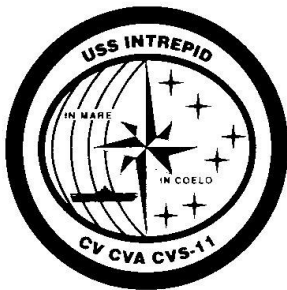


HISTORY OF THE U.S.S. INTREPID



The aircraft carrier *USS Intrepid* is the fourth ship in the US Navy to bear this proud name.

The first *Intrepid* was originally the bomb-ketch *Mastico*, in service with the Tripolitan pirate navy during the Barbary Wars at the turn of the 19th century. Captured by the US Navy, it was re-christened the *USS Intrepid* in 1803.

Intrepid served with distinction until lost with all hands during a daring “fireship” mission into Tripoli harbor. The ship and her crew set a standard for gallantry and sacrifice which still lives in today’s Navy.

The second *Intrepid* was an experimental 170’ steel-hulled steam torpedo ram in commission from 1874-1882.

The third *Intrepid* was a 176’ steel-hulled tall ship which served as a training vessel and receiving ship from 1907 to 1921.

December 1, 1941: Six days before the attack on Pearl Harbor, the keel is laid for the present *Intrepid*, the third of the new *Essex* class “fast carriers.”

April 26, 1943: *Intrepid* is launched.

August 16, 1943: *Intrepid* is commissioned in the Norfolk Navy Yard, Virginia.

January 29, 1944: As part of Admiral Spruance’s Task Force 58, *Intrepid* supports the invasion of the Marshall Islands in the Pacific Ocean.

February 16, 1944: *Intrepid* participates in massive air strikes against Truk—the main Japanese base in the central Pacific.

February 17, 1944: A Japanese air-launched torpedo hits *Intrepid*’s stern, killing eleven men and jamming the rudder hard to port. With the aid of a makeshift steering sail and two destroyer escorts, *Intrepid* returns first to Pearl Harbor and then to Hunter’s Point, California for repairs.

August 1944: As part of Admiral “Bull” Halsey’s Task Group 38.2, *Intrepid* launches air strikes against the Palau’s and the Philippines.

September 1944: *Intrepid* supports US Marines in the battle for Peleliu.

October 1944: *Intrepid*’s planes help sink the Japanese superbattleship *Musashi* during the Battle for Leyte Gulf--the largest naval battle in history.

October 29, 1944: One of Japan’s first Kamikaze aircraft crashes into one of *Intrepid*’s portside gun tubs, killing ten men.

November 1944: *Intrepid* continues air strikes against the Philippines.

November 25, 1944: The blackest day in *Intrepid*’s history. While under heavy air attack, she is hit by two kamikazes within minutes of each other, killing 69 men and seriously wounding 85. The crew struggles for six hours before bringing the fires under control. Their heroic efforts save the ship, which returns to the US for repairs.

March 18, 1945: Off the coast of Japan, *Intrepid* makes a lucky escape from a kamikaze bomber which crashes into the sea twenty feet off the starboard bow. Burning fuel sprays the hangar deck, but the flames are quickly extinguished.

April 6, 1945: *Intrepid's* planes help sink the Japanese superbattleship *Yamato*.

April 16, 1945: Off Okinawa. *Intrepid* is hit by another Kamikaze. Twenty men are killed and the ship returns to the US for repairs.

August 6, 1945: *Intrepid* launches her last air strike of the war against Wake Island.

March 22, 1947: *Intrepid* is decommissioned.

June 18, 1954: Fitted with new steam catapults *Intrepid* is recommissioned to enter the jet age.

1956: *Intrepid* is fitted with an angled flight deck and hurricane bow at the Brooklyn Navy Yard.

May 24, 1962: As NASA's prime recovery vessel, *Intrepid* picks up Mercury astronaut Scott Carpenter.

March 1965: Recovers Gemini astronauts Gus Grissom and John Young.

April 1966: *Intrepid* begins her first tour off Vietnam. Her piston-engine Skyraider fighters shoot down one Mig jet and damage another.

June 1967: Start of *Intrepid's* second Vietnam tour. Her air group wins a Navy Unit Commendation--the Navy's highest group honor.

July 1968: During her third tour off Vietnam, *Intrepid* is selected as "Best Ship in the Fleet".

1970: Although now the oldest carrier in active service, *Intrepid* plays an important role in the Cold War tracking Soviet submarines.

November 1972: *Intrepid* is deployed to the Mediterranean.

March 15, 1974: *Intrepid* is decommissioned and mothballed in the Philadelphia Navy Yard.

October 1975-1976: *Intrepid* is the official Navy and Marine Bicentennial Exposition Ship in Philadelphia.

August 1982: Saved from the scrap yard by Manhattan Patriot Zachary Fisher, *Intrepid* is moved to New York City and opens as the Intrepid Sea Air Space Museum.

January 1986: *Intrepid* is designated a National Historic Landmark.

1989: The recently decommissioned destroyer *Edson* and guided missile submarine *Growler* join the museum complex.

Summer 1995: *Intrepid* is the centerpiece of New York City's 50th anniversary celebration of the end of World War II.

September 2001: *Intrepid* serves as temporary field headquarters for the FBI as it begins its investigation of the 9-11 terrorist attack on the World Trade Center.

Today: *Intrepid* continues its voyage through history in service of our nation... its mission:

TO HONOR OUR HEROES,

EDUCATE THE PUBLIC,

AND INSPIRE OUR YOUTH

**For more information visit us at:
www.intrepidmuseum.org**

THE ESSEX CLASS AIRCRAFT CARRIERS

These "fast carriers" were at the heart of the fleet that defeated Japan in World War II. The US built twenty-four of these impressive ships between 1943 and 1945--a prime example of American ingenuity and industrial might.

Essex class ships:

CV-9	Essex
CV-10	Yorktown*
CV-11	Intrepid*
CV-12	Hornet*
CV-13	Franklin
CV-14	Ticonderoga
CV-15	Randolph
CV-16	Lexington*
CV-17	Bunker Hill
CV-18	Wasp
CV-19	Hancock
CV-20	Bennington
CV-21	Boxer
CV-31	Bonne Homme Richard
CV-32	Leyte
CV-33	Kearsarge
CV-34	Oriskany
CV-36	Antietam
CV-37	Princeton
CV-38	Shangri-La
CV-39	Lake Champlain
CV-40	Tarawa
CV-45	Valley Forge
CV-47	Philippine Sea

* museums

AIRCRAFT CARRIER DESIGNATIONS

Each ship carries its own hull number and letter designation. The *Intrepid* was built as CV-11. It was the 11th carrier authorized for construction by the US Navy. The "C" stands for carrier and the "V" stands for heavier-than-air aircraft. The *Essex* class carriers were all CV's.

After the war, carriers were designated by their mission--CVA for Attack (fighters and bombers), and CVS for Anti-Submarine Warfare (ASW planes and helicopters). Our latest nuclear powered supercarriers are designated CVN.

Intrepid has been designated CV, CVA, and CVS at different times throughout her 31 year service history.

Essex class carriers were often named after famous old ships or battles in US history. How many can you recognize?

The *Lexington*, *Yorktown*, *Wasp*, *Hornet*, and *Princeton* were all named after older or smaller carriers which had been sunk in the Second World War.

It is a tribute to those who designed, built, and served aboard these fine ships that despite continuous combat, serious damage, and considerable casualties, NO ESSEX CLASS CARRIER WAS EVER SUNK BY ENEMY ACTION.

Unfortunately, only four of these great ships survive as museums: *Intrepid* in New York City, *Yorktown* in Charleston, SC, *Lexington* in Corpus Christi, TX and *Hornet* in Alameda, CA. The rest have fallen victim of the scrap yard torch. We are indeed fortunate to still have the *Intrepid* with us, and be able to share a piece of that history.

INTREPID'S WORLD WAR II RECORD

Enemy aircraft:

Shot down by air groups	287
Shot down by Intrepid gunners	14
Destroyed on the ground	298

Enemy ships:

Sunk:	122
Damaged:	126

QUICK FACTS

Builder: Newport News Shipbuilding and Drydock Company, Newport News, VA
 Ordered: July 3, 1940
 Keel Laid: December 1, 1941
 Launched: April 26, 1943
 Commissioned: August 16, 1943
 Decommissioned: March 22, 1947
 Recommissioned June 18, 1954
 Decommissioned: March 15, 1974
 Transferred to Intrepid Museum Foundation: February 23, 1982

TYPICAL EIGHT MONTH CRUISE

Distance Steamed: 100,000 miles
 Fuel oil burned: 16,000,000 gallons
 Aviation fuel consumed: 8,000,000 gallons
 Fresh Water used: 25,000,000 gallons
 Laundry washed: 3,000,000 pounds
 Coffee consumed: 300 pounds per day
 Potatoes consumed: One ton per meal

WWII

VIETNAM

Full load:		
Displacement:	36,380 tons	41,200 tons
Length:	872 feet	898 feet
Beam:	93 feet	103.5 feet
Flight deck width:	147.5 feet	192 feet
Catapults:	2 hydraulic	2 steam
Elevators:	3	3
Draft:	28.5 feet	31 feet
Max. speed:	32.7 knots	30.2 knots
Power plant	8 steam boilers 4 steam turbines	no change
Propellers:	4	no change
Horsepower:	150,000	no change
Armament:	12 5" guns 68 40mm guns 55 20mm guns	4 5" guns
Complement:	360 officers 3088 enlisted	128 officers 2000 enlisted
Air group:	91-103 aircraft	67 aircraft

U.S.S. INTREPID

CV-11, CVA-11, CVS-11

In-trep-id *adj.*, unafraid, bold,
 fearless, dauntless, very brave
 Webster's Dictionary



Compliments of
The U.S.S. Intrepid Association

The Organization of
Former Crew Members of the
U.S.S. Intrepid 1943-1974



Former Crew Members may call
 1-800-343-CV11 for more
 information about the Association.