

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

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April 2019

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Feature Cover

62nd USCS Convention at WESTPEX



April's feature cover shows the USCS convention cachet designed by Alvin Eckert for our 62nd Convention in conjunction with WESTPEX.

Covers will be serviced with the daily convention cancel and will be available for purchase during the show and after the show via the ads on Page 30.

**Stanton Honeyman Awards Announced
Page 8**

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

Welcome to our new Vice-President, John Germann and new Directors, David Bernstein, Laurie Bernstein, and Nancy Clark. Their contact information has been updated in the shaded area to the left. You will note that the position of Associate Editor is still open. We seriously need to find a member to fill that position. As the **Log** editor, now in my 20th year, we must consider someone to continue on with this award winning publication. Could it be you?

As we approach Spring, it would be a good time to start your Spring cleaning by arranging your collection and thinning out your duplicate covers. If you would like to sell them, you could place a inexpensive ad on Page 31 of the **Log**. Or you could sell them via the Sales Circuit or through a USCS Auction. If you just want to thin your collection, you might consider a donation to the USCS for our auction sales. Whatever method you choose, we need to keep these covers in the hands of collectors of naval history who may need them to fill spots in their collections.

April continues to be a somewhat sad month as Secretary, Steve Shay's report on Page 32 shows. While the DROP list shows 60 members who have not yet renewed their dues. Traditionally many members late renew once they realize they didn't get this month's wonderful issue. Nevertheless, our membership continues to decline as members age out and no longer maintain an interest in collecting. And it is certainly more difficult to recruit members from the technology generation who are more focused on collecting digital "LIKES" rather than tangible pieces of historical value. I am sure every USCS administration has faced this dilemma as do every other collector group. Thus, a goal—each member recruit a new member during 2019. Can we count on you?

As for gaining volunteers for the numerous tasks I have laid out over the past year. I am happy to report that John Young has agreed to begin writing the "For Beginning Members" column with the May issue. And I had inquiry from three members who are interested in writing for the **Log**—new authors are always welcomed!

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)

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

Recently/Currently Deployed

USNS MEDGAR EVERS (T-AKE 13) deployed 6th Fleet AOR, 25 Feb
 USS LEWIS B. PULLER (ESB 3) 5th Fleet AOR
 USS NORTH DAKOTA (SSN 784) Deployed 1 August 2018
 USS GEORGIA (SSGN 729) 6th Fleet AOR
 USS CHEYENNE (SSN 773) Western Pacific
 USS JASON DUNHAM (DDG 109) 5th Fleet
 USS GRAVELY (DDG 107) 6th 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 SANTA FE (SSN 763) Western Pacific
 USS FLORIDA (SSGN 728) 5th and 6th Fleet AOR

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Out of the Past

Naval History and
Heritage Command

2 April 1951 (Korean War)

Two F9F-2B Panthers of VF-191, each loaded with four 250- and two 100-pound general-purpose bombs, are catapulted from USS PRINCETON (CV 37) for an attack on a railroad bridge near Songjin, North Korea. This mission is the first US Navy use of a jet fighter as a bomber.

4 April 1854 (Classic)

American and British naval brigades of 90 and 150 men engage Chinese Imperial troops at Shanghai after acts of aggression against American and British citizens. The American party fell under the command of Cmdr. J. Kelly, the commanding officer of USS PLYMOUTH.

7 April 2017 (Modern)

On the orders of President Trump, USS ROSS (DDG 71) and USS PORTER (DDG 78) launch Tomahawk missiles into Syria 7 April, in retaliation for the regime of Bashar Assad using nerve agents to attack his own people.

10 April 1941 (WW II)

USS NIBLACK (DD 424) picks up three boatloads of survivors from Dutch freighter SALEIER, which was sunk the previous day by a German U-boat. The destroyer detects a submarine preparing to attack and drives it off with a depth charge attack. It is the first action between American and German forces in World War II.

14 April 1898 (Spanish-American War)

The first post-Civil War hospital ship, USS SOLACE (AH 2) is commissioned and soon participates in the Spanish-American War attending to wounded servicemen from battles in Cuba

19 April 1920 (Post-WW I)

The first German submarine brought to the United States after World War I arrives at New York. During World War I, U 111 sank three Allied merchant vessels that included the British steamer BOSCASTLE on 7 April 1918.

24 April 1884 (Classic)

USS BEAR leaves New York Naval Shipyard on her way to the Arctic as part of the Greely Relief Expedition. USS THETIS and USS ALERT join USS BEAR on the mission. On June 22, the relief ships rescue the remaining seven members of the 27-man Greely Expedition at Cape Sabine.

27 April 1952 (Korean War)

During the Korean War, USS SAMUEL N. MOORE (DD 747) conducts counter-battery fire against enemy shore batteries off Kosong, Korea. The enemy guns are silenced. Also on this date, USS WAXBILL (AMS) is damaged by enemy shore battery off Wonsan, Korea.

30 April 1945 (WW II)

USS THOMAS (DE 102), USS BOSTWICK (DE 103), USS COFFMAN (DE 191) and frigate NATCHEZ (PF 2) sink German submarine U 548 off the Virginia Capes.

Calendar of Events

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

Send #10 SASE with a 55-cent or 'Forever' stamp to **Richard D. Jones**, 137 Putnam Ave., Ormond Beach FL 32174 for updated shipyard address list. **OR** request via e-mail: bmcjmjones@yahoo.com

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

? notes a tentative or uncertain date.

signifies a change from previously published date.

April

27 PCU LYNDON B. JOHNSON (DDG 1002) Christening, BathME

Spring 2019

?? 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

August 2019

?? PCU BILLINGS (LCS 15) Commissioning Key West FL

Fall 2019

?? PCU CINCINNATI (LCS 20) Commissioning, city pending

November/December 2019

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

Thanks to: Dan Goodwin for providing the 2019 Anniversary updates, Mark Khachadorian, 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** – 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** – 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** – HIGGINS DDG-76, 4/24; O'KANE DDG-77, 10/23; **15 YEARS** – PINCKNEY DDG-91, 5/29; MONSEN DDG-92, 8/28; CHUNG-HOON DDG-93, 9/18; VIRGINIA SSN-774, 10/23; JAMES E. WILLIAMS DDG-95, 12/11; **10 YEARS** – STOCKDALE DDG-106, 4/18; TRUXTUN DDG-103, 4/25; WAYNE E. MEYER DDG-108, 10/10; MAKIN ISLAND LHD-8, 10/24; NEW YORK LPD-21, 11/7; **5 YEARS** – CORONADO LCS-4, 4/5; NORTH DAKOTA SSN-784, 5/31; AMERICA LHA-6, 10/11.

DK Enterprises

*Visiting Westpex for the USCS & MPHS convention?
Stop by booth #67, DK Enterprises, lots of new material in stock. Also, numerous \$1.00 materials will be in the hospitality room.
Hope to see you there. Dick Keiser*

Naval News

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PCU PAUL IGNATIUS Delivered

Huntington Ingalls Industries' Ingalls Shipbuilding division delivered PCU PAUL IGNATIUS (DDG 117) to the U.S. Navy on 22 February with shipbuilders, ship's force and representatives of Supervisor of Shipbuilding, Gulf Coast in attendance.

The signing of the DD 250 document officially transfers custody of the ship from HII to the Navy. PAUL IGNATIUS is scheduled to sail away from the shipyard in June.

DDG 117 is named in honor of Paul Ignatius, who served as the 59th Secretary of the Navy, from 1967 to 1969. He made significant contributions during the administrations of presidents John F. Kennedy and Lyndon B. Johnson. Ignatius is a living namesake and currently resides in Washington, D.C.

Ingalls has now delivered 31 ARLEIGH BURKE-class destroyers to the Navy. The shipyard currently has four DDGs under construction, including JACK H. LUCAS (DDG 125), the first Flight III ship, which started fabrication in May 2018.

USS PITTSBURGH Returns from Final Deployment

USS PITTSBURGH (SSN 720) returned home from her final deployment, marking the end of almost 34 years of service with the US Navy.

PITTSBURGH arrived at Naval Submarine Base New London on Monday, 25 February, after operations in European waters.

During the deployment PITTSBURGH steamed approximately 39,000 nautical miles or 44,880 statute miles, equal to approximately 1.8 trips around the world at the equator. Port visits were conducted in Faslane, Scotland, Rota, Spain and Haakonsværn, Norway.

Commissioned on Nov. 23, 1985, USS PITTSBURGH (SSN 720) is the fourth US Navy ship to be named for the city of Pittsburgh, PA.

USS CHARLESTON Commissioned

US Navy's INDEPENDENCE variant littoral combat ship CHARLESTON (LCS 18) entered service in a ceremony at Charleston, South Carolina's Columbus Street Terminal, on 2 March.

South Carolina Senator Tim Scott delivered the commissioning ceremony's principal address. Charlotte Riley, wife of former Charleston Mayor Joe Riley, served as the ship's sponsor.

CDR Christopher K. Brusca is the commanding officer of the ship and leads the core crew of 70 officers and enlisted personnel.

She will be the sixth ship named to honor the city and citizens of Charleston – South Carolina's oldest and largest city. She will be homeported at Naval Base San Diego.

USS BILLINGS to be Commissioned at Key West

SECNAV Richard Spencer has approved Key West, Florida as the site for the commissioning of the future USS BILLINGS (LCS 15). The event will take place in **August 2019**. The specific date has yet to be announced.

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

PCU BOUGAINVILLE Keel Laid

The keel laying and authentication ceremony for the future USS BOUGAINVILLE (LHA 8) was held at the Huntington Ingalls Industries (HII) Pascagoula shipyard, on 14 March 2019.

The ship's sponsor, Ellyn Dunford, authenticated the keel by welding her initials into the keel plate.

Traditionally, keel laying marks the first step in ship construction. However, with today's advanced modular shipbuilding, the keel laying ceremony now recognizes the joining together of a ship's components and is a major milestone in the ship's construction. Fabrication of Bougainville began in October 2018.

The future USS BOUGAINVILLE is the third ship of the AMERICA (LHA 6) class of amphibious assault ships built to facilitate forward presence and power projection. LHA 8 is the first Flight I ship of the AMERICA-class with a reincorporated well deck to increase operational flexibility.

USCGC ROBERT WARD Commissioned

The US Coast Guard commissioned its 30th fast response cutter (FRC), in a ceremony in San Francisco, California, on 2 March.

USCGC ROBERT WARD (WPC 1130) is the second of four planned FRCs to be stationed in San Pedro.

Robert Ward, the namesake of the cutter, served as a seaman 1st class in USS JOSEPH T. DICKMAN during the battle of Normandy. While serving as coxswain in the first wave of landings, he successfully landed his troops despite enemy oppression. Ward then heroically went back to guide to safety two other crews whose boats had been destroyed by enemy mortar fire. For his conspicuous gallantry in action, Ward was awarded the Silver Star.

New Class of Ships Announced

Secretary of the Navy Richard V. Spencer has announced the new class of Towing, Salvage, and Rescue ship will be named NAVAJO in honor of the major contributions the Navajo people have made to the armed forces.

The new class of vessels will be based on existing commercial towing offshore vessel designs and will replace the current T-ATF 166 and T-ARS 50 class ships. The first ship of this class will be named USNS NAVAJO and designated T-ATS 6.

Gulf Island Shipyards was awarded a \$63.5 million contract for the detail design and construction of the new Towing, Salvage and Rescue Ship.

President's Message

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On Page 8 you will find the results of the Stanton Honeyman Awards Committee's selections from the 2018 series of *USCS Logs*. Congratulations to the selectees and my appreciation to the selection committee which was composed of **John Young**, **John Beirne**, and **Mike Vining** (Chairperson).

Additionally, I appreciate the efforts of our APS representative to **Glenn Smith** for pulling the package together to submit to the **American Philatelic Society** the USCS selection of **Lloyd Ferrell's** article for inclusion in the "*Articles of Distinction*". This article will be USCS's tenth submission.

See <https://classic.stamps.org/Articles-of-Distinction>

For our newer members, we have had a long-running series of articles on the "Member of the Month". Over the last few years, the number of submissions has dwindled. Every member who wishes to share their collecting history and biography is welcome to submit the material to the *Log* editor.

By the time you get this issue, the *Log Index* for the 2018 run of *Logs* will be completed and posted on the USCS website for downloading. For those who wish to have a paper copy, ordering information is on Page 31. I appreciate **Bob Lamb** (11,832) for compiling the Index for the past few years. One of the factors the philatelic judges consider when I submit the *Log* in philatelic literature competitions is whether an index is available with the package. Additionally, members who consider writing for the *USCS Log* should review the most recent index to see if their topic is over or under covered.

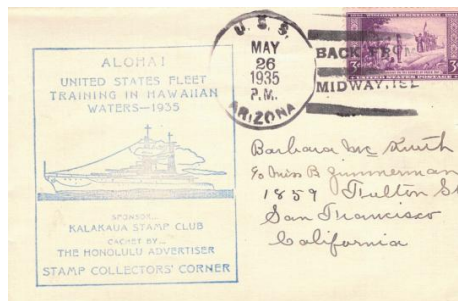
Late in the month, the USCS Board will meet at WESTPEX to participate as a convening society. We will have our annual board meeting on Friday evening and a General Membership meeting on Saturday. Please feel welcome to attend both meetings and meet the officers and board members in person. Bring your ideas to share at the General Meeting and be sure to come by our table in the bourse area to sit and visit a while.

I will be available to recruit new writers for the *Log* and will have our author's guidelines.

Page 7 of this issue has a brief outline of the WESTPEX activities pertaining to USCS. See you there.

Finally, thanks go out to **Alvin Eckert (9964)** for preparing the USCS show cachet for WESTPEX. Covers will be available at the society table during the convention and also on Page 30 after the convention.

USCS Auctions – take a look! USS ARIZONA (BB 39) Back from Midway Chamberlain-Hitler Conference-Nuremburg



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

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

The Goat Locker

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Collecting Icebreaker Covers

My first attempt at sending for polar covers came in October 1970. A philatelic notice in the *Coast Guard Reservist* (CG 288) announced that three Coast Guard ships (icebreakers) were participating in Deep Freeze '71. So, I sent a single SASE to each of the cutters, with a polite note requesting that they service my covers while operating in Antarctica. I would have to wait for their arrival the following spring.

This was not my first venture, as I had been sending for my own first day covers for years - having brought printed Artcraft or Artmaster envelopes at Gimbel's or Stamp-zine on West 47th Street in Manhattan. Off they went to the city of issue for "First Day" cancellation. Once, I had sent for a naval cover as the aircraft carrier, USS RANGER was making a voyage around Cape Horn in 1958. Once, I joined the Coast Guard (1960) and all philatelic interests ceased until it re-appeared during the mid-1970s.

My cover requests had to reach the ships before 13 November 1970. USCGC BURTON ISLAND proceeded to McMurdo Sound by way of Punta Arenas, Chile and Palmer Station, while she delivered the summer scientific party. She made her way to the edge of the fast ice of McMurdo, where she met up with the cutters, STATEN ISLAND & WESTWIND at Lat 65 S, Long 175 E on 28 December 1970.



Figure 1: Making its fourth deployment as Coast Guard icebreaker, BURTON ISLAND had stamp cachet made from cutter's patch depicting penguins (Antarctica) and a polar bear (Arctic) deployments within Coast Guard shield. Cover posted 5 JAN 1971.

The cutter's cachet was the same, as previously used during since Deep Freeze '68, '69 & '70 with only change being the year. She operated with the Ross Sea Group and was awarded the Antarctic Service Medal for the period, 7 DEC 1970 thru 15 MAR 1971.

STATEN ISLAND had re-supplied the New Zealand facility at Campbell Island on Christmas Day. She would later circumnavigate Antarctica with the Antarctic Treaty inspection team, visiting foreign stations before striking an uncharted shoal off Mawson Station. During this deployment, RM 1/c Don Morisch (former ASPP president) handled more than 12,000 covers and applied a variety of cachets and markings that documented their deployment during Deep Freeze '71. She was awarded the Antarctic Service Medal for the period, 14 DEC 1970 thru 15 MAR 1971.



Figure 2: This cover got me hooked on polar philately! Morisch applied ship's cancel on 28 FEB 1971 & typed aborted mission with oval "circumnavigation" cachet that was applied with OSC/ DF 71 and three other auxiliary markings i.e. Captain's signature & Stamp, SLK/ Operation Deep Freeze, SLK/ Deposited in Antarctica 1971.

Most of the filler cards within the covers were also serviced by Morisch with the oval "Circumnavigation" cachet and a 19-line ASPP recruitment rubber stamp. The ship's skipper, Captain S.C. Putzke and Morisch documented the ship's deployment with several letters that were published in ICN (Jan- Feb 1971, p18-19 & Mar- April 1971, p.25-30)

USCGC WESTWIND operated along the Antarctic Peninsula, but her departure was delayed, due to a short cruise to repair the Thule cable. She arrived at Palmer Station on 19 January 1971 and provided helo-flights (AVDET 15) for scientific research and other support. They were awarded an Antarctic Service Medal for the period 17 JAN thru 7 FEB 1971. It should be noted that Task Force 43 was awarded a Navy Meritorious Unit Commendation for the period, 22 AUG 1969 thru 10 MAR 1971.



Figure 3

Figure 3: Cover bears cutter's 1967 Deep Freeze cachet (19 & 67 removed from ribbon) on both sides of the crest and was posted on 2 MAR 1971, while the cutter was on her return from Antarctica. She suffered an casualty while en route AES Operations in 1971 and spent the next three years under-going SLEP(modernization) at Coast Guard Yard.

Current Deep Freeze operations (2013) will see the National Science Foundation chartering the Russian icebreaker VLADIMIR IGNATYUK (ex-ARCTIC KALVIK) to perform the annual McMurdo break-in. A sister-ship to the CCGS TERRY FOX, she was purchased by the Russians in 2003 and made her maiden voyage to Antarctica last year. I attempted at covers (franked with American "Forever" postage), by sending my requests to Murmansk Shipping Company with instructions of dropping them off at the post office at McMurdo Station.

Just before Christmas Day, covers returned from USCGC HEALY sporting an old friend-Walter Grabow's 2001 Coast Guard Day cachet. Walt was a former WW II coastie (1939-46) had been donating cachets, ink & ink pads for nearly 20 years. After his death, almost all of the cachets were destroyed- except for a few that were sent to cutters still in service. HEALY received his last cachet with wording "211th Anniversary" removed.



Figure 4: Mailed in August 2012, my covers came back (12/21/12) with stamped cachet and canceled with cutter's election cancel without date. Each naval vessel and Coast Guard cutter received this type cancel because of the 2000 election- for use on absentee ballots.

Cutter HEALY was deployed 102 days (30 JUL- 10 NOV 2012) for Arctic West, Summer operations. She traveled 18,100 nautical miles during the cruise, reaching Lat 83.5 N just 730 nautical miles north of Barrow, Alaska and probably earning another CG Arctic Service Medal.

Looks like HEALY will make yearly visits to the Arctic. Why not try for covers with a polite note, two SASE with proper postage. Use the Forever stamps, as you will be able to read the cancel. Her address: Commanding Officer, USCGC HEALY (WAGB 20) 1519 Alaskan Way South, Seattle WA 98134.

Happy is a man (woman) that has a hobby, for he (she) has two worlds to live in.

Enjoy the hunt for polar philately.

Universal Ship Cancellation Society and WESTPEX 2019

The following schedule highlights some of the events at WESTPEX 2019. A complete WESTPEX schedule is available on the WESTPEX web site, www.westpex.org.

Friday, April 26, 2019

9:30 am Grand Opening Ceremony (30 minutes), Irvine

10:00 am Opening of the WESTPEX Exhibits and Bourse

2:00 pm-4:00 pm USCS USS CONSTITUTION Chapter Meeting, *Scott 951 First Day Cover Catalog* by Scott Eckel, Santa Barbara Room

2:00 pm-4:00 pm Joint meeting of the American Society of Polar Philatelists and the USCS Coast Guard Chapter, *The Coast Guard in the Polar Region* and Membership Meeting, Anaheim Room

6:00 pm Closing of WESTPEX Exhibits and Bourse

7:00 pm Universal Ship Cancellation Society, Board Meeting, Room 8024

Saturday, April 27, 2019

10:00 am Opening of WESTPEX Exhibits and Bourse

10:30 am-12:00 pm USCS PEARL HARBOR Chapter 112, *Late Date Pearl Harbor Ship Project* by Lloyd Ferrell and *I Am Well* cards by Kurt Stauffer, Room 8042

11:00 am-12:00 pm Military Postal History Society, *Army Troop Ship Postcards and Covers* by David Kent, Newport Beach Room

1:00 pm-2:00 pm Universal Ship Cancellation Society, General Membership Meeting, Santa Barbara Room

2:00 pm-3:00 pm Joint USCS Presentation and USS SAGINAW Chapter Meeting, *USS CALIFORNIA Naval Covers* by Steve Shay, Santa Barbara Room

3:00 pm Judges' Feedback Forum, Anaheim Room

Sunday, April 29, 2018

10:00 am Opening of WESTPEX Exhibits and Bourse

11:30 am Exhibitors' Tour of Universal Ship Cancellation Society Exhibits (Exhibitors and those interested in a tour please meet at the USCS booth, Booth 6.)

12:00 Noon Exhibitors' Tour of American Society of Polar Philatelists Exhibits (Those interested in the Polar exhibit tour come to the ASPP booth, Booth 6, at Noon on Sunday.)

1:00 pm Exhibitors' Tour of Military Postal History Society Exhibits (Exhibitors and those interested in a tour please meet at the MPHS booth, Booth 6.)

4:00 pm Closing of WESTPEX Exhibits and Bourse
Dismounting of exhibits (by lottery) beginning at approximately 4:15 pm

The Universal Ship Cancellation Society will be sharing Booth 6 on the second floor of the hotel with the American Society of Polar Philatelists and the Military Postal History Society.

Stanton Honeyman Awards

Mike R. Vining, SGM USA (Retired)
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The Stanton Honeyman award's committee has made their decision on the recipients of the 2018 Stanton Honeyman Award.

For Best Postal History/Philatelic:

Lloyd Ferrell's, Unraveling History... The Mysterious USS SHAW Cancels Postmarked 7 December 1941 (April).

For Best Naval/Maritime History:

Jake Wilhelm's Massacre Beach - USS PRUITT (DD 347/DM 22) and Attu (October).

For Best Optional Article/Series:

Phillip Nazak's, Fantail Forum - Part 1 (April), Part 2 (May), - Part 3 (June), - Part 4 (October), - Part 5 (November), and - Part 6 (December).

As for choosing the best of the best 2018 article to submit to the **American Philatelic Society** (APS) "Articles of Distinction" program, that honor goes to **Lloyd Ferrell's** article Unraveling History... The Mysterious USS SHAW Cancels Postmarked 7 December 1941. We feel this article will have a greater appeal to the APS readership.

Summary: The Stanton Honeyman Awards Committee was composed of **John Young**, **John Beirne**, and **Mike Vining** (Chairperson). This year there were again many excellent articles to choose from and it was hard to pick the best of the best. The committee would like to thank all those who have written articles over the years and the new contributors to the **Log**. A society's magazine is the glue that holds the membership together. **Lloyd Ferrell** did original research on 7 December 1941, USS SHAW (DD 373) cancels, which we recommended to send to the APS. Lloyd's research finally answers many questions collectors have about these 7 December covers. Lloyd's article on The Story Behind the Cover... Edgar Hulsebus on USS OKLAHOMA - Later Killed in 1937 Panay Incident (November) was also up for consideration. **Jake Wilhelm** wrote a great article with a lot of research on USS PRUITT (DD 347/DM 22). The ship and the Aleutian Campaign receive little historical attention. Jake's other articles on Recovered Allied Military Personnel - The Dual Career of USS STEWART (DD 224) (March) and The Chesapeake Raider USS WYOMING (BB 32/AG 17) (June) were our two other choices in this category. **Phillip Nazak's**, Fantail Forum column was considered the best in a great new series. I want to thank **John Young** and **John Beirne** for their help in selecting the Honeyman recipients for this past year.

Respectfully,
Mike

The New Classic Covers – Part II

Stewart B. Milstein (L-7205)

My article in the February 2019 **Log** resulted in several much appreciated comments as well as an interesting and exciting response from USCS member **Alex Hamling**.

In his first email Alex had written, "I say the best way to increase the rate of returned covers is to educate the Logistic Specialists on each ship."

In a subsequent email Alex wrote:

"Dear COPE,

... We are a group who are interested in naval postal history. Your rank and position means that you are making history with each canceled cover (envelope.) We hope that you will continue to learn about the valuable service you provide to your shipmates and families.

From time to time, requests for cachets (inked stamps on envelopes) and/or certain cancellation dates may come from our members. These often are in recognition for certain ship anniversaries and/or milestones. We hope that after learning more about the USCS organization (www.uscs.org) that you are better able to understand the excitement around naval postal history."

While there are plans afoot to send an **eLOG** to the Logistic Specialists so as to educate them as to who we are and what we do, I intend to use Alex's "Dear COPE" letter in the body of the letter that I will send to the COPE. I think that pointing out to the COPE that he (she) is helping to make postal history is both a powerful and persuasive point.

I want to publicly thank Alex for his thoughts and suggestions. I hope that amongst the rest of the membership, there are others who would like to add to this on-going effort to increase the rate of the return for the covers that we send. The only bad idea would be the one that you keep in your head and do not share with others.

no. 6 3/4 (3 5/8" X 6 1/2")

25% Rag ENVELOPES 24#

or Laser Cancel Ready 80#

No Glue on Flaps

\$12/100 plus \$5.30 Shipping

\$50/400 plus \$12.35 Shipping

\$200/2000 plus \$43 Shipping

Make checks payable to USCS
OR PayPAL via Receipts@USCS.org

e-mail orders to: karl@karl@zurn@gmail.com
mail orders to: Karl Zurn, FRI, 1980 N. Atlantic Ave.
Suite 520, Cocoa Beach, FL 32931

West Coast Navy News

Ted Minter (9017)

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



ESSEX ARG Returns CONUS

Ships from the US Navy's ESSEX amphibious ready group (ARG) assembled around USS ESSEX (LHD 2) paid a two-day visit to Pearl Harbor on 18 February.

Transport dock ship USS ANCHORAGE (LPD 23), amphibious dock landing ship USS RUSHMORE (LSD 47), USS ESSEX and the embarked 13th Marine Expeditionary Unit (MEU) visited Hawaii on the return leg of their deployment to the Western Pacific and Middle East.

USS ESSEX started the deployment from San Diego in July 2018, after completing a refit that allowed it to carry the fifth-generation F-35B fighter jets.

Pacific Partnership 2019

The U.S. Navy will join allied and partner nation forces for the 14th Pacific Partnership mission, scheduled to begin 4 March. This annual maritime operation will help improve disaster response preparedness, resiliency and capacity while enhancing partnerships with participating nations and civilian humanitarian organizations throughout the Indo-Pacific.

Pacific Partnership is the largest annual, multilateral disaster response preparedness mission conducted in the Indo-Pacific. This year's mission will be led by Commander, Destroyer Squadron 1, embarked in the expeditionary fast transport ships USNS BRUNSWICK (T-EPF 6) and USNS FALL RIVER (T-EPF 4). It will include more than 500 military and civilian personnel from Australia, Canada, Japan, Malaysia, Peru, the Philippines, South Korea, Thailand, the United Kingdom and the United States.

Experts in the fields of engineering, medicine and disaster response will partner with each host country to conduct civic-action projects, community health exchanges, medical symposiums and disaster response training activities.

"Pacific Partnership brings nations together to prepare in calm to respond in crisis," said Capt. Randy Van Rossum, commodore, Destroyer Squadron 1, the mission commander for Pacific Partnership 2019. "Our mission team, made up of servicemembers and volunteers from around the world, reflects this enduring commitment to the region."

Pacific Partnership began in response to one of the world's most catastrophic natural disasters, the December 2004 tsunami that devastated parts of South and Southeast Asia..

Pacific Partnership 2019 will have several distinctions from previous iterations:

This year's mission will be conducted from aboard two expeditionary fast transport ships, which provide rapid intra-theater transport and have the capability to conduct relief operations in small or damaged ports.

This year's planning and activities reflect the region's interest in building Humanitarian Assistance/Disaster Relief capability and strengthening resilience.

Foreign Navy News

Phil Schreiber (9110)

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



The Norwegian Postal Service website's philatelic section announced the pictorial postmark issued to the century old coal burning coastal steamer D/S HESTMANDEN, (**Figure 1**), now a museum ship open to the public at Kristiansand, Norway. This vessel was operated by NORTRASHIP, the Norwegian Shipping & Trade Mission during both World War One and Two with the Allied Forces operating from the British Isles. A World War II postage stamp commemorating the "Free Norway Merchant Marine" was issued at that time by the Free Norwegian Forces in England.



Figure 1

Japan's JDS IZUMO (DDH 183) (**Figure 2**) recently attended the Festival at the Port of Yokohama. The pictorial cancel issued by the Yokohama post office is illustrated with the local lighthouse, Port of Yokohama Bridge and a cruise ship. The cachet by USCS member **Muneo Hagino** shows the official crest of IZUMO and a drawing of her. Although IZUMO is classified by her hull designation as an aircraft carrying destroyer, the drawing calls attention to her actual presence as an LPD, amphibious helicopter carrier. Since Japan's current laws prevent it from possessing offensive weapons, she is listed as a "JDS" or Japanese Defense Ship.



Figure 2

USCS member **Walter Freiswinkel** prepared the cover with the cachet of the German Navy frigate AUGSBURG (**Figure 3**). The Hamburg, Germany, pictorial postmark was issued to honor the 829th birthday of the seaport of Hamburg. The postmark is illustrated with Hamburg's Fireship BORKUMRIFF as part of Deutsch Post (German Postal Service) cooperation with philatelic exhibitions. Deutsche Post's web site announces its pictorial postmarks in its philatelic section.

Continued on Page 25

Norfolk Navy News

Darrell Millner (9859)

106 Maxwell Lane,
Newport News VA 23606



USS BATAAN Underway for Sea Trials

USS BATAAN (LHD 5) got underway 20 February for post-refit sea trials after an overhaul at BAE Systems in Norfolk VA that began in fall 2017.

USS GEORGE H.W. BUSH Begins DPIA

USS GEORGE H.W. BUSH (CVN 77) has arrived at Norfolk Naval Shipyard (NNSY) where she will spend the next 28 months, undergoing planned maintenance.

The 103,000 ton, 1,092-foot aircraft carrier completed the dry docking procedure on 21 February.

The dry-docking planned incremental availability (DPIA), as the maintenance is referred to, marks the first time GEORGE H.W. BUSH has not been waterborne since 2006.

Requiring an estimated 1.3 million man-days, it will be the most extensive maintenance period for the ship yet and one of the most complex CVN chief of naval operations availabilities in recent NNSY history.

As the first carrier docking at NNSY in several years, BUSH will be on blocks for the majority of her availability. Naval Facilities Engineering Command (NAVFAC) helped get the dry dock ready for NNSY, with recent dock flooding and saltwater system upgrades to accommodate the ship.

USS GONZALEZ Deploys Early

A destroyer that's part of the aircraft carrier USS ABRAHAM LINCOLN's strike group is scheduled to deploy earlier than other ships in the group.

USS GONZALEZ (DDG 66) left Naval Station Norfolk on Wednesday, 13 March. The Navy hasn't specified when the rest of the strike group will leave, but the Spanish Navy has said one of its frigates will join the group at sea in April. The Navy said GONZALEZ is leaving to perform ballistic missile defense and other missions.

USS LINCOLN is changing her home port from Norfolk to San Diego and the Spanish Navy has said its frigate ESPS MENDEZ NUNEZ will accompany LINCOLN as she travels around the world. ESPS MENDEZ NUNEZ is set to stay with the strike group until October, the Spanish Navy said.

USNS MEDGAR EVERS (T-AKE 13) Deploys

Military Sealift Command's dry cargo ammunition ship USNS MEDGAR EVERS (T-AKE 13) departed Naval Station Norfolk to begin her scheduled, overseas deployment in support of U.S. Navy U.S. Sixth Fleet's area of responsibility, 25 February.

MEDGAR EVERS provides customer ships with fuel, both diesel and jet, refrigerated cargo, dry stores, passengers, fleet freight and ordnance.

Helicopter Sea Combat Squadron 22 will embark two H-60 helicopters that will participate in all exercises as well as provide VERTREP capability.

USNS MEDGAR EVERS is deploying with a crew of civil service mariners (CIVMARS), who operated the ship, and U.S. Navy Sailors who will support the helicopter detachment.

In addition to performing logistical support missions while deployed to the U.S. Sixth Fleet, USNS MEDGAR EVERS is going to support a variety of training exercises including *Joint Warrior 2019*, *Formidable Shield 2019*, and *Baltic Operations 2019*.

ABRAHAM LINCOLN Carrier Strike Group COMPTUEX

A month-long assessment tested ABCECSG's units and their ability to interoperate as a team-of-teams in a complex and rapidly changing maritime domain. Upon successful completion of COMPTUEX the ABCECSG will be the next CSG certified for deployed operations.

Carrier Strike Group (CSG) 4 evaluates East Coast Carrier Strike Groups' abilities to conduct military operations at sea and project power ashore, and had assessors aboard ABCECSG assets throughout COMPTUEX to support the operators through a variety of scenarios based on realistic events and situations

ABCECSG's COMPTUEX was further enhanced by the addition of the newly re-established 2nd Fleet. 2nd Fleet is building in capacity and capability by exercising command and control over the strike group and the exercise.

ABCECSG 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: guided-missile destroyers USS BAINBRIDGE (DDG 96), USS GONZALEZ (DDG 66), USS MASON (DDG 87) and USS NITZE (DDG 94).

USS GEORGE WASHINGTON Gets New Main Mast

Huntington Ingalls Industries' Newport News Shipbuilding division has reached new heights in the refueling and complex overhaul (RCOH) of the aircraft carrier USS GEORGE WASHINGTON (CVN 73).

The shipyard installed the final piece of the ship's new main mast—the 34-foot upper mast section—that raises the ship's distinctive profile 123 feet above the flight deck. The RCOH now is 50 percent complete.

To commemorate the milestone, GEORGE WASHINGTON sailors on Friday held a brief mast-stepping ceremony that recognizes an ancient maritime custom of placing a coin underneath the ship's mast to bring good fortune. A time capsule containing photos, a piece of the old mast, several coins and other artifacts was attached to a metal plate, which later will be welded under the mast.

The ship arrived at Newport News in August 2017 to begin the complex engineering and construction project and is currently in dry dock for hull and freeboard blasting and painting; repairs to its propellers, sea chests, shafts and rudders; and defueling and refueling of its power plant.

Thanks Navy Newsstand, Newport News Shipbuilding Press

Regards,
Darrell

REAGAN Chapter Encourages USCS to Submit Primer Article to AAPE on How to Evaluate Naval Exhibits

Mel Dick (11,911)

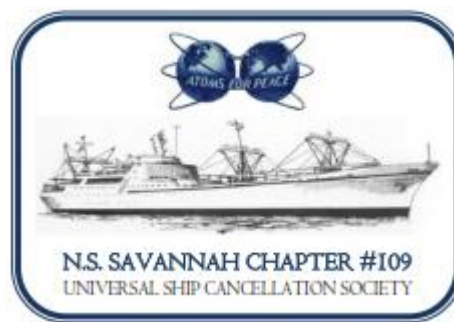
Pollodelmar143@yahoo.com

In a discussion with APS Executive Director *Scott English* at SESCAL last October, it was revealed that very few judges had the expertise and knowledge to evaluate naval exhibits. Members attending February's REAGAN chapter meeting supported the idea of encouraging a knowledgeable member of USCS to write an article for the *Journal of the American Association of Philatelic Exhibitors*. This was one of the suggestions made by Director English along with getting additional USCS members to go through the process of becoming a judge.

Along with some extensive sharing of recent acquisitions, discussion of the APS Show in Mesa, AZ and the upcoming national convention at WESTPEX, items of focus included exploring access to ships visiting Naval Base Ventura, *YouTube* videos, Japanese WWII propaganda postcards and viewing the PBS DVD "*Secret's of the Dead - The Man Who Saved the World*," which deals with the Russian Submariner that refused to fire on an American ship. Cachet covers produced by member and cachet designer Phil Dockter were passed out to those in attendance and an inquiry will be made of Phil to see if he will be producing covers for the forthcoming USS MISSOURI stamp. Door prizes were presented, covers acquired at the USCS auction during the Columbus, Ohio convention were sold, and our traditional picture was taken at meeting's end.



Those in the picture from left to right are: George Lyon, Mel Dick, Bill Pagel, Bill Garner, and Frosty Godfrey. The picture was taken by member - Sally Knight.



CHAPTER #109 Election Results

The 2019 Chapter Election results are as follows:

President: Jimmy Jordan
Secretary: Arthur Cole
Treasurer: Arthur Cole
Cachet Director: Richard Hoffner

Chapter #109 publishes a monthly newsletter that is available for USCS members who are interested in N.S. SAVANNAH covers. The March issue featured these topics:

IN THIS ISSUE

- 50 Years Ago This Month
- APS Corner – StampShow 2019 in Omaha
- N.S. Savannah Chapter #109 Elections
- Gustav J. Lund and his Paquebot Covers
- Nuclear Ships Chapter Newsletter – March 1969

Contact the Secretary for a pdf copy:

Art Cole – artcole@att.net

Pictorial Cancellations

Rich Hoffner, Sr. (H-4456)

Wolfgang Hechler (9392)



30th Anniversary Sta.

June 3, 2019
Norfolk, VA 23513



25th Anniversary Sta.

July 9 2019
Groton CT 06340

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

Military Postal History Society



Seeking a society to explore your needs in military postal history. The MPHS boldly does this in its: **Webpage; Quarterly journal; Publications; Videos; Conventions.** Great membership rates. Join us!
 Ed Dubin, President, P.O. Box 586, Belleville, MI. 48112-0586
[\[dubine@comcast.net\]](mailto:[dubine@comcast.net])

A Successful Italian Submarine

*Dick Morain (10,310)
302 Lindenshade Ct.,
Millersville MD 21108-1838
byrdchapter@gmail.com*



Italian submarines sank about a million tons of Allied shipping from mid-1940 to 1943. Captain Carlo Fecia Di Cossato was the most successful Italian submarine Commanding officer. He had participated in two special missions on submarines during the Spanish Civil War. In 1939, he attended the Italian Navy Submarine School in Pola. In 1940, he was transferred to the Italian submarine base in occupied France known as BETASOM ("Beta" for Bordeaux and "Som" for Sommergibili, the Italian word for submarine). While operating out of Bordeaux, he participated in the Battle of the Atlantic, first as executive officer and later as the commanding officer of the submarine ENRICO TAZZOLI. While Fecia di Cossato was the TAZZOLI's executive officer, the submarine sank 2 ships of 10,115 tons. Fecia di Cossato assumed command of TAZZOLI on 5 April 1941, and the submarine continued her exploits sinking an additional 16 ships of 86,050 tons.

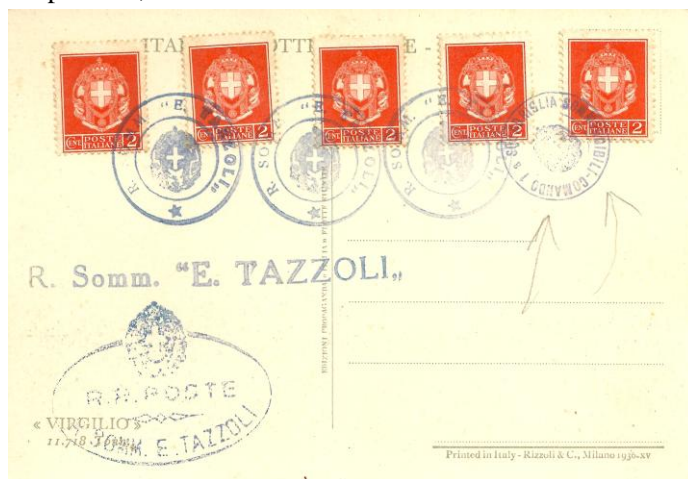
The Italian Navy (Regia Marina) had 107 submarines in 1939 at the beginning of World War II. Eight more were commissioned prior to joining hostilities and 30 were commissioned during the war. This was one of the world's largest submarine fleets, second only to Russia. Italian submarines operated mainly in the Mediterranean Sea, although 32 boats served in the Atlantic. In 1940, the number of Italian submarines in the Atlantic equaled the number of German submarines operating in the Atlantic. In the early days of operations in the Atlantic, there were at times more Italian submarines at sea in the Atlantic than German U-boats.

The CALVI-class submarine ENRICO TAZZOLI (pennant number TZ) was launched 14 October 1935 and named after a martyr of the Italian wars of independence. Her first two patrols were served in the Mediterranean. Her third patrol included a passing through the Straits of Gibraltar on 7 October 1940 and recovery at Bordeaux on 24 October 1940. During this patrol, she scored her first victory sinking the Yugoslavian freighter SS ORAO of 5,135 tons on 12 October west of Gibraltar. Although many U-boats were sunk while trying to transit the Strait of Gibraltar, no Italian

submarines were lost while passing through this narrow choke point between the Mediterranean Sea and the Atlantic.

During her fourth war patrol, TAZZOLI sank the UK freighter SS ARDANBAHN. ARDANBAHN was sailing in an unescorted Convoy OB 263 and was initially torpedoed and damaged by U-38. She was again torpedoed and sunk on 27 December 1940 by TAZZOLI.

During her seventh war patrol, TAZZOLI assisted in repatriating the crew of the German Raider ATLANTIS. HMS DEVONSHIRE had intercepted ATLANTIS on the morning of 22 November 1941. DEVONSHIRE fired three salvos from her 8-inch guns that set off the explosives carried aboard ATLANTIS. The ATLANTIS crew abandoned ship and DEVONSHIRE left the area for fear that U-boats in the area would attack. The U-boats in the area were aware of the incident and chose to rescue the crew of ATLANTIS. TAZZOLI and two other Italian submarines left Bordeaux to assist in the rescue of 400 survivors of ATLANTIS and the German supply ship PYTHON. These submarines disembarked non-essential personnel and loaded additional supplies of food and water. TAZZOLI took on board 70 survivors. Along with the other Italian submarines and German U-boats, they took the surviving crewmembers back to St. Nazaire.



Card with postal markings and cachet of Italian submarine ENRICO TAZZOLI.

The eighth patrol was TAZZOLI's most successful war patrol. During this patrol, she participated in Operation Neuland (New Land) with six U-boats and four other Italian submarines. Between 6 March and 13 March 1942, during Operation Neuland, TAZZOLI sank six allied merchant ships of 29,189 tons while under the command of Commander Carlo Fecia de Cossato. This operation was an extension of the Axis campaign of unrestricted submarine warfare conducted in the Caribbean. The effectiveness of the operation was enhanced by

coordination between German and Italian submarines. This level of success by Italian submarines was seldom repeated and marked a high point of effective Axis cooperation in the Battle of the Atlantic.

During her career in WWII, TAZZOLI completed 10 war patrols. As previously mentioned, the first two patrols were conducted in the Mediterranean. War Patrols three through ten were conducted in the Atlantic.

The only U.S. ship sunk by TAZZOLI was SS DONA AURORA, a freighter of 5,011 tons sunk on Christmas Day 1942.

After her tenth war patrol, TAZZOLI was converted to a submarine freighter, and sailed for Japan on 16 May 1943. Allied aircraft sank her in the Bay of Biscay on 23 May 1943.

Following TAZZOLI's tenth war patrol, Commander Carlo Fecia di Cossato was promoted to Captain and transferred to command a squadron of torpedo boats. He was the only submarine commanding officer in the Italian submarine force to be promoted to the rank of Captain during WWII.

In 1943, at the time of Italy's surrender to the Allies, The Regia Marina had 34 operational boats, having lost 92 in action. The Italian submarine service lost 3,021 men at sea during the war.

Afterword

USS BARB (SS 220) was transferred to Italy on 31 January 1955 and was named ENRICO TAZZOLI (S 511). The Italian submarine S 519 was launched 16 November 1977 and was named the CARLO FECIA DI COSSATO.

Wikipedia, *World of Warships* and *The Italian Monarchist* were consulted in the preparation of this article.

The USPS and the USCS Sales Circuit

Stewart B. Milstein (L-7205)

On 27 January 2019, the USPS raised the rates on 1st Class Mail and Priority Mail. However many people do not realize that the USPS also changed the manner for determining the rate for packages weighing less than 13 ounces. The new cost to mail a circuit box is now based on both weight and distance, (zones in the vernacular of the USPS). These changes have forced me to re-consider how circuits will be routed between USCS members on the Sales Circuit.

To avoid higher costs to members, I will try to keep a circuit within as close a geographic area as possible. It has gotten too expensive to have a circuit move across the nation. Please make sure that you use an outer wrapper when forwarding a circuit. The wrapper is an extra layer of protection for the enclosed covers. It also protects the circuit box which is expensive (\$2.62). I try to get as much use out of a box as I can. Recently a circuit box was returned to me with a large oil stain. The covers were not damaged, and the circuit box was free of oil. The outer wrapper did what it was supposed to do.

If you have extra covers, or if your collecting interests have changed, please feel free to avail yourself of the Sales Circuit as a method of acquiring some extra funds. For info on the Sales Circuit, please feel free to contact at sbmilstein@gmail.com or via snail mail at PO Box 1051, Cortaro AZ 85652. My cell # remains 917-453-4612.

A Non-naval Cancel and a Historic Naval Event

Elgin E. Sink (5633)

A few years ago while in the process of selling my parents' house, an old post card was found which had been sent to them by me from the New York World's Fair during the last week of July in the summer of 1964. The following first week in August found many fairgoers including me visiting the Coca Cola pavilion where free refreshing drinks were frequently offered. While standing in a very long line, two people were overheard talking about two American navy destroyers having been fired upon by gunboats in a then somewhat unknown place called the Gulf of Tonkin. A few others were discussing that event and except for being concerned about possible casualties, the only passing thought in most minds including mine was to get through the line as quickly as possible to enjoy the cold drink and the rest of the day at the fair. Little was realized at the time that the USS MADDOX (DD 731) and TURNER JOY (DD 951) incident had precipitated one of the longest most complex and controversial conflicts experienced in the history of our country.

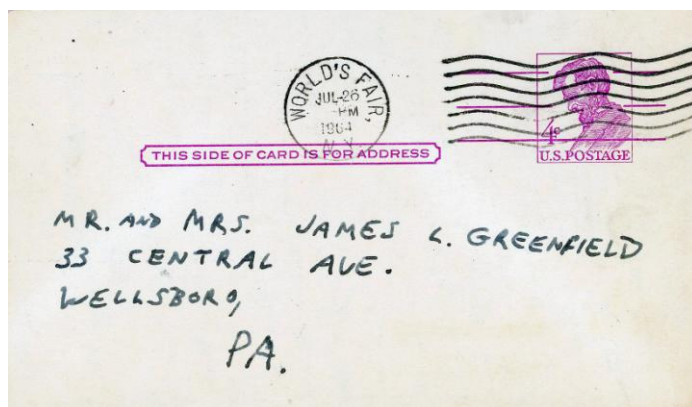


Figure 1: Post card with WORLD'S FAIR, NY cancel date JUL 26, 1964.

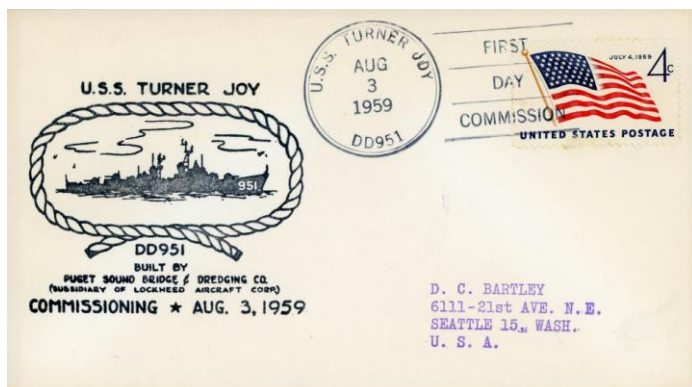


Figure 2: USS TURER JOY (DD 951) commissioning cover with Locy Type FDC F cancel. The Gulf of Tonkin incident allowed President Lyndon B. Johnson to greatly escalate U.S. military involvement in the Vietnam War.

Fantail Forum – Part 7

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

As this series comes to an end, I hope that I have stimulated you in the unusual in our hobby. I do hope that I will hear from you on what I have put together and hope that you understand that these are just my viewpoints and opinions. I am not an expert on classifying or describing cancels or covers. However, I am an expert on enjoying the collecting of Navy covers, so, I will continue on with more:

Postmark Potpourri

1.



1. Mr. Judisch mailed this left side mounted block of four of the National Parks issue for the return of this cover. Postal regulations state that postage must be placed in the upper right corner of an envelope. The Navy postal clerk of USS GREBE (AM 43) had an active Type 3s(BC-BTT) hand cancel to be used that day but elected to use a ship's SLPb (61x6) straight-line address stamp to cancel the upper stamps and then used a straight date stamp to cancel the lower stamps.



2.

2. This cover from USS GIANSAR (AK 111) shows that the franking was canceled by a ship's Locy Type RECD.



3.

3. This Type P cancel from USS PANAMINT (AGC 13) displays the conversion of the ship's Type 2# cancel with branch number at the bottom of the dial with the outside circular ring. The top part of the dial appears to be a cut down of a Type 9 cancel with the inside circular ring showing while the outside circular has been cut away.

4. The cancel Type F of USS EDSALL (DD 219) shows that the ship's designation as a DD is missing. Also note the extension of the killer bars.

4.



5. This cover from USS MIDWAY (CV 41) shows a 1977 2t(n+u) Type cancel which bears the wrong ship designation. The cancel read "CU" instead of "CV".



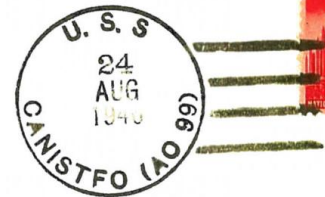
6. USS GENEVA (APA 86) used a Type 2# and the Navy postal clerk removed "15712 BR." from the device.

7. The Type 7t(n+u) from USS AMERICA (CVA 66) misspells the name as AMFRICA. The error is in the "E" becoming an "F".

7.



8. The misspelling of the ship's name in this Type 2(nu) from USS CANISTEO (AO 99) is due to a broken "E" making the name to appear as CANISTFO.



9. The hull designation has been omitted on this USS PEARY (DD 226) Type F cancel of 1932.

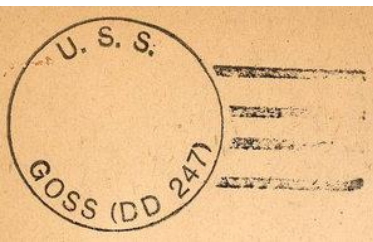


10. USS PERRY (DD 240) provides a Type Py in 1936. This modified Type 9 cancel has had half of the outside circular ring removed and a straight line 340 number added.



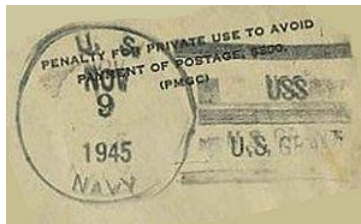
The date information center in item #10, bears a Navy command of "COM/DIV/11". You will note that the franking has been canceled in the standard Post Office format as well and the rubber type set for the day month year using a second-hand stamp to cancel this cover.

11. USS GEORGE F. ELLIOTT (AP 105) used a ship's circular "received" stamp to cancel postage on this cover.



12. The Type 2(n) (DD 247) from USS GOSS (DE 444) shows that the Navy postal clerk serviced this cover in 1945 without the date information in center dial.

13. This Type 2z* security cancel from USS GRANT (AP 29) displays that the Navy postal clerk inserted "USS/ U.S. GRANT" into the killer bars.



14. This is a Type PPO (parcel post oval with a ship's name in it) from USS NECHES (AO 5) with an invalid purple cancel.



15. Deviation from a ship's official name is shown on this USS MC CAIN (DDG 36) cover. This ship is USS JOHN S. McCain but in this cancel the first and middle initial were left out.

16. This cancel is from USS LAKE CHAMPLAIN (CV 39). But on is Type 2 cancel the word "LAKE" was omitted.



17. USS in the Navy usage means United States Ship and as such it belongs directly before the name. In this USS LYNDE Mc CORMICK cover these letters have been placed in the lower part of the dial away from the name of the ship which is at the top.



18. Misplaced USS in the bottom of dial instead of being on top to read as USS PREBLE (DLG 15).



19. These two covers are from USS MARIAS (AO 57) in cover 19 you will find a ship's Type 2(n) cancel that is a most complex puzzle. This is a 1947 double struck cancel and the name at the bottom of the dial reads as "MARAS"; however, the under struck name clearly reads "MARIIA", two completely different names. MARIAS did have an active Type 2(n) for postal duties at this time.



19



20. This 1946 Type P cancel from USS MARIAS shows that the Navy postal clerk had made this dial from three separate sections for other sources from a former ship Type 2z cancel. The Navy position must have come from the bottom of that dial and was mounted in an upper part of that dial.



21.

21. This is a Type Shks from USS STODDERT (AG 18). The killer bars have been removed and replaced with a homemade peace slogan. USS STODDERT was using the U. S. LIGHT TARGET NO.1 cancelling device.

22. The placement of a two-word name of a ship should be together and not broken apart. This cancel was probably done on purpose in an effort to balance the dial. Normally two-word name cancels are seldom split. Type 2t(n+u) from USS CORAL SEA (CV 43).



23. This Type P cancel is a modified Type 2z cancel and the first shows the attached "LOY" and "U.S." at top. Also note that month has been eliminated. The second Illustration shows added "S" and month from USS LOY (APD 56).



24. USS MADISON shows cover of invalid postmarking of a "registered" device in first class mail.



25. USS GOLD STAR (AG 12) with a Type 5hks cancel shows improper CDS format in use of a straight-line date cancel.

Donations Are Needed for Upcoming Convention Auction at WESTPEX

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



During February, several donations were received for the auction, but I'm hoping that more will have come in by the time this notice is published. This is the final notice before the convention—time is running short, and at this point we have only a few "big dollar" covers. All donations are welcome, of course, but it's nice to have a few items that stand out. The convention is now about three weeks away, 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.

The good news is that there is still time to make a donation, but it will need to be mailed within the next couple of weeks to get to me ahead of time. Covers from any number of categories would help, especially classic ships, interesting WWI or WWII items, and cachet covers (both old/new). Since the last report, donations have been received from: **Joseph Connolly**, Orange CT (third donation); **Robert Perricelli**, Point Pleasant, NJ; **Art Cole**, Huntington, AL (third Donation); **John J. Johnson**, Groton, CT (second

Donation); **Dr. Irwin P. Ting**, Cathedral City, CA; **Steve Henderson**, Colorado Springs, CO; **Doug Ebert**, Lander, WY; and **Eugene Stern**, Santa Monica, CA. Donations included some nice submarine covers, some WWII era official covers, hand-painted cachets, and a few cachets and cancels from the 1930's. A special thanks to **Robert Perricelli** for his large donation of submarine covers. Much appreciated.

When a donation is received, you can expect to get a letter from me on behalf of USCS acknowledging receipt. Donations can be mailed to me as the auction coordinator:

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

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

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

Re-Enjoying Ship Covers

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



The cards shown here have been in my collection ever since I received them as shown on the postmarks. I enjoy them along with thousands of others that I've collected and mounted. But with the addition of the internet and the information available, the enjoyment has multiplied beyond calculation. Here's why:

First, I feel a very personal kinship with USS MUNARGO (AP 20). The connection goes back to the start of the Korean War when I was a navy reserve radioman second class recalled to active duty and assigned to the flag allotment of Commander Transport Division 24 aboard USS CAMBRIA (APA 36). Although I wasn't happy leaving my wife and two year old daughter and the job I just started after graduating from my G.I. BILL OF RIGHTS financed education, it was a strange but happy experience to feel my feet "on deck" again. Not only happy, but an additional good feeling to be welcomed aboard by the Commodore of the division and his chief radioman who would be my boss in the radio room.

Less than ten years before that I had sent my 934th double penny post card (**Figure 1**) for a ship postmark to USS MUNARGO (AP 20). The otherwise blank side of this card carries my penciled "934" recording my mailing record of that time. And a year before that I had sent a similar post card with a penciled "418" on the back of it to the Munson Steamship Co.'s cargo/ passenger ship S.S. MUNARGO (**Figure 2**). Along with the card, the ship's purser sent me a picture postcard (**Figure 3**) of the vessel which at that time carried bananas and passengers on a route from New York to Cuba, the Bahamas, Jamaica and Miami.

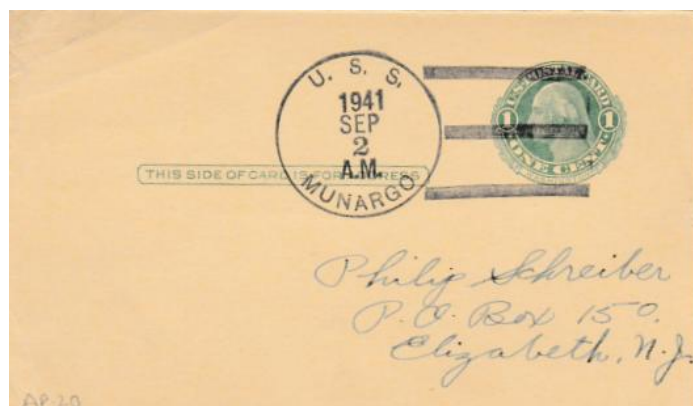


Figure 1: USS MUNARGO (AP 20) Locy Type 3 (A-BBT) cancel

MUNARGO had been built in 1921 for the Munson Steamship Co. to carry 275 luxury class passengers plus cargo from New York to Miami via its Caribbean ports of call. But soon thereafter the "Depression" years interfered, luxury passengers were sparse, and Munson went bankrupt. The U.S. Government which had financed her, took her over

and arranged to have her operated by Shmuel Zemurray's United Fruit Company which was successfully operating a large fleet of banana boats that also carried a limited number of passengers on similar routes. Zemurray was living the American Dream. About twenty years previously had arrived in the U.S. as a penniless teen age Eastern European refugee and immediately began to sustain himself by peddling bananas from a pushcart. By the 1930's he owned a fleet of banana boats, banana plantations in Central America, and hiring ex-U.S. Marines to fight off the local bandits and revolutionaries.

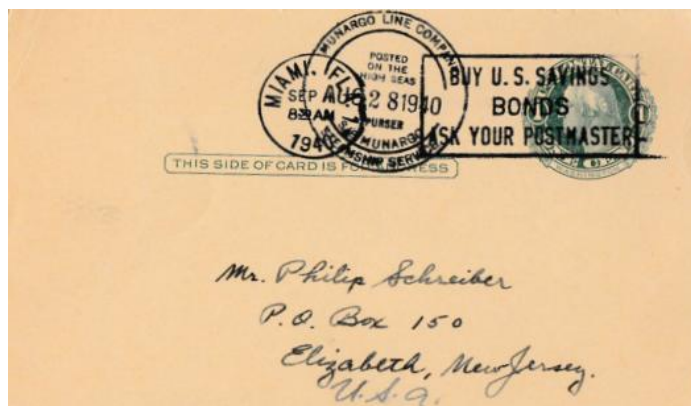


Figure 2: Card with SS MUNARGO Post on the High Seas marking.



Figure 3: Picture Post Card of SS MUNARGO

This postcard shows the "Posted on the High Seas" cachet applied by the ship's Purser who acted as the mail clerk as well. The cachet shows the MUNARGO LINE COMPANY as the vessel's owner following the Zemurray acquisition from the bankrupt Munson Steamship Line. The "Posted on the High Seas U.S.M.S. MUNARGO cover (**Figure 4**) shows the two-cent postage stamp cancelled with the "Munson Steamship Line/S.S. MUNARGO /CAPTAIN'S SEAL." The black smudges on the cover result from an over-inked Miami, Florida machine cancel dated 9 Sept 1929 which is on the back of the envelope. The U.S.M.S. ship's designation was used interchangeably with the S.S. designation to denote that MUNARGO was also a "U.S. MAIL SHIP."

This cover was carried during "The Depression" years. One of S.S. MUNARGO's highlights was in 1930 when she carried the United States and Mexico's 1933 FIFA Soccer Championship teams to Uruguay for the FIFA World Cup Games.

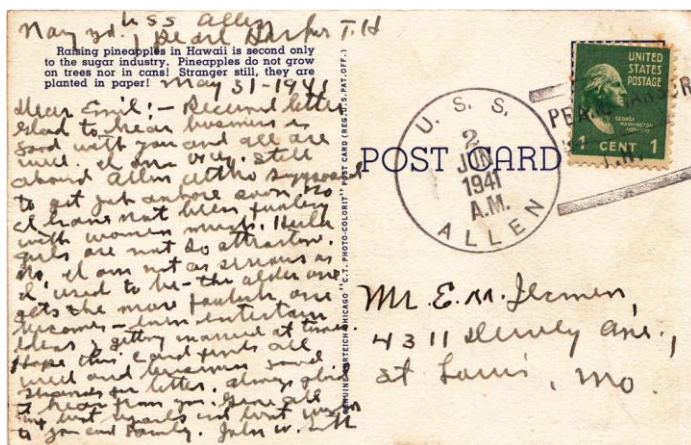
Continued on Page 21

The Story Behind the Cover...

USS ALLEN (DD 66) – 2 June 1941
 LCDR John W. Smith and the St. Louis Reservists
 Lloyd Ferrell (L-12082)
 PO Box 2086
 Beaverton, Oregon 97075
 uscstreasurer@aol.com



This post card was mailed from the destroyer ALLEN by someone named John Smith—John Smith! Do you know how hard that name is to research? Argh. However, during a week I was down with the flu, in between resting, I kept gnawing away at the puzzle of John Smith. Not every mystery was solved, but during the research I discovered information about the crew I hadn't known.



Post Card mailed by LCDR John W. Smith from USS ALLEN dated 2 June 1941. Emil. M. Jecmen (1899-1965) had a real estate business in St. Louis, and apparently was a friend. The front of the card is a common Hawaiian scene. — personal collection

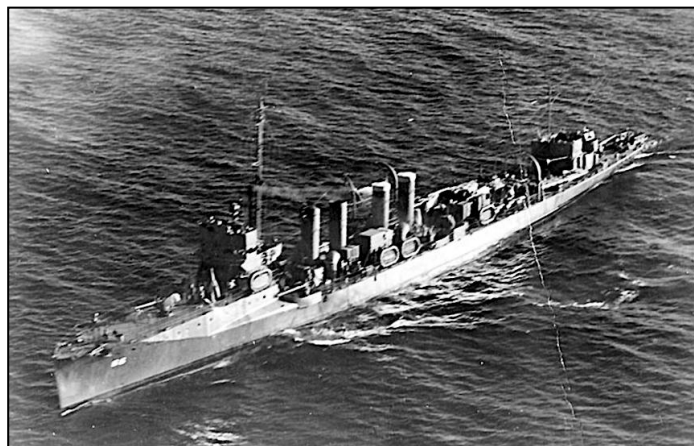
John W. Smith wrote the card on 31 May 1941, and it was cancelled on board ALLEN two days later, on 2 June. I figured that Smith was most likely a kid fresh out of boot camp, but that turned out not to be the case. He was a Lieutenant Commander, and the executive officer of the ship. In the note, Smith says he is "still on board ALLEN altho [I'm] supposed to get [a] job ashore soon." He had been on board only four months at the time the card was mailed,

arriving from St. Louis with a large group of naval reservists. They made up a significant portion of the crew.

Naval Reservists from St. Louis

In 1940, the Navy was building a large number of new ships, but they were also reactivating many from the WWI era. Most of them were practically new, with construction finished just as the war had ended. The old destroyers, mothballed years earlier, were now especially important. Under a special agreement with the UK, fifty of them were reactivated in 1940 and transferred to the British. As the United States prepared for the undeniable prospect of war, more of the 4-stacker destroyers were brought back to life.

Technologically, the old destroyers were not as advanced as the new ones being built, but they were still quite useful—especially for inshore patrol. To provide manpower for all the ships being added to the fleet, in December 1940 the Navy announced that nineteen Naval Reserve Divisions from several locations were being called to active duty. Three of these were from St. Louis, and involved about 250 men. They were assigned as follows: 35th Division, USS SCHLEY (DD 103); 36th Division, USS ALLEN; and 37th Division, USS CHEW (DD 106). All three of these ships had recently been reactivated, and were based at Pearl Harbor.



USS ALLEN (DD 66) was recommissioned on the east coast in August 1940, and then moved to Pearl Harbor. An old veteran I used to visit, Harold Depew, was in ALLEN briefly in October 1940. Harold said she was cold and damp; and he was darned happy to transfer to one of the newer destroyers.

On the afternoon of 17 December 1940, family and friends gathered at the St. Louis train station to see the reservists off. When the time arrived, a boatswain stepped forward and piped the men to order. They lined up by division, and then boarded the train for San Diego. LCDR John W. Smith, commanding officer of the 36th Division, was highest ranking of the nine officers with the reservists.

Researching their movements after leaving St. Louis turned out to be a bit of a challenge. Skipping the details, in the end I found they boarded the carrier LEXINGTON on 10 January 1941, headed for Pearl Harbor. Both SCHLEY and CHEW had been sent to Pearl Harbor about a month earlier, and although the date ALLEN arrived wasn't found, it

appears to have been at the same time. Once the reservists reached Pearl Harbor, on 21 January they all reported to their respective ships. With about 80 on each destroyer, the St. Louis men comprised the majority of the crew on all of them.

Before the reservists left St. Louis, rumor had it that they might only be gone for a year. Local newspapers made occasional mention of the men in the spring and summer of 1941. One letter, written by a sailor in ALLEN, encouraged the community to set up an emergency welfare fund to help them. He pointed out that the people of St. Paul, Minnesota had raised some \$4500 to support their men now on active duty. Nothing appears to have come of it.

In another newspaper, a letter dated 8 June 1941 was published from a sailor aboard ALLEN named Charles Havelka. He says there have been some bad accidents at sea, and mentions how difficult it is maneuvering at night. At night, with the ships in the dark "...there are so many we can hardly help hitting some of them." He says that once, when ALLEN was 200 miles out, she broke down and had to be towed in. Another time they encountered a storm with waves "coming over the deck about 10 feet. We were soaked and about all sea sick... Some of the boys tied themselves in their bunks." He says that most of the ships are "painted black now like they did in the last war. All of the life boats are taken off and we just have life rafts." Of course, he has other things to say about Honolulu and Hawaii, but his letter provides a pretty good idea of what the St. Louis men had experienced aboard ALLEN since leaving home.

The three old 4-stackers SCHLEY, CHEW, and ALLEN were the first ones assigned to Destroyer Division 80. A fourth destroyer, the more famous WARD, was added a couple of months later. All four were present at Pearl Harbor during the 7 December attack.

The Attack on Pearl Harbor

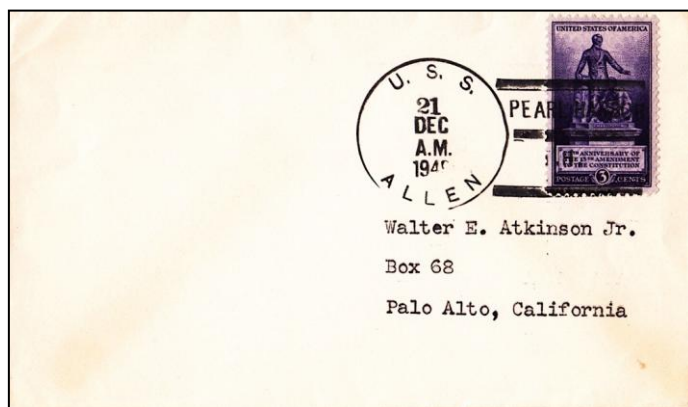
Many of the St. Louis reservists were still on board ALLEN on 7 December 1941. The ship was tied up in the east loch, next to the hulk of the ex-BALTIMORE. When they observed a Japanese plane dive at ARIZONA, general quarters were sounded. They also broke out ammunition for both the 3-inch guns and 50-caliber machine guns and began firing. ALLEN was in a good position for tracking aircraft, and claimed two kills that day and partial credit for a third. Later that morning ALLEN got underway, cleared the channel, and began patrol duty.

There were no casualties on board ALLEN during the attack, and the same was true for SCHLEY, which was at the Navy Yard being overhauled. CHEW, however, did have casualties; two of the St. Louis reservists were killed while at the drydock assisting PENNSYLVANIA. Back home, updates about the local boys were published in the newspapers as news came in. On 31 December, they reported that "Lieut. Com. John W. Smith of Potosi, Mo., cabled his mother from Honolulu that he was "okay but plenty busy."" The newspapers also picked up on a story of

his fiancée, Inez Welch, who had been on her way to Honolulu for a planned Christmas wedding when Pearl Harbor was attacked.

Lieut. Com. John W. Smith of Potosi, Mo., cabled his mother from Honolulu that he was "okay but plenty busy." Smith, a Washington University graduate, formerly was prosecuting attorney of Washington County.

In December 1941, the St. Louis newspaper mentions that John Smith cabled his mother that he's okay. Unfortunately, I never figured out who his mother was!



USS ALLEN cancel dated 21 DEC 1940 at Pearl Harbor. Per DANFS, both CHEW and SCHLEY arrived at Pearl Harbor this date, but no mention is made for ALLEN. However, this cancel indicates that all three destroyers arrived at the same time. — personal collection

LCDR John W. Smith

The early life of John William Smith is mostly unknown. He was born in Missouri on 13 December 1895, probably at or near St. Louis. Trying to nail down who his parents were proved beyond my patience. After high school, it's known that he went to Washington University in St. Louis, and he was probably still there in 1917 when the United States entered into World War One.



Close-up of John W. Smith

It was about a year later, in July 1918, that John W. Smith went into the navy. Records show that he became an ensign in April 1919, and in 1921 he is still listed in the Naval Reserve Register. After that, however, there is a gap in his service until about 1925. Exactly where Smith was living at this time is uncertain, but at some point, he went to law school and became an attorney. Available records are sparse, but by the late 1920's he is seen working at a law office in St. Louis. The 1930 census shows he is single, living alone, and renting a room in a private home. He's also once again with the navy reserve, and by 1935 had the rank of lieutenant.

Smith's career took an unexpected detour in June 1935, when he was called to active service for duty with the Civilian Conservation Corps (CCC). Predominately, Army officers were placed in charge of CCC camps, but as I learned, a few Naval Reserve officers also were involved. LT John W. Smith was one of them. He was put in charge of the camp at Norris City, Illinois, small rural community about 125 miles southeast of St. Louis. Based on photographs, the camp appears to have had several hundred men, and they were kept busy building waterways and planting locust trees. Smith had a full staff, both military and civilian, to assist in camp operations. Most likely he remained at Norris City until the camp closed in June 1937. It was while assigned there that Smith met a local school teacher, Inez Welch, whom he would later marry.



John W. Smith and Inez Welch. This was probably taken about 1936 when he was commanding officer of the CCC camp at Norris City, IL. Note the US Army jeep in the background.

Following his duty with the Civilian Conservation Corps, John Smith made his home in Potosi, Missouri, about 70 miles south of St. Louis. The 1940 census shows him there, single, renting an apartment, and working as a lawyer in private practice. Interestingly, in the fall election Smith was elected as the Prosecuting Attorney for the county. But before he could even take office, in December 1940 he was called back into the navy to serve in the destroyer ALLEN.

By now, John Smith was a lieutenant commander with about 20 years of service, and was the commanding officer of the 36th Reserve Division out of St. Louis. His unit was considered outstanding, rated first in general accomplishment out of 52 divisions in the 9th District.

It was these same men that Smith was now taking to Pearl Harbor with orders to report to ALLEN. Smith became executive officer, and two junior officers from his unit were also assigned to the ship.

Except for the post card, not much is known about John Smith's time on board ALLEN. His friend, Emil Jecmen, who the card is written to, apparently knew Smith back in the

days when they were both young and a little wild. Smith says he's not chasing the ladies, and that the "Hula girls are not so attractive." Although Smith does not mention Inez Welch, he does say something in the card about entertaining ideas of marriage. He may have already been engaged to her. In early December 1941, Inez was on her way to Pearl Harbor for their wedding when the attack took place, and she had to return home. Smith was apparently still on board ALLEN at the time of the attack, but his personal story is not known. I found that he was still listed in the Navy Directory as executive officer, but someone else was actually signing papers in that capacity. Smith probably left the ship about the spring of 1942, but it appears he stayed in Hawaii. One reference I saw was that he was on the faculty of the Navy Pacific University at Pearl Harbor. Considering his age and background, this was probably better for him. In 1945, Smith was promoted to the rank of commander.

In Dec. 1941, this article appeared in several newspapers. Schoolteacher Inez Welch was headed to Honolulu to marry John W. Welch when Pearl Harbor was attacked.

WEDDING PLANS DELAYED BY BOMBING OF HAWAII

Norris City, Ill., Dec. 20. — (AP) — Miss Inez Welch, Norris City teacher, was at her school today instead of being en route to Honolulu for a Christmas marriage.

She had started to the west coast to embark for Honolulu when she learned of the Japanese attack on Pearl Harbor. Immediately her plans were canceled and she returned here.

Her fiancé, Lieut. Com. John W. Smith, formerly stationed at a CCC camp here, cabled he had escaped injury.

The exact date that John Smith and Inez Welch were married wasn't seen, but likely it was about 1942. It was a first marriage for both. John would have been about 47 at that time, and Inez 39. She was born and raised at Norris City, Illinois, where her father was a school teacher. Inez followed in his footsteps, and for nearly 20 years lived at home and taught school in the same town. After she and John were married, it appears that they lived in Potosi for a time. Probably he resumed his legal practice, but that is speculative. At some point, they moved back to Norris City where they settled for good.

The last few years of John W. Smith are much like his early years. Little is known. He passed away at Norris City in August 1963 at the age of 67. No obituary or mention of his death was seen. Inez continued to live there until her death in 1995.

The distinctive signature of John W. Smith, as seen on the September 1941 Muster of ALLEN, and on the post card.

Main Sources

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Dictionary of American Naval Fighting Ships - DANFS
 Log and Action Report of ALLEN, SCHLEY, and CHEW, 7 December 1941
Navy Directory (April 1941, Oct. 1941, Mar. 1942), *Naval Reserve Registers* (various)
 Rippelmeyer, Kay. 2015. *The Civilian Conservation Corps in southern Illinois, 1933-1942*. Carbondale: Southern Illinois University Press, p. 248
Newspapers (Main Ones)
 "Jefferson Barracks, Social Items from the Army Post," *St. Louis Post-Dispatch*, 2 June 1935, p44; "3 Naval Reserve Divisions Here to Mobilize Dec. 16," *St. Louis Star and Times*, 25 Nov 1940, p4; "249 Reservists Leave Here for Active Navy Duty," *St. Louis Post-Dispatch*, 17 Dec 1940, p13;

"Prosecutor-Elect Called For Naval Service," *Daily Journal* (Flat River, MO), 18 Dec 1940, p1; "248 Reservists to Leave Tuesday for Duty in Hawaii," *St. Louis Post-Dispatch*, 15 Dec 1940, p41; "Charles Havelka Writes of Navy Life in Hawaii," *Gasconade County Republican* (Owensville, MO), 17 July 1941, p. 7; "Asks St. Louis to Aid Its Reservists," *St. Louis Post-Dispatch* 22 Aug 1941, p. 20; "36th Naval "19 Naval Reserve Divisions Called," (AP), *Palm Beach Post*, 12 Dec 1940, p5; Reserve Division Ranks First in 9th District," *St. Louis Post-Dispatch*, 31 Oct 1941, p3; "Wedding Plans Delayed By Bombing of Hawaii," *The Dispatch* (Moline IL) 20 Dec 1941, p.15; "More Messages Report Men Safe," *St. Louis Post-Dispatch*, 31 Dec 1941, p10; "Potosi Offers Moses Austin's Bones to Texas," *St. Louis Post-Dispatch*, 30 Jan 1949, p21; "Inez Smith," (obit), *Evansville Courier & Press*, 21 Feb 1995, pA6.

USS MUNARGO – Continued from Page 17



Figure 4: Cover from U.S.M.S. MUNARGO with 'POSTED ON THE HIGH SEAS' marking.

With World War II looming in the late 1930's with Hitler's taking over its European neighbors and the Japanese invasion of China, MUNARGO was recalled to U.S. government service as the U.S. ARMY TRANSPORT MUNARGO, and then transferred to the U.S. NAVY as USS MUNARGO (AP 20). Before the U.S. entry into the war, she transported U.S. troops to Greenland and Iceland to prevent a Nazi German take-over. She then transported the British occupation troops in those areas back to Britain to prepare for a threatening German invasion approaching from Dunquerk. Unlike the MUNARGO that was built to service 275 luxury passengers, on her trips with British troops from Greenland and Iceland to Scotland, she was altered to carry as many as four times that amount. This necessitated "double-bunking" in which two soldiers shared each bunk by alternating their use and also limiting each passenger to only two meals each day.

With the U.S. entry to World War II, USS MUNARGO served as a troop transport during the North African and Pacific Ocean campaigns until 1943 when she was transferred back to the ARMY and re-commissioned as U.S. ARMY HOSPITAL SHIP U.S.A.H.S. "THISTLE" tasked with transporting war wounded soldiers from combat area field hospitals to hospitals behind the lines and the U.S.A.

With the end of World War II, THISTLE was assigned new duty which required the installation of "baby's cribs, high chairs, potty chairs and extra laundry facilities to accommodate thousands of G.I. war brides, infants and children from Europe and Japan.

Following this, she sat around until scrapped in 1957.

Some articles are followed by foot notes and references. But this was derived from easily available computer sources which help us re-enjoy our covers.

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The Giant and the Tin Can USS MILWAUKEE (C 21) Meets her End

*Jake Wilhelm (12411)
PO Box 481, Coquille, OR 97423*

If it wasn't for the fact that it's a mistake that cost the US Navy seven million dollars, the 1917 loss of the cruiser MILWAUKEE (C-21) might be worth a chuckle. Instead, months before the US entered World War I; a key American asset was left to rot on a California beach.

It all began 16 December 1916 when a group of schoolboys wandering along Samoa Beach, just north of Eureka, California, spotted a beached whale 200 feet off the beach. When the boys got to the Samoa schoolhouse, they told everyone with ears about the nifty thing they had just seen. Their apparently very lenient teacher gave them permission to run back and get a closer look.

They did, and upon further reflection and the fact that the long, gray object gave a feeble blast that could only come from a steam whistle, the boys soon realized they had spotted a piece of ultra modern Navy equipment stranded just past the surf line.

The boys had located GARFISH (H-3/S-30) thirty minutes after she had come aground. The morning was meant for schoolboys to learn from a chalkboard, and GARFISH was meant to have transited the nearby mouth to Humboldt Bay and thence to Eureka with her sisters H-1 and H-2 and their tender CHEYENNE.

The last boat of the *H*-class brand of subs, six-year-old H-3 GARFISH was a small unit, coming in at 150-feet and 3.5-inches, a beam of about 16 feet and a submerged weight of 433-tons. Her depth was limited to 200 feet (which didn't matter much this day). Fully outfitted, she carried no guns and only eight torpedoes. The little diver was so, well, little, that her crew of 24 rotated, one shift sleeping on the tender CHEYENNE while the others got work done.

Tenders could also be handy for getting stranded. GARFISH and her siblings were on a mission to scout possible submarine ports along the West Coast for the new Pacific Fleet's Torpedo Force. Watching the success of German U-boats and their small torpedo boats had prompted the Navy to begin copying what was obviously a successful program. Even with the war in Europe, America had never lost its fear that someday they would go to war against Japan, so a better defense was a better offense, thus the mission of 16 December 1916 to establish bases along the West Coast. The pint-sized submarine torpedo boats had already checked out spots in Oregon, now Northern California was on the agenda.

Crossing into Humboldt Bay under heavy fog, one of GARFISH's two engines conked out. Knowing one engine wasn't enough to safely navigate the entrance, Commanding

Officer LTJG William Munroe decided to back off until repairs could be made. As he returned north to the ocean, the only recognizable navigational aid he could find in the fog was the barely discernible stack of CHEYENNE. Munroe followed the stack a little too well and recognized it too little...

CHEYENNE's stack turned out to be the smokestack of the Hammond Lumber Company saw mill and GARFISH ran hard around exactly west of the small company town of Samoa. She soon became wedged in the sand, being bounced about by the pounding surf. Enough seawater came in to swamp the batteries and fill the air with chlorine gas. The crew evacuated to the front of the craft, crammed in a small, airless cave as the sub was knocked back and forth, her conning tower the only thing keeping her from tipping all the way over. With the radio out of commission thanks to a well shorted electrical system, they had to hope someone spotted them.



**USS GARFISH
during salvage
operations 1918.
Image:
Navsource**

Luckily, they caught the eyes of observant scamps. The boys soon had the word spread and the Coast Guard Life Saving Service station at the mouth of Humboldt Bay got a phone call. School was promptly dismissed for the day and kids joined the throngs of townsfolk and millworkers watching the rescue. It would be a long watch. Initial efforts failed and it would take 14 hours to get a breeches buoy set up. Finally, the officers and crew of GARFISH were put ashore by the breeches buoy and a massive human chain. That part only took an hour.

Now the Navy had to get their darn sub off the beach. Over the next few days, CHEYENNE, Coast Guard cutter MC CULLOUGH and ocean-going tug ARAPAHOE all had turns tying up to the wreck and attempting to yank her free.

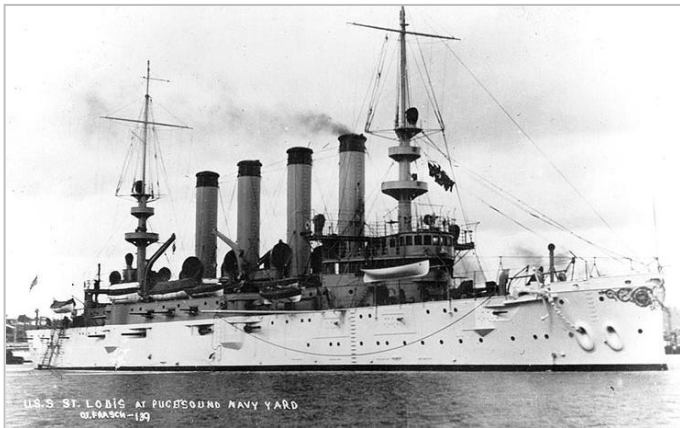
Nothing doing. And West Coast salvage firms turning in bids of \$75,000 and \$83,000 didn't help matters any. Things improved when local Eureka firm Mercer-Fraser Company submitted an \$18,000 bid. The Navy didn't like their whacky idea of building a log road across the narrow Samoa Spit and merely dragging GARFISH into Humboldt Bay that way.

The Navy had a better idea, and it involved keeping their pride intact. The Torpedo Force opted to use a big, heavy ship to just pluck the tiny submarine from her perch – and they knew just a big ship, a goliath that happened to also be the flagship of the Torpedo Force.

So began the end of USS MILWAUKEE.

The ST. LOUIS-class cruiser had been a fixture of the West Coast since she was commissioned 11 May 1906. She had been laid down in 1902 as part of the Navy's arms buildup following the Spanish-American war. The ST. LOUIS Protected Cruisers were intended to serve as small battleships, but as technology and tactics advanced, they were relegated to battleship auxiliaries. In the 'teens, America's cruisers were all shifted to the Pacific to patrol the waters and keep an eye on Japan, while the battleships and most escort vessels prowled Atlantic waters waiting for a European war.

MILWAUKEE was built at the Union Iron Works in San Francisco, California. Her keel was laid 30 June 1902; she was completed 4 May 1904 but not acquired by the Navy until 1906. Until she met Samoa Beach, she was a sturdy 9700-ton vessel coming in at 426-feet six inches with a 66-foot beam. She boasted two four-cylinder triple-expansion engines, which together provided 21000 horsepower at the shaft, more than all the West Coast's salvage tugs combined, and she could hold a 22.2 knot cruising speed. Weaponry ranged from 14 six-inch/50 caliber main guns, 18 50 cals, eight one-pounder 1.5-inch rapid fire guns, and four additional one-pounder guns plus two three-pounder 1.9 inch saluting guns.



USS MILWAUKEE (C-21) in better days. Parts of her inner bulkheads can still be seen at extreme low tide on Samoa Beach, California. Image Navsource

MILWAUKEE's early years were primarily spent in Latin American waters. She was actually decommissioned in 1908 and sent to rest at the Bremerton Navy Yard in Washington State. In 1913, she was brought back to life and placed in the Pacific Reserve Fleet. Based out of San Diego, she patrolled Mexican waters, transported refugees from that country during its periods of civil unrest, and conducting survey work. In 1915, she was picked to become the Torpedo Force's flagship and pulled into the Mare Island, California shipyards for a major refit, which included large repair and machine shops to keep the subs and torpedo boats afloat and a refit of weapons including two three-inch/50 cal anti aircraft guns to deal with those new-fangled aeroplanes.

And it was from Mare Island that MILWAUKEE was dispatched with the urgent message to tow a submarine off a beach. With her captain off the ship, LCDR W. F. Newton was placed in charge. MILWAUKEE's duties sounded simple at the time. Pull GARFISH to deeper water and use the ship's repair facilities to affect any needed repairs.

The cruiser arrived on scene 7 January. By now GARFISH had settled six feet in quicksand. She was 75 feet from the waterline at low tide, but high tide reached 250 feet past her. The trick would be getting a tow line to her; the cinch part of the whole deal would be pulling her free.

Basically, Newton threw MILWAUKEE in reverse and backed the cruiser up just as far as he could. Two days were spent trying to get the 250-ton hawser cable line to the stranded sub. The fact the mission was conducted in miserable, stormy weather wasn't making life easier, but Newton knew what he was doing.

Or at least he thought he did.

Newton was a submarine man, for sure. In fact, he had been given unexpected shore leave during one of GARFISH's earlier groundings. However, he was new to big ships and giving big orders. But the plan was simple. Once that pesky line was finally placed, MILWAUKEE would start pulling. As she pulled, she would be secured by her bow anchors cast out ahead of her, plus CHEYENNE and the ocean going tug IROQUOIS would support her from the starboard, providing more pulling power plus compensating for the ocean current's desire to yank MILWAUKEE port and into the surf line.

Just needed that line attached. Success was almost reached January 12th. Almost. Instead, massive waves swamped the surfboat the team was using to bring the line to shore. One sailor was drowned, and leader of the operation LTJG Harvey Haislip* was tangled up in the line, traveling for several hundred feet before working himself loose.

With one death on the books, operations began again. This time the hawser was finally wrapped around GARFISH. Meanwhile, dissension was in the ranks. The whole idea of towing the sub free was sounding crazier by the minute. She was stuck in quicksand, the weather was lousy, and then there was the small fact the hawser line had ended up shorter than expected.

The line was supposed to be closer to 5000 feet, letting MILWAUKEE stand far off shore. Instead, the hawser clocked in at 3600 feet and MILWAUKEE had to back in closer than anyone ever wanted. She was now only 1600 feet from the surf line, and that was too close. Local Coast Guard men, local fishermen, even Newton's own crew (and maybe even a kid or two) tried to talk Newton out of the idea. He had a job to do, though.

And it was done 13 January. Straight at high tide, just a bit after 0330 hours, the lines were in place. Since MILWAUKEE wasn't exactly AAA-accredited to tow

anything, the line was simply wrapped around the barrel of one of the cruiser's big guns, a mechanic standing by with a torch to cut it free if need be. The two support vessels were strapped onto the whole project and the bow anchors were set.

MILWAUKEE began pulling. Almost immediately, the GARFISH line went guitar string tight. The other two ships kept MILWAUKEE on course as her engines ramped up through the acceleration cycles. Their own lines went tight, too tight. On shore, the six feet of quicksand holding the sub down was creating a vacuum unwilling to let the little diver go.

No one quite knows what happened next, but CHEYENNE's hawser was severed. It either snapped under the tension or CHEYENNE ran over it, cutting the cable with her propellers. Not that it matters.

The sudden force of the separation shifted IROQUOIS, bringing her almost into MILWAUKEE, so she had to cut her line before something bad happened. Not that the tug could have held MILWAUKEE anyhow...

Meanwhile, back on MILWAUKEE's bridge, the engines were just about Full Speed Ahead. When one of her bow anchors gave up the ghost, no one noticed. Nor did anyone catch on to the fact MILWAUKEE was slowly but surely shifting port.

At 0342, it was too late. She was so far over, her rudder caught in the sand. The jolt woke folks to the fact something bad was happening. The GARFISH line was cut and Newton ordered All Stop, but the cruiser was already parallel to the California coastline. Newton ordered engines back on line, but desperate revs from the engines, full speed ahead, did no good. By 0410, MILWAUKEE was hard aground in the surf line, breakers crashing over her starboard side and thence onto her new neighbor, GARFISH, less than a half mile south.

At least the breeches buoy was still in place.



The sort of postcard no ship ever wants to be on. The US Navy lost \$7 million dollars trying to use USS MILWAUKEE to rescue a stranded submarine. In today's dollars, that's \$113.4 million. Image Navsource.



A postcard was mailed from USS MILWAUKEE (C-21) in her more glorious past with a Locy T-1 postmark crossing a Benjamin Franklin booklet stamp (Scott Type A138) that carried this postcard to Kiel, Oklahoma. The postcard was likely mailed on MILWAUKEE's summer of 1908 trip to Hawaii. Courtesy Naval Cover Museum.

By the early afternoon of the 13th, MILWAUKEE's crew of 438 had been hoisted ashore using the buoy and long boats. Now the Navy had two pieces of junk to get off the California beach in the interest of keeping California green, and eighty days before America ended the war, a very handy piece of machinery was now beach art.

It was quickly determined that the old cruiser was just stuck too deep for anyone short of God to extract her, and He was busy elsewhere. The Navy opted to scrap her out in place. So much for keeping California green. A small village (called, of course, Camp Milwaukee) was built to house a salvage party, a railroad trestle was built across the sand and MILWAUKEE was slowly stripped out. When she wrecked, the Navy had a total of \$7 million invested in the MILWAUKEE. Today, that's about \$113,400,000. The Navy didn't get much of that money back.

When the Navy's business was concluded, a majority of the giant ship was left in place to become a spot for generations of daring young children to utilize as a diving platform. It was also a swell spot for folks to have their pictures taken with, and for those willing to work a little, MILWAUKEE's cavernous interior was a breeding ground for large crabs. It's reported that bags of crabs were available until the wreck finally filled with sand.

The wreck itself split in half during a November 1918 storm. A further indignity was inflicted on the old battlewagon in 1943 when bits of her were blown up with dynamite so her caches of brass and other useful metals could be yanked for the war effort.

Today, the tips of MILWAUKEE's bulkheads can be seen poking from the sand at extreme low tide, symbolizing waste. Bits of the old salvage trestle can also be seen.

Harvey Haislip, by now a retired Captain, summed up the doomed H-3 GARFISH salvage operation in which he had taken part. In a February 1967 US Naval Institute *Proceedings* article, he wrote:

"The H-3 with all her equipment stripped out would be worth no more than a tin can. Yet here was \$7,000,000 worth of ship and equipment with that tin can attached to her tail."

Postscript

So, whatever happened to that little tin can? Remember the local bid to salvage GARFISH so cavalierly refused by the Navy? The Navy tapped the same firm to go ahead and rescue the submarine. Mercer-Fraser did exactly what they had laid out in their initial proposal. They strung a road of logs across the spit, terminating against the quicksand that contained the submarine. Jacks, bars and winches were able to heft GARFISH onto the road and from there, a steam donkey tractor mounted on rails hauled GARFISH to Humboldt Bay and she was sent on her way.

Following very minor repairs, GARFISH was soon back on the waters. Deemed too small for war purposes, GARFISH and her H-class siblings were shifted to training command. GARFISH would train submariners until she was decommissioned in 1922. She was sold for scrap in 1931, probably for just a bit more than a tin can.

* Haislip went on to have quite a career. As CO of Destroyer USS Stewart in 1918, he risked his life and ship to rescue the sailors of the burning ammunition freighter FLORENCE H in Quiberon Bay. Despite the obvious fact approaching a burning ship packed with things that explode was a good way to get hurt, he brought his ship to the stern of the FLORENCE H and, along with assistance from small boats sent by other ships, his crew saved many men. For this action, Haislip was awarded the Navy Distinguished Service Medal. Later in life, he was a well know writer of boys' navy action adventure stories, plus he wrote many naval history articles. He retired soon after World War One, but was back from retirement in World War Two. He was promoted to Captain on the reserve list before retiring again in 1946.

Sources

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 humbolthistory.org *Shipwrecked at Samoa*
 Cresswell, Hunter *100th anniversary of USS Milwaukee approaches* *Eureka Times-Standard*
 Evans, Barry *Wreck of the Milwaukee The Great War 1914-1918 'The Rage of Men'*
 Webber, Burt and Margie *Shipwrecks and Rescues on the Pacific Coast*, 1996
 Gibbs, James A *Shipwrecks of the Pacific Coast*, 1971
 Wikipedia
 NavSource for ship images

Foreign Navy News – Continued from Page 9

Figure 3



The final cover (Figure 4) is a refugee from a box of miscellaneous junk. But it is in my collection as a historical artifact of the dismal time early in World War II, the period during which Hitler's Third Reich had conquered Norway, Belgium, Holland, Luxembourg, Austria, Czechoslovakia and Poland and were then marching in to France for its eventual downfall. The remnants of Britain's forces in continental Europe were fleeing from their last stand at Dunkirk leaving Britain to stand alone against Hitler's onslaught in Europe. The U.S.A. would not actively participate in the war until December 7, 1941 when Japanese forces attacked Pearl Harbor and Germany declared war against us in support of Japan. The SOUTHAMPTON, ENGLAND "Paquebot" postmark dated "8 MAY 1940" has a slogan pleading to the public to "GROW MORE FOOD/DIG FOR VICTORY." The date is that of the collapse of the Belgian forces and the cover is addressed to a Belgian Army sergeant of the "4th Company, 33rd Regiment" of the "Belgian Army in the Field, Belgium. The unknown sender mailed it in an envelope supplied to passengers of the ships at sea of the Holland - America Line. In addition to the London receiving postmark it carries a boxed docket inscribed "NO SERVICE /RETURN TO SENDER." Previously discarded and forgotten covers like this now arouse my further interest because somewhere on the internet I might discover more about the addressee "Albert Lermyte, Sergeant 4th Company, 33rd Regiment of the Line, Belgian Army in the Field." Perhaps I'll also find which Holland-America Line passenger ship and a list of the passengers who arrived in Southampton, England on or before 8 May 1940.

It all adds another dimension to collecting covers mailed from ships and the resources of the Universal Ship Cancellation Society.



Figure 4

	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.

Ships Named After Medal of Honor Awardees **USS JASON DUNHAM (DDG 109)**

Graeme J W Smith (L-11,992)
graeme@graemejwsmith.com



In Memory of John Lyding

I was greatly saddened to hear of the passing of John Lyding in the March 2019 *Log*. We only corresponded once. Just after he started his column dedicated to 'Ships named after Medal of Honor Awardees'. I asked him for his mailing address and I sent him a cover I was pretty sure he did not have. At the time – John sent me a nice note back and a cover in return from his collection. I always wondered if he would get around to featuring "my" cover in his column.

The cover in question (**Figure 1**) was only the second cover I had ever created. As a member of the Naval War College Foundation – we are offered ship visits that may not be available to the public and a pre-commissioning visit to USS JASON DUNHAM (DDG 109) was made available to members at the Naval War College in Newport, RI. When this happens and if I have time – I create a limited-edition cover. Usually just 20 covers (**Figure 2**). To ensure a chance of a return of them from the ship post office – which I have to try and find during the ship tour – I add in 2 exclusive "CREW" covers and tell the postal clerk to keep them for their trouble. I also include a membership form for the USCS and a brief note outlining how they are carrying on a long tradition in the age of instant email. I've always got my covers back from these visits!

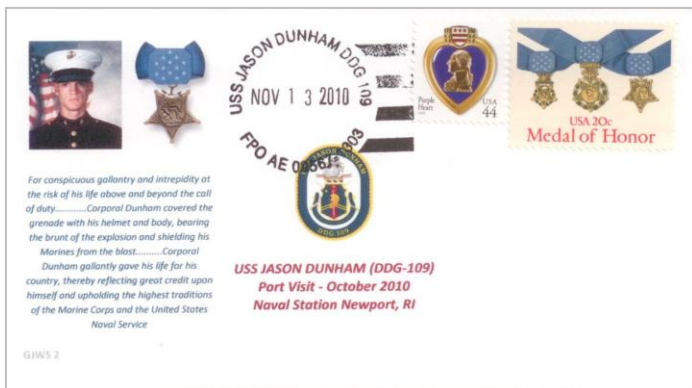


Figure 1: USS JASON DUNHAM cover for port visit at Newport RI serviced with Locy Type FDC 11-2n (USS, FPO AE (09567-1303))

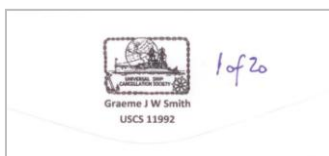


Figure 2: Back of cover

Jason Lee Dunham (10 November 1981 – 22 April 2004) was a Corporal in the United States Marine Corps who was posthumously awarded the Medal of Honor for actions while serving with 3rd Battalion 7th Marines during the Iraq

War. While on a patrol in Husaybah, his unit was attacked and he deliberately covered an enemy grenade with his body to save nearby Marines. When it exploded Dunham was gravely injured and died eight days later. He received a Purple Heart while in hospital and his Medal of Honor followed after he died.

Part of his Medal of Honor Citation reads:

For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty.....Corporal Dunham covered the grenade with his helmet and body, bearing the brunt of the explosion and shielding his Marines from the blast.....Corporal Dunham gallantly gave his life for his country, thereby reflecting great credit upon himself and upholding the highest traditions of the Marine Corps and the United States Naval Service.

USS JASON DUNHAM (DDG 109) is an ARLEIGH BURKE-class destroyer. 59th destroyer in her class and built by the Bath Iron Works in Bath, Maine. She was christened by Corporal Dunham's mother, Debra Dunham, and launched on 1 August 2009. USS JASON DUNHAM was initially based at Naval Station, Norfolk.

Our ship visit was a few days prior to her commissioning in October 2010, while she was still working up. The visit was clearly an interruption in the middle of a hectic schedule, but the crew was incredibly proud of their ship and eager to show her off. The wardroom displays Jason Dunham's uniform with a brief outline of his service (**Figure 3**).



Figure 3: Wardroom display case honoring Jason Dunham.

I asked the postal clerk, via the 2 striper showing us around, if there was any chance (s)he could cancel the covers on Commissioning Day – and they duly did on 13 November 2010. As to the disposition of the 20 covers – I sent one to the family of Jason Dunham, one to the National Museum of the Marine Corp in VA and one to the Naval War College Museum on site at the War College. The rest go out to

people who are interested - or as in the case of John Lyding – it clearly met his collecting interest. I still have one or two available if members would like and can make a convincing case to me as to why they should reside in their collection!

RIP John Lyding



USS
JASON
DUNHAM
(DDG 109)
underway

Sources:

US Navy Public Web Site
National Museum of the Marine Corp
Ship Visit October 2010
Wikipedia

SIDEBAR –

My form letter to the Mail Clerk/Logistics Specialists runs thus:

I was introduced to this hobby by the late Captain Herb Rommel (USN Ret). As an Ensign he was a turret captain aboard the USS OKLAHOMA on Dec 7th 1941. He personally called the USS OKLAHOMA to Battle Stations on his own responsibility and most USS OKLAHOMA men credit their alertness and survival to his emphatic and unusual announcement on the loudspeaker alerting them to the fact that "this is no f*%king drill". Later he commanded a destroyer in the Pacific in 1944/5, four other ships and Naval Station Washington before his last post as Chief of Staff in Newport during a 35 year career. Herb and I became great friends in his later years in Newport. I had the honor of giving his eulogy in Trinity Church in Newport in June 2007. The flag from his casket is beside me at my desk as I write this.

So I am hoping you would take a few moments out of your busy day to service the enclosed covers with the USS XXX XXXXXX's cancel – as clear as you are able. If you are able to put some text in the killer bars – please do. Herb used to ensure his killers carried some slogan to promote the Navy.

For your trouble I would like you to keep the two un-addressed covers marked "CREW" to do with as you wish. "Crew" covers as a thank you to the Mail Clerk were started during the Moon Recovery Missions and are now highly collectable. I'd like you to continue the tradition!

I also enclose some membership forms for the Universal Ship Cancellation Society – perhaps someone aboard has an interest in the hobby and you could pass on a form to them. In case you wonder – I am not making money from this cover – this is a hobby only.

Secretary Report – Continued from Page 32

Delete Sustaining Status

L-11368	Eric Besozzi	11971	Leslie Cox
L-11293	John Demetrius	11346	Douglas Ebert
L-9790	Howard Frisch	11891	Richard Hanson
L-9941	Steve Henderson	10253	James Jordan
L-10038	Dennis Lutz	12092	Harry Marshall
12229	Ellen Richardson	L-10581	Philip Sager
8568	Dan Walters		

Add Sustaining Status

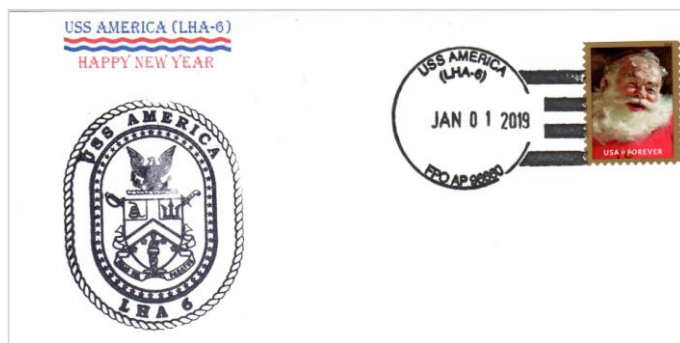
L-12315	Ryan Baum	L-10668	Don Campbell
11236	James Flynn Jr	L-12214	Robert Haynes
L-8591	Donald Galamaga	L-10566	Scott Logan
L-10038	Dennis Lutz	L-3713	Stanley Moskowitz
3559	Russell Mullen	L-11784	Gerald Myers
L-6729	Joseph Myles	L-11753	Richard Perrot
L-4332	Col Robert Schlegel Jr	L-11961	David Shields
11685	Jay Smith	L-5806	Kirk Thieroff

American Society of Polar Philatelists

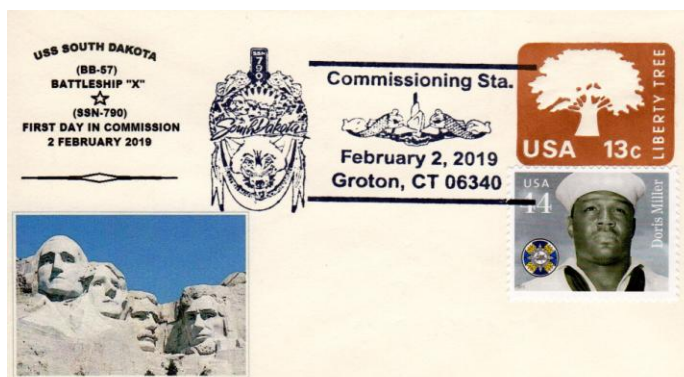


If you collect stamps and postal history of the Arctic, Antarctic, research stations, Operation Deep Freeze, polar flights, polar explorers, penguins, TAAF, BAT and similar areas, join the ASPP and receive our quarterly journal. For sample copy email alanwar@att.net or write to ASPP, Box 39, Exton PA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

Covers Received



New Year - Locy Type 11-2(n+)(USS, FPO AP 96660) – Mike Brock



USPS Pictorial Postmark "Commissioning Sta." Groton CT – Mike Brock

USCS Auction # S4**Closes 31 May 2019****Minimum bid stated on all lots. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to seadragons@cox.net****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

S4-01 Chamberlain-Hitler Conf at Nuremburg 9-15-38 spec cxl at Berchtesgaden MB \$40

S4-02 ARIZONA (BB 39) 5-26-35 US Fleet in Hawaiian Waters, kb back from Midway, sunk MB \$40

S4-03 MARLIN (SS 205) 3-28-40 keel lay by GOW NG, PM SAILFISH MB \$15

S4-04 HALIBUT (SS 232) 12-3-41 launch by GOW NG, PM MARLIN MB \$15

S4-05 ARIZONA (BB 39) 9-1-35 War of 1812, WASP sinks brigs by ANCS 10 MB \$20

S4-06 HERRING (SS 233) 7-14-41 keel lay by GOW NG, sunk MB \$15

S4-07 ARIZONA (BB 39) 10-27-35 Navy Day cartoon by Leopard sunk MB \$20

S4-08 GUAM/WAKE (PR 3) 7-22-41 LDPS by GUAM, ships captured in WW2 as WAKE MB \$15

S4-09 ARIZONA (BB 39) no cxl Crossing line by Piper, tear bottom L MB \$3

S4-10 SEAWOLF (SS 197) 8-15-39 launch by GOW NG, PM SARGO, sunk MB \$15

S4-11 SALMON (SS 182) 3-15-38 commission by GOW NG MB \$15

S4-12 ARIZONA (BB 39) 12-31-35 Twin launch DDs CUSHING & PERKINS r/s cachet MB \$15

S4-13 OKLAHOMA (BB 37) 6-14-37 Flag Day cachet by Linto, sunk MB \$10

S4-14 ARIZONA (BB 39) 8-31-36 ARIZONA is named after the State..., sunk MB \$15

S4-15 LCT 6, Flot 6 9-28-44 sailor mail w/censor mark MB \$2

S4-16 SC 645 8-24-45 sailor mail w/censor mark MB \$2

S4-17 MV CABO SAN ROQUE (liner) 2-2-73 Antarctic cruise, visit to Falklands, pm Port Stanley MB \$3

S4-18 NAUTILUS (SSN 571) 3-3-80 Decom by DPS 98, pm Mare Is MB \$2

S4-19 NAUTILUS (SSN 571) 3-3-80 Decom by Saginaw Ch, 1st & finest MB \$2

S4-20 French DD LA GRANDIERE 5-20-54 official cover signed by CO MB \$2

S4-21 HMAS LEEUWIN (Fremantle base) 11-26-45 Australian naval cover MB \$2

S4-22 HMS ANTRIM (D 18) 3-30-71 special launch cxl for DD ANTRIM MB \$2

S4-23 MISSOURI (BB 11) 12-31-1909 clear ships cxl on PC MB \$4

S4-24 WISCONSIN (BB 9) 3-9-1909 clear ships received cxl on PC MB \$4

S4-25 NIMITZ (CVN 68) 2-22-85 Adm Nimitz printed photo, PM NIMITZ and Richardson VA MB \$2

S4-26 WRIGHT (AV 1) 6-23-38 Crosby photo cachet, nmc auto MB \$5

S4-27 TEAL (AVP 5) 1-4-40 Crosby photo cachet MB \$5

S4-28 VOGELGESANG (DD 862) 10-27-45 r/s DD at speed cachet MB \$2

S4-29 PROMETHEUS (AC 2) 8-8-1918 sailor mail w/censor mark, T-1z cxl rare R1 MB \$15

S4-30 TRITON (SSN 586) undated cover carried on 1st submerge circumnav MB \$25

S4-31 LEXINGTON (CV 2) 10-25-37 125th Anniv of USS UNITED STATES vs HMS MACEDONIAN MB \$2

S4-32 SARATOGA (CV 3) 8-10-35 Fleet Week Seattle r/s cachet MB \$2

S4-33 RANGER (CV 4) 6-4-34 r/s commission cachet MB \$2

S4-34 YORKTOWN (CV 5) 9-30-37 commission by Schupp, sunk MB \$2

S4-35 GRAYLING (SS 209) 3-20-41 com by Shaw, very colorful on card, sunk MB \$5

S4-36 ANTIETAM (CV 36) 3-3-47 Harrington data cachet w/printed photo MB \$2

S4-37 LEXINGTON (CV 2) 5-31-34 Pres FDR review of fleet on Ati Coast MB \$2

S4-38 BOXER (CV 21) 9-30-46 US Navy aircraft carrier cachet MB \$2

S4-39 LEXINGTON/CABOT (CV 16/28) 9-26-42 joint launch CV 2 & KL CV 28, PM Lex, MA MB \$2

S4-40 LEXINGTON (CV 2) 11-11-33 r/s Armistice Day c, fancy cxl, nmc auto MB \$2

S4-41 LEXINGTON (CV 2) 11-30-33 r/s Thanksgiving c, fancy cxl, nmc auto, MB \$2

S4-42 LEXINGTON (CV 2) 12-25-33 r/s Christmas cachet, fancy cxl, sunk MB \$2

S4-43 LEXINGTON (CV 2) 4-19-36 Battles of Lex & Concord fought day, sunk MB \$2

S4-44 LEXINGTON (CV 2) 1-1-34 r/s New Years day cachet, fancy cxl, sunk MB \$2

S4-45 WALTER C WANN (DE 412) 1-6-46 Victor in War r/s cachet MB \$2

S4-46 GRENADE (SS 210) 5-16-41 commission by Walton, colorful, sunk MB \$4

S4-47 GUDGEON (SS 211) 4-21-41 Mueller commission, PM Tuna, sunk, MB \$10

S4-48 WELLS (DD 628) 10-27-45 Navy Day 1945 spec cxl, BB fires broadside MB \$2

S4-49 SC 667 9-17-43 sailor mail w/censor mark MB \$2

S4-50 SMITH (DD 378) 3-24-40 Weigand photo cachet on card MB \$4

S4-51 ROWAN (DD 405) 1-20-40 Weigand photo cachet on card, sunk MB \$5

S4-52 BROOKS (DD 232) 6-14-33 Wentworth flag day cachet MB \$3

S4-53 GOFF/CHESTER (DD 247/CL 1) 8-3 & 8-5/36 Fleet Week Portland by ANCS 55, REUBEN JAMES pm on back MB \$2

S4-54 RICHMOND (CL 9) 10-27-33 Navy Day 1933 Miami by Hutnick, colorful MB \$2

S4-55 FECHTELER (DD 870) 10-27-46 Wentworth drawing of T Roosevelt MB \$3

S4-56 THRUSH (AM 18) 1-1-37 Wentz new year c, boy & old man, nmc auto MB \$4

S4-57 THRUSH (AM 18) 2-14-37 Valentines Day cachet, Linto? MB \$3

S4-58 WHIPPOORWILL (AM 35) 10-27-37 Navy Day c ANCS 471, nmc auto MB \$3

S4-59 ARCTIC (AF 7) 9-7-36 Labor Day cachet Harry & Doug Wentz, colored MB \$4

S4-60 THRUSH (AM 18) 2-14-37 Lincoln B'Day-Harry & Doug Wentz, colored MB \$3

S4-61 TEAL (AM 23) 10-28-35 Navy Day cachet by USCS Ch 41 w/Fleet Air

Base Coco Solo emb MB \$3

S4-62 WHIPPLE (DD 217) 2-12-39 Lincoln B'Day by Linto MB \$3

S4-63 Patriotic by Linto 10-28-44 Donation of Blood gift for service, PM USN MB \$2

S4-64 FALCON (AM 28) 2-12-41 Lincoln's B'Day by Aiglun MB \$3

S4-65 DENEbola (AD 12) 4-12-24 clear ships cxl on pC MB \$4

S4-66 PRAIRIE (AD 5) 7-27-1919 clear ships cxl on PC MB \$4

S4-67 NEW JERSEY (BB 16) 2-6-1914 clear ships cxl on PC MB \$4

S4-68 KANSAS (BB 21) 10-1-1909 clear ships cxl on PC MB \$4

S4-69 NEVADA (BB 36) 11-24-1924 clear ships cxl on PC MB \$4

S4-70 KEARSARGE (CV 33) 7-17-47 Midshipmens Cruise to Europe MB \$2

S4-71 BARRACUDA (SS 163) 9-23-40 FDPS by ANCS Argonauts, sub Div 9,

colorful on card MB \$4

S4-72 PICKEREL (SS 177) 7-7-36 launch cachet by Employees Assoc, colorful on card, sunk MB \$4

S4-73 BROOKLYN (CL 40) 5-30-39 In Memoriam USS SQUALUS MB \$2

S4-74 INDIANAPOLIS (CA 35) 5-31-34 Pres Roosevelt Fleet Review NYC MB \$2

S4-75 RFA OLWEN (AO) 4-16-75 Welcome Nicholson, PM LAWRENCE(DDG4) MB \$1

S4-76 VIRGINIA (BB 13) 10-8-1912 clear ships cxl on PC MB \$4

S4-77 HANCOCK (AP 3) 11-28-1911 clear ships cxl on PC MB \$4

S4-78 FLORIDA (BB 30) 11-12-1913 clear ships cxl on PC MB \$4

S4-79 NEW HAMPSHIRE (BB 25) 1-4-1912 clear ships cxl on PC MB \$4

S4-80 DIXIE (AD 1) 10-24-1910 clear ships cxl on PC MB \$4

S4-81 BIRMINGHAM (CL 2) 2-18-1910 clears ships cxl on PC MB \$4

S4-82 CONNECTICUT (BB 18) 3-1-1909 clear ships cxl on PC MB \$4

S4-83 LOUISIANA (BB 19) 10-7-1915 clears ships cxl on PC MB \$4

S4-84 NEW JERSEY (BB 16) 6-19-1909 clear ships cxl on PC MB \$4

S4-85 OHIO (BB 12) 11-10-1917 clear ships cxl on PC MB \$4

S4-86 HENDERSON (AP 1) 7-5-1936 Crosby photo c, Naval Transport Serv MB \$5

S4-87 HOLLAND (AS 3) 9-6-51 Crosby photo cachet MB \$5

S4-88 ARGONNE (AS 10) 4-9-36 Crosby photo cachet, flagship base force MB \$5

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S4-101 HAVEN (AH 12) 3-15-47 Crosby-like photo cachet, LDPS MB \$3

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 S4-139 2-nc covers: MILWAUKEE (CL 5) 1938 & CROWNINSHIELD (DD 134) 1937 F50 MB \$1
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 S4-150 HNLMS DE RUYTER (DD) 11-22-82 Dutch DD marking w/Brit postage, PM London MB \$2
 S4-151 AQUILA (AK 47) 1-26-45 #10 penalty, typed cc MB \$2
 S4-152 BOSQUE (APA 135) 1-21-45 #10 penalty, typed cc MB \$2
 S4-153 Landing Craft School 1-26-45 Boat Basin Det, Oceanside, CA MB \$2
 S4-154 2-FDC: MacDonough & Decatur 1936 & JP Jones & Barry stamps 1937MB\$2
 S4-155 NICHOLSON (DD 52) 6-23-1917 cover forwarded to ship, PM NewYork MB\$4
 S4-156 FDC: Farragut & Porter stamp 2-18-1937 MB \$2
 S4-157 2-FDC: Dewey, Sampson & Schley stamp & West Point Stamp both 1937
 S4-158 MEDUSA (AR 1) 4-3-41 #10 penalty used as sailor mail MB \$2
 S4-159 GUILFORD (APA 112) 7-22-45 #10 penalty, typed cc MB \$2
 S4-160 2-#10 penalties: BIRMINGHAM (CL 62) 1943 r/s cc & MYLES C FOX (DD 829) 1945 print cc MB \$2
 S4-161 2-#10 penalties: PHOENIX (CL 46) 1941 hand written cc & LEXINGTON (CV 2) 1931 print cc MB \$2
 S4-162 2-#10 penalties: ASTORIA (CA 34) 1940 printed cc & LEO (AKA 6) 1944 r/s cc MB \$2
 S4-163 FDC- 1937 Entire Army-Navy series on one cover, has tear MB \$2
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 S4-173 HMS DANAE (FF) 3-7-76 Nato Visits FL, PM Ft Lauderdale MB \$2
 S4-174 HMS BRECON & DULVERTON (MSO) 4-22-85 Welc by Nicholson PM HAYLOR MB \$2
 S4-175 HMS AMAZON (DD) 2-21-75 visit to Kiel c, PM Kiel Falkland War ship MB \$2
 S4-176 RFA FT GRANGE (Aux) 6-13-83 Visits FL gold coast, Falkland War shipMB\$2
 S4-177 RFA FT AUSTIN (Aux) 8-26-85 Welc by Nicholson, PM MILWAUKEE, Falkland war ship MB \$2
 S4-178 RFA APPLELEAF (AO) 5-23-83 Welc by Nicholson, PM TRUETT, Falkland War ship MB \$2
 S4-179 RMS ST HELENA (liner) 7-28-99 visit to Falklands, troopship during Falkland War MB \$2
 S4-180 SS UGANDA (liner) 1-3-78 ship cover PM Senegal, was hospital ship during Falkland War MB \$2
 S4-181 RFA REGENT (Aux) 2-5-72 c by Nicholson, PM EL PASO, Falklands MB \$2
 S4-182 HMS EXETER (DD) 6-17-90 ships mark, PM London, Falklands ship MB \$2
 S4-183 HMS INVINCIBLE (CV) 8-18-81 Welc by Nicholson, PM D EISENHOWER, Falklands war ship MB \$2
 S4-184 HMS ARROW (FF) 8-1-81 Welc by Nicholson, PM CONYNHAM, Falkland War ship MB \$2
 S4-185 HMS ALACRITY (FF) 9-1-79 Penns Landing c, PM Phila, Falkland ship MB\$2
 S4-186 HMS BROADSWORD (DD) 12-20-91 ships mark, PM Plymouth, Falkland War ship MB \$2
 S4-187 HMS BRILLIANT (DD) 8-25-84 Portsmouth Navy Day cachet, Falkland war ship MB \$2
 S4-188 HMS GLAMORGAN (DD) 4-19-68 1968 Goodwill cruise w/2 markings, Falkland war ship MB \$2
 S4-189 NORMANDY (CG 60) 6-6-94 50th Anniv D Day, Brit postage, r/s cachet MB \$2
 S4-190 CORPORAL (SS 346) 2-6-46 #10 sailor mail, PM Godman, CZ MB \$2
 S4-191 SPEARFISH (SS 190 3-27-39 #10 penalty, printed cc, PM Groton MB \$2
 S4-192 SCULPIN (SS 191) 10-2-39 #10 penalty, printed cc MB \$2
 S4-193 BUSHNELL (AS 2) 3-21-1929 #10 penalty, printed cc, kb Balboa CZ MB \$2
 S4-194 SACRAMENTO (PG 19) 4-1-1929 #10 penalty, printed cc, kb Balboa CZ MB \$2
 S4-195 US Naval Air Sta Coco Solo 5-5-1927 #10 penalty, printed cc, kb Balboa,MB\$2
 S4-196 SCIOTA (AT 30) 4-29-1927 #10 penalty, typed cc, PM Balboa, CZ MB \$2
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 S4-205 MARBLEHEAD (CL 12) 4-28-27 #10 penalty, typed cc, kb Shanghai MB \$2
 S4-206 SUBMARINE S 27 (SS 132) 10-22-27 #10 penalty typed cc, PM San Diego, sunk, stain MB \$2
 S4-207 CASCADE (AD 16) 4-28-44 #10 war ballot, sailor mail MB \$2
 S4-208 FLO NIGHTENGAL (AP 70) 5-1-44 #10 penalty, typed cc, was folded MB \$2
 S4-209 Sub Base Pearl 4-25-27 #10 penalty, kb USS 1-20 PHS TH MB \$2
 S4-210 PAUL JONES (DD 230) 7-3-36 #10 cover to IRS, kb Chefoo MB \$2
 S4-211 BLACK HAWK (AD 9) 2-26-25 #10 penalty, r/s cc, kb Manila MB \$2
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 S4-214 JD FORD (DD 228) 11-2-?? #10 penalty w/printed cc, year incomplete MB \$2
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 S4-216 SEADRAGON (SS 194) 4-18-38 keel lay cachet, fish & navy dolphins, PM Groton MB \$3
 S4-217 SEADRAGON (SS 194) 4-11-39 launch by Hutnick, PM Groton, MB \$3
 S4-218 SEADRAGON (SS 194) 10-23-39 FDPS by Hutnick MB \$3
 S4-219 SEAL (SS 183) 5-25-36 keel lay by ANCS 210 & 409, PM SEMMES MB \$3
 S4-220 SEA FOX (SS 402) 3-28-44 launch cachet by Contraros, PM Kittery MB \$3
 S4-221 SEAL (SS 183) 8-25-37 lau c, surface sub design, PM CACHALOT MB \$3
 S4-222 SEAL (SS 183) 4-30-38 commission cachet by NCS 1 MB \$3
 S4-223 SEAL (SS 183) 4-30-38 FDPS by ANCS 54 MB \$3
 S4-224 SEAL (SS 183) 6-28-38 shakedown cruise by Shaw, kb Columbia MB \$3
 S4-225 SEA LEOPARD (SS 483) 8-8-66 Visit to Flensburg, Germany, PM SIMON LAKE MB \$3
 S4-226 SEALION (SS 195) 6-20-38 keel, eagle & 2 seals, PM CACHALOT, sunk MB \$3
 S4-227 SEALION (SS 195) 5-25-39 colored launch cachet, PM SEAL, sunk MB \$3
 S4-228 SEALION (SS 195) 11-27-39 FDPS, clam shell design, sunk MB \$3
 S4-229 SEALION (SS 315) 2-25-43 keel lay, seal balancing sub MB \$3
 S4-230 SEALION (SS 315) 10-31-43 launch by Spader MB \$3
 S4-231 SEALION (SS 315) 3-8-44 comm by ANCS Argonauts, PM Groton MB \$3
 S4-232 SEA OWL (SS 405) 11-10-44 Crosby photo cachet of Gen MacArthur MB \$3
 S4-233 SEA OWL (SS 405) 6-19-52 Crosby-like photo c, PM New London MB \$3
 S4-234 SEA POACHER (SS 406) 5-20-44 launch cachet PM Portsmouth MB \$3
 S4-235 SEARAVEN (SS 196) 8-9-38 keel lay by ANCS 54, PM Portsmouth MB \$3
 S4-236 SEARAVEN (SS 196) 10-2-39 commission by Shaw MB \$3
 S4-237 SEARAVEN (SS 196) 2-10-40 shakedown cruise by Walton, kb Miami MB \$3
 S4-238 SEA ROBIN (SS 407) 10-26-53 Crosby-like photo c, PM New London MB \$3
 S4-239 SEA ROBIN (SS 407) 8-7-64 20th anniv, 2 r/s cachets, PM Groton MB \$3
 S4-240 SEAWOLF (SS 197) 9-27-38 keel lay Hutnick, PM Portsmouth, sunk MB \$3
 S4-241 SEAWOLF (SS 197) 8-15-39 launch by Hutnick, PM SCULPIN, sunk MB \$3
 S4-242 SEAWOLF (SS 197) 12-1-39 commission Sadworth, nmc auto, sunk MB \$3
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Historical questions researched. James Myerson, 6550 E. Washington Blvd., Commerce CA 90040-1822. SASE for reply.

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11/18



STEVE SHAY
747 SHARD CT
FREMONT CA 94539

PERIODICAL

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Universal Ship Cancellation Society Log

April 2019

Secretary's Report March 2019

Welcome New Members

12553 John Robinson, PO Box 183, Elm Mott TX 76640-0183
12554 Ralph E Young, 1522 N 550 W, Clinton UT 84015-9506 by John Young (L-8219) and Greg Ciesielski (L-11879)
12555 Rebekah Nelson, 3554 Fail Rd, La Porte IN 46353

Reinstated

9895 Howard Tiffner, PO Box 771, Lyndhurst NJ 07071-0771

Converted to Life Membership

L-12403 Steve Dulaney L-4144 Allen Fisher
L-9426 Michael Grossfeld L-12461 Richard Larkin
L-10825 Irving Portnoy L-3833 Billy Williams

Resigned

12465 Joel Einhorn

Deceased

10889 John Lyding 4835 Sam Stein

Change of Address

12138 Lynn Baxter, PO Box 50702, Parks AZ 86018-5702
3448 Carl Edmund, 1621 Rivers Bnd Apt 115, Wauwatosa WI 53226-3055
12392 Herbert Hillman, 32 Penn Rd Apt 313, Hanover NH 03755-1273
L-3283 David Popkin, 155 W Hudson Ave, Englewood NJ 07631-1609

Membership on 2/2/2019.....	823
New Members.....	3
Reinstated.....	1
Resigned.....	1
Deceased	2
Dropped.....	60
Membership on 3/9/2019.....	764
Membership on 3/10/2018.....	804

Steve Shay,
Secretary

See page 27 for additional membership changes.

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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.

Future USCS Convention Schedule

2019 April 26-28 - WESTPEX-Burlingame, CA

2020 September - MILCOPEX - Milwaukee WI

2021 September 3-5 - BALPEX - Hunt Valley MD