**Captain's Bridge** – This area houses the pilot house, the chart house, and the captain's sea cabin. Talk tubes and the engine order telegraph allowed the captain to communicate with others throughout the ship.

**Combat Information Center** – Radarmen use the ship’s radar equipment to detect and track ships and aircraft both friendly and enemy. Cryptologists interpreted messages and deciphered codes.

**Conflagration Station** – Fires were a constant concern aboard the ship. Three conflagration stations throughout the hangar deck allowed firemen to contain and battle fires. If a fire needed to be contained, the hangar deck could be divided into thirds. Originally, it would be divided with heavy asbestos curtains. During the 1950s refit, the curtains were replaced with armored blast doors.

**Flag Bridge** – The Admiral was responsible for overseeing the entire Carrier Battle Group, which also included cruisers, destroyers, submarines, battleships, and other escort ships.

**Fo'c's'le** – This part, holding both the anchor chain room & Officer’s Country, prior to the renovation in the 1950’s, was open to the elements. The 1st division worked in the anchor chain room, maintaining the Intrepid’s ground tackle-ropes, anchor chains, and mooring equipment. Prior to the renovation in the 1950’s, this area was open to the elements.

**Hangar Deck** – The “garage” of the ship, the Hangar Deck was where mechanics would re-fuel and fix planes.

**Kamikaze Attack** – On November 25th, 1944, the Intrepid was struck by two kamikaze attacks in a single day. One plane came through the wooden flooring of the flight deck, causing massive damage to the flight deck and hangar deck below.

**Marine Berthing** – Marines slept closest to the anti-aircraft gun tubs to be prepared in case of attack. Marines also were responsible for security on the ships.

**Mess Deck** – Cooks were responsible for making over 9,000 meals a day. The Intrepid’s bakers turned out 700 loaves of bread a day, during World War II.

**Ready Room** – Pilots were briefed for their missions. Ready rooms were one of the few spaces on the ship with air conditioning throughout the ship’s history.
The following article from our collection featured in Navy Magazine “All Hands” commemorates the accomplishments of the Intrepid crew members who received decorations for acts of bravery and heroism aboard during World War II. Read the article and respond to the following questions:

**Awards Authorized For 34 Members of Intrepid Crew**

**September 1945**

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in the section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Awards for 34 officers and men of the Intrepid, Essex-class carrier damage four times by Japanese planes, have been authorized by the Secretary of the Navy. Navy Crosses were awarded to the Intrepid’s captain, Capt. Joseph F. Bolger, USN, Arlington, Va., who received two; Comdr. William E. Ellis, USN, Norfolk, Va., and Lt. Comdr. Thomas G. Wallace, USNR, Portland, Ore. The Intrepid’s first lieutenant and damage control officer, Lt. Comdr. Wallace, was stunned and burned by the explosion of a bomb on 25 November. His efforts, carried on amid smoke, flame and exploding ammunition, were instrumental in saving the ship from more serious damage and to him went the major credit for getting the fires under control. Six steward’s mates who were manning 20 mm. guns when a Japanese divebomber attacked on 29 October have been awarded the Bronze Star Medal. Although it became apparent that the plane was headed directly for them, they fired their guns until the place crashed among them. The men were: Johnell Copeland, StM2c, USNR, Haines City, Fla.; Que Gant, StM1c, USNR, Atlantic City, N.J.; Harold J. Clark, StM1c, USNR, West Palm Beach, Fla.; James E. Dockery, StM1c, USN, Newark, N.J.; Alonzo A. Swann Jr., StM1c, USNR, Steelton, Pa., and Eli Benjamin, StM2c, USNR, Norfolk, Va.

The historic article does little to explain the true heroism of the six steward mates who, while others were heading for cover, continued to fire upon an attacking enemy plane causing it to avoid impact with the flight deck.

Among the crew was nineteen year old Alonzo Swann, who was burned very badly before being rescued from flames. Although the Commander of the Intrepid promised Swann the Navy Cross it took forty-nine years for the Navy to make good on the promise.

**Critical Thinking:**

1) What was happening historically in the United States at this time?

2) What parallels can you draw between race relations at home and in the military during the 1940s?

3) The military was officially desegregated on July 26th, 1948. How do you think this changed race relations in the armed services?

4) Why did it take the Navy so long to recognize Alonzo Swann’s heroic actions?

>> Did you know <<

During World War II, 3,376 Navy Crosses were awarded, however only three were given to African Americans. In 1993, at 68 years old Swann became the forth, receiving his Navy Cross aboard the flight deck of the USS Intrepid.