

Dirt Roads — may save time

Roads Under Construction or contemplated

State Highways

U. S. Interst Highways

Rivers and Steams

Ferries and Batlines

Speed Law — reasonable

State

POPULATION

- 0-250
- 250-1000
- ⊙ 1,000-5,000

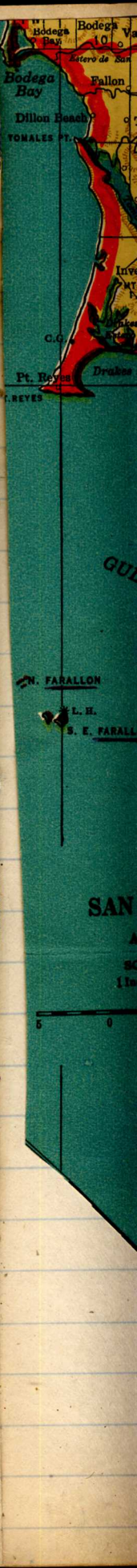
Time Zone Bound  
In some localities time

One inch equals



Copyright by Chicago, Ill.

- BICYCLE TRIPS**
1. JACKS - ATLANTIC BE.
  2. ATLANTIC BE. - LEEF.
  3. LEE F. - ST. AUGUST.
  4. ST. AUG. - ATLANTIC B.
  5. ATLANTIC B. - MIAMI PORT - TR.
  6. DAYTONA & VICINITY
  7. COCOA & VICINITY
  8. MELBOURNE & VIC.





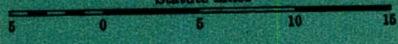
Construction  
Highways  
Time Zone Bound  
Copyright by Chicago, Ill.

POPULATION  
Time Zone Bound  
In some localities

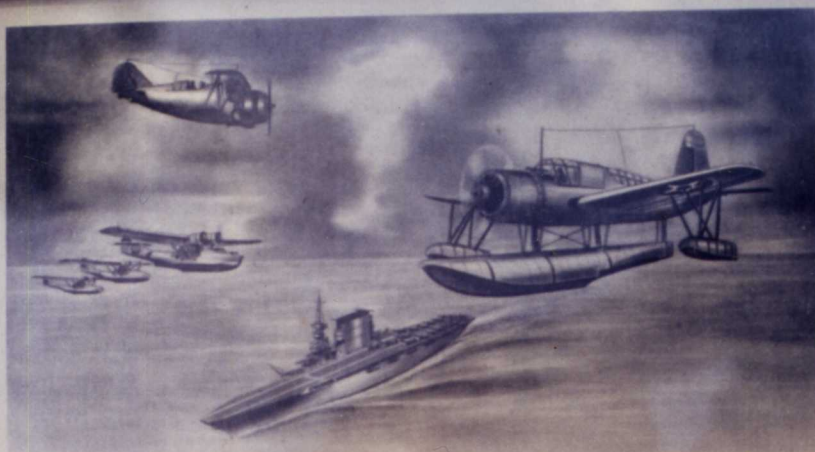
Scale 1:633,600  
1 Inch = 10 Statute Miles  
Statute Miles

### SAN FRANCISCO AND VICINITY

SCALE 1:633,600  
1 Inch = 10 Statute Miles  
Statute Miles



Map details including street names, landmarks, and geographical features in the lower-left corner.



**United States Naval Air Station**  
**Jacksonville, Florida**

*Know all men by these presents that*

Ensign Tudor RICHARDS, A-1(N), U. S. Naval Reserve

*has completed the prescribed course of training and  
 having met successfully the requirements of the  
 course has been designated a*

**Naval Aviator**

*In Witness Whereof, this certificate has been signed  
 on this <sup>twenty-first</sup> day of August 1942, and the Seal of  
 the Naval Air Station hereunto affixed.*



*R. Holthaus*  
 R. HOLTHAUS  
 Lieut. Comdr., U. S. Navy,  
 Superintendent of Aviation Training

*J. D. Price*  
 J. D. PRICE  
 Captain, U. S. Navy,  
 Commandant.



SB2C - HELLDIVER



T.R. LEELAND R. IVES



CV-12 U.S.S. HORNET

THE SECRETARY OF THE NAVY  
WASHINGTON

The President of the United States takes pleasure  
in presenting the GOLD STAR in lieu of a Second DISTINGUISHED  
FLYING CROSS to

LIEUTENANT TUDOR RICHARDS  
UNITED STATES NAVAL RESERVE

for service as set forth in the following

CITATION:

"For heroism and extraordinary achievement in  
aerial flight as Pilot of a Dive Bomber in Bombing  
Squadron SEVENTEEN, attached to the U.S.S. HORNET,  
in action against enemy Japanese forces in the vi-  
cinity of Tokyo, Iwo Jima, Kyushu and Nansei Shoto  
from February 17 to May 13, 1945. Participating  
in twenty missions during this period, Lieutenant  
Richards contributed materially to the success of  
his squadron and to the infliction of damage on  
enemy shipping, air fields and installations. His  
courage and devotion to duty were in keeping with  
the highest traditions of the United States Naval  
Service."

For the President,

*James Forrestal*  
Secretary of the Navy

FINAL AND HOME -- STOCKS

# Boston

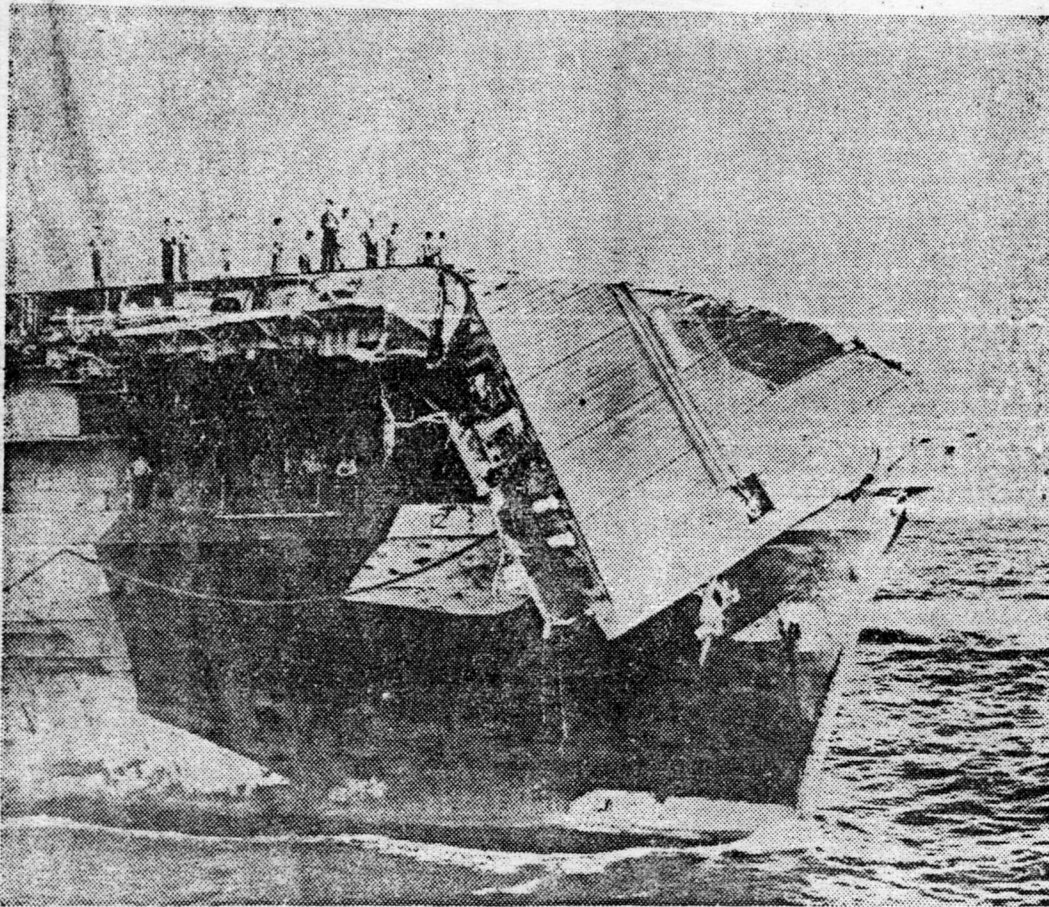
New England's Largest  
Evening Circulation

Complete Associated  
Press and United Press  
Wire Services

# Traveler

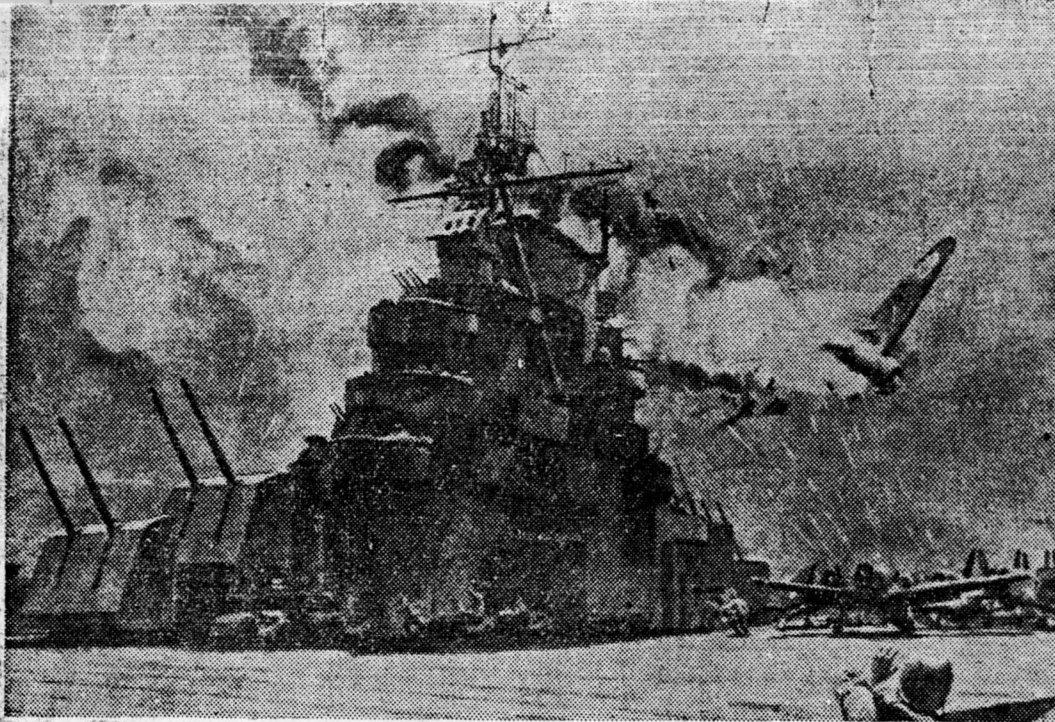
EST. 1825—121st YEAR—NO. 28—MON., AUG. 6, 1945 24 PAGES 3 CENTS

## Navy Reveals Amazing Story of the Hornet



**TYPHOON DAMAGE ON THE HORNET**—<sup>(AP Photo)</sup>The Navy's aircraft carrier Hornet rode out the June 5 typhoon, but the big blow turned down one end of the flight deck like the brim of a soft hat, this Navy photo discloses.





← WAS  
T.R. IN ONE  
OF THESE

(AP Photo)

**THE HORNET IN ACTION**—A Jap suicide plane, flying into concentrated fire from guns on the aircraft carrier Hornet, disintegrates. This kamikaze attack is shown in a watercolor by Lt. Dwight C. Shepler, USNR, of Cohasset, Navy combat pilot **ARTIST.**

## Unscathed in Year of Fighting, Carrier Is Damaged by Typhoon

WASHINGTON, Aug. 6 (AP)—A mountainous wave lifted up and smacked down the 27,000-ton aircraft carrier Hornet so hard last June 5 that the forward corners of the flight deck folded down along the sides.

Thus nature, in the form of a 120-knot gale (138 miles an hour), achieved what the Japanese never were able to do in 14 months of hard-fought action—it damaged the big ship.

### HORNET'S STORY BARED

The Navy told the Hornet's story today. It let the Japanese know exactly where the Hornet is—Hunter's Point in San Francisco Bay. She steamed through the Golden Gate July 7 and went to drydock for repair.

Behind her lay 1,270,000 tons of enemy shipping sunk or damaged and 1410 ruined enemy planes.

Some of the figures:

668 planes shot down; 742 planes destroyed on the ground; one cruiser sunk; one carrier sunk; 10 destroyers sunk; 42 cargo ships sunk.

The Hornet, named for the ship which launched the first bombing raid on Tokyo, was 150 miles off Okinawa when the typhoon struck at 2 A. M., June 5.

Her bow rose atop a great wave and then dropped with an impact which folded down the flight deck. The engines were stopped and the ship drifted before the raging wind. She had to back into the wind next morning to get search planes off the deck. They helped reassemble the task force. After their return the Hornet retired from the area.

### UNTOUCHED BY JAPS

The Hornet spent 52 days under Japanese air attack without being hit by even a machine gun bullet.

Her crew claims a record in the shooting down of 255 Japanese planes in a 30-day period.

In one day she accounted for 67. The Hornet was launched at Newport News, Va., Aug. 30, 1943, and after the shortest cruise in carrier history was in action against the Japanese exactly seven months later.

Under Rear Admiral (then captain) William D. Sample of Pensacola, Fla., the Hornet went into the Marianas, from Guam to the Bonin and Volcano islands, through the battle of the Philippine Sea, to Pagan and the Bonins again, to Eniwetok and back to the Bonins. She was in the Guam invasion, then hit Yap, Ulithi and the Bonins again.

As part of Task Force 58 and flagship of Rear Admiral J. J. (Jocko) Clark, she was into the Bonins so often the men formed a "Jocko Jima Development Corporation" for the purpose of "developing and selling shares in real estate within 500 miles of downtown Tokyo."

### HECTIC CAMPAIGNS

After the successful Marianas operation, Capt. Sample was made a rear admiral and was succeeded as the Hornet's skipper by Capt. Austin K. Doyle of Pensacola, Fla., who took her through the subsequent campaigns.

These included strikes in the Philippines and Okinawa, support of landings in the Philippines and, in February, 1944, the great carrier strike on Tokyo. For two days the big ship steamed unchallenged 200 miles off the coast of Japan, sending her planes in to spread destruction. Later in February she took part in the Iwo Jima invasion.

On Easter Sunday the Hornet was off Okinawa again, this time for the invasion of the island. On April 6-7, more than 500 Japanese planes attacked Clark's group. The group accounted for 152 of them, the Hornet claiming more than a third of those destroyed.

The Hornet's last major action was the destruction by her planes of a huge new Japanese aircraft factory on the home island of Kyushu before it had time to manufacture a plane.

1945 NOT 1944

Squawton, Mass. - 10/9/41 - 12/6 (on leave at home 12/7/41)

Atlanta, Ga. - 12/10/41 - early Jan. '42

Florida (mostly Jacksonville vicinity and then Daytona Jan. '42 - 4/1)

California (based mostly at Alameda) late April '44 - early Aug. '44

San Diego - Hawaii ~~8/27/44~~ 11/3 - 9/44

Hilo, Hawaii - 11/10/44 - late Dec.

Hawaii - Guam - several days at sea

Guam - about a month there, late Dec. to late Jan.

Guam - Ulithi, Caroline Islands, the Fleet Anchorage

U.S.S. Hornet CV-12 2/1/45 - 7/7/45

Ulithi - off Honshu, early Feb. '45

Attack on Kamanatan, 2/16/45,

" " Toyohashi, 2/17/45

" " Iwo Jima 2/20 & 21/45 or so

" " Misaki Strait in March

Return to Ulithi for a good rest for all

Ulithi to off Kyushu

Attack on Kanoye airfield 3/18/45

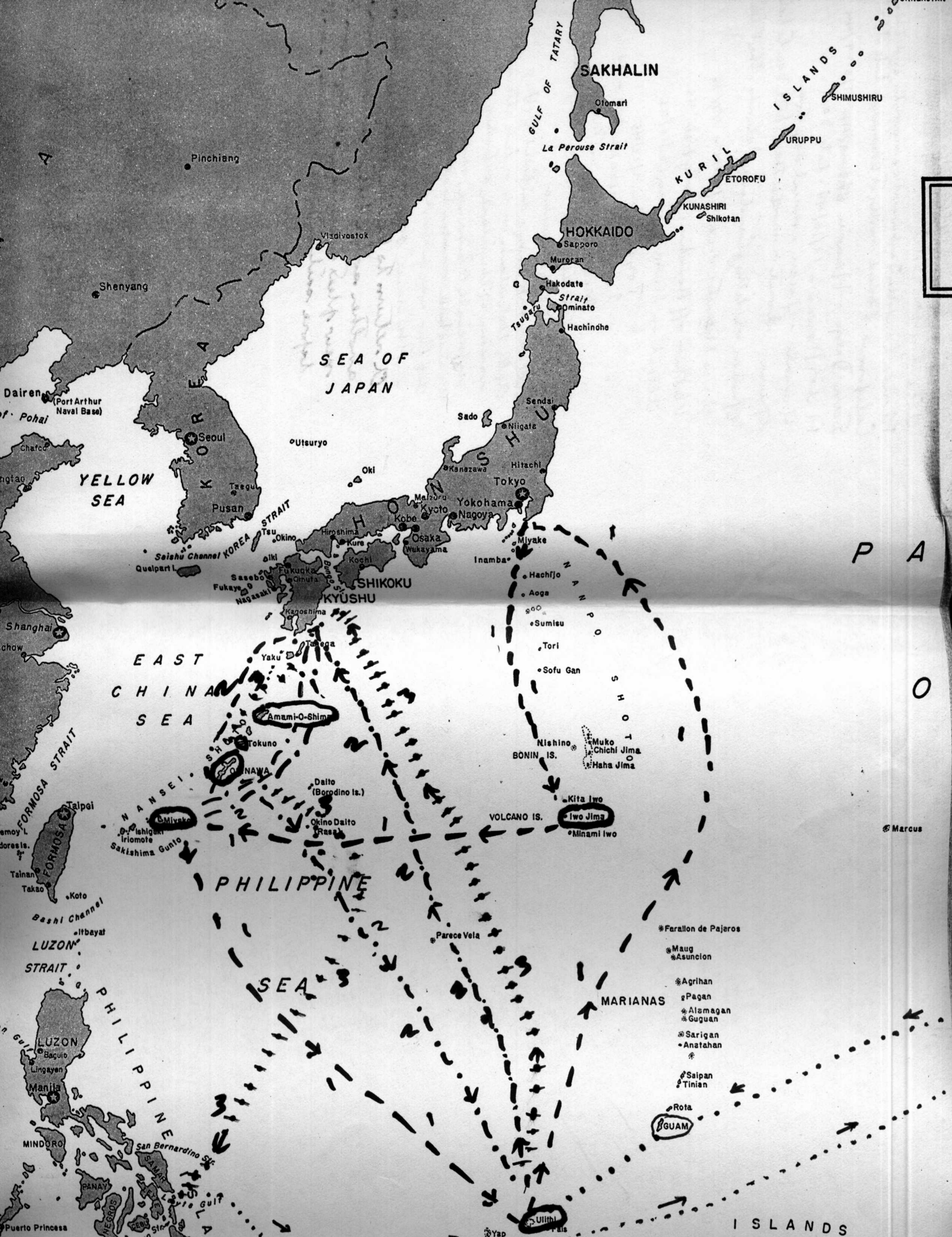
After that attacks more or less alternated between Kyushu & various of the islands extending southwest of there especially Okinawa, much the largest of the Nansei Shoto

We also had occasion to attack a small SE or frigate Yamato

All this was followed by a longer rest at Ulithi and then another "cruise" for attacks in the same area.

A return to Ulithi may have been followed by another sortie but eventually we got to the

new fleet anchorage at Leyte in the Philippines, before sailing home, reaching San Francisco 7/2/45



P A  
O

Marcus

Farallon de Pajaros

Maug  
Asuncion

Agrihan  
Pagan  
Almagan  
Guguan

Sarigan  
Anatohan

Salpan  
Tinian

Rota

GUAM

Uti

Yad

ISLANDS