



# U.S.C.S. Log

*Dedicated to the Study of Naval and Maritime Covers*

Vol. 86 No.3

March 2019

Whole No. 1024

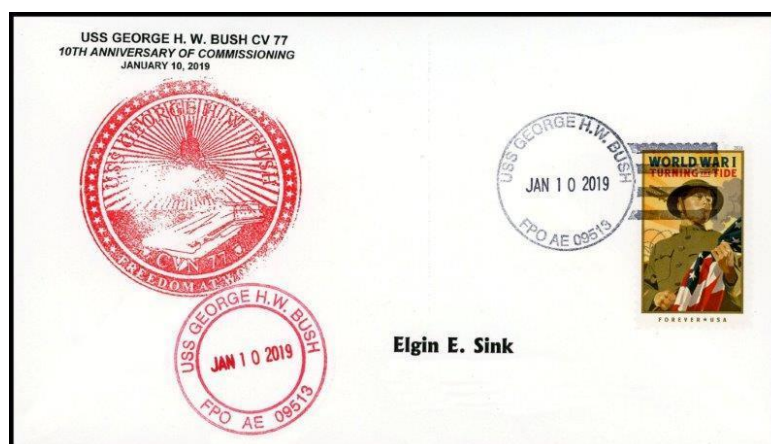
March 2019

## IN THIS ISSUE

From the Editor's Desk	2
Send for Your Own Covers	2
Out of the Past	3
Calendar of Events	3
Naval News	4
President's Message	5
The Goat Locker	6
Letters to the Editor	8
West Coast Navy News	9
Convention News	9
Norfolk Navy News	10
Chapter News	11
Friendly Fire	12
USCS Election Results	13
Membership Renewals	13
4...3...2...1... Zero...	14
Close but No Cigar	16
Foreign Navy News	17
The Joy of Collecting	18
Award Nominations	19
USS THOMAS HUDNER	20
Seabee Submarine	22
Member of the Month	23
Story Behind the Cover...	24
USCS Auctions	28
Letter from USS KENTUCKY	26
Covers for Sale	30
Classified Ads	31
Secretary's Report	32

## Feature Cover

### USS GEORGE H.W. BUSH (CVN 77)



Elgin E. Sink

*Elgin Sink provided the Cover of the Month for March with this cover from USS GEORGE H.W. BUSH (CVN 77) cancelled on 10 JAN 2019 for the 10<sup>th</sup> Anniversary of Commissioning. The cover has the ship's cachet plus the text cachet by Elgin and the Locy Type 11-2 (USS, FPO AE 09513) and Locy Type 12-2 (USS, FPO AE 09513) cancels.*

**USCS Election Results on Page 13**

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

I apologize for the error in the February **Log** which resulted in a double page of one article and the elimination of the beginning of Charles Bogart's "Cigar..." article. I have made the correction and Mr. Bogart's full article runs in this issue.

The election results are posted on Page 13 and I am happy to announce that we have three new board members. Two of the new members are females and bring many years of philatelic experience to USCS. I look forward to a productive board meeting next month at our convention at WESTPEX.

While the 2019 USCS Convention is fast approaching, it is time for members to consider proposals for agenda items for Board action. As mentioned last month, the format for presenting motions for consideration is shown below:

2019 USCS Board Meeting	
WESTPEX Stamp Show Burlingame CA 28 April 2019 7:00 pm	
Item #	
Agenda Item Name:	
Proposed By:	
Recommendation:	
Background/Discussion:	
Draft Motion:	
Anticipated Human Resources/Fiscal Costs:	
For Use By Board Member:	
Pros:	
Cons:	
Anticipated Human Resources/Fiscal Costs - Who is going to implement/chair the project?	
Realistic Budget?	
Decision:	

Please use a format such as this and sent them to the President by March 31 so they can be sent to the board prior to the meeting.

While contemplating motions, 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.

## Send for Your Own Covers

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

**KEARSARGE AMPHIBIOUS READY GROUP**

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

**Recently/Currently Deployed**

USS LEWIS B. PULLER (ESB 3) 5<sup>th</sup> Fleet AOR  
 USS NORTH DAKOTA (SSN 784) Deployed 1 August 2018  
 USS GEORGIA (SSGN 729) 6<sup>th</sup> Fleet AOR  
 USS CHEYENNE (SSN 773) Western Pacific  
 USS JASON DUNHAM (DDG 109) 5<sup>th</sup> Fleet  
 USS GRAVELY (DDG 107) 6<sup>th</sup> Fleet Flag NATO Maritime Group 1  
 USCGC BERTHOLF (WMSL 750) Western Pacific Deployed 20 Jan  
 USNS WALTER D DIEHL (T-AO 193) Western Pacific  
 USS MCFAUL (DDG 74) deployed 25 January  
 USS MITSCHER DDG57 Deployed 8 Feb 5<sup>th</sup> and 6<sup>th</sup> Ind Deployer  
 USS PITTSBURGH (SSN 720) 6<sup>th</sup> Fleet

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## Out of the Past

Naval History and  
Heritage Command

### 1 March 1942 (WW II)

Naval Reserve pilot Ensign William Tepuni, flying a Lockheed Hudson reconnaissance, light bombing and transport aircraft (PBO) from VP-82 Squadron based at Naval Air Station Argentia, Newfoundland, Canada, attacks and sinks German submarine U-656 southwest of Newfoundland—the first U-boat sunk by U.S. forces in World War II.

### 3 March 1776 (Classic)

Under the command of Commodore Esek Hopkins and Marine Capt. Samuel Nicholas, the Continental Navy makes the first American amphibious landing operation at New Providence, Bahamas, and captures the forts for much needed ordnance and gunpowder.

### 7 March 1958 (Modern)

USS GRAYBACK (SSG 574) is commissioned. She is the first submarine built from the keel up with guided missile capability to fire the Regulus II missile.

### 10 March 2001 (Modern)

USS WINSTON S. CHURCHILL (DDG 81) is commissioned at Naval Station Norfolk. The 31st destroyer of the ARLEIGH BURKE-class is the fourth U.S. Navy warship to be named after a British citizen. CHURCHILL has a Royal Naval officer assigned permanently to the ship and she flies the Royal Navy's White Ensign as well as the Stars and Stripes.

### 13 March 1952 (Korean War)

During the Korean War, counter-battery engagements by USS MANCHESTER (CL 83), USS JAMES E. KEYES (DD 787), USS MCGINTY (DE 365) and USS DOUGLAS H. FOX (DD 779) are supported by aircraft from Task Force 77 silence enemy guns at Kalmagak during the Siege of Wonsan.

### 17 March 1898 (Classic)

John Holland's submarine, Holland IV, performs the first successful diving and surfacing tests off Staten Island, N.Y.

### 19 March 1945 (WW II)

Fast Carrier Task Force 58 planes bomb Kure and Kobe Harbors, Japanese aircraft single out the US Navy carriers for attack. USS WASP (CV 18), USS ESSEX (CV 9), and USS FRANKLIN (CV 13) are hit. After struck by a second bomb, FRANKLIN suffers subsequent explosions on the flight and hangar decks. Heroic work by her crew, assisted by nearby ships, bring the fires and flooding under control. For their actions during this occasion, both LCDR Joseph T. OCallaghan and Lt.j.g. Donald A. Gary receive the Medal of Honor.

### 23 March 1953 (Korean War)

During the Korean War, jet aircraft from USS ORISKANY (CVA 34) stage a "lights out" program by attacking a water power site below the Fusen Reservoir, resulting in four cuts in the penstocks and damaging two buildings housing generators.

## 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](mailto:bmcmjones@yahoo.com)

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

? notes a tentative or uncertain date.

# signifies a change from previously published date.

### March 2019

2 PCU CHARLESTON (LCS 18) Commission, Charleston SC

### Spring 2019

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

?? PCU DELAWARE (SSN 791) Commissioning

### May 2019

?? PCU OAKLAND (LCS 24) Christening ceremony

### July 2019

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

?? PCU NEWPORT (EPF 12) Christening ceremony

### November/December 2019

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

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

### 2019 Ship Anniversaries

**40 YEARS** – EMORY S. LAND AS-39, 7/7; **35 YEARS** – HENRY M. JACKSON SSBN-730, 10/6; OLYMPIA SSN-717, 11/17; **30 YEARS** – 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** – 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** – SOMERSET LPD-25, 3/31; CORONADO LCS-4, 4/5; NORTH DAKOTA SSN-784, 5/31; AMERICA LHA-6, 10/11.

### 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

## Naval News

*Richard D. Jones (3933)  
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### USS SOUTH DAKOTA Commissioned

The US Navy commissioned USS SOUTH DAKOTA (SSN 790) in a ceremony at Naval Submarine Base Groton in Groton, Connecticut, on 2 February 2019.

The principal speaker was US Senator Mike Rounds of South Dakota.

The submarine's sponsor is Mrs. Deanie Dempsey, wife of the 18th Chairman of the Joint Chiefs of Staff, Gen. Martin Dempsey.

USS SOUTH DAKOTA is the 17th VIRGINIA-class attack submarine and the seventh Block III.

### USS MICHAEL MONSOOR Commissioned

The US Navy's second ZUMWALT-class destroyer, USS MICHAEL MONSOOR (DDG 1001), entered service in a ceremony 26 January, at Naval Air Station North Island.

Mrs. Sally Monsoor, Michael's mother, served as the ship's sponsor.

Captain Scott Smith is the commanding officer of the ship and leads the core crew of 148 officers and enlisted personnel.

USS MICHAEL MONSOOR will be homeported at Naval Base San Diego, California.

### EPF 12 Keel Laid

The U.S. Navy held a keel laying and authentication ceremony for its 12th Expeditionary Fast Transport (EPF) vessel, NEWPORT (EPF 12), at Austal USA's shipyard, on 29 January. The keel was said to be "truly and fairly laid" as it was authenticated by Charlotte Dorrance Marshall, signing her initials into the keel plate.

USNS BURLINGTON (EPF 10) was delivered in November 2018, and Austal USA is currently in production on PUERTO RICO (EPF 11), which was christened in November 2018. The Navy issued Austal long-lead-time material contracts in late 2018 for EPF 13 and EPF 14.

### PCU Carl M. Levin (DDG 120) Keel Laid

The keel of the future USS CARL M. LEVIN (DDG 120) was ceremoniously laid at General Dynamics Bath Iron Works (BIW) shipyard, 1 February 2019.

Former Senator Levin and the ship's sponsors, his three daughters, Kate Levin Markel, Erica Levin, and Laura Levin, authenticated the keel by etching their initials into the keel plate to symbolically recognize the joining of modular components and the ceremonial beginning of the ship.

The ship's namesake served in the U.S. Senate for 36 years from 1979-2015. As the longest serving senator in Michigan state history, Levin became a staunch supporter of the armed services through his work and leadership as Chairman and Ranking Member of the Senate Committee on Armed Services.

### USS AUGUSTA (LCS 34) Named

SECNAV has announced that the next INDEPENDENCE-variant Littoral Combat Ship will be named USS AUGUSTA (LCS 34).

The future USS AUGUSTA (LCS 34) is named in honor of the capital city of Maine, and is the sixth vessel to bear the name Augusta. LCS 34 will be built by Austal USA in Mobile, AL. This ship will be 419 feet long with a beam length of 104 feet and be capable of operating at speeds in excess of 40 knots.

The Navy has accepted delivery of 17 littoral combat ships (LCSs). Including the recent contract modifications, a total of 35 LCSs have been procured with 11 ships under construction (LCS 17, 19-26) and seven more ships in pre-construction ships (LCS 29 - 32, 34, 36, 38).

### USS KINGSVILLE (LCS 36) Named

On 4 February the SECNAV announced that the next INDEPENDENCE-variant Littoral Combat Ship will be named USS KINGSVILLE (LCS 36).

The future USS KINGSVILLE (LCS 36) is named in honor of the city of Kingsville, Texas, and is the first ship to bear the name.

The future USS KINGSVILLE will be built by Austal USA in Mobile, Alabama.

### USS PIERRE (LCS 38) Named

In another ship naming, SECNAV announced that another INDEPENDENCE-variant Littoral Combat Ship will be named USS PIERRE (LCS 38). The future USS PIERRE (LCS 38) is named in honor of the capital city of South Dakota and is the second ship to bear the name.

USS PIERRE will be built by Austal USA.

### PCU CHARLESTON (LCS 18) to be Commissioned

The sixth shipped named CHARLESTON after the city of Charleston, SC will be commissioned in Charleston on 2 March.

Charlotte Riley, wife of former Charleston Mayor Joe Riley, is the ship's sponsor and broke a bottle of sparkling wine across the bow of the INDEPENDENCE-class littoral combat ship two years ago when she was christened in Mobile, Alabama.

The most recent vessel named after CHARLESTON was a cargo ship during the Vietnam War.

### PCU BILLINGS (LCS 15) Delivered

The US Navy accepted delivery of the future USS BILLINGS (LCS 15) during a ceremony at the Fincantieri Marinette Marine (FMM), shipyard, Marinette, Wisconsin, 1 February 2019.

The future USS BILLINGS is the 17th littoral combat ship (LCS) to be delivered to the Navy and the eighth of the FREEDOM variant to join the fleet.

### PCU CINCINNATI (LCS 20) Acceptance Trials

PCU CINCINNATI (LCS 20) concluded acceptance trials in the Gulf of Mexico on 8 February following a series of in-port and underway demonstrations for the Navy's Board of Inspection and Survey. Following delivery and commissioning, CINCINNATI will join her nine sister ships already homeported in San Diego.

## President's Message

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The election results for USCS Officers and Board of Directors have been submitted by the Ballot Counting Committee and are posted on page 13. Thank you to all members who participated. Special thanks goes to the committee chaired by **Greg Mikulka**, his team, **Andrew Lloyd**, **Jim Lloyd**, **Dick Morain**, **Maxine Morain** and **Ursula Singelton**.

I would also like to thank the Nomination Committee chaired by **David Kent** and the members of his team, **Ted Bahry**, **Frank Hoak III**, **Paul Huber**, and **John Johnson**, for vetting the candidates for this election cycle.

The new board members will begin their terms on 1 April and I am happy to welcome **Laurie** and **David Bernstein** and **Nancy Clark** to the team. Also, welcomed is the move from board member to Vice-President for **John Germann** who replaces **Dick Morain** who is taking a well deserved break to enjoy philately at a more relaxed pace.

With the new board members joining the team, I expect we will have a full agenda of activities to discuss at our convention at WESTPEX. We will have a great need of new volunteers to take on some of the tasks the USCS membership is used to receiving as part of their membership dues. I plan to continue making changes in committee assignments to equalize the work load and to also train others in the various activities. If you have time to give back to the hobby to serve on one of the committees, please let me know prior to the convention or in person at WESTPEX.

If you are a collector of covers which have foreign ports in the killer bars, one of the most currently updated Data Sheets is the Foreign Ports listing. **Data Sheet #12 A Listing of Foreign and Domestic Port Locations:** which is a listing of ports visited by Navy and Coast Guard Ships is in need of a new coordinator to keep the list current with new finds. If this is an area of collecting you have an interest in, please let me know if you can take on this task.

Sadly, too many of our members are passing away. I recently received word that unexpectedly John Lyding (10,889) had a heart attack on January 25 and passed away. John was a frequent contributor to the *USCS Log* with his "Ships Named for Medal of Honor Awardees" column. As a member of the Byrd Chapter No. 11, John created numerous cachets and serviced covers honoring the WW II lost submarines and well as USCS Convention cachets when the convention was held in Maryland. John will be truly missed.



**John Lyding (10,889)**

## USCS Auctions – take a look! USS SCORPION (SS 278) Commissioning Japanese PEARL HARBOR STAMP 1942



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

## DK ENTERPRISES WORLDWIDE POSTAL HISTORY

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

## The Goat Locker

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### Polar Philately in America (Part II)

The second season saw a limitation of five covers, per collector during Deep Freeze II Operations (1956-57). A Post Office Department press release, dated 9/21/56 stated that collector requests should be have sent to Operation Deep Freeze II, U.S. Naval Base, Norfolk 11, VA, no later than October 15, 1956.

Each cover would get a special cancellation- Little America, Byrd Station or Pole Station, Antarctica, USN. All three cancellations have U.S. NAVY/ OPERATION/ DEEP FREEZE in the "killer" section of the cancellation. Due to limited personnel and facilities in Antarctica, there was no guarantee which cancellation would appear on the collector's requests. The next season (Deep Freeze III), and every year thereafter - cover collectors were limited to two covers with desired station (Byrd or Pole) penciled on the envelope.

Ships of Task Force 43 will leave Antarctica in March or April 1957, arriving in the United States in April or May. If space is available, all philatelic mail cancelled prior to departure will be returned at that time. However, as in the case of the previous season some the mail will be held over and be returned when the task force completes its third trip to the frozen continent.

While the first season saw the establishment of advance bases (Little America V & McMurdo), the second season saw the building of six IGY stations in Antarctica. All in all, 66 IGY stations would be established by 12 nations and 60,000 scientists would participant in the most extraordinary cooperation venture during 18 month period known as the International Geophysical Year (1 July 1957 to December 31, 1958).



Figure 1: Reverse of cover to collector in Christchurch, New Zealand has stamped cachet (magenta) depicting a penguin, ice mountains and three stars in the sky with words U.S. NAVY- OPERATION DEEPFREEZE on the bottom.

Primarily used on South Pole mail on the reverse, as the Navy forbid more than one cachet of the front of the mail or philatelic requests.

Over 200 "SeaBees" from Mobile Construction Battalion One were deployed to Antarctica during Deep Freeze II and a group of 18 Navy Seabees, led by Navy LT Dick Bowers landed at the South Pole in November 1956. The first landing at the South Pole occurred on 10/31/56 with Admiral Dufek aboard with about 20 flown covers that would be canceled at BR 17046 (Christchurch NZ) on 6 NOV 1956.

Amundsen-Scott IGY South Pole Station was officially commissioned 23 JAN 1957 with most of the philatelic mail having a machine cancel, dated 15 DEC 1956 with slogan U.S. NAVY/ OPERATION/ DEEP FREEZE in killer.



Figure 2: Typed 2LK/ South Pole/ Satellite No. 2 by addressee (Mark Smith, ASPP #6) above the large "Disney" Task Force 43 cachet, canceled at the South Pole Station on 15 DEC 1956. Same stamped "penguin" cachet in magenta on reverse.

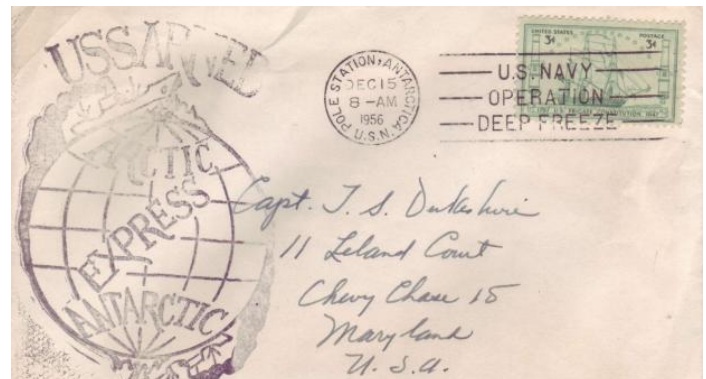


Figure 3: Cover addressed to Navy Captain, Chevy Chase MD bears stamped OSC/ USS ARNEB cachet was left behind with other philatelic mail and canceled at Pole Station 15 DEC 1956. Note: USS ARNEB was assigned to Knox Coast Group during DF II

Antarctic Development Squadron Six (designated as VX-6) was established in January 1955. The primary staging area was the Royal New Zealand Air Force Base at Wigram, near Christchurch that prepared the aircraft and crews for the long flights (2400 nautical miles) to Antarctica. CDR Henry Jorda, USNR was the squadron's Operations Officer at McMurdo Sound during DF II



Figure 4: Airmail envelope to CDR Jorda, Quonset Point RI bears OSC/ VX-SIX cachet, boxed cachet (green) denoting squadron's flight from New Zealand to Antarctica (17 OCT 1956) & boxed cachet (red) denoting USAir Force flight from McMurdo to South Pole (Dec 1956), cancelled FDPS 15 DEC 1956. Reverse has "penguin" cachet (magenta)



Figure 5: Airmail envelope to CDR Jorda's relative, Bloomfield NJ bears OSC/ VX-SIX cachet (magenta) that was machine canceled with other philatelic mail on 15 DEC 1956.

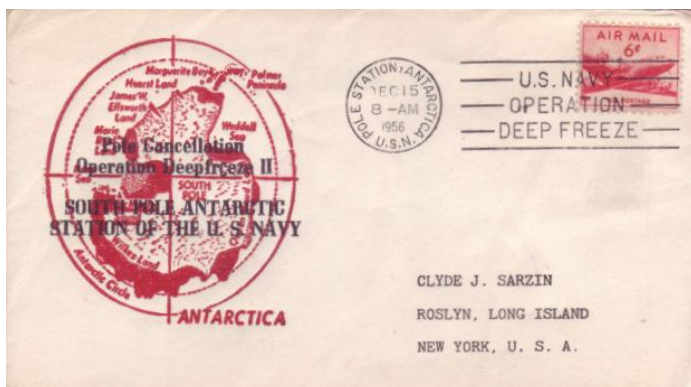


Figure 6: Printed two color cachet (thermograph) depicts map of Antarctica (red) & text denoting "Pole cancellation/ Operation Deep Freeze II/ South Pole, Antarctica/ Station of the U.S. Navy (black) m.c. 15 DEC 1956 at Pole Station. Note: cover is addressed to Clyde J. Sarzin, a Long Island stamp dealer and cachet sponsor that produced covers for America's Space Program.

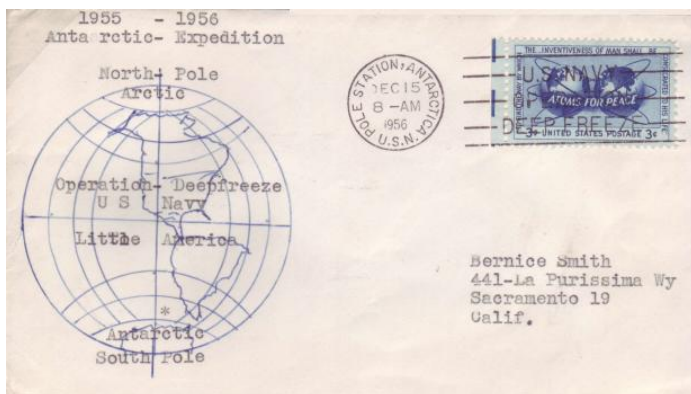


Figure 7

Figure 7: Penned cachet depicts map of Western Hemisphere & typed text recording the cover's travel to Little America for cancellation, but was sent to South Pole Station and included in the first day of cancellation on 15 DEC 1956.

An enclosure from L.W. Harmon, Sacramento CA reads (Philatelic Mail) "Hi Ya Bernice, Here is a cover from down under Little America, Antarctica Adios Tio Len" on memo paper the size of a index card.

The next known date for cancellation of mail at the Pole Station was 1 March 1957 and they can be found in both machine and hand cancels.



Figure 8: Generic First Day envelope used by William Deerson, Bronx NY to obtain his cancellation from Antarctica, hand canceled on 1 MAR 1957 with wording U.S. NAVY/ OPERATION/ DEEP FREEZE between killer bars.



Figure 9: Unknown sponsor mimeographed cachet on cover machine cancelled at Pole Station on 1 MAR 1957. The cachet depicts a penguin, the southern continent within the lines (latitude) and circles (longitude) and Australia & New Zealand on upper right.

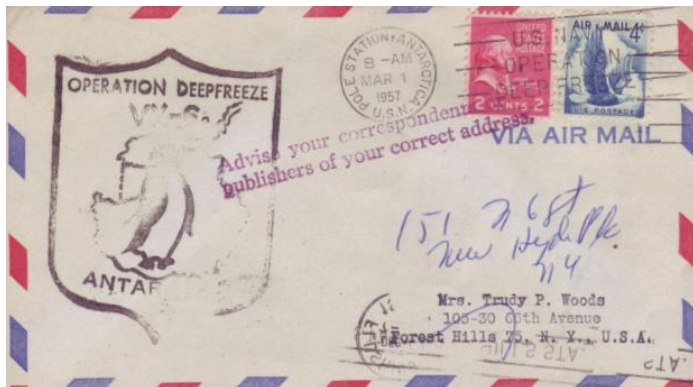


Figure 10: Interesting VX-6 flown cover with USPS auxiliary markings advising addressee (Trudy Woods) to inform sender of her correct address m.c. at Pole Station 1 MAR 1957. Reverse m.c. 7 DEC 1957 at Forrest Hills Station (Flushing) NY

Trudy's cover has signed penned message from LCDR C.S. Shinn,

USN/AIRDEVRON SIX (VX-6)/ PILOT CFIRST AIRCRAFT TO LAND SOUTH/ POLE- 31 OCTOBER 1956/ PLANE- NAVY R4D- "QUE SERA SERA." Translation: What will be, will be.

Aboard the plane was RADM George J. Dufek USN, Commander, Task Force 43, who planted an American flag at the South Pole on that day. LT Dufek had served as the navigator aboard USS BEAR (AG 29) during Byrd III Expedition before the war and he commanded the Eastern Group during Operation Highjump, 1946-47.



Figure 11: Stamped VX 6 cachet (magenta) with signature & typed 2LK/ SOUTH POLE 31 OCTOBER 1956/ PILOT LCDR CONRAD S. SHINN on airmail cover to Mrs. William Wood m.c. Pole Station 15 DEC 1956. Reverse has station's penguin & three stars cachet

The R4D aircraft (civilian version was Dakota DC 3) named after the song made famous by Doris Day (1956) can be seen at the U.S. Naval Museum. Peninsula FL. Yes, it's there, hanging from the ceiling with skis rather than wheels.

As our chapter's psychotherapist (Doc Rollings) once told me- the naval cover collecting disease is incurable. Let's suffer together with our friends at WESTPEX 2019 next month in the hunt for more polar philately.

## Letters to the Editor

Gregory Finnegan <g.finnegan@comcast.net>

To: Richard Jones

Cc: Stewart Milstein AZ

Feb 5 at 6:20 PM

In enjoying the February *Log*, I was reminded that, while the obvious purpose of us all sharing information and inspiration with each other, by articles, exhibits, and, not least, conversations, is learning what we need to understand our hobby, all that serves as a spur to do more ourselves. I'm writing partly to query a reference in Stewart Milstein's interesting, if sad, discussion of reasons for low return rates on covers sent to ships. I don't do that (or haven't since circa 1960) so was learning something new. But I was struck by his point, made to contrast current Navy policy with prior eras, with respect to encouraging Public Relations, including

philatelically, that CNO Arleigh Burke "was responsible for the stamp cachet showing a jet taking off from a carrier with the slogan 'The Importance of the Navy is increasing.'" The jet/carrier RSC actually reads "United States Navy / Power at Sea / for / Homeland Protection." There was another RSC, text with two small anchors, with the wording that Stewart quotes, contemporary with the jet/carrier one (and a couple of others) that make up what are often termed (when mentioned, which isn't often!) "Navy Generic cachets." Stewart's reference stirs me to get 'a round tuit' in re two things. One is to finally order the electronic back file of the *Log*, to see what the mid/late 50's issues said about the cachets. I've heard Adm. Burke's name associated with the cachets before, but haven't ever seen the connection documented. (His biography doesn't mention it.) Second, I need to get moving on writing up what is probably my longest-running collection of Naval covers, the box-full of Navy Generic covers I've assembled since I received (and still treasure) the jet/carrier cachet on a #10 official mail cover addressed to me, as an 11-year-old Dependent outpatient, from Oak Knoll Naval Hospital in Oakland CA, postmarked 29 July 1957. So thanks to Stewart for adding that paragraph to his piece (and to you for yet another interesting and wide-ranging issue, reminding us-all that we need each other!

Greg Finnegan #9677

Oakland CA

From: Don Tjossem

Sat, Feb 9, 1:59 PM

To: 2indians, me

Dear Edwin,

I thoroughly enjoyed reading your article in the February LOG about the NR-1. I just feel the need to make one small comment about one sentence in the article.

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

More correctly this sentence should indicate that the control panel is presently "in storage" at the US Naval Undersea Museum at Keyport, Washington.

There are no plans to put it on display for a few years yet until an exhibit is planned and another display is taken down to make room for it in the gallery.

Only by special request, a staff member may escort visitors to the control panel, but this would be on a "time available" basis.

I mention this as I would hate to see someone make a long trip to Keyport to see the control panel and then find out that staff members were not available to escort a visitor to the secure and classified storage area, where it is presently kept.

An email or phone call to a museum staff member would have to be made before any viewing arrangements could be made by researchers or visitors.

I would like to refer any readers to my article about the NR-1, which includes a photograph of the panel, in the July 2018 LOG on page 8.

Thanks for your very interesting article on the NR-1. Let me know if you have any questions or if you need any assistance as to whom to contact at the museum.

**From: 2indians@comcast.net**

**To: Tjossem@wavecable.com**

**Cc: Richard D Jones**

Feb 9 at 4:13 PM

Hi Don,

Many thanks for your most helpful e-mail modifying my article's wording on the NR-1 control panel that is in inventory but is not yet on display due to space limitations at the U S Naval Undersea Museum in Keyport, Washington.

Glad to also learn that by special request, on a time available basis, a staff member may escort a visitor to see the panel.

Last, thanks for your kind words about my NR-1 article in the February 2019 Log.

Regards,

Ed Hayes

## West Coast Navy News

*Ted Minter (9017)*

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



### USS CARL VINSON Arrives at New Homeport

USS CARL VINSON (CVN 70) arrived at her new homeport at Naval Base Kitsap-Bremerton on 20 January, completing a transit from Naval Air Station North Island in San Diego.

VINSON is changing homeport to Bremerton while the NIMITZ-class aircraft carrier USS JOHN C. STENNIS (CVN 74) undergoes her mid-life refueling overhaul in Newport News, Virginia. USS JOHN C. STENNIS is currently deployed to the Middle East and is scheduled to begin the mid-life refueling in January 2021.

Meanwhile, USS CARL VINSON, which arrived in Bremerton with some 3,000 thousand crew, is scheduled to undergo a scheduled docking-planned incremental availability (DPIA) at Puget Sound Naval Shipyard. A DPIA docking overhaul can take between 10 and 15 months to complete.

CARL VINSON is starting the overhaul after completing a 2018 deployment, taking part in exercise Rim of the Pacific and becoming the first US aircraft carrier to visit Vietnam in more than 40 years.

### USCGC BERTHOLF Deploys to WESTPAC

US Coast Guard's National Security Cutter BERTHOLF (WMSL 750) and her 170 crew departed Alameda on 20 January, for a patrol in the Western Pacific Ocean.

BERTHOLF will be operating in support of United States Indo-Pacific Command, which oversees military operations in the region. As part of its planned operations, the cutter will engage in professional exchanges and capacity building with partner nations.

Commissioned in 2008, BERTHOLF is the first of the Coast Guard's legend class national security cutters.

### USS CORONADO Availability

The US Navy awarded Vigor Marine a contract worth up to \$60 million with all options exercised to complete the drydocking selected restricted availability (DSRA) of USS CORONADO (LCS 4).

Work will be performed at Vigor's Portland shipyard and will begin work on CORONADO (LCS 4) in March and run through November 2019.

The work package includes engine and machinery overhauls, underwater hull coatings, life cycle inspections, and implementation of multiple ship alterations and upgrades to increase the Coronado's warfighting readiness.

### USS TULSA Commissioned

USS TULSA (LCS 16) was commissioned at San Francisco's Embarcadero Pier 30/32, in a ceremony on 16 February 2019.

Oklahoma Senator James Lankford delivered the commissioning ceremony's principal address. Former Tulsa Mayor Kathy Taylor serves as the ship's sponsor.

CDR Drew A. Borovies is the commanding officer of the ship and leads the core crew of 70 officers and enlisted personnel.

LCS 16 is the fifteenth littoral combat ship to enter the fleet and the eighth of the INDEPENDENCE variant. It is the second ship to be named to honor the city and citizens of Tulsa – Oklahoma's second largest city.

### USNS CARL BRASHEAR Availability

Vigor Marine Inc., Portland, Oregon, was awarded a contract for a 75-calendar day shipyard availability for the regular overhaul and dry docking of USNS CARL BRASHEAR (T-AKE 7). Work will include clean and gas-free tanks, voids, cofferdams and spaces, propulsion motor and cooler, main generator maintenance and cleaning, dry-docking and undocking, propeller shaft and stern tube inspect, and underwater hull cleaning and painting.

Work will be performed in Portland, Oregon, and is expected to be completed by 15 May 2019.

## USCS CONVENTION - DON'T MISS OUT

**John Germann**

A reminder that our annual USCS Convention is close at hand - in conjunction with WESTPEX, one of the finest shows in the country, on Fri-Sun, April 26-28. The host hotel is the San Francisco Airport Marriott Waterfront. Our Board Meeting is at 7:00pm Friday, the General Membership Meeting is at 1:00pm on Saturday, and the USCS Auction will occur on Saturday night in our Hospitality Suite at 7:00pm. Four USCS chapters have also scheduled meetings, scattered throughout Friday and Saturday. There are, of course, with many other postal history and philatelic presentations, a Schuyler-Rumsey Auction, etc. You can find the complete list of show happenings at:

<https://www.westpex.com/html/schedule.html>. See you there.

## Norfolk Navy News

*Darrell Millner (9859)*

*106 Maxwell Lane,  
Newport News VA 23606*



### USS MCFAUL Deploys

The guided-missile destroyer USS MCFAUL (DDG 74) departed Naval Station Norfolk, 25 January, on a regularly-scheduled deployment to conduct maritime security operations.

The ship, and its roughly 300 Sailors, is trained and ready to conduct a wide range of tasks, to include ballistic missile defense.

CDR Janet Days is MCFAUL's commanding officer.

USS MCFAUL was commissioned 25 April 1998. The ship is named for Chief Petty Officer Donald L. McFaul, from Orange County, California, who was an engineman and Navy SEAL. Demonstrating the highest level of valor and leadership, he was killed during Operation Just Cause at Paitilla Airfield, Republic of Panama.

### ABRAHAM LINCOLN Carrier Strike Group Heads for COMPTUEX

The ABRAHAM LINCOLN Carrier Strike Group (ABECSG) departed Naval Station Norfolk for Composite Training Unit Exercise (COMPTUEX), 25 January.

COMPTUEX is a certification exercise that assesses a strike group's ability to conduct military operations at sea and project power ashore through joint planning and execution of challenging and realistic training scenarios.

ABECSG is comprised of its flagship, USS ABRAHAM LINCOLN (CVN 72), Carrier Air Wing (CVW) 7, USS LEYTE GULF (CG 55) and ships assigned to Destroyer Squadron 2: USS BAINBRIDGE (DDG 96), USS GONZALEZ (DDG 66), USS MASON (DDG 87) and USS NITZE (DDG 94).

In addition, the Spanish navy frigate ESPS MÉNDEZ NÚÑEZ (F 104) is joining CSG 12 for the exercise.

### Navy Awards Carrier Contract

On 31 January, the Navy announced it has awarded a contract for the construction of CVN 80 and CVN 81 to Huntington Ingalls Industries-Newport News Shipbuilding. This contract award delivers significant savings to the government – exceeding \$4 billion when compared to the Navy's original cost estimates to procure these CVNs separately.

In addition to these savings, the contract includes ship integration costs of several modifications required to meet emerging threats including the F-35C Lightning II, MK 38 gun system and MQ-25 Stingray Unmanned Aircraft System. These modifications increase the lethality of the FORD-Class, and represent an additional \$100 million in savings that is in addition to the \$4 billion, since these new capabilities were not included in the original single-CVN Navy estimate. Plus, these new savings associated with new capabilities increases to \$200 million if installed in the ship before delivery, in comparison to installing after ship delivery.

ENTERPRISE (CVN 80) is the third ship of the FORD-Class and the numerical replacement for USS EISENHOWER (CVN 69). CVN 81, not yet named, will be the fourth ship of the class and will be the numerical replacement for USS CARL VINSON (CVN 70). CVN 80 began advanced planning and initial long lead time material procurement in May 2016.

### KEARSARGE Departs Souda Bay, Greece

USS KEARSARGE (LHD 3) departed Souda Bay, Greece, following a scheduled port visit, 10 January.

The three-day visit allowed for the ship to refuel, receive supplies and perform maintenance, but the crew also had time to enjoy the culture and hospitality of Crete.

In port, many Sailors, and embarked Marines with the 22nd Marine Expeditionary Unit, explored Chania, Crete's second largest city, while others participated in a variety of tours organized by KEARSARGE's MWR program.

The KEARSARGE ARG consists of Amphibious Squadron 6, USS ARLINGTON (LPD 24), USS FORT MCHENRY (LSD 43), as well as KEARSARGE and the 22nd MEU

### Keeping The Fleet Ready

The US Naval Sea Systems Command has awarded BAE Systems a contract for the maintenance and modernization of guided-missile destroyer USS BULKELEY (DDG 84) at its Norfolk shipyard.

USS BULKELEY is the 34th ship of the ARLEIGH BURKE-class. Named for Medal of Honor recipient Vice Admiral John Bulkeley, the ship was commissioned in December 2001. Following its arrival in March, BAE Systems will perform extensive hull, mechanical, and electrical repairs, and upgrade the combat systems suite aboard the ship. BULKELEY's depot maintenance period is expected to be completed in June 2020.

### USS SOUTH DAKOTA Commissioned



*Photo by Chapter No. 104 member Dale Hargrave.*



*USCGC BEAR  
in Hampton  
Roads  
Harbor.  
D Millner  
photo.*

*Thanks Navy Newsstand, Newport News Shipbuilding Press*

*Regards,  
Darrell*

**Combined Meeting for the  
Puget Sound and Columbia Chapters  
– in Seattle January 2019**  
*Pete Peters and Lloyd Ferrell*

For the last couple of years, the Puget Sound and Columbia Chapter meets have often been a combined get together. Several of us belong to both chapters, so it works out well. Our regular host is the Coast Guard Museum at Pier 36 in Seattle, and Capt. Gene Davis drives in special to open up for us.

We had a good pretty good turnout, especially for a January meeting. Most of the regulars were there, even though a couple couldn't make it. Lloyd Ferrell drove up from Portland, and picked up Albert Thirkill and Pete Peters along the way. From the Seattle area, we had Bob Clark, Dick Weber, Denny Gill, Gene Davis, Alex Hamling, Jay Bartholomew, and Gene Fosheim. There was plenty of chatter, catching up, and of course, looking at covers.

Bob Clark had several new cachets he'd done for the Puget Sound Chapter. Very nicely done! Lloyd gave a brief update about the convention in Columbus, and the new "Late Date" project that was started by the Pearl Harbor Chapter. The best part of the meeting was a great presentation done by Bob Clark, focusing on the history of Pier 36—where the meeting was being held. He had many photos and historical maps going back 130 years, showing how the area was originally a tideland, gradually filled in over time. The area Piers 36-38 was where the port of embarkation was located during WWII and the Korean War. The Coast Guard presence at Pier 36 remains strong, and it's always exciting to see the red-hulled ice breakers that dock there. Thanks Bob.

The date of the next meeting has tentatively been set for 6 April 2019, at the same location. Hope to see you there.



*(l-r) Bob Clark and Pete Peters*



*(l-r) Dick Weber, Jay Bartholomew, and Denny Gill*

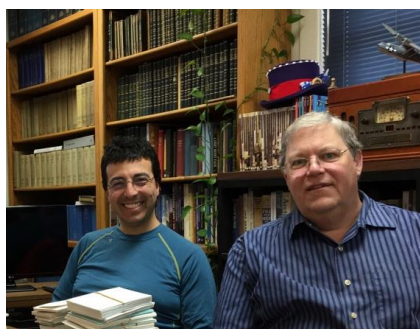


*Gene Davis and Gene Fosheim*



*(l-r) Pete Peters, Albert Thirkill and Dick Weber*

*Alex Hambling and Lloyd – and the funny hat belongs to Alex!*



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## Friendly Fire

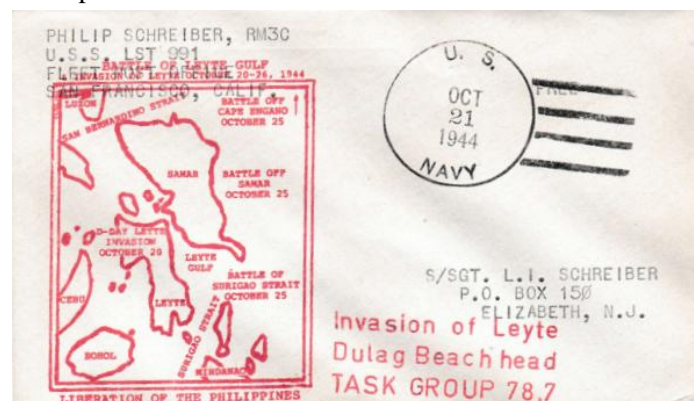
Phil Schreiber (9110)  
123 S. Adelaide Ave., Apt 3B  
Highland Park, NJ 08904



In the fog of war, sometimes events take horrifying turns and the wrong people become targets. Two such events are connected to the cover shown here.

As a naval cover collector during World War II, I had participated in the invasion of Leyte in the Philippines together with the Battle of Leyte Gulf. Here I witnessed U.S. NAVY ships trying to actually, not accidentally, shoot down U.S. NAVY fighter planes, and a few days later having my own ship targeted by a cruiser with accompanying destroyers.

I personally prepared the 21 October 1944 "LEYTE" cover. I cancelled it in the ship's post office, addressed it on the ship's radio room typewriter which only had capital letters, and years later prepared the rubber stamper cachets. It was to be a souvenir of my participation. Shortly before the cancel's date, LST 991 was ordered to Hollandia, New Guinea, to take as passengers an army aviation engineer battalion. A large part of the cargo was huge roles of corrugated steel mats. We were told that these were to be used to lay an air strip on the beachhead during the invasion of Leyte. During the operation while beached at the invasion beachhead I received an urgent radio message addressed to "All Ships in the Operation" which ordered that all anti-aircraft fire be withheld. Three U.S. aircraft carriers in Leyte Gulf had been sunk by Japanese forces so their aircraft could not return to them. Damaged aircraft and those with very low fuel were ordered to try landing on our air strip. A few minutes later, through the radio room port hole I heard the sound of low flying aircraft coming in to land, and also the sound of nearby anti-aircraft guns being fired by navy ships on the beachhead and anchored nearby. To this day I have no idea as of the results of the friendly fire that I witnessed. The aircraft carriers sunk by the Japanese at Leyte Gulf have gone down in history. But what happened to all of the pilots who were supposed to use the newly laid air strip?



Author's cover is souvenir of participation in Leyte Invasion.

While LST 991 was beached and unloading, I received another urgent radio message to "prepare for bombardment from Japanese Navy "ISE" class battleships approaching from nearby Surigao Strait. The unloading took place while under air attack, bombing and strafing, and ground attack directed by enemy troops beyond the beach head perimeter. As a result, LST 991 could not join her task force convoy which had been ordered to immediately depart for the New Guinea staging area to take on more troops and supplies. The "991" was ordered to proceed alone and without an escort through the Leyte Gulf battle area. We departed as soon as we retracted from the beach head, and shortly after nightfall we received a radar challenge to identify ourselves as friend or foe. This was usually called "I F F" and was submitted and received by radar signal. During battle most ships were ordered to maintain radio silence at all times. However, the 991's radar antenna had been damaged previously and could only receive but not reply to challenge. Unable to respond to the challenge, the captain of the 991 ordered that the ship's engines be "stopped" so that it would drift with other debris of war in Leyte Gulf. Perhaps the unknown challenger may hold its fire if it did not see us as a threat. With the arrival of dawn at the sight of U.S. NAVY cruiser and two destroyers riding around us with their big guns aimed in our direction - a perfect position to be a target for more friendly fire.


LST 991 was awarded a bronze battle star on it ASIATIC-PACIFIC THEATRE OF WAR RIBBON. The star is one of six for World War II service. For many years thereafter the *Dictionary of American Fighting Ships* was unable to report to ultimate disposition of it. It was last seen after the war sailing up and down the China coast, but some of us believe that it was sunk years later off of China's Quemoy Island in an encounter between Nationalist and Communist navies.

"Sic Transit Gloria," as the ancient Romans used to say.

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[dubine@comcast.net]



### WESTEX

**Location:** San Francisco Airport Marriott Waterfront Hotel  
1800 Old Bayshore Highway  
Burlingame, California

**Next Show:** April 26-28, 2019  
Fri. & Sat. 10 a.m. - 6 p.m.  
Sun. 10 a.m.-4 p.m.

## USCS 2019 Election Results

*Gregory Mikulka, Chair  
Ballot Counting Committee*

There were 334 votes cast.

64 Internet votes were cast  
four votes came from Germany  
One vote came from Israel  
One vote came from Canada

In addition one ballot was damaged in the mail and was unreadable.

One ballot had nine votes for director and was rejected  
Four ballots came from the same return address and were rejected

The ballot committee was composed of:

### Greg Mikulka, Chairman

**Andrew Lloyd**  
**Jim Lloyd**  
**Dick Morain**  
**Maxine Morain**  
**Ursula Singelton**

The Results were

Richard Jones President 306  
John Germann VP 310  
Lloyd Ferrell Treasurer 306  
Steve Shay Secretary 310

Stewart Milstein received one write-in vote for President  
Tinker Bell received one write-in vote for Secretary  
Jean-Luc Picard received one write-in vote for Director

Director and number of votes

Richard Hoffner 242  
Stewart Milstein 229  
Gregory Ciesielski 224  
Laurie Bernstein 214  
Nancy Clark 211  
David Bernstein 191  
Larry Brennan 189  
John Young 186

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Tom Kean 181

Gregory Finnegan 165  
Richard Keiser Jr 134  
Charles Hamilton 125  
George Marcincin 120  
Bob Reisinger 105

Respectfully submitted,  
Greg Mikulka

## Membership Renewals - Final Call

*Lloyd Ferrell (L-12082)  
USCS Treasurer  
PO Box 7237, Aloha, OR 97007*



Earlier today, as this is being written, I mailed out some 160 follow-up notices for membership renewal. Of course, I would like to see 100% of these come back, but realistically I know that isn't going to happen. Still, I think most will. The overall response this year has been good, and I enjoy hearing from members as the renewals come back.

Some of you who get the follow-up notice may have responded about the time it was mailed. If so, you can ignore it, or you can double check with me or **Steve Shay** to make sure it was recorded.

By the time this is published in the *Log*, we'll be right at the deadline date. The membership year for USCS runs from April 1 to March 31 of the following year. 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, check with us.

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 **Kirsten Stephens, Harold Kalkwarf, Ernest Arroyo, Paul Goebel, Paul H. Sayles, Sam Stratton, Joseph Myles, Christopher Jasnoch, Stanley Moskowitz, Robert Wilkinson, Richard Martorelli, Clifton Peters, Robert Clark, Joe Sypek, Adam W. Sopko, Earle Long, Richard Jorgensen, Bob Helms, Cale Whitehouse, Barry Lussen, Douglas Fox, Leslie Cox, Charlie Hamilton, Ellen Richardson, David Holland, and Richard Stump.**

Thanks everyone.

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Suite 520, Cocoa Beach, FL 32931

### 4 ...3 ...2 ...1 ... Zero and Lifting

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

What seemed impossible at that time, has now taken its proper place in history. I can still vividly recall many of those events. Everyone that wasn't on watch, had camera in hand and was eagerly watching and listening on the flight deck. The ship's IMC was turned on as we listened to the communicator's voices at Cape Canaveral- "capsule umbilical dropped", - "ignition", liftoff".

I found myself as emotional as the rest, in our shouts and screams of "there she goes" - She's going" - go baby go" as the Redstone Rocket lifted the Mercury astronaut's capsule into space. After being on station for over twenty days and the shot postponed many times due to weather or rocket problems, now here it is finally May 5th, 1961 about 09:35 a.m. and Freedom Seven and Alan B. Shepard were in space.

Few people realized that, only the night before, another incident had almost caused this shot to be postponed or perhaps even rescheduled in a few days. The Flagship of the Space Ship Recovery Task Force, the carrier USS LAKE CHAMPLAIN suffered a below-decks fire shortly before six p.m. the evening before the schedule launching, although, this blaze was quickly extinguished. It greatly concerned Captain Robert Weymouth and our crew because of its location.

The fire started in a midship section housing pumping equipment which controls various key devices aboard the "Champ" - including the aircraft elevator which could have played a lifesaving role for the astronaut in the imminent space venture.

It would have been this elevator that the capsule would have been rushed to, had there been any indication that Shepard was in "bad shape" after his landing on the open sea. This elevator provided the quickest route down from the flight deck, where the Spaceman would be freed from the capsule and rushed down another two ladders to the sickbay. Frank Carey of the Associated Press had reported from the carrier "any defect would certainly have caused a postponement of the shot".

The firefighting teams limited the blaze in its separate compartment, and we aboard, looked to the immediate extinguishing of the fire as a good omen for the space shot.

There was another incident this same night, that some men felt augured well for the success of our first manned space voyage. The ship's officers had staged a "man overboard" drill in which a dummy was heaved over-the-side to test the alertness of the ship's lookouts. In just about twelve minutes the crew of CHAMPLAIN spotted and picked up the dummy - the kind of alertness and speed the "Champ" men wanted to emulate in the wrestling and speed of the astronaut's capsule from the sea.

And if coincidences of dates meant anything, there was still another good luck sign. The Navy ships, as they waited for the space flight to occur, were passing through the anniversary of one of the country's proudest hours of battle - that in the Coral Sea, 4-8 May 1942, when we stopped the Japanese fleet for the first time since the attack on Pearl Harbor, five months previously.

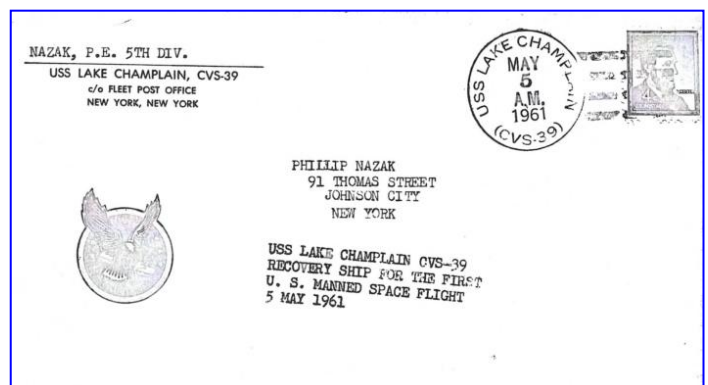
The first sight of the return to earth of Alan B. Shepard in his Mercury capsule was the cherry-red glow of the space craft as it plunged back into the denser atmosphere. It was quite a sight that I am sure many of my 2,600 former shipmates will not forget, as the big red and white parachute opened to lower the capsule and America's first space man, gently onto the surface of the Atlantic. It seemed that within minutes the helicopter, that was reported 1700 feet from the splashdown, brought Shepard aboard the "Champ" while another helicopter team gently put the capsule to rest on a bed of mattresses on the flight deck.

From 09:35 launch time to 10:00 a.m., the time that the Space Capsule Freedom Seven was on deck, history had been made. Shepard had gone 302 miles - with the maximum speed of 5,160 miles per hours, with the top height of 115 miles.



*Hometown news clipping about author serving on the recovery ship for the Shepard flight.*

To commemorate this event, the ship's post office issued a last-minute cachet. "Last minute" is by and large the best choice of words. I now can hardly believe that no preparations were made for a super impressive cachet. Within the hour, and with the help of the print and carpenter shops, we had a home-made duplicator style cachet. I must sadly say that I was not into collecting Navy covers at that time.



*Recovery cover with "Last Minute" 4-line cachet*

Under the direction of PCI Lee Spears, PC3 Rodger Altair, Roger Allors and myself, we delicately prepared and

hand stamped philatelic covers for those who wanted them. As my memory served me correctly, that it was also the day after pay day and we had a tremendous volume of mail which we had cancelled by machine and those hand cancels were larger than normal.

Now looking back in time, I believe that I must have sent 15 or so covers to every relative that I had to let them share in a small piece of this historical moment. Out of curiosity, I tried to retrieve as many of these covers as I could some twenty years earlier. To my surprise, not a cover was kept or survived, which goes to show what time can do to philatelic mail.

I did manage to put some special covers in an old cruise book, which did manage to last the elements of time, which I am happy to now share with you. Here is to Alan B. Shepard, USS LAKE CHAMPLAIN (CVS 39) and May 5th, 1961, an important time in history and in my life.

In closing this article, I would like to share some of my notes for postal operations of that day and figures from a report by PC1 Spears on the day's operation given to Lt. R.E. Marshall, our Postal Officer.

Our post office had a two-window operation and on that day PC3 Altair operated the general service window while PC1 Spears opened the second window for those who wanted philatelic hand canceled "hand back" covers. PCSN Allors and I hand cancelled all philatelic from the ship's window drop box designated "Shepard Covers" and processed all other outgoing mails by State/City/Mixed which was machine cancelled. An unscheduled COD flight was announced to take off at 3:30 p.m. and we were allowed 120 pounds of just "First Class Mail".

Our electric International-D broke down about 3 pm and we had to break out our hand power Universal-K cancelling machine to get as much mail ready as possible.

We reopen services for the Shepard cover that same day from 6-8 pm for all crewmates that could not get time during the day and for all those who were also on watches.

PC1 Spears in his report to Lt. Marshall estimated mail that left the ship on the 5th and the regular mail run on the 6th as:

Shepard over the counter hand back covers to be 125-150 pieces. Shepard cachet hand stamped mail trayed mail at 4.5 ft. or 1,125 pieces.

Shepard 5th May machine cancel at 2 ft. or 500 pieces, with and without cachet.

All other First-class mail for both days to include Shepard 5th cachets about 2 ft. or 500 pieces and ship's mail 14 ft. or 3,500 pieces. Mail is estimated at approximately 250 pieces per foot.

The best estimate for Shepard hand cancel cacheted mail is about 1,275 pieces. This count is very realistic due to the fact that more than half of those that sent covers home averaged 3 covers and a few like me had about 20 covers or

so. The mailing easily falls in line for a ship's crew of 2,600 sailors, marines and air groups.

As I was writing this, I was curious about what the internet had to say about this day and "Champ" covers. To my surprise, there were many articles on the "May 5th" covers and a sample from a philatelic space cover exhibit in which the "Champ" covers were stated to be "rare" and limited in issue. There was an author who reported that there were only "40" known covers from the ship to commemorate this event. I did take note that there are also fraudulent postmarks on the market to deceive collectors. As I close this article you can be the judge of the facts.

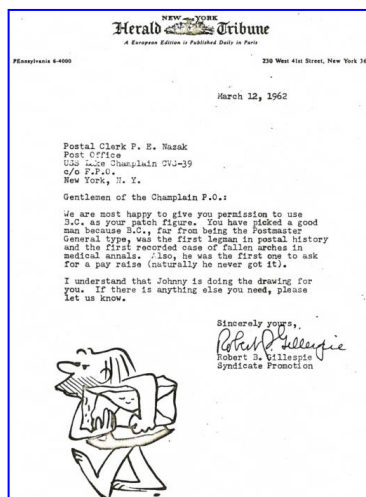
Below you will find five covers that have survived time. Cover 1 shows and enlarged rubber handstamp signature of Alan B. Shepard that was prepared by a print shop in Providence R.I. The print shop applied this to covers many weeks after the event. Cover 2 was also a production from the ships print shop in which they acquired an official photo of the astronaut and made a plate to print this photo on those covers that were taken to the print shop. I believe that there may be 50 or so of these covers. Cover 3 is just a plain ship cachet envelope. Cover 4 is a rubber stamp of the ship's logo and motto. This was supplied by the ship's post office.

This same rubber hand stamp endorsed most philatelic cover requests. Cover 5 was a humorous cachet drawn by one of the crewmembers. This was also a rubber hand stamp produced in Providence R.I. This cachet from the ship's print shop was applied to those covers many weeks after the event.

**An array of cachets found on Shepard covers.**



**Permission letter allowing use of cartoon character B.C. as a patch figure.**



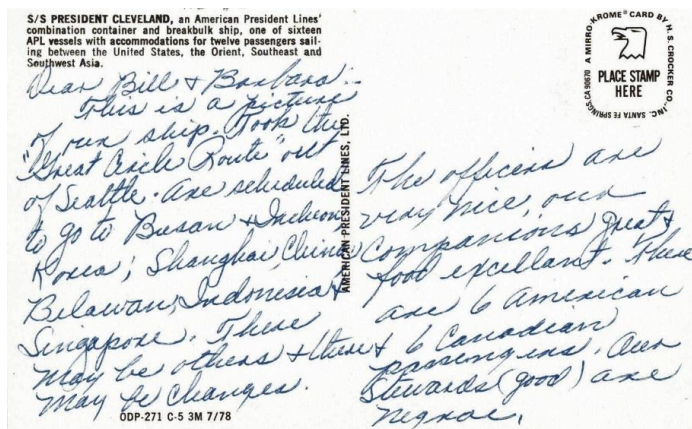
## Close but No Cigar The Joys and Frustrations of Collecting

Charles H. Bogart (8489)  
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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.

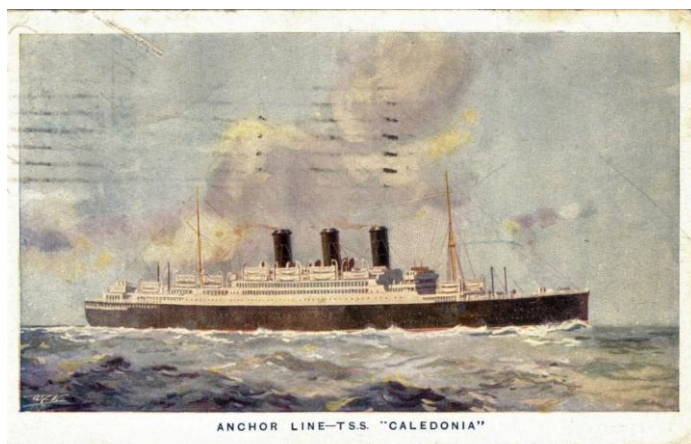


The back of the PRESIDENT CLEVELAND postcard

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; Belawan, 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.

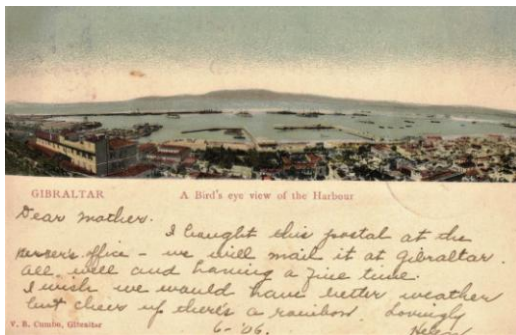


The front of the TSS CALEDONIA postcard



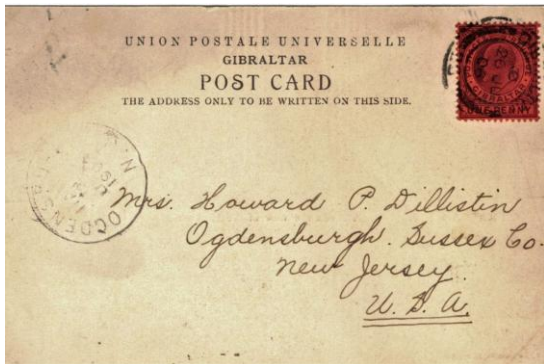
The reverse of the TSS CALEDONIA postcard

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.

## Foreign Navy News

**Phil Schreiber (9110)**  
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Highland Park, NJ 08904



The Kiel Philatelic Society in Germany frequently produces cachets and sponsors pictorial postmarks commemorating German Navy activities. An annual event occurs for Christmas when its theme is for deployed German Navy ships far from home. This Christmas, they featured the Frigate AUGSBURG (Figure 1) and the Corvette OLDENBURG. The postmark says Christmas on Board—far from the Homeland, and shows nice clear line drawings of each ship.

Japan's new submarine SEIRYU (SS 509) (Figure 2) is shown on a cover from Yokosuka with a pictorial postmark showing their BATTLESHIP MIKASA museum ship. MIKASA was built in 1899 and was the flagship of the

victorious Imperial Japanese Navy during the 1905-5 "Russo- Japanese War." Enclosed in the cover was a photo of USCS member Muneo Hagino at the monument in Yokosuka commemorating U.S. Navy Commodore Perry's landing in Japan during its annual festival.

My own hand drawn cachet on the un-cancelled postcard from the British Navy's HMS DRAGON (Figure 3) offers her a "Bravo Zulu" for seizing over three tons of hashish on the Indian Ocean's "hashish highway" while deployed with the Combined Task Force 150 engaged in monitoring drug smuggling in that area. DRAGON is currently joined with the Qatar COAST GUARD VESSEL 807 and the British Navy's ROYAL FLEET AUXILIARY CARDIGAN BAY which serves as the unit's mother ship. These ships are also deployed concurrently with the Maritime Security Forces' Task Force 151 on anti-piracy patrol in the Gulf of Aden, and Task Force 151 in the Gulf of Aden doing Maritime Security. These activities are regularly reported on the CTF 150 WEBSITE which reported the visit of the CTF 152 commodore: Kuwait Coast Guard Captain Alfordary to HMS DRAGON. The photo shows the Commodore on the bridge with Commander Carter Quinn, R.N., commanding, HMS DRAGON. (Figure 4)



**Figure 1**

**Figure 2**



**Figure 3**



**Figure 4**

Thanks to **Walter Freisewinkel** and **Muneo Hagino** for the news and covers.



## The Joy of Collecting: Second ALBATROSS Followup

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Under this heading in the August, 1996 *Log*, (pp.16-17,) I wrote about a 1908 cover from the research ship ALBATROSS, with a followup in the December 2002 *Log* about the sender of that cover, Dr. Paul Bartsch of the Smithsonian Institution, and his connection to President Franklin D. Roosevelt's 1938 cruise in HOUSTON to the Galapagos Islands. ALBATROSS, second 'naval' ship of that name, according to *DANFS*, was the first purpose-built oceanographic research ship, serving the United States Fish (later Fisheries) Commission, from her launching in 1882 until 1921. She served as a Navy gunboat in 1898 and 1917-19, but throughout her 39 years of service, for all but those wartime years, she was owned and controlled by the Fisheries Commission, but was unusual in being commanded and crewed by active duty US Navy personnel.

In my original article, I quoted extensively from a memoir by the noted paleontologist Roy Chapman Andrews, who was another scientist who, like Bartsch, rotated to ALBATROSS during her almost 3-year cruise investigating the waters in, to, and from the Philippines. In discussing the fact that the ship was crewed by, but not owned or controlled by, the Navy, Andrews referred to the Naval opinion that ALBATROSS was "a bastard ship" and further stated "None of the officers cared for the duty because they felt that, while it was pleasant enough, it did not advance them in their profession."

Absent other recollections, we have to take Andrews at his word about what ALBATROSS's officers thought about their assignment and their careers. Perhaps the accomplishments meriting promotion changed over the 39 years ALBATROSS was Navy-crewed? But it might also be the case that the officers Andrews messed with had been, like Rick in *Casablanca*, "misinformed."

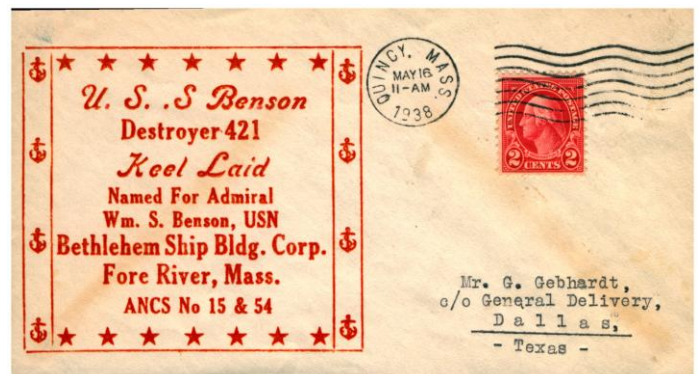
**Figure 1** is a cover addressed to an Ensign in ALBATROSS in 1886, William Shepherd Benson, 1855-1932, when the ship was serving in the North Atlantic. He had graduated from Annapolis in 1877, and had various survey and research sea duty early in his career, including 3 years in ALBATROSS. Serving in a 'bastard ship' didn't appear to have hindered his subsequent career, however, since he was the first Chief of Naval Operations, from 1915 to 1919. He eventually had two ships named for him, BENSON (DD 421), (**Figure 2**) and ADMIRAL W.S. BENSON (AP 120.)

In the course of confirming that ADM. Benson had indeed been assigned to ALBATROSS, and not simply aboard for some other reason, I came upon references to

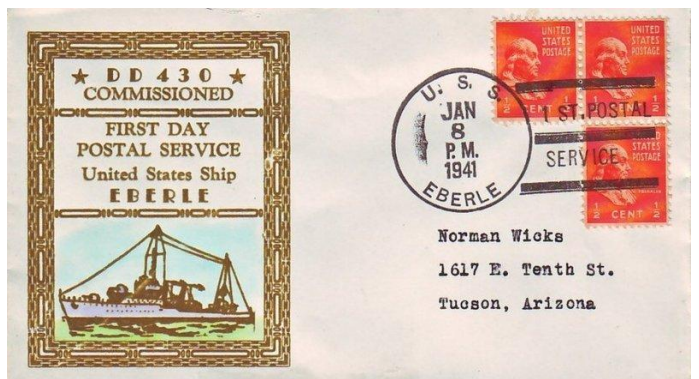
another Ensign assigned to the ship, Edward Walter Eberle, 1864-1929, USNA Class of 1885. He served in ALBATROSS just after ADM. Benson, from 1887-1890. His career also was not impaired by that service, since he went on to be Superintendent of the Naval Academy from 1915-19, CincPac from 1921-23, and from 1923 to 1927 was the third CNO. He too had a destroyer and a transport named for him: EBERLE (DD 430) and ADMIRAL E.W.EBERLE (AP 123.) I don't have covers from either ship, nor from ADMIRAL W.S.BENSON, but examples from all three may be seen online in the *USCS Naval Cover Museum*. **Figure 3**



**Figure 1:** Cover mailed from, possibly, Salem MA; in any case, backstamped as received in Halifax NS the next day:



**Figure 2:** Keel laying cover for USS BENSON (DD 421) with cancel of 16 MAY 1938 at Quincy, Mass.



**Figure 3:** Locy Type FDPS 3 Jan 8, 1941 "1ST. POSTAL /SERVICE"

## The Joy of Collecting: Sidebar: Another Cover to ALBATROSS

Gregory A. Finnegan (9677)



Over the years, I found another cover sent to ALBATROSS. This one is a picture post card (showing "Interior view of Machine Shops, Empire, Panama Canal") sent from the Protected Cruiser CLEVELAND (C-19, later PG-33 and CL-21.) The card's not dated, and CLEVELAND's postmark is not clearly struck. According to *DANFS*, CLEVELAND "alternated patrols in waters off Mexico and Central America with reserve periods at Mare Island Navy Yard between 1912 and 1917." That fits with the card's reference to being in Corinto, a Pacific coast port in Nicaragua. I make the stamp to be SC 405, issued in February 1912, which supports reading the postmark date as 13 JAN 1916. The USCS *CATALOG OF...POSTMARKS* date for CLEVELAND's T-3 cancel is 1915, scarcity code R-2, so 1916 would fit. In any case, the card is from the years the ship was operating in Central American waters. It's also interesting that the writer, clearly writing to a fellow sailor, referring to a mutual acquaintance being "at Colon on one of the subs," addressed his card to "U.S.S. Albatross," rather than (as on the cover to ENS. Benson) the correct "U.S.F.C.S.," a sailor writing to a Navy friend 'automatically' made the ship "USS."

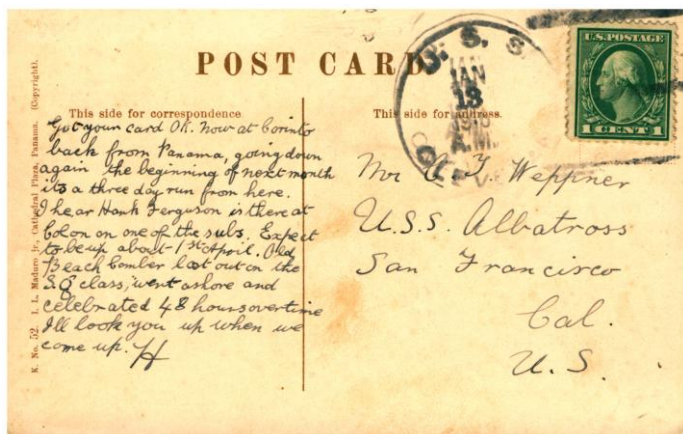


Figure 1: Post card to USS ALBATROSS postmarked USS CLEVELAND (CL 21) Locy Type 3 dated 13 JAN 1916.

## Time for Award Nominations!

Richard D. Jones, Chair--Awards Committee

Over twenty years ago, the USCS Directors established an awards program consisting of these awards: **York Bridell Award**; **Walter Crosby Award**; and the **Joseph Hale Award**. These awards were to be given yearly to members based upon specific criteria and judged by an Awards Committee.

At the present time, the committee is chaired by **Richard D. Jones (3933)**.

### York Bridell Award:

Named for the founder of the USCS, this award is for excellence in leadership in organization, recruitment and promotion of the collecting of naval covers. This may be either at the chapter or national level.

### Walter Crosby Award:

Named for the noted cachet sponsor, this award is for excellence in developing or producing cacheted covers that depict naval history or naval events.

### Joseph Hale Award:

Named for the founder and first editor of the *Catalog of United States Naval Postmarks*, this award is for excellence in research on different aspects of this hobby.

Recipients of these awards receive a certificate presented at the USCS annual convention General Membership meeting. Anyone may nominate someone for any of these awards by sending the nominee's name and a **specifically detailed outline** of the reasons for the nomination to:

**Richard Jones, 137 Putnam Ave, Ormond Beach, FL 32174** or email to [bmcjones@yahoo.com](mailto:bmcjones@yahoo.com) prior to 31 March 2019. A person may only receive an award once for the exact same item. The nominees will be presented to the committee for consideration in early April 2017 and the winners will be announced at the USCS General Membership Meeting at the WESTPEX Stamp Show in Burlingame, California on 27 April 2019.

Please take time to submit a detailed nomination that will convince the committee to agree with your reasoning on your choice. We truly would like as many submissions as possible.

**NOTE:** Over the last year few years, we had no nominations for the Walter Crosby Award for cachet sponsorship. A suggestion would be to look in the *Naval Cover Museum* for cachets sponsored for ships constructed over the last year or two. Certainly, there is some beautiful art work in the recent cachets now in the Museum and some of it might stimulate you to review several cachet makers and their body of recent work. Maybe you might decide on one cachet maker to submit a nomination for the Walter Crosby Award. Let's support our members' creative talents.

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

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

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

## The Ship With Two Spirits USS THOMAS HUDNER (DDG 116)

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

On 1 December 2018, America's newest ARLEIGH BURKE-class guided missile destroyer was commissioned into the United States Navy. USS THOMAS HUDNER (DDG 116) carries into the future a name that has its beginnings on a North Korean mountaintop.

### The Man

At the 2017 christening of the ship bearing his name, Medal of Honor awardee Thomas J. Hudner, Jr insisted the new ship will carry not only his spirit, but that of Jesse L. Brown, the friend he tried to save in the action that earned him the medal.

*LTJG Thomas J Hudner, Jr.*



Everything begins on 4 December 1950. Hudner and Brown were part of the massive movement of men and material sent to the Korean Peninsula in response to the North's invasion of the South earlier in the year. LTJG Hudner and Ensign Brown were carrier pilots assigned to USS LEYTE (CV 32). Although the pair had only been wingmen for two months, they had formed a friendship that would extend to death and beyond.

On an ice cold afternoon, ten Corsair fighter aircraft left LEYTE on a search-and-destroy mission in support of Marines cornered by Chinese troops in the Chosin Reservoir.

When four aircraft peeled away for their own missions, Hudner and Brown formed part of a six-plane assault group. Hudner and his wingman flew 100 miles through the sub-zero, rough weather before a random rifle shot from the ground sliced away one of Brown's oil lines. Unable to keep his plane aloft, Brown was forced to crash land in a mountain valley. The impact crumpled the plane around Brown, trapping him. The other planes, risking enemy fire, circled for 15 minutes, radioing for help.

Brown's plane was on fire and help was taking way too long to get there. Unwilling to see his friend die, Hudner did the only thing he could do.

He crashed his plane near Brown's and ran to help his friend. Brown's lower body was pinned by the crushed firewall, the plane was on fire. Hudner described a frantic scene as he split his time between yanking at the wreckage and throwing snow on the fire, Brown's vital signs sinking with every minute. When a rescue helicopter arrived, the plane was engulfed in flames. Hudner and the chopper pilot, LT Charles Ward, struggled to free Brown. As minutes drained by, Hudner was reduced to smashing at the Corsair

with an axe thrown from the helicopter. All efforts failed as night began to fall.

Reluctantly, Hudner and Ward were forced to leave the scene. Before fading out a final time, Brown told Hudner, "Just tell Daisy how much I love her." It's a message Hudner would carry to Brown's wife. For the rest of Hudner's life, in fact, he remained close to his friend's family.

There was one thing he couldn't do - leave Brown on that mountaintop. But even shouting matches with his superiors couldn't bring Brown home - the area was too hostile and inaccessible. The body was destroyed with the wreckage of the two planes in a somber napalm funeral pyre and remains there today.

Hudner injured his back in the desperate crash landing. Even as back problems plagued him, he continued flying combat missions from LEYTE. In April of 1951, Hudner was awarded the Medal of Honor for his actions on that mountain; the first Medal of Honor awarded a Korean veteran, although others earned medals for action done prior to 4 December, 1950. Hudner went on to serve various leadership roles in the Navy. In 1966-7, he was back in Asian combat as navigator then XO aboard KITTY HAWK (CV 63); he flew no missions this time. In 1968, he was appointed Operations Officer of the Navy's Southeast Asia Air Operations Division. When he retired in 1973, he was head of the Aviation Technical Training Office of the Chief of Naval Operations.

Days before retirement, Hudner attended the 17 February 1973 commissioning of the KNOX-class frigate, JESSE L. BROWN (DE 1089), named for his friend and the US Navy's first African-American combat carrier pilot. There with Brown's wife and children, Hudner helped dedicate the new ship.

*Ensign Jesse L. Brown*



When he was at the 1 April 2017 christening of "his" ship in Bath, Maine, Hudner was the last surviving Korean Conflict Medal of Honor awardee. The reason he earned that award never left him. Nor had his desire to do right by Brown. In 2013, the nearly ninety-year-old Hudner returned to North Korea in an attempt to bring his friend home, but bad weather canceled the mission.

Hudner will not see his ship in commission. He passed away 13 November 2017 after 93 well spent years. He made sure two missions remain in play - he assigned his family to continue to help the Brown family bring their fallen hero home and to ensure the Navy names another ship in Brown's honor.

### The Ship

The ship that carries the spirits of two American heroes is the 66<sup>th</sup> ARLEIGH BURKE-class destroyer. USS THOMAS HUDNER is the latest in a class of ships that first

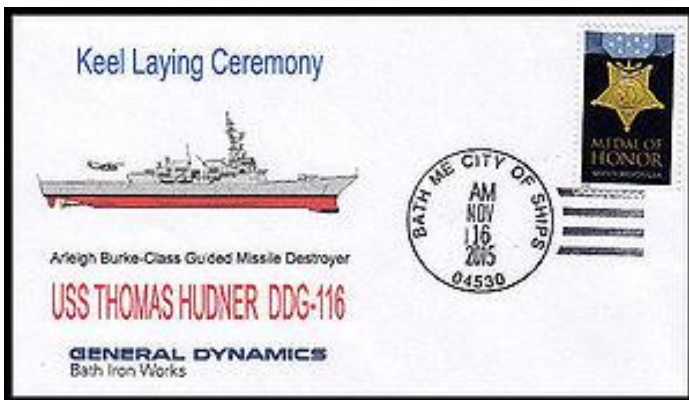
saw the light of the ocean in 1991. But she's not your father's ARLEIGH BURKE...

In the late 2000s, the ARLEIGH BURKE assembly line was slated for total shut down while existing ships were to be replaced by the ZUMWALT-class destroyers. However, cutbacks assured the Navy that funding for the expensive ZUMWALT would not be easy to secure. Although three ships have been built, ZUMWALTS will be hard to find among your average fleet for many years to come.

That left the ARLEIGH BURKE. The sturdy platform was put back on the assembly line in 2008 and slowly, upgrades have been added to bring the ARLEIGH BURKE-class into the 21st century. Between the new ships and modernizations of older models A-Bs, the ARLEIGH BURKES have been shaped into a do-everything vessel. They can nail ballistic missiles in flight; they can strike down planes, ships, and subs. ARLEIGH BURKES have the advantage of being able to operate independently or as part of an aircraft carrier strike group, surface action groups and strikes on land-based targets.

ARLEIGH BURKES built after 2008 are known as the Flight II or "Restart" class. THOMAS HUDNER is the first Flight IIa or "Technology Insert" vessel, because she incorporates elements that will be seen in the next-generation ARLEIGH BURKE, Flight III.

Keeping an eye on world matters, the Navy has centered the technology insert on the AMDR/SPY-6 (V) 1 air and missile defense radar system. Tailored to work in tandem with the latest in anti-ship and anti-missile weaponry, ADMR/SPY features a 3-D radar system so sensitive that it can even pick up a submarine's periscope with deadly accuracy, just short of reading off the serial number. The system forms the backbone of the Aegis Baseline 9-powered combat air and missile killer system. She also features modifications to her structure, gigabyte ether connectivity in the engineering plant, an extremely state of the art digital video surveillance system, integrated bridge navigation system and improved Sea Sparrow missiles and launch controls.



**From November of 2015, a Robert Jank cacheted THOMAS HUDNER keel laying cover with a Bath, Maine "City of Ships" four-bar postmark. HUDNER was built at the Bath Iron Works shipyard.**

USS THOMAS HUDNER qualifies for membership to the fleet of Aegis Baseline 9 Integrated Air and Missile Destroyers. Aegis Baseline 9 vessels can better detect and thwart missile attacks – the system is capable of striking incoming sea and air targets before they come over the horizon. Fellow ships can also link their radars with each other and even aircraft to provide a real-time accurate picture of the battlefield.

Along with a wide assortment of missiles and torpedoes, THOMAS HUDNER also features five-inch guns capable of expending 20 rounds a minute. She also carries two missile-packing LAMPS MK III MH-60 B/R helicopters.

Motivation is provided by four GE gas turbines that provide a total of 100,000 shaft horsepower to her twin screws. That might be small potatoes compared to LEYTE, Hudner and Brown's ship, and her 150,000 horsepower at the shaft, but THOMAS HUDNER shares LEYTE'S top speed of 33 knots per hour with "less" engine and much less bulk.

THOMAS HUDNER is a large ship – at 509.5-feet, she is larger than most older guided missile cruisers. She displaces 8,230 tons and runs with a crew of 329. LEYTE was bigger, though, clocking in at 888-feet and 27,000 tons...so maybe she wins the speed contest after all if we take away all that weight? Get your calculators out...

Seven other ARLEIGH BURKES are under construction, with more under contract. They are all expected to be Flight IIa vessels. Future plans for class include a hybrid gas-electric drive powerplant (not just for Priuses anymore!), armament capable of nixing space satellites, and the High Energy Laser and Integrated Optical Dazzler laser cannon.

With features like that, THOMAS HUDNER will serve the country in ways Brown and Hudner never imagined. But the ship will fulfill the meaning of hero just the same.

## THE COMMISSIONING

That mission began 1 December 2018 with a commissioning ceremony in Hudner's home state of Massachusetts. Dignitaries at the ceremony, hosted in Boston, included Hudner's family, Massachusetts Governor Charlie Baker, Boston Mayor Marty Walsh, Barbara Miller, wife of retired Naval Academy Superintendent VADM Michael Miller, and CDR Brett Litchfield.

Hudner's widow Georgia and Mrs. Miller gave the traditional order "Man this ship and bring her to life." Thus ushering in the proud ship with an even prouder namesake to the United States Navy.

CDR Litchfield referred to Hudner's heroism when he stated, "In that same spirit, the ship will sail the oceans, often alone. It will stand vigilant against those who would threaten democracy and freedom."

Such was the mission of two American heroes on a Korean mountain top.

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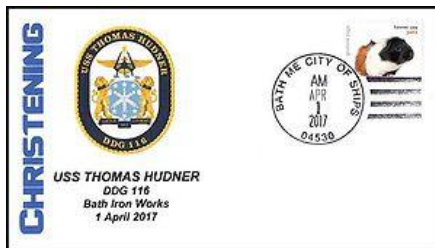
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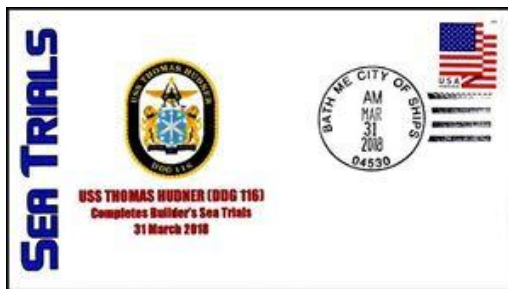
Wikipedia



*Christening cover 1 April 2017*

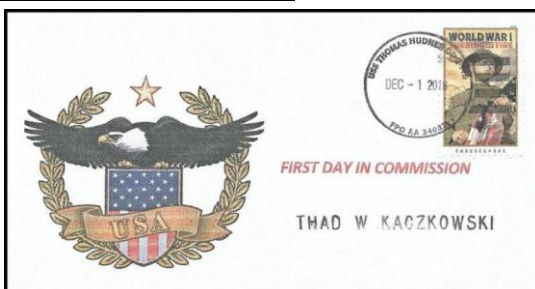
*Naval Cover Museum covers*

*Builder's Sea Trials 31 March 2018*



*USPS Pictorial Postmark "Commissioning Sta." Boston MA Cachet by Dennis W. Gill.*

*Locy Type FDC 11-2n (USS, FPO AA 34037). Commissioning, cachet by Thad W. Kaczowski.*



## The SEABEE Submarine

*Phil Schreiber (9110)*

*123 S. Adelaide Ave., Apt 3B  
Highland Park, NJ 08904*



The SEABEE motto "CAN DO" encompasses a wide range of activities, usually shore based.

The cover shown here notes submarine, underwater, Seabee activity which was coordinated by the U.S. Office of Naval Research. The project was called TEKTITE 1, followed by TEKTITE 2 in 1969-70. It allowed scientists to remain submerged for long periods doing deep oceanography research.

Built at the Valley Forge Pennsylvania by General Electric's Space Technology Center, TEKTITE 1 was an underwater habitat capsule placed under Lake Lameshure Bay near St. John, U.S. Virgin Islands. Installation began 28 January 1969 by SEABEES of the 21st Naval Construction Battalion augmented by SEABEES from both the Atlantic and Pacific Fleets and NAVAL AMPHIBIOUS CONSTRUCTION BATTALION 2. It was completed 12 February 1969 and staffed by four U.S. Department of the Interior scientists.

By 18 March 1969, the "ARGONAUTS" established a record for saturated diving by a single team. On 15 April, they returned to the surface with over 58 days of scientific studies in biology, microbiology, mycology, decompression and decompression sickness.

In May 1970, ten more missions were funded by NASA as part of TEKTITE 2. These included the first in-depth ecological studies. TEKTITE 3 began its closing chapter in 1980 at Fort Mason, California, where it was eventually dismantled by welding school students and its metal sold as scrap.

A maritime archeologist would call this cover an artifact from the bottom of the sea, with special thanks to the U.S. Navy SEABEES. I simply call it a gem from the USCS Sales Circuit.



*TEKTITE 1 cachet and pictorial cancel for SEAFLOOR STATION. CRUZ BAY, VI USPS cancel 24 FEB 1969.*

*Share your hobby with your children and grand children!*

**USCS Member of the Month**  
**Rear Admiral Kemp Tolley, USN (Retired)**  
**USNA Class of 1929,**  
**Member Phi Alpha Theta**  
**USCS Member # 8090**

*Capt. Lawrence B. Brennan, USN, Ret., (L-6221)*  
*Richard F. Hoffner, USCS Honorary member (G-*

The son of an active duty US Army officer, born at Ft. McKinley, Manila, Philippines on 29 April 1908, Rear Admiral Kemp Tolley, U S Navy (Retired) was graduated from the United States Naval Academy in 1929 and died on 28 October 2000. Admiral Tolley married Vlada Gritzenko, while he was assigned as Naval Attaché in the USSR. He was a friend of naval cover collectors and a USCS member. Admiral Tolley was the guest speaker at the 1977 USCS National Convention held in the Hilton National Center, Arlington VA, sponsored by the Adm. Byrd Chapter.



*Rear Admiral Kemp  
Tolley, U S Navy  
(Retired)*



Tolley is most remembered by naval cover collectors with his unique "Sailors Mail" rubber stamp which included a facsimile of his signature in the marking, used when the ship was out of postage stamps. He collected military uniforms of all nations and often wore exotic hats. A gardener, he made tomato juice and peach brandy.

Tolley was one of the last Tombstone admirals, retiring in 1959, the year that legislation ended the practice of retiring naval officers and sailors in one senior grade based upon medals awarded for combat valor.

Tolley's career followed relatively normal channels as junior officer with duty aboard USS FLORIDA (BB 30), TEXAS (BB 35), CANOPUS (AS 9), HOUSTON (CA 30), and MINDANAO (PR 8) in the 1930s. He also served on the exotic China station becoming XO of USS TUTUILA (PR 4) on the upper Yangtze River. In November 1941, he left China aboard USS WAKE (PR 3) to Shanghai where he boarded USS OAHU (PR 6) for Manila, Philippines. On 5 December 1941 he was given command of USS LANAKAI (a schooner-yacht) ex-USS HERMES.

In later years, Tolley wrote that his command of USS LANAKAI was a top-secret mission that proved President Roosevelt suspected that the Japanese intended to attack America and was providing an easy target, LANAKAI which took a curious route in waters where the Japanese Navy was known to be. His 4,000-mile, three-month odyssey ended in

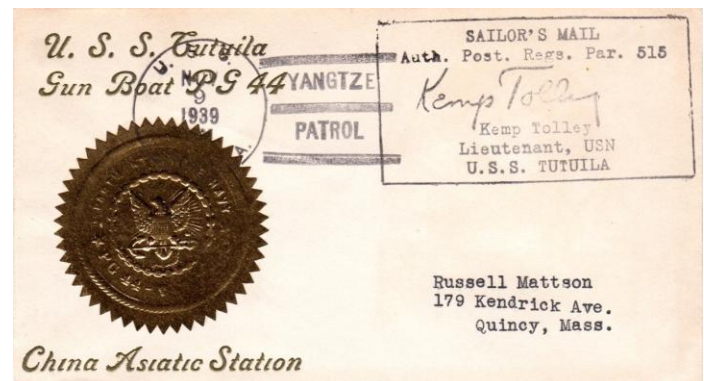
Australia where LANAKAI was eventually turned over the Australian Navy.

During World War II, he spent two years as an assistant naval attaché in the Soviet Union and saw combat in the Pacific as navigator of USS NORTH CAROLINA (BB 55). He was wounded in the fight for Okinawa.

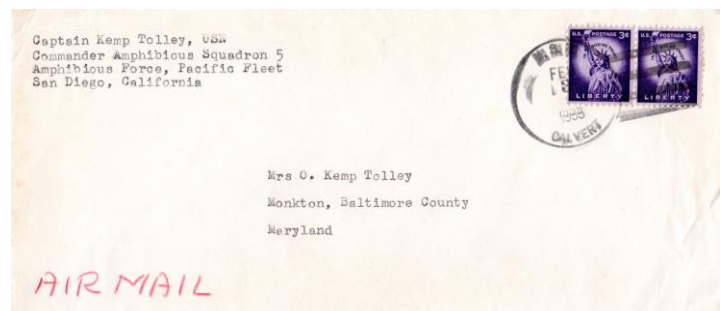
After the war, his assignments included a tour from 1949 to 1952 as intelligence division director at the Armed Forces Staff College. His last assignment before retiring from active duty in 1959 was as commander of a Western Pacific amphibious group. He was fluent in Russian, German, French, and Spanish.

In retirement he wrote more than 100 articles and three books, *Yangtze Patrol*, *Cruise of the Lanakai* and *Caviar and Commissars*.

He received 17 awards, including: Bronze Star Medal, Navy Commendation Medal, Purple Heart, Yangtze Service Medal, China Service Medal, American Defense Service Medal with "FLEET" clasp, Asiatic-Pacific Campaign Medal with one silver and two bronze battle stars, European-African-Middle Eastern Campaign Medal, World War II Victory Medal, Navy Occupation Medal with "ASIA" clasp, National Defense Service Medal, Navy Expert Rifleman Medal, Navy Expert Pistol Shot Medal, Philippine Presidential Unit Citation, Philippine Defense Medal with star, Philippine Liberation Medal with star, Philippine Independence Medal



**USS TUTUILA (PR 4) Locy Type 3 (AC-BTT) "YANGTZE /PATROL"**  
**Ship's seal unchanged from when she was (PG 44). Special**  
**"Sailor's Mail" marking from Lt. Kemp Tolley, later RAdm. Tolley.**  
**Cover courtesy of Steve Shay.**



**Cover from Captain KempTolley with Locy Type 2 cancel from USS**  
**CALVERT (APA 32) 3 FEB 1955. Cover courtesy of Dave Kent.**

## The Story Behind the Cover...

**Navy Mail from Corregidor -15 March 1942 –  
Carried via Submarine USS PERMIT**

**Lloyd Ferrell (L-12,082)**

**PO Box 2086**

**Beaverton, Oregon 97075**

**uscstreasurer@aol.com**



Not long ago **Paul Huber** sent an interesting cover scan to me and **Kurt Stauffer**, asking for help with research. Paul noticed it; mixed in with a stash of covers he'd picked up somewhere, and pulled it out for a closer look. It's dated 15 March 1942, mailed by a chief radioman in the 16<sup>th</sup> Naval District. He knew that was a crucial time in the Philippines, not long before the collapse of Corregidor. Too good to be true, Paul thought. How did this letter get out of the Philippines? Was the sender captured as a prisoner of war?

It did not take long for us to identify the sender as Sidney ("Sid") Addison Burnett. We quickly figured out this letter was slipped out of the Philippines by submarine on 16 March, and that Burnett himself was evacuated just three weeks later with a group of radioman and cryptologists. By now I was intrigued, so I kept researching on my own.



**Type Z cancel, postmarked 15 March 1942 with Philippines franking (Scott #443), mailed by chief radioman Sidney A. Burnett from Corregidor to his wife. Isolated with no mail service, this letter was carried off Corregidor by the sub PERMIT, sent there to evacuate about half of the radio cryptanalyst unit.**



**The initials "LLM" on the censor mark correspond to Ensign Laurance L. MacKallor of the code breaking unit. He was evacuated in PERMIT on 16 March 1942, and probably had the mail brought on board.**

### The Fleet Radio Unit in the Philippines

The importance of experienced radiomen and cryptanalysts to the navy at this time cannot be overstated. The Fleet Radio Units (FRU) at Pearl Harbor and the

Philippines were the intelligence centers for monitoring and analyzing coded Japanese signals. Secretly, they had already had some success in breaking the Japanese code.

Early in the war it became clear that circumstances in the Philippines were dire. In March 1942, General MacArthur was evacuated, but most other high ranking officers remained behind at Corregidor. They, along with thousands of soldiers and sailors, later died or became prisoners of the Japanese. Before they surrendered, however, the navy risked sending submarines into Corregidor Bay three times to evacuate the radiomen and cryptographers. That's how important they were. This letter from Sid Burnett is associated with the submarine PERMIT, that was responsible for evacuating the second group.



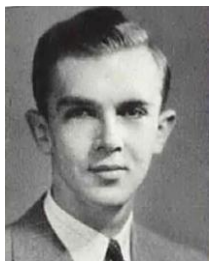
**USS PERMIT (SS 178) in wartime paint.**  
**On the night of 15 March 1942, she covertly arrived at Corregidor to evacuate about half the radio cryptanalyst unit. When she left four hours later, she also carried mail, including this letter.**

Surprisingly, although the attack on Pearl Harbor had taken place only three months earlier, this was the fourth war patrol for PERMIT. She departed Surabaya on 22 February and headed northward to hunt for enemy ships. There were plenty to be found, and PERMIT fired torpedoes on several occasions without result, and then endured a number of depth charge attacks. On 12 March, she received orders to rendezvous off Tagauyan Island in the Philippines to pick up the crew of PT-32. She was one of the four PT boats assigned to evacuate General MacArthur, but while underway she had engine trouble and began leaking water. Not able to keep up, her passengers were transferred to another boat, and the crew of PT-32 was left alone to wait for rescue. The next day, PERMIT located the boat and surfaced. She took the crew on board, but PT-32 herself was intentionally sunk.

New orders were received to proceed to Corregidor. An enemy destroyer was spotted while en route, and PERMIT had to remain submerged for long periods. Finally, she surfaced off Corregidor on 15 March and was escorted through a mine field just before midnight, tying up alongside one of the ships. She stayed for only four hours, anxious to get underway again. Most of the PT-32 crew were transferred off the sub, and I found that several of them later became prisoners of war. Replacing them were 37 radio unit personnel to be evacuated, making a total of 111 men crowded aboard PERMIT—more than double her usual complement. Almost immediately after getting underway, PERMIT was spotted by three destroyers. She fired two

torpedoes and then dove, remaining submerged over 22 hours. After surviving yet another series of depth charge attacks, she eventually made her way back to Freemantle.

One of the men evacuated on board PERMIT was Ensign Laurance L. MacKallor of the code breaking unit. Interestingly, it appears he was the censor for the letter mailed by Sid Burnett. MacKallor is listed in March 1942 as one of the communications officers for the 16<sup>th</sup> Naval District, and the only one with initials "LLK" that match those on the censor mark. This function was often delegated to a junior officer like MacKallor who, in this case, was in the same unit as Sid Burnett. This letter was postmarked 15 March at Corregidor, initialed by MacKallor as censor, and then carried to Australia on the submarine.



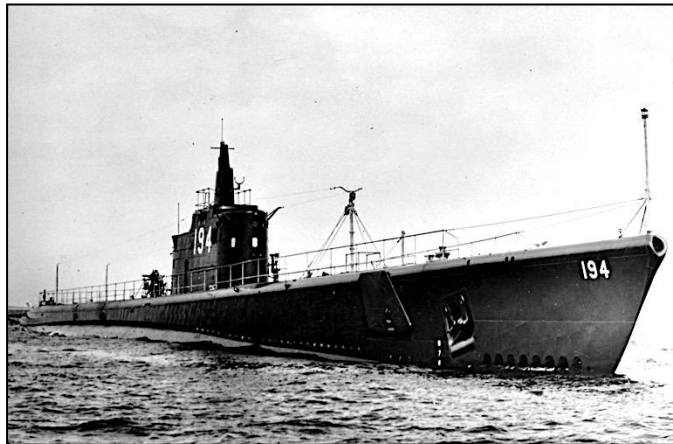
*Laurance L. MacKallor (1915-2009) grew up mostly in Kansas and Oklahoma. After advanced work at several universities, in October 1940 he went into the navy and was assigned to the radio code unit in the Philippines. He continued this important work after being evacuated to Australia. After the war, MacKallor worked for the NSA.*

### The Evacuation of Sid Burnett

Sid Burnett remained on Corregidor until 8 April 1942, when the final group was evacuated by the submarine SEADRAGON (SS 194). Years later, one of the FRU analysts said that although the men were aware the navy wanted to get them out, they never knew details ahead of time. They also had no idea who selected each group. Those who remained after an evacuation, however, soon realized that it was always done at night and was associated with a submarine. No one was told anything. But the morning after hearing about a submarine visit, it was obvious that several of the guys were gone.

On the night Sid Burnett was evacuated, he was manning a directional finder site, and suddenly got a phone call with orders for him to head to the dock. He was wearing a WWI helmet, had an ammunition belt and scabbard strapped on, and was carrying an Enfield rifle. He got rid of all that as he ran into one of the tunnels, and was out of breath by the time he got to a truck that was waiting. The truck took him to the dock, where he boarded a launch and headed out to one of the minesweepers. While en route, a giant explosion lit up the sky at an ammunition storage building not far away. It was only when he arrived at the minesweeper that Sid was told about the submarine. Orders were to rendezvous with the sub, but there seems to have been some confusion about where that was going to be. Despite that, they got underway. The atmosphere was tense, and there was a lot of gunfire from the shoreline. Finally, word was passed that the submarine was inside the minefield, unloading stores to another vessel. They slowly made their way to the sub, where Burnett and the men scrambled on board SEADRAGON. The minesweeper that brought them was supposed to take on stores, but under these conditions,

the CO gave the order to "Get the hell out of here." SEADRAGON made it out of the minefield and got underway. She made it out of Corregidor without incident. A few days later, however, still watching for enemy vessels, she targeted and unsuccessfully fired torpedoes on a Japanese light cruiser. SEADRAGON returned to Freemantle on 26 April with the last seventeen cryptanalysts.



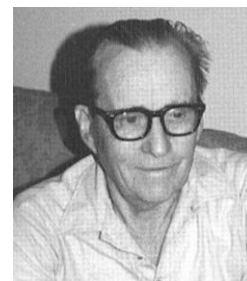
**USS SEADRAGON (SS 194)**  
*It was SEADRAGON that evacuated Sid Burnett to Australia from Corregidor on 8 April 1942, along with the last members of the radio code unit.*

### In Australia and Later On

With the personnel of the Fleet Radio Unit now out of the Philippines, the process for reestablishing operations was begun. The base of operations was set up at Melbourne on the south coast, and Sid Burnett was probably assigned here for a short time. He was tasked with recreating a special directional finder they lost when they had to leave the Philippines. This was a piece of equipment Burnett knew well and even had a hand in its original development.

At the time that Sid wrote the letter in March 1942, he was a chief radioman with 15 years of service. Shortly after arriving in Australia, however, he was promoted to warrant officer. His duties changed in early 1943, when he was sent to Adelaide River in the Northern Territory to help set up a new radio interceptor site. It was a temporary assignment though, and soon he was moving on to help set up a radio unit a Brisbane and other locations. His experiences in the Philippines and Australia during the war were undoubtedly the most exciting of his navy career.

**Sidney A. Burnett**



Sidney Addison Burnett was born in 1907 and grew up at Springfield, Massachusetts. His interest in radio started at an early age, and by the time he was 15 he was already a licensed operator. After enlisting in the navy in 1927, it was only natural that he became a radioman. Early on he had cryptography training in Washington DC, and by 1933 he was stationed in Hawaii, apparently at Wailupe Naval Radio

Station. Sid mostly remained in Hawaii until April 1941, when he transferred to the 16<sup>th</sup> Naval District in the Philippines. Interestingly, he went there on the navy transport HENDERSON via Midway and Wake Island. Upon arrival, he was assigned to the Fleet Radio Unit, working with intercepting and decoding Japanese signals. It was shortly after he was evacuated to Australia, that Sid was promoted to warrant officer. He retired from the navy in 1947, but was briefly recalled to active duty during the Korean War.



*Word that Sid Burnett was safe and in Australia, took time to reach his family. In June 1942, the San Francisco newspaper listed him among the missing.*

The letter Sid Burnett wrote is addressed to his wife, Dolores. They were married in Hawaii in 1936, and when he was transferred to the Philippines in 1941, she relocated to San Francisco. After the war, they lived at Imperial Beach, near San Diego. Sid was very much involved with the community, in conservation, and also in oceanography. In 1960, he was part of the crew of the bathyscaphe TRIESTE when she set depth records exploring the Mariana Trench. Sid passed away at Imperial Beach in 2000, at the age of 93.

#### Final Comments

When **Paul Huber** first sent the scan of this amazing cover, he thought it might be too good to be true. That turned out not to be the case—it was exactly what he was hoping for, a rare cover carried out of Corregidor by submarine. It's now part of Paul's personal collection. For me, it's been an honor to unravel the story of how this cover is connected to the evacuation of the code breakers from the Philippines, and the bravery of the crews of PERMIT and SEADRAGON. We owe a debt to men like Sid Burnett and Laurance MacKallor for the important role they played in the war.

#### Main Sources

Muster Roll R/S San Diego (Feb.-March 1939); HENDERSON (April 1941).

War Diary, PERMIT Fourth War Patrol, March. 1942; SEADRAGON 2<sup>nd</sup> War Patrol, April 1942.

War History, PERMIT (Oct 1945)

*Wikipedia, NavSource, DANFS*

Various resources at *Ancestry.com, Newspapers.com, Fold3.com; ozatwar.com; probboards.com; and archive.org* Burnett, Sid "Adelaide River Station, Northern Territory Commonwealth of Australia" *Cryptolog* Vol 5, No 4, Summer 1984, pp10ff – accessed online Chamberlin, Vince "Corregidor, The Final Days" *Cryptolog* 1992 – accessed online

#### Newspapers

"Missing," *San Francisco Examiner*, 2 June 1942, p6  
Marriage Applications, *Honolulu Star-Bulletin*, 8 Oct 1936, p21

### Letter from USS KENTUCKY

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

I recently came across the USS KENTUCKY cover and letter, seen below, on display at a local stamp show. The owner was kind enough to let me make a copy of the cover and enclosed letter. The letter was written on 11 August 1918, on board the battleship USS KENTUCKY, by N. F. Backus, and mailed on Monday, 12 August 1918. Note the censor stamp, "Passed Aug 11 1918" next to the ship cancellation strike which reads, "??? Aug 12 AM 1918" The envelope is addressed to Miss Olga Holt, Vermont & Bancroft St, Toledo, Ohio" The enclosed letter was written on two sheets of stationery supplied by the "Army and Navy Young Men's Christian Association."

The circular USS KENTUCKY design in the upper left of the cover is based on the coat of arms of the Commonwealth of Kentucky. It shows urban and rural gentlemen shaking hands with the banner around them proclaiming "United we stand, Divided we fall."



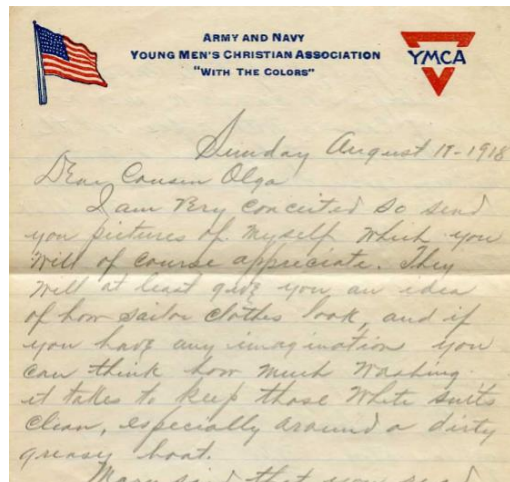
*The cover mailed by N F Backus to Miss Olga Holt.*



*A close up of the censor making and ship cancellation strike.*

USS KENTUCKY (BB 6) commissioned in 1900. She was obsolete at the time of her commissioning and her time with the fleet would be short. She, however, was one of the sixteen battleships of the Great White Fleet who sailed around the world between the years 1907 and 1909. Upon return stateside, KENTUCKY was placed in the reserve fleet after undergoing modernization. In 1915, she was re-

commissioned due to tension with Mexico. Then in 1917, with the declaration of war with Germany KENTUCKY became a training ship operating in the waters of the Chesapeake Bay and Long Island Sound. In 1920, worn out KENTUCKY was decommissioned by the Navy and in 1922 put up for sale.



A view of a portion of the first page of the letter N. F. Backus wrote to Olga Holt.

Below is a transcription of the letter written by N. F. Backus to Olga Holt. The photos were mentioned in the letter had become separated from the cover and its contents.

Sunday August 17, 1918

Dear Cousin Olga,

I am very conceited so send you pictures of myself. Which you will of course appreciate. They will at least give you an idea of how sailor clothes look, and if you have any imagination you can think how much washing it takes to keep these white suits clean, especially around a dirty greasy boat. Mary said that you read parts of some of the letters to her so you already know some of my experiences. The food is good, for dinner today we had pork chops, potatoes, gravy, and coffee. We have plenty of beans but they are served in good style, at least I can always eat my first helping and take more. I sleep in a hammock, just a piece of canvas with ropes out of the ends to swing it by, and a mattress, mattress cover, two blankets to sleep on, these bed cloths are all wrapped inside the canvas hammock and tied or lashed up in a tight bundle in the morning. These hot nights, instead of swinging in the hammock inside the ship. I have just spread it out flat on the deck and sleep fine. One night we had a storm, a regular storm like we have in Toledo, only when aboard ship you can see more of it. You ought to see the big white capes green waves when they are lightened up for miles and miles by the lightening. Its great to see the little submarines chasers bouncing up and down in the big waves as they travel with us. Last week one day it was very quiet and warm and while we were out of sight of land. We were permitted to go in swimming. That was fine, I wish we could go oftener. The war is going along very fast now and of course we all hope it will be over soon. Otherwise will be sometime before I will get home again as there are lots as

there are lots of men who have enlisted for seven or eight months who have never been home.

Lots of times we anchor within sight of land and it surely looks fine. If we could go over to visit for a while, but we are in the Navy now.

How is Irvine getting along? I trust he is well and hope he will to come home safe and sound, and reasonable and kind as these hardships are sure to make most of the boys.

Goodbye Olga and good luck.

Your cousin

N. F. Backus

Address

Care USS Kentucky

Care Postmaster

Fortress Monroe, Virginia.

## Donations Urgently Needed for Convention Auction at WESTPEX

AUCTION COORDINATOR:

Lloyd Ferrell (L-12082)

PO Box 7237, Aloha, OR 97007-7237

uscstreasurer@aol.com



During the month of January, several donations were received, but as of this writing, we're running behind. Hopefully more donations will be coming in soon, as the annual USCS Convention is coming up quickly now. It's just next month, being held April 26-28 at WESTPEX in San Francisco. The traditional live auction 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.

Since the last report, donations have been received by: **Art Cole**, Huntsville, AL (2 separate donations); **John J. Johnson**, Groton, CT; **Dick Keiser**, Silverdale, WA; **Joseph Connolly**, Orange CT (second donation); and **Laurence Fusselman**, Tuscon, AZ. A special thanks to **Dick Keiser**, who made a substantial donation, which included both some older and newer covers. 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 WW II items. Hopefully we'll have a similar response this year, even with the short time frame. Donations can be mailed to 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.

**USCS Auction #3****Closes 30 April 2019****Minimum bid \$1. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to [seadragons@cox.net](mailto:seadragons@cox.net)****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

- 3-01 GROWLER (SS 215) 11-27-41 Launch cachet by Hutnick  
 3-02 GRAYLING (SS 209) 9-4-40 launch cachet by Pace  
 3-03 IDAHO (BB 24) 2-19-1913 ships cxl on PC  
 3-04 Submarines SHARK & PORPOISE on color PC PM Boston 12-22-1906, stamp missing  
 3-05 PENNSYLVANIA (BB 38) 12-25-32 NOEL by Wentworth  
 3-06 IMPLICIT (AM 246) 7-20-44 #10 penalty, r/s cc  
 3-07 SEA LION (APSS 315) 8-20-69 ships r/s cachet & cc  
 3-08 POINT DEFIANCE (LSD 31) 10-27-70 Navy Day by Farragut Ch  
 3-09 CALOOSAHATCHEE (AO 98) 10-10-45 Sanders oilcan of fleet cachet  
 3-10 CALOOSAHATCHEE (AO 98) 11-25-48 Neumann Thanksgiving Day cachet  
 3-11 2- r/s cacheted covers: BELLEAU WOOD (LHA 3) 1979 & PELELIU (LHA 5) 1981  
 3-12 KANAWHA (AO 1) 6-5-39 USS CHESAPEAKE cachet by Harrington, sunk  
 3-13 SAN DIEGO (CL 53) 1-10-42 Weigand commission w/ Cavalry Brigade flag  
 3-14 SOUTH DAKOTA (BB 57) 4-15-42 Weigand commission w/US Power Squadron flag  
 3-15 NEVADA (BB 36) 4-13-41 Weigand cachet w/shape of Nevada and "gold"  
 3-16 ERICSSON (DD 440) 4-19-41 Weigand commission w/state flag of GA  
 3-17 MUNARGO (AP 20) 7-1-41 Weigand commission w/Battalion Artillery flag  
 3-18 SAN JUAN (CL 54) 2-28-42 Weigand commission w/C&G Director emblem  
 3-19 BRISTOL (DD 453) 100-22-41 Weigand commission w/Naval District Section Cmdr pennant  
 3-20 BETELGEUSE (AK 28) 8-8-41 Weigand commission w/Battalion Infantry flag  
 3-21 FORREST (DD 461) 1-13-42 Weigand commission w/CMTC pennant  
 3-22 HUMBOLDT (AVP 21) 10-7-41 Weigand commission w/quarantine flag  
 3-23 THORNTON (AVD 11) 11-11-41 Weigand commission w/Battle Efficiency Pennant  
 3-24 EAGLE 55 (PE 55) 6-20-41 Weigand painting of bald eagle  
 3-25 KENT (AP 28) 11-3-41 Weigand commission w/Burgee Command Pennant  
 3-26 MARKAD (AR 23) 8-12-41 Weigand commission w/broad command pennant  
 3-27 ALCYONE (AKA 7) 6-15-41 Weigand commission w/Naval District Div Cmd pennant  
 3-28 SEIVERLING (DE 441) 3-7-44 launch cachet, PM Kearny NJ  
 3-29 CHICAGO (CG 11) 3-1-80 Decom by Decatur Ch, PM San Diego  
 3-30 ENGLAND (CG 22) 9-28-78 A Tribute to US Navy Mail Clerk  
 3-31 HORNE (CG 30) 12-25-78 Christmas Greetings by Decatur Ch  
 3-32 LITTLE ROCK (CG 4) 11-2-76 Decom cachet by RG S7  
 3-33 LONG BEACH (CGN 9) 7-4-75 Old Glory  
 3-34 NEWPORT NEWS (CA 148) 6-27-75 Decom by RG 14  
 3-35 OKLAHOMA CITY (CG 5) 12-15-79 Decom by Decatur Ch  
 3-36 MISSISSIPPI (CGN 40) 7-31-76 launch by Nuclear Ship Ch, PM Newport N  
 3-37 TEXAS (CGN 39) 6-23-77 Sea Trials by Nuclear Ship Ch  
 3-38 TEXAS (CGN 39) 9-10-77 Commission by Nuclear Ship Ch  
 3-39 VIRGINIA (CGN 38) 7-30-76 Sea Trials by Nuclear Ship Ch  
 3-40 VIRGINIA (CGN 38) 9-11-76 Commission by Nuclear Ship Ch  
 3-41 Naval Submarine School, Groton r/s cacheted cover 1-21-95  
 3-42 MARVIN SHIELDS (FF 1066) 10-27-80 Navy Day 1980 r/s cachet  
 3-43 MCCANDLESS (FF 1084) 10-19-78 1st Day Use this Cachet by Decatur Ch  
 3-44 EDWARD McDONNELL (DE 1043) 12-25-77 Old Ironsides & Old St Nick  
 3-45 MILLER (FF 1091) 7-29-78 70th Anniv USN Postal Serv by Old Ironsides Ch  
 3-46 PATTERSON (FF 1061) 12-19-79 on Vietnam Vets FDC by Artcraft  
 3-47 ROARK (FF 1053) 9-5-79 1st Day Use this Cachet by Decatur Ch  
 3-48 THOMAS C HART (FF 1092) 11-21-78 Greetings from Penns Landing by Decatur Ch  
 3-49 TRUETT (FF 1095) 10-27-78 Navy Day cachet by Old Ironsides Ch  
 3-50 VOGUE (FF 1047) 7-29-78 70th Anniv US Naval Postal Serv  
 3-51 GRAY (FF 1054) 9-12-79 1st Day use this Cachet by Decatur Ch  
 3-52 HAROLD E HOLT (FF 1074) 4-18-71 1st Day Use of this Cachet by Decatur Ch  
 3-53 ROANOKE (AOR 7) 10-30-76 commission by USS Calif Ch  
 3-54 MILWAUKEE (AOR 2) 1-17-69 Christening cachet by Gen'l Dynamics  
 3-55 MILWAUKEE (AOR 2) 11-1-69 comm cachet by Old Ironsides Ch, CO auto  
 3-56 ROANOKE (AOR 7) 12-7-74 launch cachet by USS America Ch  
 3-57 WABASH (AOR 5) 2-6-71 christening cachet by Gen'l Dynamics PM Quincy  
 3-58 VALDEZ (FF 1096) 3-2-79 1st Day use this Cachet by Decatur Ch  
 3-59 AULICK (DD 569) 10-27-45 Navy Day Presidential review  
 3-60 AGERHOLM (DD 826) 12-16-48 175th Anniv Boston Tea party  
 3-61 HAVEN (AH 12) 10-14-52 Crosby-like photo cachet  
 3-62 BRAINE (DD 630) 12-15-51 Crosby-like photo cachet  
 3-63 ARKANSAS (CGN 41) 1-17-77 keel lay by Nuclear Ship Ch  
 3-64 BELKNAP (DLG 26) 4-6-68 Welcome back from Vietnam by Nicholson  
 3-65 BELKNAP (CG 26) 5-10-80 1st Day Postal Serv r/s cachet & Phila Naval Shipyd  
 3-66 2-BELKNAP (CG 26) r/s cachets: sea trials 1-29-80 & builders trials 2-25-80  
 3-67 3 mint color hospital ship postcards: SANCTUARY (AH 17), REFUGE (AH 16) & COMFORT (TAH 20)  
 3-68 2-r/s cachets: NIMITZ (CVN 68) 1980 & D D EISENHOWER (CVN 69) 1980  
 3-69 SACRAMENTO (AOE 1) 12-25-79 Seasons Greetings, FDC cachet of Christmas stamp  
 3-70 SACRAMENTO (AOE 1) 10-13-77 USN Power at Sea for Homeland Protection  
 3-71 WILLAMETTE (AO 180) 10-25-82 1st Day New Cachet w/emb seal  
 3-72 TRUKEE (TAO 147) 1-30-80 MSC Acceptance Day by Decatur Ch  
 3-73 TRUCKEE (AO 147) 1-30-80 Last Day Postal Servi by Decatur Ch  
 3-74 KANAWHA (AO 1) 8-3-35 Fleet Week Seattle by Richell, sunk  
 3-75 KANAWHA (AO 1) 9-10-34 California admission Day  
 3-76 SPRUANCE (DD 963) 7-29-78 70th Anniv US Naval Postal Serv by Old Ironsides Ch  
 3-77 SPRUANCE (DD 963) 12-25-78 Old Ironsides Ch Merry Christmas  
 3-78 2-covers w/Naval decal as cachet: ROBT A OWENS (DD 827) 1978 & LEXINGTON (CVT 16) 1977  
 3-79 CAMDEN (AOE 2) 5-29-65 launch by Beck B511, PM Camden, NJ  
 3-80 2-r/s cacheted AOE covers: SACRAMENTO (1) 1978 & CAMDEN (2) 1967  
 3-81 2 different CAMDEN (AOE 2) Christmas 1979 covers, both FDC by Aircraft cachets  
 3-82 2-SEATTLE (AOE 3) cacheted covers: ships r/s 1977 & Navy Day 1977  
 3-83 2-DETROIT (AOE 4) cacheted covers: ships r/s 1977 & 10th Anniv by USS MICHIGAN Ch  
 3-84 WICHITA (AOR 1) 6-7-69 r/s commission cachet  
 3-85 CIMARRON (AO 177) 1-20-81 commission cachet by R-33  
 3-86 DODGE COUNTY (LST 722) 7-23-69 decom cachet by Nicholson, PM TRUCKEE  
 3-87 2-ROANOKE (AOR 7) cacheted covers: ships r/s 1977 & Armed Forces Day 1977  
 3-88 ROANOKE (AOR 7) 5-21-77 FDC Charles Lindbergh flight w/Artcraft cachet  
 3-89 DIXIE (AD 14) 4-25-60 40th Anniv cachet  
 3-90 2-YOSEMITE (AD 19) 1977 cacheted covers: 35th Anniv & Chg of Cmd  
 3-91 2-TARAWA (LHA 1) cacheted covers: Welcome to Homeport 1976 & Navy Day 1978  
 3-92 2-covers w/US Navy decal as cachet: VULCAN (AR 5) 1977 & AJAX (AR 6) 1978  
 3-93 2-r/s cacheted covers: AJAX (AR 6) 1980 & ROANOKE (AOR 7) 1977  
 3-94 SHENANDOAH (AD 26) 4-1-80 Decom cachet by Decatur Ch  
 3-95 2-USF CONSTITUTION r/s cacheted covers: Long Beach 1933 & San Diego 1934  
 3-96 JOHN RODGERS (DD 983) 7-14-79 commissioning by Decatur Ch  
 3-97 2-KINKAID (DD 965) cachets: Welcome San Diego 1976 & 35th Anniv Battle of Coral Sea 1977  
 3-98 LEFTWICH (DD 984) 8-25-79 r/s commission by Decatur Ch  
 3-99 2-SAN JOSE (AFS 7) cachets: Tribute to Mail Clerks 1978 & 70th Anniv Great White fleet 1979  
 3-100 JOSEPH P KENNEDY (DD 850) 2-10-73 Welcome to New York  
 3-101 2-Navy Day 1980 cachets: JOHN HANCOCK (DD 981) & INGERSOLL (DD 990)  
 3-102 JOHN HANCOCK (DD 981) 3-10-79 commission by Decatur Ch  
 3-103 DEYO (DD 989) 3-22-80 commission cachet  
 3-104 2- DAMATO (DD 871) Merry Christmas 1978 & 70th Anniv USN Postal Serv 1978  
 3-105 INDIANAPOLIS (CA 35) 5-17-34 US Warships in Cuban Waters r/s cachet, NMC auto  
 3-106 TINGEY (DD 539) 1-5-53 Crosby-like photo cachet  
 3-107 REID (DD 369) 11-2-35 commission cachet by John Barry Ch, sunk  
 3-108 RANGER (CV 4) 7-4-34 Thomas Jefferson by RAdm Byrd Ch  
 3-109 INTREPID (CVS 11) 3-15-74 decom by RG 12, PM N Kingstown RI  
 3-110 RICHMOND (CL 9) 5-12-35 To Macon's Hero Dailey, Mothers Day  
 3-111 MOBILE (AKA 115) 100-19-88 launched, PM CANISTEO, Nicholson cachet  
 3-112 CONOLLY (DD 979) 10-14-78 commission by Decatur Ch  
 3-113 CARON (DD 970) 11-4-77 commission by USS America Ch  
 3-114 CUSHING (DD 985) 9-21-79 commission cachet by Decatur Ch  
 3-115 2-r/s cacheted covers: ALBANY (CG 10) 1980 & DAVIS (DD 937) 1980  
 3-116 2-covers w/US Navy decal as cachet: KALAMAZOO (AOR 6) 1977 & DOWNES (FF 1070) 1978  
 3-117 2-1974 Washington B'Day cacheted covers: DIXIE (AD 14) & COOK (DE 1083)  
 3-118 2-covers w/US Navy decal as cachet: BAGLEY (FF 1069) 1978 & SHERMAN (DD 931) 1977  
 3-119 2-COVERS w/US Navy decal as cachet 1978: HAWKINS (DD 873) & DIXIE (AD 14)  
 3-120 MALOY (DE 791) 8-25-51 Crosby-like photo cachet  
 3-121 FORMOE (DE 509) 1-28-52 Crosby-like photo cachet  
 3-122 DOWNES (FF 1070) 11-7-78 1st Day use this cachet by Decatur Ch  
 3-123 BREWTON (FF 1086) 1-31-no yr in PM, 1st Day use this Cachet- Decatur Ch  
 3-124 MOOSBRUGGER (DD 980) 5-22-79 ships r/s cachet of Bullwinkle by Decatur Ch  
 3-125 MOOSBRUGGER (DD 980) 5-22-79 Engineering Dept w/ Rocky flying squirrel, Decatur Ch  
 3-126 AYLWIN (FF 1081) 6-6-77 35th Anniv of Midway by USS America Ch  
 3-127 BAGLEY (FF 1069) 5-30-76 Memorial Day cachet by USS California Ch  
 3-128 ELLIOT (DD 967) 12-25-78 Christmas Greetings by Decatur Ch  
 3-129 HULL (DD 945) 5-16-78 Test Ship for Mark 71 gun r/s cachet  
 3-130 PORTLAND (CA 33) 1-1-35 Happy New Year r/s cachet

A very big thanks to Allen Fisher and Herb Harfst for their generous donations.

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S3-01 SCORPION (SSN589) 12-19-59 launch cachet decal on cover, PM Groton, rare MB \$15

S3-02 MARLIN (SS 205) 1-5-45 WW2 sub mail w/censor mark MB \$10

S3-03 Japanese PEARL HARBOR STAMP 12-8-42 Stunning FDC of Pearl & Bataan stamps MB \$50

S3-04 MACKEREL (SS 204) 5-21-44 #10 penalty with r/s cc, yr in date upside down MB \$10

S3-05 WALKER (DD 728) 5-4-46 Atomic bomb test cachet MB \$5

S3-06 SCORPION (SS 278) 10-1-42 commission cachet by Spader, sunk MB \$20

S3-07 COLORADO (BB 45) 9-3-31 Beazell photo cachet MB \$25

S3-08 WEST VIRGINIA (BB 48) 7-24-31 Beazell photo cachet MB \$25

S3-09 FLYING FISH (SS 229) 12-6-40 GOW NG keel lay, PM BONITA MB \$15

S3-10 FLYING FISH (SS 229) 7-9-41 GOW NG launch, PM USN MB \$15

S3-11 SEAWOLF (SS 197) 12-1-39 GOW NG commission, sunk, date spotty MB \$15

S3-12 ARIZONA (BB 39) 7-22-33 Seattle Welcomes ARIZONA Fleet Week MB \$15

S3-13 SCULPIN (SS 1910) 3-8-39 GOW NG FDPS, sunk MB \$15

S3-14 SS CANBERRA (liner) 9-18-85 ship marking & Melbourne Australia marking MB \$2

S3-15 THRESHER (SSN 593) 7-9-60 Launch cachet by PNS Dev Assoc, PM Portsmouth, sunk MB \$3

S3-16 MS HAPAG LLOYD WIEN (merchant) 1-25-63 PM Romford, UK post, marked paquebot MB \$2

S3-17 WISCONSIN (BB 64) 4-16-44 invitation to commissioning, stain from mounting MB \$5

S3-18 WISCONSIN (BB 64) 11-21-44, V mail, no env MB \$2

S3-19 WISCONSIN (BB 64) 5-16-45 mailed menu by sailor w/censor mark MB \$3

S3-20 SS TEXACO CONNECTICUT (tanker) 5-13-87 ships marking in Eng & Chinese MB \$3

S3-21 SS TEXACO CARIBBEAN (tanker) 11-10-87 ships r/s c & markings MB \$3

S3-22 RMS NASCOPIE (liner) 9-5-36 liner sunk at Baffin Island 1947 MB \$2

S3-23 SS COPPENNAME (United Fruit) 10-24-36 cover has markings of 5 diff United Fruit ships MB \$5

S3-24 RMS CARMANIA (liner) 9-22-1906 liner used as troopship for Gallipoli MB \$2

S3-25 SS CAP ARCONA (liner) 5-28-?? Liner used to transport/kill concentration camp inmates MB \$2

S3-26 RMS ATHENIA (liner) 10-18-34 cover marking, 1st ship sunk by U boat in WW2 MB \$5

S3-27 M/N ACHILLE LAURO (liner) ships marking/date in Russian, hostage fame MB \$3

S3-28 TORPEDO Squadron 6 4-27-41 Eagle has Talons patriotic w/cmd pm MB \$2

S3-29 KUK ALPHA undated Austro-Hungarian navy ship marking on PC MB \$10

S3-30 KUK REKA (DD) 11-13-1914 Austro-Hungarian DD pm on PC MB \$15

S3-31 2-r/s cacheted covers: CATAMOUNT (LST 17) Arctic & HAWKINS (DD 873) Apollo 12 MB \$2

S3-32 2-printed cachets: ALSHAIN (AKA 55) 1944 & SAMPLE (DE 1048) 1964 Beck MB \$2

S3-33 2-1945 sailor mail covers: ARCTURUS (AKA 1) & STOCKES (AKA 68) MB \$2

S3-34 2-r/s cachets: MILLS (DER 383) 1966 & GEO CLYMER (APA 27) 1949 MB \$2

S3-35 HELENA (CL 50) 2 matchbook covers, sunk MB \$2

S3-36 Space Shuttle COLUMBIA 6-5-91 STS 40 mission, PM Kennedy Space Center MB \$2

S3-37 BUTLER (DMS 29) 2-1-45 V mail w/env, hit by Kamikaze & wrecked MB \$3

S3-38 1st Anniv Pearl Harbor 12-8-42 special Philippines r/s c, PM Manila MB \$2

S3-39 VJ Day 9-2-45 special cxi & overcancelled stamp, PM Manila MB \$2

S3-40 HMS EXMOOR (DD) 8-17-42 v aml, no env MB \$3

S3-41 HMS FURIOUS (CV) 11-41 famed WW2 carrier under repairs at Phila, Linto MB \$15

S3-42 IRIS (cable ship) 1-1-1905 PC addr to sailor on ship, PM New Zealand MB \$2

S3-43 HOBSON (DD 464) 9-27-44 sailor mail cover w/censor mark MB \$2

S3-44 KEWAYDIN (AT 24) 8-26-35 nc but very large cxi MB \$2

S3-45 CHICAGO (C 14) 6-11-1920 nc, sailor mail, sunk 1936 while under tow MB \$2

S3-46 2nd Anniv of Pearl Harbor 12-8-43 modified Japanese stamps & commem r/s cachet MB \$2

S3-47 MARVEL (AM 262) 11-2-44 patriotic cover as sailor mail w/ships r/s cc MB \$2

S3-48 LST 338 6-30-44 V mail w/env, right after Normandy MB \$3

S3-49 CLEVELAND (CL 55) 11-23-44 #10 registered cover, tear bottom right MB \$2

S3-50 NEHENTA BAY (CVE 74) 3-8-44 #10 penalty from Sr Med officer w/censor mark, typed cc MB \$3

S3-51 FRANCIS M ROBINSON (DE 220) 11-30-44 sailor mail w/censor mark MB \$2

S3-52 GILLIGAN (DE 508) 8-26-?? #10 penalty w/typed cc MB \$2

S3-53 WALLER (DD 466) 1-20-44 sailor mail cover w/censor mark MB \$3

S3-54 INDIANA (BB 58) 12-14-46 1st Day postal serv by Hutnick MB \$2

S3-55 MASSACHUSETTS (BB 59) 3-9-46 ships PM on clean patriotic cover of US Flag MB \$2

S3-56 R M ROWELL (DE 403) 3-9-46 ships marking on patriotic cover, sank USS SEAWOLF MB \$2

S3-57 GRAMPUS (SS 207) 12-23-40 launch cachet by Spader, sunk MB \$3

S3-58 APOLLO 13 4-11-70 lau cover w/astronaut pics, PM Cape Canaveral MB \$3

S3-59 AUGUSTA (CA 31) 5-30-46 in memorandum to LISCOMBE BAY, St Lo etc MB \$2

S3-60 FULTON (AS 1) 9-25-1916 nc but clear type T-3(AC) cxi MB \$5

S3-61 CHAUMONT (AP 5) 6-26-38 Crosby photo c, Naval transportation Serv MB \$4

S3-62 COLORADO (BB 45) 7-2-37 Crosby photo cachet, ROTCX 1937 cruise MB \$5

S3-63 HOLLAND (AS 3) 9-28-37 Crosby photo cachet MB \$5

S3-64 SIRIUS (AK 15) 9-10-31 Crosby photo cachet MB \$5

S3-65 PORTLAND (CA 33) 5-21-41 Hobby shop fake MB \$2

S3-66 ABSD 1 4-27-44 Buddha & dragon and saying reading like Chinese MB \$2

S3-67 ARGONAUT (SS 166) 7-4-35 The 4th in HI by John Rodger Ch MB \$2

S3-68 POTOMAC (AG 25) 5-6-40 Crosby photo cachet of FDR MB \$3

S3-69 Rec'g Ship Guantanamo 2-9-20 clear ships cxi on PC, nc MB \$3

S3-70 NEW HAMPSHIRE (BB 25) 5-23-1915 clear ships cxi on PC, nc MB \$4

S3-71 GRIFFIN (AS 13) 8-25-41 Weigand Tabard flag cachet for commission MB \$3

S3-72 SOUTH CAROLINA (BB 26) 7-19-1916? Ships cxi on PC year is questionable MB \$3

S3-73 FLORIDA (BB 30) 3-21-1913 clears ships cxi on PC, nc MB \$4

S3-74 INDIANA (BB 1) 6-2-1918 ship name in censor marking MB \$4

S3-75 BIRMINGHAM (CL 2) 8-2-1909 clears ships cxi on PC, nc MB \$4

S3-76 MINNESOTA (BB 22) 7-3-1920 clear ships cxi on PC, nc MB \$4

S3-77 BOXER (training ship) 7-19-1917 clear ships cxi on PC, nc MB \$4

S3-78 NORTH DAKOTA (BB 29) 11-16-1910 clear ships cxi on PC, nc MB \$4

S3-79 NEBRASKA (BB 14) 3-9-1909 clear ships cxi on PC, nc MB \$4

S3-80 CHAIN (ARS 20) 10-12-44 #10 penalty, r/s cc MB \$2

S3-81 CATBIRD (AM 68) 11-22-41 #10 penalty, typed cc, PM Christobal MB \$2

S3-82 CRUX (AK 115) 4-27-44 #10 penalty, r/s cc MB \$2

S3-83 CASCO (AVP 12) 99-8-42 #10 penalty, printed cc MB \$2

S3-84 CATRON (APA 71) 7-4-45 registered #10, PM US Navy Br #15268 MB \$2

S3-85 CAPE GLOUCESTER (CVE 109) 3-19-45 #10 penalty, r/s cc MB \$2

S3-86 CELENO (AK 76) 1-4-45 #10 penalty, r/s cc MB \$2

S3-87 CHARGER (AVG 30) 8-10-42 #10 penalty, r/s cc MB \$2

S3-88 CHICKADEE (AM 59) 310-44 #10 penalty, r/s cc MB \$2

S3-89 Submarine S 26 SS 131 11-6-30 #10 penalty, typed cc, sunk MB \$3

S3-90 PIKE (SS 173) 1-17-36 #10 cover w/both comm & launch cachets/cxis MB \$3

S3-91 CONVERSE (DD 509) 3-24-45 #10 sailor mail w/censor mark MB \$2

S3-92 MEMPHIS (CL 13) 1-17-38 #10 sailor mail cover MB \$2

S3-93 COLBERT (APA 145) 9-1-45 registered #10, PM US Navy Br 15423, typed cc MB \$2

S3-94 ANGLER (SSK 240) 2-17-55 #10 penalty, PM FULTON MB \$2

S3-95 DSRV ALVIN 9-10-69 successful salvage of DSRV @ 5200', PM W Falmouth MB \$4

S3-96 DSRV ALVIN 3-31-75 Dive 547 for trim & test, PM Falmouth, MA MB \$2

S3-97 AINSWORTH (FF 1090) 1-2-81 Welcome UNS MOHAWK (TATF 170) Nicholson MB \$1

S3-98 RICH (DDE 820) 11-26-60 Welcome Canada DD COLUMBIA Nicholson MB \$1

S3-99 CORONADO (AGF 11) 11-12-80 1st Day use of Cxi by Nicholson MB \$1

S3-100 RALEIGH (LPD 1) 11-24-87 Welcome from Persian G by Nicholson MB \$1

S3-101 PRESERVER (ARS 8) 8-7-92 decom by Nicholson, PM YORKTOWN MB \$1

S3-102 PLATTE (AO 186) 4-16-83 commission by Nicholson MB \$1

S3-103 PIEDMONT (AD 17) 9-30-82 decom by Nicholson, PM YORKTOWN MB \$1

S3-104 EMORY S LAND (AS 39) 7-7-79 commission by Nicholson MB \$1

S3-105 SAILFISH (SS 192) 5-18-41 I am an American Day c by Sadworth MB \$3

S3-106 SAILFISH (SS 572) 3-27-70 Visit to Expo 70 MB \$3

S3-107 SAILFISH (SS 572) 9-29-78 Decom cachet ships patch design, PM WABASH MB \$3

S3-108 SALMON (SS 175) 4-15-36 keel lay by Employees Assoc MB \$3

S3-109 SALMON (SS 175) 3-15-38 commission by ANCS Argonauts MB \$3

S3-110 SALMON (SS 175) 5-20-38 shakedown cruise by Horton, kb Havana MB \$3

S3-111 SALMON (SS 175) 6-3-38 shakedown cruise by Horton, kb Nassau MB \$3

S3-112 SALMON (SS 573) 10-1-77 last day in commission cachet, PM DIXON MB \$3

S3-113 SARDA (SS 488) 9-10-62 12,000 dives, 1st in history, PM Groton MB \$3

S3-114 SARGO (SS 188) 5-12-37 keel lay by Employees Assoc MB \$3

S3-115 SARGO (SS 188) 6-6-38 launch cachet by DeWolfe MB \$3

S3-116 SARGO (SS 188) 2-7-39 commission, r/s capital letters MB \$3

S3-117 SARGO (SS 188) 2-7-39 commission by Hutnick MB \$3

S3-118 SARGO (SS 188) 3-20-39 shakedown cruise by Sadworth, kb New London MB \$3

S3-119 SAURY (SS 189) 6-28-37 keel lay thermo color design, PM PICKEREL MB \$3

S3-120 SAURY (SS 189) 8-20-38 launch by Hutnick, PM Groton MB \$3

S3-121 SAURY (SS 189) 7-19-39 shakedown cruise by Buchwald, kb Aruba MB \$3

S3-122 SAWFISH (SS 276) 1-20-42 keel lay cachet, typed, PM Portsmouth MB \$3

S3-123 SCABBARD FISH (SS 397) 1-27-44 launch cachet by Contraros MB \$3

S3-124 SCULPIN (SS 191) 9-7-37 keel lay by Richell, sunk MB \$3

S3-125 SCULPIN (SS 191) 7-27-28 launch cachet by Hutnick MB \$3

S3-126 SCULPIN (SS 191) 3-8-39 commission cachet, overlapping sea shells MB \$3

S3-127 SCULPIN (SS 191) 4-18-39 deep dive test by Peejay, emb seal, sunk MB \$3

S3-128 SCULPIN (SS 191) 12-25-39 Christmas Greetings by Sadworth, sunk MB \$3

S3-129 SEA CAT (SS 339) 2-21-44 hand drawn launch cachet by EWC of sub on surface, PM Ports MB \$3

S3-130 SEA DEVIL (SS 400) 2-28-44 launch cachet by Contraros, PM Kittery MB \$3

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 Commissioning, 12-1-2018, Boston MA, pictorial. Cachet by  
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USS TENNESSEE (SSBN 738) 30<sup>TH</sup> Anniv, 12-17-2018, Groton pictorial,  
 \$2.00

USS BUFFALO (SSN 715) 35<sup>TH</sup> Anniv, Norfolk pictorial, 11-5-2018,  
 \$2.00

USS NEW HAMPSHIRE (SSN 778) 10<sup>TH</sup> Anniv. 10-25-2018, Groton  
 USPS cancel, \$2.00

USS SANTA FE (SSN 763) 25<sup>TH</sup> Anniv, 1-8-2019 Groton pictorial, \$2.00

USS CHICAGO 9SSN 721) 30<sup>TH</sup> Anniv, 9-27-2016, Norfolk USPS

Cancel, \$2.00

USS GEORGE H.W. BUSH (CVN 77) IN MEMORY, 11-30-2018,

Newport News USPS Cancel, \$2.00

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**c/o Rich Hoffner**

**415 Moyer Road, Souderton PA 18964-2319**

**pauscg@gmail.com**

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 Groton pictorial, \$2.50

USS THOMAS HUDNER (DDG 116) Commissioning, 12-1-  
 2018, Boston MA, pictorial. \$2.50

USS NEW HAMPSHIRE (SSN 778) 10<sup>TH</sup> Anniv. 10-25-2018, Portsmouth  
 NH, pictorial cancel, \$2.50

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

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(08/19)

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### S.A.S.E.

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

### Universal Ship Cancellation Society A Navy, Society and Hobby – second to none!

I hereby apply for membership in the Universal Ship Cancellation Society and enclose \$\_\_\_\_\_ for my dues and a subscription to the USCS Log. I also agree to abide by the Philatelic Code of Ethics and the By Laws of the USCS.

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Sponsored by \_\_\_\_\_ USCS # \_\_\_\_\_

Month Joined	Regular U.S. Address	First Class	International	eLog (PDF) by e-mail only
Apr, May, June	\$24.00	\$46.00	\$47.00	\$16.00
July, Aug, Sept	\$19.00	\$35.00	\$36.00	\$13.00
Oct, Nov, Dec	\$13.00	\$24.00	\$25.00	\$9.00
Jan, Feb, March*	\$30.00	\$57.00	\$58.00	\$20.00

\*fee for 15 months Membership year begins April 1. Table above includes \$2.00 for registration / initial mailing.

**Life Membership:** To age 45, \$500; ages 46-55, \$400; ages 56-65, \$350; ages 66-75, \$250; age 76 and older, \$100.

Renewal invoices sent each December for membership year beginning April 1. All payments must be in U.S. funds or check/ money order drawn on a U.S. bank or a USPS money order payable to USCS or to [Receipts@USCS.ORG](mailto:Receipts@USCS.ORG) from a PayPal account.

Mail to: Steve Shay, USCS Secretary, 747 Shard Ct., Fremont CA 94539-7419

11/18



STEVE SHAY  
747 SHARD CT  
FREMONT CA 94539

PERIODICAL

Page 32

Universal Ship Cancellation Society Log

March 2019

## Secretary's Report February 2019

### Welcome New Members

12549 Brian Gold, 4448 Appleton Place, Kettering OH 45440-1204  
12550 Howard Rotterdam, 3601 N 47 Ave, Hollywood FL 33021-2211  
L-12551 Colvin John B Lewis, 13 Rowley Place, Bullcreek 6149,  
Western Australia by Frank Hoak II (H-6194)  
12552 Mathew Zorn, 2012 Ryegate Ct, Virginia Beach VA 23464-8816  
by Rich Hoffner (H-4456)

### Converted to Life Membership

L-3465 CDR E N Tulich, USCG Ret  
L-11599 Daniel Porter

### Resigned

12355 Alfred Consiglio 10642 Leslie Lee  
5657 CAPT W J Schefstad, Ret 10920 Girard Thierry

### Deceased

10547 Norman Elrod

### Mailing Suspended, no Forwarding Address

L-10344 Edward Fein

### Change of Address

12263 James Brooks, CMR 427, PO Box 2284, APO AE 09063  
5828 Howard Cooper, 3640 Indian Hills Dr Apt 110, Sioux City IA  
51104-1638  
12359 Brian Jacobs, 30 Glenbrook Rd Apt 4A, Stamford CT 06902-2942  
12003 Donald Landwehr, 2626 NW Sunset Ct, Camas WA 98607-8052  
10409 Roland Mantovani, 2136 N 165<sup>th</sup> Dr, Goodyear AZ 85395-1884  
6121 Mike Meister, PO Box 32103, Columbus OH 43232-6018

Membership on 1/5/2019..... 824  
New Members..... 4  
Resigned..... 4  
Deceased ..... 1  
Membership on 2/2/2019..... 823  
Membership on 2/4/2018..... 862

Steve Shay,  
Secretary



### WESTPEX

Location: San Francisco Airport Marriott Waterfront Hotel  
1800 Old Bayshore Highway  
Burlingame, California

Next Show: April 26-28, 2019  
Fri. & Sat. 10 a.m. - 6 p.m.  
Sun. 10 a.m.-4 p.m.

### Visit

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



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I would also be happy to prepare a printed list for you. These are custom designed to your interests, so please let me know how I can help.

Jim Forte

P.O. Box 94822

Las Vegas, NV 89193 800-594-3837

The USCS Has Reprinted

## THE CONSTITUTION BOOK

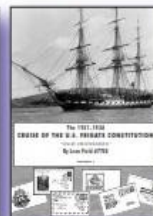
By Leon Fields



Original Cover



Searchable CD \$30 free shipping in US



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New Cover

Provide Physical Address-No PO Boxes

Make checks payable to USCS

Mail To: Karl Zurn, FRI, 1980 N. Atlantic Ave. Suite 520

Cocoa Beach, FL 32931 Email: [KarlZurn@gmail.com](mailto:KarlZurn@gmail.com)

## Future USCS Convention Schedule

2019 April 26-28 – WESTPEX-Burlingame, CA

2020 September – MILCOPEX – Milwaukee WI

2021 September 3-5 - BALPEX – Hunt Valley MD