SN N. LINDSEY, SN J.E.LITTLE, SN R.F.MAURA, SA E.J.MCCRAW, SN W.P.MIGGINS, SA

D. M. MILLER, SA
R.M.MURPHY, SN
J.W.ORBERG, SA R.C.PATRAS, SA R.A.REIMER, SN R,R,SCIACCA, SN

R.J.SLAMKA, SN J.F.SPOONE, JR., AN R.J.STEPHENS, BMSN J, F. THOMMEN, SN A.G.UHAS, BM2 B.J.WALL, SN

P.F.WATERS, SN R.WEIMERT, SN
J.G.WOOD, SN
F.L.ZELMAN, SN

## 3A DIVISION



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R.M.BAKER, SA
A. W. BANCROFT, SA
J. E. BARROW, SN

S.A.CLAPPER, SN M.R.COX, SN
D.A.DUPLER, SA
R.K.EASTERLING, BM2
L.C.FIELDS, SN
G.A.GLINZA, SN

T.L.JONES, SA
F.A.LACEY, SN
P. W . MCLAUGHLIN, SN
M.O.MORAN, SA
R.E.NULL, SA
S.L.NUTER, AA

J.W.PETERSON, AN M.D.PROCTOR, SN T.H.SCHIERL, SN
G.A.VERRY, SA
E.S.WHITE, BM3
T.L.WINKLER, SA

R.L.WOLLMER, SA


3B DIVISION

J.T.BLACK, SN K.H.BRYANT, SN J.M.BUCKLEY, SA W.W.CARROLL, SN
R.P.CROOKSHANK, SN M.E.CURSHELLAS, SN

D.E.DIPMAN, BM 1 E.A.EVANS, SN C.D.FAY, SN R.G.FINNEY, SA M.D.HANSON, SA J.E.HARR, 5 N

R.W.HEIM, BM3 K. HUFFMAN, SA C.R.JEWELL, SA T.C.JONES, BM2 H.O.JULIAN, SN G.E.KEITH, SN

J.F.KENNEY, BM3 W.F.LAU, SN T.C.LONG, SN R.J.LUOMA, SN B. MARVIN, SN R.J.MCALLISTER, SN

R.I.MOTTER, SN R.F.NELSON, SN V.R.QUIROGA, SN J.SCOTT, SN
W. SMITH, AA
J.J.STEPANSKI, SN

W. TEZAK, JR. , SN F.THOMAS, SN
W.F.TURNBULL, BM3 R.C.VOORHIS, SN W.B.WILLIAMS, SN H. E. YORK, SN


LTJG T.R.PETERS
J.R.ABNER, FA
S.ADKINS, GMG 1
V.W.ANIKA, GMI
P.E.BACH, SN

W.I. blount, GMG3 J.D.BURGBACHER, SN D.L.CLARK, SA W.R.DARBY, SA
D.E.DAVIS, GMG2
H.F.FREEMAN, SN

J.H.HAINES, SN H.H.LARKIN, GMG 1 G.G.LASHUA, SN
R.M.MICHALOWSKI, GMGSN
H.C.MCCLELLAND, AA
R.O.PORTER, GMG2

J.P.RECHEL, SN
L.R.ROSSER, GMG3 N.J.TANCRATOR, GMSN C.J.SINDELAR, GMG3
A.R.STEPHENS, GMG2
-L.D.WATSON, SN

V.Z.ZDANOWICZ, GMG3

## FOX DIVISION



ENS A.F.BLANCHARD L.E.ARMSTRONG, YNSN
1.Z.BREMLER, YNZ
R.W.DAVIDSON, SN
W.D.EWERS, SN

R.J.FRYE, SA P.A.GROSS, SN F.M.HINES, SN R.D.HORA, FT2 R.R.HOUPT, FT2 W.F.HOWE, FT1

R.L.JONES, FT3
T.F.LACHER, FT3
P.M.LANCIANO, YN3
R.D.LOVE, SA
W.M.MCCONCHIE, SN
J.M.MCCULLOUGH, FT2

J.R.MCDONALD, FT2
M.S.MERGENOV, FT3
R.T.MILLER, FT2
M.K.MULLOOLY, SN
B.R.NELSON, FA
V.M.PALLAZOLA, SN

R.L.PALMER, SN
P.P.PARSONESE, FT3

R,P,RAYMOND, FT3
T.A.REILLY, FT2
R.M.ROMANS, SA
R.A.SAMUELSON, FT3

T.E.SANTOS, SA
T.J.SHANNON, III, FT3
L.W.SWANSON, SN
C. E. TORRENCE, SN
R.D.TURBETT, SN
R.D.VAN LEUVEN, SN

R.H.WATTS, SN
S.A.YARGER, SN

## G DIVISION



LTJG W.T. FARRELL
C.G.E.BEAUDRY, AOC
R.M.BEHAN, GME
G. CASEY, GMGC
R.C.CLARK, AOC

E.A.GRAY, AOC F.D.WHITNEY, AOC G.C.ANDERSON, AN D.E.BABCOCK, SN C.H.BIANCO, GM3
T.M.BLONDIN, AO3

L.V.BOLEN, GMG3 C.L.CAMBRON, AO2 D.S.CARLTON,JR., AO 1 S.C.CASSELL, AO2 C.A.CHIANCOLA, JR., AN D.J.CLARK, GMG3

B.J.COLE, AN
W.J.COONTZ, GM2
R.A.CYR, AA
P.J.DANIELLO, AN
W.G.DAWSON, SN
H.N.DOWDEN, AOZ

A.E.FESINSTINE, SN C.E.FIELDS, AO2 W.E.FLOWERS, GM 1 R.O.GARDNER, GM3 J.E.GATTON, AO3 E.M.GROVE, AN

M.J.GUILIANO, AN
L.V.GUSTIN, AOI C.B.HARRIS, JR., AN J.A.HENSHAW, AO2 K.E.HESCOCK, AO1 K.M.HOUSEHOLDER, AN

R.O.JACKSON, AO2
R.E.JOHNSON, SN
A.A.KEMPSON,JR., GMZ
R.J.KOERZENDOERFER, AO3
D.L.LEFTER, AN
M.R.LEHEW, AA

E.J.LEWIS, GM3 R.D.LUND, AO3
C. A.MARES, AO3
J.P.MARTIN, AOB
J.MIRTICH, AN
R.B.MOORE, AO3

B.G. MURPHY, AO3
C.R.NULL, AO3
M.R.OTTO, AN
P.B.PFAFF, AO2
S.E.RIES, AN
R.W,RODGERS, AA

J.L.RUBLE, AO3
J. SAGUE, GM2
L.B.SALERNO, AO3
R.O.SHIVELEY, AN
L.C.SMELSER, AN
C.T,SNEAD, AN

D.R.SNYDER, AN
C. N. STEM , JR . , AN
C.F. SULLIVAN, AN
L. W .TALLANT, SA
J.C.TREXLER, SN
E.D.TUCKER, 111, AO3

D.S.TURNER, AOB
D.E.WOOLSTON, AO3
C.R.YOUNG, AO3
R.J.ZDANOWICZ, SN


LCDR T.C.WIMBERLY
J.D.BYRD, ATC
T.T.HALFHILL, ATC

R.W. BATES, AN
D. W. BUTTERFIELD, AN
M.B. CANTU, AOZ
M.K.DAY, AO2
W.J.JONES, AN
R.J.KUNSELMAN, II, AA

R.R.LEQUIRE, AA
J.D. MALONEY, AN
L. F. MARSH, JR., AO3
C.N.MASON, AN
W.MEDEIROS, AO3
G.R.MOSEMAN, AO3

T.D.SVOBODA, AO3
C. E. TURNBERG, AT2
R.G.WILKINS, AN
J.D.WITT, AO3
T.M.ZEITZ, AOAN

## W DIVISION



LEFT TO RIGHT: LTJG J.F.LUSBY; LCDR P.U.MATTHEWS; ENS T.H.MANGAN; C.A.PARKER, GMTSN; B.A.F.SCHUETTPELZ, GMT2; G.E.DUTCHESS, GMT2; D.E.HUDSON, GMTSN; J.A.GRAMLEY, GMT 2; D.L.SCHILLING, GMT3; P.M.GRAMLING, GMT3; G.E.THIEL GMTSN; P.G.WILLIAMS, GMT2; M.A.SANDEN, GMT2; C.D. COCHRAN, GMT2; W. MIKKELSON, GMT3; R, K.LEISURE, GMT3; W.R.HONEYCUTT, GMT2;' J.E.SHARP, GMT 1; P.F.SAVLEN, GMT3; D.C.OICONNELL, GMT2; C.H.KOBLENZER; GMTI; CWO J.PETRO LTJG M.E.RUNYAN. BOTTOM ROW: J.M.COOK, GMCS; L.W.AMBER, GMT2; J.G. WOROSZ, GMT3; J.R.HUDSON, GMT2; T.PATTER-' SON, YN2; R.L.OLLIS, GMTSN; D.G.O'NEAL, GMT2; T.J.SCHAUB, GMT2; S.K.HANSEN, GMTCA.

## MARINE DETACHMENT



LEFT TO RIGHT: LCPL HARDING, PVT CHESSER, PFC SCHOCKEN, PFC SANFORD, PFC NEWSOME, PFC BROWN, PFC PARASCI, LCPL TWMBLESON, PFC HOELZER, PVT KIEGLER, PFT LECHER, PFC STEPHENSON, PFC EVANS, PFC JONES, PFC BRINDLE, PFC BAKER, LCPL BUTEER, LCPL MADSEN, PFC PIXLEY, PFC BIRDSONG, PFC CORLEY, LCPL KENDRICK. SECOND RÓW: CPL CROWLEY, LCPL HOWELL, PFC WHITE, PFC SNOOK, PFC VARGO, PFC MCRORIE, PFC HEDGES, LCPL MOLCHAN, PFC SKRUTSKI, LCPL DINOTA, LCPL DELCOS, PFC ZAIC, LCPL BRANTNER, PFC SHEA, PFC LOGUE, PFC LEVKULLC, PFC KLINE, PFC BRYANT, LCPL SAYLOR, LCPLTAYLOR, PFCMOLLENKOPF. BOTTOM ROW: LCPLALLEY, LCPL AMBROSE, LCPLL LAPPERT, PFC WISNIEWSKI, LCPL FALKENSTERN, LCPL MURPHY, CPL CARTER, CPL LUKOWSKI, SGT MAJ BRANNON, 'CAPT LOWREY, LT TUMLINSON, GY S'GT MCCUISH, CPL MENDELA, CPL BROWN, CPL DIXON, LCPL SPARKS, PVT CRALLE, PVT NEWSOME, LCPL JOHNSON, PFC DUNN, PFC HOEHLER:

## SUPPLY DPARTMENT



CDR J.MILLER
LCDR C.L.MACEWAN LCDR C.E.RICE

LT L. K. FINBRAATEN


S1 DIVISION


LTJG R.C.RAISH
D. HILL, SKCS
P. M.ABABA, TN
R.J.ARTHUR, SA
M.W.ATKINS, SN

D.A.BACON, SN W.R.BETZ, SKSN J. BELLIGIO, SK 1 R.D.CARSON, SK3 E.J.DALY, SA
H.A.DAVIS, SKSN

D.A.FENTZ, SKSN C.W.FORD, SN
R.C.GALVIN, SN
A.C.HARDISON, SK 3

J.C.HARRIS, SK3
R.HEREDIA, SA

A.P.LORENZO, SA
G. M. MAEZ, SK3
T.E.MASSLOW, SN
J.A.MCANINCH, SK3
R.V.MCGARITY, SK3
R.R.MEYER, SKSA

L.E.MOORE, SK2
V.J.PORCELLI, SKSN W.J.RAYNAK, SKSN J.L.SEVERANCE, SK2 L. SIMMONS, SKSN
J.T.SMUL, SK3

T.J.STARK, SKSN
G.C.STOUFFS, SK1

K, C. TAYLOR, SKW
B. F. WELSH, SK3


CWO J.D.ROBY
C.H.BATES, CSC
J.S.LUCAS, BMC
L.SMITH, CSC
C.P. WHEELHOUSE, CSCS

J. BACH, AA
K.C.BANTA, CSSN
I.B.BARNES, CS 1
R.M.BLASKO, CS2
s.w.blevins, cs3
S.BLOMQUIST, SN

J.L.BRIGHT, CSSN T.K.BRUNELLE, CS3 D. burgstiner, cs 2 B.C.BUTLER, CS3 L.A.CHURCH, SN E,P,DASZKIEWICZ, CS2

J.W.DEAL, CSSN P.H.DUNN, CSSN V.L.EADS, SN E.S.EISENMAN, SN C. ELLIS, CS3 S.E.GLUBERMAN, SA

G.D.HANSON, CS1 W.F.HOLZBERGER, SN D.W.JOHNSON, CSSN
L.G.JOHNSON, CS2
L.M.JOHNSON, CSSN
M.D.JOHNSON, SA

W.C.JOHNSON, CS2 C.H.JONES, CS1 J.P.LAPP, SA P.J.LUPICA, Cs3 J.C.MERCER, SN V.A.MERTZ, CS2

M.Millette, cs3 B.V.MINCE, Cs3 T.P. OLIGATE, CSSN G.W.PAIGE, SN
J.PARCELLS, Cs3
D.T.PARKS, CS2

F.H.PARSONS, CS3
A.T.PATE, SN
H.L.POGAR, CS2
D.D.RAYFIELD, CS3
R.E.REED, CS3
C.A.REIGHARD, SA

T. RODRIQUIZ, SN c. W. SIMMERS, CS2
A.E.SMITH, SN
R.G.TINGLE, SN
L.M.TRULUCK, SK1
L.G. WAYNICK, CSSN

C.N. WHITE, CS3
A.W.WHITTEN, CSSN
J.B.WOLFE, SN
P.J.WOLFE, CS3

S, B, WYNINEGAR, CS2


S3 DIVISION


LTJG W.A.MYNATT
T.A.HENSLEY, SHC
C. B. TAYLOR, SHC

S.A.AUDE, SN
M.BISOREK, SA
R.C.CERMINARO, SN
L.B.CONNELL, SN
W.J.DANTICO, SA
D.C.ENK, FA

A.GUZMAN, SN
R.L.HILL, SHSN

R,E.MCEVOY, SN
R.O.PENNEY, SH2
W.PETERSON, SA
D.J.SCHARF, SN

R.E.SCUTERI, SN
R.E.STUCK, SN
B. R.WIMBUSH, SH3


LTJG J.H.RICH,JR. J.C.THOMPSON, DKCA H.C.BACOY, DK1 M.A.BATTEN, DK3

R.C.CARPER, DK3 R.J.GUIDRY, DKSN H.M.MEDINA, TN D.D.SECORE, AA B.R.RUCKEL, DK 1 N.E.TACKNEY, DK3


S5 DIVISION


ENS H.G.BENNETT D. BROWN, SDC J.PORTER, SDCA o.ACOSTA, TN M.E.ALARCON, TN

W. CHAMPION, SD 1
S.CLARKSON, TN
D.L.CLOSE, SD3

R, CORPUZ, TN
P.CRISOSTOMO, TN
F.CRUZ, TN

1.DATU, TN
C. DIXON, TN
F. FRANCISCO, TN
D.GELLE, TN
D.GRAY, SD3
R.M.HERNANDEZ, SD3

O. LITTLEJOHN , SD3
G.LOPEZ, TN
C. MARTIN, SD1
A. MAYES, SD3
V.T.MORRIS, SD 1
D. NAPALAN, TN

G. OLIVER, SD3 M.PALUGOD, TN J.PARUNGAO, TN L.F. PERKINS, TN B. SERAFICA, TN H. SMITH, SD2

## S6 DIVISION



LTJG F.R.ANDERSON R.M.BROWN, AKC H.D.HANEY, AKC J.A.ANGELES, TN K. BOLT, AA

L.A.BREWER, AA R.F,BUTLER, AN E.L.CANNON, AN E.R.CARTER, AN T.F.CHASEZ, AK1 L. CROSS , AKAN

S. CUTTER, AK3
H. R, EMMEL, AK3
R. W.GRAY, AN
R.W.HANKS, AKAN
R.L.HANNAH, AN
E.R.HOLLEY, AN

J.A.MULE, AA
D.R.OTIS, AK3
J.G.PACKARD, AA
L. P. SCHEFFLER, AN
B.D.SPEELHOFFER, AK3
T.E.STAPLES, AK3

F. STIKA , AK2
S.G.WEINSTEIN, AN P,C,WILSON, AN

## AIR DEPARTMENT



CDR C.L.JOSLIN CDR R.T.SMIEGOCKI


LCDR J.KEITH
LTJG T.J.MCLAUGHLIN LTJG F.E.CRAWFORD LTJG R.L.FROELICH


## V1 DIVISION



LCDR J.E.MULCAHY
L.J.AUSTIN, AN
J.E.BACH, AA

BARRY, AN
L.D.gERNARD, AA

L. D. BLALARK, AA
L.G.BLOOM, AN
B.C.bOZZELLE, AN
J.E.BUCHANAN, AA
C.E.BURTON, ADR3
L.J.CIBERY, AN

T.J.CRONCE, AN
P.F.CUMMINGS, AN W.R.DETTER, ABAN R.W. DROLLETT, AN W.K.FREESE, AN J.D.FROEHLICA, AN
L.P.FULLER, AN M.C.GILHOOLEY, AN H.S.GREEN, AE3 J.F.GROSS, AN
B.K.HERBERT, AA M.J.HOPPING, AA

J.L.LINDLEY, AN J.W. LOTZ, AA D. LOWERY, AN J.A.MACLEOD, AA L. D. MAHAN, AN C. E. MARSHALL, AN

J.D.MASON, AN G.T.MCCONNELL, AN J.B.MILLER, AN
G. E. MOREY, AN J.A. MORVANT, AN G.W.NAVEY, AN

D. W. NICHOLSON, AN C. W, OGLE, AN
P.S.PETROVITCH, AN
P.A.RAINEY, AN
C. SMITH, AN
R.C.SMITH, AA

J.L.SNOKE, AN C.T.STICKELS, AA T.A.STRUMOLO, AN R.S.TRANTINO, AN E.S.WILLIAMS, AN

V 2/C DIVISION


LT J.E.ROBERTS E.R.DAVIS, ABECS D.D.AILINGER, AN S.G.ARTHUR, AN E.G.BASTILLE, AE3

J.M.BENEFIELD, ABE3 D. E. BJORGE, ABE3 D. C. CAREY, ABE3 A. CASHIN, AA
V.J.CASCIO, AN
D. A. CHEUVRONT, AN

J.L.CLARK, AA
e. Collis, AN
W.R.COMES, ABE 1
B.F.CRAIG, AN
1.D.DADKus, AA
G. M. DAVAILUS, AN

H.J.DIDIER, ABE1 P. DIPAOLO, AN
J. M. EDEN, ABEAN
J.A.FAZZINO, AN
S.W.HAIRSTON, AN
P. W. HEADDEN, AN

W.F.JOHNSON, ABE3 J. L. LAMBRICH, ABE2 W.E.LAW, AN W.F.LEONARD, ABE2 B.R.LIEDY, AA R.F.LONG, ABE 1

E.P.MCLAUGHLIN, ABE2 G.E. MURRAY, ABE3
p.g. NAVONE, ABE 2
P.A.NELSON, ABE3
D.H.OVERTON, ABE 2
W.A.PARKS, AN

J.E.PROPER, AN
J.C.PULASKI, AN
C.G.REYNOLDS, ABE3
W.T.RUFFNER, ATN 3
C. E. SHUCK, ABEAN
T.A.SINCLAIR, AN

R.H.SMITH, AMS3
J.E.STEARNS, AE3
G.A. WHITNEY, ABE3
J.O.WILLIAMS, ABE3

V 2/AG DIVISION


LCDR R.A. VAN ARSDOL R.L.AURENTZ, AA
E.L.BRYSON, AN
L.G, DICKEY, ABE3
K.H.DRUM, AN

L.J.FLYNN, ABE1
J.L.GILBERT, AN
J.E.HARBISON, ABE 1
A.S.HARRISON, ABE2
L.E.HARTING, AN
F.J.HEMMERICH, AA

R.H.hudalla, AA
G.G.KIbBLEHOUSE, ABE3
L.V.MALLEY, AN
K. D. MCGHEE, AN
E. MENDIOLA, ATN3
G.W.PIERCE, AN

G.M.POISSON, AN D. D. RICHELSEN, ABE3 R.F.ROBERTS, AN
J.D.SHURFIELD, ABE2
J.R.SMITH, AA
H.A.SPROUSE, AN

B.J.TESKA, AA
J.D.WALKER, AA
c. E. WILSON, ABE3
G.G.WINTER, ABE3
J.J. WOJCIAK, AA


V3 DIVISION


LCDR C.I.GARRETT,JR.
P.D.ADDLEMAN, AA
T.W.BECKER, AN
D.E.BOYETT, ABE3

L.E.BRETON, AA
H. M. BROOKSTEIN, AN R.G.BROWN, AMS3 R.R.BROWN, AN R.G. BRYANT, AN R.C.BUTT, AN

E.D.BYRD, ABH3
E.C.CAMPBELL, AA
C.D.CASH, AN
P.E.CANNADA, AN
V.R.CICALA, AN
R.D.CONLEY, AN

W. costin, AbH 1 P.F.COYLE, AA P.A.DATTOLA, AN J.W.DESANTIS, AN C. A. DONLEY, ABH3 G.G.EHRSTEIN, AA

H.EVANS, AA
A.A.FARLEY, AA H.GELPKE, AA
J.A.GORSO, AA
W.W.GRACEY, AN b.S.GREEN, AN

R.L.HANKS, AN D.B.HARPER, AN R.W. HILLARD, AA C.R.HUGHLEY, AN J.A.JERNIGAN, AN J.L.JOHNSON, AN

R.T.KANE, ABE3 A.KAST, AN W.J.KIEFER, AN T.L.KING, AN R.P.LALIBERTE, AA r.c.LAW, AN

L.r.LEbLANC, AN A.t. LIBERTO, AN M.MAHONEY, ABH 1 R.M.MARCY, AN J.R.MARINO, AN F.L.MARSH, AN

W.A.MARTIN, AN
R.L.MILLS, AN R.MIZELL, ABH2
J.A.MONAHAN, AA
P.F.MORRISSEY, AN
D. MURPHY, AN

F.N.L.OUTT, ABHAN
C. N. PARHAM, AN
B.D.PLEACE, AN
G.D.POULIOT, AN
R.N.RENZ, AN
R.W.ROGERS, AN

J.R.SALINARDO, AN
R.J.SATTERBERG, AN
A.J.SETUK, AN
T.G.SKEEN, AMH3
J.T.SMITH, AN
L.F.SMITH, AN

R.L.STROHL, AN
G.E.SUMMERSKILL, AN
J.R.SZYMBORSKI, ADJ3
L.R.THOMAS, AA
C. W. THRUELSEN, AA
A.A.TRUSKOWSKI, AN

C. L. VEACH , AN
C. L. WILLIAMS, AN
L.G. WILLIAMS, AN W.H.WOLFORD, AN J.L.WOOLSEY, AA
T.H.WREN, AN

V4 DIVISION


LTJG H.L.PYE C. H.BOWE, ABEC D.K.WETZEL, ABFCA J.S.ALBANO, AN T.C.ANDERSON, AN

R.W.AUGUST, AN A.R.BACON, AN B.E.BARTON, AN H.P.BAUER, AA D. BERBERICK, AN M.A.BITTLE, AN

E.B.BLANTON, ARF3 J.C.BOLTON, AN C. H. BUCK, ABFAN K. W. CAMPBELL, AN E.C.COOK, AA E.R.COX, AN

F.D.CRISWELL, ADR3 J.W.CURRAN, AN J. E, DAVIS, AA R.D.DONALDSON, AN D.A.FIX, AN L.B.GIPSON, AN

J.P.GREEN, AA V.W.GYSBERS, AA
H.S.HALL, ABF2
D.L.HARTLAND, ARF3
B.J.HARVEY, AN
F.D.HENDRIX, AN

G.w.hotz, AN D.H.HUSCHKE, AN W.c.JAMESON, AN R.C.JOHNSON, AA B.L.JONES, AN R.J.KOTASEK, ABFAN

D. E. LABADIE, AMH3 R.L.MACKEY, AN C. F. MARANI, AN C. A. MAURER, AB 1 L. MAURER, AN W.A.MCCUBBIN, ABF1

J.V.MEISENZAHL, AN T.L. MURRAY, AN H.O.OHLS, ABF3 M. OLESIN, AN W.L.ORNER, ABF3 D.R.OWENS, AA

W.B.PIERCE, AN D.N.PRIEBNOW, AN D. PULASKI, AN R.D.PURYEAR, AN R.RADITCH, AN M, E.REBMANN, ADR3

W.C.REXROAT, ABF 2 L.S.ROACH, ABF3 R.A.SABITSKY, ABFAN R.A.SANBORN, AN R.F.SCHWARZ, ABF 1 A.SELZNICK, AN

E.C.SEYFFERT, AN F.P.SMALLWOOD, AN L.M.SMITH, AN J.F.STUTZMAN
E.R.SUITS, AA
J.A.THOMPSON, AN

G.N.WALKER, AN J.E.WENDT, AN R.H.WERBACK, AN L.C. ZAGER, ABF3


## V6 DIVISION


F.L.CARUTHERS, ATN3 G.P.COLLINS, ATN3 W.F.COOK, ADR3 A.N.COOPER, ADR 1 "R.C."COPELAND, ADR3 D.D.DULL, AN

D.F.FILARDO, AMS3 A.L.FRAHM, AQF3 P.J.GRAFFEO, ADR3 R.C.GRAY, AN
C.W.HUNTOON, ADR2 H.A.JOHNSON, ADRAN

R.D.JOHNSON, AN W.B.JONES, AN H.J.KEUNE, AT1 R.B.KIDWELL, AN E.M.LORUSSO,JR., AMS3 F.L.LUBKEMAN, AN

J.P.MACDONALD, AN
D. E. MARTIN, AN
L.A. MCCLURE, AME3
D.A.MCORMACK, AN
R.S.MOLL, AMSAN
W.G.MOORE, ADJAN

W.D.OWEN, AN
P.C. PALTRINERI, ATR3
H.M.PAUL, AN
R.E.PAULEY, ADR3
C.D.PORTER, GMG1
D.L.RAKESTRAW , ADR3

C. H. SMITH, AMS 1
N.C.SMITH, ADR2 J.H.STIVERS, ADR3
W.E.TATMAN, ADJAN
R.F.THOMPSON, AE2
R.D.VICK, AMSAN

H.WALTER, AQ2
A.L.WILSON, SN 235

## HU-2 DET- 33



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## IN MEMORIAM

Today's many living owe everlasting gratitude to those few who gave their lives for GOD, their country, and their loved ones.


CAPTAIN Abbot casts memorial wreath off Intrepid flight deck
LCDR James T. Peddy, Jr., USN
6 January 1962
Western Mediterranean Sea



LTJG James R. Stratton, USN VF-162
15 August 1961
Western Mediterranean Sea


ENS Fred A. Gayer, USN VF-162
28 August 1961
Tyrrhenian Sea


Orville D. Butler, AD2, USN
VA-65
25 November 1961
U.S. Army Hospital, Landstuhl, Germany

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Many, many thanks to all those without whose patience and hard work this cruise book would not have been possible.

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Williams, A., YN1

And to Mr. F. O. Garcia and the Liskey Lithograph Corporation and a real Special Thanks to Mr. Charles M. Schulz who permitted our use of Peanuts.




[^0]:    10 OCT 1961 - MESSAGE FROM COMCRUDIV 2. ' 'A LETTER FROM THE CENTRAL COMMITTEE OF BLOOD TRANSFUSION CENTER, ATHENS WAS RECEIVED TODAY EXPRESSING WARMEST THANKS TO ALL PERSONNEL WHO HAD CONTRIBUTED IN ARRANGING OR GIVING BLOOD. THE FOLLOWING IS A BRIEF QUOTATION FROM THIS LETTER: 'TO THE UNITS OF THE AMERICAN FLEET WHICH PARTICIPATED IN THE BLOOD DONATION OF TODAY, THE GREEK RED CROSS IS AWARDING THE GOLD MEDAL OF BLOOD DONATION WITH CERTIFICATE, SIGNED BY THE PRESIDENT OF THE CENTRAL COMMITTEE OF BLOOD TRANSFUSION CENTER. "T TO THIS LETTER I ADD MY WELL DONE TO THOSE PERSONNEL WHO HAVE AGAIN DEMONSTRATED THE WILL TO HELP THOSE LESS FORTUNATE AND WHO HAVE. HELPED NOT ONLY THE PEOPLE OF GREECE BUT THE PRESTIGE OF THE U.S. AND THE NAVY BY THEIR UNSELFISH DONATIONS." SIGNED RADM SIEGLAFF

