

# U.S.C.S. Log

*Dedicated to the Study of Naval and Maritime Covers*

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January 2019

Whole No. 1022

## January 2019

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## USS MISSOURI Forever Stamp



*As part of the 2019 list of new stamps to be issued, the Postal Service celebrates USS MISSOURI (BB 63), America's last battleship, with the issuance of a commemorative stamp in 2019, coinciding with the 75th anniversary of MISSOURI's commissioning on 11 June 1944.*

*The stamp art depicts MISSOURI in the disruptive camouflage she wore from her commissioning until a refit in early 1945. See page 13 for more details.*

The **Universal Ship Cancellation Society, Inc.**, (APS Affiliate #98), a non-profit, tax exempt corporation, founded in 1932, promotes the study of the history of ships, their postal markings and postal documentation of events involving the U.S. Navy and other maritime organizations of the world.

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## From the Editor's Desk

From time-to-time, I enter the **USCS Log** in Philatelic Literature competitions to see how we match up to other journals. This year, I entered the Volume 84 set of **USCS Logs** for judging in the CHICAGOPEX 2018 Literature Competition. We did quite well with a Large Vermeil Medal. The judges noted that: "Regular columns consistently provide services members want and need..." Also, "Really like the "Beginning Collectors" column. Judge wrote: "... especially enjoyed "The Story Behind the Cover" regular feature...". As for production, the **Log** got 5 out of 5 —"Well printed on shiny paper stock - handsome!" Finally, under other comments, "You are to be commended for putting out this quality of journal monthly - well done!"



Thanks go to all who write articles and columns for the **USCS Log**. A special 'Thank you' goes to our printing company **Minuteman Press of Toledo, Ohio** for helping us put out a quality journal and for all our extra printing needs. Makes you want to be part of this success and write an article for 2019, doesn't it?

For those who need to renew your membership, you can keep receiving this award-winning journal by renewing now.

In other housekeeping reminders:

Send in your **USCS ballot** this week

Send any email or USPS changes to Steve Shay

Donate excess covers to the **Log Auction**

Write an article for the **USCS Log** soon.



## Send for Your Own Covers

USS JOHN C. STENNIS CARRIER STRIKE GROUP (JSCCSG)  
 USS JOHN C STENNIS (CVN 74) Deployed 5 October 2018  
 USS MOBILE BAY (CG 53)  
 USS MITSCHER (DDG 57)  
 USS DECATUR (DDG 73)  
 USS CHUNG-HOON (DDG 93)  
 USS STOCKDALE (DDG 106)  
 USS SPRUANCE (DDG 111)

**KEARSARGE AMPHIBIOUS READY GROUP**

USS KEARSARGE (LHD 3)  
 USS ARLINGTON (LPD 24)  
 USS FORT MCHENRY (LSD 43)

**Recently/Currently Deployed**

USS LEWIS B. PULLER (ESB 3) 5<sup>th</sup> Fleet AOR  
 USS NORTH DAKOTA (SSN 784) Deployed 1 August 2018  
 USS GEORGIA (SSGN 729) 6<sup>th</sup> Fleet AOR  
 USS CHEYENNE (SSN 773) Western Pacific  
 USS JASON DUNHAM (DDG 109) 5<sup>th</sup> Fleet AOR

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USCS Member Dealers**



Commissioning Sta.

January 12, 2019  
 Mayport Naval Station  
 Jacksonville, FL 32228



## Out of the Past

Naval History and  
Heritage Command

### 1 January 1959 (Modern)

The U.S. Naval Observatory introduces a system of uniform atomic time using cesium beam atomic oscillators. This measurement is adopted as standard by the International Committee on Weights and Measures.

### 5 January 1944 (WW II)

USS OMAHA (CL 4) and USS JOUETT (DD 396) were summoned to engage the German blockade runner BURGENLAND under the guise of SS RIO GRANDE. Gunfire and scuttling charges sank the German runner.

### 8 January 1945 (WW II)

During the continuing Japanese aerial kamikaze attacks on the Lingayen Gulf invasion force, escort carriers KITKUN BAY (CVE 71) and KADASHAN BAY (CVE 76) are damaged, as well as USS CALLAWAY (APA 35).

### 11 January 1905 (Classic)

The gunboat PETREL (PG 2) becomes the first U.S. Navy ship to enter Pearl Harbor, then Territory of Hawaii, by way of a newly-dredged channel.

### 15 January 1865 (Civil War)

In a joint amphibious force with the Union army, Rear Adm. David D. Porter and Maj. Gen. Alfred H. Terry capture Fort Fisher, Wilmington, N.C., which is the last port by which supplies from Europe could reach Confederate Gen. Robert E. Lee's troops at Richmond, Va..

### 20 January 1914 (Pre-WW I)

The aviation unit from Annapolis, Md., under Lt. John H. Towers, as Officer in Charge, arrived at Pensacola, Fla., to set up a flying school.

### 22 January 1941 (WW II)

During World War II, USS LOUISVILLE (CA 28) arrives at New York with \$148,342.212.55 in British gold brought from Simonstown, South Africa, to be deposited in US banks.

### 24 January 1991 (Modern)

Desert Shield/Desert Storm SEAL platoons from USS LEFTWICH (DD 984) and USS NICHOLAS (FFG 47) recaptures the island, Jazirat Qurah, the first Kuwaiti territory from Iraqis.

### 27 January 1945 (WW II)

Destroyer USS HIGBEE (DD 806) is commissioned. She is the first U.S. Navy combat ship to bear the name of a female member of the naval service. Under construction at Ingalls Shipbuilding is PCU LENA H. SUTCLIFFE HIGBEE (DDG 123) also named for Chief Nurse Lenah H. Sutcliffe Higbee (1874–1941), a pioneering Navy nurse who served as Superintendent of the U.S. Navy Nurse Corps during World War I. Her keel was laid 14 November 2017.

### 29 January 1945 (WW II)

While loading a cargo of depth charges in Lunga Roads, off Guadalcanal, USS SERPENS (AK 97) is destroyed by a massive explosion. All but two of the 198 Coast Guard crewmen, plus 57 Army stevedores are killed.

## Calendar of Events

Dates listed represent the best information available at the time of printing. Delay/change is beyond the control of the Log.

Send #10 SASE with a 50-cent or 'Forever' stamp to **Richard D. Jones**, 137 Putnam Ave., Ormond Beach FL 32174 for updated shipyard address list. **OR** request via e-mail: [bmcmjones@yahoo.com](mailto:bmcmjones@yahoo.com)

*Send only two covers per request and one request per event.*

? notes a tentative or uncertain date.

# signifies a change from previously published date.

### January 2019

12 PCU WICHITA (LCS 13) Commission NS Mayport FL

16 PCU MICHAEL MONSOOR (DDG 1001) Comm Coronado

### February 2019

16 PCU TULSA (LCS 16) Commission, San Francisco

### Spring 2019

?? PCU WINSTON B. JOHNSON (DDG 1002) Christening

?? PCU DELAWARE (SSN 791) Commissioning

### July 2019

27 PCU PAUL IGNATIUS (DDG 117) Comm. Port Everglades FL

*Thanks to: Dan Goodwin for providing the 2019 Anniversary updates, Mike Brock, & Rich Hoffner for ship event updates.*

### 2019 Ship Anniversaries

**40 YEARS** – EMORY S. LAND AS-39, 7/7; **35 YEARS** – GEORGIA SSGN-729, 2/11; HENRY M. JACKSON SSBN-730, 10/6; OLYMPIA SSN-717, 11/17; **30 YEARS** – PASADENA SSN-752, 2/11; PRINCETON CG-59, 2/11; PHILIPPINE SEA CG-58, 3/18; GUNSTON HALL LSD-44, 4/22; NEWPORT NEWS SSN-750, 6/3; WASP LHD-1, 7/29; SENTRY MCM-3, 9/2; PENNSYLVANIA SSBN-735, 9/9; TOPEKA SSN-754, 10/21; CHANCELLORSVILLE CG-62, 11/4; ABRAHAM LINCOLN CVN-72, 11/11; NORMANDY CG-60, 12/9; **25 YEARS** – SANTA FE SSN-763, 1/8; MONSOON PC-4, 1/22; TYPHOON PC-5, 2/12; CURTIS WILBUR DDG-54, 3/19; SIROCCO PC-6, 6/11; JOHN S. MCCAIN DDG-56, 7/2; SQUALL PC-7, 7/4; DEXTROUS MCM-13, 7/9; PORT ROYAL CG-73, 7/9; RHODE ISLAND SSBN-740, 7/9; STOUT DDG-55, 8/13; CHARLOTTE SSN-766, 9/16; ZEPHYR PC-8, 10/15; CHIEF MCM-14, 11/5; HARTFORD SSN-768, 12/10; MITSCHER DDG-57, 12/10; **20 YEARS** – PORTER DDG-78, 3/20; HIGGINS DDG-76, 4/24; O'KANE DDG-77, 10/23; **15 YEARS** – PINCKNEY DDG-91, 5/29; MONSEN DDG-92, 8/28; CHUNG-HOON DDG-93, 9/18; VIRGINIA SSN-774, 10/23; JAMES E. WILLIAMS DDG-95, 12/11; **10 YEARS** – GEORGE H.W. BUSH CVN-77, 1/10; GREEN BAY LPD-20, 1/24; STOCKDALE DDG-106, 4/18; TRUXTUN DDG-103, 4/25; WAYNE E. MEYER DDG-108, 10/10; MAKIN ISLAND LHD-8, 10/24; NEW YORK LPD-21, 11/7; **5 YEARS** – CORONADO LCS-4, 1/27; SOMERSET LPD-25, 3/31; NORTH DAKOTA SSN-784, 5/31; AMERICA LHA-6, 10/11.

### Got socks for the holidays?

Why not put them on and stay warm while you search your collection for duplicate covers to sell to help your fellow collectors build their collections? Advertise what you have to sell with an inexpensive ad on page 31. Only \$6.00 per month.



## Naval News

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### **Austal gets Long Lead Contract for 14th EPF Ship**

The US Navy has awarded Austal USA a contract for the procurement of long lead-time materials for the construction of the fourteenth Expeditionary Fast Transport (EPF) ship for the US Navy.

Long lead-time materials for the additional vessel will include diesel engines, water jets and reduction gears. This contract follows a similar award for procurement of long lead time items for EPF 13 earlier this year.

It is expected that these contracts will lead to full vessel contracts later in the fiscal year. If awarded, these full vessel contracts will ensure EPF construction continuity out until 4th quarter 2022.

Since 2008, nine SPEARHEAD-class EPFs have been delivered and are serving as an affordable solution to fulfilling the Military Sealift Command's requirements worldwide. Three additional EPFs are under construction at Austal USA.

### **USS DETROIT Starts Missile Module Testing**

Littoral combat ship USS DETROIT (LCS 7) began initial operational test and evaluation of the surface-to-surface missile module (SSMM) on 17 November, the US Navy has announced.

The SSMM is the newest addition to the Littoral Combat Ship Surface Warfare Mission Package, designed to counter potential swarms of attacking armed small craft.

The test and evaluation plan involves two fast inshore attack craft raid events that utilize the SSMM and Gun Mission Module (GMM), consisting of two 30mm guns, and 57mm weapons systems. IOT&E completion is planned for early 2019.

Included in the SSMM, are 24 Longbow Hellfire missiles, Gun Mission Module (GMM), Maritime Security Module, containing two 11-meter rigid hull inflatable boats, and the Aviation Mission Module, including an MH-60R Seahawk helicopter and a Vertical Take-Off Unmanned Air Vehicle, and was designed to complement the ship's organic weaponry to counter small-boat swarming threats and provide a visit, board, search and seizure capability.

### **USS THOMAS HUDNER (DDG 116) Commissioned**

The Navy commissioned its newest surface combatant, USS THOMAS HUDNER (DDG 116), during a ceremony in Boston on 1 December.

USS THOMAS HUDNER, commanded by CDR Nathan Scherry, a Peculiar, Missouri native, is the 66th ARLEIGH BURKE-class destroyer, and the 36th DDG 51 class destroyer built by General Dynamics Bath Iron Works (BIW). She is the first warship named for naval aviator and Medal of Honor recipient Capt. Thomas J. Hudner, Jr.

Capt. Hudner, a native of Fall River, Massachusetts, received the Medal of Honor for his heroic actions during the Battle of the Chosin Reservoir in 1950. Hudner crash landed his plane in a selfless effort to save the life of his wingman and friend, Ensign Jesse Brown, the Navy's first African American aircraft carrier qualified naval aviator.

The ship's sponsors, Mrs. Georgea Hudner, wife of Capt. Hudner, and Mrs. Barbara Miller, former Co-Chair of the Flag Officer Spouse Training, gave the traditional order to "Man this ship and bring her to life," signaling the Sailors to embark and officially begin service as a U.S. Navy ship.

Next, the ship will make her way to homeport in Mayport, Florida.

### **USS SIOUX City Arrives at Homeport**

Naval Station Mayport welcomed its newest newest surface combatant, USS SIOUX CITY (LCS 11), after her 17 November commissioning at the U.S. Naval Academy.

SIOUX CITY is the Navy's 13th littoral combat ship to enter the fleet and the sixth of the FREEDOM variant. It is the first ship named after Sioux City, the fourth-largest city in Iowa.

CDR Randy Malone is the ship's commanding officer.

### **PCU Lyndon B. Johnson Launched**

Bath Iron Works has launched the U.S. Navy's third and final ZUMWALT-class destroyer amid a debate over the future of the ship, which fell victim to its enormous price tag and changing requirements.

The future destroyer LYNDON B. JOHNSON (DDG 1002) was launched 9 December at Bath Iron Works, Maine, which happens when the drydock on which the ship rests is flooded until the ship is floating.

The Navy had planned to build 32 of the class but gradually slashed the number to three, which sent the Navy looking for a new mission for the ship. That has led to the current course change for the ZUMWALT-class, shifting to an anti-surface platform.

The Navy is focusing on integrating the Standard Missile 6 and potentially other anti-ship missiles to reorient the ship away from the land-attack mission.

### **LCS BILLINGS Completes Acceptance Trials**

The future USS BILLINGS (LCS 15) has completed her acceptance trials in the waters of Lake Michigan.

They were completed on 7 December after a series of graded in-port and underway demonstrations on the Great Lakes for the Board of Inspection and Survey.

LCS 15 is the eighth Freedom-variant LCS designed and built by the Lockheed Martin and is slated for delivery in 2019. Following delivery and commissioning, LCS 15 will sail to her Florida homeport in Mayport.

Seven more FREEDOM-variant ships are under construction at Fincantieri Marinette Marine Corp. in Marinette, Wisconsin. The future USS INDIANAPOLIS (LCS 17) was christened in April, and the future USS ST. LOUIS (LCS 19) was scheduled to be christened on 15 December 2018.

## President's Message

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It is a good thing that I am already gray and balding. My computer crashed in late November and I lost a major number of files. I managed to retrieve many and restored the hard drive to the original settings. Two days later it crashed again. Thus an early Christmas present to myself. Much of December has been taken up reinstalling software and rebuilding files. This is not my first crash—I should learn to back up my files to external media more often. A saving grace is that I keep most emailed articles in the cloud until I have used them in the **Log**. Therefore, I have a good supply of articles to start the year.

All members should have received the election package and ballot early in December. Please take time to vote if you have not done so. Participation in the election process is important to the board as it shows your support of those who are seriously trying to move USCS forward.

Some members also received their membership renewal letters. Please send in your dues this week. We need your support to keep USCS a viable philatelic society. With our award-winning journal and all of the membership services we offer, we are one of the best hobby bargains around.

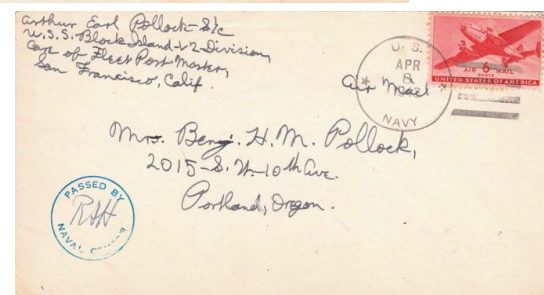
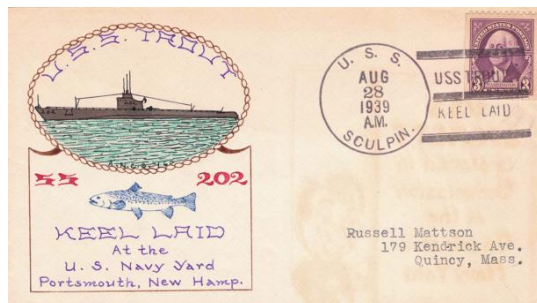
A step forward—a step back. This somewhat summarizes the activity our volunteers are having with the Website Renewal Committee. I recently received notice that the chair of the committee had to step down because of increased workload with his job. However, the committee members are regrouping and moving forward. The members are **Karl Zurn, John Germann, Paul Huber, Rich Hoffner, Stewart Milstein, Pete Leenhouts** and newly appointed member **Adam Francis**. I hope we can have a presentation ready for consideration at our Convention at WESTPEX in late April.

In this issue, you will see several articles concerning covers and material donated to benefit USCS and how the material is received and accounted for. Besides the annual Convention Auction material, other material is donated or consigned to USCS throughout the year. Our Heirs and Estates Committee chaired by **David Bernstein** evaluates this material for use in auctions, sales circuits, or recruiting items for use by our USCS Chapters. **David's** committee includes **Laurie Bernstein, Bob Reisinger, and Stewart Milstein**.

Please join us at the USCS Convention at WESTPEX in April. The discounted WESTPEX room rate is \$165/night plus taxes. The cut-off date for discounted rooms is **TBD**. You can easily make a reservation: <https://book.passkey.com/event/49695653/owner/12506/home> or you can make your reservation by phone using the code WES.

Enjoy this issue. Enjoy your hobby.

## USCS Auctions – take a look! USS TROUT (SS 202) Keel Laid USS BLOCK ISLAND (CVE 21)



**Just two of the covers featured in the January USCS Log auctions—check the listings on Pages 28 and 29.**

## DK ENTERPRISES WORLDWIDE POSTAL HISTORY

Our specialty is military, Naval, POW (Prisoner of War) and internment camp postal history, but we also offer a wide range of United States and worldwide stamps, collections, covers, postal history, state and federal revenues, and



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## The Goat Locker

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Well, the holidays are over and Santa Claus didn't bring that STORIS cover that was dropped by an Army bomber in August 1944. The mail clerk mimeographed a cachet on the reverse of every letter in the mail bag. The cutter was above Lat 75 N in the East Greenland Sea and you can see a copy of the cachet by visiting [www.warcovers.dk](http://www.warcovers.dk).

Speaking of polar material, I must apologize for a senior moment that I had last November when I wrote the December column. I mistakenly listed the three icebreakers loaned to Russia as NORTHWIND, EASTWIND & SOUTHWIND. Cutter EASTWIND never served under Joe Stalin. Cutter WESTWIND (281) was the third icebreaker to sail under the "hammer & sickle" along the Northern Sea Route.

### Cold Weather Test 1936

Originally scheduled for February 1935, USS RANGER (CV 4) was scheduled to conduct cold weather tests off the Labrador coast. The cruise never materialized because certain alterations aboard the carrier didn't occur in time. RANGER operated in Alaskan waters in late January and February 1936 conducting flight operations with a detachment of six Martin BM 1 from Bombing Squadron 3B (Black Panthers). USS LEA (118) and USS ROPER (147) participated in the operation, acting as guard ships for the carrier.

It should be noted RANGER was the first to use deck load-speakers and colored shirts on the flight deck - yellow shirts for plane directors or spotters and green shirts for arresting gear. Commissioned in June 1934, she is the only pre-war carrier to never have engaged the Japanese in battle but did earn two battle stars for North African operations during World War II. She was decommissioned in October 1946.



Figure 1: Airmail envelope sent by I.G. Brost, Reading PA to Leslie Merrell. He used a printer's cut of warship with ice floes cachet and wording **USS RANGER/ Goes to the North**, posted aboard 25 JAN 1936 & words **SELDOVA** (misspelled)/ **ALASKA** between killers. Seldovia is at Lat 59.4N Long 151.7W.

Cachet sponsors documenting the carrier's cruise to Alaskan waters include Deane Bartley (USCS #44), Lloyd Nace (USCS #318) and Leslie Merrell (USCS #1130). I remember one APS judge thinking that the mail clerk had different cachets aboard his destroyer and applying them to cover requests. He had no clue that cachet sponsors were receiving self-addressed, stamped envelopes from collectors and forwarding them to the ships for holiday cancellation. Non-members were charged a fee (a penny or two), but society members were free.



Figure 2: Printed envelope (Klotzback) with printer's "battleship" cut used by collector, W.D. Melville to aircraft carrier posted on 11 FEB 1936 with **SEWARD/ ALASKA** in killer bars. Seward is at Lat 60 N, .Long 149 W.

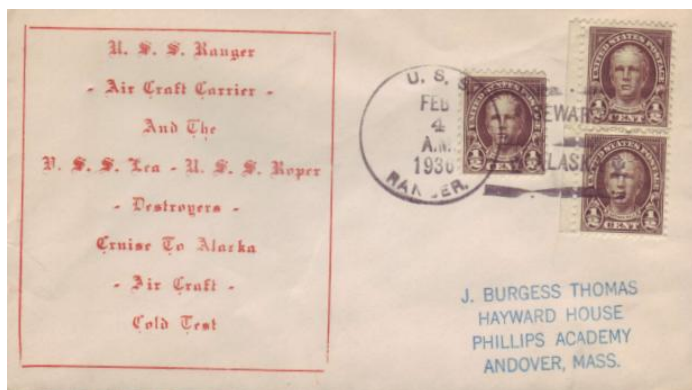
Dean Bartley used his 1935 stamp cachet removing the year that appeared above the word MANEUVERS, using a different ink color - RANGER (violet), LEA (red) and ROPER (green).



Figure 3: Stamped Bartley cachet (green) on cover to Carlton Greene, Buffalo NY posted aboard USS ROPER on 22 JAN 1936 with location **SEWARD/ ALASKA** in killer bars. Cover was m.c Seward AK same day on reverse.

Other Bartley cachets posted aboard ships include stamped violet cachet aboard RANGER on 25 JAN 1936 at Seldovia (correct spelling) and ROPER on 25 JAN 1936 at Kachemak, Alaska.

Cachet sponsor, Lloyd Nace documented the 1936 Aircraft - Cold Test by naming the carrier and destroyers in old English type lettering within a box. The printed cachet in different colors was sent- RANGER (red), LEA (green) and ROPER (red)



**Figure 4: Printed Nace cachet (red) posted aboard RANGER on 4 FEB 1936 with location SEWARD/ ALASKA between killers. Covers posted aboard LEA on 22 JAN 1936 and ROPER on 25 JAN 1936 with the ship's location between the killers.**

It would be another decade before an aircraft carrier would conduct cold weather tests in the Arctic. In March 1946, Task Group 21 consisting of USS MIDWAY (CV 41) and three destroyers, USS CHARLES R. WARE (865), USS STORMES (780) and USS VOGELGESANG (862) went into the Davis Strait between Labrador and Greenland. I had a sailor's envelope posted aboard MIDWAY, but traded it away.

#### Operation Highjump 1946-47

The only carrier even to venture in the Southern Ocean was USS PHILIPPINE SEA (CV 47) deployed as Task Group 68.4 during Operation Highjump, 1946-47. The aircraft carrier with 3448 officers and enlisted men departed Boston (12/27/46) loaded with six Douglas R4D transports-the military version of DC-3. They would be used in the mapping and aerial exploration of Antarctica.

These aircraft were flown 660 miles from the carrier, near Scott Island to Little America IV where a tent city and airfield were located on the frozen continent. It should be noted that the Navy Department would service philatelic mail for collectors that had to arrive to Staff Secretary; Task Force 68 by December 1st. Forty-two bags of incoming mail were carried to Antarctica by USS MOUNT OLYMPUS.

It's estimated by Commander T.R. Vogeley USN (Flag Sec'y) that about 140,000 covers were serviced by MaM (Mailman) 2/c D.M. Harris and seven other sailors. They applied the task force's cachet and ship's cancellation with the anticipated date of arrival of 10 January 1947. Ice conditions in Ross Sea prevents the Central Group from landing at Little America for five days. Visit the ASPP website: [www.south-pole.com](http://www.south-pole.com) and see the rest of the story under Antarctic Philately. The late Joe Lynch (USCS #8949) wrote some excellent articles on "Highjump" for the ASPP's publication "Ice Cap News" and they're on the web-site.

PHILIPPINE SEA was deployed below Lat 60 South and her crew was authorized the Antarctic Service Medal from 24 JAN- 3 FEB 1947. The ship's print shop produced a printed cachet (Navy South Pole Expedition) on both plain and airmail envelopes. It was designed by SN 1/c (Seaman) John Hagners, the chaplain's assistant aboard the carrier.



**Figure 5: Printed airmail envelope franked with over-payment (18 cents) and stamps killed with ship's circular cachet (undated) but Long 77W Lat 68S. Cachet listed in Postmark's Catalog as fancy (P-22c) cancel.**



**Figure 6: Airmail envelope franked with over-payment (18 cents) and stamps killed with ship's Type 2n cancel JAN 1947. Postmark has no date, but cachet indicates 7 JAN 1947 while the carrier was at Cristobal, Canal Zone**

It should be noted that both covers (unaddressed) never went into the mail system and were probably hand-backs to a collector aboard PHILIPPINE SEA. Only a stamp collector would use a block of four 6-cents airmail stamps.

Happy is a man (women) who has a hobby. For he (she) has two worlds to live in. Remember that appeared at the end of Charley Noble Auctions in the 1980s.

**Have you sent in your USCS Ballot?**

**Military Postal History Society**



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Ed Dubin, President, P.O. Box 586, Belleville, MI. 48112-0586  
[[dubine@comcast.net](mailto:dubine@comcast.net)]



## For Beginning Members

Reprinted from April 2000 *Log* - Page 7  
Still looking for a volunteer to take  
over this column.

## For Beginning Members

Bob Rawlins (L-5490)  
PO Box 981, Healdsburg CA 95448

### Launch and Christen, an explanation

Here's a quiz for you: Launching and Christening dates are:

- (1) always,
- (2) usually,
- (3) never the same?

Your answer will probably reveal your age.

If you answered (2), you're correct. In times past, (1) would have been correct, but no more. In that sense, the (1) s are old timers.

The purpose of the launching ceremony is to transfer the ship from the building ways or construction drydock to the water for completion. At a christening ceremony, the ship is officially named. The person who christens a ship, usually a woman and often a family member or descendant, is the sponsor. The beverage of choice for christening is a bottle of champagne, although plain water can be employed just as well.

Before the era of huge, the keel of a ship was laid down on an inclined building ways and the hull built from the keel up. In order to clear the ways for other construction, a ship would be launched when the hull was complete and watertight. For the launch ceremony, a platform for the official party would be constructed at the ship's bow. At the appropriate moment, the sponsor states, "I christen thee (name)," smashes the bottle of champagne (nicely encased in a metal mesh to prevent injury from flying glass) on the bow; the blocks holding the ship on the ways would be released and the ship would slide backwards, on a cradle, down the ways into the water. As a safety measure, a yard employee on board the ship always had a second bottle of bubbly ready to smash in case the lady's aim was poor.

Today, large ships—aircraft carriers, large amphibious ships and the like—are constructed in a dry dock, which is flooded to "launch" the ship. At Electric Boat, the OHIO class submarines were built on a large pad, which was transferred to a drydock. When the dry-dock was flooded the pad sank and the submarine "floated off." In both cases, the official christening ceremony is held at a later time. I recall being at the christening ceremony of USS DWIGHT D. EISENHOWER at Newport News Shipbuilding. The ship was waterborne alongside a pier and officially christened by Mamie Eisenhower to the cheers of the watching crowd.

The *Catalog of U.S. Naval Postmarks* has been careful to differentiate between the two events if held on different dates. An entry after "Lau" means launched and christened on the date given. If otherwise, "Chr" indicates the date the ship was officially named and a note following the cancel block provides the launch date.

Christening ceremonies are most impressive. Attend one, if you can.

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COVER  
MUSEUM

Visit the Naval Cover Museum

[https://www.navalcovermuseum.org/wiki/Naval\\_Cover\\_Museum](https://www.navalcovermuseum.org/wiki/Naval_Cover_Museum)

## Letters to the Editor

John Young <rkhooligan@aol.com>

To:bmcmjones@yahoo.com

Ahoy Dick Weber

In response to your inquiry in last month's log, I checked the *Alaskan Data Sheet #26* on the minesweepers and found that USS TANAGER was at Amchitka AK (6/2/35) and Kiska AK (6/15/35) The USS KINGFISHER was at Amchitka AK (6/2/35) and Kiska AK (6/10/35.)

USS OGLALA was at Dutch Harbor on June 5, 1935 according to known covers that are listed by Mike Vining and Bob Rawlins

As to the Byrd cover, it appears all three singers on the cover were in Mount Pleasant Iowa on June 3, 1935 with Admiral Byrd and Professor Thomas Pouler being honored with a parade. Pouler, his second in command during Byrd II Expedition was a professor at Iowa Wesleyan College and the admiral was there to deliver the commencement address at the college. Arthur Zuhn was on the ice party in Antarctica and assisted Pouler with cosmic ray readings while wintering over on the frozen continent.

Cheers & beers

John Young

Joseph Grasela Jr. <jojenjm@gmail.com>

To:bmcmjones@yahoo.com

Hello: could you please forward this link to fellow member **Dick Weber** USCS 7673. It will answer his question which appeared in December *Log*. Admiral Byrd was in Mount Pleasant Iowa because Pouler was a professor at the college in Mount Pleasant.

Thanks

Joe Grasela member 11730

Leavenworth, Kansas

<http://www.iowawatch.org/2018/08/04/iowans-aid-in-1934-polar-expedition/>

William Melver

<wmelver@gmail.com>

To:bmcmjones@yahoo.com

Mr. Jones,

Just happened to be browsing the December issue of the *Log* and noticed the "Out of the Past" column and thought I'd share the image scanned below. It is the January 1969 cover of the NR-1 (Naval Research 1), Admiral Rickover's pet project.

I worked on this project as a thermal hydraulic engineer, fresh out of college at the Knolls Atomic Power laboratory from 1966 to 1970. Chronicles of the NR-1 are told in the book, *Dark Waters* by Lee Vyborny, one of the original crew members of the NR-1. I've been collecting NR-1 covers for about 5 years - I'm sure there are many I still don't have and would like to reach out to members of USCS to help me complete my collection.

Thanks, **Bill Melver** - Akron, Ohio





## West Coast Navy News

*Ted Minter (9017)*

*18765 Florida St., Apt #312  
Huntington Beach CA 92648*



### USCGC POLAR STAR Preps for OP DEEP FREEZE 2019

US Coast Guard Cutter POLAR STAR is in Pearl Harbor to make final preparations before sailing to Antarctica in support of Operation Deep Freeze 2019.

The 42-year-old Coast Guard cutter is the United States' only operational heavy icebreaker. The crew is scheduled to make their sixth deployment in as many years to directly support the resupply of McMurdo Station – the United States' main logistics hub on Antarctica.

POLAR STAR recently completed a six-month drydock period where outdated equipment was upgraded or replaced. The 399-foot icebreaker is the only ship in the United States' fleet capable of clearing a path through the Antarctic ice to escort resupply ships to McMurdo Station. The resupply ships deliver cargo and fuel to sustain year-round operations on the remote continent.

Since 1955, U.S. Pacific Command has assisted in providing air and maritime support throughout the Antarctic continent. This year marks the 63rd iteration of the annual operation.

While in Pearl Harbor, the Polar Star will complete a variety of maintenance and repairs and to take on provisions in preparation for the month-long transit to Antarctica.

## USCS Convention, April 26-28, 2018

*Steve Shay (L-10821)*

The 2019 USCS Convention will be held at WESTPEX, April 26-28, at the San Francisco Airport Marriott Waterfront in Burlingame, California. Hotel booking information went up on the WESTPEX website ([www.westpex.com](http://www.westpex.com)) in mid-December. The information is as follows.

The show hotel is the San Francisco Airport Marriott Waterfront. The room rate is \$165/night. You can find a link on the WESTPEX website under the buttons along the left of the site, under HOTEL. Clicking this button provides information about the hotel and a link to the Marriot website where the show rate is already factored in. The cut-off date for discounted rooms is not stated at the time of this writing. You can easily make a reservation by clicking on the link or you can make your reservation by phone (650-692-9100) using the code WES to get the show rate. Parking at the show is available for \$5 per night using validated parking available at the WESTPEX check in counter.

The hotel is conveniently located very close to San Francisco International Airport (SFO). (You can watch the

planes landing from the lobby of the hotel or on the patio.) The hotel offers a 24 hour per day shuttle service to and from the airport. I've been going to WESTPEX at this hotel since the show first moved to this location and I believe that there are times the hotel sells out, so book early. There are a couple of other hotels within reasonable walking distance of the show.

There are three options for flying to the show. SFO is by far the closest and most convenient option. Another option is the Oakland International Airport (OAK), located across San Francisco Bay. There is connector rail transportation from the Oakland airport to BART (Bay Area Rapid Transit District) and BART runs to SFO where the airport shuttle could be picked up. This trip takes just over 1 hour, airport to airport. The BART option would avoid the need to rent a car or hire a car or shuttle. The third option is the San Jose International Airport (SJC,) located in San Jose. Mass transportation options are not quite as convenient, but via car, the hotel is about 50 minutes from the airport to the hotel. Depending on your choice of airlines, you may find one airport a better option than another but certainly, SFO is the most convenient.

While the hotel and airport are called "San Francisco" locations, they are really some distance from the city of San Francisco. BART is a good option for getting into the city. You can take the hotel shuttle to SFO and catch BART and a half hour train ride will drop you into downtown San Francisco. If you are interested in BART schedules, the site [www.bart.gov/planner](http://www.bart.gov/planner) offers a good planning tool.

The hotel offers 2 restaurants and there are a couple of restaurants within short walking distance. There is also a shuttle service offered by the city of Burlingame that runs from the hotel into downtown Burlingame where there are other eating options.

The convention is a joint convention with the Military Postal Historical Society (MPHS) and American Society of Polar Philatelists (ASPP.) (Two other societies will be convening at WESTPEX too, United States Stamp Society and Ryukyu Philatelic Specialist Society.) The USCS, MPHS and ASPP scheduled activities are as follows:

### Friday April 26

2 PM USCS USS CONSTITUTION Chapter meeting  
2 PM ASPP Meeting  
7 PM USCS Board meeting

### Saturday April 27

10 AM MPHS Meeting  
11 AM USCS Pearl Harbor Chapter meeting  
1 PM USCS Membership meeting  
2 PM USCS Presentation meeting  
3 PM Judges Feedback for Exhibitors  
6 PM Show banquet  
9 PM USCS Auction in the hospitality suite (approx. time)  
A hospitality suite shared by USCS, MPHS and ASPP will be open Thursday, Friday and Saturday evenings.

## Norfolk Navy News

*Darrell Millner (9859)*

*106 Maxwell Lane,  
Newport News VA 23606*



### Live Fire with a Purpose

Warships from the USS ABRAHAM LINCOLN (CVN 72) Carrier Strike Group (CSG), including the guided-missile cruiser USS LEYTE GULF (CG 55) and guided-missile destroyers USS BAINBRIDGE (DDG 96), USS MASON (DDG 87), and USS NITZE (DDG 94), participated in a proficient Live Fire With a Purpose (LFWAP) exercise in the Atlantic Ocean 19 November piercing the morning sky with Standard Missile (SM) 2 Block IIAs.

LFWAP is a reinvigorated missile exercise (MSLEX) program designed to increase fleet lethality and tactical proficiency. It is more robust than a traditional MSLEX in that it provides a more intensive tactical training experience to the watch team.

As combat systems technology improves, and in order to increase lethality, capability and readiness of U.S. Navy assets, LFWAP events continue to grow more complex. Each exercise enables crews to enhance their own tactics, techniques, and procedures, while improving operations with other guided-missile platforms and within the CSG construct.

### USS SIOUX CITY Commissioned at Annapolis

The U.S. Navy commissioned its newest surface combatant, the littoral combat ship USS SIOUX CITY (LCS 11), during a ceremony at the U.S. Naval Academy, 17 November.

LCS 11 is the first ship named after Sioux City, the fourth-largest city in Iowa.

The ship's sponsor, Mary Winnefeld, wife of former vice chairman of the Joint Chiefs of Staff, retired Adm. James "Sandy" Winnefeld, gave the traditional order to "Man this ship and bring her to life," signaling the Sailors to embark and officially begin service as a U.S. Navy ship.

SIOUX CITY joins Littoral Combat Ship Squadron Two and the other LCS vessels that call Naval Station Mayport home.

### USS BULKELEY (DDG 84) Returns to Norfolk

USS BULKELEY (DDG 84) returned to Naval Station Norfolk following a seven-month deployment to the Navy's U.S. 6th Fleet area of responsibility, 11 November.

The ship operated as part of the HARRY S. TRUMAN Carrier Strike Group (HSTCSG) and also conducted independent operations in support of 6th Fleet combatant commander requirements.

During the deployment, the ship traveled more than 56,000 nautical miles and navigated the Strait of Gibraltar four times. The crew conducted 26 underway replenishments and more than 900 hours of helicopter operations in support of various missions.

The ship conducted port visits to Greece, Norway, Scotland, Spain, and Turkey.

The ARLEIGH BURKE-class destroyer is named in honor of Vice Adm. John Duncan Bulkeley (1911-1996), best known for his extraordinary heroism as commander of Motor Torpedo Squadron 3 in the Pacific theater during World War II. The ship is homeported at Naval Station Norfolk

### KEARSARGE Amphibious Ready Group (ARG)

The KEARSARGE Amphibious Ready Group (ARG) successfully completed a composite training unit exercise (COMPTUEX), 2 November.

The ARG's COMPTUEX was a three-week, scenario-driven exercise focused on simultaneous missions and enhanced realism to test the capabilities of the KEARSARGE ARG and the 22nd Marine Expeditionary Unit (MEU) prior to their upcoming deployment. The exercise included embarked Marine Medium Tiltrotor Squadron 264, Helicopter Sea Combat Squadron 26, and Assault Craft Unit 4.

The KEARSARGE ARG consists of Amphibious Squadron 6, the 22nd MEU, the WASP-class amphibious assault ship USS KEARSARGE (LHD 3), USS ARLINGTON (LPD 24), and WHIDBEY ISLAND-class amphibious dock landing ship USS FORT MCHENRY (LSD 43). The guided-missile destroyers USS MCFAUL (DDG 74) and USS GRAVELY (DDG 107) also participated.

### Keeping the Fleet Ready

Detyens Shipyards Inc., North Charleston, South Carolina, was awarded contract for USNS COMFORT (T-AH 20) mid-term availability commencing on 8 January 2019. Work will include general steel and piping repairs, air conditioning plant installation and plant maintenance, steam driven fire pump turbine inspection, bilge and ballast segregation, lifeboat and life raft davit falls replacement, and ventilation duct cleaning.

Work will be performed in North Charleston, South Carolina, and is expected to be completed by 21 February.

### PCU MOBILE (LCS 26) Keel Laid

Austal USA laid the keel for the future USS MOBILE (LCS 26) on 14 December 2018. The keel has been truly and fairly laid by her sponsor, Mrs. Rebecca Byrne, wife of the Mayor of Mobile AL.

### TRUMAN CSG Returns for Holidays

Nearly 6,500 Sailors from the HARRY S. TRUMAN Carrier Strike Group (HSTCSG) returned to Naval Station Norfolk, 16 December, after completing an eight-month deployment to the 2nd, 5th and 6th Fleet areas of operation.

Returning units of HSTCSG include flagship USS HARRY S. TRUMAN (CVN 75), the nine squadrons of Carrier Air Wing (CVW) 1; USS NORMANDY (CG 60); and guided-missile destroyers of Destroyer Squadron Two Eight (DESRON 28), including USS ARLEIGH BURKE (DDG 51) and USS FORREST SHERMAN (DDG 98).

The strike group's ships and aircraft conducted a variety of missions, numerous bilateral and multilateral operations and exercises to include exercises Lightning Handshake 2018, Baltic Operations 2018 and Trident Juncture 2018.

*Thanks Navy Newsstand, Newport News Shipbuilding Press, and Austal USA Twitter.*

*Regards, Darrell*





## Late Date Pearl Harbor Ship Project Sponsored by Pearl Harbor Chapter 112

Contact: Lloyd Ferrell,  
uscstreasurer@aol.com

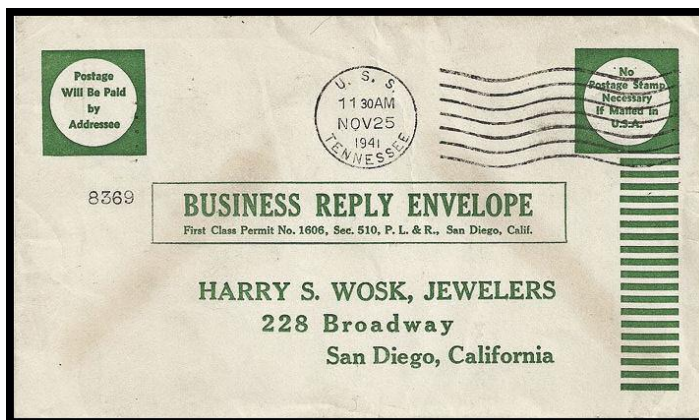
The new Late Date Project is the most exciting and ambitious activity the Pearl Harbor Chapter has ever undertaken. It also promises to be a useful resource for the future.

We've all seen pre-war covers from Pearl Harbor ships, cancelled in late 1941 shortly before the attack. Have you ever wondered just how many might be out there, or whether there are known examples from a certain ship? The goal of the Late Date Project is to create an electronic data base for scans of these covers, making them available for study. Arrangements have been made with the online *Naval Cover Museum* (NCM) to host the project, and they have already created a platform for it. (Go to the NCM, Special Collections, and then #2 for the Late Date project). At present, so far 11 members have submitted at total of some 75 scans for the project.

More scans are expected as the project develops—and this is where you can help. If you have a “late date” Pearl Harbor ship cover, it would be great if you would share a scan (front/back, at 300 dpi). For privacy, the owner's name is not posted on the NCM project site. Scans can be sent to me as the project coordinator.

So, what are late date covers? For the purpose of this project, they are defined as: Pre-war covers from about mid-November 1941 thru December 7, 1941. This includes philatelic covers, sailor mail, and official mail. Any pre-war cancellation from the ship. In addition to this, there may be cancels connected to Pearl Harbor ships cancelled elsewhere. For example: (1) official mail from a ship cancelled from a shore station; or (2), sailor mail identifying the ship in the return address, no matter where the cover was cancelled. All these cancels are included in this project. You'll notice that there is some leeway on the lower end date of cancels. I would suggest looking at the project scans already posted on the NCM. Even if you see a cover similar to one you might have, I would still like to add yours to the project.

Complete project details, as well as a list of standard Pearl Ships, can be found online at the *Facebook* group for Pearl Harbor Chapter 112. Once there, click on “Files” for the pdf documents. I would also be happy to email these to you if requested. Hope to hear from you about the project. My special thanks to **Tom Kean**, **Greg Ciesielski**, and **Jon Burdett** for their help.



*These are just two examples of Pearl Harbor ship covers submitted for the special Late Date Project. In this case, USS GREBE 14 NOV 1941, and USS TENNESSEE 25 NOV 1941. If you have late date pre-war covers, it would be great if you would share scans of them for the project.*

### Web Page Link

[https://www.navalcovermuseum.org/wiki/%22Late Date e%E2%80%9D Pearl Harbor Ship Project](https://www.navalcovermuseum.org/wiki/%22Late%20Date%20Pearl%20Harbor%20Ship%20Project)

no. 6<sup>3</sup>/<sub>4</sub> (3<sup>5</sup>/<sub>8</sub>" X 6<sup>1</sup>/<sub>2</sub>")

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## Cover of the Month

*Stewart Milstein*

A Peejay thermograph cacheted card hand cancelled aboard the US Navy diesel submarine USS POLLACK (SS 180), on 20 JUL 1937 at St. Nicolaas Aruba N.W.I. (Netherlands West Indies). The cover was autographed by Felix Count Luckner, the famed WW I Commanding Officer of the Imperial Germany Navy auxiliary cruiser SMS SEEADLER.

On 21 December 1916, the Imperial Germany Navy auxiliary cruiser SMS SEEADLER (SEA EAGLE), disguised as a Norwegian sailing ship, passed through the British Blockade to begin a 288-day voyage that ended on a reef halfway around the world. Commanded by Graf Felix von Luckner, the ship had little, if any effect, on the outcome of World War One. He temporarily drove up maritime insurance rates and tied down several Royal Navy warships, but his efforts did not change the course of the war. The voyage of SMS SEEADLER, however, has passed into naval history lore for its daring and almost bloodless exploits.

SMS SEEADLER was originally the 275 foot long, 1571-ton, steel hulled three masted US sailing ship PASS OF BALMAHA. Seized by the Imperial German Navy U-boat U-36 she was sailed to Cuxhaven, Germany and seized as a war prize. In Cuxhaven, the ship was fitted out with 2 105mm guns, 2 machine guns, an auxiliary 300 HP diesel engine, as well as extra space for her crew of 6 officers and 57 men and potential prisoners.

In the course of her voyage from Cuxhaven, that took south from the North Sea around Cape Horn to the South Pacific Ocean, SMS SEEADLER encountered 15 ships, steamers and sailing ships. She looked harmless enough and would often ask for chronometer time. By the time the officers of the Allied cargo ships knew that they had encountered a commerce raider, the raider's armament, no longer hidden behind hinged gunwales, had little choice but to surrender. Von Luckner, after taking whatever supplies he could from the Allied ships, sank almost all of them for a loss to the Allies of 30,099 tons of shipping and cargo. Only one person was killed in all these interceptions. The radioman aboard SS HORNGARTH, a British steamer, was killed when he failed to heed a warning not to use the radio. A shell splinter from a warning shot resulted in a wound that would prove to be fatal. Every other officer and crewman of every ship lost to SMS SEEADLER was taken aboard the cruiser. Eventually, there were almost 300 "guests" aboard. In order to relieve the overcrowded conditions and potential of having too many people to guard, the prisoners were placed aboard the next captured sailing ship. They were given sailing instructions and enough food to last until they reached a port on the east coast of South America. Before setting his captives free on the sailing ship that would take them to freedom, he had the masts trimmed down so that the ship could only make a minimum speed. This gave the SEEADLER time to clear the area.

SEEADLER found herself in the South Pacific and in need of repair. She anchored off the harbor of Mopelia Island. The ship slipped her anchor was lost upon a reef on 2 August 1917. Von Luckner took one of the ship's lifeboats, and with 4 crewmen, sailed to Fiji with the aim of stealing a ship so that he could go back to his stranded crew. He was captured by New Zealand forces and imprisoned. He escaped, and was recaptured. He would not be repatriated to Germany until 1919.

Ironically, 5 days after he left Mopelia, his stranded crewmen seized the French sailing ship LUTECE which was making a port call. The German crew sailed the ship to Easter Island where Chilean forces took them to Chile where they were interned for the duration of the war.

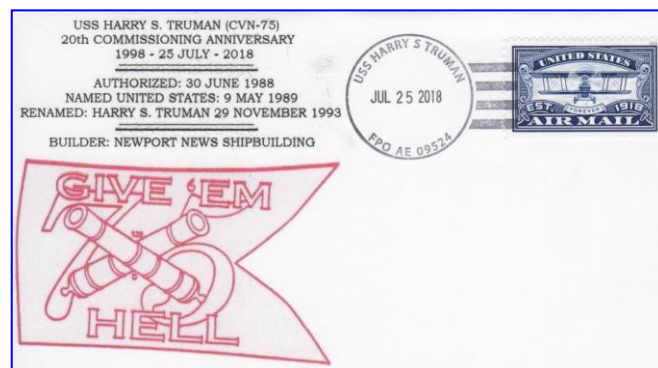
In the decade after World War I, von Luckner was celebrated for his wartime career and for his almost bloodless war at sea. He made several speaking tours in Europe as well as the United States. His wartime exploits were written up by Lowell Thomas in a book entitled, *"The Sea Devil."* Although a somewhat exaggerated account by a popular American author, it was an interesting story. In 1936 and 1937 von Luckner took his yacht SEETEUFFEL (SEA DEVIL) on a cruise to try and promote world peace. It was on this cruise that he signed this USS POLLACK cover. On the back of this card, it is noted in pencil, "Count von Luckner was at Aruba when the POLLACK arrived there. This autograph obtained by E.W. Oakes, Sm3/c ANCS ARGONAUT member aboard."



**USS POLLACK cover autographed by Felix Count Luckner, the famed WW I Commanding Officer of the Imperial Germany Navy auxiliary cruiser SMS SEEADLER.**

## Cover Received

*Mike Brock*





## What Happens – When Covers are Donated or Consigned to USCS

*Lloyd Ferrell (L-12082)*

*uscstreasurer@AOL.com*

Every year USCS members are asked for donations of covers, and requests come from different service managers. Have you ever found that confusing? Well, before becoming treasurer, I'll admit that I scratched my head a little. Last year I did a short article about how it all works, and it's time now to revisit and update the process.

There are three outlets for covers donated or sold by USCS:

- (1) **USCS Convention Auction.** Lloyd Ferrell (me) coordinates this. Handles only donations. Covers are sold at a live auction at the annual USCS Convention.
- (2) **Log Auction.** Laurie and David Bernstein are service managers. Handles both donated and consigned covers. Every month *The Log* lists the auction items, and since the magazine goes only to USCS members, this gives them first crack at buying the covers.
- (3) **Sales Circuit.** Stewart Milstein is the service manager. Handles both donated and consigned covers. A variety of methods are used to sell covers, including eBay and other websites. Members can also subscribe to a circuit by topic, e.g., battleships, where boxes of covers are sent and passed along.

Donations of covers can be made directly to any of the three outlets. All donations benefit USCS, and managers will sometimes share material to be sold. Let me say that USCS benefits 100% from covers that are donated. These funds are part of what keeps us afloat financially. For covers that are consigned, the owner is paid 80% of the gross, and USCS keeps just 20%—and from that USCS pays all of the expenses. In short, USCS benefits much more financially from donations, but consignments are also important.

Finally, if you donate covers to USCS you should receive a letter from the service manager. If you don't, contact me and I'll make sure one is sent out. All donations are tax deductible because USCS is a 501(3)c non-profit organization. Of course, we do not assign a value to the covers that are donated, but the acknowledge letter of receipt can be used for tax purposes.

Well, I think that covers it. Let me know if you have questions. Thanks.

## Recruiting Results for 2018

*Steve Shay (L-10,821)*

The recruiting results are in for 2018. We had a total of 23 new members.

Our top recruiter was **Paul Huber**, with 6.5 recruits. The other recruiters were **Rich Nallenweg** (4,) **Lloyd Ferrell** (3,) **John Young** (3,) **Stewart Milstein** (2,) **Rich Hoffner** (2,) **John Welch** (1,) **Mike Gilbert** (1) and the society table at the Columbus convention (1.)

This was the 14th year when USCS has paid a \$5 finder's fee for each new member recruited by a member. We will continue this again in 2019. For bringing in five new members you will receive a one year paid membership.

Please see if you can find a new member in 2019. We need your help. Your monthly *Log* has an application on page 31 of each issue. I can also provide applications or envelope stuffer cards to help your recruiting efforts. Just drop me a note via e mail or regular mail and I'll send some to you.

Thank you to all the recruiters in 2018!

## US Postal Service Honors USS MISSOURI

**Dave Kent** sent along this news release that one of the stamps to be issued in 2019 will feature USS MISSOURI.

The Postal Service celebrates USS MISSOURI (BB 63), America's last battleship, with the issuance of a commemorative stamp in 2019, coinciding with the 75th anniversary of MISSOURI's commissioning on 11 June 1944.

The stamp art depicts MISSOURI in the disruptive camouflage she wore from her commissioning until a refit in early 1945. MISSOURI earned numerous combat awards and citations during her decades of service, which include World War II, the Korean War and Operation Desert Storm. She played a momentous role when she hosted the ceremony marking Japan's surrender and the end of World War II. Designed by art director Greg Breeding, the stamp features a digital illustration by Dan Cosgrove.



### Sarasota National Stamp Exhibition

**Location:** Municipal Auditorium  
US Hwy. 41  
Known locally as 801 N. Tamiami Trail  
Sarasota, Florida

**Sponsor:** Sarasota Philatelic Club, Inc.

**Next Show:** February 1-3, 2019  
Fri. & Sat. 10 a.m.-5:30 p.m., Sun. 10 a.m.-3 p.m.

### Being a Member of a Regional USCS Chapter Enhances your Hobby Enjoyment. Interested in Forming a Chapter?

The Chapter Coordinator can help with lists of members in your area, organizational materials and other assistance to form your Chapter.

**Contact George F Marcincin, USCS Chapter Coordinator**  
911 Mohrsville Rd.  
Shoemakersville, PA 19555-9720  
[george.marcincin@verizon.net](mailto:george.marcincin@verizon.net)

**USPS Ship Event  
Address List**  
*Compiled by Rich Hoffner, Sr.*

Most early ship construction events are not documented by the construction shipyards. To document keel layings, launches, christenings, sea trials and commissioning, collectors must rely on getting the appropriate date cancel from the local post office near the construction event. With enough lead-time, pictorial cancellations can be approved. However, event dates fluctuate quite often resulting in only the USPS round dater as the cancel available.

The following list contains the contact information to obtain a cancel for most of the naval construction events.

Make sure your note explains the correct date you want on the cancel, proper 50-cent or FOREVER postage on each cover and a return envelope with proper postage so the individual covers are not sent through the automated system and over-sprayed.

**USPS**  
Alaska District  
3201 "C" Street  
Anchorage AK 99503

**Postmaster**  
USPS  
2650 Ohio St  
Bangor WA 98315-9998

**Postmaster**  
USPS  
750 Washington St.  
Bath ME 04530-9998

**Postmaster**  
Customer Services  
USPS  
602 Pacific Ave.,  
Bremerton WA 98337-9998

**Customer Services – USPS**  
1050 Forbell Street  
Brooklyn NY 11256

**Postmaster**  
USPS  
Customer Services  
4th & Market Streets  
Camden NJ 08101-9998

**Postmaster**  
USPS  
8700 Astronaut Blvd  
Cape Canaveral FL 32920-9998

**USPS**  
Officer in Charge  
Clearwater, FL 33758-9998

**Postmaster**  
USPS  
3102 Hoyt Ave.  
Everett WA 98201-9998

**USPS**  
Pictorial Cancels  
1900 W. Oakland Park Boulevard  
Fort Lauderdale FL 33316-9998

**Postmaster**  
601 25<sup>th</sup> street  
Galveston TX 77550-9998

**Postmaster**  
USPS  
100 Plaza Court  
Groton, CT 06340-9998

**Postmaster, USPS**  
Customer Services  
3600 Aolele St.,  
Honolulu HI 96820-9661

**USPS**  
Business Mail Entry  
3650 Southside Blvd.  
Jacksonville FL 32216-9651

**USPS**  
MOU1  
Attn: Philatelic Services  
1025 Quincy Ave.,  
Pearl Harbor HI 96869-5104

**Retail Specialist**  
Houston District  
600 N Sam Houston Pkwy W  
Houston TX 77067-9997

**Postmaster**  
Attn: Pictorial Cancels  
1100 Kings Road  
Jacksonville FL 32203-9998

**General Manager**  
Stamp Fulfillment Services, USPS  
Cancellations Division  
8300 Underground Dr., Pillar 210  
Kansas City MO 64144-0001

**Postmaster**  
USPS  
400 Whitehead St  
Key West FL 33040-9998

**Postmaster**  
USPS  
1998 State Hwy 308  
Keyport WA 98345-9998

**Postmaster**  
USPS 10 Sharpleigh Rd, Ste 9998  
Kittery ME 03904-1481

**Postmaster**  
USPS  
706 Crescent Ave  
Lockport, LA 70374-9998

**Postmaster**  
USPS  
Philatelic Coordinator  
Pictorial Cancellation Request  
300 N. Long Beach Blvd.  
Long Beach, CA 90802

**Postmaster**  
USPS  
1203 Franklin St.  
Manitowoc WI 54220-9998

**Postmaster, USPS**  
2016 Maple Ave.  
Marinette WI 54143-9998

**Postmaster**  
Secretary (A)  
MOBILE MPOO 7  
250 St. Joseph Street  
Mobile AL 36601-2001

**Postmaster**  
USPS  
701 Loyola Ave.  
New Orleans LA 70113-9998

**Postmaster**  
320 Thames Street  
Newport RI 02840-9998

**Postmaster**  
USPS  
101 25th St.  
Newport News VA 23607-9998

**Postmaster, USPS**  
Special Events Coordinator  
380 West 33<sup>rd</sup> St., Room 4032  
New York NY 10199

**Postmaster**  
U S P S  
P O Box 719  
Norfolk VA 23501-9998

**Postmaster**  
USPS  
7715 Post Road.  
North Kingstown RI 02852-9998

**Postmaster**  
USPS  
911 Jackson Ave.  
Pascagoula MS 39567-9998

**USPS**  
Attention: Philatelic Clerk  
3500 W. Court Street  
Pasco WA 99301

**Postmaster**  
A/ Retail Specialist  
3190 S. 70th Street Room 509  
Philadelphia PA 19153-9611

**Postmaster**  
Customer Services  
P. O. Box 3480  
Portland OR 97208-3480



Postmaster  
USPS  
Attn: Customer Services  
80 Daniel St.  
Portsmouth NH 03801-9998

Postmaster  
USPS  
933 Broad Street  
Portsmouth VA 23707

Postmaster  
USPS  
724 Charlie Smith Highway  
St. Mary's GA 31558-9998

Philatelic Cancels  
MLS MOW, San Diego  
11251 Rancho Carmel Drive  
San Diego CA 92199-9709

Postmaster  
Attn: Customer Services  
Rincon Center Post Office  
P.O. Box 193737  
San Francisco, CA 94189-3737

Postmaster  
US Post Office  
839 S. Beacon Street  
San Pedro CA 90731-9998

USPS  
Marketing Manager, Santa Ana Dist.  
3101 W. Sunflower Ave.  
Santa Ana CA 92799-9321

USPS  
Retail Specialist  
Seattle District Retail  
34301 9<sup>th</sup> Ave. S Suite 304  
Federal Way WA 98003-7091

Postmaster  
Customer Services  
Midtown Station,  
301 Union St.,  
Seattle, WA 98101-9998

US Post Office  
Postmaster  
442 Stutzmantown Road  
Shanksville PA 15560

Postmaster, USPS  
10855 Silverdale Way NW  
Silverdale WA 98383-9998

Postmaster  
Customer Services, USPS  
45 Bay Street  
Staten Island NY 10301-9998

Customer Service  
USPS  
PO Box 2215  
Virginia Beach VA 23450-9998

Postmaster  
USPS  
1335 West Bank Xpy  
Westwego LA 70094-9998

Postmaster  
152 N. Front Street  
Wilmington NC 28401-9998

**Note:** Most USCS members who send for cover postmarks apply their cachets after they receive the serviced covers back. Then they can adjust the cachet design so it does not interfere with the cancel location and/or size.

## Membership Dues

*Lloyd Ferrell (L-12,082)*

*USCS Treasurer*

*PO Box 7237, Aloha, OR 97007*

*uscstreasurer@aol.com*

By the time this is published, if your membership is up for renewal, you should have already gotten your notice. If not, you should be good for at least another year, but if you're unsure, please contact our secretary Steve Shay, or me, and we'll check it out. As for how the renewal is going so far...well, this update is written at least a month ahead of time for publication deadlines. I'll have the details to report next month.

For now, I'd like to encourage you to mail back the renewal form right away. It really helps in keeping finances and membership rolls current. The membership year for USCS runs from 1 April to 31 March of the following year. However, because of printing deadlines, we'll need to have your payment no later than 1 March to insure you get the **Log** for April 2019. So, if you want to continue your membership, **please** take care of the renewal invoice right away.

Two years ago, USCS began offering Life Membership, with the cost on a sliding scale based on age. This has been a popular option for many, and last year I took advantage of it myself. There are some breakpoints for age, and if you reach that age before by 31 March 2019, you'll qualify for the lower amount. Details about Life Membership are in the notice, and I think you'll be pleasantly surprised that the adjusted cost is really quite affordable now. It's worth your consideration.

For regular membership, the rates have remained the same. We understand that not everyone is able, or may not want, to continue membership. If that's the case, please check the box on your notice to let us know to avoid getting a second notice from us later on. However, we hope that you'll stick around for 2019—now the 87<sup>th</sup> year for USCS. We value your membership and support for the hobby we all enjoy so much. Thanks.



## AmeriStamp Expo - APS Winter Convention

**When:** February 15-17, 2019  
**Hours:** Friday and Saturday 10 a.m.-6 p.m.  
Sunday 10 a.m.-4p.m.  
**Where:** Mesa Convention Center  
263 N. Center St.  
Mesa, Arizona 85201

## FPO List of U.S. Navy Ships With Unit and Box Numbers

The following is an alphabetical list of U.S. Navy ships with their new mailing addresses. Ships that are named for individuals are listed by the first name of that individual. For example, USS ABRAHAM LINCOLN is listed under the "A" rather than the "L". Ships in blue-to be decommissioned 2018. Ships in RED – commission in 2019.

### - A -

USS ABRAHAM LINCOLN (CVN 72)	UNIT 100349 BOX 1 FPO AE 09520
USS ALABAMA (SSBN 731)	UNIT 100112 BOX 1 FPO AP 96698
USS ALASKA (SSBN 732)	UNIT 100248 BOX 1 FPO AA 34090
USS ALBANY (SSN 753)	UNIT 100264 BOX 1 FPO AE 09564
USS ALEXANDRIA (SSN 757)	UNIT 100270 BOX 1 FPO AP 96660
USS AMERICA (LHA 6)	UNIT 100233 BOX 1 FPO AP 96660
USS ANCHORAGE (LPD-23)	UNIT 100520 BOX 1 FPO AP 96660
USS ANNAPOLIS (SSN 760)	UNIT 100273 BOX 1 FPO AP 96692
USS ANTIETAM (CG 54)	UNIT 100130 BOX 1 FPO AP 96660
USS ANZIO (CG 68)	UNIT 100272 BOX 1 FPO AE 09564
USS ARDENT (MCM 12)	UNIT 100417 BOX 1 FPO AP 96660
USS ARLEIGH BURKE (DDG 51)	UNIT 100271 BOX 1 FPO AE 09565
USS ARLINGTON (LPD 24)	UNIT 100341 BOX 1 FPO AE 09564
USS ASHEVILLE (SSN 758)	UNIT 100186 BOX 1 FPO AP 96660
USS ASHLAND (LSD 48)	UNIT 100147 BOX 1 FPO AP 96660

### - B -

USS BAINBRIDGE (DDG 96)	UNIT 100325 BOX 1 FPO AE 09565
USS BARRY (DDG 52)	UNIT 100278 BOX 1 FPO AP 96692
USS BATAAN (LHD 5)	UNIT 100309 BOX 1 FPO AE 09554
USS BENFOLD (DDG 65)	UNIT 100177 BOX 1 FPO AP 96661
USS BILLINGS	UNIT 100411 BOX 1 FPO AA 34088
USS BLUE RIDGE (LCC 19)	UNIT 100102 BOX 1 FPO AP 96628
USS BOISE (SSN 764)	UNIT 100276 BOX 1 FPO AE 09565
USS BONHOMME RICHARD (LHD 6)	UNIT 100184 BOX 1 FPO AP 96617
USS BOXER (LHD 4)	UNIT 100166 BOX 1 FPO AP 96661
USS BREMERTON (SSN 698)	UNIT 100107 BOX 1 FPO AP 96661
USS BULKELEY (DDG 84)	UNIT 100319 BOX 1 FPO AE 09565
USS BUNKER HILL (CG 52)	UNIT 100125 BOX 1 FPO AP 96661

### - C -

USS CALIFORNIA (SSN 781)	UNIT 100517 BOX 1 FPO AE 09566
USS CAPE ST GEORGE (CG 71)	UNIT 100153 BOX 1 FPO AP 96662
USS CARL VINSON (CVN 70)	UNIT 100111 BOX 1 FPO AP 96629
USS CARNEY (DDG 64)	UNIT 100302 BOX 1 FPO AE 09583
USS CARTER HALL (LSD 50)	UNIT 100121 BOX 1 FPO AE 09573
USS CHAFEE (DDG 90)	UNIT 100199 BOX 1 FPO AP 96662
USS CHAMPION (MCM 4)	UNIT 100211 BOX 1 FPO AP 96662
USS CHANCELLORSVILLE (CG 62)	UNIT 100312 BOX 1 FPO AP 96662
USS CHARLESTON (LCS 18)	UNIT 100474 BOX 1 FPO AP 96694
USS CHARLOTTE (SSN 766)	UNIT 100163 BOX 1 FPO AP 96662
USS CHEYENNE (SSN 773)	UNIT 100178 BOX 1 FPO AP 96662
USS CHICAGO (SSN 721)	UNIT 100126 BOX 1 FPO AP 96662
USS CHIEF (MCM 14)	UNIT 100164 BOX 1 FPO AP 96662
USS CHINOOK (PC 9)	UNIT 100294 BOX 1 FPO AE 09566
USS CHOSIN (CG 65)	UNIT 100142 BOX 1 FPO AP 96662
USS CHUNG-HOON (DDG 93)	UNIT 100203 BOX 1 FPO AP 96662
USS COLE (DDG 67)	UNIT 100303 BOX 1 FPO AE 09566
USS COLORADO (SSN 788)	UNIT 100493 BOX 1 FPO AE 09594
USS COLUMBIA (SSN 771)	UNIT 100172 BOX 1 FPO AP 96662
USS COLUMBUS (SSN 762)	UNIT 100156 BOX 1 FPO AE 09591
USS COMSTOCK (LSD 45)	UNIT 100230 BOX 1 FPO AP 96662
USS CONNECTICUT (SSN 22)	UNIT 100187 BOX 1 FPO AP 96662
USS CORONADO (LCS 4)	UNIT 100129 BOX 1 FPO AP 96662
USS COWPENS (CG 63)	UNIT 100138 BOX 1 FPO AP 96662
USS CURTIS WILBUR (DDG 54)	UNIT 100160 BOX 1 FPO AP 96683

### - D -

USS DECATUR (DDG 73)	UNIT 100185 BOX 1 FPO AP 96663
USS DETROIT (LCS 7)	UNIT 100212 BOX 1 FPO AA 34086
USS DESTAVATOR (MCM 6)	UNIT 100220 BOX 1 FPO AE 09567
USS DEWEY (DDG 105)	UNIT 100224 BOX 1 FPO AP 96663
USS DEXTROUS (MCM 13)	UNIT 100346 BOX 1 FPO AE 09567
USS DONALD COOK (DDG 75)	UNIT 100516 BOX 1 FPO AE 09566
USS D D EISENHOWER (CVN 69)	UNIT 100236 BOX 1 FPO AE 09532

### - E -

USS EMORY S LAND (AS 39)	UNIT 100104 BOX 1 FPO AP 96667
USS ESSEX (LHD 2)	UNIT 100150 BOX 1 FPO AP 96643

### - F -

USS FARRAGUT (DDG 99)	UNIT 100239 BOX 1 FPO AA 34091
USS FIREBOLT (PC 10)	UNIT 100297 BOX 1 FPO AE 09569
USS FITZGERALD (DDG 62)	UNIT 100173 BOX 1 FPO AP 96665
USS FLORIDA (SSGN 728)	UNIT 100320 BOX 1 FPO AA 34091
USS FORREST SHERMAN (DDG98)	UNIT 100327 BOX 1 FPO AE 09569
USS FORT MCHENRY (LSD 43)	UNIT 100252 BOX 1 FPO AA 34091
USS FORT WORTH (LCS 3)	UNIT 100228 BOX 1 FPO AP 96665
USS FRANK CABLE (AS 40)	UNIT 100105 BOX 1 FPO AP 96657
USS FREEDOM (LCS 1)	UNIT 100217 BOX 1 FPO AP 96665

### - G -

USS GABRIELLE GIFFORDS (LCS10)	UNIT 100470 BOX 1 FPO AP 96694
USS GEORGE HW BUSH (CVN 77)	UNIT 100331 BOX 1 FPO AE 09513
USS GEO WASHINGTON (CVN 73)	UNIT 100148 BOX 1 FPO AE 09550
USS GEORGIA (SSGN 729)	UNIT 100241 BOX 1 FPO AA 34091
USS GERALD R FORD (CVN 78)	UNIT 100328 BOX 1 FPO AE 09523
USS GERMANTOWN (LSD 42)	UNIT 100123 BOX 1 FPO AP 96666
USS GETTYSBURG (CG 64)	UNIT 100269 BOX 1 FPO AE 09592
USS GLADIATOR (MCM 11)	UNIT 100413 BOX 1 FPO AE 09594
USS GONZALEZ (DDG 66)	UNIT 100306 BOX 1 FPO AE 09570
USS GRAVELY (DDG 107)	UNIT 100337 BOX 1 FPO AE 09570
USS GREEN BAY (LPD 20)	UNIT 100218 BOX 1 FPO AP 96666
USS GREENEVILLE (SSN 772)	UNIT 100176 BOX 1 FPO AP 96666
USS GRIDLEY (DDG 101)	UNIT 100206 BOX 1 FPO AP 96666
USS GUNSTON HALL (LSD 44)	UNIT 100259 BOX 1 FPO AE 09573

### - H -

USS HALSEY (DDG 97)	UNIT 100139 BOX 1 FPO AP 96667
USS HAMPTON (SSN 767)	UNIT 100157 BOX 1 FPO AE 09591
USS HARPERS FERRY (LSD 49)	UNIT 100165 BOX 1 FPO AP 96665
USS HARRY S TRUMAN (CVN 75)	UNIT 100255 BOX 1 FPO AE 09524
USS HARTFORD (SSN 768)	UNIT 100293 BOX 1 FPO AE 09573
USS HAWAII (SSN 776)	UNIT 100208 BOX 1 FPO AP 96667
USS HELENA (SSN 725)	UNIT 100131 BOX 1 FPO AE 09573
USS HENRY JACKSON (SSBN 730)	UNIT 100117 BOX 1 FPO AP 96698
USS HIGGINS (DDG 76)	UNIT 100188 BOX 1 FPO AP 96667
USS HOPPER (DDG 70)	UNIT 100182 BOX 1 FPO AP 96667
USS HOWARD (DDG 83)	UNIT 100191 BOX 1 FPO AP 96667
USS HUE CITY (CG 66)	UNIT 100272 BOX 1 FPO AA 34091
USS HURRICANE (PC 3)	UNIT 100283 BOX 1 FPO AE 09573

### - I -

USS ILLINOIS (SSN 786)	UNIT 100409 BOX 1 FPO AP 96694
USS INDEPENDENCE (LCS-2)	UNIT 100223 BOX 1 FPO AP 96668
USS INDIANA (SSN 789)	UNIT 100513 BOX 1 FPO AE 09595
USS INDIANAPOLIS (LCS 17)	UNIT 100235 BOX 1 FPO AA 34086
USS IWO JIMA (LHD 7)	UNIT 100318 BOX 1 FPO AA 34094

### - J -

USS JACKSON (LCS 6)	UNIT 100231 BOX 1 FPO AP 96692
USS JACKSONVILLE (SSN 699)	UNIT 100109 BOX 1 FPO AP 96669
USS JAMES E WILLIAMS (DDG 95)	UNIT 100323 BOX 1 FPO AE 09575
USS JASON DUNHAM (DDG 109)	UNIT 100336 BOX 1 FPO AE 09567
USS JEFFERSON CITY (SSN 759)	UNIT 100146 BOX 1 FPO AP 96669
USS JIMMY CARTER (SSN 23)	UNIT 100167 BOX 1 FPO AP 96669
USS JOHN C STENNIS (CVN 74)	UNIT 100175 BOX 1 FPO AP 96615
USS JOHN FINN (DDG 113)	UNIT 100122 BOX 1 FPO AP 96691
USS JOHN P MURTHA	UNIT 100440 BOX 1 FPO AP 96694
USS JOHN PAUL JONES (DDG 53)	UNIT 100158 BOX 1 FPO AP 96669
USS JOHN S MCCAIN (DDG 56)	UNIT 100161 BOX 1 FPO AP 96672
USS JOHN WARNER (SSN 785)	UNIT 100399 BOX 1 FPO AE 09583

### - K -

USS KEARSARGE (LHD 3)	UNIT 100284 BOX 1 FPO AE 09534
USS KENTUCKY (SSBN 737)	UNIT 100144 BOX 1 FPO AP 96698
USS KEY WEST (SSN 722)	UNIT 100132 BOX 1 FPO AP 96683
USS KIDD (DDG 100)	UNIT 100209 BOX 1 FPO AP 96670

### - L -

USS LABOON (DDG 58)	UNIT 100296 BOX 1 FPO AE 09577
USS LAKE CHAMPLAIN (CG 57)	UNIT 100135 BOX 1 FPO AP 96671
USS LAKE ERIE (CG 70)	UNIT 100155 BOX 1 FPO AP 96671
USS LASSEN (DDG 82)	UNIT 100190 BOX 1 FPO AA 34091



UNIT 100152 BOX 1 FPO AP 96683  
UNIT 100351 BOX 1 FPO AE 09583  
UNIT 100261 BOX 1 FPO AP 96692  
UNIT 100221 BOX 1 FPO AP 96683  
UNIT 100266 BOX 1 FPO AA 34093  
UNIT 100243 BOX 1 FPO AE 09591  
UNIT 100298 BOX 1 FPO AE 09591  
UNIT 100384 BOX 1 FPO AA 34087  
UNIT 100225 BOX 1 FPO AP 96671  
UNIT 100317 BOX 1 FPO AE 09591  
UNIT 100305 BOX 1 FPO AA 34093  
UNIT 100291 BOX 1 FPO AA 34093  
UNIT 100381 BOX 1 FPO AP 96693

**C.O.P.E. or POSTAL LOGISTIC SPECIALIST**  
**USS UNDERWAY (DDG 2019)**  
**UNIT 100000 BOX 1**  
**FPO AA 34093 (5 DIGIT CODE ONLY)**

### **The Story Behind the Cover...**

**USS ASTORIA (CA 34) in 1939 –  
Returning ashes of Hiroshi Saito to Japan**

**Lloyd Ferrell (L-12082)**

**PO Box 2086**

**Beaverton, Oregon 97075**

**uscstreasurer@aol.com**



Recently I purchased a cover mailed by a sailor on board the cruiser ASTORIA during a 1939 stopover in the Philippines. An unusual and quite interesting cover—mostly because ASTORIA was headed home after returning the ashes of Ambassador Hiroshi Saito back to Japan. It's the story of this special mission, rather than the cover itself, that is most important in this case.

Although I don't have a specialized collection for the cruiser ASTORIA, over time I have accumulated a number of covers. The ship was named in honor of Astoria, Oregon, where both my wife and I were born. Located near the mouth of the Columbia River, the entire area has a rich maritime history that I was keenly aware of while growing up. Shipwrecks from the past were still visible along the shore, and stories were still fresh in the minds of local residents. Astoria is the oldest settlement west of the Rockies (1811) and it also had the first post office (1847). With the city's colorful history, it's not surprising that the name "ASTORIA" was chosen when construction of a new navy cruiser began in 1930. She was commissioned at Bremerton in April 1934. Surprisingly, it does not appear that the cruiser ASTORIA ever visited her namesake city.

For most of her career, ASTORIA was based out of San Pedro, California, part of the Navy Scouting Force. During peacetime years, most naval vessels participated in the annual Fleet Problem training exercise, a huge event where ships and aircraft engaged in mock battles. The location for these maneuvers varied, and in February 1939 *Fleet Problem XX* was held in the Caribbean and Atlantic Ocean, with President Franklin Roosevelt observing. It was this exercise that brought the cruiser ASTORIA to the east coast, and by happenstance marked the beginning of her most significant pre-war assignment.

#### **The Death of Hiroshi Saito**



**Hiroshi Saito (1886-1939), former ambassador to the U.S. After his death, ASTORIA carried his ashes back to Japan on a goodwill mission.**

On 26 February 1939, former Japanese ambassador Hiroshi Saito passed away in Washington D.C. He had only recently resigned his post for health reasons; however, his

death was still unexpected. Saito had first come to Washington as ambassador in 1934, and had worked closely with President Roosevelt as relations between the countries deteriorated. Roosevelt considered him a personal friend. Now with Saito's death, he saw an opportunity for a gesture of good will by having the Navy formally return his ashes to Japan. It is said that Roosevelt personally selected the cruiser ASTORIA for the honor.

As the ambassador to the United States, Hiroshi Saito was highly regarded, but had it not been for current political tensions, the mission would probably not have taken place. In Europe, the world was watching the rise of Hitler and Mussolini; and in the Pacific, it was the aggressive Japanese actions, especially in China, that were of concern. In 1937, Japan invaded China in an undeclared war, and relations with the United States were further strained with the sinking of the river gunboat PANAY. Even though reparations were agreed to, relations with Japan remained poor. With this background, the gesture of returning ambassador Saito's ashes was viewed as a signal that, perhaps, relations between the U.S. and Japan were not irreparable.

#### **ASTORIA Headed for Japan**

It was on March 6<sup>th</sup> that newspapers announced the special mission of ASTORIA. At the time, the ship was at Norfolk, having just completed the fleet exercise. Before her new assignment, ASTORIA was supposed to visit Tampa in early April, but other arrangements had now been made. The ASTORIA crew had much work to do readying the ship for the trip to Japan, including painting and a brief overhaul. She was due to arrive at Annapolis on 16 March, just two days ahead of scheduled ceremonies



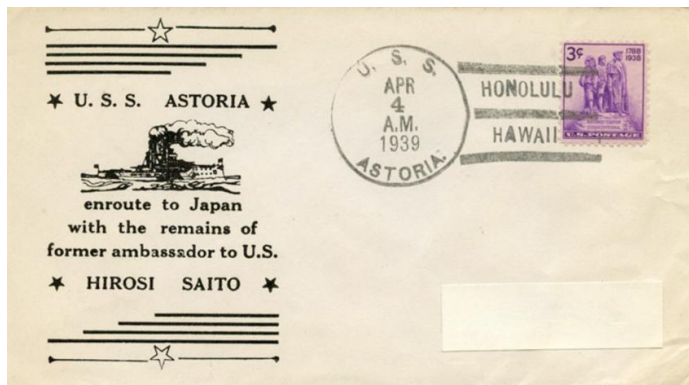
**Locy Type 3 (AC-TBB) USS ASTORIA 18 March 1939, at Annapolis, Maryland. The ashes of Hiroshi Saito were carried on board this date, and ASTORIA got underway for Japan. —courtesy Brent Jones**

On the day of the event, March 18<sup>th</sup>, a funeral procession brought Saito's remains from Washington D.C. to Annapolis by funeral procession. Midshipmen from the Academy lined the streets to greet the family as they arrived, paying their respects to the former ambassador. Attending the ceremony were more than 100 naval officers, including Rear Admiral Wilson Brown, representatives of the diplomatic corps, several Japanese naval officers, and other dignitaries. A 19-gun salute was given, and the Academy Band played during the ceremony. Following that, the ashes



of ambassador Saito were carried aboard ASTORIA in a pagoda-shaped container, placed in an area ordinarily used as the ship's band room. That afternoon, they departed for Japan.

There were no stops made as ASTORIA headed for the Panama Canal, and after crossing into the Pacific, she headed directly to Honolulu. This was a scheduled stop, and upon her arrival on April 4<sup>th</sup>, she was greeted by a 19-gun salute as she pulled into Honolulu Harbor. She moored at Pier 2, near the entrance, welcomed by a crowd of some 1,500, including Governor Poindexter, and the Japanese Consul. Arriving at almost the same time was the liner TATUTA MARU, docking a Pier 8 with the family of Hiroshi Saito.



**USS ASTORIA 4 April 1939, upon arrival at Honolulu after traversing the Panama Canal en route to Yokohama. –courtesy Brent Jones**

Captain Turner and the officers of ASTORIA were the focus of much attention during their two-day stop at Honolulu. There were many visitors to the ship, including Saito's widow, and the captain of the Japanese oiler IRO, also in port. Many local organizations sent tributes and paid their respects. When ASTORIA got underway on 6 April, another 19-gun salute was given from Fort Armstrong, and the ship was escorted to sea by two U.S. destroyers and a squadron of navy bombers.

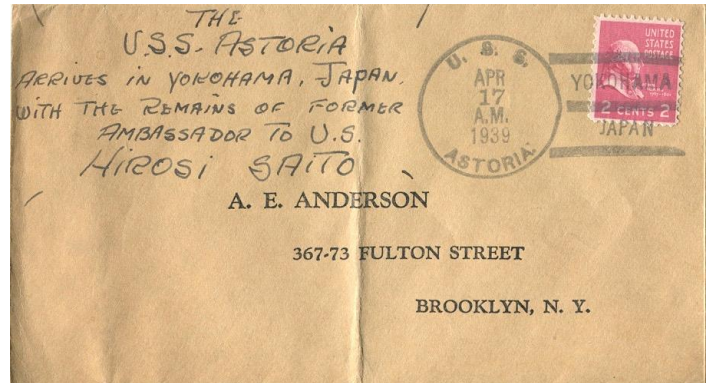
#### **Arrival at Yokohama**

For days before ASTORIA left Honolulu, newspapers were buzzing with stories about adventurer Richard Halliburton, who was missing. He had been traveling on the 75-foot Chinese junk SEA DRAGON, and was last reported on 24 March near Midway Island. It was feared the boat and her crew may have gone down in a typhoon, but there was no verification. Family members still clung to hope they might be found safe.

The Navy and Coast Guard conducted radio searches for the missing boat, and asked any ships in the vicinity to be watchful. Influential friends and some politicians urged the Navy to order a search for Halliburton, even suggesting that ASTORIA be diverted while en route to Japan. That did not happen, however, and ASTORIA continued on to Yokohama as planned.

On April 17<sup>th</sup>, as ASTORIA approached Yokohama, three Japanese destroyers, HIBIKI, SAGIRI, and AKATSUKI came out to escort her into port. A 21-gun

salute was fired as they entered the harbor, and that afternoon, Navy sailors carried the urn with the ambassador's ashes off the ship. Newspapers reported that hundreds of mourners were present, lining the streets as the funeral procession went to the train station. A special train was there to take members of Saito's family, the U.S. Ambassador, and other officials, to Tokyo. The actual ceremony was the next day with services held by Buddhist priests at the Honganji Temple.



**Canceled 17 April 1939, the day ASTORIA arrived at Yokohama, delivering the ashes of ambassador Saito to his homeland. – courtesy Brent Jones**

During the ten days ASTORIA was at Yokohama, the officers and crew were able to go ashore. Even before her arrival, the ship's newspaper provided information about the Japanese culture, including how to pronounce certain words and phrases. It also had a tentative listing of planned events, which included sightseeing around Tokyo, a garden party at Yokohama, and a reception for guests on board the ship. For most of the crew, this was the first time they'd been to Japan.



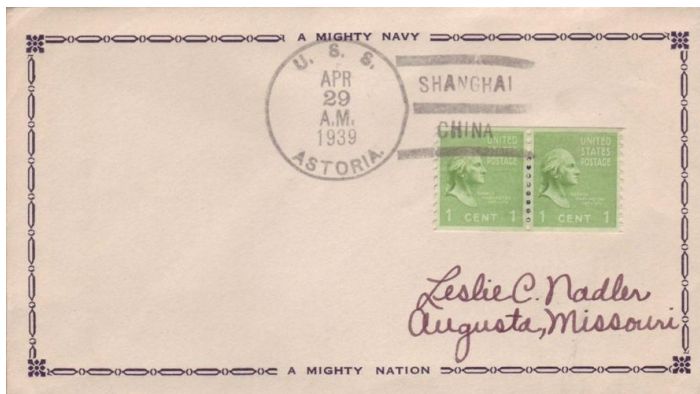
**ASTORIA crewmember Carl "Sam" Sickman was presented this 4' x 26" flag while in Japan playing in a baseball game. –courtesy Steve Sickman**



**Photo of ASTORIA sailors at an event in Yokohama, Japan. In front row, 2nd from left (looking toward camera), appears to be Carl Sickman. The insert shows Carl about mid-1930's, probably while in China –courtesy Brent Jones and Steve Sickman**

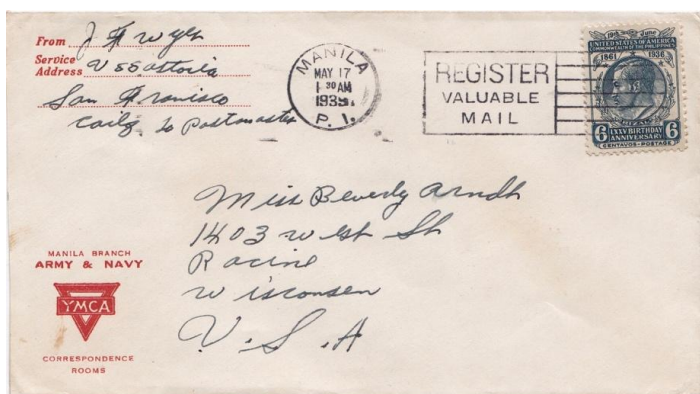
### The Return Trip

On 26 April ASTORIA left Yokohama, but instead of returning directly to Hawaii and the west coast, she headed for Shanghai, China. A delayed return had been part of the plan all along, allowing ASTORIA to operate briefly with the Asiatic Fleet. Speculatively, this may have been intended as a sign of continued U.S. interests in China. She arrived at Shanghai on 29 April, and a few days later made a courtesy visit to Hong Kong before continuing on to Manila.



After departing Japan, ASTORIA went to Shanghai, arriving on 29 April 1939, the date of this cancellation. —courtesy John Young

So far, ASTORIA was on schedule for planned stops, but that was about to change. She departed Manila on 17 May, but at Guam was called upon to assist with efforts to refloat the Army transport GRANT. Within a day or two, ASTORIA departed for Pearl Harbor.

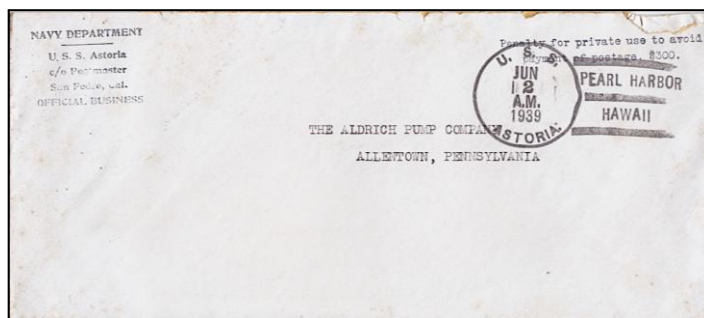


Sailor mail from ASTORIA dated 17 May 1939, during a stopover in the Philippines. Sent by Joseph F. Wyer Jr. (1918-1997) to his fiancé in Wisconsin. He joined the navy in 1938, and transferred to NORTH CAROLINA in 1941. —personal collection



Postmarked 21 May 1939, the day ASTORIA arrived at Guam. Here she assisted refloated the transport GRANT before continuing to Pearl Harbor. —courtesy John Young

In the meantime, orders had been received for ASTORIA to conduct a search for Richard Halliburton, now missing for nearly two months. After leaving Guam, she spent six days looking for any sign of Halliburton and his vessel, scouring 162,000 square miles of ocean by sea and air. The search was discontinued on 29 May, and ASTORIA set a course for Hawaii, arriving at Pearl Harbor on 2 June. She remained here only briefly, and then continued on to San Pedro where she arrived a week later. Her mission now completed, ASTORIA was back home.



Locy Type 3 (AC-TBB) Official mail from ASTORIA dated 2 June 1939, upon arrival at Pearl Harbor this date. —personal collection

### Aftermath

The improvement in relations between the U.S. and Japan generated by ASTORIA's mission was short-lived. The world situation changed in September 1939 when Germany, an ally of Japan, invaded Poland, igniting the Second World War. Just over two years later, on 7 December 1941, Japan attacked the United States at Pearl Harbor. In August 1942, the cruiser ASTORIA, once part of a goodwill mission to Japan, was sunk during the Battle of Savo Island.

### Main Sources:

Various resources at [Ancestry.com](http://Ancestry.com), [Newspapers.com](http://Newspapers.com), and [Fold3.com](http://Fold3.com); [DANFS](http://DANFS); [Wikipedia](http://Wikipedia); [ussastoria.org](http://ussastoria.org)

The Astorian (ship's newspaper), 15 April 1939 (courtesy Brent Jones)

Photos and info from Steve Sickman, Bridgeport, West Virginia

Photos and info from Brent Jones of [ussastoria.org](http://ussastoria.org)

Newspapers (Main ones):

"Ex-Ambassador from Japan Dies Suddenly in Washington" (AP), *Pittsburgh Post-Gazette*, 27 Feb 1939, p.2; "U.S. Ship to Sail with Saito's Body March 18" (UP), *St. Louis Star and Times*, 6 March 1939, p.4; "Cruiser Changed," *The Tampa Times*, 6 March 1939, p.2; "U.S. Cruiser Sails with Saito's Ashes" (AP), *The Evening Sun* (Baltimore), 18 March 1939, p.16

Norwood, William, "Honors Paid as Astoria Brings Ashes of Saito," *Honolulu Star-Bulletin*, 4 April 1939, p.1; "Saito's Family Sees Cruiser Dock with Ashes of Late Envoy," *Honolulu Star-Bulletin*, 4 April 1939, p.1; Coll, Ray Jr., "Shoreside Shorts," *Honolulu Advertiser*, 5 April 1939, p.15; "Astoria Sails for Japan with Saito Ashes," *Honolulu Star-Bulletin*, 7 April 1939, p.5; "Saito's Ashes to Reach Japan Next Monday," *Baltimore Sun*, 11 April 1939, p.2; "Cruiser Arrives at Yokohama With Ashes of Envoy" (UPI), *Corpus Christi Caller-Times*, 17 April 1939, p.7; "U.S. Captain Turns over Ashes of Saito to Japan" (AP), *St. Louis Post-Dispatch*, 17 April 1939, p. 14; "Saito Funeral Held in Buddhist Temple" (AP), *The Evening Sun*, 18 April 1939, p.2; "Halliburton Lost; Navy Search Vain" (UP), *Daily News* (New York), 1 June 1939, p.22; "No Trace of Halliburton Lost at Sea" (INS), *Wilkes-Barre Times Leader*, 10 June 1939, p.2

My thanks to John Young and Brent Jones for sharing scans of their covers.



**USS RASHER (SS 269)  
(Mission Accomplished)**

*John Pollock (12,096)  
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Johnspost8@msn.com*



The title of this article is in reference to USS RASHER (SS 269); however, it could be applied to many U.S. submarines during WW II. Based on battle performance of this GATO-class designed submarine, RASHER was given the recognition of being one of the World's greatest warships. Before getting into the details of her achievements, a historic background that led to design of this boat should be mentioned.

In 1930, a meeting of five countries was held in London that became known as the Naval Arms Limitation Treaty. The countries, United States, Great Britain, France, Japan, and Italy agreed to certain limits of arms for each country. Relative to submarines each country was limited to 52,700 tons total and each submarine not to exceed more than 2,000 tons, deck guns no larger than five inches. To meet these limitations, the United States had to reduce a few submarines which amounted to scrapping them.

When WW II erupted in Europe on September 1939, Japan was at the same time consolidating their stranglehold on Manchuria and their tentacles reaching out to Indo-China and the Pacific islands, which amounted to a grave concern to leaders in Washington. Changes had to be implemented post haste to safeguard the United States from the growing menace. Based on strong prodding from naval strategists, President Roosevelt rescinded the 1930 arms limitation agreement, and on 9 September 1940 put in place a massive naval shipbuilding program that included many submarines. The program called a "Two-Ocean-Navy Act" that was approved by congress would cost multi-billion dollars and was activated to counteract the anticipated German menace in the Atlantic as well as the Japanese expansion in the Pacific. That said, the United States was concerned that their present shipyards would not have the capacity to support an urgent increase of production if the country got involved in a long drawn-out war with the two antagonists. More shipyards were implemented, and not too soon as the Japanese attack on Pearl Harbor on 7 December 1941 brought the United States into the World's conflict.

Part of the navy build-up included the GATO-class submarines which came off the assembly line during the war. This class evolved through several earlier ones going back to the DOLPHIN (SS 169)-class, the United States' first long range submarine, followed by incremental steps of improvement through the P, SALMON and TAMBOR-classes.

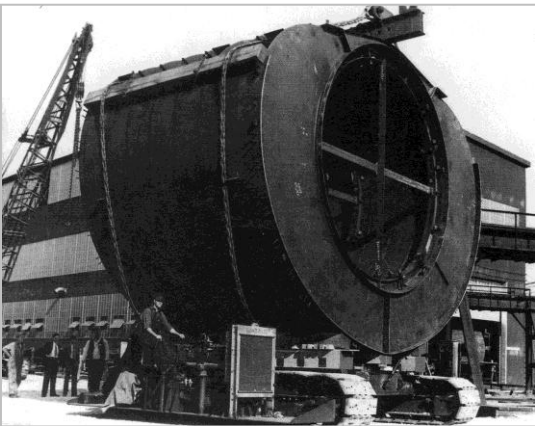
The GATO-class submarines were equipped with the latest technology, a larger engine room, and an all welded

hull that proved to be a reliable design. They were classified as a so-called Fleet Boat; however, were not expected to operate with a battle fleet but geared for high speed, the capacity to go long distances to take them to Japan's home waters and main convoy routes as rapidly as possible without refueling. They were extremely versatile, able to operate individually, take part in wolf packs, operate for special missions, and in later stages of the war support the U.S. bombing raids of Japanese held Pacific islands. The GATO's became known, and recognized as the United States' backbone and workhorse of the Pacific.

When war started, the design of the GATO was frozen and shipyards went into mass production. During the conflict seventy-seven were built, unfortunately twenty were lost. By midsummer 1943, they had become more effective in sinking enemy merchant ships than any other class, even though at about that same time, the Japanese anti-submarine effort had become more successful in sinking U.S. submarines. This was recognized as a disturbing revelation as patrols by the Silent Service had become tougher and more dangerous, particularly along the coastline of Japanese held islands where many minefields were laid. In spite of these obstacles, U.S. submarine action prevailed with the GATO-class leading the way. They were celebrated, heralded, and decorated for their achievements in winning the war, and were so durable that many remained in service for years after the conflict. RASHER, the subject of this article was one of those that survived.

She was built at the Manitowoc Shipbuilding Company, a commercial and navy shipyard located on the Manitowoc River as it discharges into Lake Michigan, eighty-three miles north of Milwaukee, Wisconsin and thousands of miles inland from the sea. The company was one of the emergency required shipyards that were brought onboard to share in the expanded building program. The company would construct twenty-seven other submarines during the war, with most seeing action in the Pacific, seventeen of them would be of the BALAO-class, the closely related follow-up to the GATO. To speed-up construction, the shipyard received design construction drawings from Electric Boat Company (EBC) under license. EBC also provided supervisory and technical assistance as Manitowoc had never built a submarine before. However that said, the company was well acquainted with maritime construction, having many years of experience building other type naval ships, and had been in business since 1902.

Manitowoc shipyard was one of the first yards to utilize enhanced construction methods by building manageable sections in sheds remote from the slip-way, sixteen of them per submarine hull. These sections were then moved by special crawler equipment to the building way for assembly. The navy was quite impressed with the company in the way they handled the construction and by completing a submarine ahead of schedule at below contract price. One other aspect worth noting is that because Manitowoc River is quite narrow the submarines were launched sideways as opposed to the normal practice of most other yards.



*Figure 1 photo shows a completed hull section being moved by a special crawler from the remote fabrication shed of the Manitowoc shipyard to be assembled at the slipway.*



*Figure 2 depicts a submarine being launched into the Manitowoc River by being tipped over sideways as can be seen with a huge splash of water. This method of launching had no problems with the builder.*

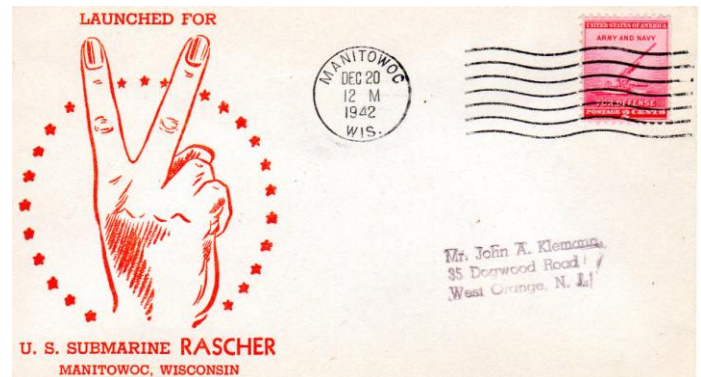
When the submarines were complete they were processed through the builder's shakedown cruise trials, which included taking them down to test depth specifically to check for any leakage of pipes that pass through the pressure hull and the operation of mechanical/electrical equipment. Any problems that occurred during the trials were corrected before acceptance by the navy. On a political level, the United States had previously negotiated with Canada to suspend their treaty between them regarding prohibiting warships from operating in the Great Lakes.

After acceptance by the navy, the submarine was anchored on a floating dry dock and towed through the Chicago and Illinois Rivers to enter the Mississippi River getting them to the Gulf of Mexico. During the trip the periscope and other high appurtenances were removed to clear the many low bridges that were encountered.

*Figure 3 illustrates the special dry-dock loaded and ready to transport a submarine. This contraption was designed and constructed to carry the freshwater submarines from Lake Michigan to the sea.*



RASHER's keel was laid on 4 May 1942, launched 20 December, and commissioned on 8 June 1943, under the command of CDR. E.D. Hutchinson, and sponsored by Mrs. G.C. Weaver, wife of CDR. G.C. Weaver, supervisor of shipbuilding at Manitowoc. RASHER's major features were length 311 feet 9 inches, surface displacement of 1,526 tons, six torpedo tubes on the bow and four on the stern, one three-inch deck gun, four General Motors engines and a diving depth of 300 feet.



*Figure 4 illustrates an event cover that commemorates the launching of RASHER. The cover is franked with a 2-cent National Defense stamp issued in 1940 (Scott 900), and having a Manitowoc postmark dated 20 December 1942. Note the misspelling of RASHER and the Churchill finger victory sign, but I'm not able to establish the cachet maker or sponsor.*



*Figure 5 shows a naval cover that celebrates RASHER's commissioning. The cover is franked with a 2-cent Nations United for Victory stamp issued in 1943 (Scott 907) with a Manitowoc Wisconsin circular date stamp. The cachet depicts a patriotic design with a stars and stripes shield. The cachet designer is unknown, but on reverse side of the cover is the name J. A. Klinger member No. 4979 of the USCS.*

On 24 September 1943, under the command of CDR Ed Hutchison, RASHER departed Fremantle, one of Australia's U.S. naval bases for her first patrol. Fremantle was becoming a more active submarine base that would support the allies in the Southwestern Pacific and prevent the Japanese from consolidating in the Solomon's. After stopping at Australia's northern port of Darwin on 3 October for a fuel top-up, she headed to her patrol area which would take her through the Makassar Strait and into the Celebes Sea, arriving there on 6 October. The patrol turned out to be a spectacular one by sinking four ships from eight aggressive RASHER attacks.



On 9 October, RASHER encountered two enemy ships; one thought to be an escort and proceeded to attack. Hutchinson fired three torpedoes each to both ships, but only one of the torpedoes struck, sinking the 3,132-ton passenger cargo KOGANE MARU. On 13 October, she met up with two ships and two escorts, again three torpedoes were fired at each ship, and again only one counted, sinking the 3,127-ton cargo KENKOKU MARU. The escorts gave chase to RASHER's position dropping depth charges as she went deep to escape. On 31 October, for her third encounter, RASHER sighted a small tanker which was sunk with two torpedoes; this was the KORYO MARU of 589 tons. On 8 November another ship was sighted with an escort, Hutchison fired three torpedoes at the ship and sank the 2,046-ton tanker TANGO MARU. The escorts charged RASHER as she crept away to a safe depth and escaped the onslaught of fourteen depth charges that rained down close by. Later two more ships with a destroyer escort showed up and RASHER again went into action attacking with her last six torpedoes. She fired four at one and two at the other; however, all missed and RASHER had to go deep to escape the destroyer's depth charges. While heading back to Fremantle, RASHER was attacked by friendly fire from a U.S. bomber but managed to dive to safety and returned to her base on 24 November 1943.

In late December 1943, RASHER departed Fremantle for her second patrol under the command of LCDR Willard Ross Laughon. His assignment was to take the submarine to the South China Sea and lay a minefield, and thereafter pursue Japanese merchant ships. On the way RASHER stopped at the naval base at Exmouth Gulf on the north-east coast of Australia for a short stay allowing the crew gun practice, final check-up, and top-up of fuel before departing for enemy waters. While on the way cruising on surface, she had the first action when a Japanese plane spotted her and dropped a depth charge, fortunately it missed and RASHER reached her destination on 3 January 1944. After completing the mine laying, she met up with USS BLUEFISH (SS 222) for a combined interception of a Japanese tankers convoy coming from Singapore. During this operation, RASHER sank the 7,251-ton KIYO MARU, after firing sixteen torpedoes at several vessels in the convoy. It was believed that at least six of the torpedoes malfunctioned, exploding prematurely. RASHER returned to Fremantle on 24 January completing the patrol.

On 19 February 1944, she departed for her third patrol and headed to her operation area which was the Celebes. It was there that RASHER was told to rendezvous with submarine USS RATON (SS 270) and intercept a two ship escorted convoy that was calculated to pass through the area on or about 25 February. The interception was made and RASHER immediately went into action firing four torpedoes at one of the ships, sinking the 6,200-ton cargo TANGO MARU and luckily escaping from the charging escort. Shortly later she attacked the second ship and put it down with three hits from another salvo of four torpedoes, this was

the 4,797-ton passenger cargo RYUSEI MARU, and again dodging the escort. The next operation took RASHER to the southern Celebes coast where she met up with another Japanese convoy. On 3 March, she fired three torpedoes at one of the ships making a hit and sinking the 6,484-ton cargo NITTAI MARU. RASHER had to go deep for safety and luckily evaded the depth charges that followed from the escorts. The next challenge RASHER faced was on 27 March, she attacked a convoy of five ships sinking one, the 2,750-ton NICHINAN MARU. RASHER returned to Fremantle arriving there on 3 April 1944.

On 30 April 1944, RASHER departed Fremantle for her fourth patrol to take up position in the busy Japanese convoy routes of the Celebes Sea. On the way she stopped at the northern Australia's base of Darwin to fuel up before proceeding to the war zone. This patrol would turn out to be one of the most aggressive, and like her previous patrol Laughon would sink another four enemy merchant ships.

The initial convoy contact was three ships and two anti-submarine vessel escorts, Laughon lined up and fired four torpedoes at one ship and two more at another, all missed the targets. Thereafter RASHER went deep to evade depth charges from the escorts. After a period of time, she re-emerged to try again and fired six more achieving two hits which sank the 1,074-ton cargo CHOI MARU. Having depleted his weapons, RASHER headed back to Darwin for reloading and fuel top-up and returned to complete her patrol. On 29 May, contact was made with an enemy ship and two escorts supported by aircraft. After a hide and seek with the escorts and planes, RASHER eventually sank the 2,601-ton converted gunboat ANSHU MARU. Arriving at the Davao area on 4 June, RASHER continued patrolling until she met up with a large convoy of eight transports with six escorts. Apparently one of the escorts was the captured USS STEWART (DD 224) as the Japanese invading forces overran Surabaya in Java on 2 March 1942, that's another story worth telling. After following the zigzagging convoy, Laughon fired six torpedoes and sank the 4,000-ton tanker SHIOYA MARU, then had to go deep quickly to escape the escort's depth charges. On 14 June she met-up with another large convoy with six ships and four escorts, Laughon fired her last torpedoes and sank the 3,183-ton cargo KOAN MARU. She returned to Fremantle for a hero's welcome on 23 June 1944.

By mid-summer 1944 things were looking good for United States forces in the Pacific. Japanese emplacements were captured by island hopping, thus confining the enemy to the South-East China Seas and Empire waters where most of the Japanese convoys were now operating. At that time too, U.S. submarines were sinking enemy merchant shipping in greater numbers. They were also supporting the U.S. invasion forces serving as a lifeguard for downed U.S. aircraft's crew during their bombing raids, and continued with the special missions to pick-up and drop-off coast watchers.

On 22 July RASHER departed Fremantle for her fifth patrol under the command of Henry G. Munson, known as Hank and aggressive. RASHER had just returned from California after a much needed overhaul and was in good shape to do battle, she topped up with fuel at Exmouth Gulf before proceeding to her operation area in the South China Sea. RASHER's first contact was made on 6 August, which was a small convoy where she fired six torpedoes at a target, sinking the 4,739-ton cargo SHIROGANESAN MARU. The next contact that Hank had was a combination of two large convoys off the west coast of Luzon in the Philippines. Suffice it to say, there were many targets to choose from. Hank fired two torpedoes at one, sinking the 542-ton cargo EISHIN MARU, and then turned his attention to two larger targets firing ten torpedoes and sinking the 9,849-ton tanker, TEIYO MARU and the 20,000-ton aircraft carrier, OTAKA. These three sinkings all occurred in the same day of 18 August. Completing this excellent patrol, the next day RASHER sank another large target the 17,537-ton transport TEIA MARU, bringing Hank's total tonnage sunk to 52,667 tons, a remarkable achievement for one patrol.

After the return from patrol five, RASHER went to Stateside at Hunters Point in San Francisco for an extensive refit including the installation of a new five inch deck gun. On 20 December 1944 when RASHER was back in good shape, and was now under the command of LCDR Benjamin E. Adams Jr., she sailed to Pearl Harbor, then on to Midway where she joined a wolf pack with USS FINBACK (SS 230), and USS PILOTFISH (SS 386). From there the three boats proceeded to the outward new naval base in Saipan arriving there on the 28 January 1945.

On 29 January RASHER's patrol six started as part of a wolf pack. The patrol area was in the East China Sea which was found to be short of targets; however, the main danger to the submarines was the enemy's minefields. On 9 February RASHER's first enemy contact was identified as a hospital ship, and no action could be taken. On 15 February, Adams fired four torpedoes at two patrol boats with negative results. All had missed; a follow-up attack was aborted because of enemy planes making it unfavorable. Most of the action the crew had was shooting at floating mines. A few days later contact was made with three ships with escorts, Adams fired six torpedoes at the closest target but all missed, and thereafter RASHER went deep and rigged for depth charges for the sub's protection as one of the targets charged her, and enemy planes appeared. On 24 February another hospital ship was contacted, and again no action could be taken. Completing her patrol RASHER returned to Guam on 16 March 1945. Four days later after review of the patrol report, Adams was released from command.

On 17 April 1945, RASHER under the command of Charles D. Nace for patrol 7, headed towards the Philippine Sea in an area close to the coast of Japan's mainland. Her main duties were to lifeguard during U.S. B-29 bombing raids on Japan, and intercept enemy ships heading into and departing Japan's inland sea. Convoys were few and far

between, amounting to scarce targets, and most that were encountered were small ships not worthy of a torpedo. The crew kept busy shooting at floating mines, and because also of minimum activity for lifeguarding in that area, on 10 May she was directed to another site where contact was made with a ship and escort. Nace fired six torpedoes that all missed, and a follow-up attack was not feasible. Nace ended the patrol on 21 May and RASHER returned to the advance naval base at Midway Island without having a single hit, and a surplus of fifteen torpedoes, indicating a strong evidence of the war winding down.

For RASHER's patrol 8, Nace still in command, departed Saipan on 3 July 1945 for an assignment south of the island of Formosa. She was accompanied with USS SEA FOX (SS 402) arriving there on the 13 July mainly for lifeguard duties. Although in a completely different area from patrol 7, the similarities were the same. Lifeguarding was down to a minimum, and the area dearth of targets. RASHER completed the patrol on the 10 August 1945 returning to Subic Bay in the Philippines with a full load of torpedoes.

During RASHER's WW II, she accomplished a high Japanese tonnage sinking which was the second highest by a single U.S. submarine. For this achievement and service she received seven battle stars.

My main reference in writing this article was Peter Sasgen's book, "*Red Scorpion*". For anyone interested in the operation of a World War II submarine this book certainly will fulfill that need. In writing his book, Sasgen relied heavily on diaries and memories of crew members, particularly his father, who was a crew member for all RASHER's patrols. Another member of the crew was Bill Norrington who encouraged Sasgen to write the book. Norrington was also a person that I had the privilege to know, being introduced to him by a mutual friend at a neighborhood social function. Later I discussed with Bill my interest in history of WW II submarines, and at the same time showing him some of my naval covers including one of RASHER. He struck me as a humble person rarely mentioning his experience or participation as a submariner. I could relate him as a person one finds in the pages of Tom Brokaw's book, "The Greatest Generation". I occasionally saw him during the "Tolling the Boats" memorial service, for the fifty two submarines and 3,600 men lost at the National Submarine Memorial West, in Seal Beach Naval Weapons Station. Bill served aboard RASHER as First Lieutenant and Communication Officer for the first three patrols and as Executive Officer during patrol five through eight. He retired from the navy as Captain William E. Norrington (Ret), and died in October 2010 at age 93.

After WW II, on 22 June 1946, RASHER was decommissioned and placed in the reserve fleet at New London Connecticut and remained there for many years until 22 July 1953 when she was recommissioned as a radar picket submarine, classified SSR 269, and served in this capacity until 1 July 1960.





Cover Figure 6 indicates that it went through the mail on 20 May 1957 as shown by the New London submarine base postmark. At that time she would be classified as an SSR? The large red stamping, U.S.S. RASHER (SS 269) on the face of the cover seems to be an anomaly? Can anyone identify the cachet artist?

On 1 July 1960, RASHER was reclassified as an auxiliary submarine AGSS 269 and supported the 7th fleet off Vietnam, where she received two battle stars for that service. On 27 May 1967, she decommissioned and classified as a miscellaneous submarine IXSS 269, then struck from the navy on 20 December 1971, and scrapped in August 1974.



Figure 7 illustrates a cover when RASHER was designated as AGSS 269, the cachet was by Alton (Budd) M. Arrington. - Courtesy of [https://www.navalcovermuseum.org/wiki/RASHER\\_IXSS\\_269](https://www.navalcovermuseum.org/wiki/RASHER_IXSS_269)

### References

Sasgen, Peter. *Red Scorpion*, Pocket Star Books (1995).  
 Nelson, Rear Admiral William T. U.S.N. (Ret.) *Fresh Water Submarines*. Manitowoc Engraving, Inc. (1986).  
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 Blair, Clay Jr. *Silent Victory*, Naval institute Press 1975 (Republished 2001).  
 Campbell, Don. Great Lakes Submarines. *USCS Log* October 2007.

### S.A.S.E.

Philatelic courtesy calls for sending an S.A.S.E or Self-Addressed Stamped Envelope with your request for information from another. Thus, if you are asking for another member to answer your questions or provide a list of information, you should send along a stamped envelope with enough postage to cover the cost of the return postage to you.

## Another Herbert Rommel, Jr. Cover

*Christine and Eugene Sanders USCS 12101*

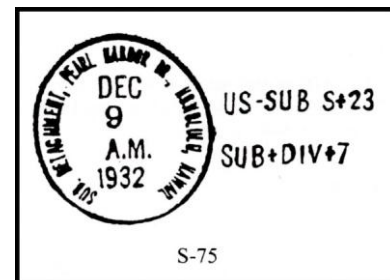
We noted the Christmas Day 1933 cover that appeared on the December 2018 issue of the *USCS Log*. Since we collect naval covers postmarked on December 25, we searched our collection to see if we could find any others addressed to Herbert Rommel. Low and behold, we found one dated 1932 (Figure 1). The embossed stamped envelope uprated to 3c by a plate block of 4 0.5c stamps from the Washington Bicentennial issue was addressed to Herbert F. Rommel, Jr. at the same address as that shown on the *USCS Log* cover.



Figure 1: Locy Type P, "CHRISTMAS / A.M. / 1932", USCS Postmark Catalog Illus. S-75

The blue Naval postmark is one used for S-class submarines in the early 1930s that were not used aboard the submarine itself. It generally is a standard Type 5hks cancel for the Submarine Detachment at Pearl Harbor (indicated in almost illegible type around the dial), and is listed as an S-75 cancel in the *Catalog of United States Naval Postmarks* (page S 1, see Figure 2). Since the cancel had been altered by the mail clerk with USS S-24 added to the center of the dial with the month and day, and the word Christmas, A.M. and year moved to the killer area, it is listed as provisional postmark, P (S-75) in the catalog. Both the addressee and the postmark make this cover an important example of Naval postal history.

Figure 2: Illustration of the S-75 cancel in the Catalog of United States Naval Postmarks



### Southeastern Stamp Expo

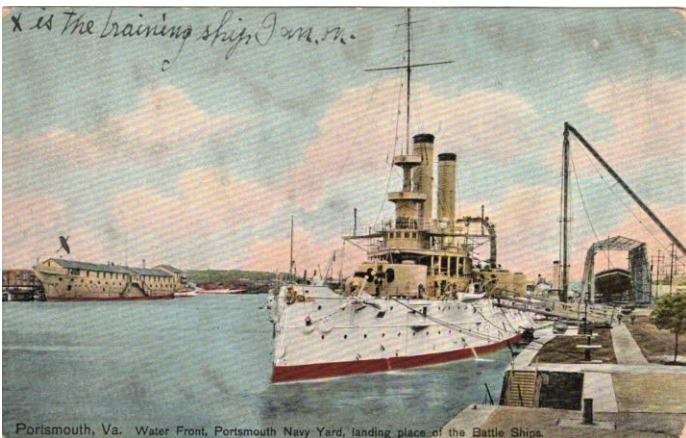
**Location:** The Hilton Atlanta Northeast  
 5993 Peachtree Industrial Boulevard  
 Norcross, Georgia 30092  
**Sponsor:** Southeast Federation of Stamp Clubs  
**Next Show:** January 25-27, 2019



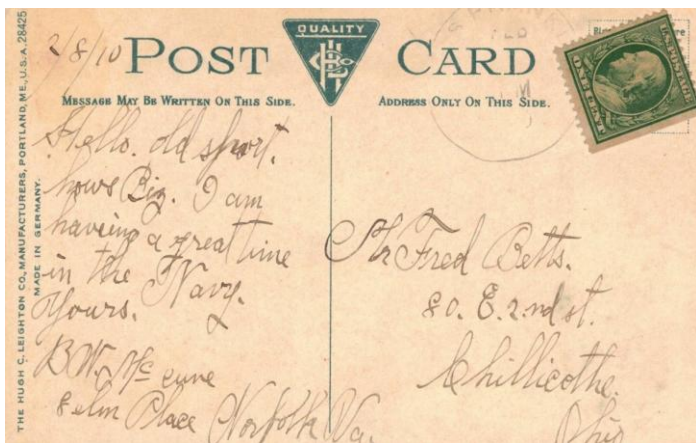
## Two US Navy Postcards with Messages on Them

*Charles H. Bogart (8489)  
201 Pin Oak Place  
Frankfort KY 40601-4250*

I recently found these two postcards in a book on the Spanish American War that I bought at our local Humane Society thrift store. Both postcards are very interesting and collectable thanks to the U.S. Navy ship scenes on their front and the written message on their backs. However, both have some negative issues concerning my collecting interests. The Portsmouth Navy Yard postcard has a very faint almost unreadable USS FRANKLIN cancellation on its back, while the USS PERRY postcard has no cancellation or indication of what ship the writer was on board. Both however have joined my collection of warship postcards.



*The note in the upper left of the card reads "x is the training ship (USS FRANKLIN) I am on." The printed caption at the bottom of the postcard states; "Portsmouth Va. Water Front, Portsmouth Navy Yard, landing place of the Battle Ships." The battleship tied up pier side appears to be USS INDIANA (BB 1).*

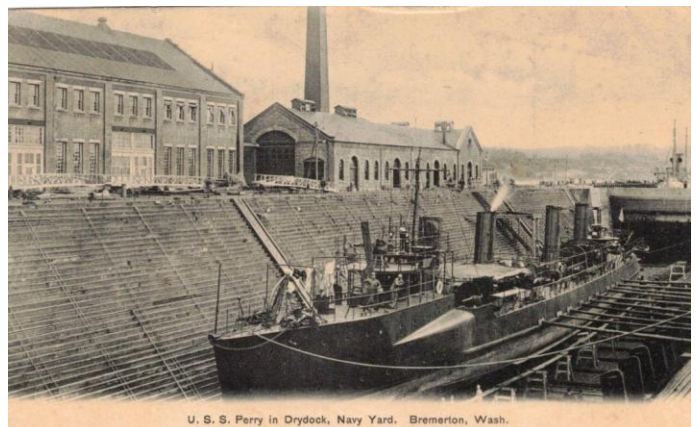


*The message on the card's back reads as follows: "2/8/10. Hello old sport. hows Biz. I am having a great time in the Navy. Yours, B W Mccune, 8 elm Place Norfolk Va." The card is addressed to Mr. Fred Betts, 80 E 2nd st, Chillicothe, Ohio. What can be made out of the light cancellation is "USS FRANKLIN FEB ?? ??? AM ???O"*

From the postcard salutation;" Hello old sport" our writer must have been a man about the town. The next line "howz biz" indicates he would like a letter from Fred. Note at the bottom he provides an address: "8 elm place, Norfolk, Va." for Fred to write to. Perhaps another member of USCS can provide information on "8 elm place, Norfolk, Va."

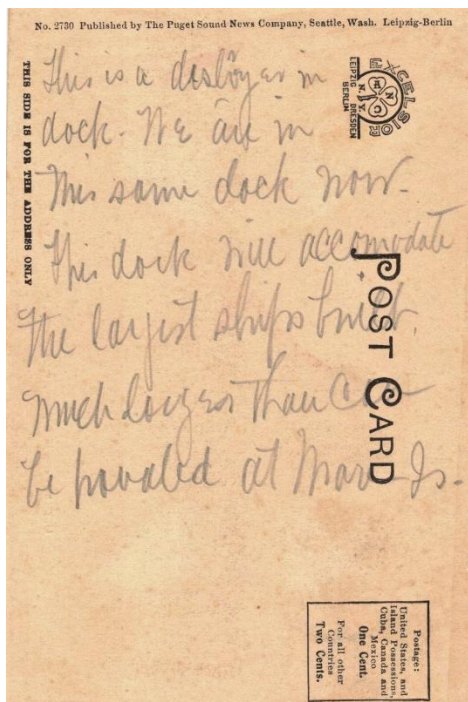
USS FRANKLIN, a screw frigate, was laid down in 1854 at the Portsmouth Navy Yard, Kittery, Maine. Her building time was long and she was not launched until 17 September 1864 and commissioned on 3 June 1867. She made two voyages to the European Station; 28 June 1867 to 10 November 1868 and 28 January 1869, to 30 September 1871 before decommissioning on 13 November 1871. FRANKLIN recommissioned on 15 December 1873 and from 11 April 1874 to 31 January 1877 she again served on the European Station. On 2 March 1877 she became the receiving ship for Naval Station Norfolk, Virginia and continued in this role until 14 October 1915. FRANKLIN was sold for breaking up 26 October 1915.

USS INDIANA (BB 1) was one of three coast defense battle ships authorized by Congress in 1890. Laid down on 7 May 1891, she was launched on 28 February 1893 and commissioned on 20 November 1895. INDIANA was one of the U.S. Navy's ships that took part in the Spanish-American War and on 3 July 1898 she engaged the ships of the Spanish fleet when that fleet attempted to escape out to sea from Santiago, Cuba. INDIANA was decommissioned on 24 December 1903 for rebuilding and was recommissioned on 9 January 1906. She spent the next eight years operating along the east coast of the United States. On 23 March 1914 she was decommissioned for what many thought was the last time. However, with the Declaration of War with Germany on 6 April 1917, INDIANA on 24 May 1917 was recommissioned. She would serve during WWI as a naval training ship based out of the Brooklyn Navy Yard. Decommissioned on 31 January 1919 INDIANA was then used as an aircraft bombing target and was sunk by bombs on 1 November 1920. Her sunken hull was sold for salvage on 19 March 1924.



*The caption at the bottom of the postcard reads "U.S.S. PERRY in Drydock, Navy Yard, Bremerton, Wash."*





The message written on the back of the postcard reads; "This is a destroyer (USS PERRY DD 11) in dock. We are in the same dock now. This dock (Bremerton WA) will accommodate the largest ship built. Much larger than can be handled at Mare Is. (California)"

### Donations Are Needed for Upcoming Convention Auction at WESTPEX

Auction Coordinator:  
Lloyd Ferrell (L-12,082)  
PO Box 7237  
Aloha, OR 97007-7237  
uscstreasurer@aol.com



The response for last year's convention auction was terrific, and I'm hoping that we have equally good success again this year. It's only four months away, so there is a short timeframe. The convention is being held April 26-28 at WESTPEX in San Francisco, California. The traditional live auction at the convention is always a lot of fun, but more than that, it also helps defray some of the costs. The key to success, of course, are the covers that are donated. It's the generosity of USCS members that makes the difference.

This is my fifth year as the auction coordinator, and I enjoy doing it. It's always fun to see the covers that come in. Last year, we had donations from nearly 40 members, and many were quite generous. All donations are important, no matter the size. For WESTPEX, even without my asking, donations have already been received from **Pete Peters**, Unalaska, WA, and **Dick Thomas**, Bountiful, UT. Thanks to both. We're off to a nice start, but we have a long way to go still.

When a donation is received, you can expect to get a letter from me on behalf of USCS acknowledging receipt. Any naval cover you care to donate is fine, and last year we had an excellent variety of material, including classic ships, cachets (both old/new), and even some interesting WW II items. Hopefully we'll have a similar response this year, even with the short time frame. Donations can be mailed to me as the auction coordinator:

Lloyd Ferrell, USCS Auction  
PO Box 7237  
Aloha, OR 97007-7237

### Pictorial Cancellations

Rich Hoffner, Sr. (H-4456)  
Wolfgang Hechler (9392)



No specific categories are targeted, but generally we are looking for individual covers or a grouping worth about \$10 or more. Historically, USCS members have been quite generous, and it would be great to have similar success for the WESTPEX auction. Thanks for your help.

For other donations made to USCS in recent months, I would also like to thank **Paul Huber** and **Charlie Hamilton**. Each donated some 5000 covers to be sold on *eBay*. Our *Log* Auction manager also reports recent donations from **Michael Coates**, **Art Cole**, **John Hutchinson**, **Mike Kiel**, and **Roger Wentworth**.

	<b>St. Louis Stamp Expo</b>
	<b>Location:</b> St. Louis Renaissance Airport Hotel 9801 Natural Bridge Road St. Louis, Missouri
	<b>Sponsor:</b> Area clubs
	<b>Next Show:</b> March 29-31, 2019

**USCS Auction #1****Closes 28 February 2019****Minimum bid \$1. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to [seadragons@cox.net](mailto:seadragons@cox.net)****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

- 1-01 ROANKOE (AOR 7) 10-30-76 commission cachet by USS CA Ch  
 1-02 ROANOKE (AOR 7) 12-25-77 Christmas 1977 FDC by Aircraft  
 1-03 BLAKELY (FF 1072) 8-21-79 1<sup>st</sup> Day Use this cachet by Decatur Ch  
 1-04 DOWNES (FF 1070) 5-30-76 Memorial Day cachet by USS CA Ch  
 1-05 GARCIA (FF 1040) 8-7-77 35<sup>th</sup> Anniv Battle of Guadalcanal by USS America Ch  
 1-06 KNOX (FF 1052) 9-18-79 1<sup>st</sup> Day Use this cachet by Decatur Ch  
 1-07 KALAMAZOO (AOR 6) 6-14-77 Flag Day cachet hand done  
 1-08 ROANOKE (AOR 7) 1-21-74 keel lay by USS America Ch  
 1-09 CONCORD (AFS 5) 10-27-80 r/s Navy Day cachet  
 1-10 ROWAN (DD 405) 1-20-40 shakedown cruise kb Havana  
 1-11 2-r/s cacheted covers: CONOLLY (DD 979) 1978 & ALBANY (CG 10) 1977  
 1-12 NANTAHALA (AO 60) 4-18-49 WW2 patriotic  
 1-13 INDEPENDENCE (CV 62) 1-3-78 US Navy decal as cachet  
 1-14 ENTERPRISE (CVN 65) 3-30-78 US Navy decal as cachet  
 1-15 MOOSBRUGGER (DD 980) 12-15-80 r/s map of Pearl Harbor  
 1-16 HULL (DD 945) 10-13-75 Navy Bicentennial cachet by USS CA Ch  
 1-17 HIGBEE (DD 806) 10-13-75 same cachet as above  
 1-18 ELLIOT (DD 967) 12-25-78 Christmas Greetings by Decatur Ch  
 1-19 MT WHITNEY (LCC 20) 1-20-79 Welcome to Historic Boston  
 1-20 SHENANDOAH (AD 26) 7-29-78 70<sup>th</sup> Anniv USN Postal Serv by Old Ironsides Ch  
 1-21 2-USF CONSTITUTION: Armistice Day 1977 & July 4 1977 by Old Ironsides Ch  
 1-22 2-USF CONSTITUTION: Navy Day 1977 & 180<sup>th</sup> Anniv 1977 by Old Ironsides Ch  
 1-23 2-USF CONSTITUTION: G Washington Bicent 1932 & Flag Day 1976  
 1-24 YOSEMITE (AD 19) 12-17-79 Christmas 1979 FDC by Aircraft  
 1-25 PORTLAND (LSD 37) 6-6-77 35<sup>th</sup> Anniv of Battle of Midway by USS America Ch  
 1-26 REDSTONE (TAGM 20) 10-27-77 ships r/s cachet & Master auto  
 1-27 LEXINGTON (AVT 16) 12-7-80 r/s map of Pearl Harbor as cachet  
 1-28 CARL VINSON (CVN 70) 10-11-75 keel lay by USS America Ch, PM Newport News  
 1-29 DWIGHT D EISENHOWER (CVN 69) 10-27-78 Navy Day 1978 by Old Ironsides Ch  
 1-30 DWIGHT D EISENHOWER (CVN 69) 7-8-78 70<sup>th</sup> Anniv USN Postal Serv by Old Ironsides Ch  
 1-31 DWIGHT D EISENHOWER (CVN 69) 10-18-77 commission by Nuclear Ships Ch  
 1-32 INDEPENDENCE (CV 62) 7-4-79 July 4 1979 hand drawn cachet  
 1-33 INDEPENDENCE (CV 62) 11-18-78 Welcome to Bost by Old Ironsides Ch  
 1-34 OHIO (SSBN 726) 4-7-79 launch cachet by RG 101, PM Groton  
 1-35 OHIO (SSBN 726) 11-11-81 commission cachet by Decatur Ch  
 1-36 2-SAN JOSE (AFS 7) cachets: 70<sup>th</sup> Anniv Great White Fleet 1979 & ships r/s cachet 1979  
 1-37 2-r/s cachet covers: BAINBRIDGE (CGN 25) 1976 & CHICAGO (CG 11) 1978  
 1-38 2-r/s cachet covers: DECATUR (DDG 31) 1973 & KOELSCH (FF 1049) 1980  
 1-39 2-r/s cachet covers: MONONGAHELA (AO 178) 1982 & CANBERRA (CA 70) 1969  
 1-40 2-r/s cachet covers: DALLAS (SSN 700) 1985 & ROANOKE (AOR 7) 1977  
 1-41 2-r/s cachet covers: WICHITA (AOR 1) 1977 & HASSAYAMPA (AO 145) 1967  
 1-42 2-r/s cachet covers: CALOOSAHATCHEE (AO 98) 1979 & ASHTABULA (AO 51) 1980  
 1-43 2-r/s cachet covers: CORAL SEA (CV 43) 1980 & NIMITZ (CVN 68) 1980  
 1-44 2-r/s cachet covers: PUGET SOUND (AD 38) 1980 & CALOOSAHATCHEE (AO 98) 1977  
 1-45 EDENTON (ATS 1) 1-23-71 commission by Nicholson, PM NEOSHO  
 1-46 NEOSHO (AO 143) 7-23-77 US Navy decal used as cachet  
 1-47 NEPTUNE (TARC 2) 8-23-74 Welcome by Nicholson, PM NEOSHO  
 1-48 USNS MISSION SANTA CRUZ (TAO 133) 9-30-67 16<sup>th</sup> season MSTs, PM Honolulu  
 1-49 WACCAMAW (AO 109) 2-18-75 Last Day Postal Serv by Nicholson  
 1-50 PETREL (ASR 14) 3-5-76 Greetings by Nicholson, PM WACCAMAW  
 1-51 USNS MISSION BUENAVENTURA (TAO 111) 12-17-66 Welcome by Nicholson PM WACCAMAW  
 1-52 WACCAMAW (AO 109) 4-2-66 greetings by Nicholson  
 1-53 NAVASOTA (AO 106) 12-25-73 Celebrating Christmas by USS CA Ch  
 1-54 CANISTEO (AO 99) 11-25-48 Thanksgiving Day from the Oilcans  
 1-55 CALOOSAHATCHEE (AO 98) 2-28-90 decom by Nicholson  
 1-56 CALOOSAHATCHEE (AO 98) 4-2-80 hand drawn ships cachet  
 1-57 CALOOSAHATCHEE (AO 98) 12-25-78 US Navy decal as cachet  
 1-58 CHENANGO (AO 31) 10-1-41 1<sup>st</sup> Day Postal Serv by Hutnick  
 1-59 CIMARRON (AO 22) 4-21-39 commission cachet by Tuchinsky  
 1-60 SALINAS (AO 19) 11-27-38 Navy Day cachet by ANCS 99  
 1-61 RAPIDAN (AO 18) 3-7-40 Recom cachet by Hutnick  
 1-62 PECOS (AO 6) 3-15-35 BB firing broadside cachet  
 1-63 NECHES (AO 5) 1-1-34 New Year cachet by Richell, sunk  
 1-64 HADDOCK (SSN 621) 5-12-80 ships r/s cachet, CO auto, PM San Diego  
 1-65 CALOOSAHATCHEE (AO 98) 9-13-78 Tribute to USN Mail Clerks  
 1-66 BELKNAP (CG 26) 5-10-80 r/s commission cachet  
 1-67 HORNE (CG 30) 12-25-78 Christmas Greetings by Decatur Ch  
 1-68 ENGLAND (CG 22) 9-28-78 Tribute to USN Mail Clerks  
 1-69 OKLAHOMA CITY (CG 5) 11-17-77 US Navy decal as cachet  
 1-70 CALOOSAHATCHEE (AO 98) 6-4-79 hand drawn & ships r/s cachets  
 1-71 CALOOSAHATCHEE (AO 98) 7-4-79 July 4 hand drawn cachet  
 1-72 MCCANDLESS (FF 1084) Christmas Greetings by Decatur Ch  
 1-73 TEXAS (CGN 39) 10-27-78 Navy Day 1978 cachet by Old Ironsides Ch  
 1-74 TRUETT (FF 1095) 2-22-79 70<sup>th</sup> Anniv of Great White Fleet by Old Ironsides Ch  
 1-75 EDWARD McDONNELL (DE 1043) 12-25-77 Merry Christmas from Old Ironsides Ch  
 1-76 MILWAUKEE (AOR 2) 6-14-77 Flag Day, hand drawn cachet  
 1-77 ARKANSAS (CGN 41) 4-2-83 r/s 1982-83 Med cruise cachet  
 1-78 CHICAGO (CG 11) 2-22-79 70<sup>th</sup> Anniv Great White Fleet by Old Ironsides Ch  
 1-79 CHICAGO (CG 11) 7-8-78 70<sup>th</sup> anniv US Navy postal Serv decal as cachet  
 1-80 BELKNAP (CG 26) 5-10-80 commission r/s cachet, different from #66  
 1-81 WILLAMETTE (AO 180) 12-18-82 ships r/s commission cachet & emb seal  
 1-82 TRUCKEE (TAO 147) 1-30-80 Acceptance day cachet by Decatur Ch, PM Bayonne  
 1-83 TRUCKEE (AO 147) 1-30-80 last day postal serv by Nicholson  
 1-84 TRUCKEE (AO 147) 6-14-77 flag day hand drawn cachet  
 1-85 GUADALCANAL (LPH 7) 3-29-79 Welcome to Phila by Decatur Ch  
 1-86 USCS 21<sup>st</sup> Convention Arlington VA 1977 portrait of Adm Byrd  
 1-87 USCS 21<sup>st</sup> Convention Arlington VA 1977 different picture of Adm Byrd  
 1-88 USCS 20<sup>th</sup> Convention San Diego 1976 by USS CA Ch  
 1-89 PORT HUENEME Naval Sta 1-11-78 US Navy decal as cachet  
 1-90 MCINERNEY (FFG 8) 12-15 (no year in cxl) r/s commission cachet  
 1-91 BELLEAU WOOD (LHA 3) 6-11-77 launch cachet by USS America Ch  
 1-92 OHIO (SSBN 726) 4-7-79 launch cachet by Bieda, PM Groton  
 1-93 TUSCALOOSA (CA 37) 7-24-38 USCS Chapter 22 welcomes the Navy  
 1-94 Long Beach Sta A 1-9-78 US Navy decal as cachet  
 1-95 2-r/s cachets: KALAMAZOO (AOR 6) 1977 & ROANOKE (AOR 7) 1977  
 1-96 2-r/s cachets: SAN JOSE (AFS 7) 1979 & MT BAKER (AE 34) 1981  
 1-97 2-r/s cachets: DWIGHT D EISENHOWER (CVN 69) 1978 & SHREVEPORT (LPD 12) 1978  
 1-98 2-r/s USS ARIZONA memorial 1980 cachets: KALAMAZOO (AOR 6) & SAN JOSE (AFS 7)  
 1-99 2-r/s anniv covers: DIXIE (AD 14) 40<sup>th</sup> 1980 & YOSEMITE (AD 19) 35<sup>th</sup> 1979  
 1-100 2-Nicholson cachets: MENIFEE (APA 202) 1951 & HEYWOOD (APA 6) 1941  
 1-101 2-USS FULTON (AS 11) cachets; Keel Lay by Aden 1939 & commissioning 1941  
 1-102 REPOSE (AH 16) 8-15-67 hand drawn cachet  
 1-103 REPOSE (AH 16) 10-18-67 Victory in Vietnam w/photo of ship on cover  
 1-104 CALVERT (APA 32) 11-29-54 r/s Passage to Freedom cachet  
 1-105 RMS QUEEN ELIZABETH 2 12-9-73 comet Kohoutek cachet  
 1-106 M/S BATORY (liner) 4-12-67 Baltic Sea Cup cachet  
 1-107 RELIEF (AH 1) 10-27-35 Navy Day cachet  
 1-108 RELIEF (AH 1) 11-28-35 Thanksgiving Day by Richell  
 1-109 RELIEF (AH 1) 4-8-38 Crosby photo cachet  
 1-110 SOLACE (AH 2) 2-9-1912 ships cxl on Cuba PC  
 1-111 HENDERSON (AP 1) 6-14-37 Flag Day cachet  
 1-112 HAVEN (AH 12) 10-27-64 Navy Day at Long Beach by USCS Ch #14  
 1-113 FULTON (AS 11) 1-29-53 Crosby-like photo cachet  
 1-114 CONSOLATION (AH 15) 6-26-53 Crosby-like photo cachet  
 1-115 RELIEF (AH 1) 6-14-34 Flag Day 1934 cachet  
 1-116 RELIEF (AH 1) 5-31-34 Fleet Review by Teddy Roosevelt Ch  
 1-117 HALFBEEK (SS 352) 2-16-53 Crosby-like photo cachet  
 1-118 HALFBEEK (SS 352) 2-19-46 Launch cachet by Spader P Groton  
 1-119 2-HYMAN RICKOVER (SSN 709) cachets: launch 1983 & commission 1984 both PM Groton  
 1-120 2-AS cacheted covers: ORION (18) 1971 & MCKEE (41) 1981  
 1-121 2-covers: BANG (SS 385) 1972 co auto & SEAWOLF (SSN 575) 1987 decom  
 1-122 2-SKIPJACK (SSN 585) covers: r/s cachet 1984 & Greetings by Nicholson 1966  
 1-123 2-r/s cacheted covers: FRANK CABLE (AS 40) 1981 & DANIEL BOONE (SSBN 629) 5<sup>th</sup> Patrol 1966  
 1-124 2-printed cacheted covers: SubRon 10 2001 & SAMUEL GOMPERS (AD 37) Beck B980 1974  
 1-125 MERCY (TAH 19) 5-30-88 Lest We Forget cachet  
 1-126 2-SSN printed cachet covers: JACK (605) 20<sup>th</sup> Anniv 1987 & SKATE (578) 25<sup>th</sup> Anniv 1982  
 1-127 BILLFISH (SSN 676) 6-14-87 Arrival Home after North Pole by Decatur Ch  
 1-128 COMFORT (AH 6) 9-5-45 #10 registered cover  
 1-129 REFUGE (AH 11) 6-30-45 #10 registered cover  
 1-130 US Naval Academy 150<sup>th</sup> Anniv 10-10-95 1<sup>st</sup> Day cover

**Thanks to Michael Coates, Art Cole, John Hutchinson, Mike Keil, Paul Sayles and Roger Wentworth for their donations!**



**USCS Auction #S1****Closes 28 February 2019****Minimum bid stated on all lots. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to [seadragons@cox.net](mailto:seadragons@cox.net)****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

S1-01 ARIZONA (BB 39) 10-27-37 Navy Day cachet, seal state of AZ, sunk MB \$25  
 S1-02 ARIZONA (BB 39) 7-23-39 Tacoma welcomes Navy, AZ flag decal tattered on front MB \$25

S1-03 ARIZONA (BB 39) 10-27-32 nc, clear cxl and kb reads "Navy Day Long Beach" MB \$5

S1-04 OREGON (BB 3) 8-4-1916 H E Eaton stationary w/printed ship name, PM Ilwaco, WA MB \$100

S1-05 OKLAHOMA (BB 37) 10-7-35 Crosby cachet for Presidential Fleet Review, sunk MB \$15

S1-06 TROUT (SS 202) 8-28-39 GOW NG keel lay c, PM SCULPIN, sunk MB \$15

S1-07 SEARAVEN (SS 196) 6-21-39 GOW NG launch cachet, PM SARGO MB \$15

S1-08 MISSISSIPPI (BB 41) 9-17-31 BEAZELL photo cachet MB \$25

S1-09 UTAH (BB 31) BEAZELL photo cachet, sunk MB \$25

S1-10 SAN JACINTO (CVL 30) 9-8-44 sailor mail w/censor mark MB \$4

S1-11 SAVO ISLAND (CVE 78) 7-31-45 sailor mail from Chaplain, w/censor mark MB \$4

S1-12 BLOCK ISLAND (CVE 21) 4-8-43 sailor mail w/censor mark, sunk MB \$40

S1-13 SANGAMON (AO 28/CVE 26) 2-1-41 FDPS by Nicholson, formerly SS ESSO TRENTON MB \$2

S1-14 2-LST sailor mail covers: LST 683 5/20/45 PM USN Br 15773 & LST 170 9-8-44 MB \$2

S1-15 PRINZ EUGEN (IX 300) 2-11-46 ships Kriegsmarine marking & USN cxl on card MB \$5

S1-16 FLORIDA (BB 30) 2-16-31 Last Day cachet signed by NMC MB \$3

S1-17 NORTH CAROLINA (BB 55) 4-9-41 #10 commissioning cachet MB \$2

S1-18 BROOKS (DD 232) 8-18-43 registered penalty, sunk MB \$5

S1-19 TRITON (SS 201) 7-5-39 GOW NG keel lay, PM SARGO, sunk MB \$15

S1-20 TROUT (SS 202) 11-25-40 GOW NG commission cachet, sunk MB \$15

S1-21 LITTLE (APD 4) 3-10-42 #10 penalty, typed cc, sunk MB \$10

S1-22 EDISTO (AG 89) 6-30-49 Last Day marking, nc MB \$2

S1-23 EUROPA (AP 177) 3-1-46 captured German liner used as AP, BB firing broadside cachet MB \$2

S1-24 YTB 478 PM missing month-20-1944, sailor mail w/censor mark MB \$2

S1-25 ALASKA (CB 1) 8-20-?? Sailor mail w/censor mark, no year in cxl MB \$2

S1-26 KENNEBEC (AO 36) 11-20-43 sailor mail w/censor mark MB \$2

S1-27 STARR (AKA 67) 3-8-46 Navy Dept seal as cachet, r/s cc MB \$2

S1-28 BILOXI (CL 80) 3-25-46 nc but 2 different cxls, r/s cc MB \$2

S1-29 USMC unit #465 12-25-42 soldiers mail w/navy censor mark MB \$2

S1-30 STAFFORD (DE 411) 2-1-46 r/s speeding DD cachet, PM USN Br#16038 MB \$2

S1-31 SICARD (DD 346) 7-6-40 sailor mail, kb Pearl Harbor MB \$2

S1-32 Patrol Squadron 93 6-22-42 sailor mail w/censor mark MB \$2

S1-33 Torpedo Squadron 83 6-3-45 sailor mail w/letter & censor mark MB \$2

S1-34 HOUSATONIC (AO 35) 4-11-42 FDPS by Nicholson MB \$2

S1-35 CHIPOLA (AO 63) 4-1-45 sailor mail w/censor mark MB \$2

S1-36 2-#10 penalties: CASCO (AVP 12) 1942 & NARRAGANSETT (AT 88) 1944 MB \$2

S1-37 2-sailor mail covers: PC 1120 1943 & BARNEGAT (AVP 10) 1944 MB \$2

S1-38 2-sailor mail covers: LST 326 1944 & CASCADE (AD 16) 1945 MB \$2

S1-39 2-#10 penalties: PE 57 1942 & CATOCTIC (AGC 5) 1944 MB \$2

S1-40 2-#10 penalties: ABSD 2 1943 & AJAX (AR 6) 1944 MB \$2

S1-41 2-sailor mail covers: CAPE BON (merchant) torn open 1944 & GALLATIN (APA 161) 1945 MB \$2

S1-42 2-#10 penalties: ARCTURUS (AKA 1) 1942 & MARIUS (AO 57) 1944 MB \$2

S1-43 2-#10 penalties: MINTAKA (AK 94) 1944 & URANUS (AF 14) 12-18-41 MB \$2

S1-44 2-#10 penalties: ENOREE (AO 69) 1944 & MENKAR (AK 123) 1944 MB \$2

S1-45 2-#10 penalties: SEVERN (AO 61) 1944 & AMERICAN LEGION (APA 17) SL name cxl MB \$2

S1-46 2-#10 penalties: ALSEA (AEF 97) 1944 & UNIMAK (AVP 31) 1944 MB \$2

S1-47 2-#10 penalties: APPALACHIAN (AGC 1) 1943 & CHICOPEE (AO 34) 1944 MB \$2

S1-48 TOPEKA (CL 67) 8-19-44 launch cachet, PM QUINCY MB \$2

S1-49 BROOKLYN (CL 40) 2-12-38 shakedown cachet, kb Galveston MB \$2

S1-50 SPOKANE (CL 120) 12-31-49 Crosby-like photo cachet MB \$2

S1-51 COLUMBUS (CA 74) 11-30-44 launch cachet PM Quincy MB \$2

S1-52 WICHITA (CA 45) 2-15-39 commission cachet by Schupp MB \$2

S1-53 PICKEREL (SS 177) 7-7-36 launch cachet, fish & life preserver, PM TARPON, sunk MB \$3

S1-54 SILVERSIDES (SS 236) 8-26-41 launch cachet by Aden, PM GRAMPUS, on card MB \$3

S1-55 AMBERJACK (SS 219) 3-6-42 launch cachet w/photo (upside down), PM New London, MB \$3

S1-56 GRUNION (SS 216) 4-11-42 commission by Spader, PM USN, sunk MB \$3

S1-57 GREENLING (SS 213) 9-23-41 launch cachet w/photo- Spader, PM USN MB \$3

S1-58 HADDO (SS 255) 6-21-42 launch c w/photo by Spader, PM Groton MB \$3  
 S1-59 GUNNEL (SS 253) 5-17-42 launch w/photo by Spader, PM Groton MB \$3  
 S1-60 USCGC WINNEBAGO (WPG 40) 10-27-45 Crosby-like photo cachet, PM USN Br 16050 MB \$3

S1-61 SAURY (SS 189) 4-3-39 commission by ANCS Argonauts MB \$3

S1-62 BIDDLE (DD 151) 11-11-36 Crosby photo cachet MB \$5

S1-63 CAPELLA (AK 13) 11-10-38 Mueller commission cachet MB \$3

S1-64 DENVER (C 14) 6-2-1909 ships rec'd cxl over Portsmouth NH cxl on color PC MB \$2

S1-65 YORKTOWN (PG 1) 5-17-1910 clear ships cxl on color PC MB \$4

S1-66 CUMBERLAND (IX 8) 4-25-1913 clear ships cxl on color PC MB \$4

S1-67 LUZON (PR 7) 12-3-37 Yangtze Patrol r/s cachet, MB \$2

S1-68 MONOCACY (PR 2) 1-31-1939 Decom cachet w/dragon MB \$2

S1-69 WASHINGTON (ACR 11) 3-22-1909 clear ships cxl on color PC MB \$4

S1-70 SOUTH DAKOTA (ACR 9) 7-31-1909 clear ships cxl on color PC MB \$4

S1-71 TRIGGER (SS 237) 2-3-41 keel lay by Hutnick, PM CLARK, sunk MB \$3

S1-72 TRIGGER (SS 237) 10-22-41 launch by Streeter, PM Vallejo, sunk MB \$3

S1-73 TRIGGER (SS 237) 2-2-42 FDPS by Hutnick, sunk MB \$3

S1-74 TRIGGER (SS 564) 4-8-52 Newest unit in fleet, CO auto PM Groton MB \$3

S1-75 TRIGGER (SS 564) 3-31-67 15th Anniv r/s cachet, PM Charleston MB \$3

S1-76 TRITON (SS 201) 3-25-40 launch by Pace, sunk PM Portsmouth Navy Yd MB\$3

S1-77 TRITON (SS 201) 8-15-40 commission by Walton, sunk MB \$3

S1-78 TRITON (SS 201) 10-27-40 Navy Day by ANCS Argonauts, sunk MB \$3

S1-79 TRITON (SS 201) 5-18-41 I am an American Day cachet, sunk MB \$3

S1-80 TRITON (SS 201) 11-7-42 sailor mail w/censor mark MB \$3

S1-81 TROUT (SS 202) 8-28-39 keel lay Hutnick, Portsmouth Navy Yd, sunk MB \$3

S1-82 TROUT (SS 202) 5-21-40 launch c by Hutnick, PM SEARAVEN, sunk MB \$3

S1-83 TROUT (SS 202) 11-25-40 commission cachet by ICG 9 MB \$3

S1-84 TROUT (SS 202) 3-25-41 Crosby photo c of USS OLYMPIA, stained, sunk MB\$3

S1-85 TROUT (SS 566) 4-6-77 ships r/s cachet, Welcome to Phila, PM Phila MB \$3

S1-86 WILLIAM V PRATT (DDG 44) 12-11-79 TROUT Transfer to Iran cancelled by Decatur Ch MB \$3

S1-87 TROUT (SS 566) 12-19-78 Decom by Nathan Hale Ch, PM Groton MB \$3

S1-88 JOHN PAUL JONES (DD 932) 9-8-64 Greetings TRUMPETFISH (SS 425) Nicholson MB \$3

S1-89 TRUTTA (SS 421) 8-18-44 launch cachet by Contraros, PM Kittery MB \$3

S1-90 TUNA (SS 203) 7-19-39 keel lay by Aden, PM POLLACK MB \$3

S1-91 TUNA (SS 203) launch cachet by ANCS 15 & 54, PM Vallejo MB \$3

S1-92 TUNA (SS 203) 2-3-41 commission cachet, uncle Sam design MB \$3

S1-93 TUNA (SS 203) 7-4-46 Atomic Bomb Test, SL cxl in large letters on card MB \$3

S1-94 TUNNY (SS 282) 11-10-41 keel lay by Hutnick, PM Vallejo MB \$3

S1-95 JOHN D FORD (DD 228) 5-25-41 US Fleet in Asiatic Waters by Muridge MB \$5

S1-96 REUBEN JAMES (DD 245) 9-25-35 15th Anniv w/info on Reu James MB \$6

S1-97 KILTY (DD 137) 2-16-40 US Navy Recom Wartime DDs by Neumann MB \$3

S1-98 CRAVEN (DD 382) 9-30-37 commission by Hutnick, DD bow on MB \$3

S1-99 NEVADA (BB 36) 12-25-35 Crosby photo cachet, San Diego Int'l Expo MB \$10

S1-100 SIMPSON (DD 271) 5-6-37 Fleet Maneuvers by Wentz? Kb Fr Frigate Shoals MB \$4

S1-101 United Nations 1-14-43 Crosby photo cachet of Seabees, FDC 2 cent stamp MB \$8

S1-102 SS WASHINGTON (liner) 5-10-33 1st voyage NY to Cobh, Plymouth etc MB \$5

S1-103 Johnson Sea-Link (DSV) 4-21-878 Dive 2000 Chub Cay PM W Palm Beach MB \$5

S1-104 Johnson Sea-Link (DSV) 12-15-86 Dive 1940 Coco Is, PM W Palm Beach MB \$5

S1-105 GUADALCANAL (LPH 7) 3-16-63 launch by Beck B313, auto by Adm Crowe MB \$8

S1-106 GOLD STAR (AG 12) 4-8-39 #10 penalty, kb en route Cavite MB \$5

S1-107 DETROIT (CL 8) 5-22-29 #10 registered cover MB \$8

S1-108 JOHN PAUL JONES (DD 932) 3-23-65 Gemini 3 Recov For r/s cachet MB \$4

S1-109 BOSTON (CAG 1) 3-23-65 Gemini 3 Recov For r/s cachet MB \$4

S1-110 HAROLD J ELLISON (DD 864) 3-23-65 Gemini 3 Recov For r/s cachet MB \$4

S1-111 SANSFIELD (DD 837) 3-23-65 Gemini 3 Recov For r/s cachet MB \$4

S1-112 ROBERT L WILSON (DD 847) 3-23-65 Gemini 3 Recov For r/s cachet MB \$4

S1-113 VANGUARD (TAGM 19) 7-24-59 Apollo 11 ships r/s cachet MB \$2

S1-114 Polaris missile 10-5-60 Goldcraft cachet, PM Port Canaveral, FL MB \$6

S1-115 O'HARE (DD 889) 7-10-47 midshipman cruise to Europe MB \$2

S1-116 TEXAS (CGN 39) 8-1-79 Nicholson Argentine ship ISLAS ORCADAS decom MB \$1

S1-117 MILLER (FF 1091) Welcome French DE LE GASCON Nicholson MB \$1

S1-118 NEOSHO (AO 143) 11-11-77 Welcome French amphib ship BIDASSOA Nicholson MB \$1

S1-119 HAMMERBERG (DE 1015) 11-30-73 LDPS by Nicholson MB \$1

S1-120 NEW (DD 818) 12-1-73 Welcome home from Arab Israeli War MB \$1

S1-121 PENSACOLA (LSD 38) 12-11-73 Welcome home from Arab Israeli War MB \$1

S1-122 AUSTIN (LPD 4) 12-20-73 Welcome home by Nicholson MB \$1

S1-123 TRUCKEE (AO 147) 12-21-73 Welcome Home by Nicholson MB \$1

S1-124 COLUMBUS (CG 12) 8-18-73 keel lay USS TEXAS (DLGN 39) Nicholson MB \$1

S1-125 DENEbola (AF 56) 7-1-72 USS SOUTH CAROLINA (DLGH) launch Nicholson MB \$1

S1-126 COURTNEY (DE 1021) 11-26-73 USS EXPLOIT (MSO 440) welcome Nicholson MB \$1

S1-127 LESTER (DE 1022) 11-15-73 LDPS by Nicholson MB \$1

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As of mid-December, the following are the latest WESTPEX exhibit reports for the USCS. Other exhibits may be pending; a new report will be released in January. Thanks to our members for stepping up to meet our quota.

Please remember to send in your USCS Dues if this is your year to renew.

## Universal Ship Cancellation Society

Exhibitor	Title	Frames	Status
Bernstein, David and Laurie	100 Famous US Navy Vessels 1797-1997	7	accepted
Eckert, Alvin L.	The Liberty Ship SS Jeremiah O'Brian	2	accepted
Ferrell, Lloyd	Little Known Pearl Harbor Ships without postal facilities	4	accepted
Shay, Steve	The U.S. Navy in the Tokyo Bay Area, August-September, 1945	7	accepted
Young, John	U.S. Navy Machine Cancels (1919-80)	5	accepted

Total: 25 (25 frames committed)



## Classified Ads

(30 words/\$6.00; same ad 12 times \$60. Forms available from Editor) Inclusion of ad does not constitute USCS endorsement. Send ad form and check payable to USCS to Log Editor.

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**Veterans and Shut-ins Services.** Donations of used stamps, albums, specialty catalogs and other philatelic supplies are always welcomed for transfer to our various veteran program sites. Send all donations to the **Veterans National Stamp & Coin Club**, Southern Arizona VA Health Care System, 3601 South 6<sup>th</sup> Ave., (9-135), Tucson AZ 85723.

**Historical questions researched.** James Myerson, 6550 E. Washington Blvd., Commerce CA 90040-1822. SASE for reply.

### Catalogs, Logs, Handbooks, Directory

**Catalog of US Naval Postmarks 5<sup>th</sup> Ed.** 1997-Reprinted. 550+ pages, illustrated with 18-page addenda updates to 2001. 8½x11, loose leaf. \$40.00 media mail, \$70.00 First Class International outside US to members, all non-members add \$10. CD version - \$30 First Class, \$35 International non-member \$40.00 U.S. -\$45 International. Send check or money order payable to USCS to Treasurer, PO Box 7237, Aloha OR 97007-7237, or via PayPal to [receipts@uscs.org](mailto:receipts@uscs.org)

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11/18



STEVE SHAY  
747 SHARD CT  
FREMONT CA 94539

PERIODICAL

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Universal Ship Cancellation Society Log

January 2019

## Secretary's Report December 2018

### Welcome New Members

- 12544 Howard Bartholf, 12011 Sunrise Rd, Henrico VA 23233-1603  
by Paul Huber (8004)
- 12545 David L McKinney, 3866 Mojave Ln Apt C, Fort Irwin CA 92310-  
1850 by Paul Huber (8004)
- 12546 Melanie Rogers, 6021 N Winthrop Ave Apt 505, Chicago IL 60660-  
2658 by Paul Huber (8004)
- 12547 Darlene Hall, 187 Mentor Apt 1, Painesville OH 44077-3238  
25 year nomination by Frank Hoak III (H-6194))

### Reinstated

- 12104 Deborah Hartwick, 5030 Sand Lake Dr, Onsted MI 49265-9753  
by Society Table at StampShow 2018

### Change of Address

Membership on 11/3/2018.....	832
New Members.....	4
Reinstated .....	1
Membership on 12/2/2018.....	837
Membership on 12/2/2017.....	867

Steve Shay,  
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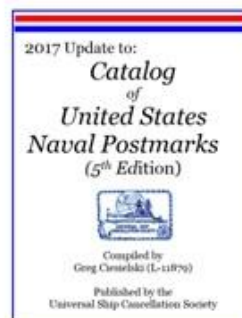
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Cocoa Beach, FL 32931 Email: KarlZurn@gmail.com

## Future USCS Convention Schedule

2019 April 26-28 – WESTPEX-Burlingame, CA  
2020 September – MILCOPEX – Milwaukee WI  
2021 September 3-5 - BALPEX – Hunt Valley MD

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