



U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 86 No. 5

May 2019

Whole No. 1026

May 2019

IN THIS ISSUE

From the Editor's Desk	2
Send for Your Own Covers	2
Out of the Past	3
Calendar of Events	3
Naval News	4
President's Message	5
The Goat Locker	6
For Beginning Members	8
West Coast Navy News	9
Norfolk Navy News	10
From the Reeves Collection Part II	11
Operation Iceberg First Day Covers	12
Fleet Week New York 2019	13
Letter to the Editor	13
A Proud Lion at Rest	14
The Joy of Collecting	16
William S. Linto: A Prolific Cachetmaker	18
Unusual MINDORO Cover	23
Story Behind the Cover...	24
Auctions	28
Covers for Sale	30
Classified Ads	31
Secretary's Report	32

Feature Cover

USS PEARY (246)



Gregory A. Finnegan (9677) provided the scan of the cover for May which was cancelled in USS PEARY and addressed to his father Lt(jg) Joseph Finnegan aboard USS MONOCACY at Shanghai, China. Greg's cover is one of the illustrations used in his article- *The Joy of Collecting: Destroyers with Numbers, Without DD Classification* beginning on page 16.

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.

Vol. 86 No. 5 May 2019 Whole No. 1026

The **USCS Log** (ISSN 0279-6139), official publication of the Universal Ship Cancellation Society, Inc, is published monthly. Society dues (includes subscription) are \$22.00/year; see page 31 for complete dues schedule. Single copy \$2.00 pp. Payment to Secretary, address below. Periodicals Class postage paid at Fremont, CA and at additional mailing offices.

Advertising rates: *Display/page* - quarter \$35.00; half \$60.00; full \$110.00. *Classified* - 30 words \$6.00, same ad 12 consecutive issues \$60.00; non-members, all rates + 20%, space available; Chapter/member sponsored covers listed for serviced cover or \$1 per entry. SASE to Editor for details/forms. Acceptance of ads does not constitute USCS endorsement of advertiser.

Known Office of Publication: USCS **Log**, Universal Ship Cancellation Society, 747 Shard Court, Fremont CA 94539.

Postmaster—Please send **Form 3579** to:

USCS **Log**, 747 Shard Ct., Fremont CA 94539

Log Submission Deadline: **30 days prior to issue month.**

USCS Log Staff

Editor: Richard D. Jones, 137 Putnam Ave, Ormond Beach FL 32174; bmcmljones@yahoo.com --Phone-386-672-2112

Associate Editor:

Printer: Minuteman Press, a Teelok Print Group Company, 5847 Secor Road, Toledo, OH 43623-1421.

Society Officers

President: Richard D. Jones, 137 Putnam Ave, Ormond Beach FL 32174; bmcmljones@yahoo.com

Vice-President: John Germann, 12102 Whittington Dr. Houston, TX 77077-4911; jghist@comcast.net

Secretary: Steve Shay, 747 Shard Ct., Fremont CA 94539; shaymur@flash.net

Treasurer: Lloyd Ferrell, PO Box 7237, Aloha OR 97007-7237 uscstreasurer@aol.com

Immediate Past Pres: Don Tjossem; Tjossem@wavecable.com

Directors:

David Bernstein	nataska1@cox.net
Laurie Bernstein	seadragons@cox.net
Larry Brennan	lawrence.brennan7@gmail.com
Greg Ciesielski	lilski@ec.rr.com
Nancy Clark	nbc@megamnet.net
Richard Hoffner, Sr.	pauscg@gmail.com
Stewart Milstein	sbmilstein@gmail.com
John P. Young	rkhoolligan@aol.com



From the Editor's Desk

As you read this issue of the **Log** our annual USCS Convention has just ended. However, since the issue package is sent to the printer by mid-April, the minutes of the meetings, other details and photos of the convention will be in the June issue.

At the convention, I was able to meet face-to-face with members and to get updates and changes to our list of committee chairs and other volunteers. I will print the new list in the June **Log**.

I am happy to report that we have a volunteer to continue the "Beginner's Column" starting with this issue. Writing under the name of Long John Silver, Ship's Cook, Board member **John Young** has a series of articles lined up to carry us on for most of the year.

Additionally, **Jake Wilhelm (12,411)** offered to pick up the column "Ships Named After Medal of Honor Awardees" that was written for many years by the late, John Lyding. Jake also has several more articles banked for future issues during the year.

The main article this month is a reprint of an article on William Linto, cachetmaker, by **Ralph H. Nafziger** which is reprinted with permission from *LaPosta, The Journal of American Postal History*. I really appreciate **Steve Shay** working with the author to get the permissions and copies of the covers used as illustrations for the reprinted version.

When you look at page 3, you will see that there will be an increase in shipbuilding activities for the rest of the year. Several dates are firm and you can send your covers for event date cancels to the Postmaster in the event city. See your USPS post office addresses that were in your January **Log**.

Phil Schreiber lists the ships that will be at Fleet Week New York on page 13. The USS NEW JERSEY Chapter will sponsor two pictorial cancels for Fleet Week ships.

As you review your collection, why not write a short article on the best or favorite cover in your collection?

Collect-Share-Enjoy your hobby.

Send for Your Own Covers

KEARSARGE AMPHIBIOUS READY GROUP

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

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

USS LOUISVILLE (SSN 724) WESTPAC
USNS MEDGAR EVERS (T-AKE 13) deployed 6th Fleet AOR, 25 Feb
USS LEWIS B. PULLER (ESB 3) 5th 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

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

Join a USCS Chapter in 2019



Out of the Past

Naval History and Heritage Command

1 May 1951 (Korean War)

During the Korean War, AD-4 Skyraiders from Squadron VA-195, USS PRINCETON (CV 37), attack Hwachon Dam using aerial torpedoes, the only use of these weapons during the Korean War.

5 May 1944 (WW II)

The hospital ship, USS COMFORT (AH 6), is commissioned at San Pedro, CA, and is the first ship to be manned jointly by U.S. Army and U.S. Navy personnel.

8 May 1942 (WW II)

The Battle of the Coral Sea ends with the Japanese retiring from the area and calling off the Port Moresby amphibious operation. During battle, SBDs from USS LEXINGTON (CV 2) and USS YORKTOWN (CV 5) damage the Japanese carrier SHOKAKU and force her to retire.

11 May 1898 (Spanish-American War)

During the Spanish-American War, Marines and Sailors from USS MARBLEHEAD (C 11) and USS NASHVILLE (PG 7) cut the trans-oceanic cable near Cienfuegos, Cuba, isolating Cuba from Spain. For heroism during this action, 54 Marines and Sailors received the Medal of Honor.

16 May 1919 (Post-WW I)

Three Curtiss NC seaplanes leave from Trepassey Bay, Newfoundland, Canada for the first trans-Atlantic flight. Only NC 4 makes the flight successfully reaching the Azores on 17 May.

20 May 1943 (WW II)

The Tenth Fleet is established in Washington D.C., under the command of Adm. Ernest J. King, to coordinate U.S. anti-submarine operations in the Atlantic. Disbanded after WWII, the Tenth Fleet is reactivated in Jan. 2010 as U.S. Fleet Cyber Command.

25 May 1952 (Korean War)

USS IOWA (BB 61) begins shelling industrial and rail centers at Chongjin, Korea. For her Korean War service, she receives two battle stars. USS IOWA is decommissioned in 1990 and is struck from the Navy's list in 2006. IOWA is currently a museum ship.

28 May 1958 (Modern)

USS GALVESTON (CLG 3, previously CL 93), the first Talos-firing missile cruiser, is placed in commission. USS GALVESTON participates in the Vietnam War with the Seventh Fleet and serves in the Mediterranean during the Arab-Israeli War during.

29 May 1944 (WW II)

USS BLOCK ISLAND (CVE 21) is torpedoed and is sunk by German submarine U 549. During this attack, USS BARR (DE 576) is also damaged. BLOCK ISLAND is the only U.S. carrier lost in the Atlantic during World War II. U-549 is later sunk that night by USS EUGENE E. ELMORE (DE 686) and USS AHRENS (DE 575).

Calendar of Events

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

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

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

? notes a tentative or uncertain date.

signifies a change from previously published date.

Spring 2019

?? PCU DELAWARE (SSN 791) Commissioning

May 2019

?? PCU OAKLAND (LCS 24) Christening ceremony

June 2019

22 PCU DANIEL INOUYE (DDG 118) Christening, Bath ME

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

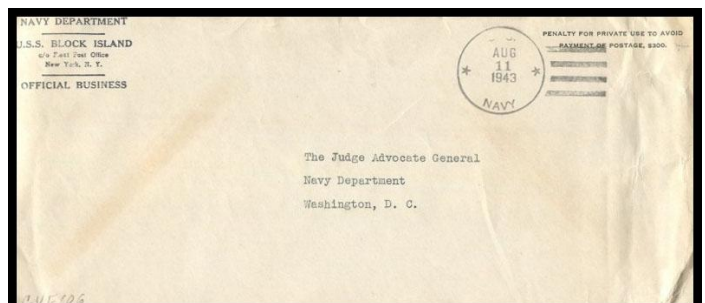
?? PCU TRIPOLI (LHA 7) Commissioning, Pensacola FL

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

2019 Ship Anniversaries

40 YEARS – EMORY S. LAND AS-39, 7/7; **35 YEARS** – HENRY M. JACKSON SSBN-730, 10/6; OLYMPIA SSN-717, 11/17; **30 YEARS** – 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** – 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** – WAYNE E. MEYER DDG-108, 10/10; MAKIN ISLAND LHD-8, 10/24; NEW YORK LPD-21, 11/7; **5 YEARS** – AMERICA LHA-6, 10/11; NORTH DAKOTA SSN-784, 10/25;

*From the Naval Cover Museum
USS BLOCK ISLAND (CVE 210 Locy Type 2z*)*



Naval News

Richard D. Jones (3933)
137 Putnam Ave., Ormond Beach FL 32174
bmcjones@yahoo.com

DDG 130 Named

Secretary of the Navy Richard V. Spencer has named a future ARLEIGH BURKE-class guided-missile destroyer, DDG 130, in honor of Medal of Honor recipient, Hospital Corpsman Master Chief William Charette.

Charette, a native of Ludington, Michigan, joined the Navy in 1951 and served in the Korean War in the Fleet Marine Force (FMF) as a hospital corpsman attached to Company F, Third Platoon, 2nd Battalion, 7th Marine Regiment, 1st Marine Division.

Charette was presented the Medal of Honor for his actions on 27 March 1953, when Chinese soldiers in North Korea attacked and overran two of three Marine hill outposts. During a counterattack, an enemy grenade landed near Charette who was providing aid to a wounded Marine. Charette placed himself on top of the Marine to shield him from the explosion. The blast rendered Charette unconscious but when he awoke he continued to aid Marines, including using torn parts of his uniform in order to dress battle wounds, his own battle vest to shield a wounded Marine, and exposing himself to incoming rounds in order to carry wounded Marines to safety.

USS CHARETTE (DDG 130) will be constructed at Bath Iron Works in Bath, Maine.

DDG 131 Named

SecNav named DDG 131, in honor of Korean War veteran, and Navy Cross Recipient, Aviation Machinist's Mate 3rd Class George M. Neal.

Neal, a native of Springfield, Ohio, served with Helicopter Utility Squadron ONE (HU-1), a Navy Helicopter rescue unit embarked from Australian light cruiser HMAS SYDNEY during the Korean War.

USS GEORGE M. NEAL (DDG 131) namesake, Neal was awarded the Navy Cross for his actions on 3 July 1951, when, while serving with Helicopter Utility Squadron ONE, he and pilot Lt. j.g. John Koelsch attempted to rescue Marine Corps Captain James Wilkins. Wilkins crashed near Yondong in North Korea after his Corsair took antiaircraft fire.

Koelsch and Neal located Wilkins and under increased enemy fire lowered the rescue sling, however the helicopter was soon disabled and crashed. For nine days, Neal assisted Koelsch and Wilkins in evading enemy forces before being captured and held as a Prisoner of War. Koelsch died during captivity but Wilkins and Neal were released and returned to the United States with more than 320 fellow POWs in 1952.

DDG 131 will be constructed at Huntington Ingalls in Pascagoula, Mississippi.

EPF 13 and 14 Contracts

The US Naval Sea Systems Command has awarded Austal USA a \$261.7 million contract for additional work on Expeditionary Fast Transport Ships (EPF) 13 and 14.

The contract award extends the EPF program to 2022, with construction of EPF 13 to commence in late 2019 and EPF 14 to follow in the middle of 2020.

The contract follows the award for long-lead time materials on EPF 13 and EPF 14 announced in December 2018.

USS WICHITA PSA Contract

BAE Systems Jacksonville Ship Repair, Jacksonville, FL was awarded a modification to a contract to exercise options for the USS WICHITA (LCS 13) post-shakedown availability (PSA). A PSA is accomplished within a period of approximately 10-16 weeks between the time of ship custody transfer to the Navy and the shipbuilding and conversion, Navy obligation work limiting date. Work will be performed in Jacksonville, and is expected to be complete by March 2020.

PCU BILLINGS Mast Stepping

Commanding Officer, CDR Michael Johnson, joined by the XO, CDR Aaron Helgerson, addressed the crew aboard PCU BILLINGS (LCS 15) for a traditional Mast Stepping Ceremony, 2 April 2019.

"The Mast stepping ceremony is a ceremonial occasion," said CDR Helgerson. "Today's ceremony centers around the placement of mementos into the base of our ship's mast, an important and time-honored practice aimed at laying the foundational character of our ship. The items we are about to place in BILLINGS' mast will not only serve as a gesture to secure safe passage and blessings to her crew, but also celebrate her birth and lay the foundation of her character and heritage."

The container, that gets welded to the mast, was comprised of dog tags for each of the commissioning crew members, a vial of soil from the ship's Sponsor, Mrs. Sharla Tester's farm, a coin from the BILLINGS Commissioning Committee, a coin from the Command Master Chief, and other memorabilia from the ship's namesake city of Billings, Montana.

The Mast Stepping Ceremony also celebrated the crew's first day living on board.

BILLINGS commissions in Key West, FL later in 2019.

LPD 29 Keel Authentication Ceremony

The keel for the future USS RICHARD M. MCCOOL, JR. (LPD 29) was ceremoniously laid during a ceremony at HII's Ingalls Shipbuilding Division, 12 April.

Shana McCool and Kate Oja are the ship's sponsors and granddaughters of the namesake, and authenticated the keel by etching their initials into the keel plate.

The ship is named in honor of Navy veteran and Medal of Honor recipient, Capt. Richard M. McCool, Jr. and is the Navy's 13th SAN ANTONIO-class amphibious transport dock ship.

President's Message

Richard D. Jones (3933)
 137 Putnam Avenue
 Ormond Beach FL 32174-5331
 (bmcmjones@yahoo.com)



Because of the printing schedule, the activities from the USCS Convention at WESTPEX will be reported in the June *Log*. However, several pre-convention changes have been made as we begin the new term with the newly elected board members.

First, Board member **Nancy Clark** has agreed to serve as the USCS representative to the **American Philatelic Society**. Nancy takes over from **Glenn Smith** who has served USCS in that capacity for over ten years. I really appreciate Glenn for his service in getting recognition for our top authors in the APS "*Articles of Distinction*" program.

Another change has been made in the Investment Advisory Committee. Our thanks go to **Bruno DeVinck** and **Stewart Milstein** for serving as advisors to the Treasurer since the inception of the Advisory Committee. New advisory team members will be finalized after the convention.

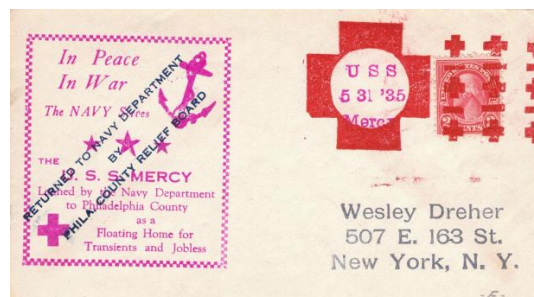
As mentioned in April **Al Eckert (9964)** prepared the USCS show cachet for WESTPEX. Covers will be serviced during the convention and additional covers will be available for sale in the June *Log* with details on Page 30.

Donations of excess covers from members who are updating their collections or have material from categories they no longer collect are always appreciated as they always find homes in new collections and stay within the naval cover community. Prior to the convention, I received a very large Priority Mail envelope of covers from **Harold Towlson (12,400)** with a note to use at the show table at the convention. I appreciate **Mr. Towlson's** generosity and they are in my suitcase headed for California.

One of the goals of USCS is to involve as many members as possible in meeting at our annual conventions. That is why we try to schedule conventions in conjunction with major philatelic shows on a rotating system that moves from West Coast, Middle USA, and East coast. However, there are many major shows that occur every year that often have USCS Member Dealers with a good inventory of naval covers. That is one of the reasons I insert the little show advertisements as page fillers each month. Please take time to visit one of the regional philatelic shows and seek out the naval cover dealers. Build your collections and have great time chatting with the dealers who can give you expert guidance on many topics centered on our hobby.

Now that we have concluded our convention in California, our next convention is not until September 2020 in Milwaukee, Wisconsin at MILCOPEX. Make your plans to attend MILCOPEX and several regional philatelic shows in the coming months.

USCS Auctions – take a look!
USS MERCY (AH 4) 5-31-35
USS SQUALUS Raised – GOW NG cachet



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

DK ENTERPRISES WORLDWIDE POSTAL HISTORY

Our specialty is military, Naval, POW (Prisoner of War) and internment camp postal history, but we also offer a wide range of United States and worldwide stamps, collections, covers, postal history, state and federal revenues, and postcards.



Dick Keiser

We set up at many shows around the country and are active buyers of all material. We also offer professional appraisal services for collections.

For quality postal history, visit our store at 10 NE Silver Pine Drive #110 in Bremerton, Washington, see us at a show, or visit our website.

Dick Keiser — DK Enterprises,
POB 1881, Silverdale, WA 98383

Phone: (360) 692-3818 • E-mail: stamps@dickeiser.com

Website: www.dickeiser.com

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

The Goat Locker

John Young (L-8219)
146 North Lincoln Street
Pearl River, NY 10965-1709
rkhooligan@aol.com



A Ship Named BEAR

She was once a sealer. She would lead the rescue for the Greely Expedition. She would bring reindeer to Alaska. She would become the flagship of the Bering Sea Fleet. She would become a movie star. She would go to the Antarctic in her later years. In her old age, she would go to war in search of Germans in Greenland waters. She was named BEAR and in her 89th year, a March storm wrote her finis in the North Atlantic.

This 189-foot, 1700-ton three-mastered barkentine was built by Stevens & Sons, Greenock, Scotland and launched in January, 1874. BEAR was built for power, not for speed, and probably never made over ten knots with her 500 horsepower auxiliary steam engine. She spent her first ten years in the sealing trade, operating out of St. John's, Newfoundland. Each spring, cannon shot would signal the start of the sealing season as the St. John sealers raced from the harbor and slammed into the ice pack. For a month or six weeks, the crew's slaughtered seals by the thousands, processing and skinning the animals until the ships were crammed with seal products from stem to stern. In her tenth season, BEAR set the sealing record for St. John's, first in and laden with 30,298 pelts.

World-wide fame came to BEAR in the early 1880's shortly after the Greely Expedition to the Arctic came to a disastrous end. In 1881, twenty five men led by LT Adolphus Greely set sail from St. John's, Newfoundland to the high Arctic and establish two observation stations to collect scientific data. They were dropped off and eventually became stranded on Ellesmere Island, as the relief ships were unable to reach them. By 1884, the U.S. Navy was in need of a vessel that could go into the Arctic and help rescue the expedition. They purchased BEAR for \$100,000 to assist in the rescue attempt, along with USS THETIS and two British ships (ALERT and LOCK GARRY).

The Relief Expedition departed Boston on 24 April 1884 and two months later BEAR found Lieutenant Greely and six other survivors on Cape Sabine (22 JUN 1884). Their (Greely) food had run out on 12 May; since then they held off hunger, but not starvation, by eating flowers, lichen, sealskin clothing, even canvas. Many of the group had either died or gone mad, while Private Henry was ordered shot by Greely for stealing food. The expedition's surgeon committed suicide. Those who had survived resembled skeletons. The surgeon aboard BEAR declared that none of the survivors would have lived more than a few days longer.

BEAR returned to Boston (August 1884) and was welcomed with international acclaim from the press and the

public. The Navy, however, had a different sort of thanks to give her; they condemned her, declaring her unfit for service because BEAR lacked the guns and armor of a warship. For other purposes, though she was eminently suited.

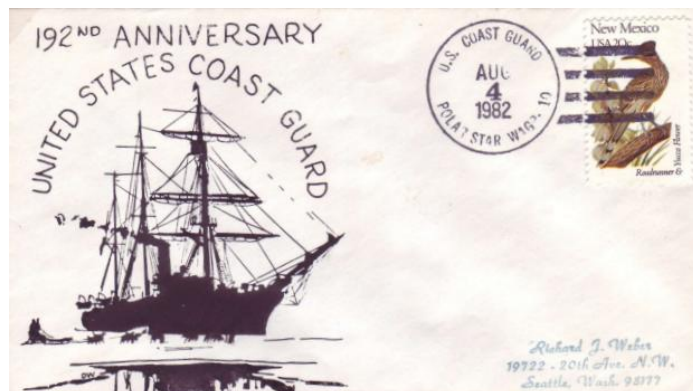


Figure 1: Drawing by Dick Weber depicts Cutter BEAR in ice, near Point Barrow, Alaska in 1921. The original copy was reproduced onto sheet of paper and made into envelopes that were posted aboard USCGC POLAR STAR on 4 AUG 1982 for the 192nd birthday of the U.S. Coast Guard. Limited edition: only 18 copies were made.

BEAR was transferred to the Revenue Marine Service (Act 3 MAR 1885) in New York for use on the newly formed Bering Sea Patrol. After repairs and alternations, BEAR sailed from Staten Island, NY on 8 November 1885 and arrived in San Francisco on 23 February 1886. The Cape Horn cruise, via Straits of Magellan took 106 days, with port calls at Rio de Janeiro, Brazil (8-14 DEC 1885) and Valparaiso, Chile (10-23 JAN 1886).

The cutter (BEAR) commanded by Captain A.A. Fengar had a compliment of 51 men and was armed with three rapid-fire six pound guns. Once on the west coast, she was assigned to Arctic waters performing patrols between Dutch Harbor AK and the Pribilof Islands. "Hell Roaring" Mike Healy commanded BEAR from 1886 through 1895.

During the winter months, mail would accumulate in Seattle and cutters would bring the mail north while performing the Bering Sea patrols. On the return trip south, the cutters would pick up mail, as well as federal prisoners from Alaska and transport them to Seattle. Captain Healy and BEAR would become legend in Alaskan folklore.

Her most famous cruise came during the winter months, 1897-98, when Secretary of the Treasury Gage ordered BEAR on the "Overland Relief Expedition". In fact, BEAR missed being transferred into the Navy during the War with Spain as she was in Alaskan waters from 27 November 1897 through 13 September 1898.

Captain Francis Tuttle had learned that eight whaling ships and their crews (273 seamen) were trapped in the ice pack, near Point Barrow. Departing in late November, the cutter was unable to gain access to the Arctic Ocean, and landed a relief party of three officers at Cape Vancouver on 14 December 1897. The party consisted of 1st Lieutenant David H. Jarvis, 2nd Lieutenant Ellsworth Bertholf and

Surgeon Samuel J. Call, USRCS. The plan was to travel overland (1,600 miles), with the aid of Alaskan natives with a herd of reindeer that was purchased along the way.

Driving the herd (450 reindeer) ahead of them in the face of icy winds, the party reached Point Barrow about three and one-half months after being put ashore by BEAR. The cutter arrived on 28 July 1898 and took aboard those seamen, whose ship had been crushed by the ice. BEAR returned to Seattle and a hero's welcome and being hailed by many as the greatest rescue of all time. Jarvis, Bertholf and Call received Gold Medals of Honor from Congress for their heroism in 1902.

Captain Jarvis resigned his commission (1905) and became involved in several different businesses in Alaska. President Roosevelt offered to name him Governor of the Alaskan Territory (twice) but during a political campaign a former friend accused him of corruption and receiving bribes. Jarvis committed suicide in a Seattle hotel room in 1911. Bertholf would serve as 4th Revenue Cutter Service/ Coast Guard Captain- Commandant (June 1911- June 1919) and Call remained in service until ill health forced retirement in 1909. He died two years later, at the age of 50.

In fact, Healy and Dr. Sheldon Jackson introduced the Siberian Reindeer to the Alaskan Natives (1892-95) because of wide-spread starvation. Commercial whaling and the slaughter of seals took away their main food source. BEAR made crossings, bringing over 175 reindeer in 1892. The next year she brought another 345 and established the present city of Teller as a reindeer station. One of the cutter's duties for next decade was transporting deer, whose total eventually came to 1280. The herd grew rapidly, doubling in size in three years while the natives began using them for food and clothing. Healy and his "fire canoe" saved the Alaskan Native from extinction and the village elders tell tales of Healy and the cutter BEAR.

BEAR cruised annually from 1886 through 1926. Besides carrying the mail and passengers (agents and prisoners), she assisted in charting of Alaskan waters, furnishing medical attention to natives, prospectors, missionaries and whalers. BEAR was the only law enforcement in Alaska and her captain, its Chief Magistrate. BEAR was homeported in San Francisco (1886-1909, 1924-26), San Diego (1909-19, 1922-23) and Seattle WA (1920-21) She earned the World War I Victory Medal with Asiatic Clasp for the period 17 JUL 1917 to 11 NOV 1918 while serving as a Navy patrol vessel within the 12th Naval District, except for summer Bering Sea patrols to Alaska.

A Report on Northern Cruise, dated 29 November 1915 has BEAR underway 2,247 hours and traveling 15,210 nautical miles. She sailed from San Francisco, May 2nd and stopped Ladysmith BC for coal and at Seattle for mail and supplies. She arrived at Unalaska 19 May where she met Cutter UNALAGA, transferring passengers, freight and mail to her, as she was proceeding to the Pribiloff Islands. BEAR headed to Nome, sailing 23 May and arriving 28 May.




Figure 2: Photo card (divided back) depicts Eskimo Fisher Maiden, Nome AK sent by "Uncle Bill" aboard BEAR to his niece, Grace Kerner, Milwaukee WS posted at Nome, Alaska on 10 JUN 1910. Northern cruise dates: 2 MAY- 15 NOV 1910

As soon as mail was landed, proceeded to St. Michael and landed mail for that Port on 29 May. While waiting arrival of first Nome steamers, held small arms practice at Fort St. Michael. She spent the most of June and July traveling between Nome and St. Michael. One entry has BEAR receiving 140 sacks of Nome mail from S.S. LATOUCHE at St. Michael. After receiving passengers, mail and supplies, BEAR steamed on cruise of Arctic Ocean and Point Barrow. Made port calls at Port Clarence (water), Cape Prince of Wales (native interpreter) and Cape Blossom (31 July.) Unable to land mail because of heavy swells until 2 August and took aboard accumulated since last overland mail left. Stops were made between Point Hope and Point Barrow at Cape Lisburne (water) and Cape Beaufort (inspect reindeer herd) and Wainwright (land teachers, mail & stores) arrived Cape Smyth (Barrow) on 7 August.

After completing all business, BEAR sailed south on 8 August with the mail. Stops were made at Wainwright, Icy Cap, Cape Beaufort and Port Hope where outgoing-teachers were taken on board and medical assistance were provided to the inhibitions. A northerly gale forced anchorage at Kivalena (8/14) and inspection of school, village and reindeer by the proper authorities. Divine services were held by Bishop Peter Rowe, the first bishop of the American Episcopal Diocese of Alaska. He was a passenger aboard BEAR from July 26th until he disembarked in Nome on 22 August 1915. She remained in Alaskan waters collecting the mails at various port calls until November. She arrived in Seattle (21 November 1915) and landed mail and passengers

TO BE CONTINUED

	NAPEX	Location:	McLean Hilton at Tyson's Corner 7920 Jones Branch Dr McLean, Virginia
		Sponsor:	National Philatelic Exhibitions of Washington
		Next Show:	June 7-9, 2019 Fri. & Sat. 10 a.m.-6 p.m., Sun. 10 a.m.-4 p.m.-->
			Website: www.napex.org

For Beginning Members

Long John Silver, Ship's Cook

Our society was founded in September 1932. In fact, the North Bay Stamp Club (Roy Sherman, Secretary) mentioned that a society whose scope is the collecting of all maritime postmarks, both naval and merchant was being formed in Florida with members eligible in all countries. Mr. York Briddell, Box 608, St. Petersburg FL is secretary and forwards particulars to anyone interested for a stamped, self-address envelope.

That item was in its October 1932 two-page newsletter and it appears Sherman joined the USCS in November 1932. During this period, Sherman had two rubber gaskets that were similar to Type 3 naval postmarks. The devices have U.S.S on the top of the dial and slots at the bottom, where rubber letters could be inserted to spell the name of the ship. They were used between September 1932 and May 1933, and then again three other times in 1934, 1935 and 1936.

For decades, these unofficial postmarks were classified as fancy cancels in previous edition of the USCS *"Handbook of Naval Postmarks"* but in 1997, the Fifth Edition of our *"Catalogue of United States Naval Postmarks"* has them classified as "common design #1- North Bay Stamp Club."

The two cancels can be identified as A (CD-1) and B (CD-1a) with the letters slightly closer to the lines in the latter and about 3mm from the lines in the former.

Figures 1-2



A (CD-1)



B (CD-1a)

Ship	Style	Date(s)
AARON WARD	A	9/21, 10/27, 11/11, 11/18/32
	B	11/24/32
GANNET	A	10/10/32
HALE	B	11/24/32
HOVEY	B	5/8/33
HULBERT	A	11/7/32
	B	11/11 & 11/24/32
KING	B	11/24/32
KOKA	B	3/23/33
Mc FARLAND	B	5/10/35 (LDC)
MILWAUKEE	B	12/8/32
NOA	A	11/8 & 11/11/32
PREBLE	B	11/24/32
PRESTON	B	10/27/36 (FDC)
RELIEF	B	1/1/33
SAN FRANCISCO	B	2/10/34 (FDC)
TALBOT	B	5/12/33
VESTAL	B	2/8/33
WATERS	B	2/14 & 3/4/33
WILIAMSON	A	10/20/32

All of the cancels have wording between the killers, some indicating holidays or MARE ISLAND/CALIFORNIA. The NOA cover has NATIONAL/ELECTION DAY between the killers. LDC (Last Day in Service) and FDC (First Day in Commission) is wording on these covers.



Figure 3: Sherman's canceling device was used for the formal commissioning of the heavy cruiser, SAN FRANCISCO because its official postmarks had no yet arrived in time. The Vallejo Chamber of Commerce sponsored a rubber stamp cachet and a reported 8,160 covers were serviced with Sherman's CD-1a cancel.



Figure 4: Printed "Happy New Year" cachet serviced with Sherman's CD-1a cancel with hospital ship RELIEF in the slots and the wording NEW YEAR/ DAY between killers. Cancel is a new discovery since the publication of the current USCS' postmark's catalogue.

Enjoy the old hobby of chasing old envelopes, franked with old stamps and great pieces of art done by the men and women of the greater generation. Welcome to navo-philately!

no. 6³/₄ (3⁵/₈" × 6¹/₂")

100% Cotton ENVELOPES 24#

Premium Quality

No Glue on Flaps

\$20/100 plus \$5.30 Shipping

\$85/500 plus \$12.35 Shipping

\$399/2500 plus \$43 Shipping

Make checks payable to USCS
Or PayPal via Receipts@uscs.org

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

FAIRWINDS

2019 Show Schedule

June 14-15 COLOPEX, Columbus, Ohio
 Sept 20-22 Houston Stamp Show,
 Houston, Texas
 Nov 15-17 NOJEX, East Rutherford, NJ
 Nov 22-24 CHICAGOPEX Itaska, Illinois
 Dec 13-15 FLOREX, Kissimmee, Florida

WE BUY COVER AND POSTCARD COLLECTIONS!

Paul and Becky Huber
PO Box 58
Beaufort, North Carolina
28516-0058
252 504 2137
Fairwinds66@live.com

West Coast Navy News

Ted Minter (9017)

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



USNS YUKON Contract

Vigor Marine LLC, Portland, Oregon, was awarded a contract for an 81-calendar day shipyard availability for the regular overhaul dry docking of USNS YUKON (T-AO 202). Work will include general services, miscellaneous steel repair, starboard main engine 12K overhaul, lifeboats davit repair and maintenance, tank preservation and tank deck overhead preservation. Work will be performed in Portland, Oregon, and is expected to begin on 26 April 2019, and is expected to be completed by 15 July 2019.

Guardian Sea Exercise

ANDAMAN SEA - The crew of the LOS ANGELES-class fast attack submarine USS LOUISVILLE (SSN 724) hosted several Royal Thai Navy (RTN) dignitaries, 8 April, during the bilateral exercise Guardian Sea.

Vice Adm. Chareonpol Koomrasi, chief of staff of the RTN Fleet led a group that included the commanders of the RTN's Helicopter Carrier Squadron, Frigate Squadron 1, Frigate Squadron 2, and Submarine Squadron.

Lt. Matt Ziesmer, the submarine operations officer on the staff of Commander, Destroyer Squadron 7, said the visitors toured the crew's mess, berthing areas, torpedo room, machinery room and control center. They were genuinely impressed with our capabilities and the technology onboard, but more than that, just the human dynamic of our close-knit crew who live and work on board a submarine for months at a time. It really brought home the importance of our mission here and the impact we have in the Indo-Pacific."

Guardian Sea, which ran from 7-12 April, is a U.S. Navy and RTN anti-submarine warfare (ASW) exercise is designed to strengthen interoperability and reinforce procedures for tracking submarines in a variety of conditions.

LOUISVILLE joined the HENRY J. KAISER-class underway replenishment oiler USNS GUADALUPE (T-AO 200), along with several RTN ships and aircraft. Navy personnel from Commander, Task Force 73 and DESRON 7 participated in the exercise.

Pacific Partnership 2019

Senior mission leadership, host nation and partner nation participants attended the closing ceremony of the third Pacific Partnership 2019 (PP19) mission stop in Kuching, Malaysia, 11 April.

"Throughout our time in Kuching, Sarawak, our collaborative efforts have demonstrated the United States Navy, and partner nations' commitment to strengthening and sustaining our enduring partnership," said Capt. Randy Van Rossum, PP19 Mission Commander. "We share a common interest to enable community resilience in times of crisis."

During the two-week mission stop in Malaysia, participants from PP19, including the Malaysian Armed Forces, military personnel from other partner nations, and civilians from local government agencies, collaborated to complete four engineering projects, nine host nation outreach engagements, ten performances by the Pacific Fleet Band, 47 medical, dental and veterinary side-by-side subject matter exchanges, and 22 humanitarian assistance and disaster relief (HADR) exchanges that culminated in an extensive field training exercise, simulating local response to a flooding disaster.

Malaysia is one of several host nations for Pacific Partnership 2019. The teams have also made stops in the Federated States of Micronesia, the Philippines, the Republic of the Marshall Islands, and are scheduled to make stops in Thailand, Timor-Leste, and Vietnam. Experts in the fields of engineering, medicine and disaster response will partner with each host nation to conduct civic-action projects, community health exchanges, medical symposiums, and disaster response training activities.

USNS BRUNSWICK (T-EPF 6) is PP19 command ship.

Norfolk Navy News

Darrell Millner (9859)

*106 Maxwell Lane,
Newport News VA 23606*



USS DWIGHT D. EISENHOWER Completes Fast Cruise

USS DWIGHT D. EISENHOWER (CVN 69) successfully completed her five-day fast cruise, 25 March, in another step toward returning to sea for the first time since July 2017.

The training was held to assess the ship's mission readiness through a series of drills and emergency scenarios the crew may encounter while at sea.

During fast cruise, Ike's Sailors, who operated the ship 24 hours a day, were tested by ongoing exercises to simulate transiting the Atlantic Ocean. Evolutions included simulated flight operations, man overboard and a variety of general quarters drills.

Carrier Strike Group 10, also known as the USS DWIGHT D. EISENHOWER Carrier Strike Group, includes the carrier USS DWIGHT D. EISENHOWER (CVN 69), cruisers USS MONTEREY (CG 61), USS SAN JACINTO (CG 56), and USS VELLA GULF (CG 72); the ships and staff of Destroyer Squadron (DESRON) 26; and the squadrons and staff of Carrier Air Wing (CVW) 3.

Eisenhower (CVN 69), visit www.navy.mil/local/cvn69/

(CVN 69) Returns to Sea

USS DWIGHT D. EISENHOWER (CVN 69) returned to sea 28 March following a scheduled planned incremental availability (PIA) during which the ship received innovative upgrades.

Ike is currently conducting sea trials off the coast of Virginia alongside engineers and shipyard employees from Norfolk Naval Shipyard (NNSY), running through a checklist of evolutions, including conducting small-boat operations, testing countermeasure washdown systems, executing high-speed turns, and testing catapults.

USS HARRY S. TRUMAN (CVN 75) Departs Naval Station Norfolk

USS HARRY S. TRUMAN (CVN 75) departed Naval Station Norfolk; 16 March, following a three-month availability period used to upgrade systems, conduct maintenance, and provide targeted training.

HARRY S. TRUMAN is currently underway conducting an independent streaming exercise. During this underway period, the crew will execute several ship-based training evolutions and drills to maintain proficiency, and will also conduct carrier qualifications for Norfolk-based C2 Greyhound aircraft.

PCU NEW JERSEY Keel Authenticated

Huntington Ingalls Industries' Newport News Shipbuilding division hosted a keel authentication ceremony 25 March 2019 for the VIRGINIA-class attack submarine NEW JERSEY (SSN 796).

Susan DiMarco, a retired dentist, community volunteer and wife of former Secretary of Homeland Security Jeh Johnson, is the ship's sponsor. She chalked her initials onto a

metal plate. Shipbuilder Jess Batruk, who is originally from New Jersey, then traced the initials with a welding torch, signifying the keel of SSN 796 as being "truly and fairly laid." The metal plate will remain affixed to the boat throughout her life.

The sub's prospective commanding officer is CDR. Joseph Spinks.

NEW JERSEY is the 23rd Virginia-class fast attack submarine. Construction began in March 2016 and is about 42 percent complete. The boat should be delivered in 2021.

USS ABRAHAM LINCOLN Deploys

The aircraft carrier ABRAHAM LINCOLN's globetrotting tour kicked off on 1 April.

Led by Rear Adm. John Wade, the five warships and nine aviation squadrons of the ABRAHAM LINCOLN Carrier Strike Group departed Norfolk that morning, with the flattop eventually ending up at her new homeport, California's Naval Air Station North Island.

Regardless of the significance of April 1, it marked LINCOLN's first deployment in seven years.

The carrier arrived in Norfolk on 7 August 2012, and began a four-year midlife refueling and overhaul at the Huntington Ingalls Newport News Shipbuilding complex six months later.

The guided-missile escorts shepherding the carrier out of Norfolk will include the cruiser LEYTE GULF and destroyers BAINBRIDGE, MASON and NITZE.

One of the strike group's designated destroyers, USS GONZALEZ, left Norfolk on 15 March 15 on what officials call an independent, ballistic missile defense deployment, but it could rejoin strike group. That warship is expected to rejoin LINCOLN on the other side of the Atlantic.

When LINCOLN departed Virginia she took an important piece of carrier history with it. During LINCOLN's Newport News overhaul, workers transferred one of the decommissioned USS ENTERPRISE's massive anchors to LINCOLN, sparing it from the scrapyards and preserving a piece of the legendary flattop's legacy for today's fleet.

KEARSARGE (LHD 3) & TRUMAN earn Battle Effectiveness Awards

The Battle "E" recognizes sustained superior performance in an operational environment, and continuous readiness throughout certifications and qualifications conducted during the competitive period. Eligibility for this award demands day-to-day demonstrated excellence in at least four of six assessed areas including warfare, engineering and logistics.

KEARSARGE is the flagship for the KEARSARGE Amphibious Ready Group and, with the embarked 22nd Marine Expeditionary Unit, is deployed to the U.S. 5th Fleet area of operations.

Also, Commander, Naval Air Force Atlantic announced 8 March the USS HARRY S. TRUMAN (CVN 75) was selected as the East Coast's CY2018 Aircraft Carrier Battle Effectiveness (Battle "E") Award winner.

Thanks Navy Newsstand, Newport News Shipbuilding Press

Regards, Darrell

From the Reeves Accumulation Part 2

Rich Hoffner, Gold Member, (H-4456)

Courtesy of USCS member/dealer **Paul Huber** a large hoard of covers from the stock and collection of expelled USCS member Ron Reeves were donated for research into possible counterfeit postmarks on the Reeves covers.

I am still digesting the Reeves accumulation, particularly his Fred Karcher cachet collection.

Several covers need to be explored:

Two of the covers, with Karcher cachets, have cancels that were known counterfeits by Ron Reeves. Until now, these covers had remained unknown. One is for the Sea Trials of **PARCHE** (SSN 583). Karcher had his covers postmarked at Pascagoula MS with a machine cancel. I suspect this was an un-serviced cover that Reeves added his fake cancel to.

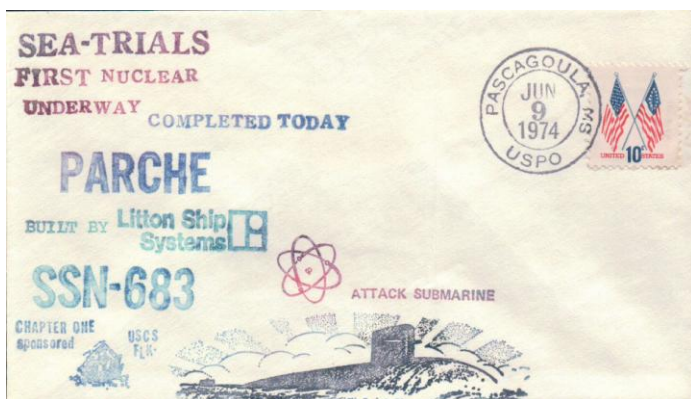


Figure 1: Cover with Karcher cachets and faked Reeves cancel.

The second cover is for **USS FIFE** (DD 991) Keel Laying, which has a Reeves fake Pascagoula MS four bar postmark. This Karcher event had been unreported until the Reeves accumulation was discovered. My exhaustive study of Karcher cachets did not list a Keel Laying cover for FIFE. I suspect this cover went un-serviced and Reeves had an opportunity to use his fake cancel on it.

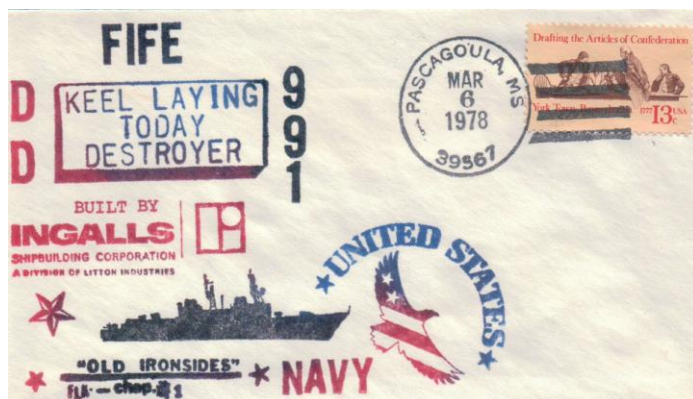


Figure 2: USS FIFE (DD 991) fake Keel Laying cover.

Another anomaly is a cover with a Karcher cachet for the Commissioning of **USS LOS ANGELES** (SSN 688). What stood out was the address stamp on the cover for **USS LOS ANGELES**. This does not appear on any other Karcher cover, but it is an element on many Reeves cachets. Additionally, it is the only cover I have seen with a hand cancel for **USS SPRUANCE**. None of the recorded Karcher **LOS ANGELES** covers were postmarked aboard **SPRUANCE**.



Figure 3: USS LOS ANGELES (SSN 688) with questionable USS SPRUANCE cancel.

An additional cover, that I suspect was postmarked by Mr. Reeves, is a Karcher cachet for the Keel Laying of **USS CALIFORNIA** (DLGN 36). This is the first serviced cover I have seen with a Karcher cachet for the Keel. Dated 1-23-70 aboard **USS SELLERS**, it has an additional undated postmark, an all-purpose hand cancel from Newport News VA.

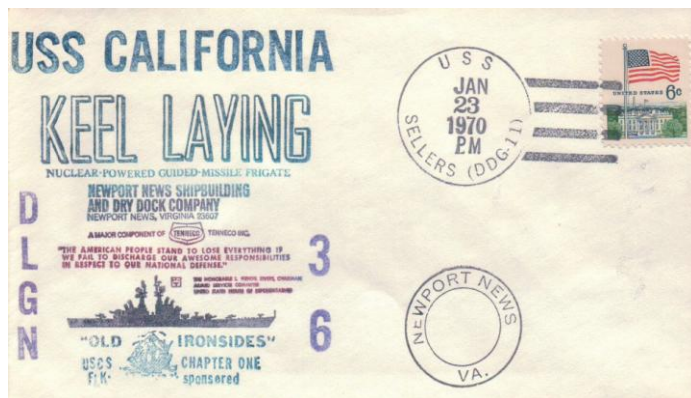


Figure 4: USS CALIFORNIA (DLGN 36) Keel Laying with USS SELLERS cancel and Newport News VA undated cancel.

Perhaps our readers can check their collections and see if you have any of these covers and if you have covers with these cancels or other postmarks.

My next endeavor will be to explore the use of un-serviced Karcher cachets, serviced by Mr. Reeves for later events in the life of the ship. Such as Decommissioning's and anniversaries. Reeves altered the Karcher cachets to suit these modern events.

Something to share? Contact me at:

Richard Hoffner, Sr. (pauscq@gmail.com)

Operation Iceberg First Day Covers

Gary B. Weiss (10199)
501 Medical Center Blvd.
Webster, TX 77598-4219
garybweiss@aol.com



My collecting is limited to some of the US possessions. Modern Ryukyu Islands philately begins during World War II starting with Operation Iceberg. The invasion of the Ryukyu Islands involved over 800 ships which were tasked with capturing, occupying and then defending Okinawa. I have been adding covers from this Operation to my Ryukyu Islands collection for the past 40+ years. The Operation began 14 March 1945 and ended 30 June 1945 (although many of the ships remained there after that date).

During this time, I have found only two covers dated March 14, 1945 from ships in this fleet. The first is from USS JOSEPH T. DICKMAN (APA 13), an attack transport (**Figure 1**). She was one of the largest attack transports in the Amphibian Force during World War II and carried 35 landing boats and 2 tank lighters, along with 51 officers and a crew of 634. The second cover, a recent purchase, is from USS MANLEY (APD 1), a high-speed transport (**Figure 2**). I doubt that I will ever complete my collection with an example from each ship, much less with an example from each ship on their first day of this Operation.

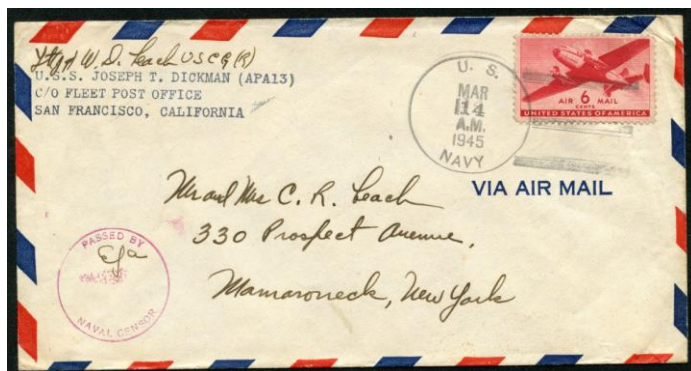


Figure 1: First day of Operation Iceberg, USS JOSEPH T. DICKMAN



Figure 2: First day of Operation Iceberg, USS MANLEY (APD 1)

To complete this story, **Figure 3** shows a cover from 30 June 1945, the last day of the Operation. It is from USS WASP (CV 19), an Essex-class aircraft carrier. She supported subsequent occupation efforts, despite suffering serious typhoon damage to her forward flight deck on 25 August. The carrier returned to the U.S. in October.

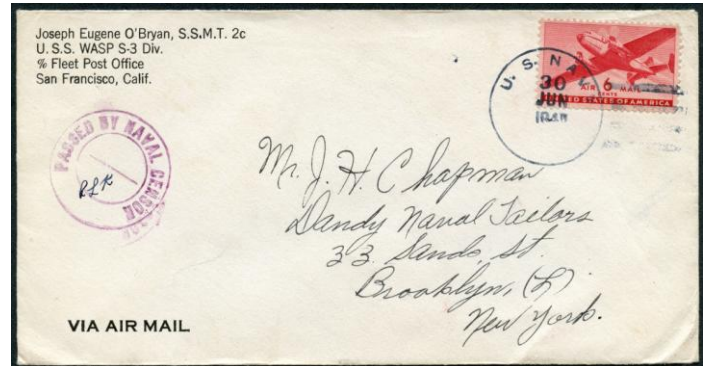
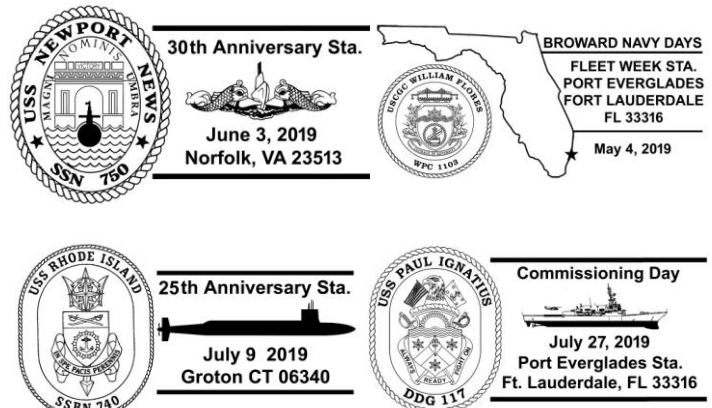


Figure 3: Last day of Operation Iceberg, USS WASP (CV 19)

Pictorial Cancellations

Rich Hoffner, Sr. (H-4456)

Wolfgang Hechler (9392)



no. 6 3/4 (35/8" 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: karlzurn@gmail.com
 mail orders to: Karl Zurn, FRI, 1980 N. Atlantic Ave.
 Suite 520, Cocoa Beach, FL 32931

FLEET WEEK NEW YORK 2019*Phil Schreiber 9110*

New York City will host its 31st FLEET WEEK this year from May 22 to 28, 2019 when fifteen ships will be docked at six different locations. All, but two, of the ships will be open for public tours.

USS NEW YORK (LPD 21) and Royal Canadian Navy's HMCS GLACE BAY (MM 701) will be docked at Manhattan's Pier 88, not far from Time's Square.

USCGC LAWRENCE O. LAWSON (WPC 1120), Royal Canadian Navy's sail training ship HMS ORIOLE (KC 480) and four U.S. NAVAL ACADEMY "YP" training patrol boats will be docked at Manhattan's Pier 86 (INTREPID SEA, AIR AND SPACE MUSEUM).

USS HUE CITY (CG 66) will be docked in Brooklyn Cruise Terminal at Red Hook.

USS JASON DUNHAM (DDG 109), USS MILWAUKEE (LCS 5), USCGC KATHERINE WALKER (WLM 552), and USCGC CAMPBELL (WMEC 909) will dock at the STATEN ISLAND "HOMEPORT PIER" not far from the Staten Island Ferry (which is a "free ride" from Manhattan's Battery Park).

USS TORNADO (PC 14) will be at the U.S Merchant Marine Academy, Kings Point, but not open to the public.

USNS BURLINGTON (T-EPF 10) be in the Bronx at the Maritime College of the State University of New York, but not open to the public.

Public tours will be from 8 a.m. to 5 p.m. In Manhattan ship tours at Pier 88 will be closed on Sunday, May 26. In Brooklyn ship tours are limited to only Sunday May 26 and Monday May 27. Tours at the Pier 88 INTREPID site will be from 10 a.m. to 5 p.m.

Young children and the elderly are always welcome to visit and enjoy the tours of the ships. In the past personal identification has been strictly enforced so if you come, bring a "photo i.d."

The USS NEW JERSEY CHAPTER 90 plans to sponsor two cachets and two pictorial postmarks for this event, both are shown below. For each of the past Fleet Week New York cachets and pictorial postmarks, the USPS and cachet makers have given excellent cooperation, and it is hoped that this continues.

I hope to find many USCS MEMBERS and their families and friends among the visitors.

**Letter to the Editor**

After article about the Corregidor cover mailed by radioman Sid Burnett came out in the March *Log*, I received a phone call from long-time USCS member **Phil Schreiber**. Turns out that Phil was also a navy radioman in WW II, so he enjoyed reading the article. It also brought back a lot of memories for him.

Phil said some men had highly specialized training, which would be noted in their service record when completed. They were referred to as "docketed" sailors, and it protected them from work outside their specialty. He said that Sid Burnett, the radioman on Corregidor, would have been docketed, probably as a FOX operator (high speed Morse Code). Phil's technical knowledge quickly went over my head!

Since Phil lives in New Jersey and I live in Oregon, this was the first time we've met. I enjoyed hearing a little about his WW II experiences on LST-991 in the Pacific. Among other locations, he saw action at Leyte, Luzon, the invasion Lingayen Gulf, Subic Bay, and was also at Corregidor when U.S. forces took it back from the Japanese. When the war unexpectedly ended with the atomic bomb, Phil's LST was practicing landings for the invasion of Japan. He was happy that it was all over.

Anyway, I'm glad Phil enjoyed the article and took the time to call me. It was a pleasure to meet him—like many of our members, he's an interesting guy.

Thanks,
Lloyd Ferrell



PIPEX

Location: The Red Lion Hotel on the River - Jantzen Beach
909 N. Hayden Island Drive, Portland, Oregon

Sponsor: Northwest Federation of Stamp Clubs

Next Show: May 10-12, 2019

Website: www.pipexstampshow.org

**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

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

A Proud Lion at Rest USS PONCE (LPD 15/AFSB(I) 15)

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

The US Navy retired one of its oldest – and unique – warships on 15 October 2017.

USS PONCE (AFSB(I) 15), also known as ‘Proud Lion,’ was pulled from the waters after 46 years of service and 27 deployments. She made good use of those years. Originally dubbed LPD 15 when she mustered into the service in 1971, PONCE was an AUSTIN-class amphibious transport dock, which was basically a floating airstrip and base for helicopters and amphibious attack vehicles. In 2011/12 she was converted into an experimental test bed for a concept called Afloat Forward Staging Base, combining her existing facilities with more of a command structure.

As originally built, PONCE was able to sit off shore and facilitate the take off, landing and launching of combat and humanitarian aid vehicles. When she switched to AFSB status, she did pretty much the same job, but she now hosted command structures and, best of all, she had an Internet café...

PONCE spent her final five years testing the AFSB platform, supporting operations of the US Fifth Fleet and Control Command, primarily as a mine counter-measure platform, but she also aided in helicopter operations against the War on Terror and against pirates off the Arabian Peninsula. For that work, she earned a Combat Action Ribbon.

And now, rest.

PONCE’s career began long ago... She was laid down Halloween Day, 1966, at Lockheed Shipbuilding in Seattle, Washington as part of the TRENTON subclass of the AUSTIN platform and featured a larger deck astern than her earlier sisters. She wasn’t launched until 20 May 1970. She was commissioned 10 July 1971 and was the first ship named after the city of Ponce, Puerto Rico, which in turn was named after Spanish explorer Ponce de Leon, hence the vessel’s Proud Lion nickname. The 570-foot long vessel’s main features are a large deck on the stern that can handle up to six helicopters and is built over a large well deck that handles amphibious attack vehicles and cargo – and dispatch the same out the stern by settling down in the water. She weighed 16,500 tons with her full crew, a load of Marines and their equipment.

PONCE spent much of her career based out of the East Coast or Mediterranean, and most of her on-station work came in the troubled Middle East. By 1984, her role was clear. That’s when she stood off Beirut, Lebanon as a crucial spot for multi-national flights going in and out of Lebanon as a response to the Marines’ barracks bombing there. It was at

Beirut that PONCE conducted her 20,000th helicopter landing.

In 1990, PONCE was deployed to rescue American citizens trapped in Liberia during the troubled nation’s latest civil war. From June to December of ’91, PONCE took part in Desert Shield, supporting Operation Desert Storm. From war business to peace work was an easy job for this vessel – 1992 saw her helping folks out after Hurricane Andrew hit America’s East Coast.

In 2003, she returned to combat, departing Norfolk with a load of Marines from Camp Lejeune, delivering them in time for the invasion of Iraq. She promptly switched over to serve as flagship of Mine Countermeasure Squadron 3, which included mine-sweeping helicopters from the US, England and Australia. The choppers cleaned the mines from the Khawr Abd Allah River and a part of the Umm Qasr that was holding up humanitarian aid to Iraq after the invasion ended.

Mine countermeasure work would sum up the bulk of PONCE’s remaining career. She has played host to a myriad of helicopters that sweep strategic waterways with special mine detecting sleds suspended from the aircraft, but that’s not all. Other countermeasure measures have included divers, submersible vehicles, even specially trained seals – of the marine mammal variety, that is.



**USS PONCE
(LPD 15/AFSB(I) 15)
prepares to take on a
mine sweeping MH-
60S Sea Dragon while
on duty in the Middle
East. The old warrior
served for 46 years
with 27 deployments
before being
decommissioned
October of 2017.
USN photo, MC3 Scott
Pittman.**

She had one more combat slash humanitarian mission in store for her. PONCE reported to Libya in 2011 as part of a multi-national response to the bloody civil war that overthrew Muammar Kaddafi. She was meant to do her job and return home for decommissioning. She was on station for a short time, reporting in February and leaving late April. She took the long way home, stopping at Ponce, Puerto Rico as part of the final farewell tour.

Instead of retiring, she found a whole new career. She was to become the latest step in a dedicated command and transfer platform, doing the job of larger and more expensive ships needed elsewhere in a time of crisis.

The Floating Base concept goes back to World War Two when two dozen Liberty ships were converted to floating repair shops for B-29 bombers during the Pacific island hopping campaign. That floating idea struck a nerve and those old Liberty ships led to special helicopter support vessels in the 1950s, bases that supported conventional and

special ops missions in Vietnam and into the 1980s (by the way, that would include PONCE and her AUSTIN-class sisters). In the 1980s, specially converted oil rig platforms were used in the Persian Gulf. During the Haiti conflict in 1994, deck space on the aircraft carriers DWIGHT D. EISENHOWER and USS AMERICA were turned over to Army helicopters.



PONCE had just returned to Norfolk from the 1975 Operation Ocean Safari when their Locy Type 2(n+) cancel was sent across a Continental Marines stamp (Scott 1567). Ocean Safari was a six NATO nation training exercise in North Atlantic waters – said exercise being a simulated military and political “assault” on Norway if the nation were to suddenly align themselves with the USSR. 65 NATO ships, hundreds of aircraft and 17,000 Navy and Marines took part. The aircraft tally should also include the 30 or so Soviet aircraft that spied on the exercise. Cover was sent to Martin Longseth, cachet designer and, along with wife LaRita, editor of the Log at the time. Image Log Auction scan 11-2015

Then came 2001. In the early days of the War on Terror, carrier KITTY HAWK was used for special operation insertions and as a command center against Al-Qaida in Afghanistan. Naval architects took notice, realizing there wasn't a need to tie up valuable real estate when an AUSTIN-class AFB could be converted from floating platform to an actual command and transfer base instead.

PONCE happened to be the right AUSTIN-class vessel at the right time. Her retirement cake was tossed in the garbage and she was shunted over to Norfolk for a conversion that would end up costing almost \$70 million.

First, someone had to get rid of 800,000 uninvited crew members – a massive cockroach colony. No word if they were offered pension plans.

The Proud Lion was stripped down to the studs and rebuilt. Eight mission spaces were constructed, creating command centers with a total of 130 computer stations hooked up to satellites and up to six military networks for real-time face time in a crisis situation. PONCE also picked up a full suite of repair facilities and her helo deck was updated to support larger helicopters and tilt-rotor Osprey aircraft.

She could also now handle Scan Eagle drones, and when she launched them shortly after returning to service, she was the first to deploy drones from a ship. That fact pretty much symbolized the new PONCE – not only could she respond to a crisis in hours, she came bearing combat

helicopters and drones – and there's nowhere to hide when the Navy rings the doorbell with a drone.

PONCE also acquired an Internet café. It probably helped that the command center had all that wifi... The crew that now enjoyed a coffee while streaming the latest episode of *Kevin Can Wait* had also been whittled down to a more efficient 190 (down from almost 500), leaving room for more crew if needed or up to 350 more personnel could be called in for specialized operations.

In July, 2012, PONCE was back in service, operating off the coast of Bahrain. Her primary mission would remain mine sweeping, and in fact she would be tapped to carry out experiments on new mine countermeasure technologies.

She also became the test bed for a futuristic weapon. When PONCE was being built, the original science fiction show *Star Trek* played on television screens. In 2014, PONCE was equipped with something that belonged on the starship *Enterprise* – a laser cannon.

Throughout 2014, the prototype of the AN/SEQ-3 Laser Weapon System (also known as the XN-1 LaWs) was field tested on PONCE. The LaWs is an infrared beam firing laser array that can be adjusted – to stun or kill. Basically, six welding lasers were placed together into a nifty cannon shape and strapped on deck, the trigger itself attached to a video-game looking device that can be controlled by one sailor.

PONCE's unit was mounted on the superstructure, just above the bridge. The concept behind the weapon is just as simple as its trigger device. When target is acquired, the decision is made to set the weapon to stun – to warn away a vessel – or through an array of higher settings that can knock out a plane's engine, destroy a missile, set fire to a boat, or make things explode. Basically, it can be fine tuned to burn out a crucial component, causing an invader to fall apart or crash.

It works. In tests against a small drone with the cannon set at 30,000 watts, the drone was splashed in two seconds. The fact that the cannon can be set on rapid fire spells doom for any multiple offenders that decide to cross the cannon's wielder.

And, all of this can be yours (or at least taxpayers in general), according to Navy reports, for 59-cents a shot. Whether you are killing a ship or inducing a pirate to back off, that's the price of cheap coffee versus the thousands or millions spent on conventional weapons during your average combat scenario.

The LaWs is married to a sophisticated radar system – not only does it help the laser locate targets up to several miles away, PONCE personnel reported it's a superior optic system, much like a Hubble Telescope at sea.

There was a tactical reason behind PONCE's selection as a LaWs test bed. In 2014, she was in the Persian Gulf clearing mines from the shipping lanes of the Strait of Hormuz. The Navy had been told to expect the folks that laid those mines to send swarms of small, armed boats to chase PONCE away.

Continued on page 22

The Joy of Collecting: Destroyers with Numbers, Without DD Classification

Gregory A. Finnegan (9677)
688 57th Street
Oakland CA 94609-1642
g.finnegan@comcast.net



Part 7 of Phillip Nazak's "Fantail Forum" in the April 2019 *Log* included cancels from two 4-piper destroyers that he flagged for including the ship's number while omitting the "DD" classification. PEARY's was familiar to me, as I have it, dated 28 DEC 1931, on what looks to be a Christmas card cover addressed to my father, in MONOCACY, his new assignment after leaving PEARY on 10 Dec. (Figure 1) But I was prompted to dig out my destroyer covers, from a nagging sense that in the late 1920's-early 1930's, at least, it was customary to refer to destroyers by their numbers, only, without the DD. I once acquired a large auction lot of No.10 official-mail covers, from those years.

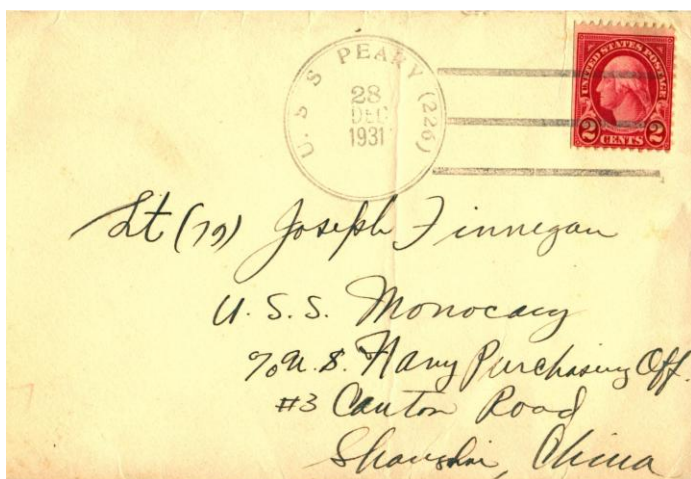


Figure 1: PEARY to MONOCACY.

With specific regard to cancels showing name and number, without "DD," I can add a George S. Hill philatelic cover from PERCIVAL T-3(n)s postmarked 4 March 1930. (Figure 2) I also have 4 other such cancels; two of them are "Fancy" cancels on philatelic covers, but two are from PARROTT: one is a cover with a T-9(n) cancel from 1928, to Dr. Locy himself. (Figure 3) A second is a 1932 T-F cancel. (Figure 4)



Figure 2:
PERCIVAL

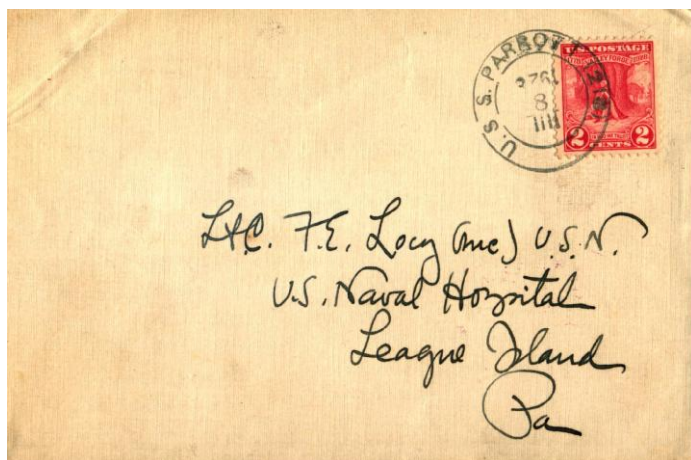


Figure 3: PARROTT T-9(n)

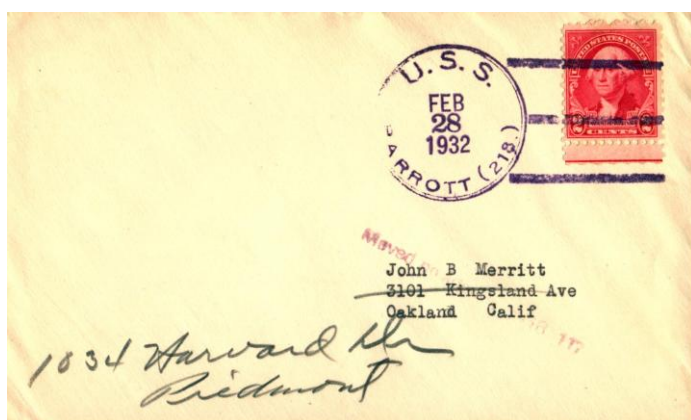


Figure 4: PARROTT T-F

EDSALL	129	11 Sept. 1934	T-F E-11b	philatelic
PARROTT	218	8 July 1928	T-9(n)	to Dr. Locy
PARROTT	218	28 Feb. 1932	T-F P-5	philatelic
ALDEN	211	4 July 1938	T-F A-16	philatelic

The rest of my destroyer cancels from that period simply state only "U.S.S." and the ship's name; there aren't any with the DD-number added, with or without classification letters.

But what turned out to have been sticking in my mind was official-mail corner cards—some rubber-stamped, most printed (and presumably by the Government Printing Office, unlikely to make mistakes.) I have some 36 destroyer corner cards, which specify name and (only) number. Corner cards are printed, unless rubber stamp (rscc), typed (twcc), or handwritten (hwcc) is noted.

Most of these covers were addressed to the Bureau of Navigation in Washington DC; others are to the Bureau of Engineering or the Bureau of Medicine and Surgery, and HAMMANN (Figure 5,) is to the Boston Navy Yard. Note that the HAMMANN cover, from a ship well-known for being sunk at the Battle of Midway while assisting YORKTOWN, shows that the practice of omitting "DD" was still in at least some use as late as December, 1941; indeed, 2

BULMER covers from 1944 still use a 'rsc' in that format. **Figure 6**, SIMPSON's No. 10 cover, personally used, with postage added, is to my father in PEARY; both the printed corner card and the handwritten address to PEARY use the name + (number) format. I've noted several corner cards where "Destroyers" in some combination appears alongside the ship's name and number, but in all the examples listed above, the line for the ship herself contains only the name and, in parentheses, her number, with DD not included. So while the Fantail Forum article that prompted this response does indeed, and predominantly, show cancels which were incorrectly made, the destroyer cancels with number, only, appear to represent Navy practice at the time they were made. It's interesting that PARROTT has a T-F similar to PEARY's, both possibly procured in China or the Philippines, since both ships were in the Asiatic Fleet—but the same double-ring style exists for sister Asiatic destroyer RIZAL, without her number in the cancel.

RIZAL 174 3 Nov. 1927 T-F R-19 philatelic; name only

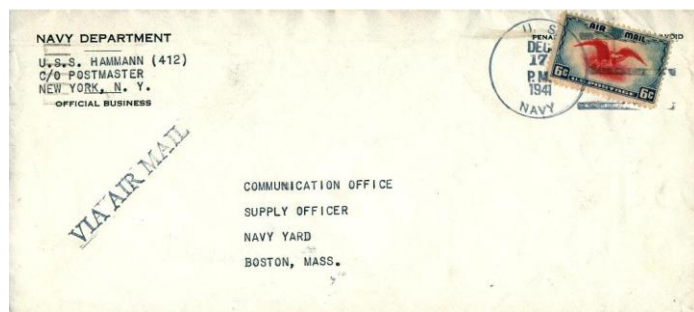


Figure 5: HAMMANN (412)

A last bit of evidence for destroyers being known by their numbers, without classification letters, comes from cachets. Naval active-duty M. B. Owens' 1935 photo cachets for WHIPPLE and PAUL JONES show their large number, but no letters, on bows. Not directly representing Navy practice, but from a Navy-veteran collector, is W.G. Crosby's photo cachet for PEARY, 4 July 1937, which has "PEARY (226)" in cachet, with no classification letters.

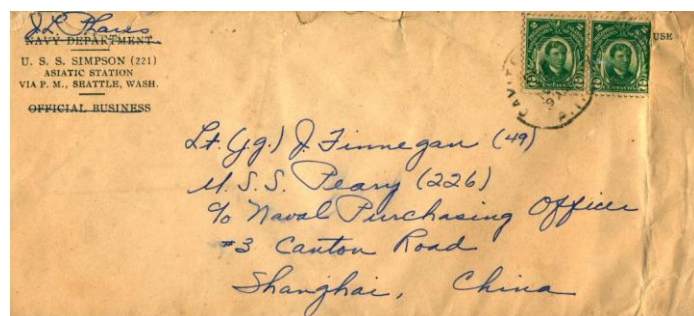


Figure 6: SIMPSON to PEARY

After I'd written this, it occurred to me that there might be a simple explanation for why "DD" wasn't used in destroyer cancels, corner cards, or addresses: in practical terms, before the massive expansion of the Navy in WW II, if a ship had a three-digit number, it was a destroyer. The only exceptions I can find are submarines, which hit SS-100 somewhere around the late R boats, and the WW I sub chasers—though in the latter case the number was the name.

Ship	Number	Date	Cancel	Notes
LUDLOW	112	24 Dec. 1926	Honolulu	RSCC; NOB PH
BADGER	126	27 Mar. 1932	T-3s	also 27/4/32
EDSALL	129	3 Jan. 1929	T-3rs	
TILLMAN	135	16 Apr. 1931	T-3s	
DALLAS	199	28 Feb. 1929	T-5s(C)	also 10 Apr. 1929 KB: Panama Bay / Balboa CZ and Gonaives Bay / Haiti
HOVEY	208	11 Sept. 1934	T-3s	RSCC; San Diego
SMITH THOMPSON	212	8 Feb. 1929	T-3(B)	KB: San Diego / CA
TRACY	214	30 Jan. 1929	T-3s	RSCC
WHIPPLE	217	15 Apr. 1931	T-9	SL date
SIMPSON	221	1931	Cavite PI	to "PEARY (226)"
SIMPSON	221	26 June 1931	T-5(B)	
BULMER	222	21 Aug. 1930	T-3r	Shanghai
BULMER	222	28/2/1944, 15/7/44	T-2z	rsc
STEWART	224	16 Apr. 1932	T-5hks	Shanghai
PEARY	226	6 Oct. 1931	T-F	P-11
JOHN D. FORD	228	1 Nov. 1928	T-3	
PAUL JONES	230	3 Mar. 1944	T-CD-Z1	rsc
OVERTON	239	16 June 1932	T-5hks twcc	KB Balboa
CHILDS	241	1929?	T-3r	KB: Gonaives / Haiti
BAINBRIDGE	246	13 June 1932	T-5hks	KB: Staten Is. / NY
SINCLAIR	275	6 Feb. 1929	T-3s	rsc; KB Balboa
DOYEN	280	6 Feb. 1929?	T-3r	KB: Battle / Fleet CC: NAVY DEPARTMENT/ UNITED STATES FLEET/ DESTROYER SQUADRONS, BATTLE FLEET / U.S.S. DOYEN (280) / OFFICIAL BUSINESS
COGHLAN	326	26 Oct. 1925	(2) T-3(B)	
SUMNER	333	6 Feb. 1929	T-3s	KB: Balboa CZ? CC: NAVY DEPARTMENT/ U. S. S. SUMNER (333) / Destroyer Squadrons, Battle Fleet / Care Postmaster / San Diego, California / OFFICIAL BUSINESS
WASMUTH	338	17 Feb. 1932	T-3s(A)	CC: NAVY DEPARTMENT/ U.S.S. WASMUTH (338) / DESTROYERS, BATTLE FORCE / OFFICIAL BUSINESS
DECATUR	341	5 Mar. 1929	T-3r	CC: NAVY DEPARTMENT/ UNITED STATES FLEET/ DESTROYER SQUADRONS, BATTLE FLEET / U.S.S. DECATUR (341) / OFFICIAL BUSINESS
WM. B. PRESTON	344	11 Feb. 1929 (2), 13/2/29	T-3	
SICARD	346	27 Aug. 1928 + 3 others 1928+29	T-3rs	
HAMMANN	412	17 Dec. 1941	T-3z	ship & number typed

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)

NAVAL
COVER
MUSEUM

Visit the Naval Cover
Museum

<https://www.navalcovermuseum.org/>

William S. Linto: A Prolific Cachetmaker

By Ralph H. Nafziger

Reprinted with permission: *LaPosta, The Journal of American Postal History* –Fourth Quarter 2018
Pages 22-26

William Stanley Linto (**Figure 1**) was born in 1884 in England into a family of 10 children. He moved with his family in 1900 to Gloversville, New York, to resume their trade of glove making. Soon, Linto had a composer job at the *Gloversville Daily Leader*. He married Jesse Hall in 1907, and never had children.

In 1913, Linto and his wife moved to Portland, Oregon, where his wife's brother and family lived. Linto began working as a journeyman in the composing room of the *Portland Oregonian*. His career lasted 45 years. In the 1920s, two of Linto's brothers, Reginald and Harold, moved from Gloversville to Portland (Nafziger and Sverid, 1983).

William Linto resumed his early interest in stamp collecting in the early 1920s. He acquired a hand-operated printing press on which he printed cards and announcements for his friends. He was able to set his own metal type due to his occupation. He died in 1967.

General Covers

In 1934, Linto began producing cacheted covers at home in his den, which occupied most of his spare time thereafter. His first cachets either were for covers with ship cancels or commemorated holidays. The cachets were handdrawn and handcolored. Often there were variations in lettering and colors.

His first known cachet was for Easter on April 21, 1934. It was machine-cancelled in Portland. The cancel is on a deep purple cachet, and therefore, does not show well in an illustration.

A second cachet commemorated Memorial Day. This cover was cancelled on the USS LAWRENCE on May 30, 1935 (**Figure 2**). There was no information about the cachet on the reverse side of the cover.

He began producing handdrawn/handpainted thermographed cachets on December 25, 1935 (**Figure 3**). This also was the first time that cachet information was presented on the reverse (**Figure 4**). Only the number of covers produced was included (Rawlins, 1988).

Linto began producing printed cachets in 1935. The first known was cancelled January 1, 1935 and commemorated the general cruise of the USS GANNET (**Figure 5**).

With cover number 23, Linto began numbering his cachets on the reverse side of the cover, as well as adding the number of covers serviced.'

This cover commemorated the annual Rose Festival in Portland, and was cancelled USS ARCTIC, June 13, 1936.



Figure 1: William S. Linto in 1958.

Beginning with cover number 150, Linto produced 1,621 patriotic covers (Bergren, Sherman, 1999, 2006). Later, he used his cachets to comment on the news of the day. During this period, his opinions and prejudices were clearly stated in his cachets. Typically, only 10 were made of each design.

The last known numbered cachet was number 4130 cancelled in Portland on April 25, 1957. There were at least 4,107 different numbered cachets.

Linto was a printer. He did not design his own cachets, but used stock cuts on most of his covers. However, he did embellish these cuts with a variety of frames, text with different wording fonts, and symbols. There were many color combinations of a given cachet.

During his active cachetmaking years, Linto also printed nearly 200 cachets that did not include cachet numbers on the reverse side of the cover. Each of these covers had a name related to the cachet subject. The first known is on a cover cancelled November 11, 1934, and the last known is on a cover with a July 7, 1958 cancel. An example is shown in **Figure 6**.

These years also saw seven different and separate series of Linto cachets. These are summarized in Table 1 on page 26.

From time to time, Linto would print a two-line addition to an existing cachet. This addition related to an historical event, and was printed in one of several colors. On the reverse side of the cover, he printed "2-line cachet, at right, printed/ on X of this patriotic."



Figure 2: Linto's second cachet, 1935

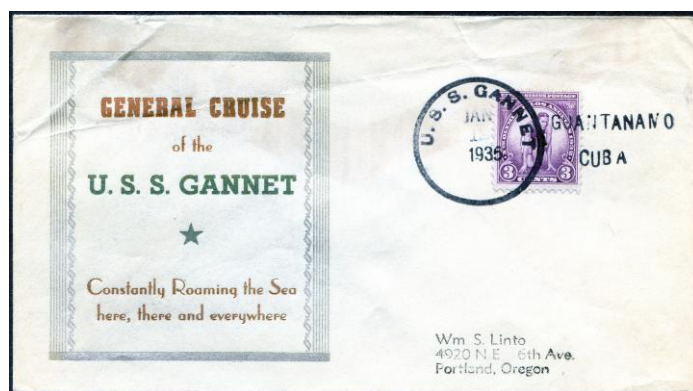


Figure 5: Linto's first printed cachet, 1935.



Figure 3: Thermographed cachet, December 25, 1935



Figure 6: Linto cachet with a two-line addition.

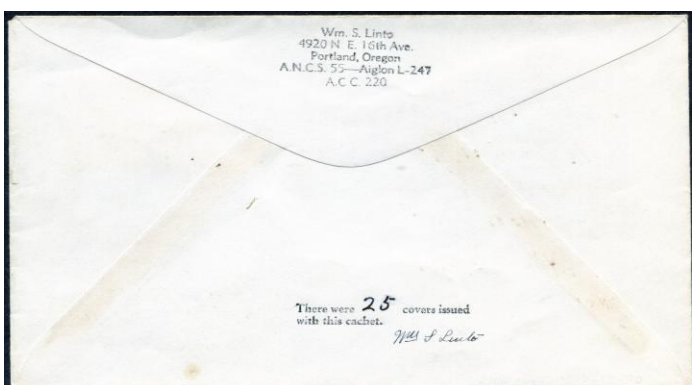


Figure 4: Reverse side of a cover showing Linto's cover designation and production data.

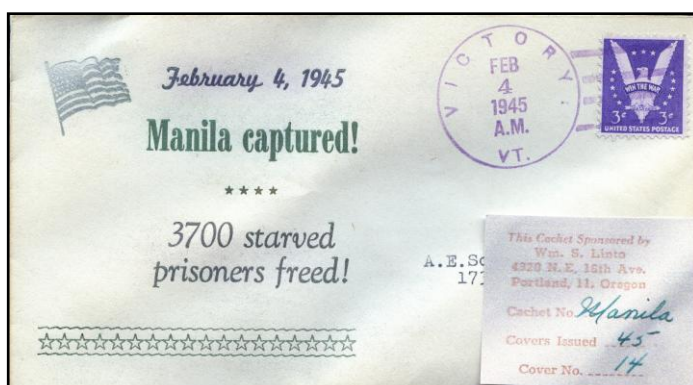


Figure 7: Example of a later Linto-printed cachet.

The "X" (number of covers) varied from 12 to 16.² An example is shown in Figure 7.

Linto also printed two-line additions to covers having cachets produced by other cachetmakers. These included American Art Service, "ANG," "A.K.," Donaldson, Harrison Memorial Baptist Church, Hungerford, "I.D.," Jacques Minkus, Niles, and "R.E.S." There are at least 16 known. From one to 56 were issued for each of these two-line cachets.

Covers

Along with the variety of naval, holiday, event, and patriotic covers that Linto produced over 24 years, he made many cachets for first day covers (FDCs) over approximately the same period of time. In total, there are

439 different cachets known for FDCs (Nafziger and Sverid, 1983, Nafziger, 1987, 1991, 2000, 2008).

The first Linto FDC cachet was produced for the Army-Navy series (Scott 785-794). The one-cent values were issued on December 15, 1936. Linto's cachets for this issue were handdrawn/handpainted, and then thermographed. All of the Linto FDCs for this set of 10 consisted of three to six lines of text (Figure 8). There were no markings on the reverse side of the covers.

Beginning with the Northwest Territory stamps (Scott 795) issued on July 18, 1937 in Marietta, Ohio and New York, Linto included cachet information on the reverse side of the covers. This included a name designation, number of covers issued, and the number of the specific cover. He also



Figure 8: First Linto FDC cachet for the one-cent Army issue, December 15, 1936



Figure 9: Typical Linto printed FDC cachet.

He also began drawing and painting illustrations on the cachets.

The reverse wording was “Hand-Drawn and Colored by/William S. Linto/4920 N.E. Sixteenth Avenue/Portland, Oregon/A.N.C.S. 55-Aiglon L-247/ Cachet No..../Covers Issued...../Cover No.....” There were 19 cachets of this type issued (Scott 795-802, 856).

When the Printing commemorative stamp (Scott 857) was issued on September 25, 1939, Linto began printing the FDC cachets on his own hand-operated printing press. He printed a total of 336 different FDC cachets from 1939 until 1959 (Figure 9). His last known FDC cachet was for the Alaska Statehood airmail stamp (Scott C53) issued on January 3, 1959.

The next issue was the Oregon Statehood stamp (Scott 1124) issued on February 14, 1959. Inexplicably, no issue-specific cachet has surfaced for that issue, even though Linto lived in Oregon.

During this time period, Linto produced patriotic, general purpose, and religious cachets to service 128 different issues. He probably used up patriotic cachets for FDCs that he had not serviced. No doubt he printed general purpose cachets to use when needed.

At least 33 are known for different FDCs. He produced at least 46 religious cachets, most for his brother Reginald.

Quantities of his named FDC cachets ranged from one to 52. For many issues, Linto produced two or more FDC cachets. One variety was issued in quantities of from 10 to 52 each, and the other (often designated by an “X” in the name designation) from one to eight each. By mid-1949, his average production total decreased from 21 to 52 each to about 14 to 16 each. Eventually, the total decreased to about 10 each in the beginning of 1958.

From 1946 to 1949, at least one Linto subscriber had 35 different FDCs cancelled aboard 10 different Navy ships. From one to four ship cancels were used for each issue. This totaled 1,426 cancels. Cohen believed that all

of these cancels were one of a kind.³ About 90 such FDCs exist. An example is shown in (Figure 10).

Linto also produced FDC cachets for his brother Reginald between 1947 (Edison issue, Scott 945) and 1959 (Oregon issue, Scott 1124). All were general-purpose cachets with a religious theme. Most were typed “R.E. Linto” on the reverse.

Reginald produced three known “cachets” for FDCs. These were for the three-cent National Parks issue (Scott 742, handwritten), one-cent Four Freedoms (Scott 908, printed), and Perry's Opening of Japan issue (Scott 1021).

In addition to the many FDC cachets for U.S. issues, Linto produced at least 45 cachets for different Canadian FDCs from 1939 until 1958⁴ and at least 58 for United Nations issues.

These were printed in quantities of four to 33 each for the Canadian issues (Figure 11). The United Nations issues all had religious general-purpose FDC cachets. The reverse side of the FDCs only had William's or Reginald's typed name (Figure 12). Linto also printed an FDC cachet for the Peace issue of England (Scott 264-265, (Figure 13).

William S. Linto probably produced nearly 5,500 different cachets over a period of 25 years to commemorate events, honor Navy ships, to express his patriotism, and for FDCs.

This was a prodigious output, and significantly surpassed that of any other cachetmaker. Although he made relatively few of each cachet, they can still be found today. However, it would be nearly impossible to complete a collection of Linto cachets.

Linto had a small list of loyal subscribers to whom he sent unserviced cacheted envelopes. Many of Linto's single covers were made for his own personal collection. There is no doubt that Linto made a significant impact in the cover world.

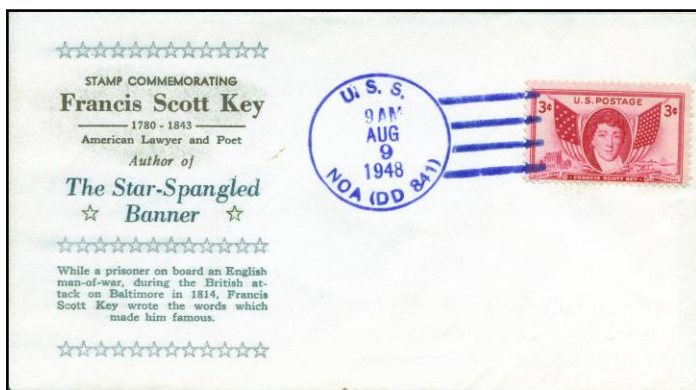


Figure 10: Linto FDC cancelled on a ship.

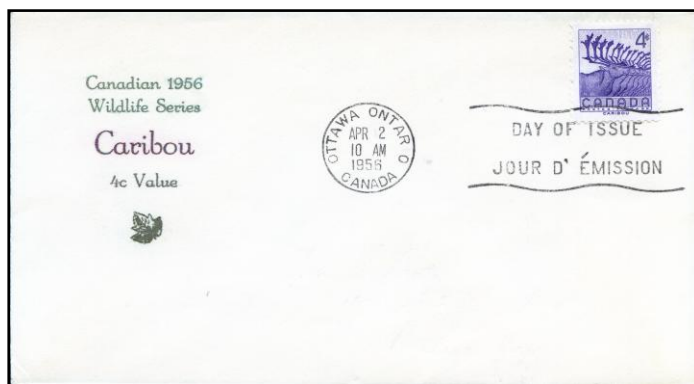


Figure 11: Linto FDC for a Canadian issue.

Endnotes

1. RD. Rawlins, *Naval Cover Cachet Makers Catalog*, USCS, 1988, "L" Section, pp. 8-28.
2. Sidney L. Cohen, "William S. Linto--World War II Patriotic Covers," *First Days*, Vol. 31, No.2, March 1, 1986, pp. 156/165.
3. Sidney L. Cohen, "WW II -- Patriotic Covers," *First Days*, Vol. 31, No.7, October 15, 1986, pp. 878-879.
4. Jan Pieter van der Ven, "Canadian FDCs by William Linto," *First Impressions*, (Newsletter of the British Nations North American Philatelic Society), Issue No. 30, January-March 2017, pp. 2-8.

References

- Bergen, Frank. *Catalog of William S. Linto's World War II Patriotic Covers*. Privately published, unpaginated, no year date.
- Nafziger, Ralph H. and Richard Sverid. "William S. Linto—Oregon Cachetmaker," *First Days*, Vol. 28, No. 8, November 15, 1983, pp. 1,306-1,311.
- Nafziger, Ralph H. "Oregon Cachetmakers--Updates," *First Days*, Vol. 32, No.6, September 1, 1987, pp. 743-744; *ibid.*, Vol. 36, No.2, March 1, 1991, pp. 155-159 *ibid.*, Vol. 45, No. 3, April 15, 2000, pp. 182-190 *ibid.*, Vol. 53, No.5, July 15, 2008, pp. 11-16
- Sherman, Lawrence. *U.S. Patriotic Covers of World War II*. Chicago: Collectors Club of Chicago, 1999, pp. 77-82.
- Sherman, Lawrence. *United States Patriotic Envelopes of War II*. Cary, Ill.: James E. Lee Publishing, 2006, pp. 39, 50-51.

(Ralph Nafziger, Albany, Oregon, specializes in Oregon cachetmakers, FDCs, and postal history. He can be contacted by e-mail at: nafziger@peak.org)

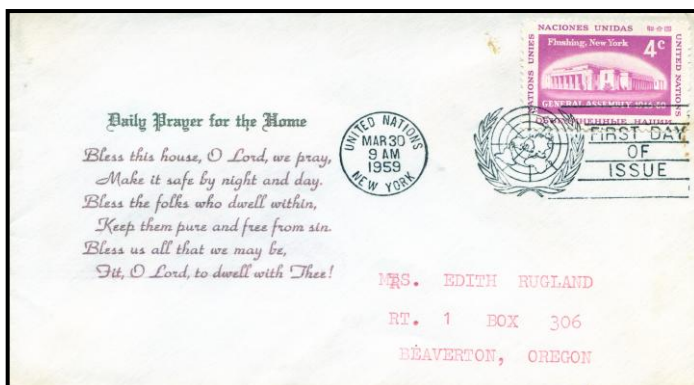


Figure 12: Linto religious general-purpose cachet for a United Nations issue.



Figure 13: Linto cachet for the Peace issue of England.

*Tell Advertisers
"I saw it in
La Posta"*

Table 1
Linto Special Series Cachets

Series	Subject	Earliest Known	Latest Known	Linto Numbers	Average # Made	Remarks
B	Bible	1-1-45	1-27-46	1-86	10-20	Religious themes; all Victory, Vt., cxls
E.S.	English Ship ¹	7-11-41	1-18-42	1-7	12-25	
G.C.	General Cruise	1-1-35	11-15-35	Named	1-51	
H.E.	Historical Event ²	1-14-35	11-28-42	>180	1-12 ³	
H.P.	Historical Patriotic ⁴	7-7-41	1-26-44	1-115	12-26 ⁵	Navy or Victory, Vt., cancels; no stamps.
I.E.	Important Events	1-8-39	5-6-42	>12	1-2	
P	Presidential	2-2-41	7-4-42	1-32	45-55	

1. For U.S. shipyard overhauls of English ships.

2. Listed up to six historical events that occurred on a specific date; intended for a cover each day of the year. Linto gave up after three months owing to poor post office responses.

3. Most are 1-2 each.

4. Subscription service; held until end of World War II.

5. Nine for subscribers, six to mail clerks.

USS PONCE –Continued from page 15

While the laser wasn't used for that purpose, it performed well during its tenure aboard PONCE. When the cannon was removed, decisions about placing cannons on more Navy vessels was left in the air.

PONCE's fate, however, was quite definite. Only intended as a stop gap before the introduction of a dedicated AFSB (hence the 'I' in her designation as in I for Interim) PONCE was replaced on station by LEWIS B. PULLER (ESB-3), the nation's third Expeditionary Transfer Dock and first purpose built Forward Afloat Staging Base. PULLER hails from a class that is purpose built on oil tanker hulls for a not so paltry \$500 million per ship – but much less than the \$2.5 billion or so spent on larger 'flat decks.' At 785-feet, she is considerably larger than her predecessor and comes with a 9500 mile cruising range so she can now be the one that responds in an emergency – be it conflict or humanitarian.

SOURCES

www.naval-technology.com *USS Ponce (AFSB(I)-15) – Afloat Forward Staging Bases (Interim)*

thedrive.com *The Real Story of the USS Ponce as the American Sea Base sails Into Retirement*

Seck, Hope Hodge *One of the Navy's Oldest Ships Returns From Unusual Final Deployment* Military.com

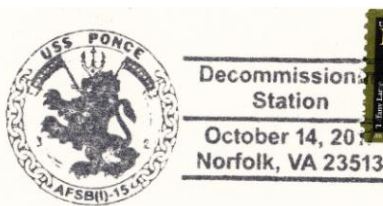
Lendon, Brad *Navy: New laser weapon works, ready for action* CNN.com

Commander, Naval Surface Force, U.S. Atlantic Fleet *USS Ponce Decommissioned after 46 years of Service.*

Ocean Safari: 10 days in November All Hands, March 1976

Wikipedia

Dictionary of American Fighting Ships



USS PONCE (AFSB(I) 15) was decommissioned 14 October 2017, leaving behind this final postmark, a USPS commemorative pictorial cancel. Favor cancel, author's collection

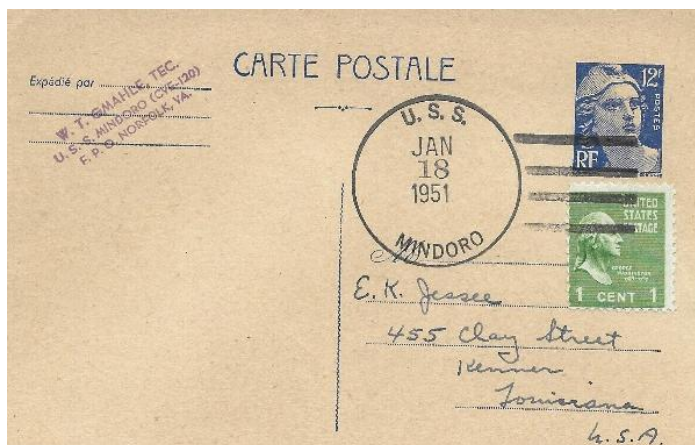


USS Ponce's crests

Unusual USS MINDORO (CVE 120) Cover

Ken Pearson (12,173)
ken.pearson@usa.net

I recently obtained an interesting cover for USS MINDORO (CVE 120), also known as "Mighty Minnie," as shown in **Figure 1** below.



First launched in June 1945, USS MINDORO was a nearly 11,400-ton COMMENCEMENT BAY-class escort carrier that could carry up to 33 aircraft at any given time. Like many other carriers produced during this decade, USS MINDORO (CVE 120) was constructed in Tacoma, Washington by Todd-Pacific Shipyards, Inc. (hullnumber.com, n.d.)



Underway, circa 1950 (postcard).

<http://www.navsource.org/archives/03/0312003.jpg>

References

Hullnumber.com. (n.d.). U.S.S. MINDORO (CVE-120) MIGHTY MINNIE. Retrieved from <http://www.hullnumber.com/CVE-120>
Naval Cover Museum. (2017, February 25). Cachet Maker William T (Duke) Gmahle. Retrieved from [https://www.navalcovermuseum.org/wiki/Cachet_Maker_William_T_\(Duke\)_Gmahle](https://www.navalcovermuseum.org/wiki/Cachet_Maker_William_T_(Duke)_Gmahle)
USCS. (n.d.). USS Juneau. Retrieved from <https://www.uscs.org/archive/uss-juneau/>

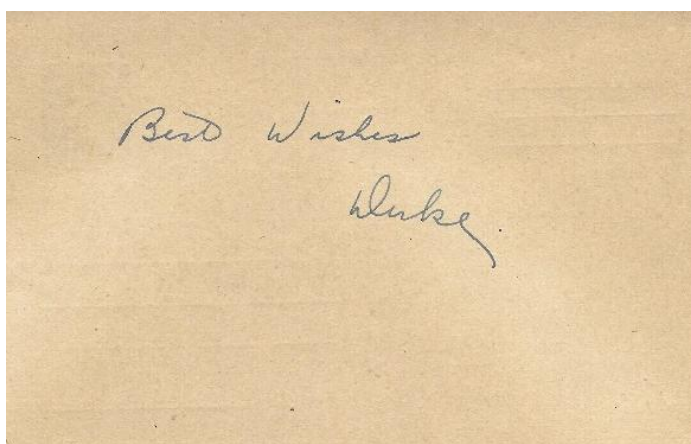


Figure 1: French Postcard with USS MINDORO Locy Type 2 cancel and corner card (front/back)

The curious thing for me is why a 1-cent US stamp on a French postcard. According to background published in www.hullnumber.com, USS MINDORO was deployed in the North Atlantic from January 1951 through January 1952. Because of the very brief message on the back of the postcard, perhaps the sailor, W. T. Gmahle, TEC., didn't have a lot of time to get the postcard and mail it. While the postcard does not have a cachet, I believe that it was mailed by Cachet Maker William T (Duke) Gmahle, USCS member #2753, who created numerous USS MINDORO cachets/covers (Naval Cover Museum, 2017). "Gmahle was the mail clerk aboard the USS MINDORO. He produced his covers between 1947 and 1957. Many of his covers are cancelled aboard the USS MINDORO or USS SALEM." (USCS, n.d.) I am interested if other members have similar covers or other information about William Gmahle.

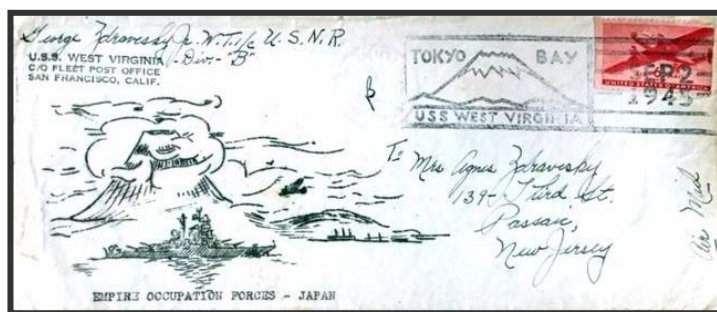
Dollar Box Treasures

Bruno de Vinck

I found this last month in a dealer's \$1.00 cover box. Thought you may be able to use it in a future issue if the **Log**. There are still treasures to be found!

Regards,

Bruno



Locy Type F "TOKYO BAY" USCS Postmark Catalog Illus. W-20e

The Story Behind the Cover...

**USS REGULUS (AK 14) Headed to Wake Island
with Joe Dunn One of the Last 98 Contractors**

Lloyd Ferrell (L-12082)

PO Box 2086

Beaverton, Oregon 97075

uscstreasurer@aol.com



The atrocities of war cannot be explained—you can't explain what can't be comprehended. All you can do is report what happened. That's the case here for the letters and covers connected to Joe Dunn, a civilian worker from Idaho captured by the Japanese when Wake Island fell in December 1941. Held on the island for nearly two years, on 7 October 1943 he was one of 98 civilian contractors marched out to the shoreline, blindfolded, and killed by machine gun fire.

About a year ago, **Dick Thomas** acquired a group of covers from the family of Joe Dunn. I purchased just a few, and another collector quickly bought up the rest. Time capsules from the past. There was only one naval cover in the entire group, dated 17 May 1941, from the cargo ship REGULUS (AK 14). At the time, the ship was headed for Wake Island, carrying Dunn and dozens of other civilian workers for the construction of an air base there.



Locy Type 3 (A-BTB), USS REGULUS 17 May 1941, sent by contractor Joe Dunn to his wife during a brief stop at Midway while en route to Wake Island. He wrote "9th St." in the address instead of "7th St." His parents lived there, and Joe's wife, Dorothy, and their son were staying with them.

Joe Dunn – Background

Joseph ("Joe") Morris Dunn was born in 1905 at Emmett, Idaho, a mountainous area about 30 miles north of Boise. It's mostly known for silver and gold mining, and that may have been what originally attracted his father, Jesse ("Jess") Dunn to move there. In 1903 Jess married Lillian Fuller, a local girl, and they made their home in Emmett for several years. Most of their children were born there, including Joe, who was the second of five children.



Joe Dunn – circa 1941

The family lived on a farm, according to census records, but it may have been more of a ranch. Several of Lillian's brothers were in the livestock business, and records show Jess Dunn also had cattle. About 1916, the family moved to Boise. After that Jess worked for an insurance company, where he seems to have specialized in dealing with livestock. The children all attended school in Boise, and it was probably in 1922 that Joe graduated from high school. Quite an accomplishment at that time.

After high school, it appears that Joe continued to live with his parents, at least intermittently. The 1925 directory shows he was employed as a rancher, and in 1932 it's indicated he worked with livestock. It wasn't until about 1938 that Joe was married to Dorothy Kelly. She was originally from Minnesota, but left there about age 18 to work as a servant in the home of a doctor in Sioux City, Iowa. She was in Iowa for about ten years before she was married.

Just how Joe and Dorothy met is not known. After they married, however, they lived for a time in Atlanta, Idaho, roughly 125 miles east of Boise—another mining town in the mountains. In the 1940 census, Joe is shown there, working for a gold mine, and it also shows that he and Dorothy now had a 1-year-old son. Financially, the mining job did not pay much, only \$100/month (about \$1600 today). Joe wanted something better for his family.

Headed for Wake Island

In 1940 – 1941, the urgency for the United States to build air bases at remote locations like Wake Island escalated. A consortium of companies called Contractors Pacific Naval Air Bases (CPNAB) was formed, and a series of contracts were awarded to them. With that, both men and equipment were in high demand, and CPNAB had the money to pay top dollar. They contracted or purchased many derricks, barges, tugs, and dredges from west coast locations and moved them into the Pacific. For workers, the lure for going to places like Wake Island was the high wages paid. Undoubtedly, this is what attracted Joe Dunn.

It was probably in early April 1941 that Joe left his job at Talache Mines in Atlanta, and moved his family to Boise. They stayed with his parents temporarily, while Joe traveled to San Francisco to begin his new job with CPNAB. It was a nine-month job at Wake Island, and his wages of \$400 per month was quadruple what he'd earned at the mine.

At San Francisco, Joe and some other workers headed for Wake began the first leg of the journey to the remote atoll. They were provided passage to Honolulu on the liner LURLINE, departing on May 1st and arriving six days later. It's clear from the letter that Joe had never seen such luxury. He stayed at Honolulu for a few days, and then boarded the navy transport REGULUS on 12 May for the final push to Wake Island. The stark contrast between LURLINE and REGULUS couldn't have been greater for Joe Dunn. He wrote this amazing letter to his wife as REGULUS approached Midway Island:

"Midway Islands
May 16, 1941

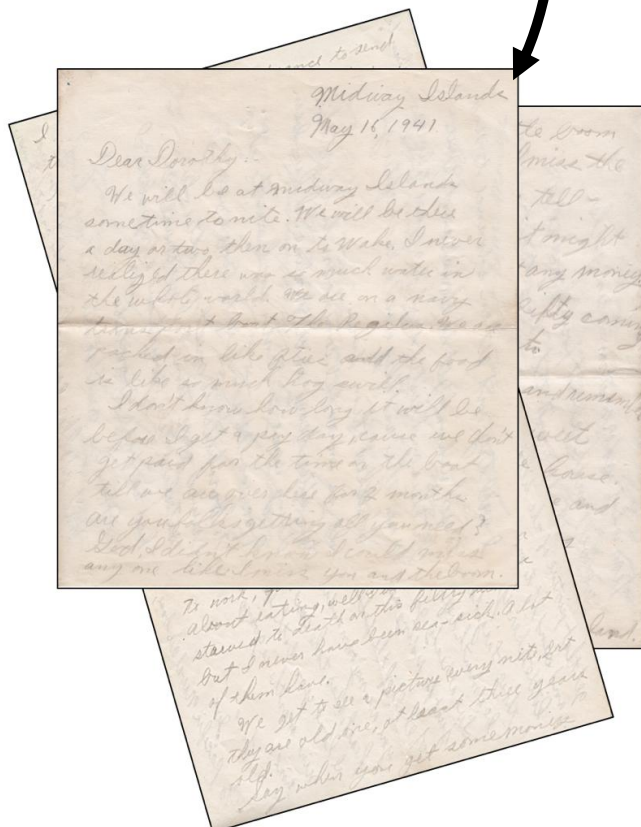
Dear Dorothy,

We will be at Midway Islands sometime to nite [sic]. We will be there a day or two, then on to Wake. I never realized there was so much water in the whole world. We are on a navy transport boat, the REGULUS. We are packed in like flies and the food is like so much hog swill. I don't know how long it will be before I get a pay day...I will try and get an advance to send to you when I get to the island.... It is an awful come down to be on this tub after being on the LURLINE. I have been doing some carpenter work on the ship. How would you like to take a voyage to Honolulu to meet me after I've served my time? I never will be satisfied till you have a trip like I had as far as Honolulu.... From what information I can gather, we will make about four hundred a month. It won't take long to get a stake that way. I will be glad to get there and go to work. You know finicky I am about eating. Well I've darned near starved to death on this filthy tub, but I never have been sea-sick. A lot of them have. We get to see a picture every night, but they are old ones, at least three years old....

Say, when you get some money get that picture of [our son] and send it to me. Gosh I miss the little tiker...I love you both, believe me, and nine months is going to be a long time.

Love, Joe c/o Pacific Naval Air Base, Wake Island"

Midway Islands
May 16, 1941



Clearly Joe is not impressed with his accommodations aboard REGULUS or the "hog swill" they served as food. You can sense that he is already homesick for his wife and son. He's thinking about the future, suggesting meeting Dorothy in Honolulu when he was done at Wake Island. The money was also important to "get a stake" for the future, although he didn't explain what that might be. The letter speaks of the sacrifice workers like Joe made, with the hope of a better life for their family.

Final Stop – Wake Island

The exact arrival date at Wake Island wasn't found, but it was approximately 22 May, about five days after the letter was mailed. REGULUS spent several days at Wake Island unloading, and then headed back to Honolulu.

Like many men of his generation, Joe Dunn had a variety of skills and experience. He'd worked as a rancher, and miner, and along the way learned something about carpentry. This was, in fact, the reason CPNAB hired him. Joe mentions in the letter helping out doing some carpenter work on board REGULUS, and the list of CPNAB workers on the muster shows "carpenter" as his occupation.

By the time he arrived at Wake, construction of the Naval Air Station had been underway for almost six months. It was not easy work. Wake Island is an atoll, barely above sea level, and surrounded by coral reefs, which made dredging a channel all the more difficult. The dredge COLUMBIA was towed there from Oregon, and arrived about the same time Joe Dunn did. Besides dredging a channel, they needed a turning basin and a seaplane runway. On land, a seaplane ramp was needed, an emergency landing strip, storage facilities, freshwater supplies, and dozens of buildings for military operations and housing. Exactly what Joe Dunn worked on at Wake Island isn't known, but many details would be in the letters I had to leave at the dealer's table.



Cover mailed by Contractors Pacific Naval Air Bases (CPNAB) postmarked 11 December 1941 from Honolulu. Marked "Released by ICB" on back. No contents. The partial forwarding address added on front matches the Los Angeles address where Dorothy Dunn was staying. CPNAB kept in contact with families throughout the war.

Close-up of cancel



Taken Prisoner of War by the Japanese

In December 1941, on the same day that Pearl Harbor was attacked, the Japanese also attacked Wake Island. The Marines and construction workers fought side-by-side in a furious defense of the island, but on 23 December the order to surrender was given. Everyone on the island, military and civilian alike became prisoners of war.

At the time, Joe Dunn had only a couple of months left on his nine-month contract. Now his future was uncertain. Would he, in fact, even survive what lay ahead? No one knew what was going to happen. Of the 1600 men taken prisoner, 1200 were civilian contractors. The Japanese had been embarrassed by the Wake Island defenders, suffering the loss of two destroyers, a submarine, twenty-one aircraft, and the lives of nearly 1000 men. Now finally in control, they exacted their revenge. Prisoners were stripped, and then tied up with wire in a manner where any movement caused excruciating pain or even strangulation. For the first two days, they had no food or water, and at one point, it appeared they might all be executed. It was then announced that the Emperor had spared their lives. They had survived the moment, but their real ordeal as prisoners had only just begun.

For the Japanese now busy fortifying Wake Island, the prisoners were a source of labor. They were forced to work, and according to survivors they worked constantly. Some were brutally beaten, or even killed for small infractions. In January 1942, the first of two groups of prisoners were loaded aboard a Japanese transport and taken to China. The second group left in September 1942, and were taken to Japan. Only 98 prisoners remained on Wake Island after that, and Joe Dunn was among them.

For the next year, virtually nothing is known about these 98 men. In fact, it was not until the end of the war that the world learned of their fate—they were all dead. They were murdered in a mass execution in October 1943 by order of the Japanese commander. It made no sense. The explanation later given was that following a raid on Wake Island by aircraft from YORKTOWN (CV 10) on 5 October 1943, the Japanese believed there would soon be a full invasion. Two days later, in anticipation of that, the 98 prisoners were executed. Of course, the invasion never came. The bodies of the men were buried in a mass grave, and after the war were moved to the National Memorial Cemetery of the Pacific (the "Punchbowl") in Honolulu. The remains of Joe Dunn and the other men have never been identified.

The "98 Rock" survives as a testament to the final contractors on Wake Island. One or more of the prisoners carved "98 US POW 5-10-43" on this coral rock in 1943. Later at a different location, all 98 men were executed.



Aftermath for the Family

When Joe left for Wake Island in 1941, Dorothy and his son were staying with his parents in Boise. Not long after that, Dorothy went to Los Angeles and they stayed with her much older sister, Mildred Nallen and her husband. After a few months, it looks like Dorothy got an apartment of her own in Los Angeles not far from them.

The news about the attack on Pearl Harbor and Wake Island sent shockwaves through the family. Was Joe okay? When the news about the surrender of Wake Island was released, their concern only intensified. In a letter dated 6 January 1942, Jess Dunn wrote to his daughter-in-law Dorothy. He says "Mother is some better but cannot quit her worrying about Joe." After a discussion of the weather, he adds "Today is the day we was to get the dope on Wake Island, but nothing has happened yet. They claim only 14 lives among the workers on Wake were killed [and] if true that is a small percentage. I have strong hopes Joe is all right." Jess was also encouraged that none of the last four letters he wrote to Joe had been returned by the post office.

Brother Taken Prisoner : By Japs

Caribou Co. Sun, 26 Feb 1942

Listed among the names of those reported to have been taken prisoners by the Japs when they finally captured Wake Island was Joseph M. Dunn, a brother of Mrs. Charles Lau.

A former employee of Fred S. Christensen when he owned a printing business in Boise, was also among the prisoners, according to the report.

When the contractors went missing, CPNAB did its best to keep families informed, and newsletters continued for several years. Joe had been sending money to Dorothy and the baby, but that ended immediately with the attack on Wake Island. For several months, it appears Dorothy had no income. In April 1942, she received a letter from Joe's sister, Jessie Dunn, now working in Washington D.C. about filing for an allotment. She said it was from the Federal Security Agency and could be applied for at the local Social Security Board. Jessie even offered to help with the paperwork. Almost certainly this was taken care of. The involvement of Social Security came as a surprise to me because I worked for the agency for 30 years and don't remember anything about this program. So I looked it up, and sure enough, in April 1942, there was an emergency program enacted allowing cash payments to dependents of civilian workers captured by the enemy at Wake Island, and other locations. It makes me proud that the agency I worked for helped these families.

It was probably in 1943 that Dorothy and her son moved back to Boise, living once again with Joe's parents. But in January 1948, his mother Lillian passed away, and just three months later his father, Jess Dunn died. These were difficult times. It was probably a year later, in 1949, that

Dorothy married John Poncia, a local dredge master and machinist. Interestingly, during the war he worked for the same company that hired Joe Dunn, and it's possible they knew each other. After Dorothy and John were married, they continued to live in Boise. John passed away in 1990, and Dorothy died in October 2000 at the age of 89. Family members still live in the Boise area.

The letters Joe Dunn mailed from Wake Island say more than just what is written. They provide humanity to what most see benignly as historical events. They speak for those who have no voice.



Postmarked 5 December 1941 at the Navy Yard, Pearl Harbor, this cover represents the last mail processed from Wake Island before the war. No contents.

Close-up of cancel and postage. The 35-cent rate is correct for Wake Island to the U.S., but was never published. The normal Air Mail rate to Hawaii was 20c, to Midway Island 30c, and for Wake an additional 5c was added.



Main Sources

Muster Roll REGULUS, May 1941
 Passenger List SS LURLINE, May 1941
 Original letter postmarked 3 May 1942, from Jessie Dunn, Wash. DC, to Mrs. Joe Dunn, Los Angeles, California.
 Original letter postmarked 6 January 1942, from Jess Dunn, Boise, Idaho, to Mrs. Joe Dunn, at Los Angeles, California.
 Various resources at *Ancestry.com*, *Newspapers.com*, and *Fold3.com*
 bonniegilbert.com (various articles); wake2013.org;
 historyonline.com; Mansell.com (various); aycocklaw.com (Battle of Wake Island); dogberypatch.com (Morrison-Knudsen & Wake Island POW's)

Books:

A Report to Returned CPNAB Prisoner of War Heroes and their Dependents (aka the "Blue Book"), Pacific Island Employees Foundation, 1945
 Gilbert, Bonita, *"The Epic Saga of the Civilian Contractors and Marines of Wake Island in World War II"*, Casemate, 2012

Newspapers (main ones)

"Brother Taken Prisoner by Japs," *Caribou County Sun* (Soda Springs, ID), 26 Feb 1942 p1
 "About People" (column), *Caribou County Sun* (Soda Springs, ID), 7 Sept 1944 p8

Special thanks to Ted Bahry and Steve Shay

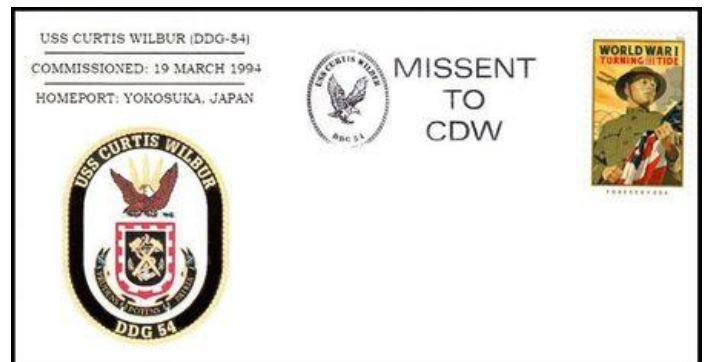
Covers Received



Cachet by Michael Brock. USS PORTER 20th Anniversary Locy T-12



Ship's cachet plus add on boxed cachet. Locy Type 11-2y (USS, FPO AA 34092)(UNIT 100258)



Locy Type Non-Postal Marking USS CURTIS WILBUR DDG-54 Mike Brock cachet.



NAPEX

Location: McLean Hilton at Tyson's Corner
 7920 Jones Branch Dr
 McLean, Virginia
 Sponsor: National Philatelic Exhibitions of Washington
 June 7-9, 2019
 Next Show: Fri. & Sat. 10 a.m.-6 p.m., Sun. 10 a.m.-4 p.m.-->
 Website: www.napex.org

USCS Auction #5**Closes 30 June 2019****Minimum bid \$1. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to seadragons@cox.net****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

- 5-01 MIZAR (AF 12) 11-1-41 Adm Chester Nimitz cachet by Wentworth
 5-02 SIRONA (AKA 43) 6-10-46 Adm Raymond Spruance cachet by Wentworth, PM USN Br 15813
 5-03 BOWFIN (SS 287) 3-31-46 Adm Ernest J King cachet by Wentworth
 5-04 BONITA (SS 165) 12-25-33 Wentworth Santa Clause cachet
 5-05 PENNSYLVANIA (BB 38) 12-25-34 Wentworth Santa Clause cachet
 5-06 Naval Air Station Santa Ana, CA #10 penalty 12-23-43, printed cc
 5-07 US Naval Hospital Corona, CA cachet on #10 cover, PM Corona, CA 11-2-46
 5-08 FULTON (AS 11) 11-21-62 Hoffner cachet
 5-09 FULTON (AS 11) 9-12-41 FPDS by Hutnick
 5-10 RELIEF (AH 1) 7-26-35 Schlechter cachet, red cross in lifering
 5-11 RELIEF (AH 1) 7-4-34 Independence Day mimeographed cachet
 5-12 Naval Submarine Medical Center Groton small penalty and invite for Chg of Command
 5-13 NAUTILUS (SSN 571) 3-3-80 Key data cachet for decom, PM Mare Is
 5-14 NAUTILUS (SSN 571) 1-17-65 10th Anniv by DPS 022 PM Groton
 5-15 CONSOLATION (AH 15) 4-6-47 Easter Greetings cachet, PM USN Br 15688
 5-16 HYMAN G RICKOVER (SSN 709) 5-17-84 1ST Sea Trial by DRW #54 PM Groton
 5-17 CONSOLATION (AH 15) 11-23-48 5th Anniv of Cairo Conference
 5-18 MERCY (AH 4) 1-26-1924 clear ships cxl on PC
 5-19 MERCY (AH 4) 5-31-35 In Peace, In War by Phila County Relief Board
 5-20 REFUGE (AH 11) 2-24-44 2nd conversion of ex PRES MADISON, PM Baltimore
 5-21 CONSOLATION (AH 15) 2-29-48 Atlantic Fleet maneuvers Burroughs cachet
 5-22 BENEVOLENCE (AH 13) 12-26-45 Blot him Out Hirohito cachet PM USN Br 15782
 5-23 PAUL JONES (DD 230) 3-12-39 With the US Asiatic Fleet cachet, kb Philippine Islands
 5-24 BEAVER (AS 5) 11-2-33 clear ships PM on PC
 5-25 RELIEF (AH 1) 8-17-33 Harbor Day beside the Bay by SF Junior C of C
 5-26 REPOSE (AH 16) 1-8-48 Our Navy BB cachet
 5-27 REPOSE (AH 16) 9-3-48 Asiatic Fleet Mail Sadworth cachet
 5-28 HUMBOLDT (AVP 21) 10-31-41 J P Jones Founder of our Navy cachet
 5-29 BAGADUCE (AT 21) 3-4-40 recommission by Cohen
 5-30 CHEROKEE (AT 66) 6-1-40 commission cachet
 5-31 RELIEF (AH 1) 12-25-33 A Most Hearty Greeting this Christmas Day by WPD & AHV
 5-32 RELIEF (AH 1) 2-13-34 John Hunter cachet, surgeon & anatomist
 5-33 SWAN (AM 34) 10-27-34 Navy Day by Richell
 5-34 TRITON (SS 201) 6-30-41 hand painted lighthouse cachet, sunk
 5-35 REPOSE (AH 16) 9-4-68 ships r/s cachet
 5-36 FULTON (AS 11) 9-12-41 Horton commission cachet
 5-37 USNAS Lakehurst 9-13-61 cover flown on last airship flights, 40th anniv, on Post card
 5-38 BENEVOLENCE (AH 13) 5-31-45 sailor mail w/censor mark, PM USN Br 15782
 5-39 US Naval Hospital Philadelphia 4-12-35 commission by Decatur Ch
 5-40 CHILTON (APA 38) 12-28-55 Crosby-like photo cachet, Hospital Corps USN
 5-41 Navy Mobile Base Hospital Two Branch 1-1-42 commission by Hutnick
 5-42 Naval Mobile Base Hospital No. 1 11-13-40 1st day in Operation
 5-43 Naval Hospital Washington DC 10-27-38 Navy Day by Buckwald, JN Lawrence auto
 5-44 Naval Hospital Washington DC 2-22-38 Washington's B'Day cachet w/red cross, Lawrence auto
 5-45 BELKNAP (CG 26) 12-3-89 Bush Gorbachov conference by Decatur Ch
 5-46 O'CALLAHAN (DE 1051) 10-20-65 launch by Beck B 570, PM Bay City, MI
 5-47 ROBERT E LEE (SSBN 601) 7-11-61 aboard for 1st patrol, PM PROTEUS
 5-48 POMPAHO (SS 181) 6-12-37 commission cachet by Richell, PM Naval Hospital Vallejo
 5-49 HAVEN (AH 12) 2-12-63 Honoring Navy's Floating Hospital
 5-50 Area D3 Medical Dept, Camp Peary, Williamsburg 7-7-43, NCS 1
 5-51 136th General Hospital US Army Med Corps Tuscaloosa, AL
 5-52 Naval Mobile Base Hospital No. 2 Branch 1-1-42
 5-53 RELIEF (AH 1) 2-16-34 S Weir Mitchell neurologist cachet
 5-54 RELIEF (AH 1) 2-17-34 Rene Theophile Laennec cachet
 5-55 R/V KNORR 9-8-72 signed by master, noted to be at Reykavik
 5-56 Cover addr to R B Plotts, engineer for Ironclads, US Naval Asylum Phila, Navy Dept stamp
 5-57 2-colored PCs: BB RHODE ISLAND and ACR TENNESSEE both by Stratton of Chattanooga
 5-58 2-colored PCs: BB UTAH and VERMONT both by Stratton
 5-59 2-colored PCs: BB OHIO & WISCONSIN, both by Britton & Rey
 5-60 Naval Hospital Annapolis, Naval Academy cachet, 11-26-38
 5-61 Naval Hospital Chelsea, MA centennial cachet & cxl, 1-7-36
 5-62 Naval Hospital Boston, Christmas cachet by Tambling 12-25-40
 5-63 Quad launch cachet USCGC CAMPBELL, INGHAM, DUANE & TANEY PM Phila 6-3-36
 5-64 CURTIS (AV4) 4-23-38 keel lay by Hutnick, PM Phila Naval Hospital
 5-65 SELFRIDGE (DD 357) 4-18-36 launch r/s cachet, PM Phila Naval Hospital
 5-66 HAMMANN (DD 412) keel lay by Hutnick, PM Naval Hospital Phila
 5-67 USNS FENTRESS (TAK 180) 11-18-54 PM HAIPHONG, sailor mail
 5-68 Naval Hospital St Albans Br, Jamaica, NY 5-6-43 Crosby, patriotic cartoon as photo
 5-69 CIMARRON (AO 22) 1-7-39 launch by Hutnick, PM Phila Naval Hospital
 5-70 MACOMB (DD 458) 9-3-40 keel lay by Hutnick, PM Naval Hospital League Is
 5-71 2-colored PCs: BB LOUISIANA & ILLINOIS by Britton & Rey
 5-72 2-colored PCs: BB KENTUCKY & ALABAMA by Britton & Rey
 5-73 2-colored PCs BB GEORGIA & FLORIDA by Stratton of Chattanooga
 5-74 GRUNION (SS 2 16) 3-1-41 keel lay by Hutnick, PM Phila Naval Hospital League Is, sunk
 5-75 SANCTUARY (AH 17) 10-20-45 sailor mail, PM USN Br 15939
 5-76 AARON WARD (DD 483) 11-22-41 launch by Hutnick, PM US Naval Hospital Phila
 5-77 Medical Corps NAS Pasco, WA by NCS 1 7-7-43
 5-78 36th General Hospital US Army APO 380 5-14-44, Army censor
 5-79 US Marine Corps Hospital Boston 12-7-42 Crosby photo cachet
 5-80 NASHVILLE (CL 43) 10-2-37 launch by Hutnick, PM Naval Hospital Phila
 5-81 MACDOUGAL (DD 358) 7-17-36 launch cachet, PM Phila Naval Hospital
 5-82 WICHITA (CA 45) 10-28-35 keel lay cachet, PM Naval Hospital Phila
 5-83 TRYON (APH 1) 9-7-44 sailor mail w/censor mark
 5-84 HAVEN (AH 12) 7-7-45 sailor mail w/censor mark
 5-85 CONSOLATION (AH 15) 10-24-45 sailor mail w/censor mark
 5-86 COMFORT (AH 6) 1-28-46 sailor mail
 5-87 USCGC POLAR SEA (WAGB 11) 4-8-94 Deepfreeze 94 cachet & CO auto
 5-88 ANTAEUS (AG 67) 4-19-43 sailor mail w/censor mark
 5-89 BOUNTIFUL (AH 9) 10-22-45 sailor mail
 5-90 US ARMY HOSPITAL SHIP CHATEAU THIERY SL cxl on US PC
 5-91 US ARMY HOSPITAL SHIP JOHN J MEANY (formerly Liberty ship) 4-8-45 sailor mail
 5-92 REFUGE (AH 11) 11-28-44 sailor mail w/censor mark
 5-93 TRANQUILITY (AH 14) 6-25-45 sailor mail w/censor mark
 5-94 SOLACE (AH 9) 7-15-45 sailor mail w/censor mark
 5-95 RESCUE (AH 18) 9-5-45 sailor mail, marked TOKYO BAY FIRST LANDING
 5-96 BISCAYNE (AVP 11) 9-3-41 FDPS by Nicholson
 5-97 CHILDS (AVP 14) 1-4-39 conversion to small seaplane tender by Tuchinsky
 5-98 RELIEF (AH 1) 4-21-35 Easter Greetings by Anders
 5-99 RELIEF (AH 1) 4-3-38 Fleet Maneuvers, 1st line of Defense
 5-100 REPOSE (AH 16) 7-18-53 nc but addr to Herb Rommel with sailor retn addr
 5-101 CHAUMONT (AP 5) 1-23-37 "Its only me from over the sea", kb Wake Island abeam
 5-102 USS TIGRONE/HMS GRAMPUS Joint Sonar Op, PM FULTON 4-26-72, auto
 5-103 RELIEF (AH 1) 10-27-31 Navy Day cachet
 5-104 RELIEF (AH 1) 1932 APS show stamp as cachet 8-18-32
 5-105 BOSTON (CA 69) 8-23-42 launch cachet, PM Boston
 5-106 AVOCET (AVP 4) 5-1-41 Wing of the navy cachet
 5-107 BELKNAP (AVP 8) 11-25-40 recom ex-DDs as Auxiliaries by Cohen
 5-108 SS HOPE 12-11-72 Voyage 10, Natal Brazil, 1972 cachet, PM Washington DC
 5-109 CONSOLATION (AH 15) 3-12-49 Caribbean Maneuvers by Burroughs
 5-110 SS HOPE 9-22-60 maiden voyage to SE Asia by Collectors Club or Seattle
 5-111 HAVEN (AH 12) 7-4-62 Independence Day by Beck B134
 5-112 SHANGRI LA (CVA 38) 10-27-66 joins 6th fleet r/s cachet
 5-113 FRANKLIN D ROOSEVELT (CVB 42) 12-9-46 drawing of samari warrior
 5-114 VANCOUVER (LPD 2) 3-17-68 St Patricks Day by Farragut ChO
 5-115 OKINAWA (LPH 3) 5-30-67 memorial Day by Neumann
 5-116 BOBOLINK (AM 20) 11-29-34 Thanksgiving Day by Richell
 5-117 BRANT (AM 24) 7-4-35 Independence Day by Richell
 5-118 CORMORANT (AM 40) 2-12-39 Honoring our 16th President
 5-119 GREBE (AM 43) 5-12-35 Mothers Day cachet
 5-120 MISSOURI (BB 63) 3-31-92 Might Mo LDC
 5-121 RELIEF (AH 1) 3-27-34 Last Day overhaul, what sweeter words cachet
 5-122 MIAMI (SSN 755) 4-4-90 Builders Initial Sea Trials by Decatur Ch
 5-123 SHANNON (DM 25) 8-19-47 Crosby photo cachet of Nathan Smith Davis of AMA
 5-124 CONSOLATION (AH 15) 5-20-50 Armed Forces Day
 5-125 HAVEN (AH 12) 3-15-47 Last Day Postal Serv Crosby-like cachet
 5-126 CHAUMONT (AP 5) 1-29-37 Navy's New Air Squadron TransPacific Flight by Aloha Crew 12
 5-127 RELIEF (AH 1) 5-31-334 President FD Roosevelt reviews Fleet
 5-128 RELIEF (AH 1) 10-27-40 Navy Day by JP Jones Ch
 5-129 RELIEF (AH 1) 5-19-35 Welcome to Crossroads of Pacific by John Rodgers Ch
 5-130 DENEbola (AD 12) 8-6-40 Battle of Oriskany cachet 1-01 ROANKOE (AOR 7) 10-30-76 commission cachet by USS CA Ch

Please remember to provide your membership number with your bids.

USCS Auction # S5**Closes 30 June 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**

S5-01 C M Bertholf auto 10-27-46 Bertholf CO of sunk DD CALLAGHAN, on FRANK KNOX cover MB \$15

S5-02 SQUALUS (SS 192) 9-13-39 GOW NG raised to surface today MB \$20

S5-03 TRITON (SS 201) 8-15-40 GOW NG comm, shell below sub, sunk MB \$15

S5-04 ARIZONA (BB 39) 10-27-36 Navy Day w/picture of T Roosevelt, sunk MB \$15

S5-05 DRUM (SS 228) 9-11-40 GOW NG keel lay, PM TRITON MB \$15

S5-06 HADDOCK (SS 231) 10-20-41 GOW NG launch cachet MB \$15

S5-07 DECATUR (DD 341) 8-9-37 15th Anniv by Aiglon MB \$2

S5-08 CASSIN (DD 372) 9-6-37 Labor Day cachet by Hutnick MB \$2

S5-09 THRUSH (AM 18) 2-12 & 2-22 1937 Lincoln/Washington B'Day cachet MB \$2

S5-10 PHELPS (DD 360) 7-30-38 Crosby photo c, 30 in date upside down MB \$5

S5-11 CASSIN (DD 372) 6-14-37 160th Anniv of Nat'l emblem by Hutnick MB \$2

S5-12 WHIPPOORWILL (AM 35) 7-4-37 July 4 cachet by Richell MB \$2

S5-13 TRENTON (CL 11) 7-4-37 7-4-37 July 4 cachet by Richell MB \$2

S5-14 SELFRIDGE (DD 320) 7-4-37 Independence Day cachet by Tuchinsky MB \$2

S5-15 BRIDGE (AF 1) 6-20-37 Golden Gate Bridge cachet by Aiglon MB \$2

S5-16 TRENTON (CL 11) 11-25-37 Thanksgiving cachet by Richell MB \$2

S5-17 SCHENCK (DD 159) 2-9-37 Mardi Gras cachet by Thurman MB \$2

S5-18 BAGLEY (DD 386) 7-4-37 Independence Day by ANCS 6/598 MB \$2

S5-19 PHELPS (DD 360) 5-21-37 56th Anniv of Red Cross MB \$2

S5-20 WHITNEY (AD 4) 9-2-37 13th B'Day, ship drawing MB \$2

S5-21 BROOKLYN (CL 40) 10-10-37 92nd Anniv of US Naval Academy MB \$2

S5-22 BREESE (DD 122) 6-18-37 r/s ships cachet, light minelayer MB \$2

S5-23 STURTEVANT (DD 240) 5-4-37 Destroyer Division 8 anniv of arrival MB \$2

S5-24 WHIPPOORWILL (AM 35) 7-4-37 4th of July cachet by ANCS 552 MB \$2

S5-25 WINSLOW (DD 359) 7-4-37 Independence Day by Tuchinsky MB \$2

S5-26 GAMBLE (DM 15) 12-22-37 Last Day postal serv by Hutnick, sunk MB \$2

S5-27 HUMPHREYS (DD 236) 7-17-37 17th B'Day, 4 stacker & ships wheel design MB \$2

S5-28 BREESE (DD 122) 11-12-37 decom cachet by Tuchinsky MB \$2

S5-29 PHELPS (DD 360) 6-14-37 Flag Day 1937 cachet MB \$2

S5-30 BAGADUCE (AT 21) 3-4-40 Cohen recom cachet MB \$2

S5-31 ALGORMA (AT 34) 5-30-40 Tugs of the Fleet by Neumann MB \$2

S5-32 PINOLA (AT 33) 5-30-40 Tugs of the Fleet by Neumann MB \$2

S5-33 FARRAGUT (DD 348) 5-15-34 launch by Farragut Ch, PM DUPONT MB \$2

S5-34 SAN FRANCISCO (CA 38) 6-14-34 Portland Rose Fest, minor stutter in cxi MB \$2

S5-35 IDAHO (BB 42) 7-3-37 Idaho admitted to Union cachet MB \$2

S5-36 ROPER (DD 147) 7-18-34 The Fleet's In cachet MB \$2

S5-37 TWIGGS (DD 127) 8-25-34 American Legionnaires welcomes, F50 MB \$2

S5-38 TRENTON (CL 11) 10-27-34 Navy Day St Petersburg, FL MB \$2

S5-39 ACUSHNET (AT 63) 5-30-40 Tugs of the Fleet by Neumann MB \$2

S5-40 FULTON (AS 11) 9-12-41 1st Day Postal Serv by Czuby MB \$2

S5-41 MARYLAND (BB 46) 7-18-33 Welcome US Ft Seattle - Jr Philatelic Soc MB \$2

S5-42 BROOKS (DD 232) 10-12-34 Columbus Day cachet MB \$2

S5-43 REINA MERCEDES (IX 25) 9-11-34 US Naval Academy 90th Anniv MB \$2

S5-44 NAVAJO (AT 64) 1-26-40 commission by Shaw, slip at top, sunk MB \$2

S5-45 FANNING (DD 385) 2-5-38 shakedown by Peejay, kb Guantanamo MB \$2

S5-46 HERBERT (DD 160) 9-7-32 Naval Reserve cruise cachet MB \$2

S5-47 MCCORMICK (DD 223) 8-30-37 17th B'Day by Aiglon MB \$2

S5-48 CHEROKEE (AT 66) 12-23-38 keel laid by Shaw, PM Wash DC Nav Hosp MB \$2

S5-49 RANGER (CV 4) 3-17-37 St Patrick Christianized Ireland by DeNyse MB \$2

S5-50 DOWNES (DD 375) 1-15-37 commission cachet, PM BABBITT, early Nicholson MB \$2

S5-51 DUNLAP (DD 384) 6-12-37 commission cachet, r/s officer cap device MB \$2

S5-52 WINSLOW (DD 359) 7-4-37 Independence Day by Hutnick MB \$2

S5-53 SELFRIDGE (DD 320) 7-1-37 150th Anniv of 1st steamboat by Hutnick MB \$2

S5-54 ISABEL (PY 10) 3-18-41 with the Asiatic Fleet by JP Jones Ch MB \$3

S5-55 FALL RIVER (CA 131) 10-27-48 Linto quote from Lincoln, 16 made MB \$3

S5-56 WHIPPOORWILL (AM 35) 7-4-37 Independ Day by Wentz, not colored MB \$3

S5-57 BEAVER (AS 5) 10-27-34 Navy day Honolulu MB \$2

S5-58 LOUISVILLE (CA 28) 10-27-36 Navy Day by Edwin Denby Ch MB \$2

S5-59 THOMPSON (DMS 38) 10-27-48 Navy Day, T Roosevelt by Wentworth MB \$2

S5-60 ARD 1 10-27-39 Navy day, mermaid/ship by RCD 145 MB \$2

S5-61 TEXAS (BB 35) 10-27-37 Nav Day by ANCS 145 MB \$2

S5-62 BRISTOL (DD 453) 10-27-42 Navy Day 1942- Buchwald, sunk on card MB \$3

S5-63 MEDUSA (AR 1) 11-8-39 Navy Day 1939 by Buchwald MB \$2

S5-64 TANAGER (AM 5) 10-27-38 Navy Day by John Rodgers Ch MB \$2

S5-65 NORTHAMPTON (CA 26) 10-27-34 Navy Day, BB inside of lifering MB \$2

S5-66 PIGEON (ASR 6) 2-22-39 bird cachet by Schlechter, colored, sunk MB \$4

S5-67 UNION (AKA 106) 5-20-50 1st Armed Forces Day by USCS 2830 MB \$2

S5-68 BONITA (SS 165) 6-12-35 Welcome Navy by Black Cat & J Rodgers Ch MB \$2

S5-69 BRIDGE (AF 1) 6-2-39 Crosby photo cachet, 22nd B'Day MB \$5

S5-70 WYOMING (BB 32) 2-24-31 Crosby photo cachet MB \$5

S5-71 JARRETT (FFG 33) 5-27-2011 Decom by Everett MB \$2

S5-72 CONSOLATION (AH 15) 10-27-48 Crosby-like photo cachet MB \$3

S5-73 RELIEF (AH 1) 7-25-37 Welcome fleet to Portland by Linto MB \$2

S5-74 REPOSE (AH 16) 5-25-70 ships r/s cachet & cc MB \$2

S5-75 PORPOISE (SS 172) 4-4-36 shakedown USS Porpoise Ch, kb CocoSolo MB \$3

S5-76 PILLSBURY (DD 227) 5-30-38 Memorial Day Asiatic Flt by Peejay, sunk MB \$2

S5-77 BRUCE (DD 329) 5-18-1929 1st Flight Miami to Central Am MB \$4

S5-78 PERMIT (SS 173) 5-30-37 1st Memorial Day by Argonauts MB \$3

S5-79 POMPANO (SS 181) 6-12-37 commission by Richell, colored, sunk MB \$3

S5-80 SAVANNAH (CL 42) 12-8-38 Crosby photo cachet MB \$5

S5-81 VINCENNES (CA 44) 10-27-39 Crosby photo cachet, sunk MB \$5

S5-82 PORTLAND (CA 33) 11-25-37 Crosby photo cachet, Thanksgiving MB \$5

S5-83 RICHMOND (CL 9) 9-22-36 Crosby photo cachet MB \$5

S5-84 RICHMOND (CL 9) 2-3-39 Crosby photo cachet, Abe Lincoln design MB \$5

S5-85 NORTHAMPTON (CA 26) 2-14-38 Crosby photo cachet, St Valentines day, sunk MB \$5

S5-86 NORTHAMPTON (CA 26) 2-12-35 Lincoln's B'Day Richell, colored, sunk MB \$3

S5-87 NORTHAMPTON (CA 26) 2-22-35 Washington's B'Day by Richell, colored, sunk MB \$3

S5-88 NORTHAMPTON (CA 26) 7-4-35 Independence Day by ANCS 71, colored, sunk MB \$3

S5-89 GROWLER (SS 215) undated Spader FDC cover, sub name across cxi, MB \$3

S5-90 GUDGEON (SS 211) 5-16-41 Aden commission on card, colored, sunk MB \$3

S5-91 GRAYLING (SS 209) 5-6-41 Deep Dive test- Argonauts on card, sunk MB \$3

S5-92 GRAMPUS (SS 207) 5-23-41 FDC by Osborn/Walton, colored on card, MB \$3

S5-93 SHARK (SS 174) 1-25-36 commission cachet by Officers & Men, sunk MB \$3

S5-94 CACHALOT (SS 170) 10-11-38 Crosby photo cachet MB \$5

S5-95 LEXINGTON (CV 2) 5-31-34 E Coast cruise w/Pres FDR off Ambrose Light, sunk MB \$2

S5-96 LEXINGTON (CV 2) 5-5-34 E Coast cruise 1934, sunk MB \$2

S5-97 LEXINGTON (CV 2) 4-6-34 ships r/s cachet, sunk MB \$2

S5-98 LEXINGTON (CV 2) 4-9-34 E Coast cruise departure dated 4-9, sunk MB \$2

S5-99 LEXINGTON (CV 2) 4-21-34 E Coast cruise, PM USS PORTLAND on back MB \$2

S5-100 SEAWOLF (SS 197) 4-21-41 submarine mail by Sadworth, sunk MB \$3

S5-101 SEGUNDO (SS 398) 2-5-44 launch by Contraros, PM Kittery MB \$3

S5-102 SEGUNDO (SS 398) 5-9-64 20th Anniv r/s cachet, PM San Diego MB \$3

S5-103 SENNET (SS 408) 6-6-44 launch cachet, PM Kittery MB \$3

S5-104 SHAD (SS 235) 10-27-57 serve w/pride in Sub Naval Reserve MB \$3

S5-105 SHARK (SS 174) 5-21-35 r/s lau cachet by Peejay, PM SEMMES, sunk MB \$3

S5-106 SHARK (SS 174) 10-28-35 Navy Day r/s cachet MB \$3

S5-107 SHARK (SS 174) 10-1-35 r/s comm delayed, ships large PM, sunk MB \$3

S5-108 SHARK (SS 174) 1-25-36 r/s commission by Peejay, sunk MB \$3

S5-109 SHARK (SS 174) 8-21-37 Bullard data cachet, sunk MB \$3

S5-110 SHARK (SS 314) 1-28-43 keel lay cachet, sunk MB \$3

S5-111 SHARK (SS 314) 10-17-43 launch cachet by Spader, PM Groton sunk MB \$3

S5-112 SHARK (SS 314) 2-14-44 commission cachet by Hebditch, sunk MB \$3

S5-113 SILVERSIDES (SS 236) 11-4-40 keel lay by Hutnick, PM TAMBOR MB \$3

S5-114 SILVERSIDES (SS 236) 8-26-41 launch by Aden, PM Vallejo MB \$3

S5-115 SILVERSIDES (SS 236) 1-2-42 FDPS by Hutnick MB \$3

S5-116 SILVERSIDES (SS 236) 10-27-45 Navy Day 1945 cachet, PM New York MB \$3

S5-117 SILVERSIDES (SS 236) 4-17-46 Last day in commission by Sadworth MB \$3

S5-118 SILVERSIDES (SS 236) 8-26-71 30th Anniv, PM Mare Is MB \$3

S5-119 SILVERSIDES (SS 236) 12-15-71 30th Anniv, PM Mare Is by N Murray MB \$3

S5-120 SIRAGO (SS 485) 5-5-63 Greetings by Nicholson MB \$3

S5-121 RELIEF (AH 1) 11-29-34 ships add on photo cachet, slit open at top MB \$2

S5-122 RELIEF (AH 1) 6-14-34 flag day 1934 r/s cachet MB \$2

S5-123 RELIEF (AH 1) 11-29-34 Thanksgiving cachet MB \$2

S5-124 SPRINGFIELD (CL 66) 3-13-45 sailor mail w/censor mark MB \$2

S5-125 NEW JERSEY (BB 62) 10-14-86 Navy's 211th B'Day, Port of Seattle MB \$2

S5-126 HUNTINGTON (CL 107) 5-20-49 Last Day by Nicholson MB \$1

S5-127 COLUMBUS (CG 120) 1-31-75 Decom today by Nicholson MB \$1

S5-128 ALBANY (CG 10) 5-23-64 Welcome home by Nicholson MB \$1

S5-129 DUPONT (DD 941) 3-17-78 Welcome German FF EMDEN Nicholson MB \$1

S5-130 COONTZ (DLG 9) 3-16-74 Welcome German FF AUGSBURG Nicholson MB \$1

S5-131 BORDELON (DD 881) 10-6-49 Welcome HMS GLASGOW (CL) Nicholson MB \$1

S5-132 FNS MONTCALM (CL) 4-10-47 Welcome French CL MONTCALM Nicholson

Covers for Sale

USS NATHAN HALE Chapter #68

Michael Gilbert

PO Box 726

Gales Ferry CT 06335-0726

USS GEORGIA (SSGN 729) 35TH Anniversary, 2-11-2019,
Groton pictorial, \$2.50
USS PASADENA (SSN 752) 30TH Anniversary, 2-11-2019,
Groton pictorial, \$2.50
USS SOUTH DAKOTA (SSN 790) Commissioning, 2-2-2019,
Groton pictorial, \$2.50
USS JOHN FINN (DDG 113) Commissioning, 7-15-2017
Honolulu pictorial, \$2.50
USS SEAWOLF (SSN 21) 20TH Anniversary, 7-19-2017, Groton
pictorial, \$2.50
USS GERALD R. FORD (CVN 78) Commission, 7-22-2017, Ship's
cancel, \$2.50

Prices as marked plus SASE.



Leonhard Venne

3000 Earls Court, Unit 1308

Williamsburg VA 23185

USS SUNFISH (SSN 649) 50TH Anniversary, 3-15-2019, Norfolk
USPS cancel \$2.00
USS NEW YORK CITY (SSN 696) 40TH Anniversary, 3-3-2019,
Groton CT USPS, \$2.00
USS SOUTH DAKOTA (SSN 790) Commissioning, 2-2-2019,
Groton pictorial, \$2.00
USS NEW JERSEY (SSN 798) Keel Laying, 3-25-2019, Newport
News USPS cancel, \$2.00

Prices as marked each plus SASE.



Stephen Decatur Chapter #4

c/o Rich Hoffner

415 Moyer Road, Souderton PA 18964-2319

pauscg@gmail.com

USS HAMPTON (SSN767) 25TH Anniversary, 11-6-2018, Norfolk
pictorial, \$2.50
USCGC FORREST REDNOUR (WPC 1129) Commissioning,
11-8-2018, San Pedro CA pictorial, \$2.50
USS SANTA FW (SSN 763) 25TH Anniversary, 1-8-2019,
Grotonpictorial, \$2.50
USS SOUTH DAKOTA (SSN 790) Commissioning, 2-2-2019,
Groton pictorial, \$2.50
USS RALPH JOHNSON (DDG 114) Commissioning, 3-24-2018,
Charleston SC pictorial, \$2.50
USS DELAWARE (SSN 791) Christened, 10-20-2018, Newport
News VA USPS cancel, \$2.50
USS VERMONT (SSN 792) Keel/Christening, 10-20-2018
Groton USPS cancel, \$2.50
USS TENNESSEE (SSBN 734) 30TH Anniversary, 12-17-2018,
Groton pictorial, \$2.50

Prices as marked each plus SASE, Visit USCS Web site for
all available covers. Make checks payable to Rich Hoffner.



Richard Jones

137 Putnam Avenue

Ormond Beach FL 32174-5331

USS MARINETTE (LCS 25) Keel Authentication, 3-27-2019,
Marinette WI USPS cancel, \$2.50
USS TULSA (LCS 16) Commissioning, 2-16-2019, San
Francisco Rincon station, cancel, \$2.50
USS MANCHESTER (LCS 14) Commissioning, 5-26-2018,
Portsmouth NH, \$2.50
USS SOUTH DAKOTA (SSN 790) Commissioning, 2-2-2019,
Groton pictorial, \$2.50

Prices as marked each plus SASE.



Classified Ads

(30 words/\$6.00; same ad 12 times \$60. Forms available from Editor) Inclusion of ad does not constitute USCS endorsement. Send ad form and check payable to USCS to Log Editor.

USCS Services

The USCS Sales Circuit is an approval service offered to the members of USCS. Members may request to join and may select the category of covers they want to select from by contacting the Sales Circuit Manager, Stewart Milstein, PO Box 1051, Cortaro AZ 85652-1051, Phone: 520-579-7680, sbmilstein@gmail.com

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 Road, Shoemakersville, PA 19555-9720** Email-George.marcincin@verizon.net

Veterans and Shut-ins Services. Donations of used stamps, albums, specialty catalogs and other philatelic supplies are always welcomed for transfer to our various veteran program sites. Send all donations to the **Veterans National Stamp & Coin Club**, Southern Arizona VA Health Care System, 3601 South 6th Ave., (9-135), Tucson AZ 85723.

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

Catalogs, Logs, Handbooks, Directory

Catalog of US Naval Postmarks 5th Ed. 1997-Reprinted. 550+ pages, illustrated with 18-page addenda updates to 2001. 8½x11, loose leaf. \$40.00 media mail, \$70.00 First Class International outside US to members, all non-members add \$10. PDF version (on flash drive) - \$30 First Class, \$35 International non-member \$40.00 U.S. -\$45 International. Send check or money order payable to USCS to Treasurer, PO Box 7237, Aloha OR 97007-7237, or via PayPal to: receipts@uscs.org

Catalog of US Naval Postmarks Volume II: Receiving Ships. \$17.50 member price First Class Mail, \$25.00 member First Class Mail International. Send check or money order payable to USCS to Treasurer, PO Box 7237, Aloha OR 97007-7237, or via PayPal to: receipts@uscs.org

USCS Membership Directory - Current 2017 \$5 pp; **Log Index** for 1984-86, 1987-89 combined or 1990-2012 individual years-\$1.00 each per year, 2013-- 2018 \$1.50 each pp. or all \$30.00. **USCS Handbook** \$3 pp. Order all from Steve Shay, 747 Shard Ct., Fremont CA 94539

USCS Log back issues \$2 per copy. Year sets from 1970 \$10. Postpaid. Send check or money order payable to USCS to Treasurer, PO Box 7237, Aloha OR 97007-7237, or via PayPal to receipts@uscs.org

2018 USCS Log Index Available

The Index to Volume #85 – the 2018 USCS Log is now available for \$1.50 postage paid.

Order from:
Richard Jones,
137 Putnam Ave., Ormond Beach FL
32174-5331

Naval Cover Cachet Makers' Catalog Vol. I or Vol. II, illustrated- 8½x11, loose leaf. \$40.00 media mail, \$70.00 First Class International outside US to members, all non-members add \$10. PDF version (on flash drive) - \$30 First Class, \$35 International non-member \$40.00 U.S. -\$45 International. Send check or money order payable to USCS to: Send check or money order payable to USCS to Treasurer, PO Box 7237, Aloha OR 97007-7237, or via PayPal to receipts@uscs.org

Covers, Cards, Photos, Items for Sale or Trade

Naval Covers; Carriers, Subs, Ships, Coast Guard, Air Ships and more, WWII era - a Specialty. Covers for Collectors. Reasonably priced. Mailed Fast. Visit:
www.navalcovershop.com (08/19)

USCS Reference Collection No. 1

*Reference materials for the naval cover collector
Stored on a computer flash drive.*

The flash drive is available for \$11 postpaid within the US
\$21 to non-US locations

Order from

USCS Treasurer
PO Box 7237
Aloha, OR 97007

Payment, in US funds only, may be made via cash, check
or via *Paypal* to receipts@uscs.org

S.A.S.E.

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

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

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

Full Name _____

Address _____

City _____ State _____ Zip+4 _____

E-mail _____

Sponsored by _____ USCS # _____

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

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

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

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

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

11/18



STEVE SHAY
747 SHARD CT
FREMONT CA 94539

PERIODICAL

Page 32

Universal Ship Cancellation Society Log

May 2019

Secretary's Report April 2019

Welcome New Members

- 12556 Jeremy Jump, 3021 Cool Spring Dr, Chapel Hill NC 27514-8211
by Paul Huber (8004)
12557 Michael Bunch, 4180 US 41, Pelham TN 37366-3416
12558 William Stewart, 222 Etruria St Ste 100, Seattle WA 98109-1659

Late Renewals

- | | | | |
|---------|---------------------------|-------|------------------------|
| L-12000 | Parker Bailey, Jr | 10589 | Robert Blanding |
| 12323 | Andrew Breschini | 6104 | Paul Caruso |
| 11720 | Rachel Francis | 11039 | Thomas Hawkins |
| 12534 | Jon Howard | 10988 | David Lu |
| 7916 | Heinz-Peter Meier-Schuetz | 12457 | Lee Neal |
| 12207 | Tom Steiner | 4574 | Bruce Sugarberg |
| 12365 | Ricky Roberts | 11976 | Gerard Wallster |
| 12288 | Howard Wunderlich | 9193 | Christopher Pieczynski |
- (Secretary error)

Converted to Life Membership

- L-12000 Parker Bailey, Jr

Change of Address

- 12138 Lynn Baxter, 235 Teepee St #28, Apache Junction AZ 85120
10589 Robert Blanding, 16260 SW Jade View Way, Beaverton
OR 97007-8406
10177 Paul Farley, 7251 NE Vincent Rd, Bainbridge Is WA 98110-1630

Membership on 3/9/2019.....	764
New Members.....	3
Late Renewals.....	16
Membership on 3/30/2019.....	783
Membership on 3/30/2018.....	815

Steve Shay,
Secretary

USCS Reference Collection No. 1

Reference materials for the naval cover collector
Stored on a computer flash drive.

The flash drive is available for \$11 postpaid within the US
\$21 to non-US locations

Order from

USCS Treasurer
PO Box 7237
Aloha, OR 97007

Payment, in US funds only, may be made via cash, check
or via Paypal to receipts@uscs.org



United States Ship Covers

I offer thousands of U.S. ship postmarks, but with a difference. Every cover is mailed by a sailor, not a philatelic or cacheted among them.

Interested? Please visit my website:

http://www.postalhistory.com/Military/ship_list.htm

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

Jim Forte

P.O. Box 94822

Las Vegas, NV 89193 800-594-3837

The USCS Has Reprinted THE CONSTITUTION BOOK

By Leon Fields

12138 Lynn Baxter, PO Box 50702, Parks AZ 86018-5702



Original Cover

New Cover

PDF version (on flash drive) \$30.00 - free shipping in U.S.

Make checks payable to USCS or pay via PayPal to receipts@uscs.org

Mail to:
USCS TREASURER
PO Box 7237, Aloha OR 97007-7237

Future USCS Convention Schedule

2020 September – MILCOPEX – Milwaukee WI

2021 September 3-5 - BALPEX – Hunt Valley MD

Visit

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