

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 86 No. 11

November 2019

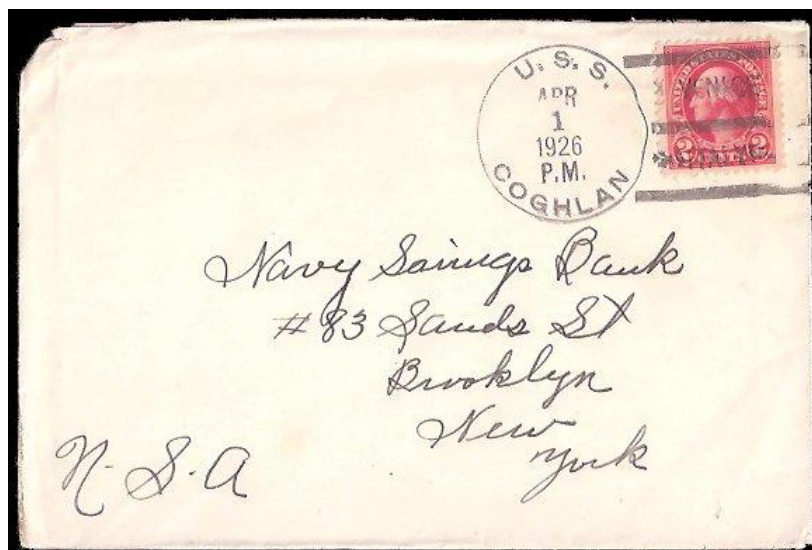
Whole No. 1032

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Cover of the Month

USS COGHLAN (DD 326)



For November, Jake Wilhelm (12,411) shares this cover from the Naval Cover Museum as one of the illustrations for his article about the Mediterranean Tour of 1925-26 for USS COGHLAN (DD 326) and BRUCE (DD 329). Mailed from COGHLAN on her 1926 sojourn in Italy, a Locy 3 (B) cancel with VENICE/ITALY between the killer bars, crosses a George Washington two-cent (Scott 554) sent to the Navy Savings Bank in Brooklyn, New York.

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

One of the great joys of being the editor of the **USCS Log** comes in finding new authors willing to share their collecting interests or their research in naval history. I am doubly blessed when the author produces multiple articles to share with the readership throughout the year. Mid-October I received an email from **James Moses** with twelve articles centered on his research and cataloging of censor markings. Since this issue was completed prior to the receipt of the articles, I will begin his series with the December issue.

For December, I also have a Christmas article from **Gene and Christine Sanders** who wrote the award winning series of three articles on Henry Stinemetts: Naval Cachet Maker that were published in the **Log** in August and October 2013 and the April 2014 issue.

Also coming in December is **Lloyd Ferrell's** article on Torpedo Testing Barge (YTT 3) at Pearl Harbor and **Gregory Finnegan** will share more of his great collection via his 'Joy of Collecting' series.

All in all, the **Stanton Honeyman Committee** will have a challenging time this year when they begin to select the top articles and writers for this year's philatelic writing awards.

For those who send for their own covers to the operational ships in the fleet, the new 2020 list of ship commissioning anniversaries is now ready for your use. See page 3 for the list that was prepared this year by **Bob Lamb**. Bob volunteered to carry on the work of assembling the list once **Dan Goodwin** compiled the 2019 listing. I really appreciate Dan's many years of preparing the list for our membership.

As we enter the end of 2019 and look to begin 2020, I wish to remind our regular columnists to submit their material earlier than normal so we can meet the holiday printing and mailing schedules of the printer and the postal service.

Enjoy your family and friends during Thanksgiving.

Collect-Share-Enjoy your hobby.

Send for Your Own Covers

USS ABRAHAM LINCOLN CARRIER STRIKE GROUP
USS ABRAHAM LINCOLN (CVN 72)
USS LEYTE GULF (CG 55)
USS BAINBRIDGE (DDG 96)
USS GONZALEZ (DDG 66)
USS MASON (DDG 87)
USS NITZE (DDG 94)

USS BOXER AMPHIBIOUS READY GROUP

USS BOXER (LHD 4) Deployed 1 May 2019
USS JOHN P MURTHA (LPD 26)
USS HARPERS FERRY (LSD 49).

Surface Action Group

USS LASSEN (DDG 82) Deployed 12 September
USS FARRAGUT (DDG 99)
USS NORMANDY (CG 60)
USS FORREST SHERMAN (DDG 98)

Recently/Currently Deployed

USS RAMAGE (DDG 61 BMD Deployed 20 August
USNS COMFORT (T-AH 20) Caribbean-Latin America Deployed 6-14
USS LEWIS B. PULLER (ESB 3) 5th Fleet AOR
USCGC STRATTON (WMSL 752) Western Pacific Deployed 12 June
USNS WALTER D DIEHL (T-AO 193) Western Pacific
USS FLORIDA (SSGN 728) 5th and 6th Fleet AOR
USNS RAPPAHANNOCK (T-AO 204) 5th Fleet AOR
USNS ARCTIC (T-AOE 8) 5th Fleet AOR
USNS CESAR CHAVEZ (T-AKE 14) 5th Fleet AOR
USNS YUMA (T-EPF-8) 6th Fleet AOR
USS ALASKA (SSBN 732) Eastern Atlantic
USS KEY WEST (SSN 722) WESTPAC
USS OLYMPIA (SSN 717) 6th Fleet AOR
USS GRIDLEY (DDG 101) Flag SNMGI North Atlantic-Canada-USA

JOIN A USCS CHAPTER THIS YEAR.



Out of the Past

Naval History and Heritage Command

1 November 1941 (WW II)

President Franklin D. Roosevelt's Executive Order 8929 transfers the U.S. Coast Guard to Navy Department control for the duration of a national emergency in order to perform anti-submarine patrols and escort high-value convoys.

5 November 2007 (Modern)

Amphibious assault ship TARAWA (LHA 1), with Marines of the 11th Marine Expeditionary Unit embarked, sails on her 14th and final deployment from San Diego, CA. The ship supports Operations Enduring and Iraqi Freedom, visits four continents, and provides humanitarian relief to people in Bangladesh and Djibouti. TARAWA returns June 2008, and is decommissioned after 32 years of service on 31 March 2009.

9 November 1921 (WW I)

USS OLYMPIA (C 6) arrives at the Washington Navy Yard from France carrying the body of the Unknown Soldier of World War I for internment at Arlington National Cemetery, Arlington, VA.

15 November 1960 (Modern)

The Polaris fleet ballistic missile weapon system becomes operational when USS GEORGE WASHINGTON (SSBN 598) gets underway with her principal armament of 16 Polaris A-1 missiles from NWS Charleston, SC.

18 November 1962 (WW II)

USS BLACKFIN (SS 322) diverts from her war patrol and picks up captured Japanese cryptographic and technical equipment, along with other secret documents, west of Camurong River on the north coast of Mindoro, Philippines.

24 November 1943 (WW II)

Japanese submarine I-175 sinks USS LISCOME BAY (CVE 56) southeast of Makin Island. Though 272 of her crew are rescued, she loses 55 officers and 591 enlisted men, including Navy Cross recipient Cook 3rd Class Doris Miller.

25 November 1943 (WW II)

At the Battle of Cape St. George, Destroyer Squadron 23 intercepts five Japanese destroyers attempting to land reinforcements at Buka on Bougainville. During this night engagement, the Japanese destroyers ONAMI, MAKINAME, and YUGIRI are sunk.

27 November 1943 (WW II)

USS CALLAGHAN (DD 792) is commissioned. Named in honor of Medal of Honor recipient Rear Adm. Daniel J. Callaghan, who was killed during the Naval Battle of Guadalcanal November 1942, she serves in the Pacific until she is sunk by a Japanese kamikaze 28 July 1945.

29 November 1944 (WW II)

USS ARCHERFISH (SS 311) sinks Japanese carrier SHINANO on her maiden voyage 160 nautical miles southwest of Tokyo Bay. SHINANO is the largest warship sunk by any combatant submarines during World War II.

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 55-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: bmcjmjones@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.

Fall 2019

?? PCU DELAWARE (SSN 791) Commissioning, Norfolk NS

Spring 2020

?? PCU TRIPOLI (LHA 7) Commissioning, Pensacola FL

?? PCU MINNEAPOLIS-SAINT PAUL (LCS 21) Comm,DuluthMN

?? CGC STONE (WMSL 758) Christening in early 2020

Thanks to: Bob Lamb for providing the 2020 Anniversary Updates and Dan Goodwin for his many years for the listings up to 2019's list. Thanks to Mike Brock, & Rich Hoffner for ship event updates.

2019 Ship Anniversaries

35 YEARS – OLYMPIA SSN-717, 11/17; **30 YEARS** – CHANCELLORSVILLE CG-62, 11/4; ABRAHAM LINCOLN CVN-72, 11/11; NORMANDY CG-60, 12/9; **25 YEARS** – CHIEF MCM-14, 11/5; HARTFORD SSN-768, 12/10; MITSCHER DDG-57, 12/10; **15 YEARS** – JAMES E. WILLIAMS DDG-95, 12/11; **10 YEARS** – NEW YORK LPD-21, 11/7

2020 Ship Anniversaries

75 YEARS – PUEBLO AGER-2, 4/7; **50 YEARS** – BLUE RIDGE LCC-19, 11/14; 45 YEARS – NIMITZ CVN-68, 5/3; **35 YEARS** – WHIDBEY ISLAND LSD-41, 2/9; ALABAMA SSBN-731, 5/25; PROVIDENCE SSN-719, 7/27; **30 YEARS** – COMSTOCK LSD-45, 2/3; ALBANY SSN-753, 4/7; MONTEREY CG-61, 6/16; DEVASTATOR MCM-6, 10/6; WEST VIRGINIA SSBN-736, 10/20; TORTUGA LSD-46, 11/17; SCOUT MCM-8, 12/15; **25 YEARS** – HARPERS FERRY LSD -49, 1/7; BOXER LHD-4, 2/11; TOLEDO SSN-769, 2/24; LABOON DDG-58, 3/18; RUSSELL DDG-59, 5/20; PAUL HAMILTON DDG-60, 5/27; FIREBOLT PC-10, 6/10; WHIRLWIND PC-11, 7/1; RAMAGE DDG-61, 7/22; MAINE SSBN-741, 7/29; TUCSON SSN-770, 8/18; CARTER HALL LSD-50, 9/30; THUNDERBOLT PC-12, 10/7; COLUMBIA SSN-771, 10/9; FITZGERALD DDG-62, 10/14; STETHAM DDG-63, 10/21; JOHN STENNIS CVN-74, 12/9; **20 YEARS** – TORNADO PC-14, 6/24; OSCAR AUSTIN DDG -79, 8/19; ROOSEVELT DDG-80, 10/14; **15 YEARS** – JIMMY CARTER SSN-23, 2/19; NITZE DDG-94, 3/5; HALSEY DDG-97, 7/30; BAINBRIDGE DDG-96, 11/12; **10 YEARS** – INDEPENDENCE LCS-2, 1/16; DEWEY DDG-105, 3/6; NEW MEXICO SSN-779, 3/27; MISSOURI SSN-780, 7/31; GRAVELY DDG-107, 11/20; **5 YEARS** – JOHN WARNER SSN-785, 8/1; MILWAUKEE LCS-5, 11/21; JACKSON LCS-6, 12/5

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FPO Update

USS DANIEL INOUYE DDG 118

UNIT 100115 BOX 1

FPO AA 96691-1500

Naval News

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USS RAMAGE Visits Beirut, Lebanon

USS RAMAGE (DDG 61) visited Beirut, Lebanon, on 14 September, becoming the first American ship to do so in over 30 years.

During the visit to Beirut, US Ambassador Elizabeth Richard and Vice Admiral Jim Malloy, Commander, US Naval Forces Central Command/Commander, US Fifth Fleet, hosted an on-board reception for distinguished guests.

RAMAGE is deployed to the US 5th Fleet area of operations in support of naval operations.

PCU SAVANNAH Keel Laying

Austal USA hosted a keel-laying ceremony for the future littoral combat ship USS SAVANNAH (LCS 28) at its shipyard in Mobile, Alabama, on 20 September.

SAVANNAH is the 14th INDEPENDENCE-variant littoral combat ship (LCS).

There are currently four other INDEPENDENCE-variant LCSs undergoing construction at Austal USA, with five additional ships in pre-production planning.

Ex-USS FORD (FFG 54) SINKEX

Ex-USS FORD (FFG 54), one of the few OLIVER HAZARD PERRY-class frigates still around, was sunk by live fire from ships and aircraft taking part in exercise Pacific Griffin 2019.

The decommissioned ship was sunk on 1 October, approximately 170 nautical miles off the coast of Guam.

Units from the US and Republic of Singapore Navy participated in the sinking exercise (SINKEX), which provided them the opportunity to gain proficiency in tactics, targeting and live firing against a surface target at sea.

Along with USS GABRIELLE GIFFORDS (LCS 10), several other units participated in the SINKEX, including missiles launched from maritime patrol aircraft from Patrol Squadrons VP-1, VP-5 and VP-47; bombs released from B-52 bombers from US Air Forces' Expeditionary 69th Bomb Squadron; and surface-to-surface Harpoon missiles launched from the Republic of Singapore multi-role stealth frigates RSS FORMIDABLE (FFS 68) and RSS INTREPID (FFS 69).

PCU OREGON Christened

With little advanced notice, the Navy christened its newest attack submarine, the future USS OREGON (SSN 793), during a ceremony Saturday, 5 October 2019, at General Dynamics Electric Boat in Groton, Connecticut.

The submarine's sponsor is Mrs. Dana Richardson. The ceremony was highlighted by Mrs. Richardson breaking a bottle of sparkling wine across the bow to formally christen the ship, a time-honored Navy tradition.

OREGON is the third U.S. Navy ship to honor the state.

The boat began construction fall of 2014 and is expected to deliver in the fall of 2020.

USS HUE CITY Begins Modernization

Guided missile cruiser USS HUÉ CITY (CG 66) was inducted into the US Navy's cruiser modernization program after 25 years of service.

The ship started a period of major overhaul, that will give her a new lease on life and upgraded Air Defense Commander Capabilities, at the Norfolk Naval Base on 30 September 2019.

HUÉ CITY will undergo extensive structural, mechanical, and combat systems upgrades and return to the fleet at peak technical readiness.

Lessons learned from ships inducted earlier in the process – GETTYSBURG (CG 64), VICKSBURG (CG 69), and ANZIO (CG 68) – were incorporated into planning.

Six of 11 cruisers have been inducted into the modernization program and are in various stages of returning to the fleet with modernized warfighting capability.

USS HUÉ CITY (CG 66) is the seventh cruiser to be inducted and will be equipped with the latest technological advances in combat systems and engineering to ensure she remains warfighting relevant through the 2030s.

USS CINCINNATI Commissioned

The U.S. Navy commissioned USS CINCINNATI (LCS 20) during a ceremony Saturday, 5 October in Gulfport, MS.

More than 1,400 guests attended the ceremony for the fifth ship in naval service named for CINCINNATI, the third-largest city in Ohio.

CINCINNATI Commanding Officer is CDR Jedediah Kloppel. Penny Pritzker, the 38th U.S. Secretary of Commerce and the ship's sponsor, gave the traditional order to "man our ship and bring her to life!"

PCU NANTUCKET Keel Authenticated

Work on building the US Navy's 27th littoral combat ship has kicked off with an official ceremony at Fincantieri Marinette Marine's shipyard.

The future USS NANTUCKET (LCS 27) is the 14th FREEDOM-variant LCS. The ceremony saw a shipyard worker weld the initials of Polly Spencer, USS NANTUCKET ship sponsor and wife of U.S. Secretary of the Navy Richard Spencer, into the ship's keel plate.

PCU SANTA BARBARA (LCS 32) Construction Start

The first cut of metal for the future USS SANTA BARBARA (LCS 32) start of construction happened on 9 October in Austal's module manufacturing facility. Austal USA in Mobile AL is building this ship.

LPD 30 Named for Harrisburg PA

Secretary of the Navy Richard V. Spencer named the next SAN ANTONIO-class amphibious transport dock ship, LPD 30, in honor of Harrisburg, Pennsylvania on 10 October.

"The people of central Pennsylvania have always played a critical role in forging the strength of our Navy and fighting to defend our nation," said Spencer. "The future USS HARRISBURG will carry on this legacy to every part of the world."

LPD 30 will be the second U.S. Navy vessel named after the city of Harrisburg.

President's Message

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Over the past several months, the website revision committee lead by Vice-President **John Germann** has gone through each of the features of our current USCS website and analyzed each of the items to determine value and if it is a position for ease of use to a website user. After 10 of those detailed studies, the team is ready to turn over their want lists to the site designer. His task is to see if each need is best aligned and if the software will provide the ease of use desired. His study and software selection will provide the committee with the data needed to propose to the USCS Board a budget for approval to build the new site.

Certainly, this has been a long process; however, we are working to have the best site possible for our membership and a means to attract new members.

Since November is Thanksgiving month, I very sincerely give my THANKS to the many writers, columnists, and other volunteers who contribute each and every month to keep the *USCS Log* the award winning journal for navophilatelists.

Enjoy the holiday and enjoy family and friends. Take a little time to share your collection with younger family members.

American Philatelic Society News

Our APS representative, Director Nancy Clark, shared recent news that the American Philatelic Society, American Topical Association, and American First Day Cover Society are under the new *Great American Stamp Show* umbrella.



NAVAL COVER MUSEUM

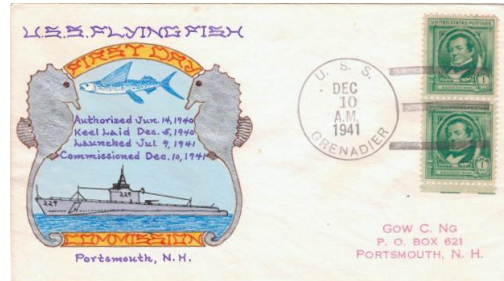
Greg Ciesielski, *Naval Cover Museum* curator notes that he has opened a new set of pages in the Museum for the cachet category -- *San Francisco Bridge Events*.

Check the entries by going to this link:

https://www.navalcovermuseum.org/wiki/Cachet_Category_San_Francisco_Bridge_Events

USCS Auctions – take a look!

USS FLYING FISH Commissioning Gow Ng cachet
 USS CIMARRON (AO 22) Tokyo Bay



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

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APS, NSDA, USCS, MPHS, TSDA, SRS, ARA

The Goat Locker

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USS NORTHLAND, CG

Built as the replacement for the lengthily cutter USS BEAR, this 216-foot, 2065-ton cruising cutter was especially designed for Arctic operations. Originally was fitted with auxiliary sails, in event that her machinery plants got damaged in the frozen waters of the Arctic. NORTHLAND had tall masts trimmed and sails removed in 1936.

She was constructed at Newport News Shipbuilding, Newport News VA at the cost of \$865,650. Her keel was laid on 16 August 1926. USS NORTHLAND, CG was launched 5 February 1927 and formally commissioned 7 May 1927. She was assigned to the west coast, home-ported at San Francisco (1927), Oakland, CA (1928-35) and Seattle WA (1935-38). Her compliment: 17 officers, 90 enlisted men. Originally armed 2-6 pdrs and 1-1 pdr (1927) she rearmed (1941) with 2-3"/50 single mounts.

Usually NORTHLAND departed Seattle in May each year, on her annual Arctic cruise and would return to her homeport by mid-November. The cutter would visit ports along the Alaskan coast performing duties of the Coast Guard's Bering Sea Patrol. She would usually arrive at Point Barrow AK during the first week in August. On the return trip, the cutter would continue to perform the duties of the patrol i.e. law enforcement, transport federal officials, prisoners, and carry the outgoing mail to Seattle.



Figure 1: Pen & ink drawing (Unknown artist) that depicts cutter under sail in Arctic waters, but USS SAN FRANCISCO was actually in Frisco on Coast Guard Day, 1934.

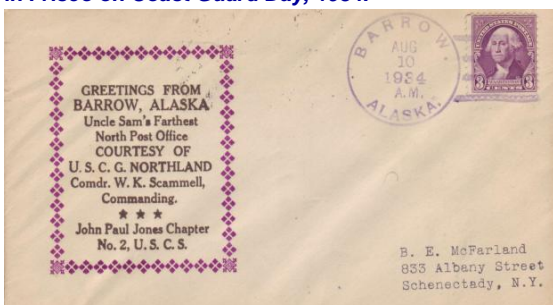


Figure 2

Figure 2: Printed cachet (USCS Chapter #2) documents NORTHLAND arrival at Point Barrow AK on 10 AUG 1934. Cover b.s. Nome AK on 21 AUG 1934. Dean Bartley was cachet director and H.S. Groat printed many of the early John Paul Jones' Chapter covers.

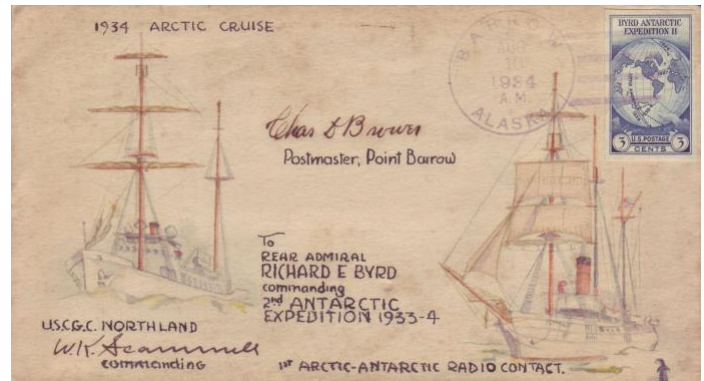


Figure 3: Hand-drawn cachets of NORTHLAND & BEAR documenting 1st Antarctic-Arctic radio contact between the two ships, franked with 3 cents Byrd stamp & posted at Point Barrow AK on 10 AUG 1934.

Signed by NORTHLAND skipper, Commander W.K. Scammell, USCG and Barrow's postmaster, Charles Dewitt Brower, cover is addressed to Admiral Byrd on his 2nd Antarctic Expedition. No markings on reverse.



Figure 4: Hand-drawn cachet depicts NORTHLAND & penned Arctic Cruise 1935, franked with airmail postage and posted Nome, AK 15 JUL 1935. Reverse m.c. Oakland CA on 2 AUG 1935 with no other markings on the reverse.

It appears that Bloomer (sender) or somebody aboard the cutter drew the cachet, similar in size and scope to the previous NORTHLAND cover. The addressee kept the cover or gave it to a collector and it was recently found on eBay

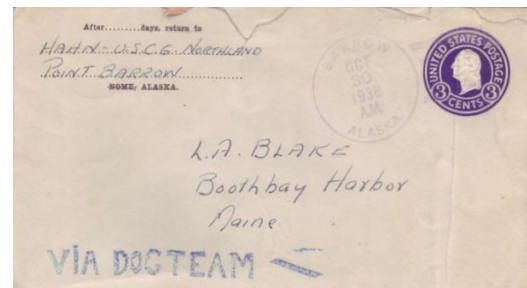


Figure 5: Crew-member Ned Hahn used embossed 3 cents envelope to mail letter to friend in Boothbay Harbor ME, canceled Barrow AK on 30 OCT 1938, that bears SLK/ VIA DOG TEAM and no other markings on reverse.

Enclosure is a penned note dated 3 August 1938 Pt Barrow informing his friend that mail would leave Barrow by dog sled during winter and arrive by Christmas time. No indication of when the letter arrived in Maine.

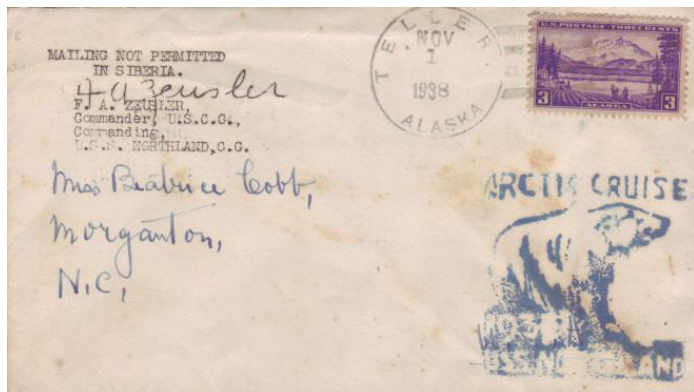


Figure 6: Stamped ship's cachet depicts polar bear with wording ARCTIC CRUISE above bear and 1938/ USS NORTHLAND below bear with mimeographed message from the Captain prohibits mailing from Siberia. Cover was posted at Teller AK on 1 NOV 1938 with no marking on reverse.

The cutter returned from her last Arctic cruise on 19 September 1938 and she was decommissioned on 26 October 1938. The cutter was to become part of Admiral Byrd's Antarctic Expedition (Byrd III.) The War in Europe cancelled her maiden voyage to Antarctica and she was used as a training and barracks ship for the U.S. Maritime Service.

As the War in Europe continued, the local government of Greenland asked for American protection, only three weeks (3 MAY 1940) after Denmark was occupied by the Germans. FDR chose the Coast Guard because it was under Treasury, rather than the Navy. There were two major objectives: prevent German weather stations and protect the single "cryolite" mine at Ivigtut, Greenland. The mineral was an essential ingredient of commercial aluminum used in aircraft production.

NORTHLAND was re-commissioned in June 1939 and made a 1940 Greenland Survey cruise under the command of CDR Edwin "Iceberg" Smith, USCG. During the cruise (6 AUG- 28 DEC 1940) they conducted surveys and mapped the area, gathering military information and helped put together the "Greenland Pilot" that would prove useful to future sailors that operated in Greenland waters. .

First came the South Greenland Patrol (June 1941), consisting of three cutters MODOC, COMMACHE & RARITAN. The Northeast Greenland Patrol with NORTH STAR (WPG 59), USS BEAR (AG 29) and NORTHLAND (WPG 49) was established by July 1941. Both patrols were consolidated into Task Force 24.8 (Greenland Patrol) under the command of Admiral Smith in October 1941.

During her second cruise to Greenland, NORTHLAND made the first capture of an enemy vessel, the German controlled Norwegian sealer, SS BUSKOE on the day that President Roosevelt gave his "shoot on sight" warnings on 11 September 1941. Records indicate that NORTHLAND

sighted and attacked a German submarine in Davis Strait in June 1942. The presence of oil and bubbles indicated possible hits by the cutter's depth charges, but German records indicate no indications of submarine sinking in the area.

Shannon Island was the scene of two landings by soldiers and boarding parties from NORTHLAND. Both times, July 1943 and July 1944, the landing party burned base camps which the Germans had hurriedly abandoned. In the latter, the cutter discovered a Nazi trawler, believed to be COBERG, which was fired and completely gutted by crew.

A second vessel was disposed of in September after NORTHLAND pursued her for 70 miles through ice floes, off Great Koldewey Island. The Germans scuttled their ship and took to lifeboats and made it to shore. A few bursts from cutter's 20 mm guns forced the surrender of the 28 crewmembers that were turned over the Army in Iceland.



Figure 7: USS NORTHLAND (WPG 49) earned two battle stars for her service during World War II and was decommissioned on 27 March 1947.

The cutter was saved from scrapping by a Zionist Resistance Group (Hagana) which purchased her in January 1947. Renamed JEWISH STATE, the former cutter was used to transfer immigrants from Bulgaria to Palestine in late 1947. Stopped by British destroyers, most of the Jewish immigrants were deported to Cyprus. The ship's skipper, Yosef Almog and some of the crew hid on the ship until it was interned at Haifa. They escaped to rejoin the illegal fleet.

Although in British hands, the former cutter underwent secret refitting in Haifa.

Eleven days after Israel declared independence (10 May 1948), JEWISH STATE slipped away from the British held port, bound for Tel Aviv. Once there the ship was armed with different types of guns, including a field piece named "Napoleon" for their seagoing artillerymen. Renamed EILAT (16A), she became Israel's first frigate that performed patrols between Tel Aviv and Cyprus.

She became Israel's first training ship, then mother-ship for their motor torpedo boat squadron and finally the barracks ship at Haifa, named MATZPEN. Her career as a naval vessel ended on 22 February 1962 when the Israeli ship's ensign was lowered for the last time. Shalom, gallant ship!

Remember collecting Coast Guard covers is FUN! FUN! FUN!

Donations and Consignments to USCS – Choices and Expectations

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Among the topics USCS members regularly ask about are cover donations, and consignments. It can be confusing, with requests coming from different USCS service managers who sell covers for us in different ways. For the past two years, I've done short articles about how it all works. It's now time to again do a refresher on the process.

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

- (1) USCS Convention Auction. **Lloyd Ferrell** (that's 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—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.

Some Recent Donations – and Heirs & Estates Reminders

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 acknowledgement letter of receipt can be used for tax purposes.

Members who make donations to USCS are important, and even small donations make a difference in our finances. It's been a while since we've published names of members who have made donations, and I think this will bring us up to date.

Recent Donations

First of all, I'll mention that **Capt. Tommy Stewart** sent in a very nice cash donation. For the next convention

auction, which I've not even started soliciting for, covers have been sent in by **Bill Payden**, **Joseph Connolly**, and **John Howard**. On top of that, **Harold Towlson** donated several mint sheets of stamps that I recently sold to USCS members. A very nice donation!

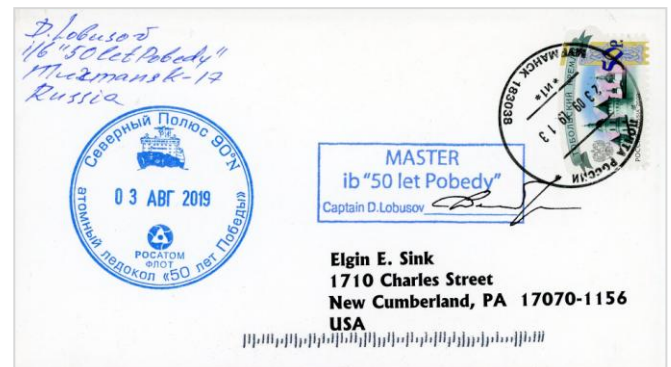
From our **Log** Auction Managers, Laurie and David Bernstein, donations were received from **Art Cole**, **Allen Fisher**, **Herb Harfst**, **John Montgomery**, **John Puzine**, **Richard Thomas**, and **Dick Keiser**. Our Sales Circuit Manager, Stewart Milstein, reports donations from **Mike Lundy**, plus some covers as well as cash donated by the family of member who passed away. Thanks to all of you.

Heirs and Estates

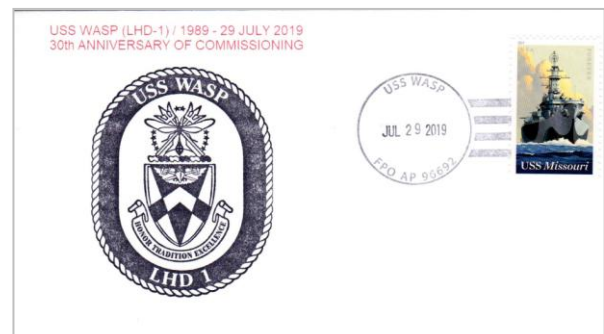
Finally, I want to mention a service not often mentioned namely Heirs and Estates. For families that have inherited naval covers, USCS can offer advice on the best way to dispose of the collection. The committee is co-chaired by David Bernstein and Stewart Milstein. If you know of someone who might need such help, please refer them to Chair David Bernstein at (Nataska1@cox.net) or to Stewart at (sbmilstein@gmail.com). I should add that, when a USCS member passes away, they also mail an informational letter to the family.

Thank you. Let me know if you have any questions.

Covers Received



Elgin Sink received this nice cover from **Murmansk-based Russian Nuclear Icebreaker I/B 50 LET POBEDY** with nice cachet and markings including **Master Captain D. Lobusov's** signature. The covers were sent to the ship in January 2018.



Mike Brock received this cover for **USS WASP's 30th Anniversary** with **Locy Type 11-2 (USS, FPO AP 96692)**

West Coast Navy News

Ted Minter (9017)

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



USS LOUISIANA Begins Refueling Overhaul

USS LOUISIANA (SSBN 743) arrived at Puget Sound Naval Shipyard & Intermediate Maintenance Facility in early September ahead of the boat's scheduled refueling overhaul.

The submarine will spend the next two and a half years receiving new nuclear fuel and system upgrades, in addition to getting a modernized reverse osmosis system.

LOUISIANA will also undergo modifications to berthing and bathrooms to allow enlisted women to serve aboard.

The project is expected to finish in 2022.

LOUISIANA, homeported at Naval Base Kitsap-Bangor, was commissioned on 6 September 1998 and is the fourth commissioned ship by that name. She was the last of 18 OHIO-class submarines to be commissioned.

Changes of Command

USS ANTIETAM (CG 54) held a change of command ceremony, 17 September while operating in the U.S. 7th Fleet area of operations.

Capt. Russell Caldwell relieved Capt. Jim L. Storm as the Commanding Officer aboard ANTIETAM.

A new commanding officer took command of the amphibious assault ship USS BOXER (LHD 4) during a 15 September ceremony.

Capt. Dale Heinken relieved Capt. Ronald Dowdell, who served as BOXER's commanding officer since 19 July 2018.

DECATUR and STETHEM Contracts

BAE Systems San Diego Ship Repair has received two contracts totaling over \$170 million for the repairs and modernization of two San Diego-based destroyers.

The shipyard received \$86.1 million to carry out the extended dry-docking selected restricted availability (EDSRA) on USS DECATUR (DDG 73).

The destroyer returned to naval base San Diego in April 2019 after working in the US 7th Fleet and 5th Fleet areas of operation.

Work under the contract is expected to be completed by October 2020.

The second contract awarded to the company, worth \$84.6 million, is for the extended dry-docking selected restricted availability of USS STETHEM (DDG 63).

STETHEM arrived in San Diego in July after she spent 14 years forward-deployed to Japan. STETHEM's repairs are also expected to be completed by October 2020.

BOXER ARG Enters 7th Fleet AOO

US Navy's **Boxer** Amphibious Ready Group (ARG), along with the embarked 11th Marine Expeditionary Unit (MEU), entered the US 7th Fleet area of operations on 23 September 2019.

Led by amphibious assault ship USS BOXER (LHD 4), the group arrived in Asia Pacific after spending three months in the US 5th Fleet.

Joining 7th Fleet's Naval Forces, the BOXER ARG and 11th MEU will work side-by-side with regional partners and allies to promote maritime security and stability in support of a free and open Indo-Pacific.

The ARG includes the amphibious assault ship USS BOXER (LHD 4), amphibious transport dock ship USS JOHN P. MURTHA (LPD 26) and amphibious dock landing ship USS HARPERS FERRY (LSD 49). The 11th MEU is deployed with BOXER Amphibious Ready Group and serves as a theater reserve and crisis response force.

While in the US 5th Fleet, the ARG transited multiple straits to include the Strait of Hormuz, Bab-al-Mandeb strait and through the Strait of Tiran into the Gulf of Aqaba where BOXER ARG and 11th MEU conducted Eager Lion, US Central Command's largest and most complex exercise that integrates forces in a multilateral environment and strengthens military-to-military relationships.

DECATUR and STETHEM Double Drydocking

Southwest Regional Maintenance Center (SWRMC) supported the double-docking of USS STETHEM (DDG 63) and USS DECATUR (DDG 73) in BAE Systems – Ship Repair's drydock, *The Pride of California*, 8 October.

The double-docking represents the first time since 2012, when USS MASON (DDG 87) and USS BULKELEY (DDG 84) were docked in Norfolk, that the Navy has collaborated with Industry to simultaneously drydock two surface ships.

"The effort to align maintenance and modernization on both STETHEM and DECATUR in a single dry dock is a cost effective and innovative solution by Industry and the Navy," said Capt. David Hart, SWRMC's commanding officer. "The simultaneous completion of availabilities allows us to support the on-time delivery of ships to the Fleet."



USS STETHEM (DDG 63) and USS DECATUR (DDG 73) stern to stern in *The Pride of California*.

Norfolk Navy News

Darrell Millner (9859)

106 Maxwell Lane,
Newport News VA 23606



USS MAHAN Returns to Fleet

USS MAHAN (DDG 72) officially returned to the fleet 13 September, after completing an 18-month Chief of Naval Operations availability.

Mid-Atlantic Regional Maintenance Center (MARMC) provided oversight for the Extended Selected Restricted Availability, which was awarded to Marine Hydraulics International in Norfolk, Virginia, in early 2018.

During the availability, the ship received Hull, Mechanical, and Electrical and Combat Systems upgrades to include forward and aft stack replacement.

When MAHAN departed Naval Station Norfolk for sea trials in early September it was the first time the ship had been underway in 2019. Now, the focus turns to Type Commander sea trials and sailor training, and eventual deployment.

Navy Tests Mine Countermeasures on USNS HERSHEL 'WOODY' WILLIAMS

USNS HERSHEL "WOODY" WILLIAMS (T-ESB 4) recently completed a three-day voyage in the Chesapeake Bay to test an anti-mine system as reported on 19 September.

The Expeditionary Sea Base (ESB) ship used the Littoral Combat Ship Mine Countermeasure (MCM) Mission Package portable control station to maneuver the MCM equipment and the launch and recovery equipment, as well as to test the command and control of unmanned vehicles.

The demonstration proved ESB class ships' ability to serve as an MCM-capable platform to embark 12 twenty-foot equivalent units, vehicles, and the support equipment required to operate, launch, and recover one full MCM mission package, including the buried mine hunting and unmanned sweeping mission modules, with flexible ship modifications.

With a large flight deck, as well as fuel and equipment storage, repair spaces, magazines, and mission spaces, the ESB platform continues to demonstrate tremendous adaptability.

The Littoral Combat Ship and its mission capabilities remain critically important to the Navy.

Eisenhower Completes Eval Problems

USS DWIGHT D. EISENHOWER (CVN 69) (Ike) took another step toward becoming a deployment-ready naval vessel, after returning to Norfolk upon completion of Tailored Ship's Training Availability/Final Evaluation Problem (TSTA/FEP) on 29 September.

TSTA/FEP is a training assessment that tests the ship's ability to integrate with other assets within CSG 10, including the ships assigned to Destroyer Squadron (DESRON) 26 and the aircraft attached to Carrier Air Wing (CVW) 3.

The evolution was graded by Commander, Naval Air Forces Atlantic (CNAL) and Afloat Training Group (ATG) Atlantic, who embarked aboard the aircraft carrier for her latest underway.

Over 15 separate training teams assisted in ensuring that the ship's crew was battle-tested and ready for the evaluators to come aboard.

To date, IKE has accomplished 98% of Basic Phase graded requirements. IKE has also totaled 91 days at sea and conducted approximately 2,400 aircraft sorties.

The next step for IKE will be the Integrated Phase of the Optimized Fleet Response Plan, followed by Composite Unit Training Exercise (COMPTUEX), which will test all warfare mission areas of the ship and CSG-10.

USS GEORGE WASHINGTON Floated Again

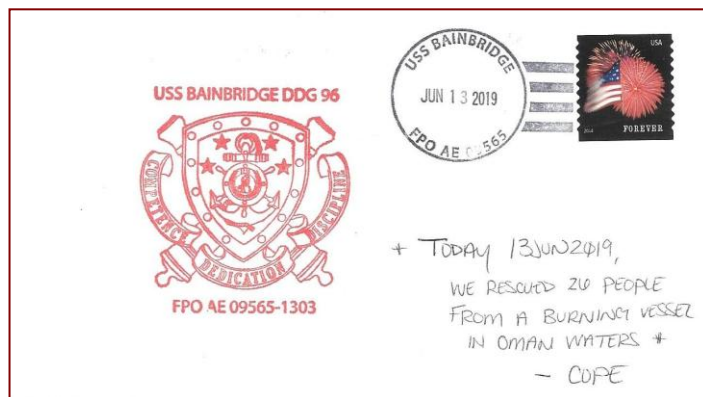
Newport News Shipbuilding division has completed the dry dock portion of USS GEORGE WASHINGTON's (CVN 73) refueling and complex overhaul (RCOH).

Following the recent flooding of more than 100 million gallons of water into the dry dock, GEORGE WASHINGTON was successfully moved to an outfitting berth, where it will begin final outfitting and testing. The overhaul now is more than 60% complete and on track to be completed in late 2021.

USS BAINBRIDGE Cover

Re: USCS Log July 2019 Page 10 column

USCS member **John Macco** frequently sends covers to ships on fleet operations. This cover from USS BAINBRIDGE has a unique note from the COPE.



Bainbridge Answers Distress Call

Story Number: NNS190613-19 Release Date: 6/13/2019 8:53:00 PM

By Mass Communication Specialist 3rd Class Jason Waite, USS Bainbridge (DDG 96) Public Affairs

GULF OF OMAN (NNS) -- The Arleigh Burke-class guided-missile destroyer USS Bainbridge (DDG 96) responded to a distress call from the M/V Kokuka Courageous in the Gulf of Oman the morning of June 13.

The Bainbridge received a call from the Kokuka Courageous crew advising that their ship was in distress approximately 30 nautical miles from Bainbridge's location.

"This is what we're out here for," said Cmdr. M. Kathryn Devine, commanding officer of Bainbridge. "Our mission is to ensure maritime safety and to answer the call for aid when we can."

All 21 crew members of the Kokuka Courageous had evacuated to a tug boat and were transferred to the Bainbridge. One of the Kokuka Courageous sailors suffered burns on his hands and was treated immediately by the Bainbridge medical team.

Once safely aboard Bainbridge, the Kokuka Courageous crew received medical check-ups, showers and clean clothes along with food and any other attention they required.

"I'm very proud of my crew and their quick response to the situation," said Devine. "They've done an incredible job of making sure the crew of the tanker was safely brought aboard and taken care of."

Bainbridge is underway as part of Abraham Lincoln Carrier Strike Group's (ABCSG) deployment in support of maritime security cooperation efforts in U.S. 5th, 6th and 7th Fleet areas of operations.

With Abraham Lincoln as the flagship, deploying strike group assets include staffs, ships and aircraft of Carrier Strike Group 12 (CSG 12), Destroyer Squadron 2 (DESRON 2), USS Leyte Gulf (CG 55) and Carrier Air Wing 7 (CVW 7).

Regards,
Darrell

Puget Sound and Columbia Chapters Combined Meeting at SEAPEX

Lloyd Ferrell

Although the Puget Sound and Columbia Chapters had a meeting just a month earlier, we met again at SEAPEX in mid-September.

There were nine members at the meeting, plus there were a couple of other USCS members helping as volunteers with the show. **Bob Clark**, long-time president of the Puget Sound Chapter, did a short presentation entitled "Any Cover Can Tell a Story," testing the principle, he says, of a certain column in the *Log*! At our last meeting, Bob found a cover left over from the dollar box we had at WESTPEX. The cover was from 2007, commemorating the Anniversary of the Northwest Passage, probably done by a reunion group. Back in 1957, Coast Guard cutters *STORIS*, *BRAMBLE*, and *SPAR* traversed the Arctic route from Alaska to Greenland. Bob had a variety of photos, and did a great job revealing the story behind this ordinary looking cover. Thanks Bob.



(L-R) Joe Bock, Richard Horner, Albert Thirkill, Denny Gill, Paul Farley, Lloyd Ferrell, Bob Clark, and new member Tim Dickson.

Last year at SEAPEX, **Richard Horner** joined USCS, and it was good to see him at the meeting. This year, **Tim Dickson** was at our meeting and signed up as a new member. Tim works out of the Seattle area as a merchant marine officer (3rd Mate). Welcome aboard Tim.



Bob Clark (standing) gave a presentation "Any Cover Can Tell a Story," using a cover from the dollar box. A right, Denny Gill, and Albert Thirkill look on.

Our next meeting will be on 7 December, at the Coast Guard Museum in Seattle, and Bob Clark will be doing a presentation. Hope to see you there.

Early American Cruiser Presentation Primary Focus of USS REAGAN Chapter Meeting

Mel Dick (11,911) (pollodelmar143@yahoo.com)

Member **Bill Pagel** shared his detailed research on the evolution of early American Cruisers up to the 1922 Washington Treaty. Guiding us through examples of sail, steam, wood, and steel, he provided us with an interesting evening of American Naval History. This was followed by a PBS DVD documentary on USS *INDIANAPOLIS* centered around her August 2017 discovery at the bottom of the Pacific.

The business agenda included discussions about the popularity of **Phil Dockter's** USS *Missouri* cover, and his commissioning once again to produce event covers for this year's SESCAL taking place in Ontario, CA in early October. All the members present will be assisting in presenting the 29th annual Youth Stamp Fair at the historic Dudley House in Ventura, CA on Saturday, October 19th from 10am - 3pm. Additionally, I will be making a presentation at a Senior Care facility in Camarillo, CA, during October as well. As part of "Old Business" there was a stimulating discussion about a previously shared Japanese WWII propaganda post card and the recently obtained interpretation of the Japanese writing around the picture. It appears that the caption incorrectly identified the American Aircraft Carrier attacked and sank as USS *LEXINGTON* (CV 16), which now resides as a museum in Corpus Christi, Texas. The revelation led to some interesting theories as to how that occurred.

Member **Bill Garner** noted that he found the August *Log* article on the USS *HANNIBAL* (AG 1) on Pg. 24 written by **Jake Wilhelm** to be especially interesting since his father George Washington Garner had served aboard that ship. Bill was planning to contact Jake to see if he could find out additional details about his father's service.

Frosty Godfrey won the door prize. Our next meeting is scheduled for Wednesday, February 19, 2020.

Left to right are George Lyon, Bill Pagel, Frosty Godfrey, and Bill Garner. The picture was taken as they watched the PBS documentary about the discovery of USS *INDIANAPOLIS* (CA 35).
Photo by Mel Dick



Multiple Coast Guard Cutters on One Cover Cachet

Ken Pearson (12,173)

I obtained an interesting cover in the recent #S7 USCS Auction. The description in the auction of this cover is included below:

Lot S7-62 – CGC G W CAMPBELL (WPG 32) 6-3-35 launch by Hutnick, PM ANTARES MB \$2

To my surprise, the cachet represents the christening/launching of multiple cutters. The USS ANTARES cancel has “C.G. Cutters Christened” in the bar and lists four cutters in the cachet. A scan of the cover is included below (**Figure 1**).



Figure 1: June 3, 1936 USS ANTARES cover and cachet for the christening/launching of multiple cutters.

Several Websites describe these cutters as “Treasury-Class” or “Secretary-Class.” These four cutters are part of the seven built and named for Secretaries of the U.S. Treasury.

Here’s some more information about these cutters:

Cutter	Keel Laid	Commission	Decommission
GEORGE W. CAMPBELL (WPG 32)	05/01/1935	06/03/1935	04/01/1982
WILLIAM J. DUANE (WPG 33)	05/01/1935	06/03/1935	08/01/1985
SAMUEL D. INGHAM (WPG 35)	05/01/1935	06/03/1936	05/12/1988
ROGER B. TANEY (WPG 37)	05/01/1935	06/03/1936	12/07/1986

GEORGE W. CAMPBELL (WPG 32) - This cutter was named after George Washington Campbell, who was a United States Senator, Secretary of the Treasury, and Minister to Russia. (George Washington Campbell, 2017) In 1937 her name was shortened to CAMPBELL. “She earned the title ‘Queen of the Seas’ during a 46-year career, spanning World War II, the Korean War, and Vietnam War.” (USCGC CAMPBELL, 2019) She performed the first Neutrality Patrol in 1941 and was used as a test bed to see if this cutter class could serve as a convoy escort. She was sunk as a reef off Hawaii. (Queens of the Fleet, n.d.)

WILLIAM J. DUANE (WPG 33) – “The cutter DUANE was named for William John Duane, who served as the third Secretary of the Treasury to serve under President Andrew Jackson.” What happened to her? “DUANE is now a historic shipwreck near Key Largo, Florida, United States. The cutter was deliberately sunk on 27 November 1987 to

create an artificial reef. She is located a mile south of Molasses Reef. On 16 May 2002, She was added to the U.S. National Register of Historic Places.” (USCGC DUANE, 2019)

SAMUEL D. INGHAM (WPG 35) – “The ship was named after Treasury Secretary Samuel D. Ingham. She was launched on 3 June 1936 along with her sisters WILLIAM J. DUANE and ROGER B. TANEY,” which are named in the cover cachet. (USCGC INGHAM, 2019). She is “the only Coast Guard Cutter afloat today to receive two Presidential Unit Citations for extraordinary heroism in action against an armed enemy.” She serves as the USCGC INGHAM Maritime Museum & National Historic Landmark in Key West, Florida. (Maritime Museum, 2019).

ROGER B. TANEY (WPG 37) – “She was named for Roger B. Taney (1777–1864), who was at various times: U.S. Attorney General, Secretary of the Treasury, and Chief Justice of the United States as is most notable as the last warship floating that fought in the attack on Pearl Harbor, although TANEY was moored in nearby Honolulu Harbor not Pearl Harbor itself. (USCGC TANEY, 2019) After Pearl Harbor, “TANEY continued to defend American military operations in the South Pacific, including searching for survivors after the Battle of Midway. She defended against German submarine attacks off the coast of North Africa in 1944 and was a key vessel in the Battle of Okinawa a year later. After more than 50 years of service, TANEY was decommissioned in 1986 and given to the City of Baltimore as a memorial and museum.” She was designated a National Historic Landmark in 1988. (Remembering Pearl Harbor, 2019)

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The Joy of Collecting: NAVY 128 Box Numbers

*Missing Article Text and Bibliography
From October 2019 Log*

Gregory A. Finnegan (9677)



Editor Note: This material was not included in the October Log issue during final page shifting.

I've also found the cover in **Figure 9**, with a different sort of structure to the return address. It's from a 1st Class Machinist's Mate at "ABCD Navy 128 Camp I." ABCD stood for "Advanced Base Construction Depot," according to the 3rd edition (1984) of the USNIP *Dictionary of Naval Abbreviations*. In trying to figure out that address, I resorted to vol. 2 of *Building the Navy's Bases in World War II*. **Chapter 22**, "Pearl Harbor and the Outlying Islands (pp. 121-150 covering Oahu) has specifics—if not postal information!—about the massive expansions during the War. If one reads the Camp in **Figure 9** as "Camp One (Roman numeral)" then it's accounted for as "Camp 1 Moanalua" from *Data Sheet 3*, with the further proviso that the name is correctly Moanalua. On Moanalua Ridge was built a 3000-patient hospital, a 127 acre Marine Corps transit center, a 73 acre Marine base depot, and a Seabee base to house 25,000 men; the sender of this cover could plausibly be one of the latter. Both of the other "Camp" locations listed under Navy 128 in *Data Sheet 3* had major construction projects detailed in the same chapter.

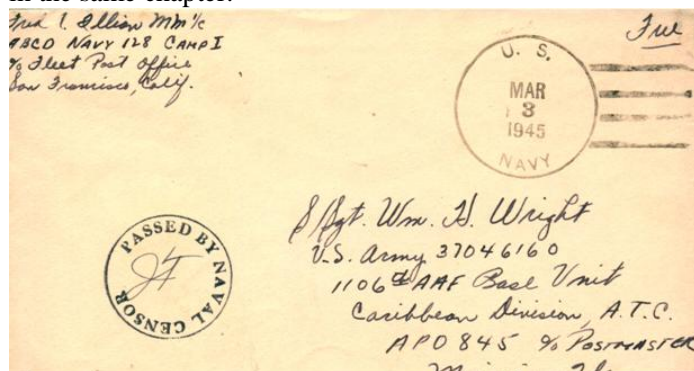


Figure 9: Navy 128 Camp I cover.

The Moanalua figures alone underscore the massive amount of mail going to and from Navy 128! The variation in the postmarks of just these few covers suggests, at a minimum, multiple cancelling machines, and, probably, almost certainly, multiple processing facilities—including all 3 pre-War post offices, since addresses from all three may be found using Navy 128.

I've also got numbers of Navy 128 covers whose corner cards use that number along with unit names, but don't include a box number. For a couple of examples, from the Sub Base, see my "Joy of Collecting: NAVY 128 Pearl Harbor," p. 15 of the Feb. 2019 *Log*. I look forward, with thanks, to reports and, especially, scans, from other Members

of Box Numbers held by (or known to) them, as well as related data like any existing lists as well as cancelling devices and censor markings.

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LOG AUCTION DONATIONS

Please consider donating your excess covers to the USCS monthly auctions. Your donations are appreciated and you will receive an acknowledgement letter for your donation.

Send donations to:

Laurie Bernstein, Log Auction Manager
3145 E Chandler Blvd, #110-545,
Phoenix, AZ 85048

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USS ARGONAUT (SS 166) (An Experimental Disaster)

John Pollock (12,096)
4281 Dogwood Ave.,
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Johnspost8@msn.com



The submarine USS ARGONAUT (SS 166) was not known by that name or number at time of launching in the mid-twenties. It was designated as V-4, being the fourth built for what was called a V-class submarine. Re-numbering was done in 1931 and all given names. Designed and built mainly for mine operation and considered experimental, she was the only U.S. submarine built for that function, and had the distinction of being the largest submarine deployed in World War II. During the war years, she earned a commendable reputation; however, she operated mostly as a transport and for special operations. For a minelayer, she did not prove her worth. On 10 January 1943, ARGONAUT sank with the loss of all 105 aboard, and was the navy's worst submarine disaster.

ARGONAUT was commissioned on 2 April 1928, and her main features consisted of a riveted hull, length-381 feet, surface displacement- 2,710 tons, four torpedo tubes on the bow, two mine laying tubes in the stern, two six-inch deck guns, fuel capacity of 180,000 gallons, two German designed M.A.N. diesel engines built at New York Navy Yard and having a diving depth of 300 feet.

At a meeting in London in 1930 for the Naval Arms Limitation Treaty, the United States, Great Britain, Japan, France and Italy sat down to discuss on certain limits of armament. Relative to submarines, the meeting produced three major agreements, they were:

1. Submarine forces were to be limited to 52,700 tons total for each country.
2. Weight of each submarine could not exceed 2000 tons.
3. Deck guns to be no larger than five-inches.

Based on the above limits, the United States had to reduce their total submarine tonnage by 20,000 tons, which meant scrapping a few. Although ARGONAUT violated the weight limit and the size limit set for deck guns, the United States thought it prudent to keep her and convinced other members for that exemption.



Figure 1 shows a USCS photo library postcard of an aerial photograph with her V-4 designation. The two six inch deck guns, that stand out prominently, one forward and one aft, could fire a 120 lb. shell 20 miles away, making the submarine function like a small battleship.

On 29 March 1929, ARGONAUT arrived at the sub base of San Diego, and for several years participated in cruising off the California coast simulating battle operations. On 30 June 1932, she relocated to Pearl Harbor where she continued exercises and other naval routine operations.



Figure 2 illustrates a sailor's mail emanating from a sailor onboard ARGONAUT I surmise, and sent to a young lady living in San Diego as addressed. The letter was written while ARGONAUT was in the Pacific Ocean and heading for Honolulu Hawaii. The cover was posted on 19 February 1933, and franked with two 3-cent George Washington stamps issued in 1932 (Scott 720) with a T-F postmark. Inside the two heavy bars is the statement: "ENROUTE-TO-HONOLULU FROM FLEET WAR GAME OFF PACIFIC COAST U.S." According to the San Diego receiving stamp on the reverse of the cover dated 9 March 1933, (not shown), but was forwarded to 40 Adams St. El Centro California. The forwarding address probably was done in pencil because it had been erased, however the indentation mark on the envelope paper made by the pencil can be clearly identified with the help of a magnifying glass. Surprising the name of the sender (submariner), is not shown anywhere on the envelope.



Figure 3 shows a naval cover created to commemorate ARGONAUT's departure from Pearl Harbor on 27 March 1936. The cover is franked with a 1 1/2-cent Harding stamp issued in 1930, (Scott 684) and having an ARGONAUT T-F postmark with slogan "HAWAII BIDS ALOHA NUILOA TO SUB. DIV.11" within the killer bars. The cachet is thermographic and co-sponsored by James Chun and Elsie Lee ANCS members 76 and 219 respectively. The design of the cachet shows a silhouette of a submarine and a pair of palm trees representing Hawaii and a notation that reads "U.S.SUBMARINE DIVISION 11 LAST DAY IN PEARL HARBOR", and at the bottom "ENROUTE TO THE CANAL ZONE".



Figure 4 illustrates a naval cover issued on 4 July 1936, to celebrate Independence Day. The cover is franked with a 3-cent California Pacific Exposition stamp issued in 1935, (Scott 773) and having an ARGONAUT T-F postmark with slogan in the killer bars "INDEPENDENCE DAY U.S.A." The cachet is thermographic and design includes: a large numeral four, firecracker, marching spirit of '76, an anchor, and a submarine profile. The design is the work of C.W.Richell, sponsored by Marshall R. Hall and ANCS.

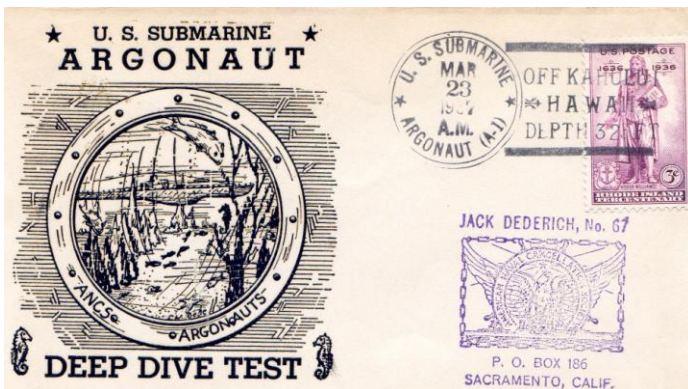


Figure 5 illustrates an event cover dated 23 March 1937, prepared for a deep dive test. The cover is franked by a 3-cent Rhode Island stamp issued in 1936, (Scott 777) having a T-F post mark with slogan "OFF KAHULUI DEPTH 323 FT" within the killer bars. The cachet design is thermographic that shows a porthole view of a submerged submarine amongst marine life, and designed by artist C.W. Richel, sponsored by Alex Hess Jr., and ANCS Argonauts.



Figure 6 illustrates a naval cover dated 18 October 1937, prepared to honor the territory of Hawaii and appropriately franked with the 3-cent Hawaii stamp issued on the same day (Scott 799) and also a First Day Cover with a T-F postmark with slogan "SUBMARINE SQUADRON-4 HAWAII". The cachet design is thermographic and colored depicts the Hawaii coat of arms, a statue of King Kamehameha I, a pair of palm trees, a submarine, and an outrigger canoe. The cover is a product of C.W.Richell, and sponsored by ANCS Argonauts.

It's also interesting to note that a U.S. nuclear submarine, USS KAMEHAMEHA (SSBN 642), one of the forty-one Polaris missile submarines was named in honor of the Hawaii King.



Figure 7 shows a naval cover dated 12 February 1938, that celebrates Lincoln's birthday. The cover is also franked with the 3-cent Hawaii territorial stamp (Scott 799) and has a USS ARGONAUT T-F postmark with the slogan "LINCOLN'S 120TH BIRTHDAY ANNIVERSARY". The cachet is another thermographic which depicts a Lincoln portrait above the mantel-piece which is memorialized with Rudyard Kipling's famous words 'LEST WE FORGET'. The cover is sponsored by ANCS Argonauts; however the cachetmaker is not identified. Note that this mail was sent by the same submariner as shown on Figure 2 and both covers will be mentioned further on.

In 1939 ARGONAUT became the flagship of Submarine Squadron 4, and in April 1941 she returned to the West Coast of the United States mainland to participate in fleet tactical exercises

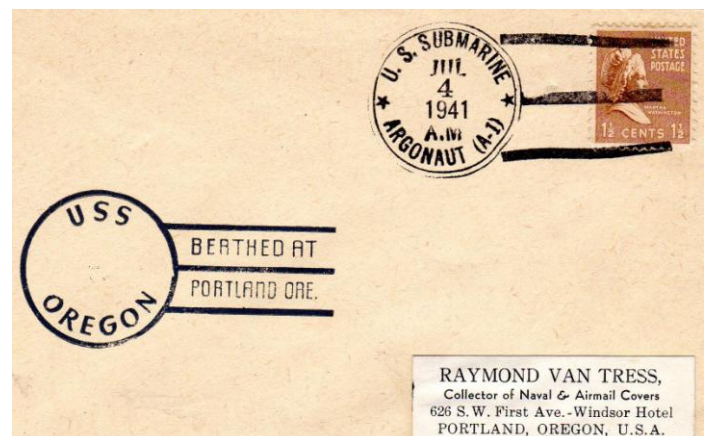


Figure 8 illustrates a cover presumably to commemorate Independence Day based on the date cancelled. The cover is dated 4 July 1941 and franked with a 1 1/2-cent Martha Washington Presidential Issue stamp issued in 1938, (Scott 847) and having an ARGONAUT T-F postmark. The cachet depicts a facsimile of a ship's postmark; I believe representing the Oregon Chapter # 22 USCS. The cover is addressed to Raymond Van Tress USCS member # 763.

In the latter part of 1941, prior to the attack on Pearl Harbor, ARGONAUT as part of Submarine Squadron 4 was going through rigorous exercises and tests simulating actual war scenarios. These activities were developed and directed by the chief in command of all Hawaii submarines, Rear

Admiral Thomas Withers Jr. a WW I veteran. Through his leadership ARGONAUT was simulating real-war conditions in deep sea diving maneuvers going down to maximum test depths. Under Withers wing, the submarines' commanders were made aware of dangers that submarines faced from enemy aircraft. By use of hands-on operation, trial and error, he tested the endurance and mettle of the crew for long patrols. With this information, Withers established what was to become a standard routine war patrol for the battles to come: 45 to 60 day duration at sea, a two to three week lay-over for equipment/overhaul check, and then out for another patrol.

On 14 October 1941, because of the continuing threat from Japanese incursions in the Pacific, many of the submarines attached to Squadron 4 departed Pearl Harbor and sailed to the Philippines to reinforce the Asiatic fleet, but ARGONAUT was not one of them, she remained.

In November 1941 under the command of Stephen G. Barchet, ARGONAUT was sent on a simulated patrol to Midway. Little did the crew realize that this outing would turn out to be a "Real McCoy" In fact on 7 December 1941, ARGONAUT was positioned near Midway when news broke of the Pearl Harbor attack, and immediately wartime procedures kicked-in. Shortly thereafter, two Japanese destroyers were sighted and Barchet prepared for action. ARGONAUT's position was at a disadvantage and no torpedoes were fired, and in other words, no attack was made. However, this action, according to naval historians, constituted the first engagement by a U.S. submarine in the war. Few days later, more enemy destroyers were sighted; this time however, Barchet took ARGONAUT deep for safety. Later, crewmembers expressed their opinions that Barchet was too cautious, and should have attacked, which comes to mind, as a matter of interest Dick O'Kane of WAHOO and TANG fame and later in the war when as commander himself was an officer aboard ARGONAUT. And it's almost certain that he may be one of the crew members who thought Barchet was too cautious. When Barchet brought ARGONAUT back to Pearl Harbor on 22 January 1942, it was a somber occasion. The crew saw the devastation inflicted by the Japanese attack. After docking, Withers added insult to injury by criticizing Barchet for a poor performance. To be fair and in defense of the commander, those beginning days of the war were confusing times, and many errors and miss-steps were made, even from the President, and all the way down the ranks. It must also be recognized that ARGONAUT was built as a minelayer, a large slow boat, and not designed to attack. Furthermore, post analysis according to Theodore Roscoe would indicate that the mere presence of ARGONAUT at Midway diverted Japanese forces away from their main goal in the battle of Midway.

Inspection of the submarine after her return indicated that major work had to be done to bring her up to snuff. On 29 January, she was sent to Mare Island Navy Yard in California for a major overhaul, to be converted into a

transport and new engines replacement with General Motors Winton design.

On ARGONAUT's return to Pearl Harbor, she was under the command of Jack Pierce, and Admiral Nimitz ordered a commando raid on Makin, one of the islands of the Gilberts chain. This raid was to be a hit and run diversionary tactic to draw Japanese naval forces away from the Solomon Islands Theater of war. ARGONAUT was one of two submarines selected for this operation; the other was USS NAUTILUS (SS 168), the mission was to transport marines and land them on Makin, then hang around and later retrieve them. The submarine underwent a cosmetic change to her interior to accommodate the marines.

On 8 August 1942, the two subs. set out arriving at Makin on 16 August, the commandos were landed on 17 August to a hail of sniper fire, a surprise that the U.S. forces did not expect. That evening and into the next day the submarines recovered the marines off the beach, and during that operation quite a number of them were captured and killed and many others injured. When the submarines returned to base the Navy and the Marine Corps hailed the raid as a victorious success, because it accomplished the main goal by diverting Japanese ships and forces from the U.S.'s first major offensive in the Pacific, the landing of troops on Guadalcanal. Others disagreed and thought of it as a fiasco, citing the U.S. casualties and that Japanese immediately reinforced the chain of islands in that area, making it more difficult for the up and coming bloody battles that would ensue during U.S. invasion of them, especially the battle of Tarawa. Irrespective of the criticism of the operation, ARGONAUT was praised for her part by accomplishing her objectives.

By the end of 1942, ARGONAUT was now assigned to Brisbane, Australia, and still had not fired a torpedo. Her transfer to Brisbane was to operate on special missions. However, because attack submarines were in short supply, the base commander, Jimmy Fife thought to utilize her as one. She was directed to battle the Japanese shipping in the area south of St. George Channel, off New Britain. On 10 January 1943, Pierce attacked a five freighter-convoy that had destroyer escorts, and would be ARGONAUT's only battle in the war. Pierce attacked the escorts first, causing some damage but no sinking. The destroyers retaliated with dense depth charging which proved fatal. A U.S. aircraft returning to base after a bombing raid, witnessed the encounter and sinking. Besides being the largest submarine, ARGONAUT had another distinction; it was one of the few submarines that did not sink an enemy ship.



USS ARGONAUT (SS 166)
Patch

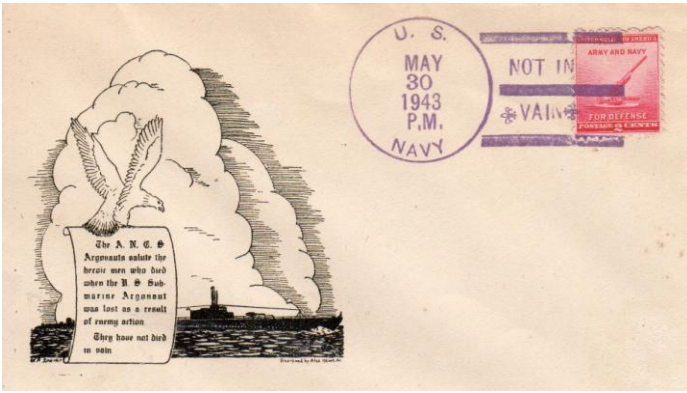


Figure 9 illustrates a naval cover dated 30 May 1943 that commemorates the loss of ARGONAUT. The cover is franked with a 2-cent National Defense stamp issued in 1940, (Scott 900) with a U.S. Navy T-3z (BBT) postmark, and the words in the killer bars "NOT IN VAIN". The cachet depicts a starboard silhouette of the submarine with a framed background of billowing clouds, and in the foreground a spread eagle clutches a proclamation which reads, "The A.N.C.S. Argonauts salute the heroic men who died when the U.S. submarine ARGONAUT was lost as a result of enemy action. They have not died in vain". The cachet is thermographic and produced by the duo of W. F. Spader and Alex Hesse Jr.



Figure 10 marks the 40th. Anniversary of the loss. The cover dated 10 January 1983 with a cachet that shows a submarine profile with a notation "Lost-off New Britain-on 10 January 1943", and an "On Eternal Patrol" insignia. Budd Arrington designed the artwork, which is one of the 52 lost subs cachets of World War II that he created. Cover image, courtesy of Naval Cover Museum.

In reference to the mail, **Figure 2** (cover dated 19 February 1933) and **Figure 7** (cover dated 12 February 1938). Neither cover had the name of the sender, but was mailed by the same sailor aboard ARGONAUT because the handwriting on the covers is identical. I was curious enough to do some internet search of the two recipients. At the time Marguerite Runge received Figure 2 she was 22 years old having been born in 1911, she died at age 90 in 2001. Beulah is her sister, and two years younger, she was born in 1913, was 25 years old when she received Figure 7, and both were brought up in Escondido California. Beulah seemed to have a more active life in service societies, she was a member of the town's Historical Society, the Soroptimist Club, the Native Daughter of the Golden West, and worked at the local newspaper, the *Escondido Times Advocate*. She was born in 1913 and died in 2011 at age 98. Both ladies are buried at the Oak Hill Memorial Park in Escondido. The biggest question

not answered, who is the sailor from ARGONAUT who sent this mail?

References:

O'Kane, Rear Admiral Richard H, *Wahoo*.

Blair, Clay Jr. *Silent Victory*, Naval Institute Press, 1975 (Republished 2001)

Pollock, John, USS ARGONAUT-Jack-of-all-Trades, *Claude C. Reis Newsletter* February 2007, Chapter # 48 AFDCS

Roscoe, Theodore. *Pig Boats*, Bantam Books September 1982.

Foreign Navy News

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Figure 1 shows a registered cover received 2 October 2019 from Rota Naval Base, Spain responding to a postmark/cachet request addressed to: Lithuanian Navy AVPD Maritime Security Unit assigned to European Naval Force Operation Atalanta stationed aboard the World Food Program cargo ship JUIST (Flag: Antigua & Barbuda) carrying food to Somalia. The original request for postmark/cachet was sent 2 September 2019 addressed to Headquarters, Operation Atalanta, EURONAV FOR, Rota Spain. The Lithuanian AVPD Unit can be seen in this operation on the internet by Googling, *Naval News* and scrolling down to Past News SEPT 2019. Aside from the Spanish Post Office registered mail label, the only evidence of postal transmission is the U.S. Postal Service bar ode routing imprint on the bottom of the cover.

Figure 2 shows a portion of a post card received in the cover with the Operation Atalanta-Somalia cachet.

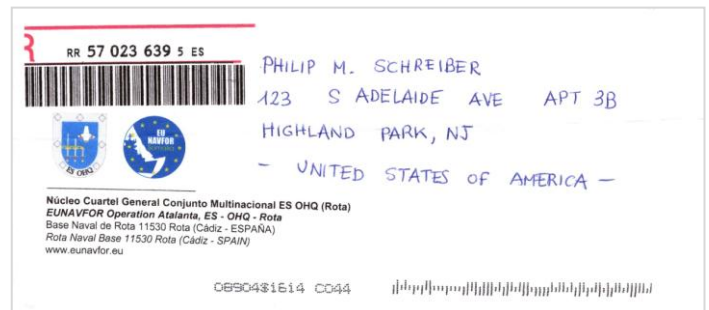


Figure 1

Figure 2



Lithuanian Navy AVPD
Maritime Security Unit
stationed aboard cargo ship
JUIST escorting UN World
Food Program vessels.

U.S. Navy Post Office Thermographic Cancels

Phillip Nazak (10,620) nazakfamily@aol.com

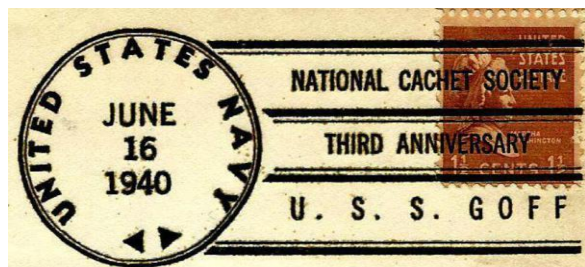
Some of you are wondering what a thermographic cancel is? I will try to explain. Thermography is a printing process and I can say that I have had some experience in this area when I had worked for a small print shop in the late 1950's. It is a printing process that causes text or graphics to be slightly raised from the surface, or embossed. In those days, all you needed was an offset letterpress, special ink (that did not dry fast), powdered polymer or resin and a small belt oven for drying.

After you printed the material, you would then dip it into a powdered polymer that would stick to the wet ink. You would then remove the excess powder by tapping it on its side or back. The items are then fed into a small oven that melts the polymer and fuses it to the ink, a procedure that takes just a few seconds. The oven that I had to work with was mostly in repairs and the use of a heat gun that blew hot air was just as effective.

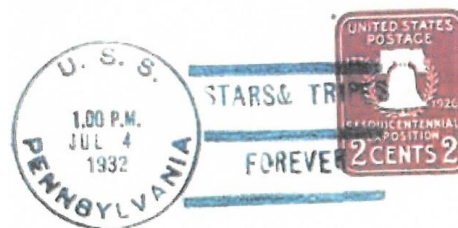
Now you are wondering how this would be happening in a Navy Post Office with a Navy cancelling device? For this question, the best explanation that I have is that these cancelling devices were made in someone's basement or shop and not aboard a ship. The original cancel devices themselves may have been borrowed or misappropriated, and returned at a later date is my best answer.

I had contacted USCS member **Greg Ciesielski** on this issue, just one of the many items we discussed. My main problem was getting a great scan of the cancels used in this article and unfortunately Greg and I both experienced cancels that look like the everyday rubber stamp impression. Greg informed me that even with his experience scanning covers for the Naval Cover Museum, capturing a good thermographic cancel is hard to get. I apologize that these scans do not show the detail in the raised ink or the clear matt or high gloss finishes that allow the colored inks to show through. If you have any thermographic covers in your collections, kindly send Greg a copy so that he may enter them properly in the Naval Cover Museum.

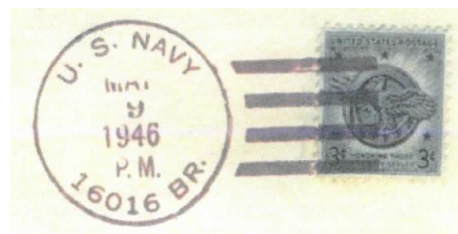
These are all of the known thermographic Navy cancels that I have found to date.



UNITED STATES NAVY provides a fancy Type F blue colored thermographic cancel with killer bars reading "NATIONAL CACHET SOCIETY / THIRD ANNIVERSARY / U.S.S. GOFF" [from Robert Rawlins collection].



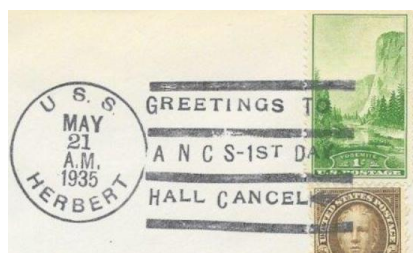
USS PENNSYLVANIA exhibits a Type 3 blue color thermographic cancel. Note the error in the killer bar section, there is a missing "S" in the word "STRIPES".



U.S. NAVY / 16016 from **USS XENIA** provides a Type 3 rose colored thermographic cancel. In the Robert Rawlins collection, this cancel with the same date has a gold colored thermographic cancel. This cancel also shows the First Day of Issue of Scotts #940 Honorable Discharge stamp.



USS SAN FRANCISCO presents a Type 3 red colored thermographic cancel. The Robert Rawlins collection has this cancel with the same date with a silver colored thermographic cancel.



USS HERBERT illustrates a fancy Type F green colored thermographic cancel. This cancel with the same date is also found with blue and black colors. Donated by Marshall Hall, President and Founder of ANCS.

USS GOFF features a Type 3 blue colored thermographic cancel with the killer bar slogan "DECOMMISSION / PORTMOUTH, NH". (sic)



USS CACHALOT has a Type 5 purple colored thermographic cancel for a "FIRST DAY IN / COMMISSION" cover. Kindly note that the cancel was applied to the cover first and the stamp was added later. The selva of the stamp overlaps the top killer bar. It appears that the stamp may have been reused. The oval parcel post marker is faint and does overlap the stamp on any of its sides to provide an imprint on the envelope.



Green
thermographic
cancel

Green rubber
hand stamp
cancel

The rubber hand stamped cancel came from USS RICHMOND, where did the perfectly placed fancy Type F thermographic originate from?

The how, when and where are vaguely answered, but somewhere in my mind is WHY? It is hard to envision a dealer taking the extra time and effort to produce a cover that he would have a hard time advertising it as a thermographic cancel. It would be questionable. I could not find a link with any cover to another and that brings down the odds that there is a connection. It looks like all of these covers are individually made with the sole purpose to have a thermographic cancel and the WHY cannot be answered.

The Joy of Collecting: Legitimate Non-Naval Naval Covers

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In the modern era, we're used to seeing United States Embassy mail postmarked by Army/Air Force APO cancels; indeed, there are APO numbers assigned to Embassies—APO 09675 was the AmEmb in Nairobi, Kenya. So while those fall into the domain of our sister Military Postal History Society—tho' there'll be mail from Naval Attachés!—there can be and has been legitimate use of Navy ships' postal services by non-Naval, even non-governmental postal patrons.

Figure 1 is a cover from light cruiser GALVESTON, (CL 19), formerly PG-31, postmarked on 17 SEP 1926, with Bluefields / Nicaragua in the killer bars. That's not an unusual port for the ship, which spent most of the 1920's as a member of the Balboa, CZ-based "Special Service Squadron." This was often referred to as "the State Department's Navy," valued for supplying the guns for "gunboat diplomacy." According to the Dictionary of American Fighting Ships:

On 27 August 1926 she arrived at Bluefields [on the Caribbean coast], Nicaragua, landing a force of 195

men at the request of the American Consul to protect American interests during a revolutionary uprising. Thereafter much of her time was spent cruising between that port and Balboa to cooperate with the State Department in the restoration and preservation of order. (vol. III, p. 12)

So this cover was mailed just over 3 weeks after GALVESTON landed her landing force. What's interesting is the printed corner card from the Moravian Mission Agency and Book Store, and the addressee, the dictionary (and textbook) publisher G.&C. Merriam in Massachusetts. So it's legitimate business mail from a bookstore to a publisher. Nicaragua's history as a Spanish-speaking former colony of Spain notwithstanding, the dominant language of Bluefields was, and is, English, as it is along the Caribbean "Mosquito (or Miskito) Coast" of Nicaragua and Honduras, so the Moravian missions would have been ordering books from US publishers. My inference from this cover is that the "restoration and preservation of order" hadn't yet proceeded to the civil post office and mail service, so GALVESTON served as at least an American community PO.

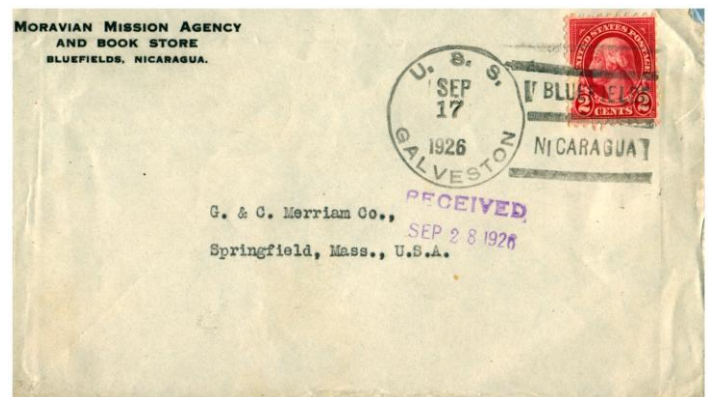
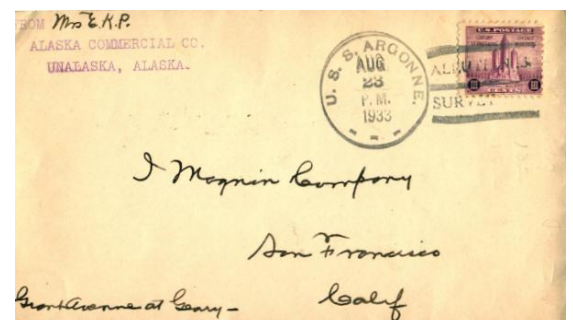


Figure 1: GALVESTON 'civilian' cover.

A cover from ARGONNE (**Figure 2**) during the Aleutian Survey of 1933: a civilian woman at Dutch Harbor took advantage of the ship's presence in pre-airmail days to send a cover to San Francisco's I. Magnin department store, from whence it got saved for collectors. The Alaska Commercial Company was a San Francisco-based major fur trading and retail company. The sender is Margaret Pedler, wife of E.K. Pedler, a company executive. Their help to a Smithsonian expedition at Unalaska in 1938 is acknowledged by noted physical anthropologist Ales Hrdlicka [correct spelling!] in his report.

**Figure 2:
ARGONNE
1933 cover**



The Scenery Was Nice, Too

The Mediterranean Tour of 1925-26 for
USS COGHLAN (DD 326) and BRUCE (DD 329)

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In the 1920s, America was still new to her role as the world's policeman. Our featured ships, USS COGHLAN (DD 326) and USS BRUCE (DD 329) found themselves in the quietly turbulent waters of the Mediterranean Sea during their 1925-26 posting to United States Naval Forces Europe.

The region was a mess. The formerly grand Old World countries were destabilized. Many were still toying with different government systems, rag tag economies and rampant nationalism. Any country could have kicked off World War Two at any moment, and the US Navy was there to help stop things before they got too far – and if things did go far, protect American assets.

While the Second World War would wait 14 years, the region was filled with danger in 1925 and 1926. France had a disillusioned public and a rapidly falling franc. Germany had just come out of a major economic depression, bringing with her the beginnings of the Nazi Party. Military dictatorships had swallowed Spain and Greece - and Poles would be saluting a new dictator by the end of 1926. Italy was in the grip of the Mussolini regime. Wars were running hard and bloody in Morocco and Syria.

Any of these issues had the potential to ignite a full scale war. And into this fray came the USN destroyers COGHLAN and BRUCE to act as America's patrol cars.

They were part of the CLEMSON-class destroyers, grown from the flawed WICKES design. Mainly, the fact that WICKES burned through fuel quicker than just pouring fuel oil in a sieve had been reworked into a more efficient fuel system. Sort of. Engineers mainly hung two extra fuel tanks to add another 100 tons of fuel to the mix. WICKES had a very sharply Vee'd hull that made the ship roll under heavy turns; this was broadened just barely for the CLEMSONS. WICKES and CLEMSONS shared one main strategic goal – they were designed primarily for anti-submarine duty and escorting fleets.

USS COGHLAN, named after Spanish War Joseph Coghlan, was laid 25 June 1919 in Bethlehem Steel's San

Francisco yard, launched 16 June 1920 and commissioned 31 March 1921. She initially operated in East Coast and Caribbean waters. She took part in the funeral procession for President Harding and she played escort to the US Army's around the world flight in 1924.

USS BRUCE, named for Lt. Frank Bruce, killed in a mine explosion on the North Sea in 1919, was laid 30 July 1919 (also at Bethlehem Frisco), launched 20 May 1920 with Bruce's widow as sponsor, and commissioned 29 September 1920. She served the Pacific Fleet, operating out of San Diego with Division 27 Scouting Fleet, becoming flagship in 1924.

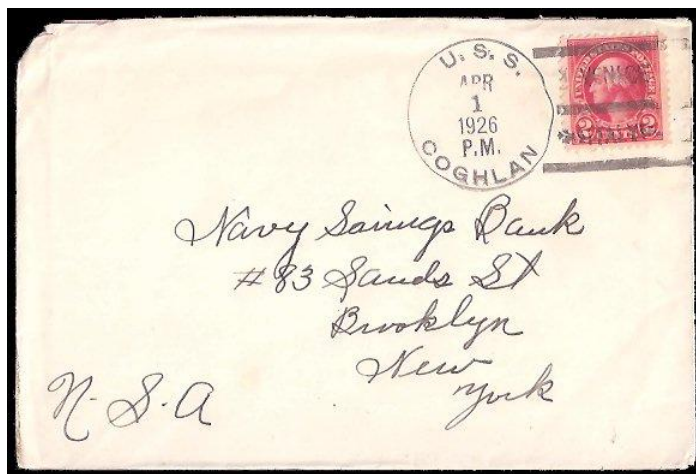
Both vessels reunited on the East Coast in June of 1925 and with Destroyer Division 27 headed across the Atlantic to join US Naval Forces Europe, arriving in July and remaining on station for one year, patrolling waters throughout Europe, the Mediterranean and Balkans.

The big boogeyman under every European's bed was Communism. The Reds had already claimed Russia and appeared to have designs on the entire world. Fear of communist revolutions had actually turned an entire country to something just as bad. Bloody battles between Communists and Fascists in Italy had prompted the king to pick Benito Mussolini as the lesser of two evils, planting the Fascists into power. Germany had failed in its own Communist experiment, France had toyed with it, and both countries would soon face the same choice – Communism or something that didn't seem as bad. Germany would make the wrong choice in the 1930s while France took a more democratic choice.

Ironically, in the mid-20s, a world take-over was not on the Communist agenda. It almost was, though. When Lenin died in 1923, Leon Trotsky was supposed to be given the head man seat. Trotsky had been very vocal about his idea of using the Russian people and Communists worldwide to seize the planet. Instead, the job went to Joseph Stalin. Stalin's view was to consolidate Russia into an efficient unit before taking over the world, so he decided to keep his brand of misery within

USSR borders. Millions died and many more would suffer while the world, including our featured ships, ignored the carnage.

When it came to starting the next war, France and Germany were the primary suspects and deserved close attention. France defined the term unstable – she went through five different governments during 1925-26. Things



Mailed from COGHLAN on her 1926 sojourn in Italy, a Locy 3 (B) with VENICE/ITALY between the killer bars, crossing a George Washington two-cent (Scott 554) sent to the Navy Savings Bank in Brooklyn, New York. Image Naval Cover Museum.

had gotten bad for the country back in 1923. In the 1920s, Germany was paying France billions of dollars in war reparations, money France depended on to rebuild the country that had been so devastated during the War to End All Wars. When Germany refused to make their annual payment in 1923, France marched into Germany's industry rich Ruhr Valley and occupied it, saying they'd keep it until their IOUs were fulfilled.

War almost started. Instead, other European powers and America, through the League of Nations, convinced France to return her side of the playground. To add insult to injury, the League of Nations also passed the Dawes Plan, which actually reduced the amount Germany owed in war reparations to all nations she was indebted to.

France went into a tailspin. A Socialist government basically ran the country out of money in 1924 and the next two years were spent watching the value of the franc continue to plummet. This equaled a good reason for our ships to keep a sharp eye on France. The simple fact that the American dollar went far in France lured thousands of Americans to the country. Industrialists, artists, tourists, college students – there were plenty of American interests to protect if things went bad.

On the other hand, Germany was stabilizing after a dire depression in 1922-23. Things weren't perfect, but the new Deutschmark was stabilizing and Germany was beginning to respect other folks' border. In 1925, Germany signed onto the Locarno Pact, which included five interlocking treaties from five countries asking Germany to respect the borders as established by the Versailles Treaty that ended World War One. By putting their X on the lines of those treaties, allied occupation of Germany virtually ended and by 1926 Germany was a member of the League of Nations. Most importantly, she sat quietly in the back of the classroom with her hands politely folded in her lap. No problems there.



USS COGHLAN (DD 326) in Italy in 1926 during her tour with United States Naval Forces Europe. Beside her is PRESTON (DD 327). Italy was in the grip of the Benito Mussolini Fascist dictatorship, with the threat of war around every corner. US Naval Historical Center photo

The sleeper, as far as danger in the region, came from Italy. Although Italy had fought on the side of the Allies, she was virtually ignored when it came time to spread the wealth and territories other Allies had acquired from the belligerent nations. Italy, you see, wanted their own colonial empire, just like the big guys. Very little of that came, and then came Benito Mussolini. Along with his desire to subjugate the Italian public, he wanted colonies. Libya, Eritrea, the Italian Somiland and a scattering of small islands were just not enough.

Italy remained under the rule of King Victor Emmanuel III, but Mussolini was in the driver's seat as Premier since 1922. And, in June 1926, when our two ships were getting ready to head home he would assume total power over the country with the murder of the Socialist deputy he shared some of his powers with. Under Mussolini's rule, subjects would enjoy very few individual liberties.

After all, this was the man who said, with a straight face, "There can be no such thing as liberty. Liberty exists but in the mind of philosophers."

And he wanted to shake things up. It began with the Southern Tyrol Question – the question being should it become Italianized or not. Southern Tyrol was a section of the Tyrol the Austrians had lost to Italy after the war. A sliver of the Alps between Italy and Austria, it happened to bear a blend of ethnic Germans and Italians. In 1925, Mussolini decided that the entire population of Southern Tyrol would not only swear allegiance to Italy, but become Italian by nature. German was no longer taught in school, Germans were harassed daily, Italian was the only language to be spoken, German surnames were ordered to be converted to Italian, rules were changed to...basically, the answer to the Southern Tyrol Question was you better be Italian.

Austria balked at the mistreatment of her former citizens. Germany was offering to give a hand if Austria felt like sending troops in. For a minute there, Germany was very highly interested in giving a hand... The League of Nations was urging Italy to back off before everyone found out how interested the Germans really were.

As if things weren't bad enough, the ever talkative Mussolini was busy saying things like "Italy will react with the greatest of energy" if anyone, even the League of Nations, interfered because, "Italy will find itself guilty of treason (if) for the 100,000 Germans who made a descent on Italian soil it should compromise the peace and security of 42,000,000 Italians."

Surprisingly, despite the fact the Southern Tyrol Question was in the minds of people across the world, all parties that were not Italian suddenly backed off and went silent on the subject. In the meantime, street signs in Southern Tyrol were changed to Italian and remain that way today.

Mussolini also made it quite clear that his agenda was to recreate the borders of Ancient Rome. That empire had stretched into North Africa and that is precisely where he wanted to plant the Italian flag, never mind the independent countries and the countries already occupied by England and France. He had already seized the Greek island of Corfu in 1923 and folded it into the Italian Somiland. Libya had already been sealed up by Italy long before. Mussolini had eyes on Ethiopia in 1926, and made this quite clear when he visited Libya in April of 1926 and openly discussed taking over Ethiopia. He would get serious about Ethiopia in 1928, and finally invade and take over the country in the 1930s. Libya itself would face near genocidal violence in the 1930s as Mussolini worked on Italianizing the nation.



Destroyer Division 27 at Venice Harbor, 1926. COGHLAN is second to right, BRUCE is far right. USN photo

Meanwhile, back home, Mussolini had other things on the table. First, there were the three assassination attempts. Just before he left for Libya, an English woman fired a shot at him on the Capital steps, grazing his nose, giving him a distinctive bandaged nose to show off in Libya. Another assassination attempt came from a 15-year-old anarchist, and this act "forced" the dictator to outlaw all non-Fascist political parties.

Il Duce Mussolini had won over the populace by force, and after our ships left, he would make things even worse. In 1927, he signed a pact with Albania that promised to back any fight they had against internal revolutionaries and with other countries. This made neighboring Yugoslavia very nervous, because the chatty Mussolini all but insisted the Albanian deal would be a great way to excuse himself into attacking Yugoslavia, home of the Slovenia area he felt belonged to Italy.

Saber rattling from Mussolini and, it seemed like everyone else on the playground, prompted the League of Nations, with Germany out of the picture for now, to finally decide in 1926 to switch from nation rebuilding to disarming all those nations. The rules established by various treaties through the next years were supposed to reduce all European nations to militaries only able to handle civil defense and thusly let it be proclaimed that peace would reign forever more.

So, to make matters worse, Mussolini began insisting Italy be allowed to raise a 5,000,000 man army to protect itself from an international war he claimed would surely start between 1935 and 1940.

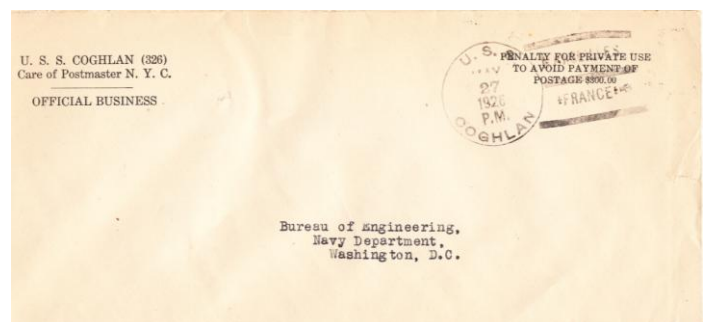
Meanwhile, a young man named Adolf Hitler sat back in his seat and idolized Mussolini's every action.

Our feature ships were also on station as the region hosted two wars. The so-called Rif War in Morocco had much of the world's attention. Split into two hunks, one Spanish Morocco, the other French Morocco, Morocco became united by a single war. Things began on the Spanish side when residents of the Rif Mountain area fought against Spanish rule in 1921. The protracted and bloody war continued through 1924 until the Spanish withdrew from the Rif to set up the heavily fortified Primo Line, telling the Rifs, led by Sheik Abd-el-Krim, to stay on their side.

Abd-el-Krim sort of followed directions. Instead of bothering the Spanish, he shifted to attack the French's own heavily fortified frontier line in 1925. Ten thousand Rif soldiers took out 40 of 65 French outposts. France fought back even harder. By the time all was said and done, France had 300,000 boots on the ground, including the French Foreign Legion and armed forces from other colonies.

In the meantime, the Rif took French Moroccan territory, the capital of Fez their obvious final goal. French forces were thwarted when, on occasion, Rif fighters simply vanished back into Spanish Morocco territory. France couldn't just follow. They had fallen into a familiar 20th century concept of no-go zones. Crossing the border was inviting Spain to see that as an act of war, and Spain admitted they were itching for a fight with France. The world waited as France considered.

Diplomacy won out. France struck a deal with Spain and by 1926 the nations teamed up to end the Rif insurgency. This was not a friendly battle and included the use of chemical weapons by Spain. In May of 1925, the Spanish attacked from the north, the French from the south with a combined force of 123,000 against 12,000. Still, the battle raged well into 1926, ending only with Abd-el-Krim's surrender to the French.



Penalty cover with preprinted corner card from USS COGHLAN (DD 326), Locy 3 (A) with MARSEILLES/France between the killer bars, sent in May 1926 to the Bureau of Engineering in Washington, D.C. Author's collection

The French were also having a bloody time in Syria. French-operated Syria was divided into five administrative districts. One of these was Mandatory Syria. The Druse people of the Jebel Druzy area of Syria south of Damascus had been mistreated by the French for too many years as the French catered to the Syrian elite and imposed draconian measures against the Druse people. Other Syrians just plain wanted independence. In 1925, the mutual interests of Sultan al-Atrash and the Syrian People's Party combined into two wars of insurrection. Rebels overwhelmed local French forces and soon had taken over most of the towns and villages outside Damascus and spilled into Greater Lebanon.

The French responded with thousands of soldiers, some pulled away from action in Morocco. The French soon became known for brutal counter-insurgency measures and other nations condemned their actions, leading the fight back to Europe. French aerial bombardment of Damascus only netted more international rage.

The French didn't back down. They did, however, assign a new governor for the region. They rolled out a plan to switch from direct rule to allowing Syrian citizens to vote and have a say in the government. Fierce resistance from the rebels continued into 1927, but the end for the rebels came in the spring. By now, many had tired of the conflict – one region even had a 95% voter turnout despite the war, and the nation was ready to sit at the table and sign a treaty with the rebels. Independence was not in the cards for the nation, but France's softer approach to ruling and amnesty for the rebels kept the country from total war that would have likely involved foreign intervention.

By then, our featured ships were back in the good old USA. Returning home July 1926, COGHLAN soon found herself in the Philadelphia Navy Yard as display ship for the city's Sesquicentennial Celebration. 1927 found her cruising off Nicaragua when things got hot there.

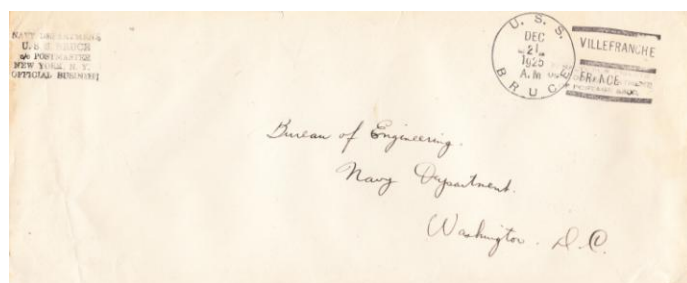
BRUCE also returned home in July of '26 and settled into a routine of East Coast patrols, operating out of Norfolk.

In 1930, Europe again came calling for these proud warriors, and it wasn't the good kind of call. The League of Nations had proceeded right along with their disarmament program and the newly enacted London Naval Treaty limited the amount of tonnage each nation's Navy could hold. The US Navy was much too heavy to slip under the new limbo bar, so they needed to cast off many ships. While some were changed to training ships and other wink-wink-nudge-nudge methods to retain their standing in the fleet, most of the Navy's excess weight was designated for the scrap pile. BRUCE and COGHLAN, at 1290-tons each, were among the items donated to the interests of peace. COGHLAN was dispatched to the scrapers in 1930.

BRUCE, though, would have a more ignoble fate. She was selected, along with sister ship PRESTON (DD 327) and a British destroyer, to undergo hull pressure testings. Strapped in a special jig, she sat tight as pressure was applied

to her hull to see how much pressure she'd take before her hull girding gave way. In other words, how hard could another ship smack her before she lost integrity? BRUCE gave way under 34,120 tons of pressure at 25,000 pounds per inch. Oddly enough, it took 44,000-tons to do in PRESTON and 136,000 tons to take out the British vessel.

The stress tests led to stronger inner hull structures, as, although they didn't know it yet, naval architects readied the nation for the coming world conflict that COGHLAN and BRUCE only held off for too short a time



Penalty cover with stamped corner card from USS BRUCE (DD 329) Locy 3 (A-TBT) with VILLEFRANCE/France between the killer bars. Sent to the Bureau of Engineering in December 1925.
Author's collection

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The Story Behind the Cover...

**USS OREGON's Final Days in Commission--
The Elbert Seigfred Covers from September 1919**

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In June 1919, the battleship OREGON tied up at the Navy Yard in Bremerton for what was thought to be the last time. Once the "Bull Dog" of the navy and hero of the Battle of Santiago, she was now worn down and obsolete. Her crew was disbanded, and yard workers began the process of deactivation and removing machinery. Then, quite unexpectedly, in August orders were received to put OREGON back into commission. She was still the most famous navy ship of her day, and President Wilson wanted to be on board her to review the fleet.

Time was suddenly of the essence—the review was only about a month away, scheduled for 1 September in San Francisco. Yard workers scrambled to get the ship restored to operating condition, while the navy dealt with the problem of assembling a crew. Not an easy task, as roughly 600 men were needed to man this older coal-burning battleship. When word got out that they were bringing OREGON back, hundreds of sailors from all over the fleet requested to be assigned to her. Not everyone could be accommodated, but at least one officer was chosen from every major ship in the navy to serve on the fabled OREGON.

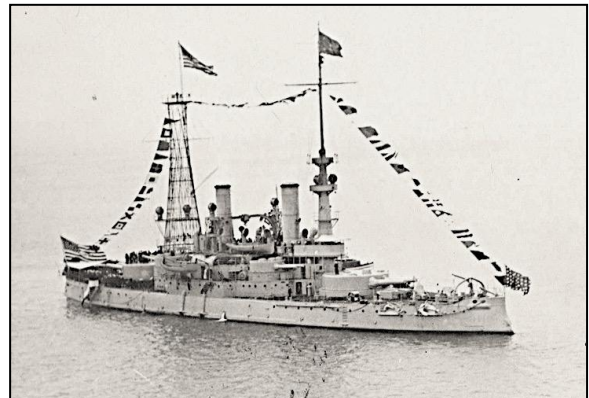
For her commanding officer, it was suggested that Rear Admiral Charles E. Clark, of 1898 fame, come out of retirement. In fact, newspapers reported that Clark, now 76, had been asked, but declined due to ill health. In the end, it was Captain Ivan C. Wettengel who was named to command OREGON to San Francisco. He'd been in charge of the armored cruiser MONTANA for over a year. The ship made several trips to Europe before moving to the west coast. Now scheduled to go into reserve status anyway, MONTANA steamed to Puget Sound from California, and tied up there on 18 August 1919. Her arrival was fortunate, as it solved much of the problem putting a crew together for OREGON. Not only would Wettengel take command when she was recommissioned, but many from the crew of MONTANA would now be shifted over to OREGON.

When MONTANA arrived, yard workers had OREGON just about ready to go. A partial crew was probably already on board, including sailors transferred to OREGON from the receiving ship PHILADELPHIA at the navy yard. Among them was Sea/2c Elbert J. Seigfred, from Seneca Falls, New York. His brief assignment in OREGON was probably the highlight of his time in the navy. Not only would there be a fleet review in San Francisco, but as scheduled events changed, OREGON would also participate in reviews at Seattle and Tacoma.

The Fleet Review in San Francisco

On 21 August 1919, just three days after MONTANA arrived, the battleship OREGON was put back into full commission for the last time. According to the newspaper, there was little ceremony: *"Re-commissioning of the Oregon, naval officers said, probably was the most informal ceremony of its kind in the navy's recent history. When the orders putting the ship back on the navy list were read yesterday, a strangely attired crew stood at attention. All had been at work coaling or carrying supplies or doing other things to get the boat in shape and few spick and span uniforms were seen. The men stopped work only long enough to hear the orders read."* Four days later, on Monday 25 August, OREGON got underway for San Francisco. It appears she traveled alone making no stops, and then anchored near the Presidio in San Francisco Bay on Friday. All was now set for the big event.

**Capt. Ivan C. Wettengel took command
of OREGON for her last
commissioning. Later, he was
Governor of Guam, and then CO of
USS TEXAS.**



The battleship OREGON, thought to have been taken in August 1919. – NavSource

The review took place on Monday, 1 September, but plans for President Wilson being there had fallen through. Secretary of the Navy, Josephus Daniels, presided on board OREGON, joined by many dignitaries. The ship remained anchored in the bay serving as a stationary platform, while Adm. Hugh Rodman led the parade of ships from his flagship NEW MEXICO. It was quite a show, with more than 50 ships in formation passing in review, the larger ones firing 19 gun salutes as they went by. The entire spectacle was watched by several hundred thousand people.

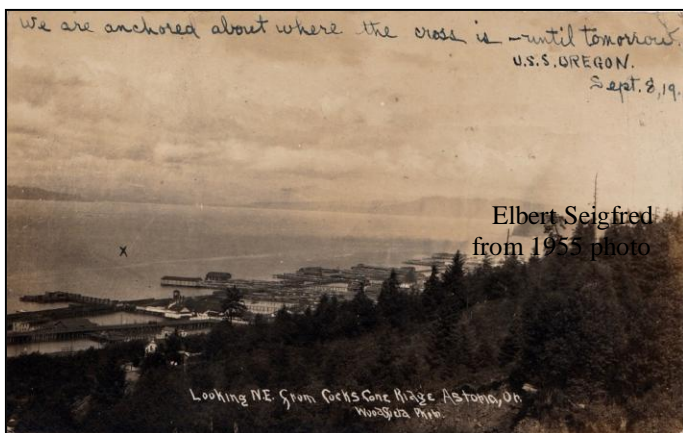
The next day, it was officially announced that for the fleet review in Seattle on 13 September, President Wilson would be able to attend, and that the battleship OREGON would again participate. Meanwhile, she remained at San Francisco for several days, as did most of the fleet. Officers and sailors attended various functions, while the public was treated to tours.

USS OREGON visits Astoria

Even before the fleet arrived at San Francisco, the City of Astoria had sent Admiral Rodman a message inviting ships to visit their city. Now, with the review over, several ships were ordered to Astoria and Portland for short visits before returning to Puget Sound. Because of her slower speed, OREGON left a day early, departing San Francisco on 5 September, headed for Astoria. She made no stops in between.

At 1 a.m. on the morning of Monday, 8 September, OREGON arrived off the mouth of the Columbia River. These are dangerous waters, and bar pilots are normally brought on board to navigate ships through the channel. However, when bar pilot John Reed approached OREGON, to his surprise assistance was refused.ⁱ The battleship “crossed in and dropped anchor at Astoria in the lower harbor to await daylight.” The refusal was probably on orders from Adm. Rodman, who earlier had announced somewhat proudly that his fleet would not be using bar pilots.

Several other navy ships had already gone upriver to Portland, which had also requested a visit by OREGON. But there just wasn’t time. OREGON remained at Astoria for just one day, and then got underway for Puget Sound. It was during this brief stay that Elbert Seigfried was able to purchase a post card of the Astoria waterfront, and penned a note to his brother back home in Seneca Falls: “...wish you were along with me on this cruise for we’re having some time. Just stoping [sic] here over a day on our way to Seattle from Frisco, and due to “hoist-the-hook” and get under way at noon tomorrow.” On the front of the card he marks an “X” in the harbor, “We are anchored about where the cross is—until tomorrow. U.S.S. OREGON Sept. 8, 19.” The card was passed over to cruiser NORTH CAROLINA, also in Astoria, where it was cancelled and probably put in the mail bag to be dropped off in town.



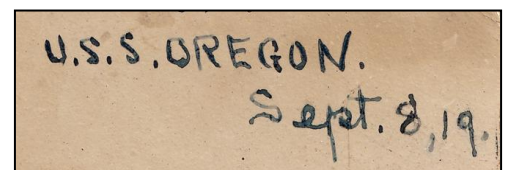
Front of post card from Elbert Seigfried, while USS OREGON was briefly at Astoria, Oregon on 8 Sept. 1919. He marks her anchorage with an “X” in an area called Scow Bay by locals. Much of this was later filled in, and today would be close to where the Maritime Museum is located. —On a personal note, this photo was taken just a little further up Coxcomb Hill from where I was born. —personal collection



Back of post card that Elbert Seigfried sent to his brother Guy, who had recently been discharged from the army. Elbert dates his note 8 Sept. on board OREGON at Astoria, but it was cancelled 9 Sept. on the cruiser NORTH CAROLINA, the day OREGON departed for Seattle. This Locy Type 3 (AC) cancel is seldom seen for 1919. — personal collection

During the stop at Astoria, Elbert Seigfried was probably granted liberty and had the opportunity to go ashore. The city treated sailors from the various navy ships very well. On the day OREGON arrived, it appears there was a formal event for officers, and home cooking for the 1000 “gobs” in town. A special excursion train went to Seaside, where a clam bake was held. Early the next morning, without fanfare, OREGON got underway for Puget Sound. The ship sent a thank you “To the ladies of Astoria—you have treated us royally, we thank you. Signed, crew of Oregon.”

**Close-up:
OREGON
arrived at
Astoria early on
8 September,
and departed for
Seattle the next
morning.**

**Fleet Reviews in Seattle and Tacoma**

It was only a day’s run for OREGON to make the last leg of her journey. She was spotted at Port Angeles at 10:30 a.m., on 10 September, and then made her way to Elliot Bay in the late afternoon.

The big event took place three days later. President Wilson arrived in Seattle to cheering crowds, and was promptly taken to the wharf. There was a little mishap as the president’s launch collided with another, but no one was hurt. Wilson then made his way out to OREGON, anchored just off the waterfront. The review itself was much like the one in San Francisco, with gun salutes and ships passing in formation. There was much ceremony, and the newspapers gave many details.

ⁱ John Reed had earlier been master of the dredge COL. P.S. MICHIE in 1914-1915 (see June 2013 LOG article). Years later, MICHIE was present at Honolulu on 7 December 1941.

Besides the fleet review in Seattle, Navy Secretary Daniels also scheduled one for Tacoma on 15 September. Although President Wilson did spend time in Tacoma during his westward tour, he did not attend that review. Once again it was Secretary Daniels on board OREGON, joined by Washington Governor Louis Hart, who presided. Thousands of people lined the high bluffs surrounding Commencement Bay to watch.

This was the final hurrah for the battleship OREGON as a commissioned naval vessel. She returned to Bremerton, where her crew was dispersed and officially was decommissioned for the last time on 4 October. Newspapers, which usually followed her every move, didn't even mention it.

Background of Elbert Seigfred

When Elbert Seigfred joined the crew of OREGON, he'd only been in the navy a little more than a year. He enlisted at Buffalo, New York on 13 May 1918, just five days before his 26th birthday. After basic training at Great Lakes, Illinois, he was assigned to duty on the receiving ship PHILADELPHIA at Puget Sound. It appears this remained his principal assignment during his two years in the navy.

—Elbert Seigfred, son of Mr. and Mrs. Joseph Seigfred of Porter street, has enlisted in the Naval Reserve and leaves this week for Pelham Bay. His brother, Guy Seigfred, is in the national army.

Seneca County
newspaper, 23 May
1918



Elbert Seigfred
from 1955 photo

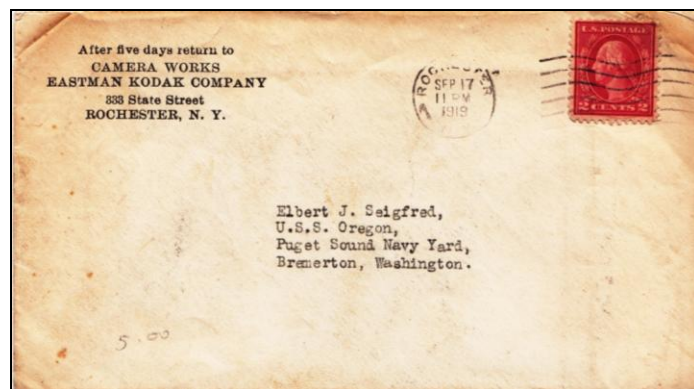
Guy Seigfred
from 1945 photo



Shortly after arriving at Puget Sound, Elbert wrote an incredibly long letter to his mother in Seneca Falls which was published in the local newspaper. It was so long they had to print it in three sections. Dated 28 December 1918, the letter gives much detail of his daily life in the navy, and also talks about things relating to the war that just ended. At times, there are exaggerations. For example, from what he says about PHILADELPHIA, a reader would believe that she's an important warship; he doesn't say that she's an obsolete cruiser used as a receiving ship. On the other hand, there are interesting descriptions on subjects ranging from standing watches, to sailors cleaning the hull over the side of the ship. Elbert tells stories with many details, odds and ends of things that folks back home would appreciate and find interesting.

Elbert Joseph Seigfred was born in 1892 and raised in Seneca Falls, New York, the youngest of eight children. By the time Elbert was 18; he was living in nearby Rochester

with a relative and working at a jewelry shop. When he registered for the draft in 1917 he was employed by Eastman Kodak, which is based in Rochester. His older brother Hurbert worked there. Quite a number of Kodak employees ended up in uniform during the war, and the company newsletters give updates about them; Elbert Seigfred's name even appears in one of them. In September 1919, while Seigfred was still aboard OREGON, the company mailed him a letter notifying him about an employee dividend check (see illustrations).



Incoming mail to Elbert Seigfred on board USS OREGON, dated 17 Sept. 1919 from Eastman Kodak Co., Rochester, New York. Both Elbert and his brother Hurbert worked for Kodak. The company is notifying him of a dividend check given to Hurbert per his instructions. —personal collection

When OREGON was decommissioned in October 1919, Elbert went back to the receiving ship PHILADELPHIA. He's listed with the crew in the 1920 census, but was discharged not long after that. Mostly likely he returned to his job with Eastman Kodak, but neither Elbert nor his brother Hurbert stayed with the company. By 1920, both are back at Seneca Falls, living with their mother, and brother Guy. The three brothers continued to live together most of the rest of their lives, all active in community organizations and veterans' groups.

Loose Ends

Even while OREGON took her final bows in 1919, there was much talk about her being given to the State of Oregon as a museum ship. Politicians spoke about it as though it would happen right away, but the process actually took six years. From 1925 to 1942, the hulk of the battleship OREGON was moored at Portland where she hosted thousands of visitors. During WWII, stripped down to her hull, she was used as an ammunition barge in the Pacific, and what was left of her was eventually scrapped.

At the time President Wilson was in Seattle for the fleet review, he was working hard to get the Treaty of Versailles ratified, which included a provision for the League of Nations. Only three weeks later, on 2 October 1919, Wilson had a stroke while giving a speech in Colorado, which left him incapacitated for the rest of his presidency.

Elbert Seigfred lived to be 85 years old, and passed away at Seneca Falls in 1978. His time on board OREGON was very brief, and yet these two covers from September 1919 have survived. Their story now provides a glimpse into the final days of service for the most famous ship of her time—the battleship OREGON, “Bull Dog of the Navy.”



Colorful 1919 New Year's Day Menu from USS OREGON, while at Mare Island. In June, she was decommissioned at Bremerton, but in August was unexpectedly called back into service for the fleet review by President Woodrow Wilson.
—personal collection

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 11-16 2-CALOOSAHATCHEE (AO 98) 3-27-79 ships r/s cc & cc and 12-25-79 Christmas 1979
 11-17 HELENA (CL 50) 8-27-38 launch cachet PM Rec'g Ship Brooklyn NY, sunk
 11-18 2-FULTON (AS 11) 9-12-41 commission & 3-22-82 ships r/s cachet
 11-19 2-FULTON (AS 11) both 9-12-41 different commissioning cachets
 11-20 RELIEF (AH 1) 6-7-46 marked Last Day Postal Serv
 11-21 2-SSN r/s cacheted covers: TRITON (586) 1964 & HYMAN G RICKOVER (709) launch 1983
 11-22 CHOPPER (SS 3342) 10-12-50 sub cachet & r/s cc, PM Groton
 11-23 2-HALFBEAK (SS 352) cacheted covers: ships r/s cachet 1968 & add on photo
 11-24 MERCY (AH 8) 11-22-45 Thanksgiving r/s cachet by BB Oregon Ch
 11-25 WASMUTH (DD 338) 4-14-38 Fleet Maneuvers AK To HI
 11-26 RELIEF (AH 1) 3-9-334 Franz Joseph Gal cachet
 11-27 HMCS ORIOLE (Ketch) 8-10-98 Canadian ship at Seattle Seafair
 11-28 JALLAO (SS 368) 6-26-74 decom cachet, PM Groton
 11-29 SILVERSIDES (SS 236) 8-13-57 Silent Service cachet, r/s cc, emb seal, PM Chicago
 11-30 2-SS Naval Reserve 1957 r/s cachets: KINGFISH (SS 234) & GREENLING (SS 213)
 11-31 DOLPHIN (SS 169) 6-1-37 5th Anniv by ANCS Argonauts
 11-32 RELIEF (AH 1) 1-1-34 Its going to be a great year by Fitch
 11-33 RELIEF (AH 1) 1-17-34 Anton Pavlovich Chekhov cachet
 11-34 RELIEF (AH 1) 1-25-34 James Marion Sims cachet, nmc auto
 11-35 RELIEF (AH 1) 2-9-34 Howard Taylor Ricketts typed cachet
 11-36 SS HOPE (AH) 5-20-61 Project Hope cachet by Collectors Club of Seattle PM Djakarta
 11-37 USN Mobile Base Hosp #1 1-19-42 Not A pretty picture cachet
 11-38 CALVERT (APA 32) 11-22-54 Passage to Freedom cachet,
 11-39 REPOSE (AH 16) 10-16-65 r/s recommission cachet
 11-40 RELIEF (AH 1) 8-9-40 ships cxi on B&W photo of "sausage" tree
 11-41 2-Christmas cachets: E MCDONNELL (DE 1043) 1977 & MCCANDLESS (FF 1084) 1978
 11-42 3-hospital ship postcards: HAVEN (12), REPOSE (16) & HOPE, all unused
 11-43 3-hospital ship postcards: BOUNTIFUL (9), SANCTUARY (17) & SAMARITAN (10)
 11-44 HERBERT (DD 160) 4-12-35 Dedication US Naval Hospital Phila
 11-45 ARMY AIR BASE CHANDLER AZ 5-10-43 Corridor cachet by Miller, PM Chandler
 11-46 FIRST DAY COVER- Naval Academy 5-26-37 PM Annapolis
 11-47 FIRST DAY COVER Army/Navy Commem Series, US Naval Academy, PM Annapolis
 11-48 FIRST DAY COVER US Naval Academy printed photo cachet, PM 5-26-37 Annapolis
 11-49 DIRECT (MSO 430) 10-1-82 Last Day cachet PM WILLIAM V PRATT
 11-50 HMAS SYDNEY (FFG 3) commission cachet at Seattle of Australian FFG
 11-51 HAVEN (AH 12) 2-22-66 Washington's B'Day at Long Beach
 11-52 2-German naval covers: REIHER (patrol boat & ROMMEL (DD) w/ r/s cachets
 11-53 BUSHNELL (AS 2) 10-27-34 Navy Day r/s cachet by Richell
 11-54 FULTON (AS 11) 12-1-41 nc but censor mark
 11-55 CONSOLATION (AH 15) 1-3-49 printed color picture of ship as cachet
 11-56 CONSOLATION (AH 15) 11-22-51 generic US Navy cachet
 11-57 HAVEN (AH 12) 10-28-50 ANCS stamp cachet
 11-58 RELIEF (AH 1) 4-9-34 Au Revoir Southern California by 2 USCS member2
 11-59 RELIEF (AH 1) 3-10-34 Marcello Malphighi typed cachet
 11-60 MINNESOTA (BB 22) 7-30-1916 photo PC of two sailors
 11-61 CONSTELLATION (frigate) 7-6-1911 cxi on PC, retn addr Newport USN Hospital
 11-62 3-hospital ship unused PCs: REPOSE (12) COMFORT (3) & HOPE
 11-63 NANTAHALA (AO 60) 9-4-55 Welcome Chinese DD HSIEN YANG Nicholson
 11-64 SIERRA (AD 18) 3-10-69 Welcome Norway AVP HAAKON VII Nicholson
 11-65 CADMUS (AR 14) 10-23-59 Welcome Chinese PC CHU KIANG
 11-66 LORAIN COUNTY (LST 1177) Greetings by Nicholson
 11-67 NYE COUNTY (LST 1067) 12-27-65 Greetings by Nicholson
 11-68 3-hospital ship unused photo PCs: SOLACE (2), SOLACE (2) & photo of MERCY (4)
 11-69 MINDORO (CVE 120) 11-27-51 on Crosby-like photo cachet cover of COMFORT
 11-70 JAMES MONROE (SSBN 622) 2-3-64 1stg Polaris firing, PM Cape Canaveral
 11-71 LAFAYETTE (SSBN 616) 4-4-69 Polaris test fired, PM Cape Canaveral
 11-72 ANDREW JACKSON (SSBN 619) 11-12-63 Polaris firing, PM Patrick AFB
 11-73 ANDREW JACKSON (SSBN 619) 1018-63 1st Polaris Firing Gold crew, PM Patrick AFB
 11-74 2-SS 1966 covers: CREVALLE (AGSS 291) nc but r/s cc & TUNNY (SS 282) sub emblem
 11-75 3-hospital ships unused PCs: MERCY (4), COMFORT (T-AH 20) & MERCY (T-AH 19)
 11-76 HAVEN (AH 12) 4-3-53 Type Two Cancel, Floating Hospital cachet
 11-77 DETROIT (CL 8) 5-16-30 samari as cachet
 11-78 RELIEF (AH 1) 3-9-35 Dr George Balfour 1st Naval medical officer cachet
 11-79 NS SAVANNAH (nuc merchant) 7-21-59 launch cachet, PM Camden NJ
 11-80 NS SAVANNAH (nuc merchant) 6-8-64 1st Trans-Atl voyage, PM New York
 11-81 SPRUANCE (DD 963) 10-27-78 Navy Day cachet w/flags
 11-82 ORIOLE (AM 7) 8-15-38 recommission by Czubay, PM Vallejo
 11-83 2-SSBN launches: MARIANO G VALLEJO (658) 1965 & MAINE (SSBN 741) 1994
 11-84 2-Wentworth covers: TIMBALIER (AVP 54) James Forrestal & BEXAR (APA 237) Nimitz
 11-85 2-Nicholson cachets: OWEN (DD 536) 1951 & PORTER (DD 356) both reestablished, glue stains
 11-86 2-Nicholson 1951 reestablished cachets: LAFFEY (DD 724) & LOFBERG (DD 759)
 11-87 HOLLAND (AS 3) 3-17-37 1st submerged run in 1897
 11-88 SAMUEL B ROBERTS (DD 823) 3-1-47 generic US Navy cachet
 11-89 BAUSELL (DD 845) 4-3-46 generic US Navy cachet
 11-90 SUBMARINE SQ 10 11-11-2001 Wentworth cmd patch design as cachet
 11-91 ROGERS (DD 876) 6-21-47 Naval Postmark w/galleon as cachet
 11-92 FULTON (AS 11) 1-29-53 Crosby-like photo cachet
 11-93 ARCTURUS (AF 52) 5-2-67 Welcome Chili APD SERRANO by Nicholson
 11-94 DU PONT (DD 941) 10-27-59 Welcome Columbia PF ALM. BRION Nicholson
 11-95 MISSOURI (BB 63) 7-6-88 Chg of Cmd cachet
 11-96 WACCAMAW (AO 109) 2-18-75 Last Day Postal Serv
 11-97 CORRY (DD 817) 5-19-79 Open House ship, Phila Naval Shipyard Decatur Ch
 11-98 NEOSHO (AO 23) 10-2-39 1st Day Postal Serv, sunk
 11-99 NATHANIEL GREENE (SSBN 636) 12-19-84 commission by Decatur Ch
 11-100 FALCON (ASR 2) 7-4-41 Independence Day flag cachet
 11-101 NOKOMIS (PY 6) 2-15-38 Last Day in Commission by Horton
 11-102 MACDONOUGH (DD 351) 7-30-38 generic US Navy cachet
 11-103 INDEPENDENCE (CV 62) 11-18-78 Welcome to Boston by Old Ironsides Ch
 11-104 NIMITZ (CVN 65) 12-7-80 cachet for USS Arizona memorial
 11-105 AMERICA (CV 66) 2-22-79 70th Anniv of Great White Fleet by Old Ironsides Ch
 11-106 CONSTELLATION (CVA 64) 3-14-78 I Want You for Navy poster pasted on
 11-107 2-Wentworth covers: MATAGORDA (AVP 22) 1941 Nimitz & AJAX (AR 6) 1950 SPRUANCE
 11-108 US Naval Medical Center Washington 10-27-38 Navy Day TR cachet w/emblem seal
 11-109 FIRST DAY COVER 5-26-37 JP Jones final resting place r/s cachet, Naval Academy stamp
 11-110 MIANTONOMAH (CMC 5) 12-4-41 commission cachet by Navy Relief, sunk, PM Boston
 11-111 SALEM (CA 139) 12-22-50 175th Anniv of US Navy
 11-112 SAVANNAH (AOR 4) 7-4-76 USCGC EAGLE Bicent cruise, Int'l Naval Review
 11-113 WEST VIRGINIA (SSBN 736) 10-14-89 christening day PM FULTON
 11-114 PC 509 3-15-41 FDPS r/s cachet
 11-115 CLEVELAND (LPD 7) 4-21-67 commission by USS Cleveland Ch
 11-116 HAWES (FFG 53) 8-26-83 keel lay by Decatur Ch
 11-117 SIGOURNEY (DD 643) 10-24-55 Welcome URUGUAY DE ARTIGAS Nicholson
 11-118 2-Nicholson reestablished cachets: CALVERT (APA 32) 1950 & NAIFEH (DE 352) 1951
 11-119 ALCOR (AD 34) 7-29-46 Last Day Postal Serv by Nicholson
 11-120 Naval Sub Base new London 5-30-63 cmd r/s cachet, PM Groton
 11-121 HAMUL (AD 20) 10-15-41 Honoring a Great navy Nicholson?
 11-122 MISSISSIPPI (CGN 40) 8-5-78 commission cachet H130 by Hoffner
 11-123 3-hospital ship unused PCs: LE CANADA, USAHS WISTERIA and MERCY (T-AH 19)
 11-124 BRIDGE (AF 1) 2-12-36 Lincoln's B'Day
 11-125 2-color old PCs: BB CONNECTICUT and NEWARK C-1
 11-126 BIRMINGHAM (CL 2) 2-6-1911 clear ships cxi on color PC
 11-127 CHICAGO (CG 11) 7-8-78 70th Anniv US Navy Postal Serv
 11-128 FULTON (AS 11) 7-19-39 keel lay by Hutnick PM WASMUTH
 11-129 FALCON (ASR 2) 11-26-36 Thanksgiving cachet
 11-130 SALAMONIE (AO 26) 6-8-41 1st Day Postal Serv by Cohen

USCS Auction #S-11**Closes 31 December 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****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

- S11-01 POLLACK (SS 180) 2-19-37 GOW NG commission cachet MB 15
 S11-02 TRITON (SS 201) 3-25-40 GOW NG launch, PM SEALION, sunk MB 15
 S11-03 MISSOURI (BB 63) 9-11-47 Presidential cruise, equatorial crossing MB 4
 S11-04 MARLIN (SS 205) 5-28-40 GOW NG keel lay, PM SAILFISH MB 15
 S11-05 TROUT (SS 202) 8-28-39 GOW NG keel lay, PM SCULPIN MB 15
 S11-06 PRINCETON (CVL 23) 9-22-44 sailor mail w/censor mark, sunk MB 15
 S11-07 FRANKLIN (CV 13) 3-5-44 sailor mail w/censor mark MB 4
 S11-08 PENNSYLVANIA (BB 38) 11-14-33 in tactical maneuvers w/USS MACON by Bob Evans Ch MB 10
 S11-09 WILLIAM D PORTER (DD 579) sailor mail w/censor mark, letter, sunk MB 5
 S11-10 DETROIT (CL 8) 9-2-45 sailor mail w/Tokyo Bay cachet & censor mark MB 8
 S11-11 FLYING FISH (SS 229) 5-3-43 WW2 sub sailor mail w/censor mark MB 7
 S11-12 FLYING FISH (SS 229) 9-25-43 #10 penalty, wartime sub mark MB 7
 S11-13 FLYING FISH (SS 229) 12-10-41 GOW NG commissioning w/seahorses, PM GRENADIER MB 35
 S11-14 PLUNGER (SS 179) 5-22-45 #10 registered penalty, wartime mail MB 7
 S11-15 Army Major Gen Rapp Brush 3-30-45, letter only CO 40th Div in Philippines, glue stains MB 10
 S11-16 Army Major Gen John B Brooks 7-26-45, letter only. 11th AAF AK, glue stains MB 10
 S11-17 Army Lt Gen Lewis B Brereton autographed cover, CO AAF Phil & in Germany MB 10
 S11-18 Army Major Gen Charles L Bolte letter, 34th Inf Div in Italy MB 10
 S11-19 Army Major Gen Edward Almond, letter only, CO 92nd Inf Div in Italy, glue stains MB 10
 S11-20 Reginald Belknap 1-29-1917, cover to future admiral aboard USS SAN FRANCISCO MB 5
 S11-21 Augustin Beauregard 7-2-33 cover to future admiral as CO of ALTAIR MB 5
 S11-22 Robert Ballard 7-27-71 signed by Ballard of RMS TITANIC fame on DSV ALVIN, dive 341 MB 10
 S11-23 PORPOISE (SS 172) 10-22-35 Mueller commission cachet, large cxi, env glue stains MB 7
 S11-24 PORPOISE (SS 172) 3-15-44 #10 penalty. r/s cc, wartime sub mail MB 7
 S11-25 PIKE (SS 173) 6-6-44 #10 penalty PM on D Day, wartime sub mail MB 7
 S11-26 cover addr to NAUTILUS (SS 168) 6-17-39 cover addr to sailor on sub, PM Nat'l City, CA MB 2
 S11-27 CIMARRON (AO 22) 10-16-45 sailor mail w/TOKYO BAY cachet and in cxi MB 10
 S11-28 RUSSELL (DD 414) 3-29-40 Weigand photo cachet MB 5
 S11-29 CUTTLEFISH (SS 171) 12-15-43 wartime sailor mail w/censor mark MB 7
 S11-30 CUTTLEFISH (SS 171) 12-15-43 #10 penalty, printed cc, wartime sub mail MB 7
 S11-31 MAURY (DD 401) 3-19-43 sailor mail w/censor mark MB 2
 S11-32 Destroyer Squad 6 11-23-44 #10 registered w/named USS MAURY cxi MB 2
 S11-33 RFA BLUE ROVER (AO) 12-14-79 in Port Everglades, PM Ft Lauderdale, was at Falklands MB 2
 S11-34 SC 704 9-14-43 sailor mail, PM USAPS w/naval censor mark MB 2
 S11-35 HMS MINERVA (FF) 8-23-96 Portsmouth Navy Days, CO auto, saw action at Falklands MB 2
 S11-36 TAMBOR (SS 198) Weigand comm cachet w/Cavalry Guidon flag MB 4
 S11-37 OMAHA (CL 4) sailor LIBERTY PASS, had been pasted into album MB 5
 S11-38 BALCH (DD 363) 8-4-42 #10 penalty, typed cc MB 2
 S11-39 SALT LAKE CITY (CA25) 3-27-46 Atomic Age scientific demo Smartcraft MB 6
 S11-40 SALT LAKE CITY (CA 25) 12-15-42 sailor mail w/censor mark MB 2
 S11-41 PENSACOLA (CA 24) 6-21-42 sailor mail w/censor mark MB 2
 S11-42 PENSACOLA (CA 24) 6-4-43 #10 penalty, r/s cc MB 2
 S11-43 BALLARD (AVD 10) 2-5-44 sailor mail w/censor mark MB 2
 S11-44 FANNING (DD 385) 8-19-45 sailor mail w/censor mark MB 2
 S11-45 RUSSELL (DD 414) 10-17-43 registered sailor mail w/ships named cxi MB 3
 S11-46 CLARK (DD 361) 5-4-42 sailor mail on US postal card MB 2
 S11-47 PLATTE (AO 24) 1-27-40 Mueller comm w/map of Nebraska & oil wells MB 4
 S11-48 CIMARRON (AO 22) 11-13-43 sailor mail w/censor mark MB 2
 S11-49 CIMARRON (AO 22) 2-2-42 #10 penalty w/printed cc MB 2
 S11-50 GUADALUPE (AO 32) 8-3-43 #10 penalty with r/s cc MB 2
 S11-51 YP 448 6-25-44 #10 penalty, printed cc MB 2
 S11-52 YP 62 7-1-44 #10 penalty, typed cc MB 2
 S11-53 YF 221 5-31-46 #10 penalty, typed cc MB 2
 S11-54 RANGER Air Group (CV 4) 5-30-40 nc but clear cxi from air group MB 2
 S11-55 CORREGIDOR (CVE 58) 3-15-46 last day postal serv by Nicholson MB 2
 S11-56 JOUETT (CG 29) 1-28-94 last day in commission by Rogak MB 2
 S11-57 CLAXTON (DD 571) 7-31-45 sailor mail w/censor mark MB 2
 S11-58 ORISKANY (CV 34) 6-10-53 Crosby-like photo cachet MB 3
 S11-59 ANTIETAM (CV 36) 8-20-44 launch cachet PM Phila Navy Yd MB 2
 S11-60 PERCH (SS 176) 1-23-37 shakedown cruise by Peejay, kb Guantanamo on card MB 3
 S11-61 PORPOISE (SS 172) 4-4-36 shakedown cruise, kb Coco Solo MB 3
 S11-62 PORPOISE (SS 172) 3-28-36 shakedown cruise, kb Curacao MB 3
 S11-63 SAILFISH (SS 192) 11-18-40 shakedown cruise by Czubay, kb Houston (ex SQUALUS) MB 3
 S11-64 SAILFISH (SS 192) 10-31-40 shakedown cruise Czubay, kb Portsmouth MB 3
 S11-65 MARLIN (SS 205) 12-11-41 Sub Force US Fleet cachet, kb USA at War with Axis on card MB 3
 S11-66 SALMON (SS 182) 3-15-39 1st Anniv USS SALMON/STINGRAY by Walton on card MB 3
 S11-67 SCULPIN (SS 191) 10-27-39 Navy Day 1939 by Buckwald w/sub SARGO/SAURY etc on card MB 3
 S11-68 SEADRAGON (SS 194) 10-23-39 commission by Muridge on card MB 3
 S11-69 TENNESSEE (BB 43) 5-30-31 Memorial Day typed cachet by Crosby, store mark on back MB 4
 S11-70 LARK (AM 21) 11-5-35 drawing of Lark as cachet MB 3
 S11-71 SEAL (SS 183) 6-6-38 shakedown cruise by Walton on card, kb depart New London MB 3
 S11-72 NAUTILUS (SS 168) 10-27-38 Navy Day w/TR by Buchwald MB 3
 S11-73 POMPANO (SS 181) 10-27-39 Navy Day Burkholder, emb seal & NMC auto MB 3
 S11-74 FULTON (AS 11) 7-19-39 keel lay by Aden on card, PM POLLOCK (cxi misspelled) MB 3
 S11-75 POLLACK (SS 180) 1-15-38 1st Anniv by Argonauts MB 3
 S11-76 CACHALOT (SS 170) 4-1-38 April 1st cachet, sailor at piled desk, whale fancy cxi on card MB 3
 S11-77 BARRACUDA (SS 163) 10-1-36 12th anniv on card MB 3
 S11-78 THRUSH (AVP 3) 7-10-36 Dumonte bird cachet MB 3
 S11-79 MALLARD (ASR 4) 5-30-37 Schlechter bird cachet for Memorial Day MB 3
 S11-80 WIDGEON (ASR 1) 7-27-36 Dumonte bird cachet MB 3
 S11-81 TEAL (AM 23) 12-25-33 drawing of bird, kb Coco Solo MB 3
 S11-82 PARTRIDGE (AM 16) 11-11-33 drawing of bird MB 3
 S11-83 QUAIL (AM 15) 12-6-33 drawing of bird, sunk MB 3
 S11-84 SARATOGA (CV 3) 7-27-43 sailor mail w/censor mark MB 2
 S11-85 RANGER (CV 4) 5-1-43 sailor mail w/censor mark MB 2
 S11-86 HORNET (CV 12) 2-26-44 sailor mail w/censor mark MB 2
 S11-87 UTAH (AG 16) 5-30-36 Memorial Day r/s cachet, sunk
 S11-88 BEAVER (AS 5) 10-10-35 15th anniv of Maui County Gair MB 2
 S11-89 CUMBERLAND (IX 8) 3-3-1913 clear ships cxi on color PC MB 4
 S11-90 KANAWHA (AO 1) 4-12-36 Easter Greetings w/bunny, sunk MB 2
 S11-91 CORAL (PY 15) 10-1-41 1st day postal serv by Hutnick MB 2
 S11-92 ESTOCIN (FFG 15) 4-4-2003 last day in commission by Everett MB 2
 S11-93 HOLLAND (AS 3) 12-25-37 Crosby photo cachet, autograph by Crosby MB 5
 S11-94 Submarine S-31 (SS 136) 12-7-37 Decom by Hutnick, PM Phila Navy Yd MB3
 S11-95 KANSAS (BB 21) 5-17-14 clear ships cxi on color PC MB 4
 S11-96 HANCOCK (AP 3) 3-7-1912 clear ships cxi on color PC MB 4
 S11-97 CARBONERO (SS 337) 12-16-43 keel lay by Spader, PM Groton MB 3
 S11-98 DARTER (SS 227) 6-6-43 lau cachet, sub sliding down ways, PM Groton MB 3
 S11-99 DARTER (SS 227) 9-7-43 commission cachet, Japanese ship breaking in two, PM Groton MB 3
 S11-100 TRITON (SS 201) 12-4-40 1st Deep Dive by Cyr, sunk MB 3
 S11-101 SS ALAN A DALE (merchant ship) 10-1-44 armed guard mail, sunk by midget U-boat MB 5
 S11-102 HENLEY (DD 391) 11-11-37 Rose City Welcomes by Linto sunk MB 3
 S11-103 RFA RESOURCE (AUX) 6-5-78 ships markings, PM Ft Lauderdale, saw action in Falkland MB 2
 S11-104 BALCH (DD 363) 5-14-44 sailor mail w/censor mark MB 2
 S11-105 Navy Constr Bat 86 11-15-43 Seabee mail from M company w/ censor MB 2
 S11-106 20th Naval Const Bn 7-8-43 Seabee mail w/censor mark MB 2
 S11-107 MACON (ZRS 5) 6-19-34 Moffett Fid to Pac NW, PM Moffett Fid MB 4
 S11-108 LEXINGTON (CV 2) 4-11-34 LEXINGTON Sights MACON, 1934 E Coast cruise MB 2
 S11-109 Army/Navy needle book w/sewing needles still inside MB 2
 S11-110 USN Bombing Squadron 4 11-22-38 nc but clear cxi, kb 1st day cancel MB2
 S11-111 USN Fighter Squadron 33 9-19-43 sailor mail w/censor mark & letter from pilot MB 2
 S11-112 USN Torpedo Squadron 2-B 10-11-35 nc but clear cxi from squadron MB 2
 S11-113 H&S Co, M T Bn 8-26-44 4th Marine Div, US Marine mail w/naval censor mark MB 2
 S11-114 Co B, 1st Bn 7-5-44 7th Marines mail w/naval censor mark MB 2
 S11-115 Marine Det 3-25-41 Marine Det Island of Antigua, Leeward Island cxi on US postal card MB 2
 S11-116 Marine Det 7-18-41 Marine Det Portland Bight, Jamaica cxi on US postal card MB 2
 S11-117 AVOCET (AM 19) 1-4-32 #10 penalty, Aircraft Squadrons US Asiatic Fleet r/s cc MB 2
 S11-118 NANTAHALA (AO 60) 9-4-55 Welcome China DD HSIEN YANG Nicholson MB10
 S11-119 POCONO (AGC 16) 7-24-55 Wlcm Uruguay DE URUGUAY Nicholson MB 1
 S11-120 SYLVANIA (AFS 2) 11-24-69 commissioning of Columbia LPR CORDOVA Nicholson MB 1
 S11-121 HAMMERBERG (DE 1015) 11-11-73 Welcome Spanish DD LANGARA Nicholson MB 1
 S11-122 ARCTURUS (AG 52) 10-31-72 Welcome Greek DD KANARIS Nicholson MB1
 S11-123 GLOVER (FF 1098) 8-3-81 Welcome Portugal ship ALM MAGALHAES CORRES Nicholson MB 1
 S11-124 RICHARD L PAGE (FFG 5) 9-30-83 Welcome German sail train ship GORCH FOCK Nicholson MB 1

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c/o Obie Hill

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THAMESPEX 2019 Commemorates 25th Ann of the last of the 41 for Freedom Subs USS MARIANO G. VALLEJO (SSBN 658). 10-20-2019, Waterford CT, pictorial, \$2.00 Plus SASE



SAGINAW Chapter #59

c/o Alvin Eckert

Hamilton Drive, Fairfield CA 94533-5844

USS PAUL IGNATIUS (DDG 117) FDC, 7-27-2019, Glendale CA Pictorial, \$2.00

USS HORNET (CV 12) Apollo 11, 50th Anniversary, 7-20-2019, Alameda CA pictorial, \$2.00

USS JARRETT (FFG 33) SF Fleet Week, 10-9-2004, USPO, \$2.00

SS JEREMIAH O'BRIEN 50 years of Liberty Ships, 12-30-1991, San Francisco pictorial, \$2.00

SS JEREMIAH O'BRIEN 50 Anniversary, 6-19-1993, San Francisco pictorial, \$2.00

USS LAKE CHAMPLAIN (CG 57) SF Fleet Week 1995, 10-7-1995 Ship cancel, \$2.00

USS KAMEHAMEHA (SSN 642) Conversion Completed, 7-21-1993, Mare Island USPS, \$2.00

Prices as marked each plus SASE.



Leonhard Venne

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USS GEORGE H.W. BUSH (CVN 77) 1st Day Issue Bush stamp, 6-12-2019, Ship cancel, \$2.50

50th Anniv Moon Landing, 7-20-2019, Cape Canaveral Moon Landing Sta. pictorial, \$2.50

50th Anniv Moon Landing, 7-20-2019, Cape Canaveral Moon Walk Sta. pictorial, \$2.50

50th Anniv Moon Landing, Apollo 11, 7-20-2019, Cape Canaveral Moon Walk Sta. pictorial, \$2.50

USS PENNSYLVANIA (SSBN 735) 30th Anniversary, 9-9-2019, Groton pictorial, \$2.50

Prices as marked each plus SASE



Richard Jones

137 Putnam Avenue

Ormond Beach FL 32174-5331

USS DELAWARE (SSN 791) Initial Sea Trials, 8-30-2019, Newport News VA, USPS cancel, \$2.50

USS KANSAS CITY (LCS 22) Builders Sea Trials, 8-9-2019, \$2.50

USS MINNEAPOLIS-SAINT PAUL (LCS 21) Christening/Launch, 6-15-2019, Marinette WI, \$2.50

USS PAUL IGNATIUS (DDG 117) Commissioning, 7-27-2019, Birth City Glendale CA, pictorial \$2.50

USS SAVANNAH (LCS 28) Keel Laying, 9-20-2019, Mobile AL USPS cancel, \$2.50



Darrell Millner

106 Maxwell Lane

Newport News, VA 23606

USS GERALD FORD christening ceremony 11-9-2013 cancel

USS EISENHOWER 4 bar, \$2.50

PCU WASHINGTON (SSN 787) First Sea Trials, Newport News, VA, \$2.50

USS EISENHOWER ships 4 bar 10-18-2014, \$2.50

PCU WASHINGTON delivery Norfolk, VA hand cancel 5-26-17, \$2.50

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

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11/18



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Universal Ship Cancellation Society Log

November 2019

Secretary's Report October 2019 Welcome New Members

- L-12575 Don Bonkowski, 11939 E 13 Mile Rd, Warren MI 48093-3001
by Anthony O'Brien (12420)
12576 Tim Dickson, 27022 SE 403rd St, Enumclaw WA 98022-7707
by Lloyd Ferrell (L-12082)

Change of Address

- L-7205 Stewart Milstein, PO Box 1051, Cortaro AZ 85652-1051
Membership on 9/1/2019..... 796
New Members..... 2
Membership on 10/6/2019..... 798
Membership on 10/6/2018..... 827

Steve Shay,
Secretary

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911 Mohrsville Rd.
Shoemakersville, PA 19555-9720
george.marcincin@verizon.net

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2021 September 3-5 - BALPEX – Hunt Valley MD

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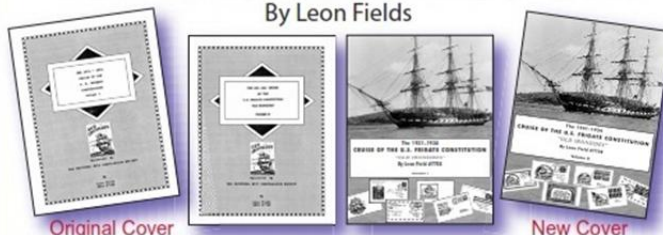
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