

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 86 No. 12

December 2019

Whole No. 1033

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Feature of the Month

US Navy Christmas Cancels



For December, Gene and Christine Sanders (12,101) share a variety of postmarks and cards from US Navy ships celebrating one of the more common collecting niches – December 25th-Christmas. The Sanders show these as an illustration to the highly illustrated article on the topic in this month's Log beginning on page 14

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

**Vol. 86 No. 12 December 2019
Whole No. 1033**

Twenty years ago with **Whole No. 794**, I began my editorship of the **USCS Log**. With this issue, I have produced **239 Log** issues. Certainly, a large number of USCS members have contributed over the years towards making the **Log** the award winning publication it has been over the years. While some issues didn't come together until the deadline for the printer, I have been very fortunate over the last 2-3 years to have a wealth of articles to select from. Fortunately, I have been able to recruit new authors over the last few years, several of them submitted blocks of articles to carry us over several months. Our monthly columnists have always kept our basic columns on track and on hand by the '30-day prior to issue deadlines'. And I appreciate the many members who send in the shorter articles to help fill out partial pages.

In the column to the left, the position of Associate Editor still remains open. As I begin year 21 as your editor, I am hoping that a member will step forward to begin the transition process to a new editor. I ain't no spring chicken and the eyes have been corrected almost as much as they can be. So, let me know if you might be interested.

239 issues 794-1033

As noted last issue, **James Moses** has submitted 14 articles centered on his research and cataloging of censor markings. I begin his series with this issue.

As the season warrants, I have the Christmas article from **Gene and Christine Sanders** who share their collection of Navy Christmas material.

Gregory Finnegan shared many of his seasonal covers in his great collection which will be in the January issue.

As promised, **Lloyd Ferrell's** article on Torpedo Testing Barge (YTT 3) at Pearl Harbor is in this issue.

On behalf of the USCS Officers and Members of the Board I want to wish our membership a Merry Christmas and Happy and Safe New Year.

Please take time to enjoy your family and friends during this time.

Collect-Share-Enjoy your hobby.

Send for Your Own Covers

USS ABRAHAM LINCOLN CARRIER STRIKE GROUP
USS ABRAHAM LINCOLN (CVN 72) Deployment Extended
USS LEYTE GULF (CG 55)

Surface Action Group Working with LINCOLN CSG
USS LASSEN (DDG 82) Deployed 12 September
USS FARRAGUT (DDG 99)
USS NORMANDY (CG 60)
USS FORREST SHERMAN (DDG 98)

USS HARRY S. TRUMAN (CVN 75) Pre-Deployment Operations
Announced 11-12-2019 after electrical repairs

Recently/Currently Deployed

USS RAMAGE (DDG 61 BMD Deployed 20 August
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 GRIDLEY (DDG 101) Flag SNMG1 North Atlantic-Canada-USA

JOIN A USCS CHAPTER IN 2020



Out of the Past

Naval History and Heritage Command

1 December 1984 (Modern)

USS TAYLOR (FFG 50) is commissioned. The ship is named after the late Jesse Junior Taylor, who gave his life attempting to save the life of a downed pilot during an attack on the key bridge near the North Vietnamese port of Haiphong, and consequently awarded the Navy Cross for extraordinary heroism.

4 December 1944 (WW II)

USS FLASHER (SS 249) sinks Japanese destroyer KISHINAMI and damages a merchant ship in the South China Sea. FLASHER is the only U.S. submarine to sink more than 100,000 tons of enemy shipping in World War II.

8 December 1941 (WW II)

After the Japanese attack on Pearl Harbor, the United States declares war on Japan.

12 December 1937 (Inter War)

After Japan invades Nanking, China, USS PANAY (PR 5) evacuates American citizens when it comes under attack from Japanese aircraft, killing three men and wounding 43 sailors and five civilians.

20 December 1822 (Classic)

Congress authorizes the West Indies Squadron to suppress piracy in the Caribbean. Under the leadership of Commodores James Biddle, David Porter, and Lewis Warrington, the newly created squadron crushes the pirates.

23 December 1803 (Classic)

The schooner ENTERPRISE, commanded by Lt. Stephen Decatur, captures the Turkish ketch MASTICO with a cargo of female slaves as it is sailing from Tripoli to Constantinople under Turkish colors and without passports. Renamed INTREPID, the former MASTICO is taken into U.S. service.

27 December 1942 (WW II)

The minelayers, USS KEOKUK (CM 8), USS SALEM (CM 11), and USS WEEHAWKEN (CM 12) begin mining approaches to Casablanca, French Morocco, which lasts two days.

29 December 1942 (WW II)

USS WASMUTH (DMS 15) eventually sinks, 35 miles off Scotch Cape, the southwest point of Unimak Island, Aleutians, two days after a pair of her depth charges exploded during a gale. USS RAMAPO (AO 12) comes alongside in the heavy seas and heroically rescues WASMUTH's crew.

30 December 1959 (Modern)

The first fleet ballistic missile submarine, USS GEORGE WASHINGTON (SSBN 598), is commissioned.

31 December 1862 (Classic)

USS MONITOR founders in a storm off Cape Hatteras, N.C. and is lost. Ordinary Seaman John Jones of USS RHODE ISLAND is awarded the Medal of Honor for his conduct while rescuing crewmen during the night.

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: bmcjones@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.

December 2019

7 PCU MOBILE (LCS 26) Christening, Mobile AL

7 PCU JOHN F KENNEDY (CVN 79) Christen, Newport News

April 2020

4 PCU DELAWARE (SSN 791) Commissioning, Wilmington DE

Spring 2020

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

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

Summer 2020

?? PCU ST. LOUIS (LCS 19) Commission, Pensacola FL

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

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 Dale Hargrave, Mike Brock, & Rich Hoffner for ship event updates.

2019 Ship Anniversaries

30 YEARS – NORMANDY CG-60, 12/9; **25 YEARS** – HARTFORD SSN-768, 12/10; MITSCHER DDG-57, 12/10; **15 YEARS** – JAMES E. WILLIAMS DDG-95, 12/11

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

**Thank you for supporting our
USCS Member Dealers**

FPO Update
USS INDIANAPOLIS (LCS 17)
UNIT 100235 BOX 1
FPO AA 34086

Naval News

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DDG 134 Named

Secretary of the Navy Richard V. Spencer named a future ARLEIGH BURKE-class guided-missile destroyer, DDG 134, in honor of U.S. Navy Hospitalman John E. Kilmer, who was awarded the Medal of Honor for his service during the Korean War.

A medical field technician with the Fleet Marine Force, Kilmer was posthumously awarded the Medal of Honor 18 June 1953. He was killed 13 August 1952 as a result of enemy action while caring for the wounded during the attack on Bunker Hill. He shielded another man from enemy fire with his body and was mortally wounded.

Kilmer was born in Highland Park, Illinois, and enlisted in the U.S. Navy in 1947 as an Apprentice Seaman in Houston, Texas. Kilmer was serving with a Marine rifle company in the 1st Marine Division at the time of his death.

The future USS JOHN E. KILMER (DDG 134) will be constructed at Bath Iron Works in Bath, Maine.

USNS MIGUEL KEITH Trials and Christening

The Navy's newest Expeditionary Sea Base (ESB), MIGUEL KEITH (ESB 5) successfully completed Acceptance Trials on 11 October.

The trials were conducted off the coast of southern California. During the week of trials, the Navy's Board of Inspection and Survey conducted comprehensive tests to demonstrate and evaluate the performance of all the ship's major systems.

The US Navy held a christening ceremony for USNS MIGUEL KEITH (ESB 5) on 19 October, at General Dynamics NASSCO, San Diego.

ESB 5 is named in honor of Marine Corps Vietnam veteran and Medal of Honor recipient Lance Cpl. Miguel Keith and is the first ship to bear the name.

PCU DANIEL INOUE Floated

PCU DANIEL INOUE (DDG 118) was floated on Sunday 27 October. The ARLEIGH BURKE destroyer was translated into the drydock Friday, 25 October. The drydock then moved to a deep section of the Kennebec River on Saturday and lowered 32 feet into the water by filling its ballast tanks. On Sunday, DDG 118 floated free of her cradle and tugs guided her to Pier 2.

USS INDIANAPOLIS (LCS 17) Commissioned

The Navy commissioned USS INDIANAPOLIS (LCS 17), during a ceremony Saturday, 26 October, in Burns Harbor, Indiana.

Jill Donnelly, wife of former U.S. Sen. Joe Donnelly of Indiana, is the ship's sponsor.

USNS NEWPORT Christened

The US Navy christened its newest Expeditionary Fast Transport, the future USNS NEWPORT (T-EPF 12), during a ceremony at the Austal USA shipyard on 9 November.

PCU TRIPOLI Completes Acceptance Trials

The future USS TRIPOLI (LHA 7) completed acceptance trials when she returned to the Huntington Ingalls Industries (HII)-Ingalls Shipbuilding Division's shipyard following three days underway in the Gulf of Mexico on 25 October.

TRIPOLI is the second ship of the AMERICA (LHA 6) class, built featuring an enlarged hangar deck, realignment and expansion of the aviation maintenance facilities, an increase in available stowage for parts and support equipment, and increased aviation fuel capacity.

USNS NAVAJO Keel Laid

The US Navy marked the official start of construction of the first unit in a new class of towing, salvage, and rescue vessels with a keel laying ceremony at the Gulf Island Shipyard on 30 October.



The keel for the future USNS NAVAJO (T-ATS 6) was laid at the Houma Terrebonne Civic Center in Houma, Louisiana.

In addition to T-ATS 6, Gulf Island Shipyard is under contract for the detail design and construction of the future USNS CHEROKEE NATION (T-ATS 7) and USNS SAGINAW OJIBWE ANISHINABEK (T-ATS 8).

PCU KANSAS CITY Completes Acceptance Trials

The future USS KANSAS CITY (LCS 22) successfully concluded acceptance trials in the Gulf of Mexico after a series of in-port and underway demonstrations, the Navy announced 31 October.

Following delivery and commissioning, Kansas City will be homeported in San Diego.

USS DETROIT Deploys to SOUTHCOM

USS DETROIT (LCS 7) departed her homeport of Mayport, Florida, for the U.S. Southern Command area of responsibility on its maiden deployment 31 October.

DETROIT will conduct operations in support of Joint Interagency Task Force South's Campaign MARTILLO, a multinational effort targeting illicit trafficking routes in coastal waters along Central America.

DETROIT is manned by her Gold crew of more than 90 Sailors, which will include surface warfare mission package personnel, U.S. Coast Guard law enforcement detachment, and an aviation detachment to operate an embarked MH-60S Seahawk helicopter and two MQ-8B Fire Scout Vertical Takeoff Unmanned Vehicles.

PCU JACK H. LUCAS Keel Authenticated

On 7 November, Ingalls Shipbuilding celebrated the keel authentication for PCU JACK H. LUCAS (DDG 125). The ship is named for Medal of Honor recipient Private First Class Jack H. Lucas, who, at the age of 14, forged his mother's signature to join the U.S. Marine Corps Reserve during World War II. In a firefight with Japanese forces, Lucas saved the lives of three fellow Marines after shielding them from enemy grenades. Ship's Sponsors are Ruby Lucas and Catherine Reynolds.

President's Message

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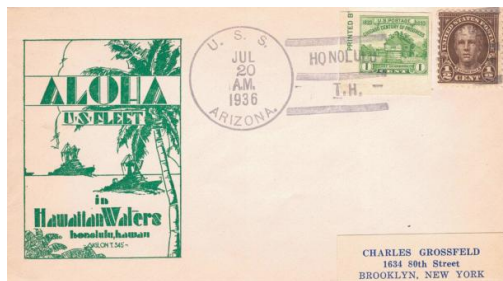
Since this is December and we get ready to enter 2020, I want to remind you that a portion of our membership will be receiving membership renewal notices. I realize this is a busy season, but I urge you to complete any updates to your addresses and/or email information and send in your dues as soon as possible. We need every member to renew and to continue receiving the benefits of USCS membership.

As I have been relaying the progress of the website revision committee lead by Vice-President **John Germann**, I am happy to report that an 11th review of the website features has been relayed to our website designer for program element compatibility and a cost proposal. Once we get a cost, a motion to fully fund the build will be sent to the board for action. We are near!

My President's Message for December is very basic—I wish each of you members the very best holiday possible. Take time to enjoy family and friends and share your hobby with younger family members. For the New Year, I wish each of you the very best of health and friendship, be safe.

USCS Auctions – take a look!

USS ARIZONA – US Fleet in Hawaiian Waters
USS MITCHELL (DE 43) Sailor Mail Tokyo Bay



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

NAVAL COVER MUSEUM

For December, Greg Ciesielski, *Naval Cover Museum* curator notes that he has several sections of the Naval Cover Museum in the Special Collections tab that feature material related to Pearl Harbor and the events of WW II.

Check the entries by going to this link:

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

2. "Late Date" Pearl Harbor Ship Project – (Sponsored by the Pearl Harbor Chapter 112, USCS)

Pre-war covers from about mid-November 1941 thru December 7, 1941. This includes philatelic covers, sailor mail, and official mail. Any pre-war cancellation from the ship. In addition to this, there may be cancels connected to Pearl Harbor ships cancelled elsewhere. For example: (1) official mail from a ship cancelled from a shore station; or (2), sailor mail identifying the ship in the return address, no matter where the cover was cancelled. All these cancels are included in this project.

3. Ships Present at Pearl Harbor on December 7th 1941

The goal of this view is to display the ships that were present at Pearl Harbor during the Japanese attack of December 7th, 1941. In order to be "A Pearl Harbor Survivor", a ship must have been in the confines of Pearl Harbor itself, or within 3 miles of Oahu, T.H....this includes Honolulu Harbor. Over 180 vessels were present that day.

4. Ships Named for Pearl Harbor Heroes

The goal of this view is to display the ships named in honor of the men regarded as Heroes during the Japanese attack on Pearl Harbor on December 7th, 1941. Most of these men received awards ranging from Naval Commendations to Medals of Honors. Most of these men were killed during the attack. While most ships in the destroyer class are named for Naval Heroes...this single battle produced the most named ships.

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

The Goat Locker

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Merry Christmas from Antarctica

Since 1955, the Navy Department had been sending ships to Antarctica. During that operation named "Deep Freeze," Task Force 43 consisted of three icebreakers, three cargo ships and a tanker. Their main objective during Deep Freeze One was to establish an advance base at Little America and the support base at McMurdo Sound. Next came the International Geophysical Year (1957-58) where other bases were built for science.

Branch post offices were established at the 3 main bases on the frozen continent-Little America (BR 17038), South Pole Station (BR 17040) and Byrd Station (BR 17039.)

It should be noted that McMurdo Station would become BR #17038, after the post office at Little America was closed in September 1958.

American icebreakers have been deployed to Antarctica since Deep Freeze I and almost all of them have had a post office aboard until the late 1990s. First four icebreakers were deployed with Task Force 43, later renumbered Task Force 199 (1974.) The number of assigned icebreakers have decreased over the decades from four (1969), then three (1970), then two (1974) and finally one (1988).

Some naval covers that were serviced on Christmas Day aboard icebreakers have found their way into my collection of "Polar Icepicks." That's the name that I gave icebreakers when I started exhibiting them at Stamp shows in 1979. Here's some covers posted on Christmas Day, while most post offices are closed at home.



Figure 1: Printed airmail envelope with printer's cuts (Navy CPO cap device & penguins) posted aboard USS ATKA (AGB 3) on 25 DEC 1956. Reverse has ship's DF II cachet depicting polar bear and penguin hold a globe. ATKA operated with Ross Sea Group (McMurdo area) 15 DEC 1956-1 MAR 1957.



Figure 2: Unaddressed Strobel printed envelope posted aboard ATKA on 25 DEC 1959 & reverse has stamped OSC/ Deep Freeze II.

Frank Strobel (USCS #2562) produced two-color envelopes (1946-1960s) for collectors- various cachets i.e. auxiliary ships, cruisers, destroyers and sold covers that he sent to ships.

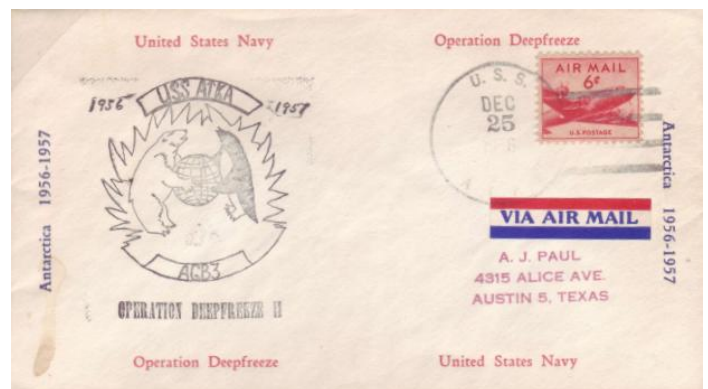


Figure 3: Printed DF II envelope (Goldcraft, George Goldey) used by A.J. Paul, franked with airmail postage & posted aboard ATKA on 25 DEC 1956. Addressee back-stamped JAN 19 REC'D on reverse. It appears cover was flown from Antarctica to New Zealand where it was flown to CONUS, as ATKA did not return until April 1957.

It should be noted that Naval Postal Regulations forbid more than one cachet on the front of all envelopes, but not all mail clerks followed these particular regulations.

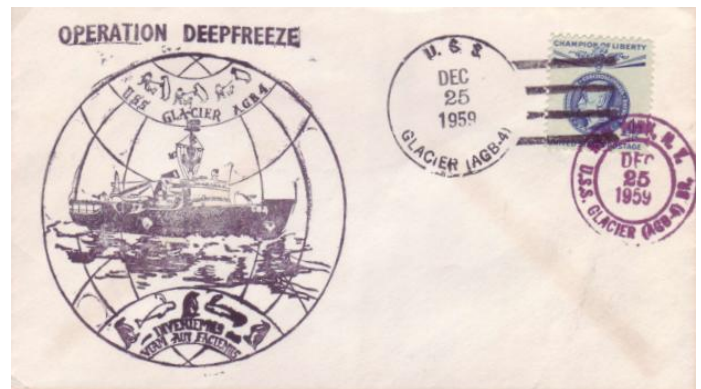


Figure 4: Unaddressed envelope, franked with first class postage was canceled aboard USS GLACIER on 25 DEC 1959. The mail clerk applied Type 2n and Type 9 cancels, as well as OSC & SLK/ Operation Deep Freeze. GLACIER was deployed in Antarctica 10 DEC 1959 to 10 MAR 1957.

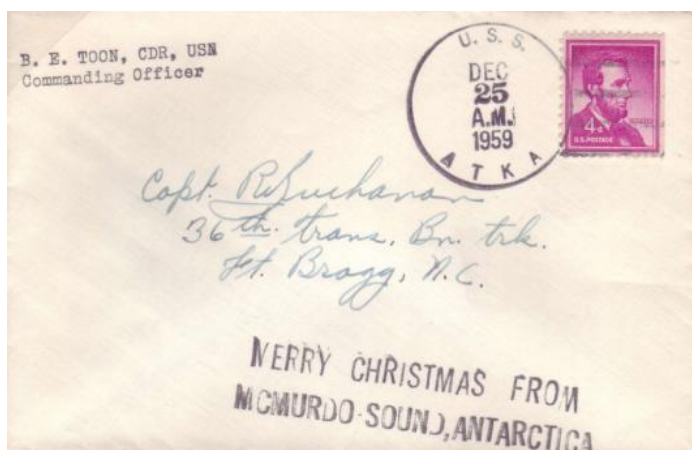


Figure 5: Collector's request (W.V. Buchanan, Grove City, PA to Fort Bragg, NC) posted aboard USS ATKA on 25 DEC 1959. Mail clerk applied 2LK/ MERRY CHRISTMAS FROM/ MCMURDO SOUND, ANTARCTICA and ship's captain's name stamp.



Figure 6: Commander Toon, skipper of USS ATKA signed this Christmas Day 1959 cover for collector, Frank Strobel. Hand-drawn pen & ink drawing was done by Melissa Fox, a well known First Day cover artist of the last century.

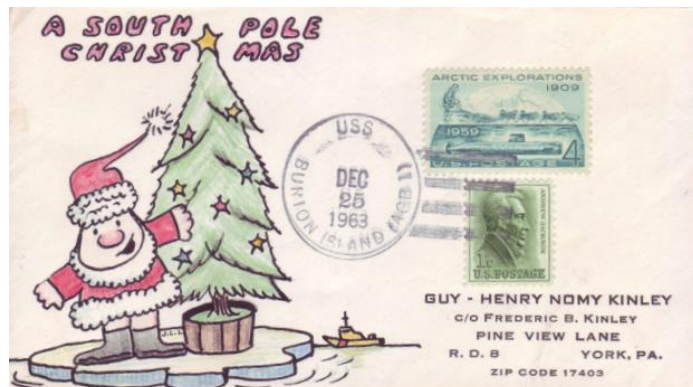


Figure 7: Mail Clerk (Don E. Best) serviced Ralph Duncan's cover with OSC/ Deep Freeze, captain's stamp & 2LK/ Merry Christmas, posted aboard ATKA on 25 DEC 1959. Note: Deep Freeze II ship's cachet with dates 1956 & 1957 and DF II removed.



Figure 8: Reverse of Duncan cover has OSC/ Task Force 43, OSC/ 1960 Oceanographic Group (U.S. Antarctic Research Program) & the mail clerk's personal cachet identifying him as being a member of the Armed Forces Writer's League.

ATKA was deployed with Task Force 43 and operated below Lat 60 South from 12 DEC 1959-14 MAR 1960. An observation of the three ATKA covers - two have P.M. in the dial, while one has A.M. between date DEC 25 & the year 1959. That's something the judges never see! It's my belief that there were two Type 2 cancels used by the mail clerk or his assistants- why change the time group?



Figures 9-10: Collector's request was serviced with OSC/ Deep Freeze '64 on reverse & posted aboard USS BURTON ISLAND (AGB 1) on 25 DEC 1963.



It appears Guy Kinley franked his cover closer to the middle of envelope and the ship's postmark would have been obliterated by the larger than normal cachet. Add-on cachet depicting "Ziggy" & Xmas tree on ice-floe was done by Polar Philatelist Joe Lynch (USCS #8949.) The icebreaker BURTON ISLAND was deployed with Task Force 43 and operated below Lat 60 South 10 NOV 1963- 3 MAR 1964.

Wishing all, a Merry Christmas and Happy New Year.

no. 634 (3 5/8" X 6 1/2")

25% Cotton Rag ENVELOPES 24#

or Laser Cancel Ready 80#

No Glue on Flaps

\$12/100 plus \$5.30 Shipping

\$50/400 plus \$12.35 Shipping

\$200/2500 plus \$43 Shipping

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or, +15% by paypal orders to: floridaresearchinstruments@gmail.com

For Beginning Members

Long John Silver, Ship's Cook

This month, I've returned to the back of the cover. What does the marking or text reveal on the cover addressed to Fred Obst, Meriden, CT posted aboard USS BARRY on 27 OCT 1933. A computer generated photo of four-stack destroyer with hull number 248 & text gives its identity, while the reverse tells another story.



Figure 1: Penciled DD 248 & APD 29 tells me that destroyer (DD) was converted to a High Speed Transport (APD) during World War II. The Oakland, CA machine cancel, dated 28 OCT 1933 indicates BARRY was there for Navy Day and cover entered postal system as printed matter because it was franked with 1½ cent Harding stamp.

Stamped D.D.Jagyi, Bridgeport Conn indicated that Fred Obst used Jagyi's Cover Service to obtain ship cancellations. Desmond Jagyi (USCS #810), known as Ol' Skipper ran a cover service (1935-65) for collectors that sent their S.A.S.E. to naval ships for their cancellation. The cover indicates that Jagyi started his service two years earlier than listed in the USCS Cachet Catalogue.

A three-line computer text indicates that **Mike Herbert** (7913) did the add-on cachet. He's been adding photo cachets to uncacheted covers for the last couple of years.

One might want to start a collection of add-on cachets!



Figure 2: USS POTOMAC (AG 25) cover posted 13 JUL 1938 in WASHINGTON/ D.C. was serviced by Jagyi as his penned surname and #2132 on reverse and Mike Herbert's three-line computer text. The 165-foot presidential yacht is the former Coast Guard ship ELECTRA that was transferred to the Navy in 1936.



Figure 3: USS AULICK cover posted 31 MAY 1940 with FIRST DAY/ CANCELLATION between killers was serviced by Jagi, as surname & #4891 on reverse. Herbert did add-on photo to the "Famous Fifty" loaned to England under lend lease.

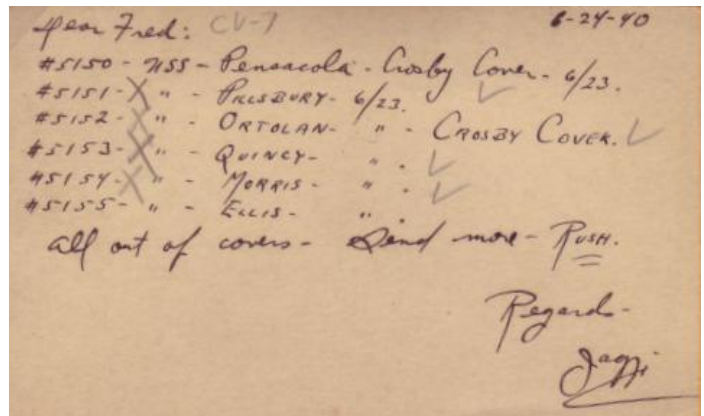
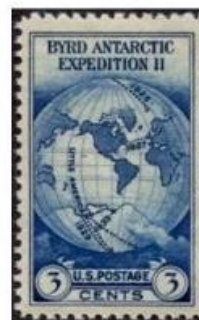


Figure 4: Reverse of penny postcard posted aboard USS WASP (CV 7) on 27 JUN 1940 reminds Fred Obst that he needs to send more covers. It appears that Obst was sending Crosby envelopes and that the last six went to ships on June 23rd and that Jagyi has sent out to 5158 ships since he started numbering them.

Another post-war cover sent by Obst to Jagyi that is numbered 988 posted aboard USS CHARRETTE on 4 MAR 1946 indicates that Jagyi started a new series of ships for collectors. Cover addressed to Jagyi posted aboard USS DAVIS (937) on 13 JAN 1976 had penned number 26,006. The Ol' Skipper even sent to Coast Guard cutters!

American Society of Polar Philatelists



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Join a Local USCS Chapter in 2020

West Coast Navy News

Ted Minter (9017)

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USS LOUISVILLE Begins Inactivation/Decommissioning

USS LOUISVILLE (SSN 724) arrived at Naval Base Kitsap-Bremerton to start her inactivation and decommissioning process.

The submarine departed Joint Base Pearl Harbor-Hickam in Pearl Harbor, Hawaii, on 7 October and arrived in Washington on 22 October.

During the inactivation process, Puget Sound Naval Shipyard and Intermediate Maintenance Facility will defuel the submarine, with the hull retained in safe storage until decommissioning.

Commissioned 8 November 1986, LOUISVILLE is the fourth United States ship to bear the name in honor of the city of Louisville, Kentucky. She is the 35th nuclear-powered fast-attack submarine of the Los Angeles-class design. She returned from her final deployment 2 May 2019.

USS SPRINGFIELD Changes Homeports

USS SPRINGFIELD (SSN 761) conducted a change of command ceremony at Joint Base Pearl Harbor-Hickam, 23 October.

The change of command occurred shortly after SPRINGFIELD arrived in Pearl Harbor, following a change of homeport from Kittery, Maine.

CDR John Nilles, from Fort Dodge, Iowa, relieved CDR Brent Spillner, from Chicago, Illinois, as SPRINGFIELD's commanding officer.

SPRINGFIELD was commissioned 21 March 1986, and is the Navy's fourth ship to bear the name.

USS JOHN S. MCCAIN Completes Repairs, Starts Sea Tests

USS JOHN S. MCCAIN (DDG 56) departed Fleet Activities Yokosuka 28 October 2019, to start post repair at-sea testing.

After sustaining significant damage in a collision with a merchant tanker in August 2017, Japan-based US Navy destroyer USS JOHN S. MCCAIN has completed repair and rectification work and is now ready for at-sea trials.

The ship was refloated in November 2018 but subsequent tests revealed issues with a misaligned port shaft.

Among the systems that will be tested are navigation, damage control, mechanical and electrical systems, combat systems, communications, and propulsion application.

Multiple upgrades to the ship's computer network, antenna systems, radar array, combat weapons systems and berthing have ensured JOHN S. MCCAIN will return to operational missions with improved capability and lethality, the navy said.

The destroyer collided with merchant ship ALNIC MC in the Singapore Strait on 21 August 2017. Significant damage resulted in flooding to nearby compartments, including crew berthing, machinery and communications rooms. Ten US Navy sailors died in the accident.

USS OLYMPIA Begins Inactivation/Decommissioning

USS OLYMPIA (SSN 717) arrived at Bremerton, Washington, on 29 October to start her inactivation and decommissioning process at Puget Sound Naval Shipyard.

The 35-year-old OLYMPIA is starting the inactivation procedure after completing her final deployment in September this year.

The boat returned to Joint Base Pearl Harbor-Hickam on 8 September, completing a trip around the world during seven months of operations.

OLYMPIA currently holds CDR Richard O'Kane's lucky cribbage board. In 1943 onboard USS WAHOO (SS 283), WAHOO's executive officer CDR O'Kane was dealt the highest possible hand. That night, WAHOO sank two Japanese freighters and the luck continued.

OLYMPIA will turn the cribbage board over to the next oldest fast-attack submarine in the Pacific before they decommission.

As the LOS ANGELES-class reaches the end of their operational life, the navy is slowly decommissioning the submarines to make room for the next generation of submarines, the VIRGINIA-class.

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Norfolk Navy News

Darrell Millner (9859)

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Newport News VA 23606*



USS GERALD R. FORD PSA Trials

Program Executive Office (PEO) Aircraft Carriers announced the successful completion of the Post-Shakedown Availability/Selected Restricted Availability (PSA/SRA) for USS GERALD R. FORD (CVN 78) 30 October as the ship returned to her home port at Naval Station Norfolk, Virginia.

PSA completion marks a significant shipbuilding milestone for USS GERALD R. FORD, the first ship in a next-generation class that will serve for 50 years as the centerpiece of national defense in an increasingly complex security environment.

A PSA is a typical period of construction availability in the early life of a ship during which the Navy and shipbuilder resolve issues that arise during initial at-sea periods and make any needed changes and upgrades. During the PSA, most individual discrepancies, known as "trial cards," that had been identified during previous work-ups were successfully addressed, with very few remaining to address in future maintenance availabilities.

PCU JOHN F. KENNEDY (CVN 79) DRY DOCK FLOODED

Pre-Commissioning Unit (PCU) JOHN F. KENNEDY (CVN 79) marked another milestone leading up to the christening of the second FORD-class aircraft carrier as Huntington Ingalls Industries-Newport News Shipbuilding flooded the ship's drydock 29 October.

PCU JOHN F. KENNEDY has been under construction at its Newport News location since 2015 and continues to make preparations for her christening, which is scheduled for **7 December 2019**.

Capt. Todd Marzano, PCU JOHN F. KENNEDY's commanding officer and crew participated in a ribbon cutting ceremony 1 October to officially establishing the ship's crew and designate the building where Sailors will work during the ship's construction.

USS DELAWARE (SSN 791) Delivered

The Navy accepted delivery of the future USS DELAWARE (SSN 791), the 18th submarine of the VIRGINIA-class, 25 October.

DELAWARE is the eighth and final VIRGINIA-class block III submarine. The ship began construction in 2013 and is scheduled to be commissioned on 4 APRIL 2020.

USS GONZALEZ (DDG 66) Homecoming

USS GONZALEZ (DDG 66) returned to her homeport of Norfolk, 26 October.

The ship is returning home after a successful seven and a half-month deployment under U.S. 2nd, 5th, and 6th Fleets.

In U.S. 5th Fleet Area of Operation (AOO), Gonzalez conducted BMD in the Arabian Gulf, participated in several joint exercises with partner nations. Selected as one of the first ships at the stand-up of Operation Sentinel, Gonzalez

conducted 20 merchant vessel escorts through the Strait of Hormuz, ensuring the free flow of commerce and freedom of navigation through a major waterway that is crucial to the global economy.

GONZALEZ conducted maritime security operations in the U.S. 6th Fleet AOO.

Throughout the ship's time at sea, GONZALEZ participated in coalition exercises with Greece, France, Albania, Egypt, Saudi Arabia, and United Arab Emirates..

GONZALEZ reports to U.S. 2nd Fleet until entering the maintenance phase of the Optimized Fleet Response Plan. U.S. 2nd Fleet exercises operational and administrative authorities over assigned ships, aircraft and landing forces on the East Coast and the North Atlantic.

USS DETROIT Begins Maiden Deployment

USS DETROIT (LCS 7) departed her homeport of Mayport, Florida, for the U.S. Southern Command area of responsibility on its maiden deployment on 31 October.

DETROIT will conduct operations in support of Joint Interagency Task Force South's Campaign Martillo, a multinational effort launched in January 2012 targeting illicit trafficking routes in coastal waters along Central America.

DETROIT's operations will involve practical exercises and exchanges with partner nations, supporting U.S. 4th Fleet interoperability and reinforce the U.S. position as the regional partner of choice.

DETROIT is manned by her Gold crew of more than 90 Sailors, which will include surface warfare mission package personnel, U.S. Coast Guard law enforcement detachment and an aviation detachment to operate an embarked MH-60S Seahawk helicopter and two MQ-8B Fire Scout Vertical Takeoff Unmanned Vehicles.

DETROIT will have Blue and Gold crew rotations during the deployment. The two crews will rotate on the same hull every four to five months, creating a "cycle of virtue" between the crews who consistently turn the same ship over to each other, which allows continuous presence in the region.

Three DDGs Return to Norfolk

Destroyers USS MASON (DDG 87), USS NITZE (DDG 94), and USS BAINBRIDGE (DDG 96) returned to Norfolk Naval Station on 5 November, completing a seven-month deployment to the US 6th and 5th Fleet areas of operation.

The DDGs deployed 1 April 1 as part of Destroyer Squadron (DESRON) 2 and Carrier Strike Group (CSG) 12.

While in 5th Fleet the three destroyers' participated in Operation Sentinel.

While in the US 6th Fleet, MASON, BAINBRIDGE, and NITZE participated in dual-carrier operations as part of the ABRAHAM LINCOLN CSG, which conducted joint training with the JOHN C. STENNIS CSG while operating in the Mediterranean.

Additional ships of CSG 12, including flagship USS ABRAHAM LINCOLN (CVN 72) and USS LEYTE GULF (CG 55), remain on deployment supporting the US 5th Fleet.

Regards,
Darrell

Pearl Harbor Chapter 112

News and Updates

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Since the convention last April, the Pearl Harbor Chapter has continued to be busy with various activities and projects. Members are still regularly posting on our Facebook page, and we're still working on the **Late Date Project** of Pearl Harbor Ship covers. Submissions of scans have now slowed down, as expected, but we will continue to add new ones as they are sent in.

The biggest news is a new chapter project being spearheaded by **Greg Finnegan**, called the **Navy 128 Project**. His article in the October *Log* provides many details and background, and we will have more to say about it later. We've all seen WWII mail with the "Navy 128" return address designating Pearl Harbor, and it is associated with the Navy Yard, the Sub Base, and the Naval Air Station. Sailors generally added their unit in the address, but later on box numbers also began to appear. Surprisingly, there has been little study done on Navy 128 covers, and the goal of this project is to shed light about them. As Greg reported, with some research, we were able to identify a couple of the box numbers; with more examples, perhaps other mysteries can be solved. For now, we're asking USCS members to email scans of any Navy 128 cover they have so we can begin creating a database. Please send scans to Greg Finnegan at g.finnegan@comcast.net, or to me at uscstreasurer@aol.com. Again, there will be more about this project later.

On a sadder note, this past summer, well-known Pearl Harbor collector and enthusiast **Steve Henderson** passed away. Over the years, Steve wrote a number of articles about Pearl Harbor covers, and also collaborated with **Frank Hoak** on his article about 7 December 1941 cancellations. I only met Steve in person twice, but we corresponded about covers and he also gave me some advice on exhibiting. Steve was interested in censor marks, and also had done some work on box numbers like our new Navy 128 Project is now doing. (Unfortunately, his notes were never published.) When I became treasurer, Steve was still serving as a board member. Not only will I miss him as a knowledgeable collector, but also as an experienced leader in the USCS.

At the Pearl Harbor Chapter meeting at RMMS in 2017, Steve Henderson gave a short presentation about Pearl Harbor and the recent 75th Anniversary of the attack. At our 2018 meeting in Columbus, Ohio, Frank Hoak was a speaker. I'm so glad we had them as speakers, and it's hard to realize both of them are now gone. Another member who passed away last year was **Larry Wendell**, who organized the original Pearl Harbor Study Group back in 1987. I never had the chance to meet Larry in person, but he was an

enthusiastic supporter when the new Pearl Harbor Chapter was formed. For their work on promoting the study and collecting of Pearl Harbor covers, Steve Henderson, Frank Hoak, and Larry Wendell deserve to be in the Pearl Harbor Chapter Hall of Honor.

Pearl Harbor Chapter – Hall of Honor



Steve Henderson
(1943 – 2019)



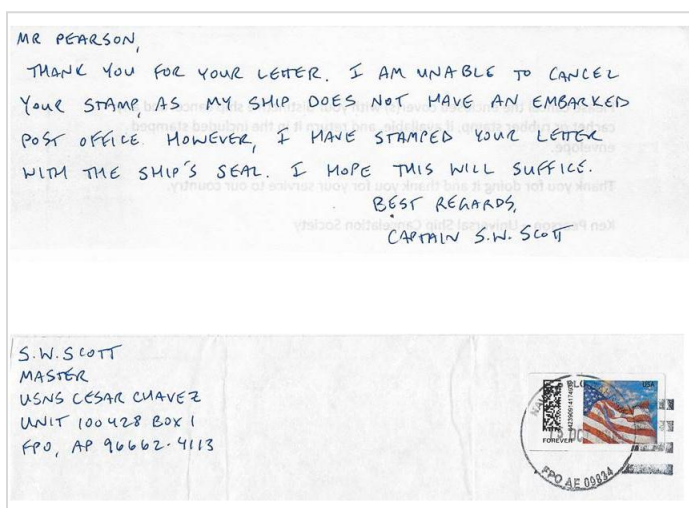
Frank Hoak
(1937–2018)



Larry Wendell Jr.
(1948 – 2018)

Thank you.

Covers Received



Cover return from USNS CESAR CHAVEZ (T-AKE 14) and accompanying note from Captain.
Submitted by Ken Pearson

Provisional Censored by Favor

Jim Moses (12,317)
201 NE Granduer Avenue
Port St Lucie FL 34983



Most of the time those who plan our community development are known only to those in their field and those who archive their accomplishments. The recipient of this cover is one of those and recently passed away on 3 May 2019 in Raleigh, North Carolina. These were the men who made America.

First the cover. By the notation on the back and the lack of return address we can assume this is philatelic. Early in the U.S. involvement collectors sent covers for cancellation and censoring, a practice later prohibited.

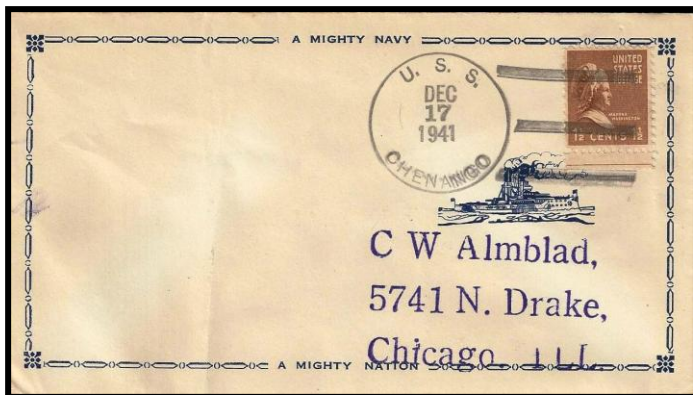


Figure 1: USS CHENANGO (AO 31) with Locy Type 3 (A-BBT) cancel 17 DEC 1941.

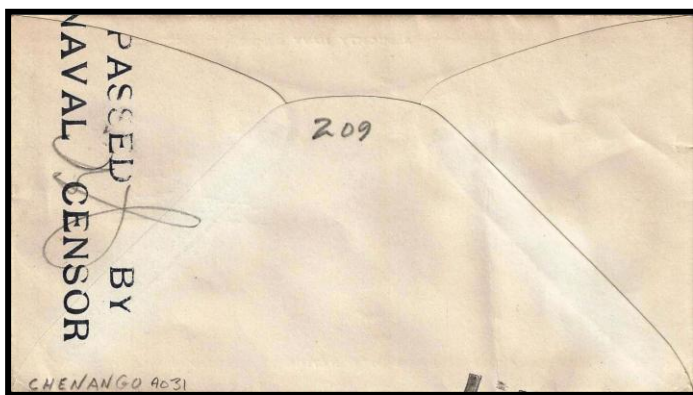


Figure 2: Reverse with Naval Censor marking assigned the classification number 17 = P-9a.

The cover, cancelled 17 December 1941, is from the CIMMARON-class oiler USS CHENANGO (AO 31), at this time a T3 tanker oiler in the Naval Transportation Service. Launched on 1 April 1939 as ESSO NEW ORLEANS, she was acquired by the Navy on 31 May 1941, and commissioned on 20 June 1941 as AO 31. She was decommissioned 16 March 1942 for conversion to an escort carrier ACV 28 (later CVE 28) under the same name.^[1]

The censor is two-line, hand set type measuring 81 x 17 mm with a 6 mm, upper case, serif font. There is a noticeable gap between the D of Passed and the B of By (P-9a). It is classified Provisional because it was produced 'in house' and obviously intended for short term use to meet an immediate need. Most Provisional marks were made of short-lived materials. This may have included cork, scrap rubber, linoleum or whatever suitable materials were available to the ship or station. This also means their useful life was inherently limited. There are similar Provisional marks designated P-9 and P-9b which are very similar differing only in measurement and font variation.^[2]



Figure 3: Enlarged view of the censor marking 17 = P-9a

The recipient, Carl W. Almblad, born 16 August 1924 in Chicago, was seventeen years old at the time of the cover. Carl was drafted into the Army during WWII and saw combat in Belgium and Germany in the artillery. **Carl W. Almblad**



After the war, his career had a significant impact on two of our larger cities. He pursued undergraduate studies in civil engineering at the Illinois Institute of Technology in the early 1940s and received a B.S. in architecture from the University of Illinois in 1950 and an M.S. in urban planning from Wayne State University in 1961. In 1950 he began work with the Chicago Plan Commission as a student intern and was later promoted to associate planner. Almblad left Chicago in 1953 to join the Detroit City Plan Commission where he worked over the next several years as a senior, principal and, finally, head city planner, responsible for urban renewal planning, master plan studies, coordination with neighborhood groups, model neighborhood plans, and city-wide historic and renewal studies. In 1971, he was appointed assistant director of the City Plan Commission. In 1974, he assumed leadership of the City of Detroit Community and Economic Development Department. As planning head of the department, his duties included zoning uses, urban renewal planning, public works projects administration and urban design, graphics, exhibits and films. He left in 1982 to become chief administrator of the Detroit Historic District Commission. After his retirement in June of 1988, he relocated to North Carolina, where he became an avid watercolorist. His extensive professional papers are in the Walter P. Reuther Library (Wayne State University), a record of his work in historic district development, urban planning and urban renewal in the cities of Chicago and Detroit.^[3]

Continued on Page 13-Column 2

Return to Corregidor

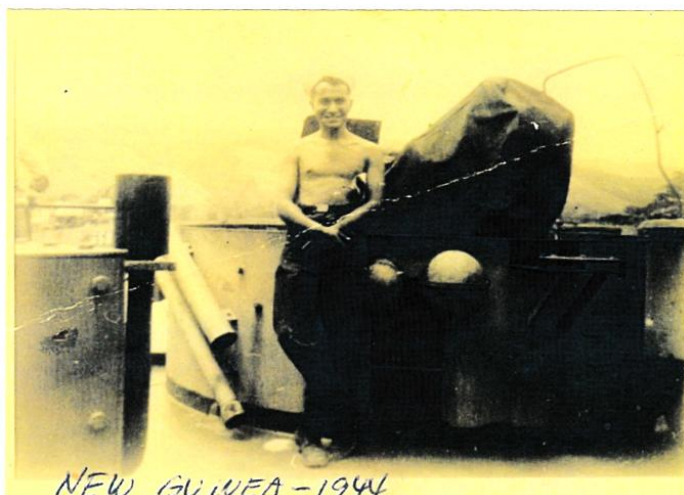
*Phil Schreiber (9110)
123 S. Adelaide Ave., Apt 3B
Highland Park, NJ 08904*



I picked up the cover shown here at the August meeting of the USS NEW JERSEY CHAPTER 90 USCS. The Corregidor commemorative postage stamps of 1944 and the General Douglas MacArthur cachet made it personal to me although I never was at Corregidor with MacArthur.

However, I was in the crew of USS LST 991 which was part of "MacArthur's Navy" during World War II. At that time MacArthur was the Supreme Commander of the U.S. Forces in the Southwest Pacific Area of Operations. At the start of the U.S. involvement in the war when Japan seized the Philippine Islands, MacArthur announced to the world "I shall return" as he fled from his last stronghold in Corregidor. Late in January 1945, LST 991 was part of Task Force 78.3.4 assigned to re-capture Corregidor.

The photo shown here is of me at my battle station: the 20 millimeter Oerlikon anti-aircraft gun port side midship LST 991 while at the New Guinea invasion staging area embarking elements of the 38th Infantry Division and the navy Beachmaster Group assigned to land at Blue Beach near San Manuel in the Zambales-Subic Bay Operation to take back Corregidor. Prior to the landings a large fleet of warships with big guns was assigned to bombard the beachhead area to reduce enemy resistance. Earlier that month the 991 landed troops during the Lingayen Gulf Operation, Luzon, during which U.S. troops had to pour 30,000 gallons of fuel oil and set it afire to overcome Japanese Marines holding Fort Drum. Their commander, General Yamashita, had captured Corregidor and was responsible for the "Death March" of the U.S. troops captured there. After the war he was tried as a war criminal and hanged.



The author shown aboard USS LST 991 off New Guinea in 1944

But no such resistance was encountered during our landing at Blue Beach near San Manuel. Instead, we were greeted by happy Filipinos waving U.S. flags and large white sheets who told us the enemy had fled and were at least thirty miles away. I walked down the LST's ramp and on to the beachhead and in to town to visit. When I left I saw the LST's Ensign Economy directing traffic and arguing with an army general who didn't seem to have anything else to do.

Also, I will mount the Corregidor cover in my collection together with history of LST 991 copied from the Dictionary of American Naval Fighting Ships which announces that LST 991 received a Battle Star for her participation in the Zambales-Subic Bay Operation.



First Day of Issue Corregidor stamp Scott #925 Cachet Craft cachet.

Thanks to **Rich Hoffner** of the USCS's Decatur Chapter No. 4 for bringing this cover among a huge box of duplicates to our August meeting.

Provisional Censored by Favor -- Continued

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1. Wikipedia,
[https://en.wikipedia.org/wiki/USS_Chenango_\(CVE-28\)](https://en.wikipedia.org/wiki/USS_Chenango_(CVE-28))
2. Moses, James H., *U.S. Navy Censorship Markings, 1940-1945*, unpublished manuscript
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<https://www.legacy.com/obituaries/newsobserver/obituary.aspx?n=carl-w-almblad&pid=192804566&fhid=5774>

Editor note. The author's unpublished cataloging system is based upon the most obvious and observable elements of a mark, in simplest terms the shape of the mark and the separation of phrasing ("breaks") within the phrase 'PASSED BY NAVAL CENSOR'. The numbering system is basic, logical, and expandable using a standard millimeter gauge readily available to any collector. My articles on naval censorship will be using this system.

In this instance the mark is Provisional (P) as explained above, and has been assigned the number 17 = P-9a.

Merry Christmas from the U.S. Navy

Gene and Christine Sanders
USCS#12,101

Christmas has long been an event of celebration for the U.S. Navy and its sailors. Many are the items produced by and for the Navy for this special event. This article seeks to capture some of those items in a glimpse of the history of Christmas as celebrated by the Navy, especially in wartime, when sailors were separated from their families. Although this will focus on philatelic items, additional Christmas memorabilia associated with the Navy will be included.

Christmas Postcards. A 1918 censored postcard from USS PITTSBURGH (CA 4) is shown in **Figure 1**. It wishes a Merry Christmas and a Happy New Year to the recipient from an individual in the Medical Corps of the USN. The armistice ending World War I had been signed by the time this postcard was sent, still using the 2c war rate for postcards.



Figure 1: 1918 postcard from USS PITTSBURGH (CA 4).

A postcard from USS HENDERSON (AP 1) is shown in **Figure 2**. It is dated December 18, 1922 and was probably enclosed in an envelope as it bears no postage or postmark. This ship carried troops of the Allied Expeditionary Force to France during World War I, and was the first large ship to be gyro-stabilized. It was converted to the hospital ship USS BOUNTIFUL (AH 9) in 1944. The message wishes all a Merry Christmas and states that the ship has been making trips to the West Indies and California ports since the writer's re-enlistment on October 10th.

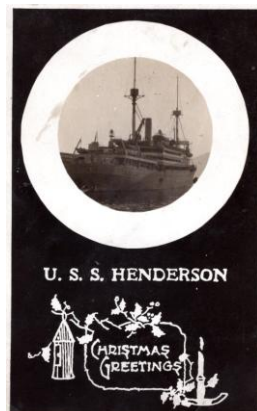


Figure 2: 1922 postcard from USS HENDERSON (AP 1).

Attleboro War Chest was a charity established in 1918 in Attleboro, MA to raise and disburse funds to approved war relief organizations. One of their functions was to provide postcards to recipients of Christmas packages during wartime. The postcard shown in **Figure 3** is one returned by a WAVE stationed at Floyd Bennett Field, U.S. Naval Air Station, Brooklyn, NY for a package received during World War II. She wrote that Santa had arrived early this year and wanted to thank everyone for the very nice present. Cachetmaker Gladys Adler emphasized the importance of

sending packages for Christmas to our service members including those in the Navy (**Figure 4**).

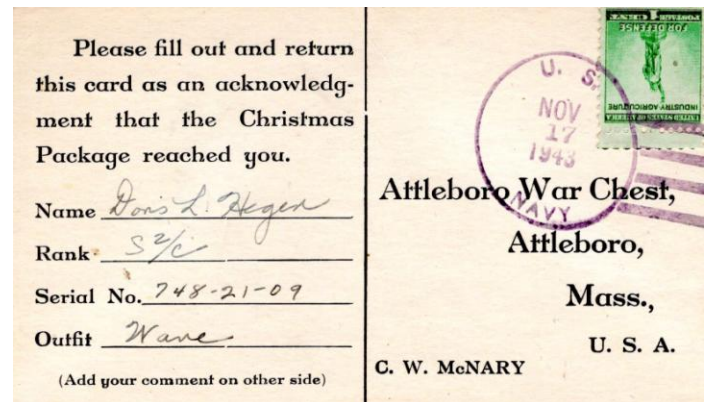


Figure 3: 1943 Attleboro War Chest postcard from WAVE acknowledging receipt of Christmas package.



Figure 4: 1944 cover hand-painted by Gladys Adler emphasizing the importance of mailing Christmas packages early to those in the armed forces.

The Christmas postcard shown in **Figure 5** was mailed aboard USS CORAL SEA (CVB 43) on 27 November 1950. It displays an image of the ship during her Mediterranean cruise with holiday greetings from a son to his parents.

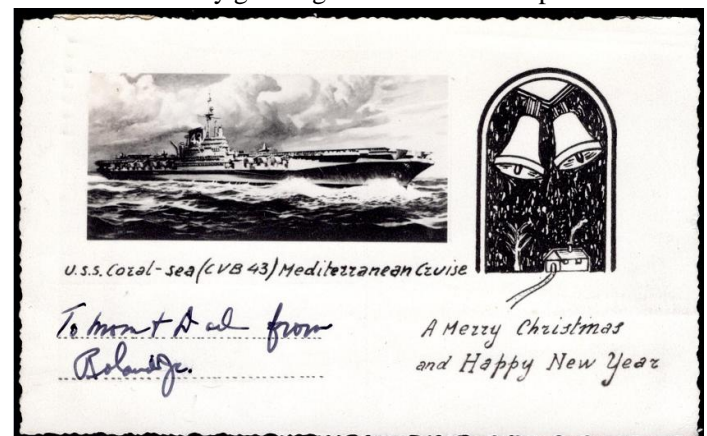


Figure 5: 1950 Christmas postcard from USS CORAL SEA (CVB 43).

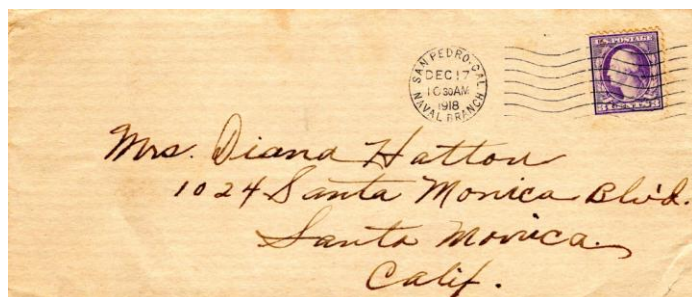
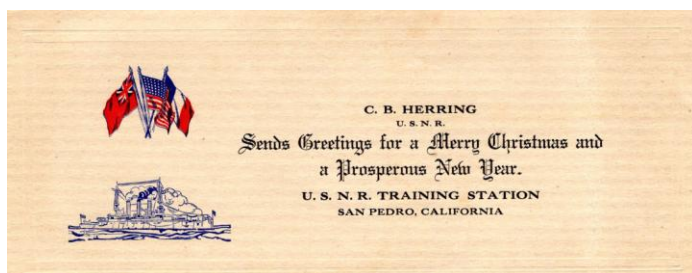
Christmas Cards. A card for USS ROCHESTER (CA 2) is shown in **Figure 6**. This ship escorted convoys to France through the end of World War I and then transported troops back home. The card was enclosed in a cover with a letter dated 9 December 1918 from a sailor aboard the ship

ship at the Boston Navy Yard. The letter informed a young lady he had met the previous night that civilians are allowed to visit the warships now and he could arrange for passes for her and a few friends. He admitted that he had gotten lost on the way back to the ship the previous night and had been late “but my relief was good natured and I did not receive a call down.”



Figure 6:
Christmas card
for USS
ROCHESTER
(CA 2) enclosed
with a letter
dated 9
December 1918
from the Boston
Navy Yard.

A card and its cover postmarked 17 December 1918, San Pedro, Cal. Naval Branch are shown in **Figure 7**. The card sent holiday greetings from the USNR Training Station in San Pedro that was located there in 1917 next to the Submarine Base.



Figures 7a and 7b: Christmas card and cover from the San Pedro, CA USNR Training Station dated 17 December 1918.

A card mailed from USS AUGUSTA (CA 31) on 15 November 1937 is shown in **Figure 8**. AUGUSTA at the time this was mailed was the flagship for the U.S. Asiatic Fleet carrying Admiral Harry E. Yarnell. Anchored in the Whangpu River, she was observing the Sino-Japanese hostilities while protecting American interests there. The card reflects the fierce fighting that was occurring at the time as the Japanese were attacking Shanghai. A small card within the Christmas card from the Wardroom Officers of the AUGUSTA had a note “still in the trenches.” This was mailed prior to the 12 December 1937 Japanese attack on the gunboat USS PANAY (PR 5), the survivors of which spent Christmas aboard USS AUGUSTA.



Figure 8: Christmas
card from USS
AUGUSTA (CA 31)
dated 15 November
1937.

During World War II, there were many Christmas cards issued by the Navy and its personnel. A generic Navy Christmas card with the image of a battleship is shown in **Figure 9**. A Christmas card with a photo of USS BROUGH (DE 148) is shown in **Figure 10**. This ship protected convoys moving across the Atlantic in 1944. According to the note on the reverse, the dog in the foreground was the ship’s mascot that had been picked up in Ireland. This card was most likely sent in 1944.

Figure 9: Generic
World War II vintage
Navy Christmas card
with image of warship.

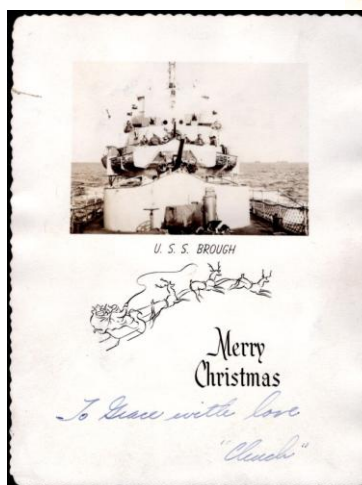


Figure 10: Christmas card
from USS BROUGH (DE 148)
with image of dog mascot in
foreground. Circa 1944.

A red and green card with Christmas Greetings “From Somewhere in New Guinea” was printed by Navy 3115 Print Shop in 1944 (**Figure 11**).



Figure 11: Christmas card from ‘Somewhere in New Guinea’
printed by Navy 3115 Print Shop, 1944.

Christmas Greetings were sent by a WAVE stationed at the USN Special Hospital in Palm Beach, FL (**Figure 12**).

Figure 12: 1945 Christmas card of WAVE stationed at the USN Special Hospital in Palm Beach, FL.



A 9 December 1945 card mailed aboard USS JASON (ARH 1) is shown in **Figure 13**. This heavy hull repair ship serviced the ships of the Pacific Fleet during World War II and was in Tsingtao, China. The comic verse on the front was accompanied by a brief note inside from a sailor to a former teacher informing him of his time in the "Great Orient and Korea."



Figure 13: 1945 Christmas card from USS JASON (ARH1) in Tsingtao, China.

Figure 14 shows a card from USS HOLLIS (APD 86) which was converted from a destroyer escort to a high-speed transport in January 1945. She was assigned to Occupation service in the Far East in September 1945 and was decommissioned in May 1947. Thus, this card was sent either for Christmas 1945 or 1946.



Figure 14: Christmas card from USS HOLLIS (APD 86); circa 1945-46.

A card from USS WYANDOT (AKA 92) postmarked Christmas Day 1958 is shown in **Figure 15a**. It was involved in Operation Deep Freeze I - IV and served as flagship for Rear Admiral Richard E. Byrd during Deep Freeze I. The front of the card featured penguins (**Figure 15b**) and the inside wished all a Merry Christmas and a Happy New Year.

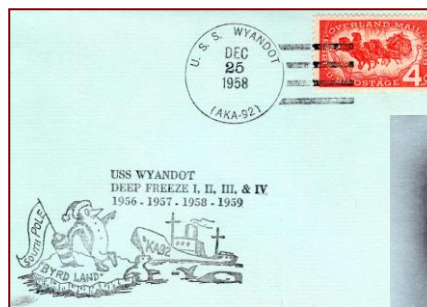
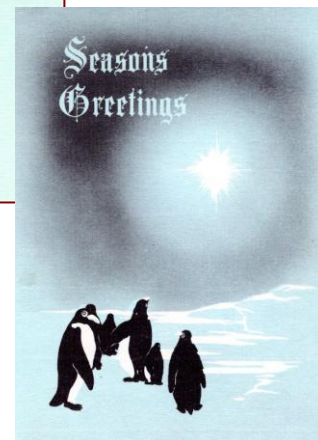


Figure 15: Christmas card from USS WYANDOT (AKA 92) on Christmas Day 1958 during Operation Deep Freeze: (a) back; (b) front.



Other Navy Items. At Christmas, many different items were prepared by the Navy and its personnel for the holiday season. On-board newsletters published during this time were often full of Christmas-related items including letters to Santa from the crew, notifications about special services and Christmas parties, messages from the Captain and Executive Officer, and of course, Santa. The cover of *The Catapult*, the newsletter of USS MARYLAND (BB 46), published 16 December 1936 featured a drawing of the ship as Santa (**Figure 16**).

Figure 16: Christmas cover from The Catapult, 16 December 1936, the on-board newsletter of USS MARYLAND (BB 46). The ship is depicted as Santa.



Figure 17: Christmas menu cover from USS PRAIRIE (AD 15).



Many ships provided elaborate meals on Christmas Day and these were often featured in special menus. A Christmas menu for 1943 from USS PRAIRIE (AD 15) featured Santa as Uncle Sam (**Figure 17**). Inside was an extensive menu including turkey and ham, shrimp cocktail, oyster dressing, a variety of vegetables and desserts, with Christmas candy, cigars and cigarettes. USS PRAIRIE was in Pearl Harbor for Christmas. The message from the Captain inside the menu was *"I wish to extend my best wishes for as happy a Christmas as possible under present circumstances. May our efforts speed the day when we can rejoin our families in observance of happier and more peaceful Christmas seasons!"*

During World War II, the Navy even decorated its penalty envelopes for Christmas. One from the Navy Department, Navy Yard, Boston, MA, featured a candle, holly, stars, and Uncle Sam's hat containing war bonds (Figure 18).



Figure 18: World War II vintage Navy penalty envelope.

Philatelists know well that Christmas Day postmarks are much easier to obtain from naval post offices than from civilian ones. Many pictorial naval Christmas Day postmarks are shown on the front cover of this issue. Examples of Christmas slogans used on naval Christmas Day postmarks are shown in Table 1.

Table 1. Slogans on Christmas Day Naval Postmarks

Christmas Day	Season's Greetings
Merry Christmas	Holiday Greetings
Merry Xmas	Merry Christmas Day
Santa Claus Comes Again	Wishing You A Merry Christmas
Peace on Earth	Christmas Greetings from Hawaii
Birthday of the Christ Child	Our First Christmas
Christmas Greetings	Santa's Day
Xmas Greetings	Our First Merry Xmas USS Moffett

The earliest Christmas Day postmark in our collection is from USS TACOMA (C 18) dated 1909 on a picture postcard from Nicaragua, one of her many locations during the latter part of 1909 and early 1910 (Figure 19). A relatively rare Christmas Day postmark is shown in Figure 20, for USS S-47, an S class submarine based at San Diego, CA in 1928. Another unusual postmark (Figure 21) is a straight-line cancel from Christmas Day 1928 for USS DALLAS (DD 199).

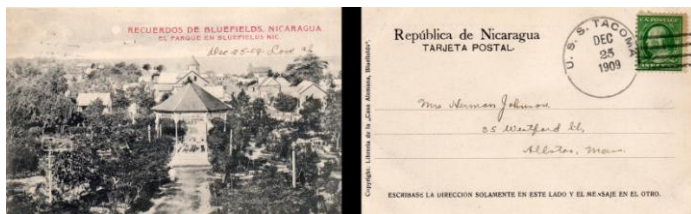


Figure 19: 1909 Christmas Day postmark from USS TACOMA (C 18) on a postcard from Nicaragua.

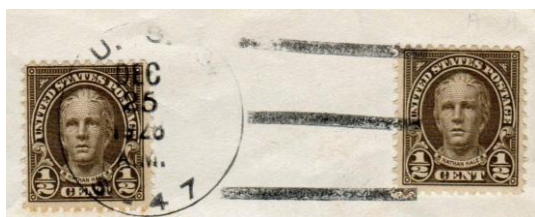


Figure 20: 1928 Christmas Day postmark for the S-class submarine USS S-47.

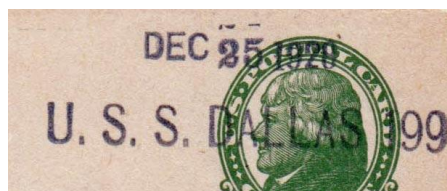


Figure 21: Unusual straight-line postmark from USS DALLAS (DD 199) dated December 25, 1928.

Among all of the different standard postmarks with horizontal bar killers, the three-bar cancel is unique to the Navy, as no civilian post offices were issued this type of postmark during the time it was used on ships. However, an unusual 6-bar postmark appeared on a naval cover in 1946 from USS ELOKOMIN (AO 55) (Figure 22). This has been classified as an E-16a naval postmark. The cover itself is noteworthy in that it was produced by Porto-Server, Chicago, IL in 1943 as part of a "Holiday Greetings Stationery to the Boys in Service" set sold for 10c for 5 sheets and 5 envelopes. The letterhead featured parents at home receiving letters from Santa and sailors reading letters from home (Figure 23).



Figure 22: Unusual 6-bar postmark (Type E-16a) from USS ELOKOMIN (AO 55) for Christmas Day 1946 on Navy stationery produced by Porto-Server in Chicago.



Figure 23: Letterhead from Navy stationery produced by Porto-Server in Chicago.

This article would not be complete without a few examples of sailors' Christmas art found on covers. The "Magi following the Christmas Star" was the theme of a pencil-drawn cachet on a 1936 cover from USS SEATTLE, the US Receiving Ship in Brooklyn, NY (Figure 24). It was also the theme of an ink-drawn cachet on a 1944 cover by a sailor at the U.S. Naval Hospital #10 (Aiea Heights, Oahu, Territory of Hawaii, (Figure 25). This latter image is known as the "Bethlehem cachet" that appears on Christmas covers canceled in many of the U.S. towns named Bethlehem even to this day.



Figure 24: 1936 Christmas cover illustrated by sailor from USS SEATTLE, U.S. Receiving Ship in Brooklyn, NY.



Figure 25: 1944 Christmas cover illustrated by sailor at the U.S. Naval Hospital in Aiea Heights, Oahu, TH.

There are many naval Christmas covers by famous cachetmakers and philatelic organizations that have not been shown in this article. Perhaps they can be the subject of another article next Christmas. Merry Christmas!

Ship Cover Mania, 1932

JOHN J. GERMANN (USCS #9018)



USS YARNALL (DD 143) cover front

When I first spotted this cover I was very much attracted by the spot-on strike of the 5hks postmark, not to mention the bright red ink used for it. The mailer had certainly taken some special care in applying the cancellation. At the time I had one example of a postmark from USS YARNALL, an old four-stack destroyer (DD 143) commissioned back in 1918. But my cover was a later one, marking her recommissioning when world war broke out again in 1939, and not nearly as impressive a marking. I never envisioned finding a later cover from her because in 1940 she was shuffled off to Great Britain in the Destroyers-for-Bases deal between President Roosevelt and Prime Minister Churchill. But I had been looking for an earlier one, and this looked like a good candidate.



Then I looked at the reverse of the postal card, and there was no longer a question of whether this would become part of my collection. It bore a message from the secretary of the San Diego Stamp Club, reminding recipients about an upcoming club auction. Also, and most intriguingly, it stated that the evening's program was to be a presentation on **"that new branch of stamp and cover collecting 'Naval Cancellations.'"** The presentation was to be given in September 1932. Some Californians were getting excited about ship covers.

As it just so happens, that was the same year that the USCS was born. In fact, in Florida the founders of the USCS were creating our society at exactly the same time as this card was being mailed. These pioneer collectors, all gone from the scene now, would surely be delighted to know how their contagion has endured and thrived, for eighty-eight years now.

USS YARNALL (DD 143)

First Commanding Officer
LCDR William Frederick 'Bull' Halsey Jr.

<http://www.navsource.org/archives/05/143.htm>

The Joy of Collecting: YOG-62

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In my "Joy of Collecting" piece in the July 2018 *Log*, I showed two unusual covers, from Guam during the fighting to liberate the island in 1944, notable for giving the location in the killer bars of the T-3z cancels. Those covers came from a lot of 51 covers from the addressee of those Guam covers, the sender's brother. Most of the covers were from the brother, a few from his service in VINCENNES, most from shore duty on the West Coast, and one from him aboard YOG-62.

In honor of the late Jim Klinger, the USCS champion of back-of-the-book ships, I want to illustrate that cover, from a ship from which—with a crew of one officer and 22 enlisted men, there are not likely to be many covers. The ship, despite having twice the displacement of River Gunboat MONOCACY (to which I more often refer,) 440 to 204 tons) doesn't rate an entry in DANFS, the *Dictionary of American Naval Fighting Ships*. But it does have an online web page, with two pictures:

<http://www.navsource.org/archives/14/13062.htm>

That reveals that YOG-62 served at Kwajalein and Okinawa, before China service after October 1945. The ship was launched by Albina Engine and Machine Works, in Portland OR, on 23 November 1944, and placed In Service on 19 May 1945. That's 10 days after QM2/c Davis sent this cover to his wife, so he will have been a Plank Owner. It was also the most recent cover of the 51, so we don't know how long Davis served aboard. Notice that, parallel to his showing his rate in the corner card, the addressee has the rate "n/w" for Navy Wife. This was true of all his covers to her, which makes up most of the lot.

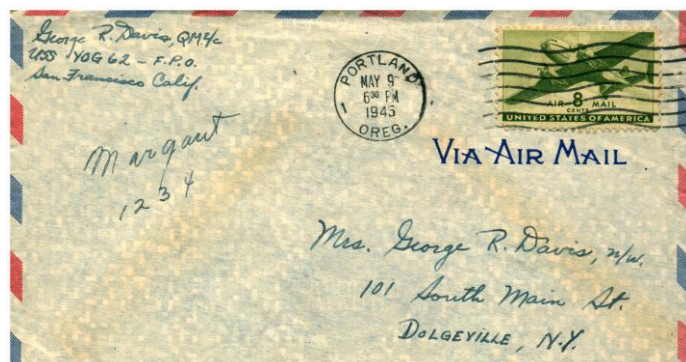


Figure 1: Cover from crewmember aboard USS YOG 2 to his wife. Cancel 9 MAY 1945 PORTLAND, OREG.

Operation End Sweep Elgin E. Sink (G-5633)

The very informative *USCS Datasheet 13* is interesting reading about Task Force 78 during Operation End Sweep and the mine-clearing of Haiphong Harbor which occurred 6 February through 18 July 1973 after the Vietnam Cease Fire agreement. After reading this account recently, it was believed that covers might exist in my collection cancelled during or close to that timeframe.

A cover and a Philippines post card were located both cancelled November 1972 from Vietnamese waters but, unfortunately, almost a whole year before the start of the Operation End Sweep mission. These items were noticed during the daily lunch time mail distribution to cadets at a central Pennsylvania military school where I was teaching at the time. They had been sent by a student's cousin serving with COMPHIBRON 3 in USS NEW ORLEANS (LPH 1) and were gladly passed on for my collection.

Luckily, another cover was located which had been cancelled 17 JAN 1973 in USS NEW ORLEANS with the Airborne Mine Countermeasure Forces (AMCM) twelve days before the actual End Sweep on-station starting date of 29 January 1973. Also a "stamped" letter was sent shortly thereafter and cancelled on 7 FEB 1973 at Navy shore station Branch 13933 when COMPHIBRON 3 had returned to Subic Bay, Luzon, Philippines.



November 1972 cover
and card

USS NEW ORLEANS
17 JAN 1973

COMPHIBRON 3
13933 Br.

Unraveling History... Torpedo Testing Barge YTT-3 – at Pearl Harbor

Lloyd Ferrell (L-12082)
PO Box 2086
Beaverton, Oregon 97075



Right away the name “Torpedo Testing Barge” catches your attention—it’s a name that perfectly describes the purpose for which she was built. Not many of these unusual barges were built, and most people are surprised when they hear that such a craft was at Pearl Harbor at the time of the attack. She was designated YTT-3, and little was known about her until recently. It has taken a great deal of original research to finally, for the first time, tell the story of this fascinating vessel.

This photo of YTT-4 shows what YTT-3 probably looked like in the early 1920's. Both of these torpedo testing barges were built at the George Lawley yard near Boston. They had identical dimensions, likely built from the same plan.



Before getting to the history, I should mention that covers from the obscure YTT-3 do exist. The first one I ever saw was a cover that a friend pulled out of a dollar box. It was dated from 1949, and he thought it was mailed from patrol boat YP-42. Later on, when I took a closer look, I found it was actually from YR-42, a floating workshop; it only took only a few minutes to figure out she was the former torpedo testing barge YTT-3 at Pearl Harbor. That was an exciting and unexpected discovery! Since then, other covers have come to light, all of them with earlier dates.

Background and Early History

The need for torpedo testing barges arose prior to WWI with the accelerated development and expansion of navy submarines and torpedoes. With that, Torpedo Testing Barge No. 1 was built in 1912, followed by No. 2 in 1916. These large platforms were completely housed, and had special torpedo tubes and other equipment designed for experimental work. The barges were especially important for testing various components related to the distance and accuracy of torpedoes. After tests were over, small craft would retrieve the torpedoes for reuse.

After the United States entered into the war in 1917 funds were authorized for two more testing barges. A contract was awarded in June 1918 to George Lawley & Son, Neponset, Mass., to build Torpedo Testing Barge No. 3. Six months later they were also given the contract for No. 4, most likely using the same blueprints as No. 3, as both are shown to have identical dimensions. The hull was of steel

construction measuring 127 x 48 feet, with wood housing above deck. A report from April 1919 adds details:

“Torpedo Firing Barge No. 3 was built particularly for use for S/M [submarine] torpedo firing, the difference over her two predecessors being the addition of submerged tubes; those tubes are submerged only about two feet, at full load.”

One further surprising detail is added, stating that “Barge No. 3 burns fuel oil.” This is the first information seen that the barge was self-propelled. A later report refers to her as a “seagoing craft.” There are no details as to her propulsion capabilities, but almost certainly they were minimal; just enough to move from the dock to a working location.

Interestingly, the purpose of the April 1919 report was not to laud the capabilities of the Testing Barge No. 3, it was to report a problem. She was still under construction, but the navy didn’t know what to do with her. Originally, she was slated for assignment at New London, but the tender FULTON was being assigned to help the new torpedo shop there with testing. After some discussion, the Plans Committee recommended that “Torpedo Barge No. 3 be sent to Hampton Roads, upon completion” for use during the coming season. They thought it probably would eventually be assigned to Chesapeake Bay, but deferred the final decision. Interestingly, the report was signed by both: CAPT Thomas C. Hart, and CDR Chester W. Nimitz.

In a report dated 21 May 1920, mention is made that the army was looking to place two torpedo planes at the navy base in Yorktown, Virginia. With that, the navy notes that “Barge #3 is about ready for orders and it would be well to have her go to Yorktown.” She had probably just been delivered to the navy, but they don’t give the date. Letters were prepared, and the new testing barge was quickly moved to Virginia. She was apparently there by June 1920, as a crewmember who had an amateur radio station lists his address at Yorktown on board the testing barge. The following month, on 17 July 1920, the designation YTT-3 was assigned. She remained at Yorktown for just over a year.

Transfer to Pearl Harbor

In August 1921, there was discussion that “Torpedo Testing Barge No. 3...could be used to very good advantage at Pearl Harbor.” The Bureau of Ordnance was on board with the idea, and plans were put into motion for towing her into the Pacific. The tug ALGORMA (AT 34) was assigned the job, and by 9 October they were at Balboa, Canal Zone, en route to San Pedro. The date of arrival in San Pedro is not recorded, but on 14 November, a newspaper says that “The naval tug ALGORMA...recently towed to this port from Balboa the torpedo testing barge No. 3.” She was probably there only a month or two.

No mention of the arrival of YTT-3 was seen in the Honolulu newspapers, which is a little surprising. The arrival of a testing barge was just the sort of story they often

picked up on. Most likely, YTT-3 was towed to Pearl Harbor in early 1922, and the navy lists her as assigned to the 14th District that year. However, it appears that YTT-3 wasn't put into use until the summer of 1923.

The problem, I think, was that funds had not yet been allocated for her operation. In early 1922, about the time YTT-3 arrived at Pearl Harbor, budget hearings were just starting for fiscal year beginning 1 July 1923. The final appropriations bill did include the needed funding for funding. Looking again at Honolulu newspapers, the first mention of crewmembers from the testing barge is in July 1923, exactly when the fiscal year began. Putting all this together, YTT-3 was probably idle at Pearl Harbor for about a year until funding was available for a crew and operations.

In Command of YTT-3

July 1923 – June 1924

LT John J. Clausey (1875-1951) – originally from England, was awarded Medal of Honor for action aboard BENNINGTON in 1905, was a warrant gunner and later a commissioned officer. He was on SP-467 at Pearl Harbor prior to YTT-3, and afterward was in MELVILLE and other assignments. He retired in 1929, and later was briefly mayor of Coronado, California. Admiral Nimitz was a friend who spoke at his funeral and later inherited his estate.

June 1924 – Oct. 1924

LT Andrew Simmons (1889-1956) – from Oklahoma, enlisted in navy in 1907, probably a gunner's mate, and became a commissioned officer in 1918. Prior to YTT-3 (via SEAGULL) was at Torpedo Base at Keyport, and afterward was aboard CANOPUS. Retired in 1934 as LCDR, and lived near San Francisco. Returned to active duty during WW II.

Oct. 1924 – prob. May 1926

CWO Charles M. Cunneen (1889-1954) – from Ohio, enlisted in navy in 1907, and became warrant gunner in 1918. Prior to being on YTT-3 (via SEAGULL) he had been aboard CANOPUS, and later was in HOLLAND. During WWII was commissioned, rose to rank of LCDR, and retired at San Francisco in 1950 after 43 years of service. Wife was Elise Walls (1897-1983), which means it's possible the sender of this letter was a relative.

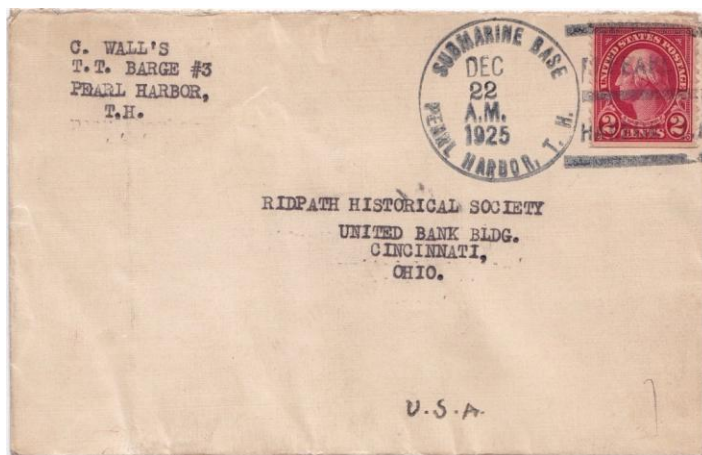
Operating at Pearl Harbor in the 1920's

Based on the research, it appears that YTT-3 operated with a crew at Pearl Harbor for five years, from about July 1923 through 1928. With regard to the crew, I found a personnel document from May 1923 requesting a complement of one officer and 47 enlisted men. The personnel office balked at that, and said that 32 men was the standard number for a testing barge. We don't know what the final resolution was, but the requested breakout of navy rates is interesting. I won't list all of them, but the key crewmembers were 8 torpedomen, supported by the remainder of the crew. They included engineering rates such as machinist, water tender, and electrician, as well as deck

rates like yeoman, ship's cook, boatswain mate, and signalman.

Administratively, it appears that YTT-3 was under Submarine Base at Pearl Harbor. But in 1923, the base commander was on board the tender SEAGULL, and officers with base responsibilities are not separately broken out on directory listings. However, from various reports and newspaper articles, I was able to identify the names of four officers who were in charge of YTT-3 during her active years: Lt. John J. Clausey (July 1923 – June. 1924); Lt. Andrew Simmons (June 1924 – Oct. 1924); warrant gunner Charles M. Cunneen (Oct 1924 – May 1926); and warrant gunner George A. Cruze (Aug 1926 – June 1928).

Perhaps the most interesting of these was Lt. John J. Clausey, who was in charge of YTT-3 when the crew was first organized at Pearl Harbor. He was in his late forties at the time, with years of experience as a gunner before becoming a commissioned officer in 1918. Clausey was also the recipient of the Medal of Honor for his actions aboard BENNINGTON (PG 4) when she exploded in the harbor at San Diego in 1905. While researching this, I was surprised to discover that two months earlier, chief gunner Clausey had deserted the ship after embezzling almost \$2000 from the officers' mess. He later turned himself in at Bremerton, and rejoined the ship at San Diego to be court-martialed, only two days before the disaster. The evidence against him, however, according to newspapers, was destroyed in the explosion. Whatever the case, the charges seem to have gone away with his being awarded the Medal of Honor. After the disaster, he was assigned to the training ship INTREPID as an instructor, and had a long and honorable career. Before his assignment to YTT-3 in 1923, Clausey was in command of SP-467 (later AT 53) at Pearl Harbor. During his time in Hawaii, the hulk of his former ship BENNINGTON was in use there as a molasses barge.



Outgoing mail from Torpedo Testing Barge No. 3 (YTT-3), cancelled 22 December 1925 from the Submarine Base, Pearl Harbor (based on board the tender SEAGULL). Ridpath Historical Society was a company that sold books. Unfortunately, the identity of C. Walls is not known. However, the wife of CWO Charles M. Cunneen, who was in command of YTT-3 at this time, was originally Elsie Walls. That may or may not be coincidental. —personal collection

Once YTT-3 was manned and operational, she was put to use right away. A report from May 1925 says *"Torpedo Testing Barge No. 3 is in use continuously at Pearl Harbor and continues to prove of great value in the torpedo work" at the submarine base.* Working with her extensively is SP-467, used for torpedo retrieval. A later inspection report says YTT-3 is in excellent condition, and commends her for cleanliness and upkeep. They also had the testing barge fire off a random torpedo to test her readiness. The report goes on to say that the barge is used for conducting a superficial proof shot (smaller charge) of each torpedo overhauled by the shop. Usually they run the torpedo 3000 yards, but it can go 5000 yards if a full charge is used. Some technical suggestions about tests are given, but overall the inspectors are impressed, especially with the quality and adequacy of the crew of YTT-3.

Andrew Simmons
was briefly CO in 1924



Among the crew of YTT-3 were several men who competed in navy boxing competitions. In fact, LT Clausey was a regular judge and sometimes referee for the bouts. Boxing is the most common reason you see YTT-3 mentioned in newspapers. At the time, it was a hugely popular sport in the navy, and there were many rivalries between units. Boxing and other sports gave an identity for the crew and a special status for the participants. One sailor from YTT-3 was also selected for the navy football team at Pearl Harbor.

Newspapers show the transfer of personnel to and from YTT-3, and sometimes mention her in other stories as well. During Navy Day activities, the public was able to go onto the base at Pearl Harbor. Among other things, civilians were able to see the big drydock, visit submarines, and see the planes and equipment on Ford Island. Demonstrations were also given, including taking visitors out on a launch to the torpedo testing barge, where a torpedo would be fired off. It was great publicity. Another mention of YTT-3 is made in 1924, when a seaplane crashed nearby and caught fire. An alert coxswain on one of the small boats rushed to the plane and helped extinguish the flames.

After December 1928, there is no further mention about YTT-3 crewmembers, and I think this also marks the end of her use as a testing barge. In December 1930, a note in the newspaper says that a coal barge, a water barge, and torpedo testing barge were in the dry dock together at Pearl Harbor. Although YTT-3 continued to be listed as assigned to the 14th District throughout the 1930's, it does not appear she ever had another crew or was ever used again for torpedo testing.

Most likely, YTT-3 remained tied up at the submarine base at Pearl Harbor for several years. At some point, she was moved to the north end of the Navy Yard and utilized as the Yard Craft office, where the tugs and other yard craft tied

up. The Yard Craft Office supported the crews of the many small vessels, handling administrative matters such as personnel and supply. Interestingly, the log of KEOSANQUA for 1 December 1941 shows that an AWOL sailor reported to the torpedo testing barge (YTT-3) when he missed getting back to the ship. Perhaps the most important function of the Yard Craft office was dispatching the various tugs and vessels that tied up there.

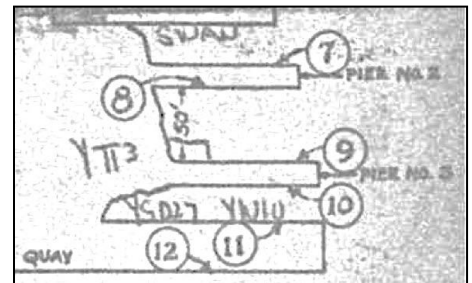
During the launching of the ferry NIHOA (YFB 17) in July 1941, the photographer captured this image of YTT-3 in the background. The tug NOKOMIS (YT 142) is behind her. This is the only photo of YTT-3 that I've seen.



The Attack on Pearl Harbor

On the morning of 7 December 1941, BM1/c James D. Shepard was the dispatcher on board YTT-3 for the Yard Craft Office. About 06:10 he sent the tug KEOSANQUA to the entrance of Pearl Harbor to meet ANTARES arriving with a barge in tow. All remained quiet until over an hour later when he heard the sound of dive bombers, and looking out, saw about 15 planes attacking the south end of Ford Island. He quickly realized they were Japanese. Seconds later, 5 torpedo planes came in low passing right by YTT-3 toward the battleships. Two of them almost collided, then leveled off and launched their torpedoes at WEST VIRGINIA before nearly crashing into the mast of ARIZONA.

The location of YTT-3 on 6 December 1941, the day before the attack, is marked on the map of the yard craft area.



A close-up photo from October 1941 shows her at the same location.

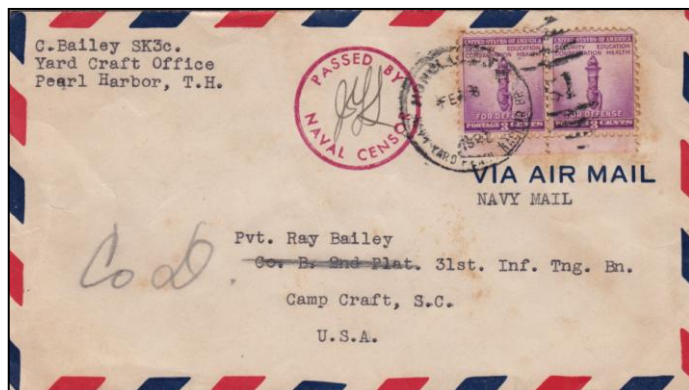
Two more waves of torpedo planes came in, this time targeting WEST VIRGINIA and OKLAHOMA. During the approach, he says, the rear gunner continuously manned the machine gun *"firing in every direction he could."* Shepard was sure they wanted to get him *"but they must have seen something more important than the top of the barge."* He looked for cover, but with everything being either wood or glass, there wasn't any place to go: *"I thought any second*

would be my last one.” Two planes came within 350 feet of the barge while attacking CALIFORNIA, and “The explosions from the torpedoes cause the Y.T.T. #3 to lurch back and forth.” Once the torpedo planes “released their fish, they went down Ford Island from north going south machine gunning.” It wasn’t long before the navy gun crews began firing back at the attacking planes, which he said was a big relief.

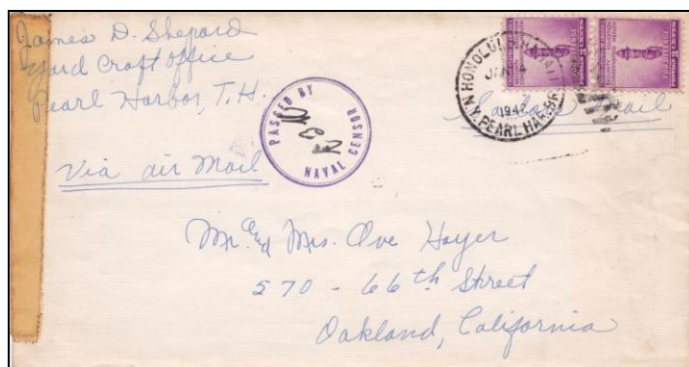
Meanwhile, within minutes of the attack Shepard got busy dispatching yard craft vessels and calling tug crews. WEST VIRGINIA and ARIZONA were on fire, and he sent the tugs HOGA and NOKOMIS in that direction, along with garbage lighters YG-17 and YG-21. Other yard craft were also sent out, all of them kept busy helping to fight fires and rescue wounded sailors.

For his efforts that day, two months later James Shepard was promoted to chief boatswain. His citation says he “braved the constant danger of gunfire and shrapnel to get to the pier where tugs were secured and in 35 minutes had six of them manned and under way to assist in rescue work and firefighting.” Not long after this he was promoted again to warrant, and then became a commissioned officer.

As for Torpedo Testing Barge No. 3, her days with the YTT-3 designation were numbered. It had been years since she’d done any actual test work, and the navy now had greater needs for her. The large platform the old barge offered was perfect for a floating workshop.



Carl Bailey (1918-1988) was the storekeeper for the Yard Craft Office at the time of the attack. This cover, postmarked 6 February 1942 from the Navy Yard, Pearl Harbor, was written to his brother at Camp Croft (not Craft), South Carolina. It's unclear whether Yard Craft was still on YTT-3 at this time, but just two weeks later YTT-3 was converted to floating workshop YR-42. —personal collection



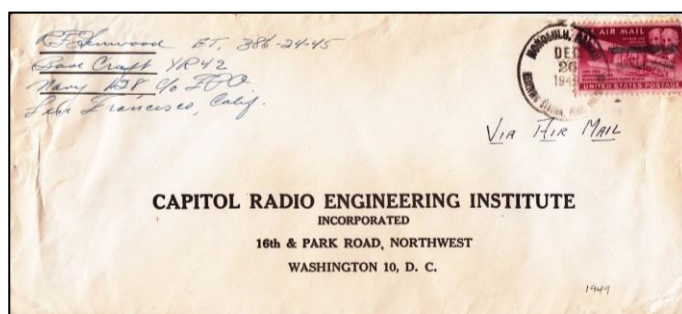
Postmarked 4 January 1942 from the Yard Craft Office at Pearl Harbor, located on board the old testing barge YTT-3. From this location on 7 Dec 1941, BM1/c James D. Shepard (1910-1997) dispatched tugs and other yard craft to assist with rescue efforts and help fight fires. —personal collection

Conversion to Floating Workshop YR-42

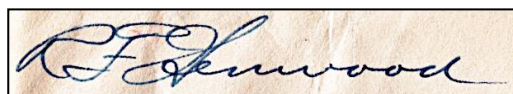
Only two months after the attack, on 20 February 1942 the Navy Yard records “US YR42 (ex YTT-3) Docked dry dock No. 1, conversion to floating work shop.” On 8 March, she was undocked and moved to Pier 4 for completion, and a report the following week says progress is satisfactory. The Pearl Harbor Repair and Salvage Unit is doing the work, assisted by yard forces. Weekly reports continue until 11 May 1942, noting that they are waiting for the arrival of tools and machinery that will be installed at a later date. No further entries are seen.

Although not drydocked until February 1942, entries show YTT-3 was in restricted availability status effective 14 January. It could be that the Yard Craft Office was still on board until sometime in February, or they might have already moved elsewhere.

Exact details about the conversion of YTT-3 to a floating workshop are not given, but mostly likely all of her housing above deck was removed, as well as her machinery. Whatever propulsion capabilities she had when originally built now appear to be gone; the designation “YR” is defined as not self-propelled. The new machinery would have included equipment such as a generator, pumps, work tables, grinders, drills, lathes, presses, and variety of other things. These floating workshops were of enormous help to the navy, providing a functioning machine shop right alongside a ship.



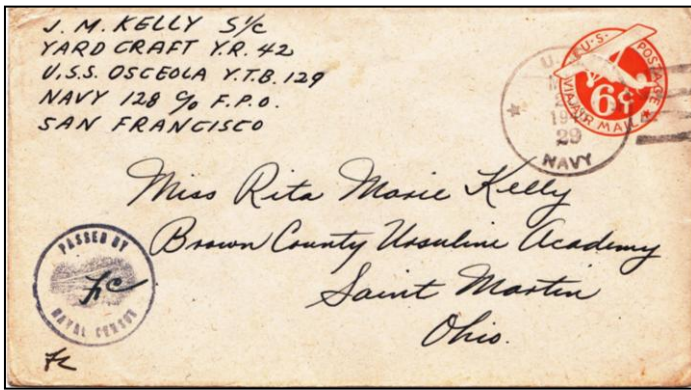
This post war cover from YR-42 (ex YTT-3) is dated 26 December 1949, and cancelled at the Receiving Station, Pearl Harbor. It was mailed by ET Robert F. Henwood (1924-2017), Base Craft, YR-42, using the Navy 128 FPO address. Robert was from Burien, Washington, enlisted in the navy in 1942, and eventually retired as an ETCM. What happened to YR-42 after 1949 is not known.—personal collection



Close-up of signature – It was four years before I figured out the last name was Henwood.

Robert F. Henwood





Postmarked May 25, 1945 from YR-42 (ex YTT-3), also with reference to the tug OSCEOLA YTB 129 (ex YT 129), mailed by S1/c Joseph M. Kelly. He apparently had duties on both vessels. —personal collection

Little mention is seen of YR-42 during the rest of the war. Most likely she was put into operation in the summer of 1942, and worked under the jurisdiction of the Navy Yard. The cover above from May 1945 shows S1/c Joseph Kelly assigned to YR-42, but curiously also shows the tug OSCEOLA (YTB 129) in the return address. This could indicate that either the tug was regularly working with the barge, or that the sailor had responsibilities on both vessels.

In July 1945, the Navy Yard shows YR-42 having repairs made to her refrigeration unit. The final entry found is from January 1946, showing the tug ATR 38 clearing the channel at Pearl Harbor towing YR-42. This seems like a fitting ending to the story, but it isn't. The navy continued to use YR-42 even after the war. Mention is made in the Honolulu newspapers of sailors attached to YR-42 in 1948 and 1949. Also, I have the cover from electronic technician Robert Henwood, assigned to Base Craft on board YR-42, mailed in December 1949 from the Receiving Station at Pearl Harbor.

Wrap Up

After 1949, the history of ex Torpedo Testing Barge No. 3 disappears into time. It's possible that she continued to be used for several more years, but my suspicion is that she was retired about 1950 and eventually sold or dismantled. No record of her fate was found.

Although there are still gaps, we at least now have a more complete picture of the history of YTT-3 and how she operated at Pearl Harbor. Like many small vessels, YTT-3 was unheralded throughout her career, yet played an important role for the navy. It's been my pleasure to research and tell the story of this silent witness to the attack on Pearl Harbor.

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 <p>FLOREX The Florida State Stamp Show</p>	<p>Location: Osceola Heritage Park Events Center, Hall B 1901 Chief Osceola Trail Kissimmee FL 34744</p> <p>Sponsor: Florida Stamp Dealers Association Central Florida Stamp Club</p> <p>Next Show: December 13-15, 2019 Fri. - 10 a.m.-5 p.m.; Sat. 10 a.m.-5 p.m.; Sun. 10 a.m.-3 p.m.</p>
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The USS PAUL IGNATIUS (DDG 117) Commissioning Postmarks

Rich Hoffner (Gold Member) H-4456

This was an uphill battle. I had permission from the PCO of USS PAUL IGNATIUS (DDG 117) to do a T-F pictorial postmark after he checked for legal advice. He was worried that there might be some legal reason why it might violate someone's intellectual property rights. He finally contacted JAG and got approval to have it made.

So, after a year's long contact with the PCO, I ordered the device. Only problem was, I had it made with the FPO AE 09582 zip code that the ship gave me some many months before the commissioning. About a week before the commissioning I found out the ship had an AA zip code. So, I contacted the CO and told him I had the device but with the wrong zip and that a new device was on order. He had departed Jax already en route Ft Lauderdale, the location of the ceremony. He gave me his home address to mail the ship's cachet stamp and replacement T-F there and he would have the Supply Officer (SUPPO) use it on the covers they had on hand.

All seemed OK. But covers sent to the ship came back with a design I had shared with the Commissioning Committee aka Broward Navy Days. I had contacted them initially to get in touch with the PCO, sent them the proposed design for the ship postmark, and they provided his name and email address. I also told them I would be contacting the Ft. Lauderdale FL post office and have a similar pictorial issued there.

This seems to be the trail of what went wrong. In the string of emails between the Commissioning Committee and me, the CO saw the proposed T-F (with the error) and forwarded it to the SUPPO. I'm not sure which/who, but they had one made with the error zip code and used it, even though a correct design was on the way to the CO. To make matters muddier, that same device was somehow shared with the Ft. Lauderdale post office (perhaps by the Commissioning Committee-Broward Navy Days). They then ignored my pictorial paperwork and used the same ships error cancel on covers sent to their post office. The new person there, who is now taking charge of issuing pictorials, has not returned my emails asking how they decided to use the erroneous ships T-F and not get the design I submitted for their post office to issue. It seems no matter how hard we try, things that should be very easy get very complicated.

After poking the CO for several months, and not wanting to complain (I did not mention their use of the erroneous FPO cancel), but asked what happened to the covers sent with the corrected postmark. Finally, he responded that the SUPPO would get the covers in the mail, both with the correct zip and some with the ship's four bar

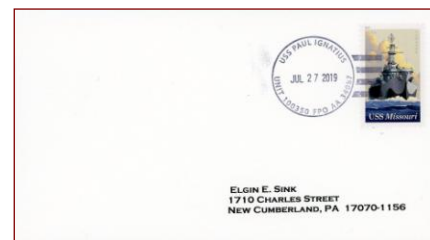
cancel. They returned in October, many of them over cancelled in Jacksonville FL.

So, covers exist with a large version of the erroneous zip code. Used initially by both the ship and Ft. Lauderdale FL. Also used was a standard size T-F with the erroneous zip code and lastly, the replacements T-F which the ship used on USCS cover service covers. And let's not forget the ships four bar cancel, also used on collectors' covers with the commissioning day date.



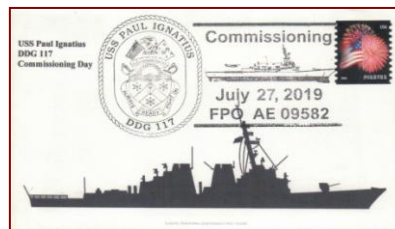
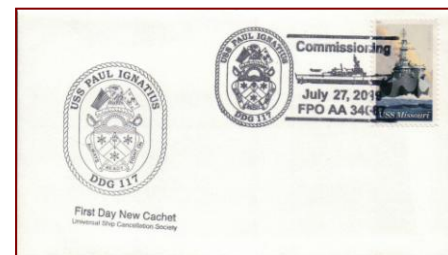
**USPS
Pictorial Postmark
"Port Everglades Sta."**

**Locy Type
FDC 11-2y
(USS, FPO AA 34087)
(UNIT 100350)**



**Locy Type
FDC F
(FPO AE 09582)
FPO Error**

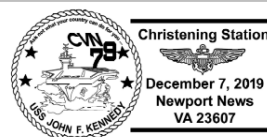
**Locy Type
FDC F
(FPO AA 34087)**



**Locy Type
FDC F
(FPO AE 09582)
FPO Error -
Large Version**

Pictorial Cancellations

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



**The Double Commands of
Captain Rommel, (USCS 175)
USS AMPHION (AR 13), USS HYADES (AF 28)
and Captain Herbert Fox Rommel, Jr.**

*Jake Wilhelm (12,411)
PO Box 481, Coquille, OR 97423
jakewilhelm@mail.com*

USCS members are known as resourceful people, but how many have captained two deep draft naval vessels at the same time? The late Herbert Fox Rommel, Jr. could answer that with an "aye, present." In the early 1960s, he simultaneously commanded the repair ship AMPHION (AR 13) and the refrigerated supply ship HYADES (AF 28).

All three featured items in this article took a long time to come together under one commander. Let's begin with Rommel. Bearer of USCS Number 175, he joined the club in 1933 at the age of 18. A year later, he began his Navy career as seaman aboard HERBERT (DD 160). He survived Pearl Harbor; the ensign almost sank with OKLAHOMA (BB 37) but instead is credited with getting men off the sinking ship, plus helping encourage his OKLAHOMA gunners to swim to MARYLAND (BB 46) to man that ship's guns. Some of his charges arrived at their new posts before MARYLAND's own men.

Rommel served the Pacific destroyer fleet through much of the island hopping campaign. As navigator, then XO, aboard GRIDLEY (DD 380), he took part in action in the Aleutian Campaign, the Solomons and Marshall Islands, the Battle of the Philippine Seas and helped sink the Japanese sub I-4. In command of WILKES (DD 441) he finished hopping, passing through Iwo and Okinawa in '45.

Following the war, Rommel helped rebuild the USCS and was president from 1951-4. Postwar, USCS was a broken organization, mainly because many members had joined the armed forces during the war and were scattered around the world or had given their lives. Between ship commands and promotions in the late '40s and '50s, Rommel used his logistical expertise to recruit new members to USCS and bring far flung members back to the fold.

Rommel was teaching at the Naval War College in Newport, Rhode Island when he was tapped to take charge of AMPHION (AR 13) in 1960. AMPHION was home based at Newport, so it wasn't much of a commute.

AMPHION was, as her ship designation would imply, a floating repair shop. Crammed inside her massive hull was an array of workshops capable of doing everything from repairing massive section of hulls to fiddling with the ship's instruments. There was even a canvas shop. AMPHION was also equipped with a generator plant capable of powering herself and the vessels she was repairing. Commissioned in 1946, she enabled the Atlantic Fleet to keep ships repaired and maintained while they stood on station. Under Rommel's command, she continued prowling the East Coast looking for ships to slap back together.



A 15th Birthday greeting from AMPHION (AR 13) while Herbert Fox Rommel was captain, using a Locy 2 with FLEXIBLE/FORCE FOR/FREEDOM between the bars to cancel a 50-Star Flag stamp (Scott 1153). There are many AMPHION covers to be found, not the least of which would be her key start dates: Keel 20 September 1944, Launch 15 May 1945 and her 30 June 1946 Commissioning. (Image Naval Cover Museum)

Rommel's second command fell in his lap in 1961. The man meant to skipper HYADES suffered a heart attack and Rommel was tapped to stand in while the captain recuperated.

HYADES, commissioned in 1944, carried up to five million pounds of food in her refrigerated holds in her job as the fleet's grocery delivery boy. Her career began with an ultimate act of heroism. Heading for the Panama Canal to transit over to the Pacific War, HYADES came across WARRINGTON (DD 383) foundering in a hurricane. She rescued 61 men. Then she went to war, feeding troops and ships in the island hopping campaign and into the occupation of Japan. Later, she tended ships during America's attempt to preserve democracy in China.



**USS AMPHION
(AR 13)**



**USS HYADES
(AF 28)**

USS HYADES was assigned to the 6th Fleet in 1948 and saw routine trips to the Mediterranean for the rest of career, including two with Rommel in charge.

Rommel's tenure with his two ships was brief, but at least he was able to secure their postmarks for his collection. The lengths people will go through to get postmarks...

All three had more to provide their country. In autumn of '62, Rommel was assigned to CINCLANTFLEET headquarters. During the Cuban Missile Crisis, he was director of logistics planning for the blockade.

HYADES played an interesting role in the same crisis. Fresh from an overhaul Rommel helped oversee, she was on a refrigeration training mission in October of 1962 when ordered to Guantanamo Bay to evacuate military dependants and drop off supplies for the Marines that would protect the base if war came. HYADES was one of the four ships involved in the unannounced three-hour evacuation of Gitmo. She took aboard 291 passengers - so many that the men had to give up their bunks. Soon, some of the younger guys were learning how to change diapers. For the next four days, HYADES turned into a fairly uncomfortable cruise ship, but she got the job done. When the passengers disembarked, HYADES returned to duty, supplying the Blockade ships.



Posted while Rommel was in charge of her, this HYADES (AF 28) cover celebrates her part in the milestone of twenty years of the Service Fleet tending to the needs of the Atlantic Fleet. A Locy 2t (n+u) crosses a Project Mercury stamp (Scott 1193). Rommel most likely played a role in the cachet. The cover went to Bill E. White, USCS member 1277. Other early covers to look for: Keel Laid 12 Oct 1942, Launch 12 June 1943, Commissioning 1 August 1944. (Image Naval Cover Museum)

HYADES served the Atlantic Fleet until 1968. Decommissioned 31 December 1968, she was sent to live with the Reserve Fleet. In 1976, she was stricken from the *Naval Register*. The scrap man finally got ahold of the old warrior in 1983.

AMPHION also continued in service of the fleet through the 1960s. Then things got exotic. She was decommissioned 2 October 1971 and handed over to the Iran Imperial Navy the same day, renamed CHAH BAHAR in honor of the port on the Gulf of Oman. She was purchased outright by the Iranians in 1977. Her history following the 1979 Revolution is murky at best. One report says she sank

at her Chahbahar berth in 1985 – whether she was a casualty of the war with Iraq or her hull gave out remains unclear.

And what of Rommel?

AMPHION and HYADES were his last floating commands. He was scheduled to retire in 1963, but fought to stay in the service and was given the command of Naval Base Washington. He made national headlines in 1965 while complying with Lady Bird Johnson's campaign to beautify the nation. He did his part, concealing the base rifle range from view with 150 small evergreen trees.



Captain Herbert Fox Rommel, USN Ret.

Around Christmastime, Rommel noted how closely the young seedlings resembled Christmas trees and, with tongue firmly planted in cheek, posted a sign declaring "Anyone caught tampering with or removing these trees will be shot immediately – by authority of the Commanding Officer." Complaints about the sign and Rommel's apparent Grinch attitude towards Christmas spirit soon became fodder for the press. Rommel explained he was kidding – in fact, the guards were unarmed.

Rommel's final posting brought him back to Newport. He was chief of staff from 1967 until his retirement in 1969. He remained in Newport and, of course, put much effort into his navy cover collection. After collecting for seventy years, he had amassed a collection well into the five-figures. When wife Mary passed away, he opted to disperse his collection, donating much of it to the *Log* Auction. Rommel donations were featured in the auction for many years – odds are, each of us has Rommel covers in our collection.

But had he really stopped collecting? Well, days before he passed in 2007, Rommel was working a trade.

That should be no surprise to any collector...

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uscs.org Navy Collectors' Hall of Fame *Captain Herbert Rommel Jr.*

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- S12-01 ARIZONA (BB 39) 11-16-36 Fleet Week (in SF) by ANCS 244, 1936 upside down MB \$25
- S12-02 ARIZONA (BB 39) 8-31-36 Names after state w/launch & commission dates, sunk MB \$25
- S12-03 ARIZONA (BB 39) 7-20-36 Aloha US Fleet in Hawaiian Waters by Aiglon, sunk MB \$25
- S12-04 WM D PORTER (DD 579) 11-27-44 sailor mail w/censor mark, small tear stamp, sunk MB \$5
- S12-05 USS ARGOSY (civil war gunboat) 7-24-186? Cover addr to gunboat w/letter MB \$50
- S12-06 FLYING FISH (SS 229) 12-23-41 sailor mail w/odd censor mark, r/s cc, PM Ports Navy Yd MB \$7
- S12-07 PORPOISE (SS 172) 6-1-44 #10 penalty, typed cc MB \$5
- S12-08 MITCHELL (DE 43) 9-5-45 TOKYO BAY cachet on sailor mail (with letter), extremely rare MB \$25
- S12-09 ABEL P UPSHUR (DD 193) 12-4-39 US recom wartime DDs by Neumann, F50 MB \$2
- S12-10 ALDEN (DD 211) 5-28-35 ships clear cxl on color PC MB \$2
- S12-11 BUCK (DD 420) 5-22-39 launch by Tuchinsky, sunk PM USS TILLMAN (DD 135) F50 MB \$2
- S12-12 CROWNINSHIELD (DD 134) 8-6-35 Fleet Week w/USCS logo as cachet F50 MB \$2
- S12-13 COLHOUN (DD 85) 4-14-41 US Navy recom wartime DDs by Neumann, sunk MB \$2
- S12-14 ELLIS (DD 154) 12-16-36 Decom by Scatchard MB \$2
- S12-15 LEARY (DD 158) 1-28-35 Visiting Washington DC, sunk MB \$2
- S12-16 DICKERSON (DD 157) 7-8-36 generic US Navy cachet officer w/spyglass, sunk MB \$2
- S12-17 GEORGE E BADGER (DD 196) 9-19-40 Harrington data cachet MB \$2
- S12-18 CIMARRON (AO 22) 1-30-42 sailor mail w/censor mark MB \$2
- S12-19 PLATTE (AO 24) 1-19-43 #10 penalty w/censor mark, has been folded MB \$2
- S12-20 ANDRES (DE 45) 6-18-45 #10 penalty w/printed cc MB \$2
- S12-21 ANDRES (DE 45) 1-20-43 sailor mail w/censor mark MB \$2
- S12-22 AUSTIN (DE 15) 4-18-43 registered penalty w/typed cc MB \$2
- S12-23 BEBAS (DE 10) 9-1-43 #10 penalty w/printed cc MB \$2
- S12-24 BRACKETT (DE 41) 3-22-43 sailor mail w/censor mark MB \$2
- S12-25 BRENNAN (DE 13) 1-6-45 #10 penalty w/typed cc MB \$2
- S12-26 BURDEN R HASTINGS (DE 19) 2-29-44 card for war ballot MB \$2
- S12-27 CARLSON (DE 9) 6-21-43 #10 penalty w/printed cc MB \$2
- S12-28 CHARLES R GREER (DE 23) 8-26-45 #10 penalty w/typed cc MB \$2
- S12-29 CROUTER (DE 11) 10-15-43 #10 penalty w/printed cc MB \$2
- S12-30 DEMPSEY (DE 26) 7-9-44 sailor mail w/censor mark MB \$2
- S12-31 DOBLER (DE 48) 12-7-44 #10- registered cover w/named cxl MB \$4
- S12-32 DOHERTY (DE 14) 1-8-45 sailor mail w/censor mark MB \$2
- S12-33 DONEFF (DE 49) 8-19-43 #10 penalty with r/s cc MB \$2
- S12-34 DUFFY (DE 27) 5-21-43 sailor mail w/censor mark MB \$2
- S12-35 EDGAR G CHASE (DE 16) 9-7-43 #10 registered cover MB \$2
- S12-36 EDWARD C DALY (DE 17) 3-6-44 #10 penalty with r/s cc MB \$2
- S12-37 EISELE (DE 34) 2-19-45 sailor mail w/censor mark MB \$2
- S12-38 EMERY (DE 28) 6-18-44 sailor mail w/censor mark MB \$2
- S12-39 ENGSTROM (DE 50) 10-13-43 sailor mail w/censor mark MB \$2
- S12-40 EVARTS (DE 5) 10-5-43 #10 penalty with r/s cc MB \$2
- S12-41 GILMORE (DE 18) 6-13-43 sailor mail w/censor mark MB \$2
- S12-42 GREINER (DE 37) 7-8-45 sailor mail w/censor mark MB \$2
- S12-43 HAROLD C THOMAS (DE 21) 10-2-43 #10 penalty with r/s cc MB \$2
- S12-44 LE HARDY (DE 20) 11-30-44 registered penalty w/typed cc MB \$2
- S12-45 LOVERING (DE 39) WW2 #10 penalty w/typed cc MB \$2
- S12-46 MARTIN (DE 30) 10-20-43 #10 penalty with r/s cc MB \$2
- S12-47 to MITCHELL (DE 43) 3-24-45 sailor mail to sailor on MITCHELL < PM Athena, OR MB \$2
- S12-48 INDEPENDENCE (CVL 22) 8-22-45 reg #10 penalty w/typed cc, w/cxl for REYNOLDS (DE 42) br 15828 MB \$2
- S12-49 SEDERSTROM (DE 31) free undated sailor mail w/censor mark MB \$2
- S12-50 STADTFELD (DE 29) 9-9-43 #10 penalty w/typed cc, PM San Fran MB \$2
- S12-51 STEELE (DE 8) 10-10-43 #10 penalty w/printed cc MB \$2
- S12-52 TISDALE (DE 33) 3-1-44 sailor mail w/censor mark MB \$2
- S12-53 WHITMAN (DE 24) 6-8-44 sailor mail w/censor mark MB \$2
- S12-54 WILEMAN (DE 220) 8-7-43 #10 penalty with r/s cc MB \$2
- S12-55 WINTLE (DE 25) 10-23-44 #10 penalty 2/typed cc MB \$2
- S12-56 WYFFELS (DE 6) 10-3-43 #10 penalty w/printed cc MB \$2
- S12-57 WYMAN (DE 38) 11-3-43 #10 penalty with r/s cc MB \$2
- S12-58 GAMBLE (DD 123) 12-22-37 last day postal serv by Hutnick sunk MB \$2
- S12-59 DORAN (DD 185) 8-5-40 recom for Neutrality Patrol by Czubay F50 MB \$2
- S12-60 KILTY (DD 137) 2-16-40 recom by Hutnick MB \$2
- S12-61 BOGGS (DD 136) 12-25-37 wishing you a bright happy Christmas MB \$2
- S12-62 TARBELL (DD 142) 7-19-34 Scouting Force Cape Cod July-Aug 1934 MB \$2
- S12-63 OVERTON (DD 239) 6-30-37 17th anniv cachet MB \$2
- S12-64 HALE (DD 133) 11-20-39 Recom by Hutnick F50 MB \$2
- S12-65 TALBOT (DD 114) 7-20-33 riding the Wave on 20th Anniv cachet MB \$2
- S12-66 SCHLEY (DD 103) 7-4-41 Tribute to USN Mail Clerks w/emb seal MB \$2
- S12-67 SIMPSON (DD 221) 5-30-33 generic BB at sea cachet, kb Memorial Day MB \$2
- S12-68 CROWNINSHIELD (DD 134) 12-25-33 fancy Christmas cxl as cachet F50 MB \$2
- S12-69 LITTLE (DD 79) 12-1-40 US Navy recom ex-DDs as Auxiliaries by Cohen, sunk MB \$2
- S12-70 DORAN (DD 185) 8-5-40 recom by Hutnick, F50 MB \$2
- S12-71 MEADE (DD 274) 2-19-40 Recom for Neutrality Patrol by Czubay, F50 MB \$2
- S12-72 PHILIP (DD 76) 4-1-37 last day postal office by Harrington F50 MB \$2
- S12-73 ABBOT (DD 184) 8-3-40 US Navy recom DDs by Cohen F50 MB \$2
- S12-74 MANLEY (DD 74) 5-12-37 Harrington printed photo of ship, named for. MB \$2
- S12-75 DesDiv91 8-25-65 auto of CO Capt Oscar MacMillan, PM REEVES MB \$2
- S12-76 BARTON (DD 599) 1-31-42 launch cachet, printed photo of ship, PM Quincy, sunk MB \$5
- S12-77 FAIRFAX (DD 93) 7-26-36 r/s named for cachet by ANCS 1, NMC auto MB \$2
- S12-78 WIDGEON (ASR 1) 7-27-36 Dumonte bird cachet, kb Pearl MB \$3
- S12-79 ROBIN (AM 3) 7-8-36 Dumonte bird cachet MB \$3
- S12-80 PLUNGER (SS 179) 7-8-36 launch by NACS 75 & 81 PM on FALCON (ASR 2) MB \$2
- S12-81 TENNESSEE (BB 43) 7-16-36 Aloha US Fleet in HI waters by Aiglon MB \$2
- S12-82 TEXAS (BB 35) 7-17-36 Aloha US Fleet in HI waters by Aiglon MB \$2
- S12-83 HONOLULU (CL 48) 9-7-38 shakedown cruise by Horton, kb leaving NY MB \$2
- S12-84 HONOLULU (CL 48) 6-15-38 commission, cruiser in roped area MB \$2
- S12-85 PHILADELPHIA (CL 41) 11-10-40 165th Anniv of US Marines MB \$2
- S12-86 PORTLAND (CA 33) 4-17-35 Crosby photo cachet, kb Long Beach MB \$5
- S12-87 YORKTOWN (CV 5) 4-4-36 launch cachet, PM BABBITT (DD 128) MB \$2
- S12-88 HORNET (CV 8) 12-14-40 launch cachet by Nicholson, sunk, PM USS VEGA MB \$2
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Mail to: Steve Shay, USCS Secretary, 747 Shard Ct., Fremont CA 94539-7419

11/18



STEVE SHAY
747 SHARD CT
FREMONT CA 94539

PERIODICAL

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Universal Ship Cancellation Society Log

December 2019

Secretary's Report November 2019 Welcome New Members

12577 Jay H Bormann, 6316 Drakes Bay Run, Fort Wayne IN 46835-9613
by Paul Huber (8004)

Deceased

6543 A. Robert Burns

Membership on 10/6/2019.....	798
New Members.....	1
Deceased.....	1
Membership on 11/2/2019.....	798
Membership on 11/3/2018.....	832

Steve Shay,
Secretary

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

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

Contact George F Marcincin, USCS Chapter Coordinator
911 Mohrsville Rd.
Shoemakersville, PA 19555-9720
george.marcincin@verizon.net

Future USCS Convention Schedule

2020 September 25-27 – MILCOPEX – Milwaukee WI
2021 September 3-5 - BALPEX – Hunt Valley MD

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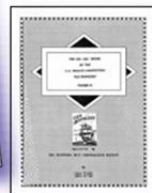
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