

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

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February 2019

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February 2019

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Frank M. Hoak III, Captain, USN (Ret.) 1937-2018



Former USCS President Frank Murdock Hoak III, Captain, USN (Ret), passed away unexpectedly in the early hours of 30 December 2018.

Frank joined the U. S. Navy as an E-1 in 1955 and retired as Captain after 28 years of active/reserve service. Frank was a well-known naval postal historian; his personal collection is well known and admired. He had many published articles in the USCS Log and won numerous awards.

Frank served in many positions including president of the Universal Ship Cancellation Society; his member number was 6194.

Captain Hoak will be interred with military honors at the National Memorial Cemetery of the Pacific (Punchbowl) in Honolulu, Hawaii.

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

It was a great shock to learn of Frank Hoak's death in late December. Frank was always a strong supporter of the USCS and served in multiple positions. Several members have shared their thoughts about their relationships with Frank and they can be found on page 8 of this issue.

I am still gathering the bits and pieces of many of my short cuts to assemble each month's **Log** from several thumb drives that I have used in the past. At the same time, I am making a major effort to back up my current work so I don't have to panic when my current computer crashes. Not IF—But WHEN. They all crash at some point!

While the 2019 USCS Convention is fast approaching, it is time for members to consider proposals for agenda items for Board action. I will have a format in the March **Log**. However, while contemplating motions, please consider not only monetary impact, but human resources needed to implement the proposal. It is becoming more and more difficult to get volunteers to carry out tasks for member services.

I want to thank those who READ the **Log** with a critical eye and provide me feedback when errors are printed. See the bottom of page 3 for several updates and corrections that members have reported. Sometimes data sources are not accurate—sometimes it is human error. I recently had my eye prescription checked because things were getting blurry. IT seems like I need to have cataract surgery in the next month or two. Parts are starting to slowly fail.

While the holiday season is behind us, I do want to thank the members who took the time to share Christmas greetings. The cards and emails from members in Europe and Japan were unique and appreciated.

For those who still need to renew your membership, you can keep receiving this award-winning journal by renewing now. For those who included extra money as donations in their renewals, your support is greatly appreciated.

Send for Your Own Covers

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

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

Recently/Currently Deployed
USS LEWIS B. PULLER (ESB 3) 5th Fleet AOR
USS NORTH DAKOTA (SSN 784) Deployed 1 August 2018
USS GEORGIA (SSGN 729) 6th Fleet AOR
USS CHEYENNE (SSN 773) Western Pacific
USS JASON DUNHAM (DDG 109) 5th Fleet AOR
USS GRAVELY (DDG 107) 6th Fleet Flag NATO Maritime Group 1

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

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Out of the Past

Naval History and
Heritage Command

1 February 1902 (Classic)

USS PLUNGER (SS-2), the lead ship of the PLUNGER-class submarine, launches. She is commissioned 19 September 1903, at the Holland Company yard at New Suffolk, Long Island, N.Y. Ensign Chester W. Nimitz is the submarine's final commander when PLUNGER is decommissioned 6 November 1909 at the Charleston Navy Shipyard.

3 February 2017 (Modern)

The aircraft carrier, USS ENTERPRISE (CVN 65) is decommissioned in a ceremony held in the ship's hangar bay, 3 February. The ceremony marks the end the ship's nearly 55-year career, and is the first decommissioning of a nuclear-powered aircraft carrier.

8 February 1890 (Classic)

A detachment of USS OMAHA Sailors and Marines comes ashore at the town of Hodogaya, Japan, to assist in fighting an extensive fire.

12 February 1935 (Pre-WW II)

USS MACON (ZRS-5) crashes into the sea off Point Sur, CA, after encountering a storm that tears off her upper fin, effectively ending the Navy's trouble-plagued rigid-airship program.

15 February 1856 (Pre-Civil War)

The stores-ship, SUPPLY, commanded by Lt. David Dixon Porter, sails from Smyrna, Syria, bound for Indianola, Texas, with a load of 21 camels intended for experimental use in the American desert west of the Rockies.

17 February 1942 (WW II)

The first Construction Battalion (Seabees) arrives in the Pacific during World War II at Bora Bora, Society Islands.

21 February 1952 (Korean War)

During the Korean War, USS SYMBOL (AM 123), is conducting a routine check sweep in the vicinity of Mayangdo in company with USS MURRELET (AM 372), when she observes four splashes from an estimated 75 mm shore battery. The ships return fire, which silences the enemy guns.

23 February 1919 (WW I)

The first ship named for an enlisted man, USS OSMOND INGRAM (DD 255), is launched.

24 February 1959 (Modern)

USS GALVESTON (CLG 3) fired the first Talos surface-to-air missile.

27 February 1973 (Modern)

First airborne mine sweep in a live minefield takes place in the Haiphong, Vietnam ship channel by helicopters from Helicopter Mine Countermeasures Squadron Twelve on board USS NEW ORLEANS (LPH 11).

28 February 1942 (WW II)

USS JACOB JONES (DE 130) is sunk by German submarine U-578 off the Delaware capes.

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: bmcmjones@yahoo.com

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

? notes a tentative or uncertain date.

signifies a change from previously published date.

February 2019

2 PCU SOUTH DAKOTA (SSN 790) Commission, Groton CT

16 PCU TULSA (LCS 16) Commission, San Francisco

Spring 2019

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

?? PCU DELAWARE (SSN 791) Commissioning

July 2019

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

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

2019 Ship Anniversaries

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

FPO Corrections to January 2019 listings on Pages 16-17

Thad W. Kaczowski (G5797)

Delete USS BREMERTON SSN 698

USS JOHN P. MURTHA is (LPD 26)

USS MISSOURI (SSN 780) ZIP is AP 96693

USS SCRANTON (SSN 756) ZIP is AP 96678

Correction 'Out of the Past' December 2018

USS GEORGE WASHINGTON (SSBN 598) Commissioning date should have been 30 Dec 1959. Several members caught the error. Thanks.

Calendar of Events – January 2019 – Spring 2019 should read PCU LYNDON B. JOHNSON

Anniversaries 2019- CORONADO LCS-4, 4/5—5th Anniversary

Naval News

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PCU SOUTH DAKOTA to be Commissioned

The newest fast-attack submarine, USS SOUTH DAKOTA (SSN 790), will be commissioned at Naval Submarine Base New London in Groton, Connecticut, 2 February 2019, the US Navy has announced.

SOUTH DAKOTA is the seventeenth VIRGINIA-class submarine to join the fleet.

Deanie Dempsey, wife of retired Army Gen. Martin E. Dempsey, who served as the 18th chairman of the Joint Chiefs of Staff, is the boat's sponsor.

Austal gets Orders for More LCS Ships

US Navy orders additional two littoral combat ships from Austal, USA.

According to Austal, this brings the total of new LCS orders booked in calendar year 2018 to four ships.

The award of LCS 36 and 38 will mean that Austal has a forward order book of a further ten ships to deliver in a continuous production program that now extends out to 2025.

With nine delivered, and a further ten vessels either under construction or awaiting construction (including the future USS Canberra), these two additional ships represent Austal's eighteenth and nineteenth ships in the Independence-class.

Bath Iron Works Receives Contract for DDG 132

The US Navy Sea Systems Command has awarded General Dynamics' Bath Iron Works a contract modification for the construction of the yet unnamed Flight III ARLEIGH BURKE-class destroyer DDG 132.

DDG 132 is the fifth DDG 51 awarded to GDBIW as part of a multi-year contract which was announced in September 2018.

The fiscal years (FY) 2018 – 2022 multiyear procurement (MYP) contracts awarded General Dynamics Bath Iron Works (GDBIW) four ships, and Huntington Ingalls Industries (HII) six ships.

The navy held a separate competition for an option ship which will now be built in Bath, Maine, and funded in the Fiscal Year 2019 budget.

There are currently five DDG 51 destroyers in production at Bath Iron Works: DANIEL INOUE (DDG 118), CARL M. LEVIN (DDG 120), JOHN BASILONE (DDG 122), HARVEY C. BARNUM (DDG 124) and PATRICK GALLAGHER (DDG 127).

The shipyard's backlog includes LOUIS H. WILSON JR. (DDG 126) and the five ships that are part of the multi-year contract awarded this fall. BIW also is building LYNDON B. JOHNSON (DDG-1002).

Work under the latest contract is expected to be completed by 2026.

PCU PAUL IGNATIUS Completes Acceptance Trials

US Navy's PCU PAUL IGNATIUS (DDG 117) completed acceptance trials in the Gulf of Mexico on 20 December 2018.

The 67th ship in the class returned to Huntington Ingalls Industries' (HII) Pascagoula shipyard following the two-day test.

During acceptance trials, the ship and her crew performed a series of demonstrations for review by the US Navy's Board of Inspection and Survey (INSURV). These demonstrations are used by INSURV to validate the quality of construction and compliance with Navy specifications and requirements prior to delivery of the ship to the US Navy.

The future USS PAUL IGNATIUS is expected to be delivered early in 2019 with commissioning in Fort Lauderdale FL.

HII's Pascagoula shipyard is also currently in production on the future destroyers DELBERT D. BLACK (DDG 119), FRANK E. PETERSON JR. (DDG 121), LENA H. SUTCLIFFE HIGBEE (DDG 123) and JACK H. LUCAS (DDG 125), the first Flight III ship. HII was recently awarded a contract for the design and construction of six additional DDG-51 class Flight III ships.

Ex USS CHARLES F ADAMS (DDG 2) not to be Donated

Unfortunately, the United States Navy has reversed course and determined the ex USS CHARLES F ADAMS (DDG 2) will not be donated to the Jacksonville Historic Naval Ship Association ("JHNSA") as a museum in Jacksonville, but instead will be scrapped. This decision is counter to the Navy's recommendation in 2014 that the ex USS CHARLES F ADAMS (DDG-2) be released to the JHNSA for donation. The JHNSA will continue to pursue bringing a Navy warship to downtown Jacksonville.

DDGs 128 and 129 Named

Secretary of the Navy Richard V. Spencer named a future ARLEIGH BURKE-class guided-missile destroyer in honor of U.S. Senator Ted Stevens, who represented Alaska from 1968 to 2009.

Stevens served as a pilot in the Army Air Corps from 1943 to 1946 and was awarded the Distinguished Flying Cross before being discharged in 1946. Stevens was elected as a state representative in Alaska in 1964, re-elected in 1966, and in 1968 he was appointed to fill a vacancy in the U.S. Senate. In 1970, Stevens was elected to the seat in a special election and was subsequently re-elected five times. He left office in 2009 as the then-longest serving Republican U.S. Senator in history.

SECNAV also named future DDG 129 in honor of U.S. Navy Vietnam veteran, Navy Cross recipient, and former U.S. Senator from Alabama, Admiral Jeremiah Denton.

In recognition of his extraordinary heroism while a prisoner-of-war, he was awarded the Navy Cross. Denton was released from captivity in 1973, retired from the Navy in 1977 and in 1980 was elected to the U.S. Senate where he represented Alabama.

Both ships will be constructed at Huntington Ingalls Industries' Ingalls shipbuilding division in Pascagoula, MS.

President's Message

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When I was younger and in the Navy, going to sea was an adventure and I got paid for it. Not much, but pay. Now when I want to go to sea, the cruise costs almost as much as several months Navy pay. Nevertheless, my wife and I took a post-holiday cruise in early January aboard Celebrity EDGE to the western Caribbean. Beautiful ship, great food, not so exciting ports, but relaxing. Now it is time to get back on task with the business of USCS.

By the time you read this, the election has closed and we await the results from the Ballot Counting Committee which will be published in the March issue. Thank you for voting to show your support of the USCS leadership.

Also, the Stanton Honeyman Literature Award Committee is in the process of making their selections for the outstanding articles by our many authors. They also make a recommendation for the selection to be included in the APS *Articles of Distinction* program. Could 2019 be your year to have your writings selected? *USCS Log* is always looking for fresh material and is supportive of new authors.

We are getting recognition in other publications. Ed Hayes' recent work in the *Log* was spotted by Michael Baadke, Editor of *Linns*. He spotted Ed's article on DSV-2 ALVIN in the December 2018 *Log* issue and wanted to mention it in his new column. (See the article on page 9).

Speaking of our authors, USCS member, Steve Pendleton (12,248) has another great Navy cover article; in fact it is the *American Philatelist's* 'cover story.' For the January 2019 issue.

Additionally, Steve Shay has worked with author **Ralph H. Nafzinger** to gain permission to reprint his article on William Linto which featured many of his naval cachets. The article appeared in the Fourth Quarter 2018 issue of *La Posta*.

Finally, **Bob Clark** (6251) shared an article from the magazine *Maritime Reporter and Engineering News*, Sept. 2018 issue written by Edward Lundquist about a boy's fascination with collecting early WW II submarine cacheted covers. The article mentions early navophilately and the USCS as one of the organizations for collectors. Thanks for sharing Bob Clark.

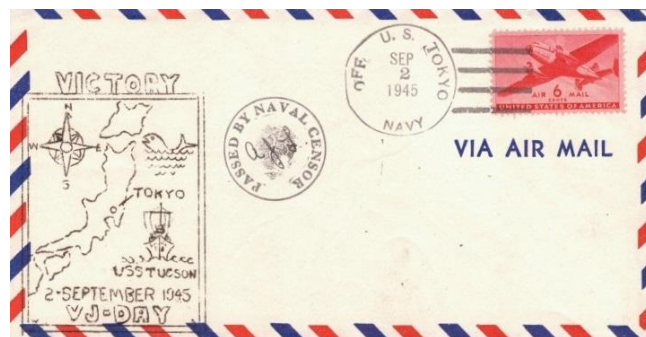
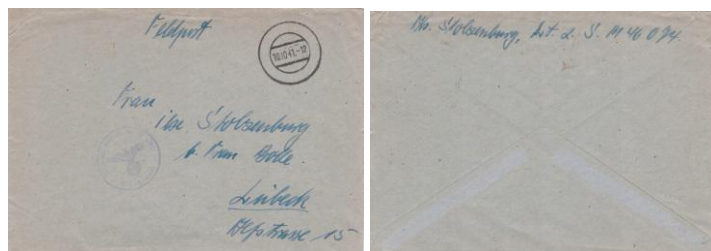
It is articles like these that help spread the word of our unique hobby and maybe they will attract a new wave of collectors.

Now that the holiday season is over and things are getting settled into routine, please give consideration to how **you** could serve as a volunteer for one of the many committees USCS has to provide services to members.

Also, start thinking about motions for the USCS Board to consider at our annual convention during WESTPEX.

Enjoy this issue. Enjoy your hobby.

USCS Auctions – take a look! Nazi German U-505 USS TUCSON (CL 98) VJ Day, off Tokyo



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

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The Goat Locker

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Polar Philately in America (Part I)

Cover collectors in America have been sending for covers from Antarctica since the Byrd Expeditions. In fact, Byrd II (1933-35) was partially financed by collectors, as they paid a 50 cent fee to obtain a cancellation from Little America II. President Roosevelt played a big part, as he helped designed the 3-cents Byrd stamp. The stamp had originally intended to be a 25-cent stamp (Antarctic Service) but Roosevelt insisted that it be made available to the general public.

Murphy's Law applied the first season when the mail clerk, Leroy Clark ran into some problems when he canceled 6,000 of 54,000 covers with the first cancellation. They were to be canceled on Roosevelt's birthday (January 30th), but Clark canceled some on the intended date and changed the date to thirty-first (15,000). Some outgoing mail was loaded aboard the BEAR OF OAKLAND, while 13 bags of canceled mail was left on the ice. After many collectors made complaints concerning the cancellation, the Post Office Department sent Charles Anderson with another cancelling machine.

The cancels differ in the number of wavy line killers, the former with seven lines and the latter with six wavy lines. Delayed mail received a special three-line cachet and most of the 35,000 un-canceled covers were canceled with the 6 wavy-line cancel, dated 31 JAN 1934. Anderson brought another 62,000 covers that were posted 30 JAN 1935 and received a Second Cancellation Mail cachet. All the mail was placed aboard BEAR and carried back to New Zealand and placed aboard S.S. MARIPOSA. Upon her return to San Francisco, all mail was back-stamped 25 MAR 1935.

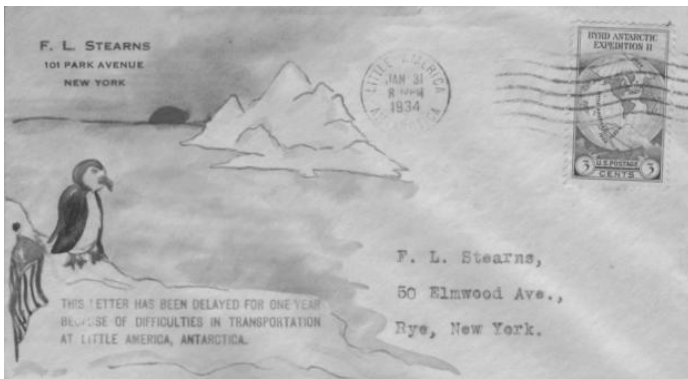


Figure 1: Collector used 1½ cents embossed envelope and paid 53 cents to obtain Little America cancellation, but it was delayed as indicated by stamped three-line cachet that posted with Type II (six wavy lines) machine cancel 31 JAN 1934. A previous owner has Melissa Fox draw & watercolor the add-on cachet depicting man in parka, American flag & ice mountains with either a sunrise or sunset in background. Note: along the Antarctic coast, for a couple of weeks around Christmas there are 24 hours of sunlight.

The next opportunity for philatelic mail came during Operation Highjump, 1946-47 when the Navy Department issued a press release (19 NOV 1946) that collectors were limited to 10 covers, per person canceled aboard USS MOUNT OLYMPUS, the flagship for Commander, Task Force 68. All the collector had to do was to send a self-addressed, stamped envelope with first class postage (three cents) to the Staff Secretary, Task Force 68, c/o Fleet Post Office, New York, NY.

Each of the 13 ships were given a official stamp cachet depicting a penguin in a sailor's jumper & hat, riding the anchor being fastened to an iceberg. It was designed by the Navy Department's LT James T. Rawls, Design & Standards Office, Washington DC.

The "Highjump" cachet was applied to about 140,000 pieces of philatelic mail aboard the flagship and thousands of pieces of crew's mail. One must remember, there were nearly 5,000 men aboard the ships that attacked the frozen continent.

If any letters were written, they were probably taken out with outgoing mail by USCGC NORTHWIND (WAGB 282), who rendezvoused with USS PHILIPPINE SEA near Scott Island (25 JAN 1947). The carrier had brought down new cancels (M-47a) for the flagship, as its previous cancel (M-47d) were broken from cancelling covers.

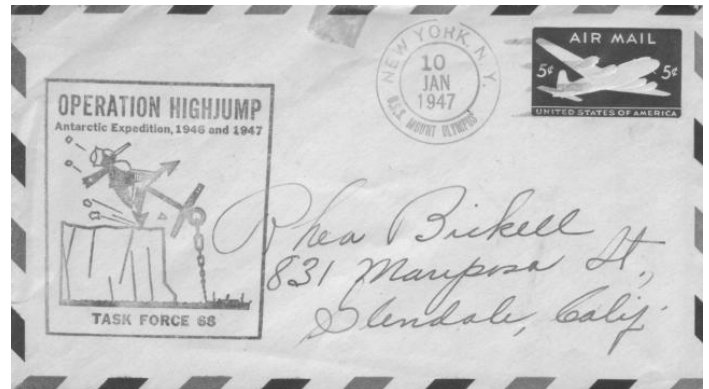


Figure 2: Sailor used embossed 5-cents airmail envelope to girlfriend that was stamped with "Highjump" cachet & cancelled with the flagship's Type (M-47d) cancel, dated 10 JAN 47 as all philatelic mail. Reverse has S.W.A.K. with XXX underneath. Cover was opened at top, indicating it might had contained a letter.

Naval Support Force, Antarctica (Task Force 43, later Task Force 199) provided logistical support for annual voyages to the frozen continent for over four decades (1955-98). The task force's mission was to establish an advance base (Little America V) and a support base (Williams Field) during the first phase. Its unofficial name was "deepfreeze" and operations became known as Deep Freeze operations, followed by a numerical. Phase two (Deep Freeze II) was the building of four IGY stations in Antarctica.

Collectors able to secure souvenir "Deep Freeze" covers, as notices appeared in several philatelic publications.

Cover requests would be honored, as long as they were received by 8 November 1955. The mailing address: Commander, U.S. Naval Support Forces, Antarctica, Fleet Post Office, Norfolk 8, VA. The Navy Department has agreed to oblige collectors with cancellations but with two reservations. First was a limitation of no more than 10 covers, per collector and secondly because of limited personnel & facilities in Antarctic during the summer, no guarantee of which of the three postmarks.

Naval Support Force, Antarctica was assigned U.S. Navy Branch BR #17038 for usage at Little America V, BR #17039 at Byrd Station & BR #17040 at the Pole Station. Little America V was commissioned on 4 January 1956, while Byrd and Pole Stations became operational in January 1957.

The post office at Little America was in operation from 1 May 1956 (FDPS) through 15 September 1958 (LDPS).

The branch number appears in the all-purpose (commonly referred as Type 9) cancellation- with wording LITTLE AMERICA, ANTARCTICA (top) and NEW YORK, NY 17038 BR (bottom) between the two circles. This author does not recall seeing any other all-purpose (Type 9) cancels from either, Byrd or the Pole Station.

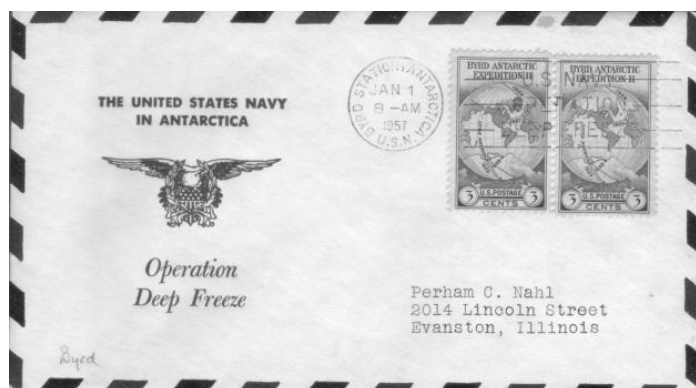


Figure 3: Printed cachet (red) on airmail envelope used by Perham Nahl, posted (m.c.) at Byrd Station, dated 1 JAN 1957 (FDPS). Another collector used airmail envelopes with same printed cachet (yellow) that were m.c. at Little America 1 MAY 1956 (FDPS) and Pole Station 15 DEC 1956 (FDPS). Note: someone erased name & address.

A search of FDPS cancellation covers in my collection, found one collector, Rev. A.D. Bestebreurtje, Pelham NY would have covers cancelled at local post office on the date of their arrival. Cover cancelled at Little America 1 MAY 1956, received Pelham NY on 7 DEC 1956, while one canceled 1 JAN 1957, received Pelham postmark, 19 FEB 1957.

It should be noted that the majority of Deep Freeze covers are without cachets, as the Navy Department did not apply cachet to philatelic mail. Some requests were dropped off by the ships to be sent back to friends and collectors with Antarctic cancellations.

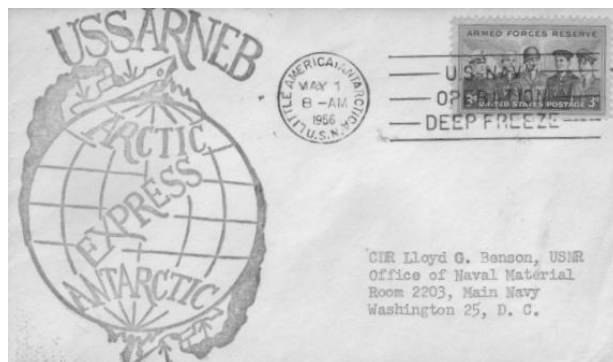


Figure 4: CDR Lloyd Benson, USNR received cover depicting official ship cachet USS ARNEB, cancelled at Little America 1 MAY 1956. The cargo ship operated in Antarctic waters from 15 DEC 1955 to 10 FEB 1956

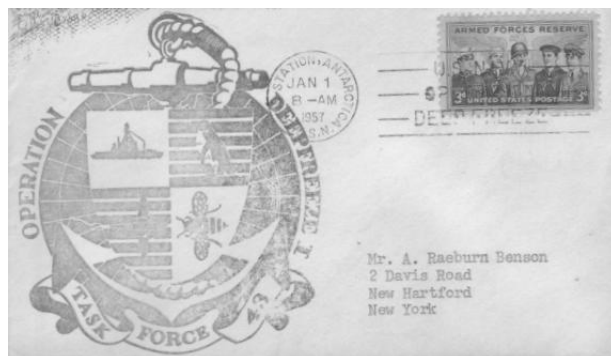
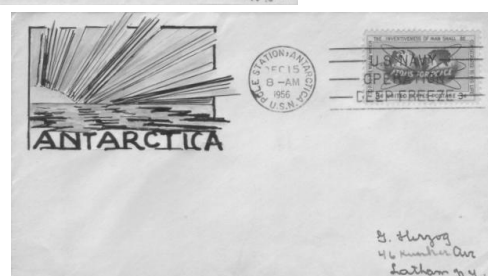


Figure 5: A.R. Benson received cover depicts large "Disney" Task Force 43 cachet used by most Deep Freeze I ships, cancelled at Byrd Station 1 JAN 1957 (FDPS). Note: same size envelope & postage stamp, as well as typewriter used to create both Bensons.

Years ago, I found these pen & ink hand-drawn cachets with color pencil in Uncle Sam's Stamp Shop in upstate New York. Both covers appear to done by the same person and are addressed to G. Herzog, Latham NY.



Figures 6-7: Pen & ink drawing of penguin on ice floe was added to cover, cancelled Little America 1 MAY 1956, while hand-drawn "Aurora Australis (Southern Lights)" appear on cover, canceled Pole Station 12 DEC 1956. Note: South Pole Station was commissioned 23 JAN 1957.

To be Continued

REMEMBERING FRANK MURDOCH HOAK, III

By Steve Henderson (L-9941)

I was greatly saddened to hear of Frank's passing. He was a dear friend and USCS colleague for many years. Frank contributed much to the Society over the years having been through the chairs and served as President as well as serving on the Board. He made a difference in our Society as well as the hobby.

Frank was born in San Pedro and raised in Hawaii. He was a child survivor of the attack on Pearl Harbor, 7 December, 1941. Frank's Father was aboard the USS PENNSYLVANIA during the attack. His father was transferred back to the mainland after the end of WW II and then transferred back to Hawaii some time later. Frank attended high school in Hawaii and then attended the University of Hawaii eventually graduating from San Jose State University.

He joined the U. S. Navy as an E-1 in 1955 and retired as Captain after 28 years of active and reserve service. His service included postings with Carrier Air Group 21 and Attack Squadron 216, USS LEXINGTON, USS HANCOCK during Vietnam. He participated in OPERATION HOMECOMING for returning POW's. He ended his career as the Commanding Officer of Fleet Intelligence Rapid Support Team 0593.



As most of us are aware, Frank was a well-known naval postal historian; his personal collection is well known in the hobby. He had many published articles and received numerous awards. Frank will be interred with full military honors at the National Memorial Cemetery of the Pacific (Punchbowl) in Honolulu, Hawaii.

Frank and I had Pearl Harbor in common. He and I both attended the 75th Anniversary of the attack on Pearl Harbor. Below is a photo of Frank and me at the Hale Koa beachside bar in December, 2016, just prior to the anniversary celebration. Frank attended the Navy memorials at Pearl, while I attended those at Hickam Field as that is where my Dad served. We attended other events together and a special presentation at Fort DeRussy, presented by Gary Sinise. Later that evening we marched in the anniversary parade with the Son's and Daughters of Pearl Harbor Survivors. To learn more about Frank log on to



<https://www.uscs.org/society-archives/member-of-the-month/archive/frank-m-hoak-iii/>

So long Frank, fair winds and calm seas.

The news of Frank Hoak's very sudden passing struck like a salvo of 16" shells. He emailed me just two days prior and there was absolutely no indication that anything was amiss.

Frank and I met in 1987 through our mutual passion for collecting matchbook covers from Navy ships. Of course, it wasn't long before he introduced me to his first love, the USCS. As I look back now and reminisce, I can only imagine how different my life would be today had he and I never become acquainted. He steered me in new directions; he was a source of inspiration; he was a sounding board; a supporter; a shining example; and a steadfast friend in every sense of the word for nearly 32 years.

Steve Kovacs

I was very shocked to hear the news that Frank had passed away. We had just agreed to terms on a sale of a couple of his great covers during the two weeks prior and they had just arrived in the mail. I believe Frank and I first met at the 1999 convention and then we would see each other at many conventions after that. And we served on a couple of Boards together. Occasionally he'd attend WESTPEX and I'd see him there. He was always a pleasure to speak with, with lots of knowledge to share and some stories to tell.

Frank had a deep respect for the society and our history and the continued survival of USCS. Sometimes he'd offer to sell me some historical items, knowing that we both shared an interest in preserving the history of the hobby and society. Frank was always a tough negotiator on price, something I think he enjoyed much more than I did. While mentally looking through my collection today, I have him to thank for some very key pieces, including Tokyo Bay covers, Locy covers and correspondence and some wonderful individual covers. He had a great collection and he'd been steadily selling off parts of it on eBay but he never stopped looking for new covers. I have a list of destroyers he was looking for tucked in my carrying bag so I'd have it at shows with me.

Joining USCS in 1968, he served as President, Vice President, Secretary-Treasurer and Director for USCS, 1979 – 2001 and then rejoined the board for 2015-2017. He wanted to bring back the harmony and fun in collecting. His leadership on Project 2025 continued this desire. He was a good friend and I'll miss him.

Steve Shay

Because of my interest in Pearl Harbor, I knew who Frank Hoak was, but it was only four years ago that we met in person. A pleasant and interesting man. During the past year, Frank helped me with a couple of **Log** articles, and he especially enjoyed the one about baseball in Hawaii. Brought back some good memories from when he was a kid growing up. Last summer, when I learned Frank was coming to the convention in Columbus, I asked if he'd like to give a little talk at the Pearl Harbor Chapter meeting. No problem. Frank hung around after the meeting, and came up with the

idea of what became Late-Date Pearl Harbor Ship Project, started just a couple of months ago. What I'll always remember about Frank is how encouraging and supportive he was. He was one of the giants of USCS, and will be missed.

Lloyd Ferrell

I met Frank Hoak 20 years ago when I took over the *Log* editorship. Frank has always been a supportive guide over the years. His articles on Pearl Harbor covers for the *Log* and his detailed material for section 4 in the USCS book *Naval Covers Fakes, Forgeries and Frauds* are important naval history references.

Frank's leadership on the "2025 Committee" is well noted for laying out guidance for keeping USCS viable.

As for covers, Frank had a treasure trove of great covers. Many of his Sands Street, Brooklyn Navy Savings Bank and Julius Horowitz (Navy Tailor) ship cancellations are in my collection.

Frank will be truly missed. I look forward to receiving the 2018 USCS Hall of Fame nomination and supporting essay for board action at our convention.

Richard Jones

USCS President and Log editor

Ed Hayes' USCS Log Article Featured in Linn's Stamp News

As mentioned in the President's Column, Michael Baadke, Editor of *Linn's*, spotted Ed Hayes' article on DSV-2 ALVIN in the December 2018 *Log* issue and wanted to mention it in his new column. Good PR for USCS!

'U.S.C.S. Log' article celebrates deep-sea project postal history

The 32-page December issue of *USCS Log*, the monthly journal of the Universal Ship Cancellation Society, includes an article by Edwin J. Hayes Jr. that features stamps and postal history related to a special manned deep-sea submersible.

The DSV-2 Alvin, launched in June 1964 and still hard at work, has been at the center of some important military and scientific projects. One of the latter, Project Famous in 1978, conducted with the Woods Hole Oceanographic Institution, proved the movements of the continental plates.

The Project Famous cover shown here is one of several illustrating the article.

The issue also includes Lloyd Ferrell's report on a Marine Mail cover posted from the USS *Oklahoma* in November 1943, as well as other articles and news reports of interest to USCS members.

The society was founded in 1932 and today is "an international philatelic organization of more than 1,100 members with an interest in postmarks and covers



In the December issue of *U.S.C.S. Log*, Edwin J. Hayes Jr. writes about the Navy's deep-sea efforts, including the Alvin, a manned deep-sea submersible involved in Project Famous, as noted on this 1974 cover sent from Portugal to St. Louis, Mo.

from all maritime services."

For additional information, visit online at www.uscs.org, and look for a link to membership information on the right side of the home page.

FAIRWINDS

2019 Show Schedule

- Feb 1-3 Sarasota National Stamp Expo -- Sarasota, Florida
- Feb 15 - 17 APS AmeriStamp Expo/ ARIPEX - Mesa, Arizona
- Mar 2-3 KNOXPEX 2019 Knoxville, Tennessee
- Mar 9-10 Raleigh Coin and Stamp Show - Raleigh, North Carolina
- Mar 29-31 St. Louis Stamp Expo St. Louis, Missouri
- Apr 26 - 28 WESTPEX San Francisco, California
- June 19-29 OKPEX Oklahoma City, Oklahoma

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Fairwinds66@live.com

LOG AUCTION DONATIONS

Please consider donating your excess covers to the USCS monthly auctions.

Your donations are appreciated and you will receive an acknowledgement letter for your donation.

Send donations to:

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

Norfolk Navy News

Darrell Millner (9859)

*106 Maxwell Lane,
Newport News VA 23606*



KEARSARGE ARG Deploys

USS KEARSARGE (LHD 3) and components of the 22nd Marine Expeditionary Unit (MEU) deployed 17 December.

KEARSARGE is the flagship of the KEARSARGE Amphibious Ready Group, which consists of Amphibious Squadron 6, the 22nd MEU, USS ARLINGTON (LPD 24), USS FORT MCHENRY (LSD 43), as well as KEARSARGE.

KEARSARGE Amphibious Ready Group (ARG) and embarked 22nd Marine Expeditionary Unit (MEU) entered the U.S. 6th Fleet area of operations 25 December to conduct a scheduled deployment.

During its time in theater, the ARG/MEU team and its more than 4,500 Sailors and Marines are prepared to conduct a variety of missions, including maritime security operations, crisis response and theater security cooperation.

PCU DELAWARE Launched

Newport News Shipbuilding launched the recently christened VIRGINIA-class submarine DELAWARE (SSN 791) into the water for the first time 14 December.

During a three-day process that began 12 December, the 7,800-ton submarine was moved out of a construction facility and into a floating dry dock using a transfer car system. The floating dry dock was submerged, and the submarine was launched into the James River. Once in the water, the boat then was moved to the shipyard's submarine pier for final outfitting, testing and crew certification.

DELAWARE was christened by Jill Biden, the former Second Lady of the United States and the ship's sponsor, during a ceremony in October.

USS GRAVELY (DDG 107) SNMG1 Flagship

USS GRAVELY (DDG 107) assumed the role of Standing NATO Maritime Group 1 (SNMG1) flagship in a change of command ceremony in Denmark on 14 January 2019.

US Navy Rear Adm. Edward Cashman assumed command of SNMG1 from Royal Danish Navy Commodore Anders Friis and will command the group from the new flagship, GRAVELY.

Prior to becoming the flagship, SNMG1 had been under Danish command since January 2018.

GRAVELY got underway from her Norfolk homeport on 28 December 2018. The destroyer was previously in the US 6th Fleet area of operations in May 2018 to participate in exercise Joint Warrior 18-1, an 11-day, semi-annual training exercise conducted in the coastal waters of the United Kingdom.

Spanish Navy frigate ESPS MÉNDEZ NÚÑEZ to join LINCOLN CSG

Spanish Navy frigate ESPS MÉNDEZ NÚÑEZ got underway from her Ferrol homeport on 3 January to start what will eventually be a year-long deployment with the US Navy aircraft carrier USS ABRAHAM LINCOLN.

The Aegis-equipped ALVARO DE BAZAN-class frigate (also referred to as F100) will spend the next two months integrated with ABRAHAM LINCOLN's carrier strike group for advanced training, dubbed C2X, off the US east coast.

After the first phase of operations out of the US Naval Station Norfolk, ESPS MÉNDEZ NÚÑEZ will return to Ferrol at the end of February.

The frigate is scheduled to get underway again in April when it will rejoin Carrier Strike Group 12 and the group's flagship before they enter the Mediterranean Sea. The frigate will sail as part of the group in the Mediterranean, the Red Sea, the Persian Gulf, the Indian Ocean, the South China Sea and the Pacific Ocean, under the US 5th, 6th, 7th and 3rd Fleet commands.

The frigate is scheduled to conclude her deployment in October in San Diego, California, before returning home in November 2019.

ENTERPRISE (CVN 80) Contract

The US Naval Sea Systems Command has awarded Huntington Ingalls Industries' Newport News Shipbuilding a contract modification to purchase additional long lead time material to be used for the construction of ENTERPRISE (CVN 80).

Long lead time materials contracts allow the shipbuilder to purchase parts and equipment in advance and thereby speed up construction.

ENTERPRISE is the third GERALD R. FORD-class aircraft carrier which started construction with a steel cutting ceremony in August 2017.

A contract for the construction start of CVN 80 is expected to be awarded in early FY 2019. Advanced planning and initial long-lead-time material procurement for the ship began in May 2016.

DOD Intends to Buy Two Carriers at Once

The US Department of Defense has officially notified the Congress of its intention to buy two aircraft carriers at once in a move that is expected to bring some \$4 billion in savings.

In a letter on 31 December, the Pentagon formally informed the Congress about the block buy of two FORD-class aircraft carriers.

Following the confirmation, the navy could award the official contract by the end of January 2019.

Deployments Completed

USNS BIG HORN (T-AO 198) returned to Naval Station Norfolk, 17 December after completion of their 10-month deployment in support of U.S. Navy in U.S. Fifth Fleet and U.S. Sixth Fleet's area of responsibility.

USNS COMFORT (T-AH 20) pulled into Naval Station Norfolk, 18 December after completing her deployment to South and Central America in support of Enduring Promise.

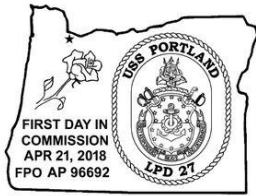
USS JASON DUNHAM (DDG 109) returned to Naval Station Norfolk 21 December completing a seven-month deployment to the U.S. Navy 5th and 6th Fleet AOO.

*Thanks Navy Newsstand, Newport News Shipbuilding Press
Regards, Darrell*

The New Classic Covers

Stewart B. Milstein (L-7205)

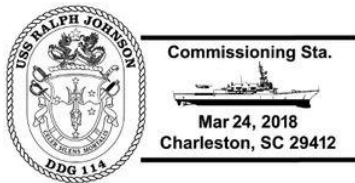
I have been hearing from and reading that many of my fellow collectors have decided that they will no longer send for covers to ships since the rate of return on covers has been so abysmal. The May 2018 *Log*, for example, featured the commissioning of USS PORTLAND (LSD 17). Both of the illustrated cancels are shore cancels. Similarly, the cancel for the commissioning of USS RALPH JOHNSON (DDG 114) is also a shore cancel. There is not a ship cancel in sight. The *Log* shows, in the "Covers for Sale" column too many Type F shore cancels rather than a ship cancel.



Locy Type FDC F



USPS Pictorial Postmark



USPS Pictorial Postmark

I, too, have experienced a rate of return from ships that is less than satisfactory. I believe that there are several reasons that may account for this condition.

- The use of email means that those serving aboard ships need not wait to send and receive snail mail. There are also a host of electronic means of communicating with friends and family.
- The Navy no longer has a Naval Postal Clerk rating. They now have Logistic Specialists. The people who hold this new rating often do not understand the wishes of collectors.
- Former CNO Adm. Arleigh Burke stressed the need for positive publicity. He was responsible for the rubber stamp cachet showing a jet taking off from a carrier with the slogan "The Importance of the Navy is increasing." The current CNO in particular and the US Navy in general, no longer supports this type of publicity.
- September 11, 2001 has become a convenient crutch for people who were looking for a reason not to do something. I have had my SASE's returned under separate cover with the note that my envelopes could not be serviced because of "national security" concerns. The ship's return envelope, which contained my covers, bore the ship's postmark. Other outer covers have been returned with a notation about the fear of anthrax prevents the opening of the envelope containing my #6 SASEs.

To remedy this poor situation, I have employed the following techniques:

- If I experience particularly good service from a ship, I make it a point to communicate my pleasure to the ship's Supply Officer, under whose domain the Logistics Specialists operate, and/or the XO.
- While I do not create my own computer generated cacheted covers, I sometimes send an extra blank cover for the Logistic Specialist's personal use. Sometimes I send a duplicate cover to illustrate what it is that I want done to my covers. I tell the Logistics Specialists to keep my enclosed sample cover for future reference.

Does anyone have any ideas that they wish to share regarding how the rate of return on covers can be increased?

I will continue sending for covers. If there are fewer ship cancelled covers being returned, it makes each one of them more collectible as the Law of Supply and Demand comes into play. Will the ship cancels dated in the first two decades of the 21st century to become the new "classic covers" in the same manner as the ship cancels from 1908 to 1920?

Donations Are Needed for Upcoming Convention Auction at WESTPEX

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



Our annual convention is coming up quickly, now just over two months away. It's being held April 26-28 at WESTPEX in San Francisco. The traditional live auction at the convention is always a lot of fun, but more than that, it also helps defray some of the costs. The key to success, of course, are the covers that are donated. It's the generosity of USCS members that makes the difference.

A couple of early donations had been made that I mentioned last month, and now **Joseph Connolly**, of Orange, CT has sent in one. Much appreciated. When a donation is received, you can expect to get a letter from me on behalf of USCS acknowledging receipt. Any naval cover you care to donate is fine, and last year we had an excellent variety of material, including classic ships, cachets (both old/new), and even some interesting WW2 items. Hopefully we'll have a similar response this year, even with the short time frame. Donations can be mailed to me as the auction coordinator:

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

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

Chapter News

USS PEARL HARBOR Chapter 112—Lloyd Ferrell

It's been a while since the last update of the Pearl Harbor Chapter, so I'll try to bring everyone up to date. Some of this will seem a little old, but publication was delayed due to a mix-up. As you'll see, quite a lot has been going on.

First, some sad news. Earlier this year member **Larry Wendell** passed away. He was the founder of the old Pearl Harbor Study Group (PHSG). Although he and I never met, I got to know him a little via email. Larry loaned me the original PHSG newsletters to scan, and those are now part of the *USCS Reference Collection*. When the present Pearl Harbor Chapter was formed three years ago, Larry was encouraging and supportive. I appreciate all he did for USCS over the years—he'll be missed.



*Larry Wendell Jr.
(1948 – 2018)*

Editor's Note: This article was written before news of the sudden death of Frank Hoak III in late December.

On a happier note, the Chapter meeting in August at the USCS convention in Columbus went very well. There were about 16 who attended. I gave a PowerPoint presentation on *"The Net Tenders at Pearl Harbor,"* and **Frank Hoak** gave a talk about his experiences growing up at Pearl Harbor. Very interesting. Frank also donated a couple of special edition newspapers from the 75th Anniversary of Pearl Harbor that were auctioned off, with proceeds going to USCS. Thank you, Frank. An unexpected treat was a 7 December 1941 cover, postmarked at Honolulu, mailed by a sailor on ARIZONA. The owner dropped it off for us to look at, and it generated some interesting discussion. There are some questions about the cover, but it was still fascinating to see. (Yes, I gave it back to the owner!).



Frank Hoak speaking at our meeting in Columbus, Ohio. Rich Hoffner is seated at left.

After the meeting, several of us discussed chapter issues. Frank Hoak suggested a project for the chapter to document late date Pearl Harbor Ship cancels. As I'm writing this, the project is already well underway and making good progress.

In general, the PEARL HARBOR Chapter is spearheading getting scans of "late date" covers, and the Naval Cover Museum (NCM) has set up a special area to host them. Utilizing the NCM as a platform will serve both our purposes, making scans of these important covers available for study. So far, some 80 cover scans have been uploaded. **Tom Kean** has been helpful gathering scans, and **Greg Ciesielski** and **Jon Burdett** have taken care of getting the NCM set up. I'm really excited about this project.

In September, I gave a presentation at the Oregon Stamp Society in Portland, Oregon. There were about 20 people who attended, and were quite interested in learning about both Pearl Harbor and naval covers. An enthusiastic group. Also in September, several of our members attended SEAPEX in Seattle. We had a joint meeting with the COLUMBIA Chapter and the PUGET SOUND Chapter, which also included a short presentation. We even signed up a new USCS member!



That's me giving a talk at the Oregon Stamp Society.

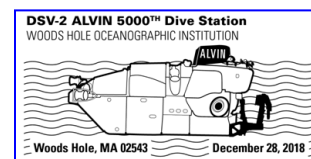
Albert Thirkill (left) with our newest member, Richard Horner, at SEAPEX meeting.

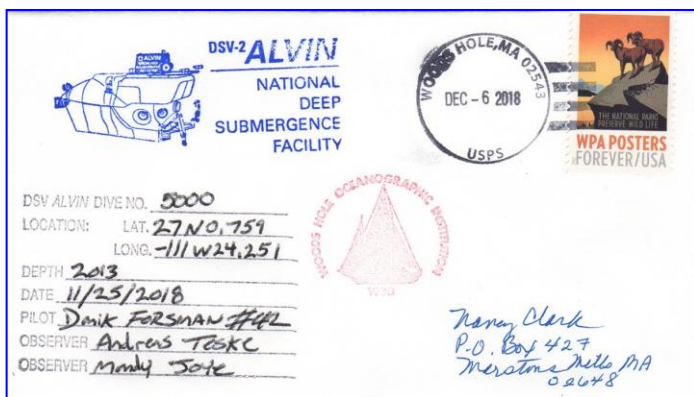


Looking down the road, a meeting of the Pearl Harbor Chapter is being planned for at the USCS Convention this coming April at WESTPEX. The exact date and time are yet to be determined. Tentatively, both **Jon Burdett** and I will have a short presentation. Should be fun. In the meantime, if you'd like to join our group, just find us on **Facebook**, click the request button, and we'll add you. There is no charge to be a member. Thanks.

DSV 2 ALVIN Chapter #108—Nancy Clark

The U.S. Postal Service, in conjunction with the Woods Hole Oceanographic Institution and the DSV-2 ALVIN Chapter #108 of the Universal Ship Cancellation Society welcomed the public to the DSV-2 ALVIN 5000TH Dive Station pictorial cancel event from on Friday, 28 December 2018 at the Ocean Science Discovery Center at Woods Hole, MA.





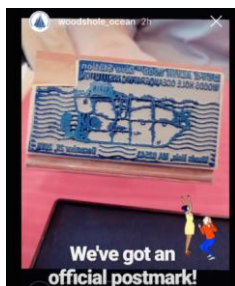
A cover that made the DSV-2 ALVIN's 5000th dive, from WHOI's Image of the Day < <http://www.whoi.edu/image-of-day/deep-sea-stamp-of-approval> >



Families showed up for the commemorative postmark hosted at WHOI's Ocean Science Discovery Center.



The motley crew staging the event to honor DSV-2 ALVIN's postmark, L-R, David DuBois, Edwin Hayes, Nancy Clark, Angela Neff (Woods Hole Clerk), Damon Nix (Falmouth Postmaster). Mail went to Germany, China and one went to Prince Albert of Monaco!



The well-inked postmark, designed by WHOI's Natalie Renier.

Membership Dues

Lloyd Ferrell (L-12,082)

USCS Treasurer

PO Box 7237, Aloha, OR 97007

uscstreasurer@aol.com



These are busy times for the treasurer. Some 650 notices were mailed out in early December, and as I write this about 300 have responded. Considering the short turnaround time, I think that's pretty good, and more are coming in every day. By the time this is printed, those who have not yet responded will shortly be getting a follow-up notice.

Like last year, we used philatelic postage for the notices we sent out. I was able to get the envelopes with postage already applied at a discounted price from a local stamp society. Works out well for both of us.

The membership year for USCS runs from April 1 to March 31 of the following year. However, because of printing deadlines, we'll need to have your payment no later than March 1 to insure you get the **Log** for April 2019. So, to continue your membership, **please** take care of the renewal invoice right away if you've not already done so. If you haven't gotten a renewal notice, it means you're already paid up, but if you're uncertain of your status, send **Steve Shay** a quick email and he'll be happy to check for you.

Two years we began offering Life Membership as an option, and that has been well received. There have been several more members this year who have chosen to become life members. There are some breakpoints for age, and if you reach that age before by 31 March 2019, you'll qualify for the lower amount. Details about Life Membership are in the notice, and I think you'll be surprised that the adjusted cost is really quite affordable now. It's worth your consideration.

Many of the renewals I received also included something extra as a donation, which is much appreciated. All donations made to USCS are tax deductible because of our 501(c)3 status, and I'd like to thank the following members for the donation they made: **James Willoughby, Bernard Bucholz, Gerald L. Myers, David Kent, James B. Francart, Allan Warren, John M. Brenner, Douglas R. Ebert, Lawrence L. Nolan, Kirk J. Thieroff, Timothy Donovan, Alan Bassett, John F. Atwood, David Kloha, Clifton C. Demartini, Paul A. Helman, Edward Pulse, Neilson Wood Jr., William Payden, Robert Quintero, Richard Silbert, William Lowe, Robert F. Schlegel, and Michael E. Brophy.**

Additionally, **Joseph DiMarco, Joseph Doles, David Willig, Mike Lundy, Frank W. Grimone, Keith B. Reccius, Clark L. Miller, Robert Mis, Harry Marshall, Theodore Koopman, James Flynn, Robert Haynes, Robert Shue, John J. Tarpey, Jr., William Focht, Walter Ernst Jr., Dennis J. Lutz, Howard Frisch, Wayne J. Hazlett, David Shields, Kurt Romig, Steve Shay, Steve Balch, Ernest Young, Joseph Steinberg, Patricia Perrella, Jan Zawadzki, Craig Dalton, Donald E. Neiman, Ryan McMinn, Charles W. Corbin, William Stoddard, Scott Logan, Ike Vlieland, Ted Pinas, and David Scanlon.**

Thanks everyone.

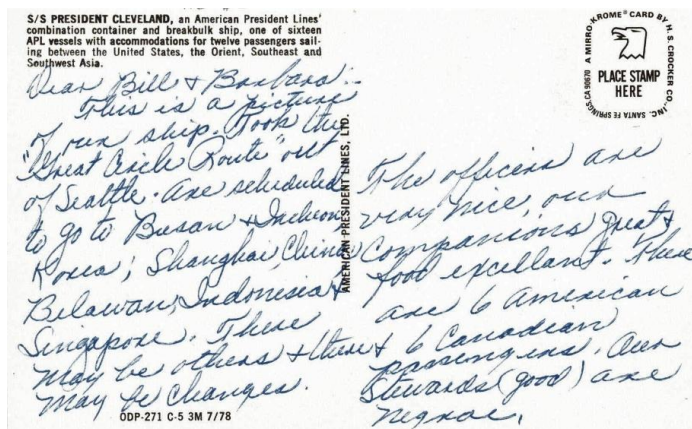
Close but No Cigar The Joys and Frustrations of Collecting

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

I collect postcards with pictures of ships or maritime scenes on them and there is no greater joy than finding such a postcard with a message written on it while the writer was on board ship, particularly if there is a cancellation showing the postcard had been mailed onboard the ship. However, I am often doomed to just purchasing a postcard with a ship picture on it minus a handwritten note on the other side. What is frustrating to me about collecting maritime scene postcards is for the purchased postcard to have a message written on it, while writer was on board a ship, but with no cancellation to show that it was mailed on board the ship. But what is even more frustrating is when the name of the ship is nowhere to be found on the postcard. The three postcards below are such examples, for all three lack any markings to show they were mailed on board a ship and one contains no mention of the ship's name.



Front of SS PRESIDENT CLEVELAND Postcard. Note containers on the deck.

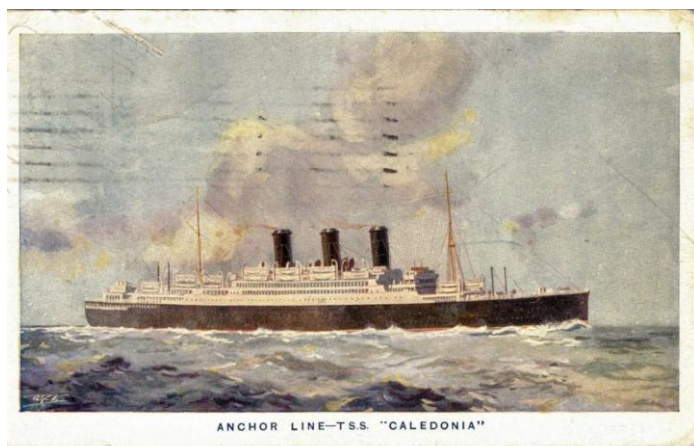


The back of the PRESIDENT CLEVELAND postcard

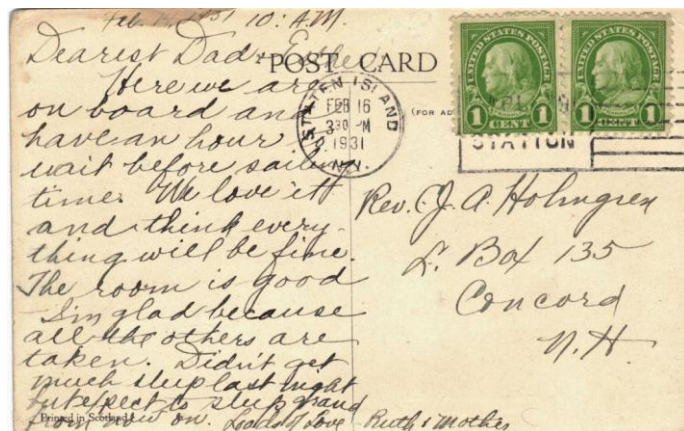
American President Line SS PRESIDENT CLEVELAND has sailed the oceans, under this name, since 1984. While we know from the written message on the postcard that it was written onboard PRESIDENT

CLEVELAND, we unfortunately do not know the date it was written or by whom. The message reads as follows: "Dear Bill & Barbara; This is a picture of our ship. Took the Great Circle Route" out of Seattle. Are scheduled to go to Busan and Inchon Korea; Shanghai, China; Belawau, Indonesia; Singapore. There may be others & these may be changed. The officers are very nice, our companions great. There are 6 Americans and 6 Canadians passengers. Our Stewards (good) are negroes."

Since the postcard has writing in both the message and address portion of the postcard the postcard was most probably mailed to Bill and Barbara in an envelope that became detached from the postcard.



The front of the TSS CALEDONIA postcard



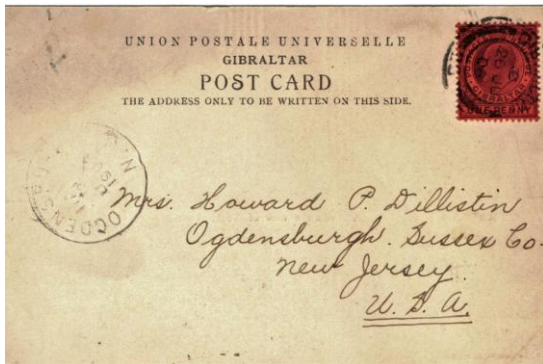
The reverse of the TSS CALEDONIA postcard

Anchor Line TSS CALEDONIA was in service from 1925 to 1941. The postcard is addressed to Rev. J.A. Holmgren, Box 135, Concord N.H. The message reads: "Feb 15, 1931 10:AM. Dearest Dad & Esther. Here we are on board and have an hour wait before sailing time. We love it and think everything will be fine. The room is good. I am glad because all the others are taken. Didn't get much sleep last night but expect to sleep grand from now on. Loads of Love, Ruth & Mother." The cancellation reads "Staten Island, NY Feb 16 3:30 PM 1931." I am going to assume Esther is Ruth sister and she stayed behind to take care of Dad while Ruth and Mom travel to France to visit a World War I war grave.



The front of the Gibraltar harbour (British spelling) view postcard. This postcard was bought on board an unknown ship.

The back of the Gibraltar harbor view postcard that was purchased on board an unknown ship.



Unfortunately, with this nautical postcard we do not know the name of the ship it was purchased on. We do know that it was written on board the ship from the note on front of the card that reads; 'Dear Mother, I bought this postal at the purser office – we will mail it at Gibraltar. All well and having a fine time. I wish we would have better weather but cheer up there's a rainbow. Loving Helen 6-06' The postcard is addressed to "Mrs. Howard P. Dillistin, Ogdensburg, Sussex Co. New Jersey USA." While the postcard has been given a receiving date strike at the Ogdensburg Post office the date and time are unreadable. The Gibraltar post stamp cancellation strike reads "26 JU 06." Ogdensburg is now spelled Ogdensburg.

The Joy of Collecting: NAVY 128, Pearl Harbor

Gregory A. Finnegan (9677)
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g.finnegan@comcast.net



The shift in World War II to "Z" cancels, mostly Locy Type 2, was intended to improve security by removing ship names from postmarks. While many Naval facilities continued to use cancels with the base name given, those were usually branches of local post offices, not the New York City branch post offices on ships. In addition, many T-2Z cancels exist from shore stations, especially those not in CONUS (Continental US.)

There are many pre-war covers postmarked at the Submarine Base at Pearl Harbor (as indeed there are also for

the Navy Yard and the Naval Air Station,) though all I have seem to be branches of Honolulu's PO. And named cancels persisted at least into the initial months of the war: The 9 JAN 1942 cover self-censored by Capt. Howard Bode, after his command of OKLAHOMA and before his ill-fated command of CHICAGO at Savo Island, illustrated in my article in the *Log* of Feb. 2004, p. 25, is postmarked by the Navy Yard Pearl Harbor branch of the Honolulu PO. Type 2# cancels, with 5- or 6-digit "branch numbers," came into use in Spring 1945. They're plentiful from the immediate post-war months, before ships received T-2n or T-2(n) devices.

The two illustrations here are both official mail No. 10 covers, both addressed to the Commandant, First Naval District, Boston, (COM1.) One, from the Sub Base at Pearl Harbor, bears a T-2z from 13 Jan. 1944. The other, from Commander Submarine Force, Pacific Fleet, from 23 SEP 1943, bears a T-F cancel of a sort I've not seen: Sub. Base-Navy / 128. The thickness of the border ring, as well as the thin-ness of the killer bars, makes me think the device was locally made. It's the only 1, 2, or 3-digit "Navy Number" postmark I've seen.

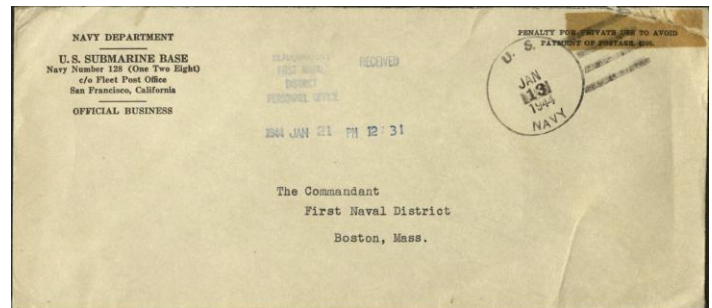


Figure 1: Submarine Base, 13 JAN 1944

While hardly likely to have been actually from COMSUBPAC himself, one can imagine it's actually from the legendary VADM. Charles A. Lockwood, incumbent when the cover was sent. I'm writing this not to convey information (having little!) but to wonder if others have seen this T-F, or others like it.

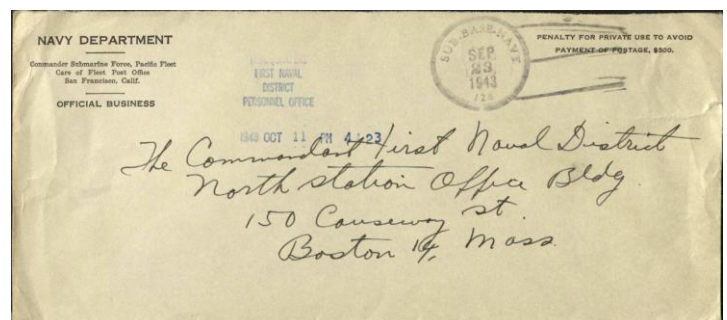


Figure 2: COMSUBPAC, 23 SEP 1944

The Story Behind the Cover...

**Ghosts of the ill-fated USS DORADO (SS 248)
LCDR Earle C. Schneider and QM3/c Frank McGrath**

Lloyd Ferrell (L-12082)

PO Box 2086

Beaverton, Oregon 97075

uscstreasurer@aol.com

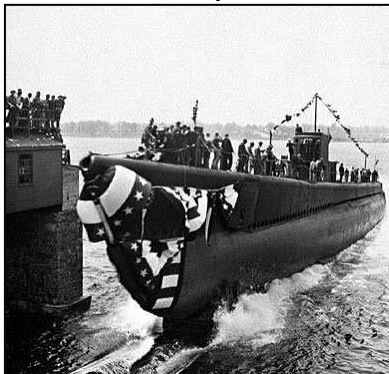


Every cover has a story. That's been the main theme of this column over the past couple of years—showing how a seemingly ordinary cover can become more interesting after doing a little research. Part of the appeal of doing this is that, every once in a while, you discover something completely unexpected. In this case, lightning struck twice with two pre-war covers from men later assigned to the submarine DORADO. Both were killed when the boat was lost in 1943.

USS DORADO (SS 248)

Over the years, much has been written about the disappearance of DORADO. The sub was in commission for less than two months before she was sunk in the Caribbean on 12 October 1943, en route for the Panama Canal. All hands were lost. There are no clear answers as to what happened, but generally it's thought that she was either accidentally bombed by friendly fire, attacked by a German submarine, or hit an enemy mine. The research about it, published in earlier *USCS Log* articles, is quite fascinating, but will not be dealt with here.

DORADO was built at Groton, Connecticut, and commissioned at New London on 28 August 1943 with LCDR Earle ("Penrod") Caffrey Schneider in command. He had previously been executive officer in TRIGGER for three war patrols, and for his actions was awarded the Silver Star. With that, the navy tagged him for his own command, and in March 1943 he was assigned to the pre-commissioning detail of DORADO. A crew was assembled at the sub base at New London, which included QM3/c Frank McGrath, the sailor connected to one of the covers I found. Considering he was a quartermaster, McGrath probably worked closely with LCDR Schneider while the boat was underway.



The launching of USS DORADO at Groton, CT, 23 May 1943. Both QM3/c Frank McGrath and LCDR Earle C. Schneider would have been there as part of the pre-commissioning crew.

Once in commission, DORADO underwent sea trials and shakedown, and is seen in war diary entries operating out of New London, as well as Newport, Rhode Island. During

this time, by special arrangement with the navy, well-known artists Thomas Hart Benton and Georges Schreiber were allowed access to work on a series of paintings about life on board a submarine. They stayed on board for several days while the crew made practice dives and other training in preparation for war. Benton and Schreiber even became friends with some of the crew, whose images appear in the paintings. They left about a week before DORADO was scheduled to depart for duty in the Pacific. On 6 October 1943, the boat got underway from New London, heading south toward the Panama Canal. She traveled without escort and, on 12 October, roughly 100 miles from before reaching Panama, was sunk with the loss of her crew.

LCDR Earle C. Schneider (center) with artists Thomas Hart Benton (left) and Georges Schreiber, about Sept. 1943. The two artists were on board several days, working on a series of paintings about on life on board a submarine.
— Smithsonian



LCDR Earle Caffrey Schneider

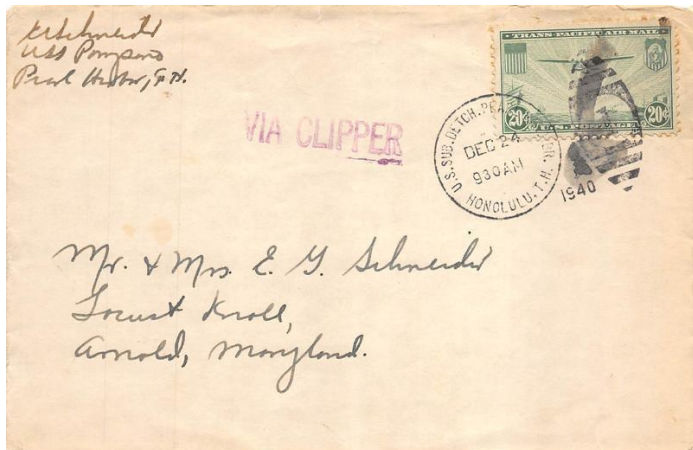
Best remembered as the commanding officer of DORADO, Earle C. ("Penrod") Schneider came from modest origins. He was born in Beaufort, North Carolina in 1910, the only child of Earl G.V. and Mary Mary (Caffrey) Schneider. Interestingly, his father went into the navy in 1916 and served four years as a radioman, and then stayed in the reserves. This probably had an influence on Earle later on when he chose a career in the navy.

After high school, Earle went to the U.S. Naval Academy in Annapolis, graduating with the class of 1933. He was described as having a carefree nature, one who smiled easily, and was well-liked by classmates. After graduation, Earle was assigned to the battleship PENNSYLVANIA (BB 38) for a year, and then transferred to the carrier RANGER (CV 4) just before she was commissioned in June 1934. He remained with the ship for three years, and then chose to go into the submarine service. With that, he was sent to the Sub Base at New London for training, and in December 1937 was assigned to the submarine POMPAÑO (SS 181) at Mare Island. In between these changes, that same year Earle was married to Stella ("Sammy") Heath. Following his transfer, they moved to the west coast and they made their home in Vallejo, California.



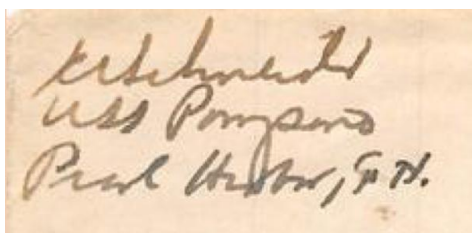
Earl C. Schneider, c1943 – since his days at the Naval Academy, he was known by the nickname "Penrod"

When Earle Schneider first reported to POMPANO, the boat had only been in commission for six months. Most references refer to him as the Executive Officer on POMPANO, and he was, but I found that he was with the sub three years before that happened. Shortly after he wrote this letter to his parents in December 1940, he was promoted to lieutenant. Two months later, he took over as the new XO.



Postmarked 24 Dec. 1940, Sub Base Detachment, Pearl Harbor Br., Honolulu, mailed by LTJG Earle C. Schneider, USS POMPANO, to his parents in Arnold, Maryland.

Close-up: E.R. Schneider, USS POMPANO, Pearl Harbor, T.H.



Earle C. Schneider – he was promoted to LT about a month after this letter was mailed.



During the years that he was aboard POMPANO, she mostly operated out of Mare Island. Just before the boat was moved to Pearl Harbor, in November 1941 he transferred to the pre-commissioning crew of TRIGGER (SS 237). He was the XO when TRIGGER was commissioned at Mare Island in January 1942. The new sub was quickly moved into the Pacific and into the war. Earle was with TRIGGER during the Battle of Midway, and then completed three war patrols, seeing duty in Alaska and off the coast of Japan. In April 1943, he was awarded the Silver Star by Adm. Nimitz for his "excellent judgment and cool courage under fire" as assistant approach officer. The newspapers simply said it was for "gallantry and intrepidity in action." At the time of the award, Schneider had already transferred from TRIGGER, named as the prospective commanding officer for the submarine DORADO, his first command.

At the time of his death, Earle Schneider was only 31 years old. Besides his wife, Stella, he was survived by his five-year-old son, Earl V. Schneider. They remained in California and, at some point, relocated from Vallejo to Los Angeles. In 1952, shortly before her 37th birthday, Stella passed away. Her son was only 14 at the time, and it's not known who he lived with after that. It appears that he attended Van Nuys High School and then went to the University of California, Berkeley. Earle V. Schneider later lived at Las Cruces, New Mexico, and was only 57 when he passed away in 1995.

QM3/c Frank McGrath

The pathways of QM3/c Frank McGrath and LCDR Earle Schneider leading to this tragic event could not have been more different. Francis ("Frank") Maurice McGrath was from Marquette in upper Michigan, born 1918, the son of a railroad machinist. He was the first, and as it turned out, the only child born to Maurice and Evelyn (Pepin) McGrath. Sadly, when Frank was two his mother, who was expecting another child, died of pneumonia. Not long after that, his father was remarried to Gertrude Schwemin, a widow with a young daughter. She was the only mother that Frank ever really knew.

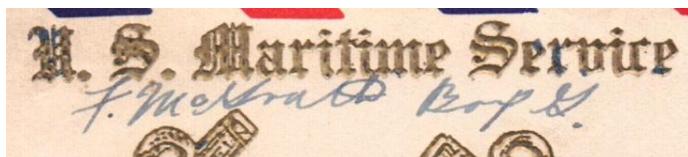
Francis M. McGrath, in his dress blues. c1943.



Frank finished high school, and in 1940 he is shown in records working as a sailor for an iron company. This probably means he was a crewmember on one of the large ore freighters working on the Great Lakes. Based on the March 1941 cover, mailed from Staten Island to his parents back home, it appears Frank went for training at the Merchant Marine facility on Hoffman Island. Upon completion, he then went back to work in Michigan. The training probably set him up for a higher level of pay and responsibility working on the freighters.



Postmarked Staten Island, New York, 24 March 1941, mailed by Frank McGrath to his parents in Marquette, Michigan. It appears Frank attended Merchant Marine training at Hoffman Island, and then returned to Michigan to work before joining the navy in September 1942. (Crosby cachet)



Close-up, showing his signature in the return address: "F. McGrath, Box G". The cachet itself apparently provides the location.

When the Japanese attacked Pearl Harbor in December 1941, Frank McGrath was 23 years old and single. As a mariner, he may or may not have been subject to the draft, but in September 1942 he went to Milwaukee, Wisconsin where he enlisted in the U.S. Navy. Frank was sent for training to Newport, Rhode Island, and in February 1943 transferred to the Sub Base at New London for submarine school. He was rated QM3/c even then, which was unusual for someone who had been in the navy such a short time; it could be that his prior civilian experience was taken into consideration. In June 1943, already slated for eventual duty on DORADO, Frank and the entire pre-commissioning detail went to Key West for training on the older sub R-11. He returned in mid-July, and on 28 August was transferred to DORADO upon commissioning. Some six weeks later, Frank and his shipmates were dead. Although his body was never recovered, in 1959 a marker for "Francis M. McGrath" was placed at the cemetery in his hometown of Marquette.

Final Comments

Researching the history behind each of these two covers eventually led to the tragedy of the submarine DORADO. They represent not only to the loss of the submarine, but the loss of two young men. Frank McGrath and Earle Schneider were only 25 and 31 years old when they died—both good men, with hopes and plans for the future. It's been my honor to tell their story.



Example of a philatelic cover for USS DORADO. This one is postmarked 28 Aug 1943, Groton, Conn., for the commissioning of the sub. (Czubay cachet). Similar covers exist for keel laying and launching events and most are not difficult to find.

Main Sources

Muster Rolls: Sub Base New London (various 1943); USS R-11 (June-July 1943); USS POMPANO (1939-1942); USS TRIGGER (1942-1943) USS DORADO (1943)
War Diary, NOB Newport (various); Fleet Air Wing Three, Oct. 1943; COMPANSEAFRON, Oct. 1943

Navy Directories: (various) Jan. 1933 – Mar. 1942.

Various resources at Ancestry.com, Newspapers.com, and Fold3.com

NavSource; Wikipedia; oneternalpatrol.com, DANFS Smithsonian Website (Archive of American Art). Photo of Earle Schneider with artists Thomas Hart Benton and Georges Schreiber

Madden, Robert B. (editor) *Double Three Roundup, Class of 1933, United States Naval Academy* (Offset Service Co., Philadelphia, 1953), pp 399-400

Magneson, Norman J. and Rock, Rupert S., "The Truth about DORADO's Loss," *USCS LOG*, June 1997, pp 13-15; also (same authors), "The DORADO Mystery—A 1998 Opinion," *USCS LOG*, October 1998, pp 13-16;

Campbell, Douglas E., "Loss of USS DORADO (SS-248), A Different Opinion," *USCS LOG* April 1999, pp 21-23

Pollock, John, "USS DORADO (SS-248)," *USCS LOG*, April 2013, pp 12-13

Newspaper Articles – Main Ones

"New U.S. Submarine Dorado, Built This Year, Lost In Action," (AP) *Chicago Tribune*, 25 Oct 1943, p1

"Navy Announces Loss of Sub with Marylander Commander," *Baltimore Sun*, 25 Oct 1943, p3

"Loss in Action of 13th Sub Announced by U.S. Navy," *Morning News* (Wilmington, DE), 25 Oct 1943, p1

"Collection of Paintings of U.S. Submarine Forces Will Be on Exhibit," *Morning Call*, 14 Nov 1944, p4

"Lincoln Soldier's Works On Display," *Nebraska State Journal*, 21 Jan 1945, p23

"Navy Veteran Sees Son Become Skipper of Sub," *News Journal* (Wilmington, DE), 16 June 1943, p9

American Society of Polar Philatelists



If you collect stamps and postal history of the Arctic, Antarctic, research stations, Operation Deep Freeze, polar flights, polar explorers, penguins, TAAF, BAT and similar areas, join the ASPP and receive our quarterly journal. For sample copy email alanwar@att.net or write to ASPP, Box 39, Exton PA 19341-0039. And we invite you to visit us at www.polarphilatelists.org.

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[dubine@comcast.net]

List of Military Sealift Command Ships With Unit and Box Numbers FPO Mailing Addresses

The following is an alphabetical list of Military Sealift Command ships with their mailing addresses. Ships that are named for individuals are listed by the first name of the individual or their rank if it is part of the ship's name. MSC ships often move from active to stand-by status during the year. These ships are on the 1 November 2019 Standard Naval Distribution List (SNDL).

* FPO upon delivery

-1ST/2ND LT-
USNS 1ST LT BALDOMERO LOPEZ (T-AK 3010) UNIT 100466 BOX 1 FPO AP 96671
USNS 1ST LT HARRY W MARTIN (T-AK 3015) UNIT 100472 BOX 1 FPO AE 09578
USNS 1ST LT JACK LUMMUS (T-AK 3011) UNIT 100467 BOX 1 FPO AP 96671
USNS 2ND LT JOHN P. BOBO (T-AK 3008) UNIT 100426 BOX 1 FPO AP 96661

-A-
USNS ABLE (T-AGOS 20) UNIT 100419 BOX 1 FPO AP 96660
USNS ALAN SHEPARD (T-AKE 3) UNIT 100494 BOX 1 FPO AP 96678
USNS AMELIA EARHART (T-AKE 6) UNIT 100453 BOX 1 FPO AP 96664
USNS APACHE (T-ATF 172) UNIT 100393 BOX 1 FPO AE 09564
USNS ARCTIC (T-AOE 8) UNIT 100354 BOX 1 FPO AE 09564

-B-
USNS BENAVIDEZ (T-AKR) 306 UNIT 100355 BOX 1 FPO AE 09565
USNS BIG HORN (T-AO 198) UNIT 100356 BOX 1 FPO AE 09565
USNS BOB HOPE (T-AKR 300) UNIT 100374 BOX 1 FPO AE 09573
USNS BOWDITCH (T-AGS 62) UNIT 100421 BOX 1 FPO AP 96661
USNS BRITAIN (T-AKR 5) UNIT 100423 BOX 1 FPO AP 96661
USNS BRUCE C HEEZEN (T-AGS 64) UNIT 100459 BOX 1 FPO AP 96667
USNS BRUNSWICK (T-EPF 6) UNIT 100106 BOX 1 FPO AE 09591

-C-
USNS CARL BRASHEAR (T-101-A) UNIT 100204 BOX 1 FPO AP 96661
USNS CARSON CITY (T-EPF 7) UNIT 100352 BOX 1 FPO AE 09583
USNS CATAWBA (T-ATF 168) UNIT 100521 BOX 1 FPO AP 96662
USNS CESAR CHEVAZ (T-AKE 14) UNIT 100428 BOX 1 FPO AP 96662
USNS CHARLES DREW (T-AKE 10) UNIT 100448 BOX 1 FPO AP 96663
USNS CHARLTON (T-AKR 314) UNIT 100431 BOX 1 FPO AP 96662
USNS CHOCTAW COUNTY (T-EPF 2) UNIT 100360 BOX 1 FPO AE 09566
USNS COMFORT (T-AH 20) UNIT 100362 BOX 1 FPO AE 09566

-D-
USNS DAHL (T-AKR 312) UNIT 100447 BOX 1 FPO AP 96663

-E-
USNS EFFECTIVE (T-AGOS 21) UNIT 100450 BOX 1 FPO AP 96664

-F-
USNS FALL RIVER (T-EPF 4) UNIT 100140 BOX 1 FPO AE 09569
USNS FISHER (T-AKR 301) UNIT 100367 BOX 1 FPO AE 09569

-G-
USNS GILLILAND (T-AKR 298) UNIT 100370 BOX 1 FPO AE 09570
USNS GORDON (T-AKR 296) UNIT 100368 BOX 1 FPO AE 09570
USNS GRASP (T-ARS 51) UNIT 100372 BOX 1 FPO AE 09570
USNS GUADALUPE (T-AO 200) UNIT 100458 BOX 1 FPO AP 96666
USNS GUAM (HST 1) UNIT 100457 BOX 1 FPO AP 96666
USNS GYSGT F W STOCKHAM (T-AK 3017) UNIT 100398 BOX 1 FPO AP 96678

-H-
USNS HENRY J KAISER (T-AO 187) UNIT 100463 BOX 1 FPO AP 96670
USNS HENSON (T-AGS 63) UNIT 100376 BOX 1 FPO AE 09573
USNS HERSHELL W. WILLIAMS (ESB 4) UNIT
USNS HOWARD O. LORENZEN (T-AM 25) UNIT 100468 BOX 1 FPO AP 96671

-I-
USNS IMPECCABLE (T-AGOS 23) UNIT 100461 BOX 1 FPO AP 96668
USNS INVINCIBLE (T-AGM 24) UNIT 100460 BOX 1 FPO AP 96668

-J-
USNS JOHN ERICSSON (T-AO 194) UNIT 100451 BOX 1 FPO AP 96664

USNS JOHN GLENN (ESD 2) UNIT 100462 BOX 1 FPO AP 96669
USNS JOHN LENTHALL (T-AO 189) UNIT 100380 BOX 1 FPO AE 09577
USNS JOSHUA HUMPHREYS (T-AO 188) UNIT 100375 BOX 1 FPO AE 09573

-K-
USNS KANAWHA (T-AO 196) UNIT 10377 BOX 1 FPO AE 09576

-L-
USNS LARAMIE (T-AO 203) UNIT 100379 BOX 1 FPO AE 09577
USNS LCPL ROY M WHEAT (T-AK 3016) UNIT 100405 BOX 1 FPO AE 09591
USNS LEROY GRUMMAN (T-AO 195) UNIT 100371 BOX 1 FPO AE 09570
USNS LEWIS & CLARK (T-AKE 1) UNIT 100465 BOX 1 FPO AP 96671
USNS LOYAL (T-AGOS 22) UNIT 100464 BOX 1 FPO AP 96671

-M-
USNS MAJ STEPHEN W PLESS (T-AK 3007) UNIT 100480 BOX 1 FPO AE 09582
USNS MARY SEARS (T-AGS 65) UNIT 100345 BOX 1 FPO AP 96678
USNS MATTHEW PERRY (T-AKE 9) UNIT 100479 BOX 1 FPO AP 96675
USNS MAURY (T-AGS 66) UNIT 100340 BOX 1 FPO AE 09578
USNS MEDGAR EVERS (T-AKE 13) UNIT 100366 BOX 1 FPO AE 09568
USNS MENDONCA (T-AKR 303) UNIT 100473 BOX 1 FPO AP 96672
USNS MERCY (T-AH 19) UNIT 100128 BOX 1 FPO AP 96672
USNS MILLINOCKET (T-EPF 3) UNIT 100382 BOX 1 FPO AP 96672
USNS MONTFORD POINT (ESD 1) UNIT 100343 BOX 1 FPO AP 96672
USNS MV EDWARD A CARTER JR (T-AK 4544) UNIT 100445 BOX 1 FPO AP 96662

-P-
USNS PATHFINDER (T-AGS 60) UNIT 100391 BOX 1 FPO AE 09582
USNS PATUXENT (T-AO 201) UNIT 100390 BOX 1 FPO AE 09582
USNS PECOS (T-AO 197) UNIT 100478 BOX 1 FPO AP 96675
USNS PFC DEWAYNE T WILLIAMS (T-AK3009) UNIT 100507 BOX 1 FPO AP 96683
USNS PILILAAU (T-AKR 304) UNIT 100477 BOX 1 FPO AP 96675
USNS POMEROY (T-AKR 316) UNIT 100476 BOX 1 FPO AP 96675
USNS PRC EUGENE A OBREGON (T-AK 3006) UNIT 100388 BOX 1 FPO AE 09581

-R-
USNS RAPPAHANNOCK (T-AO 204) UNIT 100484 BOX 1 FPO AP 96677
USNS RED CLOUD (T-AKR 313) UNIT 100485 BOX 1 FPO AP 96677
USNS RICHARD E. BYRD (T-AKE 4) UNIT 100424 BOX 1 FPO AP 96661
USNS ROBERT E. PEARY (T-AKE 5) UNIT 100392 BOX 1 FPO AE 09582

-S-
USNS SACAGAWEA (T-AKE 2) UNIT 100497 BOX 1 FPO AP 96678
USNS SALVOR (T-ARS-52) UNIT 100496 BOX 1 FPO AP 96678
USNS SEAY (T-AKR 302) UNIT 100402 BOX 1 FPO AE 09587
USNS SGT MATEJ KOCAK (T-AK 3005) UNIT 100378 BOX 1 FPO AE 09576
USNS SGT WILLIAM R BUTTON (T-AK 3012) UNIT 100427 BOX 1 FPO AP 96661
USNS SHUGHART (T-AKR 295) UNIT 100395 BOX 1 FPO AE 09587
USNS SIOUX (T-ATF 171) UNIT 100491 BOX 1 FPO AP 96678
USNS SISLER (T-AKR 311) UNIT 100401 BOX 1 FPO AE 09587
USNS SODERMAN (T-AKR 317) UNIT 100396 BOX 1 FPO AE 09587
USNS SPEARHEAD (T-EPF 1) UNIT 100393 BOX 1 FPO AE 09587
USNS SUPPLY (T-AOE 6) UNIT 100397 BOX 1 FPO AE 09587

-T-
USNS TIPPECANOE (T-AO 199) UNIT 100498 BOX 1 FPO AP 96679
USNS TRENTON (T-EPF 5) UNIT 100358 BOX 1 FPO AE 09583

-V-
USNS VADM KR WHEELER (T-AG 5001) UNIT 100508 BOX 1 FPO AP 96683
USNS VICTORIOUS (T-AGOS 19) UNIT 100407 BOX 1 FPO AP 09595

-W-
USNS WALLY SCHIRRA (T-AKE 8) UNIT 100495 BOX 1 FPO AP 96678
USNS WALTER S DIEHL (T-AO 193) UNIT 100446 BOX 1 FPO AP 96663
USNS WASHINGTON CHAMBERS (T-101-A) UNIT 100425 BOX 1 FPO AP 96662
USNS WATERS (T-AGS 45) UNIT 100404 BOX 1 FPO AE 09591
USNS WATKINS (T-AKR 315) UNIT 100505 BOX 1 FPO AP 96683
USNS WATSON (T-AKR 310) UNIT 100504 BOX 1 FPO AE 96683
USNS WESTPAC EXPRESS (HSV 4676) UNIT 100506 BOX 1 FPO AP 96683
USNS WILLIAM MCLEAN (T-AKE 12) UNIT 100387 BOX 1 FPO AE 09578

-Y-
USNS YANO (T-AKR 297) UNIT 100406 BOX 1 FPO AE 09594
USNS YUKON (T-AO 202) UNIT 100509 BOX 1 FPO AP 96686
USNS YUMA (T-EPF 8) UNIT 100420 BOX 1 FPO AE 09594

-Z-
USNS ZEUS (T-ARC 7) UNIT 100407 BOX 1 FPO AE 09595

Sample Addressing Format: MASTER
USNS UNDERWAY (T-YR 2019)
(USE ALL CAPITALS) UNIT 100655 BOX 1
FPO AE 09591

NR-1: A Secret Navy Submarine

Edwin J. Hayes, Jr. (USCS 11128)
P. O. Box 1493, East Dennis, MA 02641
2indians@comcast.net

What is NR-1?

The first small, nuclear powered, manned, spy and research submarine in the world.

- 25 January 1969: Launched by Electric Boat Company in Groton, CT. Owned and operated by the Navy.
- So secret the Navy never listed NR-1 as commissioned in the submarine fleet.
- No surprise. Very little is published about NR-1. Some digging came up with this most interesting story.

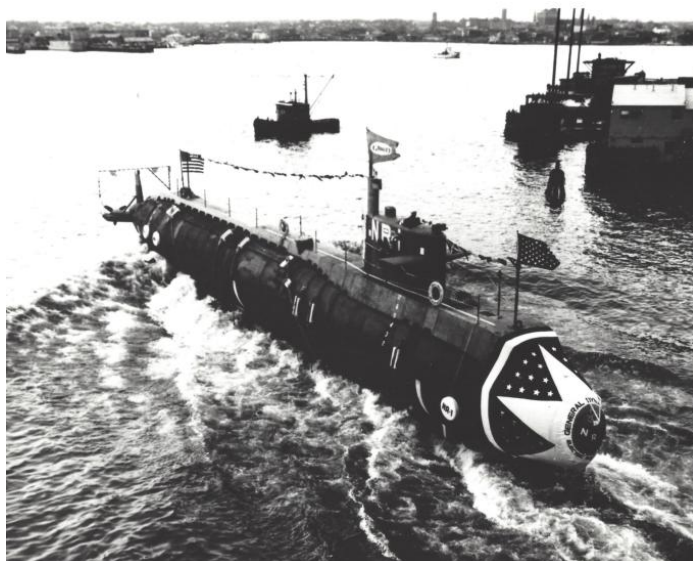
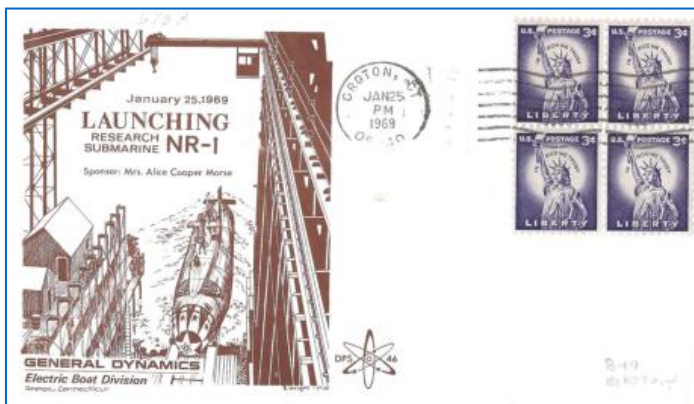


Photo of NR-1 Launch 25 January 1969



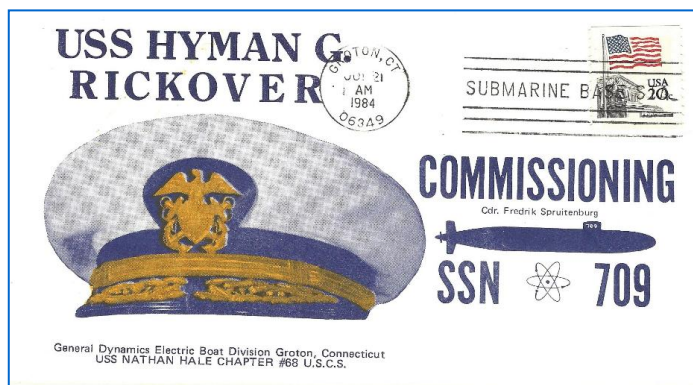
Launch Cover dated 25 January 1969 with DPS cachet 46

How Did NR-1 Happen?

It required an amazing individual crusade by Admiral Hyman Rickover, rightly named the Father of the Navy's fleet of nuclear-powered submarines. He was famous for his vitriolic attention to every detail. His frequent angry outbursts were called: Napalm Bursts.

Rickover directed the critical shift in Navy submarine propulsion from diesel/battery power to nuclear during the

Cold War. It crucially offset the Soviet's two-to-one sub advantage. It enabled Navy subs to stay submerged indefinitely. Diesel subs were limited to a maximum of less than one day submerged.



Rickover Cover 21 October 1984 for commissioning of sub named for the Father of the Nuclear Navy

The practical limit to NR-1 submergence was 30 to 40 days, caused by the limited crew food supply as NR-1 had no kitchen, just a second-hand microwave oven purloined from a Navy aircraft, to warm endless frozen TV dinners. As one crewman stated: "I've not had one since."

Early 1960s, Rickover vehemently opposed Navy acquisition of ALVIN (DSV-2), a unique, much smaller, manned, battery powered submarine that could initially dive to 6,000 feet. He repeatedly yelled: "Anything that goes deeper than 2,500 feet is a complete waste of time and money." Oops.

The *San Francisco Chronicle* newspaper ran an editorial cartoon at the time with the words: "We may be able to beat Russia any Wednesday before lunch but what can we do about Rickover."

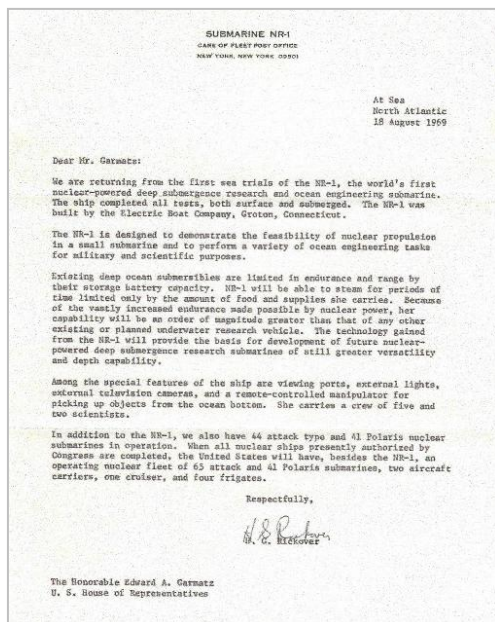
June 1964: ALVIN was launched and quickly proved highly successful. Early in 1966 it found and helped recover a lost hydrogen bomb from 3,000 feet deep in a steep Mediterranean canyon, caused by the collision at 30,000 feet of an Air Force B-52 bomber and a refueling tanker over Spain. Such a deep recovery had never been done before. Score one for ALVIN, which still operates 54 years later and will do its 5,000th dive in December 2018.

No surprise. After ALVIN's success, the combative Rickover quickly decided the Navy must have the smallest nuclear-powered submarine. Of course, with only a depth limit of 2,500 feet.

Rickover's first cost estimate for NR-1 was solely based on any unused Navy funds for \$20 million, with no technical cost analysis.

Next, in April 1965, Rickover persuaded President Lyndon Johnson to publicly declare the country needed NR-1. This was before Congress even knew about NR-1. Congress was not amused as it then was forced to authorize the funding. Score a big win for Rickover.

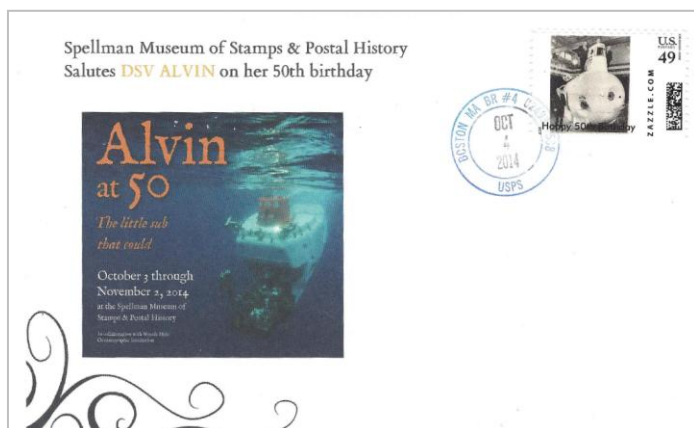
In 1969, four years later, NR-1 was finally launched. During construction NR-1's length grew from 96 feet long to 148 feet. Cost rose from \$20 million to \$135 million, or almost 7 times the original estimate. Rickover's plan for a fleet of NR subs was dead in the water.



**Admiral
Rickover Letter
to Rep. Edward
A. Garmatz
18 August 1969
First Sea Trial**

shadowing the USS KENNEDY Task Force saw the Tomcat loss with interest. The Navy needed to (a) find the Tomcat and retrieve it, (b) learn the malfunction cause – pilot error or equipment failure, plus (c) find and recover the Phoenix missile before the Soviet's did. Enter NR-1, 19 October 1976. A slight problem, the NR-1 had no idea of what the Phoenix missile looked like. To keep the Soviets at bay, all recovery work was done at night. The Soviets did not know about NR-1's arrival as it always remained submerged. NR-1:

- ✓ Found the Tomcat, upside down, and put a heavy cable around its landing gear. A hoist by a Navy support ship quickly failed and the plane sank.
- ✓ NR-1 again found the plane and attached a new cable. Near the surface amid 20-foot waves, another cable break and Tomcat lost again.
- ✓ 1 November 1976 at midnight was the Tomcat drop-dead finale. On NR-1's third and final try that day – success. The Phoenix missile was not near the Tomcat, as expected. Ugh.
- ✓ 30 November 1976. After a long search NR-1 found the Phoenix missile tangled in a vast array of heavy fish netting that moved due to strong and unexpected bottom currents. It was highly dangerous to pry the Phoenix loose using NR-1's short remote-controlled manipulator while avoiding getting NR-1 propellers fatally entangled in the fishing gear. Success again.
- ✓ Once aboard USS SUNBIRD (ASR 15), NR-1's mother ship, The Phoenix had many complex firing cables. Which were the firing cables to quickly cut? A Chief Petty Officer volunteered, grabbed wire cutters, and cut. His only comment: "Well sir, it did not go off."



ALVIN (DSV-2) 13 April 2014 for 50th Birthday

Quick comparison: ALVIN's fixed price contract was \$750,000. A bargain.

NR-1 Performance

Much NR-1 activity still remains highly classified but during its 39-year life several peeks have emerged. Three missions are noteworthy:

- **Military Mission:** September 1976, the Navy lost a new F-14 Tomcat, the hottest fighter in the sky, equipped with Phoenix, a brand new top secret air-to-air missile. Each missile cost \$500,000. The Tomcat, aboard aircraft carrier USS JOHN F. KENNEDY (CV 67) unexpectedly surged to full throttle while taxiing for take-off. It slid over the side sinking to 1890 feet depth in the Atlantic. Both crew ejected and were rescued. Nearby Soviet heavy cruisers and intelligence ships,



USS SUNBIRD (ASR 15) 1959 Photo

- **Next Military Mission:** 1976. On its way home, NR-1 has a near-death experience while, as usual, being towed 150 feet below the ocean surface by USS SUNBIRD.
- ✓ South of Iceland, NR-1's nuclear reactor unexpectedly malfunctioned and automatically shut down. All power was lost except for limited back-up battery power – maybe good for 2 to 3 days.

- ✓ A complex investigation finally found a failed circuit breaker on one of the many nuclear reactor control rods.
- ✓ All lights and non-critical electricity use were shut off, making life miserable for the crew. Contact with USS SUNBIRD was lost.
- ✓ Any nuclear restart by battery power had, by the rule book, to be made within one hour of shut down. It took much longer to find the problem. No spare circuit breaker was on board.
- ✓ By then half of all battery power was lost. Any problematic restart now would be a clear violation of strict written procedures – disobeying orders, in essence.
- ✓ Now there are two very likely fatal options:
 - Go by the book, don't try a restart, but lose NR-1 and its crew or
 - Try a forbidden, very low battery restart well beyond the 1-hour limit after shut down which will very likely fail. Even if successful, the new skipper will have disobeyed orders, will likely get cashiered, or at best be assigned to a garbage scow at Norfolk.

✓What to do?

- NR-1's Engineering Officer Riegel located the faulty silver circuit breaker, burned off the fault area, then hand filed it down and put it back.
- He asked the Skipper: Well, how ballsy do you feel about a restart? Lt. Commander McCown ordered restart the reactor. It worked. Whew!
- By then Navy Headquarters had already announced: We have lost NR-1 and crew. Not quite. It took 3 more days for weather to ease and enable NR-1 to surface. USS SUNBIRD heard the distress call and arrived to pick up the tow.

✓What next?

- This was still the cruise from hell. USS SUNBIRD's heavy tow link to NR-1 first had to be located in heavy seas, then attached. Frank Smith, a qualified Navy diver, volunteered, jumped in the rolling waters, found the tow line, then miraculously attached it to NR-1's cow catcher. Amazing. Later, Smith said he thought it was an impossible task but did it anyway.

Then?

NR-1 arrived safely at Groton, CT. Despite Skipper McCown's dread of being cashiered for disobeying orders, there was a rapturous welcome home on 15 December 1976 at the dock.

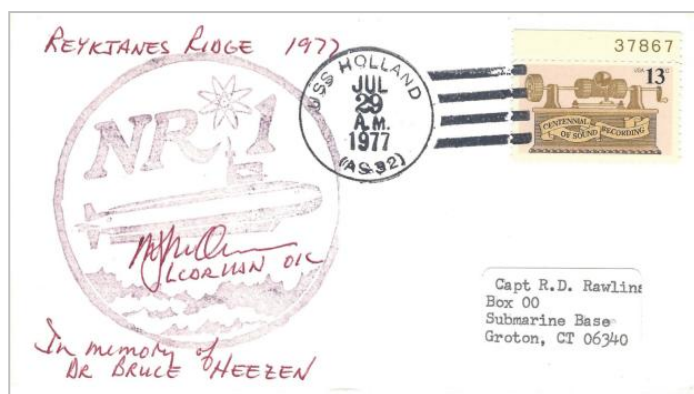
At Admiral Rickover's order, every crew member on NR-1 got a Navy award. Skipper McCown got the Navy Medal. No garbage scow for him.

Scientific Mission: The Navy quickly learned that NR-1 scientific missions gave two big plusses: new funding and cover stories for secret military missions. An example: the first two scientists on board NR-1 were **Dr. Bruce Heezen** of

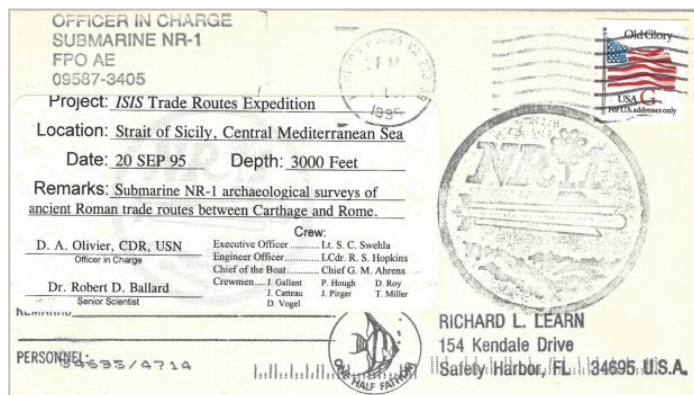
Lamont Doherty Geophysical Lab at Columbia University and **Dr. Charles Hollister** of Woods Hole Oceanographic Institution (WHOI) on Cape Cod. As colleagues they previously co-authored the landmark book known as The Bible, "*The Science of the Deep*". In this first mission many unique core samples were captured using NR-1's manipulator arm.

NR-1 Skipper Toby Wason was puzzled by the continuous grump by the two men and asked what more he could do to help. Their response: "We have authored this damn book...and we were wrong!"

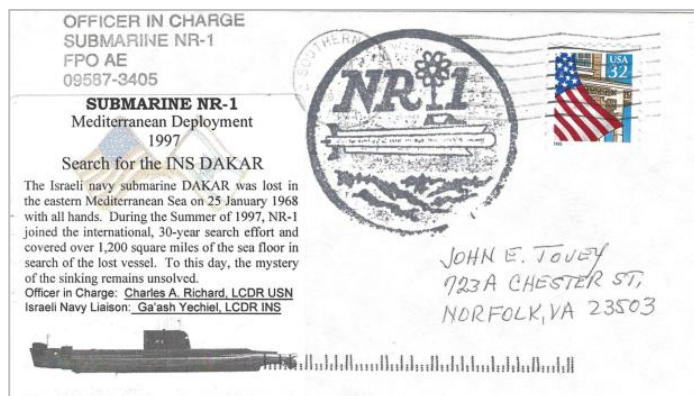
A sad note: Bruce Heezen died of a heart attack on a later NR-1 dive. He is the only NR-1 fatality ever.



NR-1 Cover 29 JUL 1977 Memorial to Dr. Bruce Heezen, addressed to Captain Bob Rawlins



NR-1 Cover 20 September 1995 ISIS Trade Routes Expedition, led by Dr. Bob Ballard



NR-1 Cover 1997 Search for lost Israeli Submarine INS DAKAR



NR-1 Cover 24 July 1996 TWA 800 Recovery Dive #2

Finale

21 November 2008 NR-1 was declared Out of Service after 39 years of diving.

13 November 2013 she went to the Navy's Submarine Graveyard at Puget Sound, Washington to be scrapped. Some NR-1 parts were saved. In 2016 many were sent to the Submarine Force Library and Museum at Groton CT for public exhibition.

8 May 2018 NR-1's control panel was put on display at the US Naval Undersea Museum at Keyport, Washington.



NR-1 Cover 11 February 1993



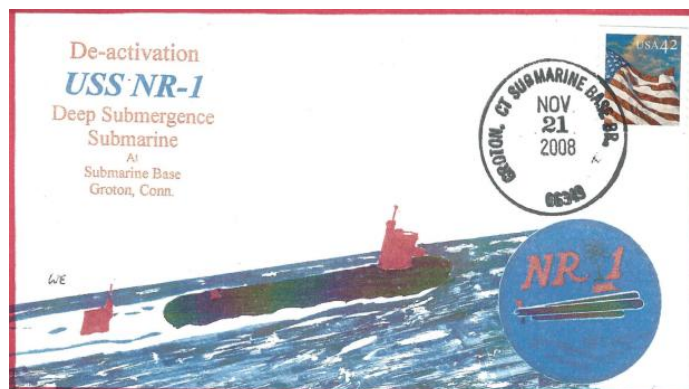
NR-1 Photo 2007 At Dock, Groton, CT

NR-1 Philatelics

NR-1 covers exist but require hunting. It is a wonderful, focused, not too expensive hobby. More NR-1

accomplishments might be unearthed.

If anyone wants to part with NR-1 covers, I would be interested.



NR-1 Cover 21 November 2008 Deactivation
Cachet by William J Everett

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A Ballad for 'San Diego' The Beginning and End of USS SAN DIEGO (ACR 6)

*Jake Wilhelm (12,411)
PO Box 481, Coquille, OR 97423*

Over a thousand men sang when the United States Navy suffered its only major ship loss of World War One.

On a calm and clear 1918 morning, a mere fifty miles off New York's Long Island, USS SAN DIEGO (ACR 6) was lost in an explosion that remains unsolved a century later. The only mercy is the fact that all but six of her 1162 men found safety.

That safety was found in lifeboats and bits of floating wreckage. As the proud old battlewagon slipped beneath the waves, the floating men of SAN DIEGO sang *The Star Spangled Banner* and *My Country 'Tis of Thee*.

USS SAN DIEGO's story began in 1902. The PENNSYLVANIA-class armored cruiser's keel was laid 7 May 1902 at Union Iron Works, San Francisco. She was launched 28 April 1904 but remained uncommissioned until 1 August 1907.

When she entered the Navy service at last, she was known as CALIFORNIA. A nice, sturdy, state name for what had once been intended as the future of naval warfare. The PENNSYLVANIA armored cruiser class was meant to be on par with the battleship, as in a smaller ship duking it out on the battle line with her bigger sisters. The PENNSYS were a 13,700-ton unit that traded firepower for speed, and that formula was meant to out-manuever the enemy at every step of the fighting game. However, even as the PENNSYS were rolling off the rails, naval warfare tactics had reverted back to 'bigger guns are better.' That ideology, along with the advent of steam turbine engines that gave the same amount of speed for less expense, meant the PENNSYS were obsolete before they even got a chance to show their might. Thusly, the cruisers were relegated to auxiliary back up to the battleship.

SAN DIEGO remained a formidable foe. Coming in at 503-feet with a 69-foot 7-inch breadth, she featured two vertical triple-expansion engines (fueled by 16 coal boilers) putting out 29,381 horsepower at the shaft. She featured six inches of armor at the belt, tapering to 3 ½ inches at the edges – but this would not be enough to save her a handful of years and one war later. She was studded with weaponry; 18 3-inch/50 caliber rapid fire guns, 12 three-pounder semi-automatics, 2 one-pounders, 2 3-inch field guns and 6 .30 cal automatics, plus she carried two 18-inch submerged torpedo tubes.

As CALIFORNIA, she was ready for duty. That duty would be seen on Asian waters as part of the Asiatic Fleet. There's a reason for the Pacific Ocean detail. Even in the

'00s, America knew war was coming soon. While they expected the war to come roaring out of Europe, Japan was growing into a potential enemy. Hedging their bets, the Navy posted battleships on the Atlantic and stationed their cruisers in Pacific to keep an eye on Japan's ever growing navy.

Revolutionary disturbances in Latin and South America brought CALIFORNIA home to the Americas. In 1912, she landed troops in Nicaragua. In 1913, CALIFORNIA, along with SOUTH DAKOTA and COLORADO, stood off Mexico in response to civil disturbances there. CALIFORNIA would never stop keeping a close eye on Mexican activities as Pancho Villa and other rebel forces swept the country.

No matter what name she flew under... To add insult to injury, the PENNSYS that were designed to work hand in glove with battleships had their names stripped away to fulfill a new policy that only battleships could be called by state names. CALIFORNIA's name went to the new CALIFORNIA (BB 44) in 1914, and the real CALIFORNIA was renamed SAN DIEGO after her home port.



USS SAN DIEGO was first known as USS CALIFORNIA. The PENNSYLVANIA-class armored cruiser was meant to fight alongside battleships, but was relegated to auxiliary support status not long before losing her name to a new battleship. Months before the name change, a Locy 3 (A) with MAZATLAN/MEXICO in the killer bars was sent across a Washington 1-cent (Scott Type A140) booklet stamp so a crewmember could tell his mother the ship was clear for action. Image Naval Cover Museum

A portent of tragedy to come struck the newly renamed ship. On 21 January 1915, SAN DIEGO was holding a four hour full-speed run off the Mexican coast when the boilers in Engine Room Two exploded. Five men died in the accident, but quick thinking and bravery by crewmen saved many lives. Ensign Robert Webster Cary, Jr. was leaving Engine Room Two when the explosion occurred. Wedging his body into the door opening, he kept the fire-proof hatch between the rooms from automatically closing and was able to bring three men to safety, holding that door open even as he was being burned by torn steam pipes. Fireman Telesforo Trinidad saved another man, carrying him through Engine Room Three, getting to Room Four before Three also exploded. Both men received Medals of Honor.

SAN DIEGO limped to Mare Island, California and underwent repairs. She came back on line quicker than expected, rushed out of the repair yard to help rescue sailors from the sinking Japanese cruiser ASAMA.



SAN DIEGO in fighting trim in the early days of WW I, cruising the Mare Island, California channel.
Image USN

War came to America in 1917, and SAN DIEGO was yanked straight into the fray. The men of the California Naval Militia were mustered on her decks 6 April 1917. Then, SAN DIEGO was shifted over to the Atlantic. It turns out naval sages had been right about war coming out of Europe, but much more war machinery was needed than anticipated. SAN DIEGO and her fellow cruisers were assigned to protect ship convoys hauling much needed war material overseas. Stationed out of Tompkinsville, New York and Halifax, Nova Scotia, she played shepherd along the dangerous North Atlantic Route, an area thick with German U-boat wolf packs. She successfully escorted her charges, including some of the first ships carrying American troops.

The trips were said to be quite uneventful.

Something else would cause SAN DIEGO to fire her guns in anger.

On 19 July 1918, SAN DIEGO was steaming south from Dartmouth, New Hampshire to meet up with a convoy leaving New York. Her six-inch guns had been removed in New Hampshire, taken away to be placed on freighters needing self-defense firepower. The 19th was a calm morning—blue skies, nice weather, a welcome change from the storms and chaos of the North Atlantic. Some of the men were in their civvies - bow ties, hankies and all - and more than ready for the liberty promised them when the ship docked in New York.

SAN DIEGO spent her final hour about fifty miles off New York's Long Island and not very far from Fire Island, a recreational spot doing great business that day in the summer heat. Since she was transiting through a much favored hunting spot for U-boats, SAN DIEGO was going at a good clip and following a textbook zig-zag pattern. Around 1000 hours, an unknown object was spotted in the water. Taking the strange shape for a German submarine, Captain Harley Christy ordered gun crews to fire. The object, never clearly identified, soon slipped from sight. If they had been firing at a U-boat, this was the first time SAN DIEGO's guns were fired in anger.

A bit over an hour later, at 1105, a massive explosion ripped through the port side aft, blowing out a large section under her waterline. SAN DIEGO lurched to an instant 9-degree list to port. She was already taking on water.

Something had happened. Something bad. Engine Room One was not unscathed this time, not in the ship's final tragedy. An explosion of some sort just aft of the room had taken out the engine room, killing two men instantly and drowning a third man working on the port propeller shaft. As water rushed into engine rooms, men were evacuated – but not all left their jobs. Thanks to quick work from LTJG C. J. Collins and LTJG J. P. Millon, damage control was able to keep the ship afloat for just a little bit longer and get men out safely.

Captain Christy instantly ordered evasive maneuvers, but the port engine was already out of action and the starboard unit didn't have much life left in her. As the ship took on water, Christy ordered two things. He ordered SAN DIEGO's remaining engine ramped up to full speed and he set course for nearby Fire Island, hoping to drive the ship on the beach, hoping with all his heart that the vacationers got to see something really neat for free, because that would mean his ship had been saved.

He also ordered submarine defense quarters, sending men to the guns to fire at anything resembling a submarine. Even as the ship settled further in the water, her faithful gunners fired away at the ocean, remaining at their stations until the port side guns vanished into water and the starboard guns were shooting the sky.

By now, things were bleak. A second explosion took out another boiler, and was quickly followed by another bang as an ammunition magazine blew skywards. Fire Island tourists would have to get their kicks some other way, because within minutes, the starboard engine failed and the ship was helplessly adrift.

Even worse, the dying engine took the ship's electrical system with it before an SOS could be sent over the wireless. At the ten minute mark, SAN DIEGO was officially sinking.

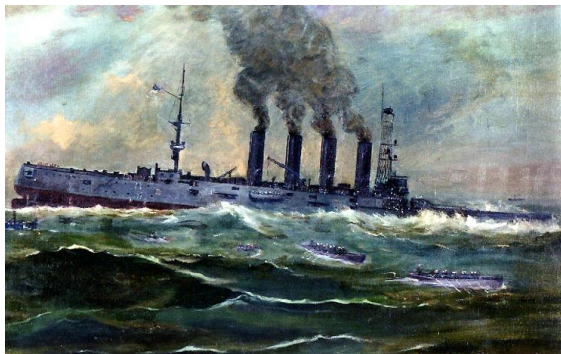
With the radio out, Christy put his communications officer on a small boat with a small crew and ordered them to paddle full speed ahead to Fire Island for help. They wouldn't make landfall for two hours, and it would take another hour for rescue in the form of three freighters to save SAN DIEGO's men.

They would need that rescue, because back at the ship, things went from bad to horrible.

LCDR Gerald Bradford had taken a quick tour of the ship, assessing damage and determining the cause was lost. After he told Christy the gig was up, the captain ordered Abandon Ship. Bradford, along with LT F. G. Kurtz, directed the ship's evacuation. They only had 18 minutes left above the waves, but over 1100 men exited ship in a fairly orderly manner. Three more men lost their lives; one when a life raft fell on him, another was crushed by a funnel, and another man died trapped in a crow's nest.

Elsewhere, with port side lifeboats already under water, a quick thinking crewman cut loose a load of lumber and fashioned a life raft for his crewmates. SAN DIEGO soon went from minutes to go to only seconds remaining. She began turning turtle. Three men remained on the bridge until Christy ordered his two companions to safety. When Christy finally left the sharply tilted bridge, he had to walk over the slowly rolling over hull and jump to a waiting boat, the last man off a once proud ship.

Quietly, the crew moved away from the wreck. Then they sang.



SAN DIEGO's final moments from a painting by Francis Muller. The cruiser sank within 28 minutes of a mystery explosion.
Navy Art Collection, NHHC

What sent SAN DIEGO to her final resting spot? Was it a torpedo, or did she hit a mine? In 1918, the Naval Board of Inquiry determined SAN DIEGO had fallen victim to a contact-detonation mine. The top suspect, and the vessel that got credit for sinking the cruiser, was the German submarine U-156, which had salted the shipping channel with mines. While Christy insisted a torpedo had taken out his ship, no torpedo wake was spotted, plus several more mines were found later in the same spot.

The controversy continues to rage. And there's a reason. The explosion happened far to the aft, and in a narrow section of the ship. Ships usually hit contact mines with the bow, or in the widest section of their amidships – and SAN DIEGO had sixty-nine feet worth of belly bulge begging to strike a mine. It seemed odd that a mine would strike so far inboard. Maybe the mine was almost a dud that managed to go bang after a few seconds within contact; maybe SAN DIEGO struck it while twisting through a zigzag.

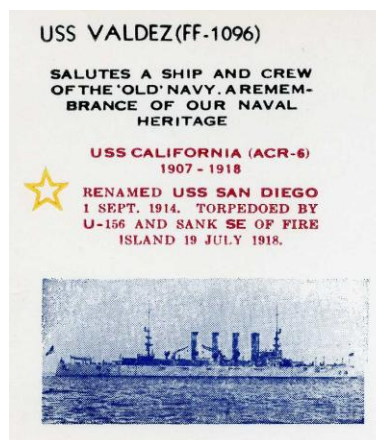
Questions mainly remain 100 years later because two people have taken credit for the sinking.

First off, British Admiralty records sourced after the war state U-156 herself torpedoed the ship. The sub's commander told the crew of a captured fishing boat that he had sunk SAN DIEGO. The men on U-156 aren't talking, though, because she never made it home. She sank, and it's no mystery why she sank – the vessel that had laid mines claiming over 37 ships in her final patrol herself nailed a mine. U-156 timing falls under question, though – she was spotted off Cape Cod less than a day after the sinking. SAN

DIEGO experts are known to passionately argue whether or not the submarine could have made it there so soon after sending the cruiser to the bottom.

For decades, internal explosion was another likely candidate for SAN DIEGO's mystery sinking. SAN DIEGO carried up to 1900 tons of coal to keep her engines fed. Coal bunker fires were a common occurrence on steamships, usually started by flammable coal dust meeting a spark. Fires had been known to burn for weeks deep inside stores of coals, flaring to disaster at the right moment. Was the right moment 1105 19 July 1918?

Or was it a bomb? Now comes the second confession on the SAN DIEGO record. On his deathbed, German spy Kurt Janke claimed to have planted a time-delayed bomb deep inside the coal bunkers of SAN DIEGO in the interest of hurrying along a bunker fire. The fact that the spy's Iron Cross citation papers lists the SAN DIEGO bombing among Janke's accomplishments led much credence to the claim.



Torpedoed or mined? One hundred years later, the actual cause of USS SAN DIEGO's demise remains a mystery, although strong evidence supports the cause posited by this detail of a USCS Chapter 77, USS SPRINGFIELD Chapter cachet from 1980.

A 2004 dive on SAN DIEGO wreck sponsored by the History Channel disproved both the bomb claim and imploding coal bunker theory. History Channel's *Deepsea Detectives* divers found the explosion site just aft of Engine Room One and discovered what the Navy's own investigation divers had concluded in 1918. An internal explosion would have peeled the metal outwards, but the fatal hole in SAN DIEGO's side curls inwards.

Something struck the ship from the outside. It could have been a mine; it could have been a torpedo. The hole is quite below the waterline, which does suggest a torpedo hit rather than a surface mine.

The History Channel team also corrected history. The Navy investigation reported the explosion occurred at Frame 78 of the bilge keel. The damage was actually further back (and even further inboard) at Frame 80, a difference of eight feet. The damaged section is about 12 feet below the waterline, with the hull plate pushed in by external forces. The bilge keel itself is bent upwards.

Or, everyone could be looking at the wrong hole. When SAN DIEGO's communications officer reached Fire Island and gave his message, many orders were sent out. Some for

rescue ships, some for anti-submarine patrols. Over the next hours and days, aircraft scoured the area for submarines. A flight of planes spotted and bombed a submerged U-Boat. However, that submarine turned out to be the very submerged SAN DIEGO. It's hard to tell where the bomb damage ends and the initial explosion started.

SAN DIEGO remains on the bottom and is on the US National Register of Historic Places. Ironically, though she landed upside down thanks to all that armor that made her so top heavy, she still has a slight list to port. The last one hundred years have rotted away large sections of the ship, but she remains a popular dive site, although challenging in a quite dangerous way.

Basically, she sits like a six-story building that has fallen on its head – everything's upside down, nothing's level, decks have collapsed on others, machinery, wiring and plumbing dangle in mid air, and there are many dark places to get lost in and never seen again. That hasn't scared too many away. Divers have been crawling over the wreckage since those Navy divers in 1918. Through the years, artifacts have found their way to the surface, even unexploded ordinance.

The feds finally got irritated at SAN DIEGO looters when a bomb disposal unit had to confiscate a five-inch shell snagged from the wreck. The shell was so big and scary that the local bomb unit handed it over to the Army for disposal at their bomb range. Comments such as 'that's the biggest explosion I've ever seen' from a grizzled bomb squad veteran and the fact that more divers have died exploring the wreck than died in her sinking forced a 500-foot exclusion zone to be placed around SAN DIEGO. That exclusion zone has been lifted, but the Coast Guard prohibits people from taking anything from the wreck and diving is by permit only.

Apparently those permits are worth getting. SAN DIEGO remains one of the most popular dive spots in New England as thousands of divers go under the waves annually to get a glimpse of a ship that was born too late to fulfill her poten

Military.rootsweb at ancestry.com *SAN DIEGO ACR-6*
njscuba.net *New Jersey Scuba Diving – Dive Sites and Shipwrecks*

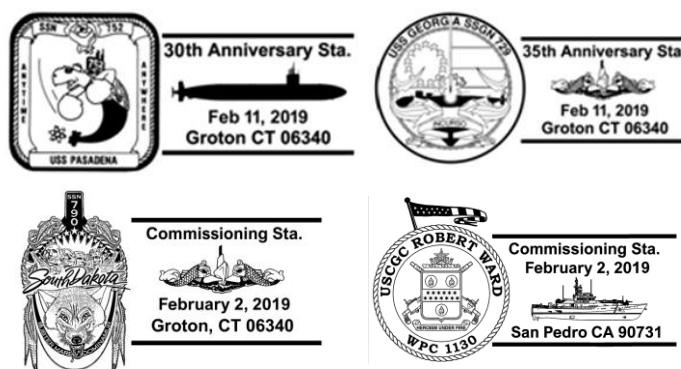
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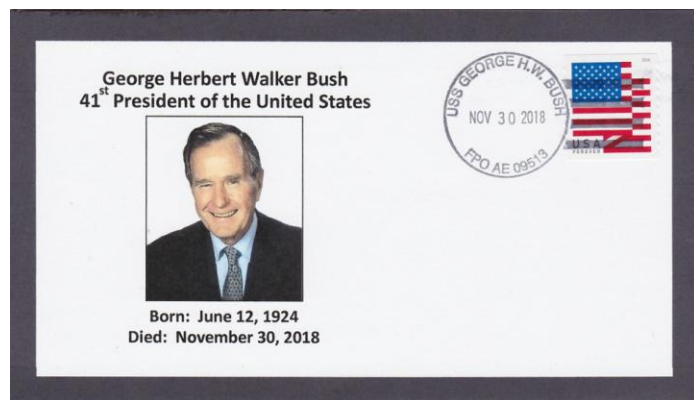
Pictorial Cancellations

Rich Hoffner, Sr. (H-4456)

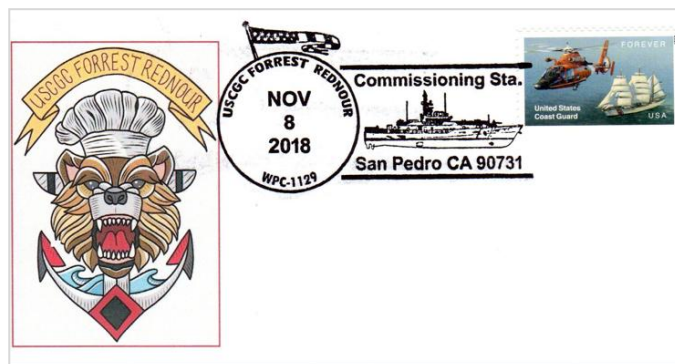
Wolfgang Hechler (9392)



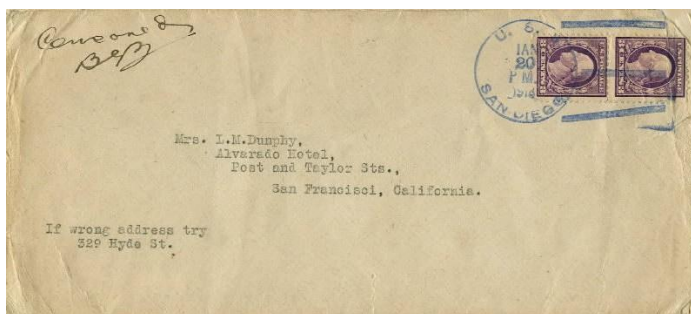
Covers Received



Cover prepared by Neal Mills USCS 7533



Cover prepared by Mike Brock



A censored World War One cover posted aboard USS SAN DIEGO in January of 1918. A Locy 3 (A-TTT) with a cocked bottom bar and no killer bar message, struck in blue, crosses two Washington 3-cent (Scott Type A140) sheet stamps. With a war tax raising letter postage to three cents, this cover likely carried a double-weight letter. Image Naval Cover Museum

Sources

History Channel *Deepsea Detectives: SAN DIEGO*, 2004

USCS Auction # S2**Closes 31 March 2019****Minimum bid stated on all lots. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to seadragons@cox.net****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

S2-01 Nazi German U-505 10-10-41 FP# 46074 retn addr w/6 U boat flotilla mark, captured MB \$200

S2-02 LST 496 5-15-44 #10 penalty, sunk at Normandy \$35

S2-03 GLENNON (DD 620) 5-25-43 #10 penalty, sunk at Normandy MB \$25

S2-04 ANCON (AGC 4) 8-29-45 sailor mail w/censor mark, kb TOKYO BAY MB \$30

S2-05 MISSISSIPPI (BB 41) 9-2-45 VJ Day cachet, TOKYO Bay, censor mrk MB \$30

S2-06 ex Japanese CL SAKAWA 5-8-46 Atomic Bomb Test, retn addr handwritten MB \$40

S2-07 SAURY (SS 189) 4-3-39 GOW NG commission cachet MB \$15

S2-08 TROUT (SS 202) 4-21-40 GOW NG lau cachet, PM SEARAVEN, sunk MB\$15

S2-09 TEXAS (BB 35) 9-15-31 BEAZELL photo cachet, cxi is US Flt Flagship MB\$25

S2-10 GRAYLING (SS 209) 9-4-40 GOW NG lau cachet, PM TRITON, sunk MB \$15

S2-11 GRENADIER (SS 210) 11-29-40 GOW NG lau cachet, PM BASS, sunk MB \$15

S2-12 ARIZONA (BB 39) 5-6-37 launch of PATTERSON & JARVIS MB \$25

S2-13 TUCSON (CL 98) 9-2-45 VJ Day, off Tokyo cachet, very clean cover MB \$45

S2-14 RODMAN (DD 456) 1-27-42 commission cachet, ship name in kb MB \$2

S2-15 O'BRIEN (DD 725) 7-29-45 sailor mail w/censor mark MB \$2

S2-16 BRANT (ARS 32) 8-18-44 sailor mail w/censor mark MB \$3

S2-17 CASTOR (AKS 1) 4-27-44 sailor mail w/censor mark MB \$3

S2-18 POLLUX (AKS 2) 5-14-41 commission by Hutnick, sunk MB \$5

S2-19 BARNETT (APA 5) 8-13-42 #10 penalty, typed cc MB \$2

S2-20 HMS KILCHATTAN (PCE) undated WW2 mail from ex PCE 829, RN censor MB \$4

S2-21 YMS 321 ex GROUSE 1944 sailor mail, sunk 1963 MB \$4

S2-22 MTBRON 33 7/7/45 sailor mail from PT Boat squadron, censor mark MB \$4

S2-23 TUTUILA (PR 4/PG 44) 11-9-39 Kemp Tolley mark for postage, emb seal, sunk MB \$10

S2-24 PANAY (PR 5) 1-28-35 Honolulu Stamp Club cachet, Amer Pac series, sunk MB \$10

S2-25 PADUCAH (PG 18) undated, G Washington died cachet, SL cxi MB \$2

S2-26 SAN PEDRO (PF 37) 3-6-44 V mail, ship lend leased to USSR MB \$3

S2-27 BURLINGTON (PF 57) 8-5-52 nc, r/s cc, lend leased to USSR MB \$2

S2-28 HONOLULU (CL 48) 6-15-38 commission cachet, env made from TAPA CLOTH MB \$25

S2-29 LST 455 6-7-43 sailor mail w/censor mark, hit by Kamikaze MB \$3

S2-30 LST 359 10-5-43 #10 penalty with r/s cc, sunk AZORES MB \$15

S2-31 EBERLE (DD 430) 4-29-41 shakedown cruise by Horton MB \$2

S2-32 PALISADE (AM 270) 3-15-44 #10 penalty, PM Mobile, sunk while lend leased to USSR MB \$10

S2-33 NIAGARA (PG 52) 2-1-41 FDPS by Nicholson, sunk MB \$3

S2-34 RAPPAHANNOCK (AF 6) 11-24-1924 sailor mail, seized German ship POMMERN MB \$10

S2-35 QUINCY (CA 71) 9-2-45 sailor mail w/Tokyo Bay cachet/spec cxi MB \$5

S2-36 HANCOCK (CV 19) 9-22-45 sail mail w/TOKYO Bay fancy cxi MB \$15

S2-37 WISCONSIN (BB 64) 9-17-45 #10 sailor mail, TOKYO BAY cxi, torn open on R MB \$5

S2-38 OGLALA (CM 4) 10-29-28 registered sailors mail MB \$4

S2-39 PHOENIX (CL 46) 10-18-41 Jaggy map of AZ & Phoenix, sunk 1982 Falklands War MB \$3

S2-40 NASHVILLE (CL 43) 6-14-44 sailor mail w/censor mark MB \$2

S2-41 ATLANTA (CL 51) 1-20-42 FDPS by Nicholson w/named registered cxi, sunk MB \$2

S2-42 COLUMBIA (CL 56) 7-17-42 comm cachet, America Love it or Leave It MB \$2

S2-43 CHICAGO (CA 29) 1-17-42 sailor mail w/censor mark, sunk MB \$3

S2-44 ASTORIA (CA 34) 1-31-42 sailor mail w/censor mark, sunk MB \$3

S2-45 INDIANAPOLIS (CA 35) 7-4-35 July 4 cachet by Iverson, sunk MB \$3

S2-46 INDIANAPOLIS (CA 35) 7-4-33 State house Annapolis cachet, sunk MB \$3

S2-47 AMMEN (DD 527) 9-8-44 sailor mail w/censor mark MB \$3

S2-48 BROWNSON (DD 518) #10 penalty, r/s cc, sunk MB \$35

S2-49 CLAXTON (DD 571) 3-22-45 sailor mail w/censor mark MB \$3

S2-50 COWELL (DD 547) 8-13-44 sailor mail w/censor mark MB \$3

S2-51 PIPEFISH (SS 388) 1-22-44 commission cachet, sub in periscope MB \$3

S2-52 ARGONAUT (SS 166) 4-2-41 13th B'Day by Muridge, sunk MB \$3

S2-53 SANDPIPER (AVP 9) 1-30-40 Crosby photo cachet MB \$5

S2-54 CHAUMONT (AP 5) 1-27-36 Crosby photo cachet MB \$5

S2-55 BROOKS (DD 2320) 9-9-38 Mueller decom? MB \$5

S2-56 CHAUMONT (AP 5) 1-27-36 Crosby photo cachet cross Int'l Date Line MB \$5

S2-57 HENDERSON (AP 1) 10-17-38 Crosby photo cachet, ports of call MB \$5

S2-58 BRAZOS (AO 4) 6-9-37 Crosby photo cachet MB \$5

S2-59 NECHES (AO 5) 9-21-38 Crosby photo cachet, sunk MB \$5

S2-60 GREBE (AM 43) 2-7-36 Dumonte bird, kb chg of cmd MB \$3

S2-61 WHIPPOORWILL (AM 35) 100-3-37 MinBatFor West Coast cruise by Aloha Crew MB \$3

S2-62 SARATOGA (CV 3) 11-16-40 13th B'Day by Lupton MB \$2

S2-63 SQUALUS (SS 192) 11-15-39 decom cachet w/sub force logo MB \$3

S2-64 CELTIC (AF 2) 8-30-1909 clear ships cxi on color PC MB \$4

S2-65 GLACIER (AF 4) 11-14-1909 clear ships cxi on color PC MB \$4

S2-66 CONSTITUTION (IX 21) 12-11-33 Silas Talbot commem MB \$10

S2-67 CONSTITUTION (IX 21) 12-26-33 George Dewey commem MB \$10

S2-68 CONSTITUTION (IX 21) 12-26-33 2 prints shown of ship MB \$10

S2-69 CONSTITUTION (IX 21) 3-9-34 Isaac Hull commem MB \$10

S2-70 ARIZONA (BB 39) 12-7-91 50th Anniv of Pearl, PM Tucson w/fancy cxi MB \$2

S2-71 STURGEON (SS 187) 6-25-39 1st Anniv by Aden on card MB \$3

S2-72 PENNSYLVANIA (BB 38) 10-27-36 Crosby photo cachet MB \$5

S2-73 RAZORBACK (SS 394) 4-3-44 commission cachet, Mermaid & Sub MB \$3

S2-74 MICHAEL MURPHY (DDG 112) 10-6-2012 commission by Everett MB \$2

S2-75 MINNESOTA (BB 22) 1-14-1915 clear ships cxi on cover MB \$4

S2-76 TENNESSEE (BB 43) 3-19-21 clear ships cxi on cover MB \$4

S2-77 TENNESSEE (BB 43) 5-9-37 Mothers Day cachet by Linto MB \$2

S2-78 TUNNY (SSG 282) 8-23-62 ships r/s cachet, PM Honolulu MB \$3

S2-79 TUSK (SS 426) 10-18-73 decom and Tranfer to Korea, PM Groton MB \$3

S2-80 TUSK (SS 426) 10-18-73 decom patch design, PM Groton MB \$3

S2-81 UNICORN (SS 436) 4-25-45 keel lay cachet by Spader, PM Groton MB \$3

S2-82 UNICORN (SS 436) 8-1-46 launch cachet by Spader, PM Groton MB \$3

S2-83 Sub V 1 (BARRACUDA) (SS 163) 4-9-31 clear PM USS V-ONE on cover MB \$3

S2-84 SUB V 2 (BASS) (SS 164) 1-1-31 PM USS V-TWO cxi MB \$2

S2-85 Sub V 2 (BASS) (SS 164) 4-6-31 clear PM USS V-TWO on 1 cent PC MB \$2

S2-86 Sub V-3 (BONITA) (SS 165) 4-21-31 clear PM USS V-3 on 1 cent PC MB \$2

S2-87 SUB V-4 (ARGONAUT) (SS 166) 4-5-31 2 PMsUS SUBMARINE V- on 1 cent PC MB \$2

S2-88 WAHOO (SS 238) 7-1-41 keel lay by Hutnick, PM DUNLAP sunk MB \$15

S2-89 WAHOO (SS 565) 5-30-52 1st day cxi, emb seal cachet, PM Portsmouth MB \$3

S2-90 WAHOO (SS 565) 6-7-67 15th Anniv ships r/s cachet, PM Honolulu MB \$3

S2-91 WAHOO (SS 565) 6-27-80 Decom cachet by Nathan Hale Ch, PM Phila MB \$3

S2-92 WALRUS (SS 437) 6-21-45 keel lay by Spader, PM Groton MB \$3

S2-93 WALRUS (SS 437) 9-20-46 Crosby-like photo of launch, PM Groton MB \$3

S2-94 WHALE (SS 239) 6-1-42 FDPS by Montigny on card MB \$3

S2-95 Sub V 4 (ARGONAUT) (SS 166) 6-15-29 3 ships cxi, nc MB \$2

S2-96 Sub V 5 (NARWHAL) (SS 167) 12-2-30 clear ships cxi USS V-5 on cover MB\$2

S2-97 Sub V 5 (NARWHAL) (SS 167) 2-23-31 clear ships cxi USS V-% on 1 cent PC MB \$2

S2-98 Sub S-48 (SS 152) 9-16-35 Hutnick decom w/emb seal, PM AYLWIN MB \$3

S2-99 Sub S-48 (SS 152) 9-10-35 decom cachet eagle/shield MB \$3

S2-100 SABLEFISH/SABALO (SS 303/302) 6-4-44 Twin launch cachet MB \$3

S2-101 SABLEFISH (SS 303) 8-20-53 ships SL cxi on color PC of sub, PM New London MB \$3

S2-102 SAILFISH (SS 192) 5-15-40 commission by Czubay MB \$3

S2-103 SAILFISH (SS 192) 6-29-40 1st submergence, auto by Preble- survivor MB \$3

S2-104 SAILFISH (SS 192) 8-20-40 Deep Dive cachet by Buchwald MB \$3

S2-105 SAILFISH (SS 192) 10-25-40 shakedown cruise by Czubay, kb Portsmouth NH MB \$3

S2-106 SAILFISH (SS 192) 12-21-40 submarine mail cachet MB \$3

S2-107 HAGGARD (DD 555) 10-15-43 sailor mail on patriotic cover, wrecked by Kamikaze MB \$3

S2-108 HALLIGAN (DD 584) 1-2-44 sailor mail w/censor mark, sunk MB \$10

S2-109 HAZELWOOD (DD 531) 4-28-34 sailor mail w/censor mark, hit by Kamikaze MB \$3

S2-110 HELM & BLUE (DD 388/387) 5-27-37 launch ticket to twin launch, BLUE sunk MB \$5

S2-111 HOWORTH (DD 592) 5-7-44 sailor mail w/censor mark, hit by Kamikaze MB \$3

S2-112 MORRISON (DD 560) 11-1-44 sailor mail w/censor mark, sunk by Kamikaze MB \$35

S2-113 MUFORD (DD 389) 9-4-44 sailor mail w/censor mark, hit by Kamikaze MB \$3

S2-114 MURRAY (DD 576) 6-20-43 sailor mail w/censor mark, hit by Kamikaze MB \$3

S2-115 NEWCOMB (DD 586) 4-28-44 sailor mail w/censor mark, sunk, PM SF MB \$15

S2-116 SPENCE (DD 512) 7-13-43 sailor mail w/censor mark, sunk, PM SF MB \$15

S2-117 THATCHER (DD 514) 7-20-44 V mail w/envelope, wrecked by Kamikaze MB \$5

S2-118 THATCHER (DD 514) 12-26-44 sailor mail w/censor mark, wrecked by Kamikaze MB \$10

S2-119 TWIGGS (DD 591) 7-8-44 sailor mail w/censor mark, wrecked by Kamikaze MB \$10

S2-120 WARRINGTON (DD 383) 10-31-43 #10 penalty, typed cc, sunk MB \$10

S2-121 WILLIAM D PORTER (DD 579) 8-2-43 #10 penalty, typed cc, sunk MB \$15

S2-122 KUK STREITER (DD) 1-4-1916 Austro-Hungarian DD, named cxi MB \$20

S2-123 KUK KOMET (DD) 10-11-1918 Austro-Hungarian DD, named cxi MB \$20

S2-124 KUK SATELLIT (DD) 11-11-1915 Austro-Hungarian DD, named cxi MB \$20

S2-125 KUK NAUTILUS (PG) undated, Austro-Hungarian gunboat, clear ships cxi on PC MB \$15

S2-126 PERRY (DD 340/DSM 17) 3-8-42 sailor mail w/censor mark, sunk MB \$15

S2-127 2-sailor mail covers: CARINA (AK 74) 1944 & OKALOOSA (APA 219) 1945 MB \$2

S2-128 2-sailor mail covers: HENDERSON (AP 1) 1943 & AJAX (AR 6) 1945 MB \$2

- S2-129 2-sailor mail covers: KALMIA (ATA 184) 1943 & PORTERFIELD (DD 682) 1952 MB \$2
- S2-130 2-sailor mail covers: SIERRA (AD 18) 1945 & TRINITY (AO 13) 1944 MB \$2
- S2-131 2-sailor mail covers: CAMBRIA (APA 36) 1943 & DIXIE (AD 14) 1943 MB \$2
- S2-132 2-sailor mail covers: KENNETH WHITING (AV 14) 1944 & ALDERAMIN (AK 116) 1945 MB \$2
- S2-133 2-sailor mail covers: PECOS (AO 65) 1944 & HECTOR (AR 7) 1944 MB \$2
- S2-134 2-sailor mail covers: AFDL 32 1945 & HERON (AM 10) 1945 MB \$2
- S2-135 2-sailor mail covers: NEW ORLEANS (CA 32) 1945 & OTTERSETTER (DE 244) 1945 MB \$2
- S2-136 2-sailor mail covers: ENGLISH (DD 696) 1945 & LST 326 1944 MB \$2
- S2-137 HUGH PURVIS (DD 709) 1-16-46 BB firing broadside cachet MB \$2
- S2-138 2-#10 penalties: MONTICELLO (AP 61) 1944 & NESTOR (ARB 6) 1944 MB \$2
- S2-139 2-#10 penalties: HARRIS APA 2) 1944 & NUTHATCH (AM 60) 1944 MB \$2
- S2-140 2-#10 penalties: DOROTHEA L DIX (AP 67) 1944 & PROMETHEUS (AR 3) 1942 MB \$2
- S2-141 2-#10 penalties: PC 487 1943 & SALINAS (AO 19) 1942 MB \$2
- S2-142 2-#10 covers: VESTAL (AR 4) 1942 penalty & FULTON (AS 11) 1943 sailor mail MB \$2
- S2-143 2-1st Day covers: CZECH flag & Polish Flag, invaded counties MB \$2
- S2-144 BULLARD (DD 660) 4-22-46 r/s cc & NMC auto, nc MB \$2
- S2-145 394th Bomb Gr 3-29-44 soldier mail, 584th squadron, PM APO 560 MB \$2
- S2-146 2-VULCAN #10 covers: #10 penalty 1942 & sailor mail 1942 MB \$2
- S2-147 Civil War Cover: pencil date 8-28-1864 Capt Beecher, 3d Div, 20th Army Corps, Army of Cumberland MB \$2
- S2-148 LCT 5, Flotilla 5 sailor mail w/censor mark, craft 62 MB \$2
- S2-149 2-sailor mail covers: MT VERNON (AP 22) 1942 & FAYETTE (APA 43) 1944 MB \$2
- S2-150 Marine Corps cover: 4-2-44 3d Armored Amph Bn, Co D MB \$2
- S2-151 2-sailor mail covers: HM GILMORE (AS 16) 1945 & CASCADE (AD 16) 1944 MB \$2
- S2-152 MISSISSIPPI (BB 41) 12-25-36 Crosby photo cachet MB \$5
- S2-153 MOFFETT (DD 362) 8-28-37 Crosby photo cachet, Destroyer Scouting Force MB \$5
- S2-154 NEW YORK (BB 34) 6-9-1914 sailor mail w/clear cxi MB \$4
- S2-155 CONSTITUTION (IX 21) 12-31-33 Commodore MacDonough cachet MB \$10
- S2-156 CONSTITUTION (IX 21) 1-5-34 Stephen Decatur cachet MB \$10
- S2-157 BRIDGE (AF 1) 11-11-36 Wentz Armistice Day cachet, Wentz auto MB \$2
- S2-158 POTOMAC (AG 25) 11-11-41 Crosby photo cachet MB \$5
- S2-159 SIRIUS (AK 15) 11-9-36 Crosby photo cachet MB \$5
- S2-160 BRANT (AM 24) 11-3-37 Crosby photo cachet MB \$5
- S2-161 WICKES (DD 75) 4-7-37 Crosby photo cachet, last day, F50 MB \$5
- S2-162 COLORADO (BB 45) 10-27-37 Crosby photo cachet, Navy Day MB \$5
- S2-163 BARNEY (DDG 6) 11-11-80 hand drawn ships cachet MB \$2
- S2-164 UNION (AKA 106) 5-20-50 1st Armed Forces Day by USCS 2830
- S2-165 BANG & PILOTFISH (SS 385/386) 8-30-43 Twin launch by Cyr MB \$3
- S2-166 QUINCY (CA 39) 7-7-36 commission cachet, BB in ships wheel, sunk MB \$2
- S2-167 VINCENNES (CA 44) 5-21-41 Hobby shop fake? Cxi appears to be real, sunk MB \$2
- S2-168 HERON (MHC 52) 5-22-07 hand drawn bird, PM USS LAKE CHAMPLAIN MB \$2
- S2-169 HAVEN (AH 12) 4-62 Independence Day by Beck B 134 MB \$2
- S2-170 REPOSE (AH 16) 8-2-66 ships r/s cachet MB \$2
- S2-171 RELIEF (AH 1) 2-22-35 Washington's B'Day by Richell MB \$2
- S2-172 ROY O HALE (DER 336) 7-4-62 Independence Day by Beck B277 MB \$2
- S2-173 HARADAN/HALLIGAN (DD 585/584) 3-19-43 Twin launch by QSL Assoc, day upside down MB \$2
- S2-174 RELIEF (AH 1) 7-24-34 NRA, wasn't that some depression cover MB \$2
- S2-175 2-1944 #10 covers: HYPERION (AK 107) sailor mail & MERAK (AF 21) penalty MB \$2
- S2-176 2-1944 #10 penalties: LEON (APA 48) & LSM 142 MB \$2
- S2-177 2-#10 penalties: ALLEGAN (AK 225) 1945 & HUNT (DD 674) 1943 MB \$2
- S2-178 2-#10 penalties: IOWA (BB 61) 1943 & SHANNON (DD 737/DM 25) 1944 MB \$2
- S2-179 2-#10 penalties: TEXAS (BB 35) 1943 & MYLES C FOX (DD 829) 1945 MB \$2
- S2-180 2-#10 penalties: CHICOPEE (AO 334) & VESTAL (AR 4), both 1942 MB \$2
- S2-181 2-sailor mail covers: RANIER (AE 5) 1943 & CASCO (AVP 12) 1944 MB \$2
- S2-182 2-#10 penalties: MARKAB (AR 23) 1942 & ISHERWOOD (DD 520) 1955 MB \$2
- S2-183 2-#10 penalties: STOKES (AKA 68) 1945 & JACAMAR (AMC 47) 1942 MB \$2
- S2-184 2-#10 penalties: CHIWAWA (AO 58) 1944 & MATTOLE (AO 17) 1942 MB \$2
- S2-185 2-#10 penalties: WINOOSKI (AO 38) 1942 & NITRO (AE 2) 1944 MB \$2
- S2-186 2-1944 #10 penalties: MIZPAH (PY 29) & INTRIGUE (AM 253) MB \$2
- S2-187 2-#10 penalties: VENANGO (AKA 62) 1945 & LINNET (AM 76) 1942 MB \$2
- S2-188 2-#10 penalties: PHANTOM (AM 273) 1944 & SPICEWOOD (AN 53) 1944 MB \$2
- S2-189 2-#10 penalties: NOTABLE (AM 267) 1944 & KAWEAH (AO 15) 1942 MB \$2
- S2-190 2-#10 cachet covers: SARATOGA (CV 60) final deploy 1994 & OH PERRY (FFG 7) 1995 MB \$2
- S2-191 2-cacheted covers: HOWARD (DD 179) recom Hutnick 1940 & SALEM (CA 139) 1954 MB \$2
- S2-192 2-BECK covers: ALBERT DAVID (FF 1050 B494 & BLUE RIDGE (LCC 19) B860 MB \$2
- S2-193 2-BECK covers: MT HOOD (AE 29) B825 & PUGET SOUND (AD 38) B755 MB \$2
- S2-194 2-cacheted covers: TS GATES (CG 51) launch 1985 & BROOKE (DEG 1) B360 Beck MB \$2
- S2-195 2-Columbus Day cachets: CHAUMONT (AP 5) 1934 & CHESTER (CA 27) 1934 MB \$2
- S2-196 2-cacheted covers: MAC LEISH (DD 220) Harrington 1935 & PC 620 launch 1942 MB \$2
- S2-197 SC 1472 7-24-45 #10 registered penalty, lend lease to England MB \$3
- S2-198 PC 1083 11-3-45 nc but clear ships PM MB \$2
- S2-199 CHADRON (PC 564) 6-5-?? Sailor mail, grounded on French coast 3-9-45, repaired MB \$2
- S2-200 3d Marine Luftschiff Trupp 4-15-?? WW1 German zeppelin handling cmd MB \$5
- S2-201 SS RHAETIA (USS BLACK ARROW) (ID 3913) 10-6-1917 seized German ship MB \$5
- S2-20 2GRAF WALTERSE (ID 4040) addr to ship 9-12-1919 seized German ship, roughly opened MB \$5
- S2-203 LST 350 9-10-44 sailor mail on patriotic cover, was at Normandy MB \$5
- S2-204 ARIZONA (BB 39) 7-20-33 Welcome US Fleet Seattle by Junior Phil Soc MB \$15
- S2-205 IMPERATOR (TT 9386) 6-10-1919 seized German ship, name on YMCA card MB \$10
- S2-206 KAISERINE AUGUSTE VICTORIA (ID 3963) 5-22-1919, name on Knights of Columbus card MB \$10
- S2-207 USAT LIBERTY (ID 3461) 2-12-41 nc but r/s cc, PM Brooklyn. Sunk Bali by I-166 MB \$10
- S2-208 SOLACE (AH 5) 8-3-45 #10 penalty, printed cc MB \$2
- S2-209 SERPENS (AK 97) 10-23-44 sailor mail w/censor mark, sunk MB \$10
- S2-210 ANTARES (AKS 3) 4-6-45 sailor mail w/censor mark MB \$2
- S2-211 CINCHONA (AN 12) 9-1-44 Pearl Harbor net tender during attack, sailor mail w/censor MB \$40
- S2-212 WHITEWOOD (AN 63) 8-11-44 #10 penalty with r/s cc, grounded Greenland 1948 MB \$2
- S2-213 GUADALUPE (AO 32) 1-14-43 sailor mail w/censor mark MB \$2
- S2-214 SUSAN B ANTHONY (AP 72) 9-18-42 sailor mail w/censor mark, sunk MB \$15
- S2-215 DUPAGE (APA 41) 7-14-45 registered cover w/ships named cxi MB \$5
- S2-216 JOHN PENN (APA 23) 4-18-43 sailor mail w/censor mark, sunk MB \$30
- S2-217 MCCAWLEY (APA 4) 10-29-42 V mail w/envelope, sunk MB \$5
- S2-218 EXTRICATE (ARS 16) 2-3-44 V mail w/envelope, sunk MB \$5
- S2-219 ALBUQUERQUE (PF 7) 9-17-44 sailor mail w/censor mark, lend leased to USSR MB \$3
- S2-220 RANGER (CV 4) 12-8-41 #10 penalty w/printed cc MB \$2
- S2-221 CURLEW (AM 69) 5-12-44 #10 penalty w/printed cc MB \$2
- S2-222 SS OLIVER KELLEY (liberty ship) 10-016-44 #10 election ballot sailor mail MB \$3
- S2-223 USCGC ICARUS (WPC 110) 4-6-44 #10 penalty with r/s cc, sank U-boat in 1942 MB \$3
- S2-224 USCGC DIX (WPC 136) 3-3-44 #10 penalty w/printed cc MB \$3
- S2-225 USCGC EVERGREEN (WLB 295) 11-28-45 #10 penalty with r/s cc MB \$3
- S2-226 USCGC SPAR (WLB 403) 7-19-44 #10 penalty with typed cc, PM Cleveland MB \$2
- S2-227 ROCHESTER (CA 2) 10-23-31 #10 penalty w/printed cc, kb Balboa CZ MB \$2
- S2-228 LUZON (PR 7) 6-27-33 #10 penalty with r/s cc, kb Shanghai MB \$2
- S2-229 COLORADO (BB 45) 8-29-36 #10 registered penalty, with r/s cc MB \$2
- S2-230 PENSACOLA (LSD 38) 12-11-73 Welcome home after Arab Israeli War Nicholson MB \$1
- S2-231 CHIEF (MCM 14) 11-5-94 commission by Nicholson MB \$1
- S2-232 DAHLGREN (DDG 43) 5-29-92 last day postal serv by Nicholson MB \$1
- S2-233 CORONADO (AGF 11) 11-12-80 1st Day use of cancel by Nicholson MB \$1
- S2-234 NEWPORT (LST 1179) 9-30-92 decom cachet by Nicholson MB \$1
- S2-235 FRANCIS MARION (LPA 249) 9-14-79 decom by Nicholson MB \$1
- S2-236 EMORY S LAND (AS 39) 7-7-79 commission by Nicholson MB \$1
- S2-237 LOS ANGELES (SSN 688) 4-7-78 Deploy new homeport Nicholson, PM MILLER MB \$1
- S2-238 ATAKAPA (ATF 149) 7-1-74 decom by Nicholson PM GUADALCANAL MB \$1
- S2-239 TORTUGA (LSD 46) 11-17-90 commission by Nicholson MB \$1
- S2-240 MCCLOY (FF 1038) 12-14-90 decom by Nicholson MB \$1
- S2-241 BARNEY (DDG 6) 12-11-90 decom by Nicholson MB \$1
- S2-242 GRAND CANYON (AR 28) 9-1-78 decom by Nicholson, PM BIDDLE MB \$1
- S2-243 VULCAN (AR 5) 4-26-91 Welcome home Persian Gulf Nicholson MB \$1
- S2-244 USCGC EAGLE (WIX 327) 6-24-86 Enroute Cent Celeb Nicholson, PM RADFORD MB \$1
- S2-245 SPADEFISH (SSN 668) 1-24-86 Greetings by Nicholson MB \$1
- S2-246 FT SNELLING (LSD 30) 9-5-84 decom by Nicholson, PM BARNSTABLE CTY MB \$1

Thanks to Robert Cote for his donation.

Covers for Sale

Stephen Decatur Chapter #4

c/o Rich Hoffner

415 Moyer Road, Souderton PA 18964-2319

pauscg@gmail.com

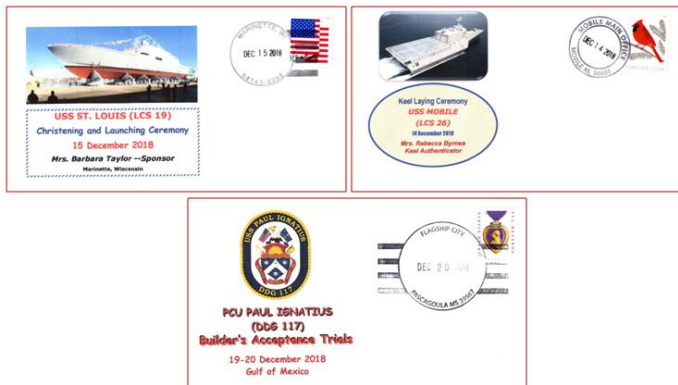
USCGC EAGLE, Coast Guard Day, 8-4-2018, Norfolk pictorial, \$2.50
 USS MONTANA (SSN 794) Keel Laying, 5-16-2018, Newport News, VA, \$2.50
 USS MINNESOTA (SSN 783) 5TH ANN, 9-7-2018, Norfolk pictorial, \$2.50
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11/18



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Secretary's Report January 2019

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12548 John Galla, 40 Webster St, Malden MA 02148-431512544

Converted to Life Membership

L-11368 Eric Besozzi	L-11240 Ralph Calabrese
L-8627 James Coleman	L-8120 Craig Dalton
L-3376 William Focht	L-9790 Howard Frisch
L-9867 Charles Garniewicz	L-4487 Dan Goodwin
L-7728 Robert Govern	L-11059 Randy Neil
L-12305 Ralph Olson	L-11919 Brian Rogers
L-5614 Joseph Smith	L-11563 Irwin Ting

Resigned

11723 George Bahue	12292 John Colasanti
12529 Lefty Dundee	10213 Joseph Meredith
12314 Robert Pauly	11144 Jeffery Sigler

Deceased

10161 Edward Fischer	10180 Craig Grothaus
10013 Dan Hearn	H-6194 Frank Hoak III
6843 Mark Kulikowski	10593 David Pace
9986 Ronald Robinson	11212 Lon Schmidt

Change of Address

L-11592 Alan Bassett, 312 St Apt 2, Manchester NH 03102-2607
 L-11748 Jeffery Bennett, 30 Atlantic St, Niantic CT 06357-3119
 L-11496 Robert Benner, 2950 Sierra Sunrise Terrace,
 Chico CA 95928-3914
 11775 Tom Edmiston, PO Box 1566, Huntsville AR 72740-1566
 8049 Walter Ernst Jr, 7234 Rangl Dr, Sarasota FL 34241-5938
 11832 Robert Lamb, 2165 Meadow Ln, Grand Island NY 14072-2164
 11836 Len Lukens, 3275 Snowy Butte Lane, Central Point
 OR 97502-1559
 9337 Pat Perrella, 12841 Chadsford Cir, Fort Myers FL 33913-8573
 L-11054 Lawrence Stiles, 1505 N Carolwood Blvd,
 Fern Park FL 32730-2453
 11607 Casimir Skrzypczak, 413 Indies Dr, Orchid FL 32963-9513

Membership on 12/2/2018.....	837
New Members.....	1
Resigned.....	6
Deceased	8
Membership on 1/5/2019.....	824
Membership on 12/30/2017.....	860

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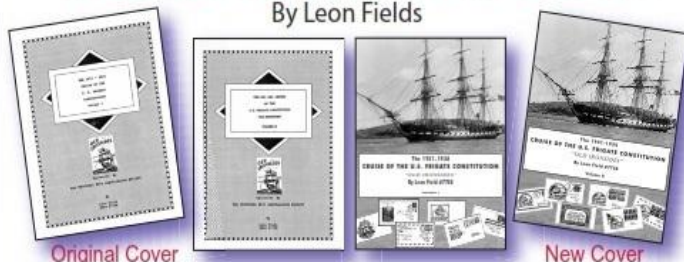
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2021 September 3-5 - BALPEX – Hunt Valley MD