



U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 86 No. 7

July 2019

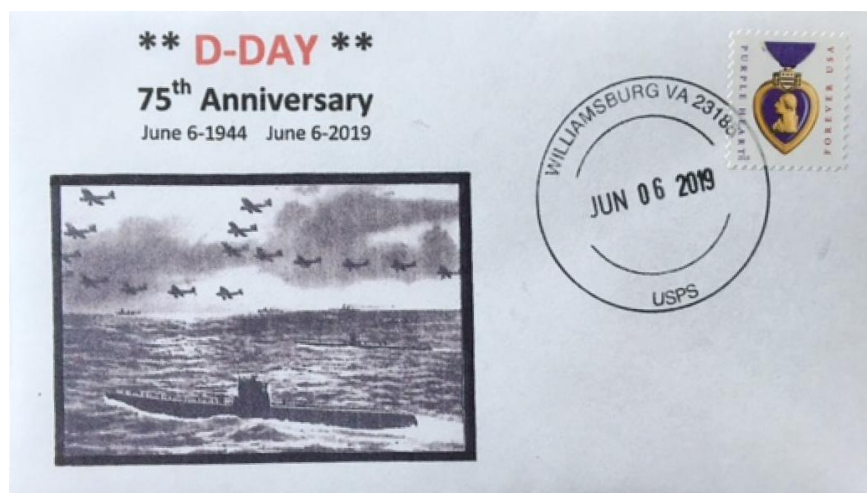
Whole No. 1028

July 2019

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Feature Cover



Leonhard Venne provided the feature cover for this issue of the USCS Log. His cachet marks the 75th Anniversary of the D-Day Operations and the cover was cancelled at Williamsburg, Virginia on 6 JUN 2019.

The **Universal Ship Cancellation Society, Inc.**, (APS Affiliate #98), a non-profit, tax exempt corporation, founded in 1932, promotes the study of the history of ships, their postal markings and postal documentation of events involving the U.S. Navy and other maritime organizations of the world.

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USCS Log Staff

Editor: Richard D. Jones, 137 Putnam Ave, Ormond Beach FL 32174; bmcjmjones@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; bmcjmjones@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@meganet.net |
| Richard Hoffner, Sr. | pauscg@gmail.com |
| Stewart Milstein | sbmilstein@gmail.com |
| John P. Young | rkhoolligan@aol.com |



From the Editor's Desk

Midyear and operations at this end seem to be back to normal as far as the **Log** is concerned. I have a nice supply of articles and our regular contributors keep coming through every month. However, I can always use short ¼ page shorts on any cover topic to serve as filler material to finish off pages that are endings of longer articles. If you are a new member thinking of writing for the **Log**, try beginning your writing with a short feature of your best or most interesting cover.

Looking for a topic to research for an article? Start with a review of the most recent **Log Index** to see what areas or topics are lightly covered. Naval philately is such a broad field that topic choices are almost endless. Need help getting started? I am always ready to review your plans for writing.

For those send covers to the fleet and get good returns, please be sure to send a scan of the cover to **Greg Ciesielski** for possible inclusion in the **Naval Cover Museum**. Sometimes the cover you receive back from a ship is a clearer or better copy of the cachet and cancel than what is already on file. Additionally, there seems to be an uptick in shipbuilding events at the yards for the rest of 2019. Share your cover scans with the **Museum**.

The Pearl Harbor Chapter's "LATE DATE" project is off to a good start with two large page segments of covers of ships connected to Pearl Harbor. See page 20 for more detail and a link to the covers on file so far.

Housekeeping—if you have changed your email providers please let **Steve Shay** know so we can send the **eLOG** without interruption if you requested this service. Also, if you do not get your **eLOG** in your in-box within a few days after the first of each month, contact me for a resend. Additionally, some kick-back **eLOGs** are because your box is oversize or full. Help us help you to get your **eLOG**.

Recruiting new members is always a priority and **Steve Shay** and **John Germann** have been placing ads in several magazines and stamp show programs. You can help if each one would recruit one during the year.

Collect-Share-Enjoy your hobby.

Send for Your Own Covers

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)

USS BOXER AMPHIBIOUS READY GROUP
 USS BOXER (LHD 4) Deployed 1 May 2019
 USS JOHN P MURTHA (LPD 26)
 USS HARPERS FERRY (LSD 49).

Recently/Currently Deployed

USNS COMFORT (T-AH 20) Caribbean-Latin America Deployed 6-14
 USNS MEDGAR EVERS (T-AKE 13) deployed 6th Fleet AOR, 25 Feb
 USS LEWIS B. PULLER (ESB 3) 5th Fleet AOR
 USS JASON DUNHAM (DDG 109) 5th Fleet
 USS GRAVELY (DDG 107) 6th Fleet Flag NATO Maritime Group 1
 USCGC STRATTON (WMSL 752) Western Pacific Deployed 12 June
 USNS WALTER D DIEHL (T-AO 193) Western Pacific
 USS MCFAUL (DDG 74) deployed 25 January
 USS FLORIDA (SSGN 728) 5th and 6th Fleet AOR

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Out of the Past

Naval History and Heritage Command

1 July 1931 (Inter War Period)

USS CONSTITUTION is re-commissioned after a four-year, nearly \$1 million restoration. The next day, the ship and crew began a three-year, three-coast tour of the U.S., visiting 76 ports and hosting 4.6 million people; the tour, known as the "National Cruise", was intended to thank U.S. citizens who had supported "Old Ironsides" restoration.

4 July 1991 (Modern)

USS ARLEIGH BURKE (DDG 51) is commissioned at the waterfront of downtown Norfolk, VA. The guided-missile destroyer is the lead ship of her class and named for the former Chief of Naval Operations Adm. Arleigh Burke, who attends the ships commissioning ceremony.

9 July 1846 (Mexican-American War)

During the Mexican-American War, CDR John B. Montgomery and his detachment of Marines and sailors from the sloop-of-war USS PORTSMOUTH raise the U.S. flag over (Yerba Buena) San Francisco, CA.

12 July 1943 (WW II)

USS TAYLOR (DD 468) sinks Japanese submarine (RO 107), east of Kolombangara, Solomon Islands.

13 July 1939 (Inter War Period)

Rear Adm. Richard Byrd is appointed to command the 1939-1941 U.S. Antarctic Service Expedition. Under objectives outlined by President Franklin D. Roosevelt, Byrd establishes an east and west base and holds a wide range of scientific observations until international tensions end the expedition in early 1941.

16 July 1915 (Classic)

The first Navy ships, the battleships USS OHIO (BB 12), USS MISSOURI (BB 11), and USS WISCONSIN (BB 9) transit the Panama Canal, steaming from the Atlantic to the Pacific.

23 July 1948 (Post-W II)

During the Arab-Israeli War, USS PUTNUM (DD 757) evacuates the U.N. team from Haifa, Israel and becomes first U.S. Navy ship to fly the U.N. flag.

25 July 1943 (WW II)

The first Navy ship named for an African-American, USS HARMON (DE 678), is launched. USS HARMON is named in honor of Mess Attendant 1st Class Leonard Roy Harmon who posthumously receives the Navy Cross for heroic actions trying to save a shipmate on board USS SAN FRANCISCO (CA 38) during the Naval Battle of Guadalcanal on 13 November 1942.

30 July 1943 (WW II)

President Franklin D. Roosevelt signs the act establishing WAVES (Women Accepted for Volunteer Emergency Service). During World War II, more than 80,000 officers and enlisted women serve in the WAVES.

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.

June 2019

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

July 2019

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

?? PCU NEWPORT (EPF 12) Christening ceremony

?? PCU DELAWARE (SSN 791) Commissioning

August 2019

3# PCU BILLINGS (LCS 15) Commissioning Key West FL

Fall 2019

?? PCU OREGON (SSN 793) Christening ceremony, Groton

?? 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** – 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** – 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** – 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;

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Naval News

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

First Cut of Steel for the Columbia-Class Program

Advance construction of the first in a new generation of US Navy ballistic missile submarines kicked off with a steel-cutting ceremony at Huntington Ingalls Industries' Newport News Shipbuilding division.

With the press of a button, a plasma-burning machine cut the first steel plate that will be used to build COLUMBIA (SSBN 826), the lead ballistic missile submarine.

Newport News is performing advance construction activities under a contract the shipyard received from the main contractor on the program, General Dynamics Electric Boat. The COLUMBIA-class boats will replace the fleet of OHIO-class nuclear ballistic submarines. Newport News is starting its work three weeks ahead of schedule to support its advance construction efforts.

Construction of the 12-boat COLUMBIA-class will take place in Virginia, Rhode Island and Connecticut, with Electric Boat assembling and delivering all of the submarines. The lead boat is scheduled to be delivered to the Navy in 2027.

According to the navy, the first patrol of the lead ship, SSBN 826, is scheduled for fiscal year 2031 as the OHIO-class boats begin retiring in 2027.

US Navy will Replace Spain-based Destroyers

The US Navy intends to start replacing its four ARLEIGH BURKE-class guided-missile destroyers forward-deployed to Rota, Spain, with newer platforms in 2020, the US 6th Fleet has announced.

The navy did not disclose which ships would be stationed in Spain to replace USS PORTER (DDG 78), USS ROSS (DDG 71), USS CARNEY (DDG 64), and USS DONALD COOK (DDG 75).

The Flight I and Flight II destroyers are tasked with providing ballistic missile defense protection in the European theater and will likely be replaced with destroyers that feature the upgraded Aegis Baseline 9 combat system, which includes Integrated Air and Missile Defense capability.

In addition to deploying modernized ships, the navy intends to relocate a helicopter maritime strike squadron (HSM) to Rota, Spain, in support of the destroyers, which will enhance the multi-mission roles of these ships.

All four ship rotations are expected to be completed by spring 2022.

HMS QUEEN ELIZABETH to Deploy to U.S.

Royal Navy aircraft carrier HMS QUEEN ELIZABETH is deploying to the US east coast this summer where she will carry out the final round of flight trials with F-35 fighter jets.

The carrier's final spell of preparations ahead of the declaration of initial operational capability in 2020 will

include a port visit in the Washington area where she will host the Atlantic Future Forum (AFF).

HMS QUEEN ELIZABETH (HMSQE) also served as the host for the first AFF which took place in New York in October 2018, during the ship's previous round of trials.

The aircraft carrier is making the transatlantic journey for the second consecutive year. It will also make a number of port calls while deployed before returning ahead of Christmas.

The deployment, known as Westlant 19, will see HMSQE and crew conduct vital deck and warfare trials with UK F-35B jets from 17 Test and Evaluation Squadron based in the USA and 617 Squadron based at RAF Marham, as well rotary wing training with Merlin and Wildcat helicopters.

The aircraft carrier is still on track to deploy on global operations from 2021.

DDG 132 Named

Secretary of the Navy Richard V. Spencer named a future ARLEIGH BURKE-class guided-missile destroyer, DDG 132, in honor of Coast Guard Capt. Quentin Walsh, who was awarded the Navy Cross for his service during World War II. "Capt. Walsh was a hero whose efforts during World War II continue to inspire, and his leadership in securing the French port of Cherbourg had a profound effect on the success of the amphibious operations associated with Operation Overlord," Spencer said.

Spencer made the announcement alongside Adm. Karl Schultz, the commandant of the U.S. Coast Guard, in a ceremony aboard the U.S. Coast Guard Cutter EAGLE in Cherbourg, France.

During World War II, while serving on the staff of the Commander, U.S. Naval Forces, Europe, then CDR Walsh was given command of a 53-man special task force assigned to capture the vital port of Cherbourg. Despite heavy casualties, his small force seized the port facilities and took control of the harbor the day after they entered the city.

After he discovered that the remaining German garrison at Fort du Homet held 52 U.S. Army paratroopers as prisoners, Walsh, under a flag of truce, exaggerated the strength of the forces under his command and persuaded the commanding officer of the remnants of the German garrison to surrender. These actions earned him the Navy Cross and, all told, he accepted the surrender of over 700 German soldiers. Walsh died May 18, 2000.

USS QUENTIN WALSH (DDG 132) will be constructed at Bath Iron Works in Bath, Maine.

PCU MINNEAPOLIS-SAINT PAUL Christened

The future USS MINNEAPOLIS-SAINT PAUL (LCS 21) was christened during a ceremony Saturday, 15 June 2019 in Marinette, Wisconsin.

U.S. Rep. Betty McCollum of Minnesota delivered the christening ceremony's principal address. Deputy Under Secretary of the Navy Ms. Jodi Greene serves as the ship's sponsor. In a time-honored Navy tradition, Ms. Greene christened the ship by breaking a bottle of sparkling wine across the bow.

President's Message

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



Clicking on all cylinders. I am very happy to report that your USCS Vice President, **John Germann**, agreed to over the Chairmanship of the USCS Website Revision Committee. John has contacted several potential website developers for capabilities and approximate costs to either upgrade or rebuild the USCS website with more state-of-the-art features. Each of the proposals and planning documents are being vetted by the full committee and a proposal will be developed for board approval.

Website Revision Chair: John Germann

Revision Team

Rich Hoffner
Paul Huber
Stewart Milstein
Karl Zurn
Adam Francis

On page 13, I have provided the current list of USCS volunteers and the positions they currently hold. Most recently, I appointed the Chair of the Nominating Committee and other committee members.

Board of Directors Nominating Committee:

David Kent-Chair
Ted Bahry
Paul Huber
John Johnson

Other appointments made in June were **Steve Shay** and **Dick Keiser** to the USCS Investment Advisory Committee to assist Treasurer **Lloyd Ferrell** in developing the investment strategies for USCS funds.

As you can see from reading page 13, it takes a good number of members to work together to provide the services and activities members have grown to expect from the Society. New volunteers are always needed to fill spots as they become vacant. Please feel free to step forward to volunteer or to consider running for the USCS Board of Directors. The Nominating Committee is constantly searching for the next slate of officers.

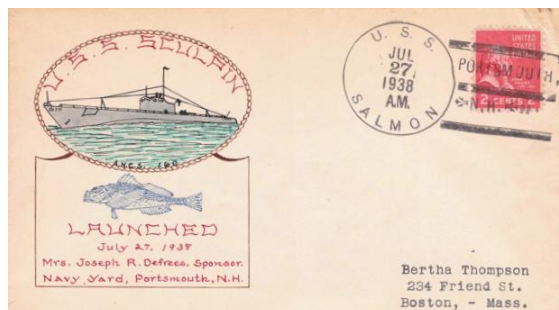
An additional note: One of our USCS Data Sheets, **Data Sheet #12, Foreign Ports** is an ongoing list of ports identified in ship cancel killer bars. **Jake Wilhelm** has agreed to take over the tasks involved in keeping the list current. The list is available on the USCS website for pdf download. Any new discoveries should be shared with Jake for addition to the list.

Enjoy the summer and share your collection with younger family members or neighbors. Everyone likes a good story-share the story of your prized cover.

USCS Auctions – take a look!

USS SCULPIN Launch cachet-Gow Ng

USS ARIZONA 1936 Fleet Maneuvers



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

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

The Goat Locker

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



A Ship Named BEAR (Part II)

The next decade saw BEAR made eleven more voyages to the Arctic. While she was transferred to the Navy Department during the Great War (1917-19) her duties were the same - she steamed north for Alaska in late May, sailed to Point Barrow in August and returned to Seattle in November. She was awarded the World War I Victory Medal with a Patrol Clasp for the period 17 JUL 1917 through 11 NOV 1918.

It should be noted that BEAR had established many firsts during her forty years of service with the Revenue Cutter Service and the United States Coast Guard. Some of her firsts include: the first reindeer station; first vessel to go north during the winter '97; first ship to chart great areas of the Bering Sea and Arctic and first legal system in the form of the "floating court."

The dates of her Bering Sea Patrols (1886- 1926)

| | | |
|----------------------|-------------------------|---------------------|
| 5 MAY / 21 OCT 1886 | 27 NOV 1897/13 SEP 1898 | 12 MAY/ 26 OCT 1914 |
| 19 MAY / 1 OCT 1887 | 5 MAY / 11 NOV 1899 | 2 MAY / 29 NOV 1915 |
| 26 MAY / 6 SEP 1888 | 25 APR / 21 NOV 1900 | 3 MAY / 26 NOV 1916 |
| 31 MAY / 31 OCT 1889 | 3 MAY / 9 JUN 1901* | 28 MAY/ 24 NOV 1917 |
| 13 JUN / 30 NOV 1890 | 15 JUL / 15 NOV 1901 | 21 MAY / 5 NOV 1918 |
| 30 MAY/ ? 1891 | 6 AUG / 29 NOV 1902 | 15 MAY/ 10 NOV 1919 |
| 14 MAY/ 13 DEC 1892 | 2 JUN/ 16 NOV 1903 | 13 MAY/ 23 OCT 1920 |
| 2 MAY / 12 NOV 1893 | 6 JUN / 3 NOV 1905 | 7 MAY / ? 1921 |
| 21 APR/ 14 NOV 1894 | 17 MAY/ 2 DEC 1908 | 1 MAY/ 16 OCT 1922 |
| 27 APR/ 14 NOV 1895 | 4 JUN / 1 NOV 1909 | 10 MAY/ 10 OCT 1923 |
| 15 APR / 3 NOV 1896 | 2 MAY/ 3 NOV 1910 | 4 MAY/ 27 AUG 1924 |
| 5 MAY / 6 NOV 1897 | 6 MAY/ 23 NOV 1911 | 5 MAY / 8 OCT 1925 |
| 7 MAY/ 25 NOV 1912 | 12 MAY/ NOV 23 1913 | |

Note: No 1904 cruise, as BEAR collided with the Schooner SPOKANE near Sausalito CA. BEAR was out of commission from 1 DEC 1905 through 17 DEC 1907 while undergoing repairs and modernization at Mare Island Navy Yard.

Her 1891 patrol had an additional five thousand mile trip because she had to pick up three murderers at Shumigan & Seal Islands and bring them to San Francisco. She made a trip along the Siberian coast and purchased 16 reindeer. The animals were unloaded at Unalaska Harbor before heading north on her Arctic cruise.

A decade later, Lieutenant Bertholf was landed at Baroness, Karp Bay, Siberia and with permission of the American and Russian governments purchased 400 Tunguse reindeer. The small herd was driven to Vladivostok where they were transported to Port Clarence by a chartered steamer.

It should be noted that both Dr. Sheldon Jackson, Commissioner of Education for Alaska and Captain Michael Healy, USRCS came up with the idea of bringing reindeer to

Alaska because of the dwindling food supplies for the Eskimos. Sealers killed the seal, walrus and otters, the whalers drove the whales offshore and cannery took the salmon and many Eskimos starved to death. The entire population of St. Lawrence Island was found dead of starvation by the Cutter CORWIN in 1887. "Roarin Mike" Healy and BEAR had transported 1280 reindeer from Russia to Alaska between 1890 and 1902.

BEAR assisted in a reception for the Great White Fleet in San Francisco in May 1908 before the battleships' departure to the Far East. While the ice patrol is on the North Atlantic, each spring five or six cutters from San Francisco and Seattle took up the Bering Sea Patrol in the days before World War II.

As the cutters steamed along the coast, they were greeted by all sorts of signals. A couple has hoisted a man's coat and a woman's dress on a high pole - showing that wanted to be married by a Coast Guard officer. A stranded hunter on shore signaled that he wanted to be taken aboard and returned to civilization or an injured person was brought aboard to be given medical attention in the cutter's "sick bay." Still farther along, at some native village, a tooth was to be pulled or a funeral service read. These are some of the stories that were recorded in the logs of the Bering Sea fleet.

BEAR had several nicknames while operating in the Pacific-Northwest - "Angel of Mercy" and "Good Samaritan" perhaps more than any other time. As she sailed into the Arctic that summer of 1926, as a Coast Guard cutter, it was an emotional experience for everyone. Captain C.S. Cochran asked to skipper his old ship on her last cruise. He had commanded her previously 1914-16 and 1921-24.

She departed 5 May 1926 and headed north. All along the Alaskan coastline, citizens appeared to bid her a final farewell. They had looked upon the cutter as their guardian, Missionaries, miners, school-teachers and government workers came down to the water's edge. Eskimos climbed aboard their "fire canoe" to make one more trade of whalebone with the ship's crew. For three generations she was the symbol of law and order in the Alaskan frontier. BEAR returned San Francisco, 13 September 1926.

Coast Guard sources have BEAR ordered out of commission, effective 1 May 1927 and it appears she made no more voyages. Her replacement, USS NORTHLAND was launched at Newport News Shipbuilding on 7 May 1927. A month later, she sailed for the west coast, arriving in Seattle in August 1927. BEAR was decommissioned on 3 May 1929 and turned over to the City of Oakland for use as a maritime museum.

BEAR went to sea, once again and played the part of Death Larson's ship, the MACEDONIA in the 1930 movie "The Sea Wolf." It was filmed in her old waters in the Pribilof Islands and the movie is based on Jack London's novel about the sealing industry and the crude treatment by some sea captains.

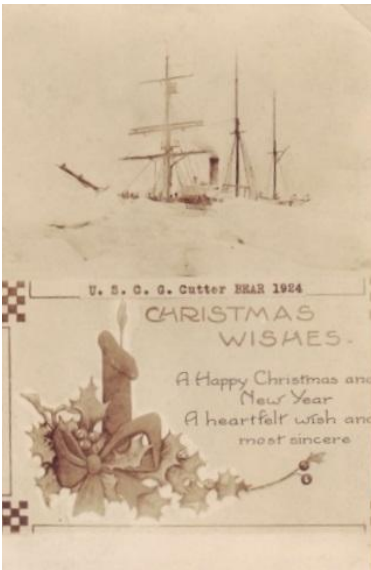


Figure 1: Mint AZO photo postcard with 1924 Christmas Wishes depicts BEAR in photo taken (1898) during the rescue of the whaling fleet at Point Barrow.



Figure 2: A printed Treasury Department penalty envelope used by Dr. Lazelle Sturdevant to the Director, Insurance Division, U.S. Veterans Bureau (now Veterans Administration) Washington D.C. Franked and overpaid by two cents- as 10 cents (registered fee) and 2 cents (first class postage.) Mailed San Francisco (Station #13) on 5 August 1924 and it arrived Washington on 10 August 1924.

Dr. Sturdevant's usage of penalty envelope was perfectly legal, as he applied the proper postage to avoid being in violation of federal law. An Army surgeon during World War I, he served as Medical Officer aboard BEAR from 1921 through 1926. Looks like a collector in Washington saved the registered envelope from the circular file.

In 1932, RADM Richard E. Byrd was looking for a suitable vessel for his second Antarctic Expedition and he learned that BEAR was available.

To be Continued

CWO James W. Mc Devitt USCG (USCS #5860)

Navo-philatelist and fellow coastie **CWO James E. McDevitt** crossed the bar to meet Saint Peter on the other side on 31 December 2018. Jim joined the USCS in 1967 and almost immediately supplied information on Coast Guard vessels serving with the Navy in Viet Nam waters. While aboard cutters COURIER (W 410) and SPAR (W 403), he sponsored a cachet that was applied to collector's requests. He was one of the original members of Coast Guard Study Group #1 and exchanged information with its members.

Jim won many awards for his exhibits: 1945 Coast Guard stamp (Sc #936) and USS MAINE (SSBN 741) on both sides of the Canadian border. He's been missed at stamp shows in recent years because of ill health and is best remembered as a fine officer and gentleman. RIP Jim, say hello to Walter Grabow & Hy Rosman.

USCSC WILLIAM HART Delivered

The US Coast Guard received its 34th fast response cutter (FRC), WILLIAM HART (WPC 1134), from shipbuilder Bollinger Shipyards on 23 May.

The cutter was handed over in Florida and will be the third of three FRCs stationed in Honolulu.

William Hart, the cutter's namesake, received the Gold Lifesaving Medal for his actions in November 1926. Hart was commanding officer of a boat that assisted the stranded tug THOMAS TRACY, in heavy sea conditions, near the Absecon Bar in New Jersey.

After it became necessary for the tug's crew to abandon ship, Hart maneuvered his boat close to facilitate the transfer. When one of the tug's crew members fell overboard and was in imminent danger of drowning, Hart jumped in and saved the individual at great personal risk.

The FRCs are replacing the 1980s-era 110-foot patrol boats and feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment. The cutters feature improved habitability and seakeeping, and over-the-horizon cutter boat launch and recovery from astern or via side davits. Each FRC is 154 feet long, has an endurance of at least five days and can reach a maximum speed of over 28 knots.

USCGC JOSEPH DOYLE (WPC 1133) Commissioned

Coast Guard Cutter Joseph Doyle (WPC 1133) was commissioned into service 8 June 2019 during a ceremony at U.S. Coast Guard Sector San Juan, Puerto Rico.

JOSEPH DOYLE is the thirty-third Fast Response Cutter FRC to be commissioned in the Coast Guard and the seventh to be assigned to Sector San Juan and homeported in Puerto Rico. The Commanding Officer of the Coast Guard's 33rd Fast Response Cutter is Lt. Catherine Gillen.

The namesake of the new cutter is Coast Guard hero Captain Joseph O. Doyle. Doyle was born in 1836. On 11 July 1878, he was appointed keeper of the Charlotte, New York Life Saving Station. During 1878, he achieved two impressive rescues. The first was the wreck of the schooner B.P. DORR of Chicago, which was discovered 11 September 1878. At 9:30 p.m. the ship stranded about one mile west of Doyle's station. The vessel was visible by the flare of a strong torch on board despite the rain. With the six men and the women on board, the vessel safely and swiftly was returned to the beach under the steady oar of the keeper. The second rescue in which Doyle showed his great skill and bravery involved the wreck of the schooner STAR OF MILLPOINT, Ontario Canada on 23 October 1878.

Captain Doyle was awarded the Gold Life Saving Medal for his heroic actions in the conduct of both rescues.

For Beginning Members

Long John Silver, Ship's Cook

For those who joined the USCS decades ago, cover collectors listed their area of interest i.e. classic, neo-classic or pre-World War cancels or cachets that started to appear on covers in the early 1930s. If you chased cachets, you might be interested in Navy Day or any other holiday cachet that was sponsored by USCS chapters or ANCS crews. It was the golden age of cachets from 1933 through 1942.

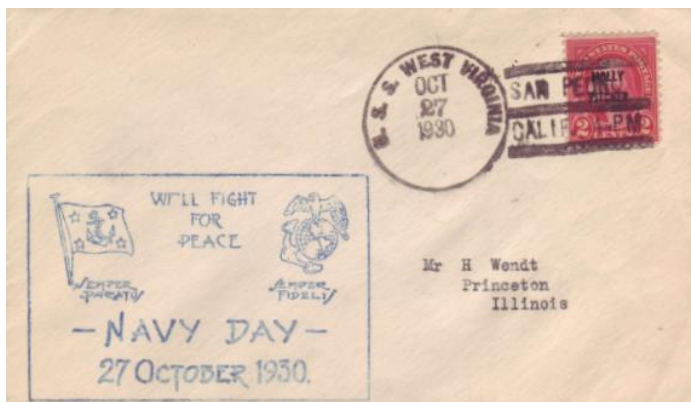


Figure 1: Stamped cachet (Albert Gorham) depicts Sec'y of the Navy flag & Marine Corps emblem & wording We'll Fight for Peace, posted aboard USS WEST VIRGINIA (BB 48) on 27 OCT 1930 with ship's location SAN FRANCISCO/ CALIFORNIA in killers. The same cachet was used with year removed by Gorham.

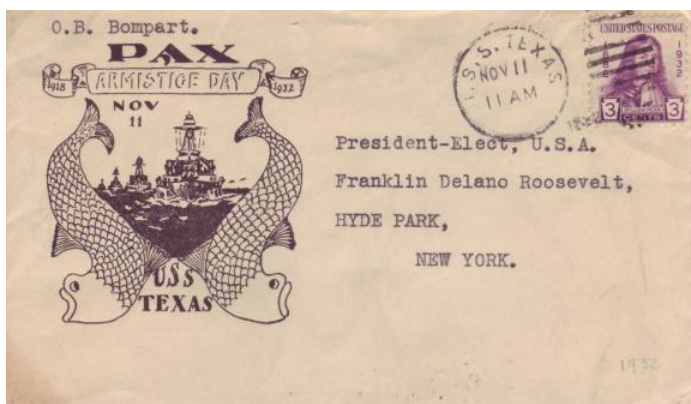


Figure 2: Printed Armistice Day cachet from sailor aboard USS TEXAS (BB 35) to President-elect Franklin Roosevelt, Hyde Park, New York canceled aboard the battleship 11 NOV 1932. Reverse has 2LK/ authenticated by H.R. Hammer, Inc.

You might want to collect battleships, carriers, cruisers or destroyers. How about submarines? Pre-war diesel boats or early nukes might be you fancy. How about Asiatic Fleet or the 1934 New York Fleet Review? Ships built at the Brooklyn Navy Yard or the following yards in Boston, Charleston or Philadelphia. One guy of the West Coast has an interest in "Bird Boats"- minesweepers while a collector in Colorado chases naval covers franked with the 1934 National Park stamps.

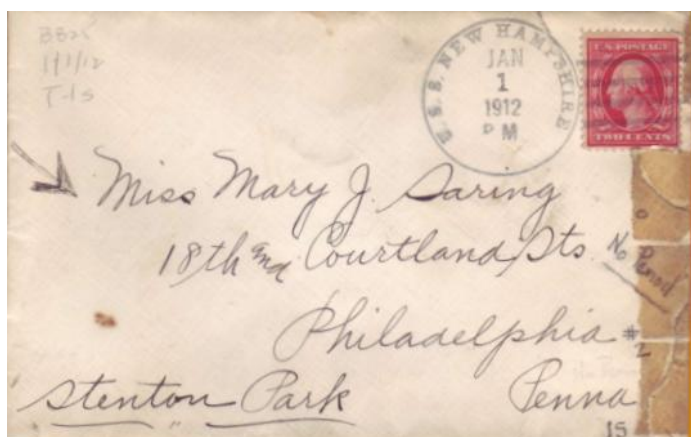


Figure 3: A classic cancel (Type 1s) posted aboard USS NEW HAMPSHIRE (BB 25) on New Year's Day 1912 to young lady in Philadelphia eventually found its way in Doc Locy's collection.



Figure 4: Printed cachet depicts (CA 29) cruiser's participation in FDR's Fleet Review in New York harbor & stamp was killed with a 3LK/ USS CHICAGO/ MAY 31, 1934/ NEW YORK, NY. Probably a hand-back (souvenir) for a collector aboard the cruiser, as it never went through the mails.



Figure 5: A neo-classic postmark on postcard, posted aboard destroyer USS MAHAN (102) on 15 MAR 1927 with location GONAIVES/ HAITI in the killers.

Mervyn Hertzberg was an early naval cover collector and a member of the Int'l Postal Marking Society and sent penny postcards to relatives i.e. B. Hertzberg with naval cancels. In bye-gone days, the classic period was 1908-1922 while the neo-classic period was 1922-1930 with less than a hundred collectors in the country.

Welcome to navo-philately!

West Coast Navy News*Ted Minter (9017)**18765 Florida St., Apt #312
Huntington Beach CA 92648***USS NIMITZ Ends Availability**

The lead ship of the US Navy's NIMITZ-class aircraft carriers marked the end of her 15-month docking planned incremental availability as it concluded at-sea training on 28 May 2019.

USS NIMITZ (CVN 68) crew finished the maintenance availability at Puget Sound Naval Shipyard in Bremerton, and are now looking forward to preparing for future operations.

The availability saw specialized teams focused on painting spaces and rehabilitating the ship's thousands of square feet of decks while the fire watch teams supported the shipyard, contractors and crew ensuring projects were completed safely.

USS NIMITZ started the overhaul in March last year after taking part in the US Navy's first three-carrier evolution in ten years.

USS PITTSBURGH Begins Inactivation

USS PITTSBURGH (SSN 720) arrived at Naval Base Kitsap-Bremerton on 28 May to start her inactivation and decommissioning process.

Under the command of CDR Jason Deichler, the submarine departed Naval Submarine Base Groton, CT, and made her first Arctic transit for her final homeport change.

PITTSBURGH completed their most recent deployment 25 February 2019. During the deployment, the boat and her crew steamed more than 39,000 nautical miles and conducted three foreign port visits.

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

Commissioned 23 November 1985, PITTSBURGH is the fourth US Navy vessel to be named for the city of Pittsburgh, Pennsylvania. At 360-feet-long and 6,900 tons, PITTSBURGH carried MK48 advanced capability torpedoes and Tomahawk cruise missiles.

USS NORTH CAROLINA Change of Command

USS NORTH CAROLINA (SSN 777) held a change of command ceremony at the historic submarine piers of Joint Base Pearl Harbor-Hickam, 31 May 2019.

CDR Matthew Lewis, commanding officer of NORTH CAROLINA, was relieved by CDR Michael Fisher, after more than 30 months in command of the vessel.

USCGC Beefs up Western Pacific Fleet

The U.S. Coast Guard is touting increased operations in the Western Pacific, thousands of miles from American shores, as China's coast guard and civilian fishing militias increasingly assert the country's territorial claims.

FAIRWINDS**2019 Show Schedule**

- July 6-7 Fairfax Show, Fairfax, VA
 July 19-21 Minnesota Stamp Expo –
 Golden Valley, MN
 July 26-27 Land of Lakes Postcard and
 Paper Show- Eagan, MN
 SEPT 20-22 Houston Stamp Show –
 Houston, TX
 Nov 15-17 NOJEX, East Rutherford, NJ
 Nov 22-24 CHICAGOPEX Itaska, IL
 Dec 13-15 FLOREX, Kissimmee, FL

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

A presence in the South China Sea and elsewhere will help enforce the sovereignty of partner nations in the disputed waters. Coast Guard cutters USCGC BERTHOLF (WMSL 750) and USCGC STRATTON (WMSL 752) are being deployed with the Seventh Fleet based in Yokosuka, Japan.

The move comes amid complaints from Asian nations about Chinese efforts to assert territorial claims in the East and South China seas. Besides a growing navy, China has centralized military control over its 200-ship China Coast Guard, equipped the force with larger ships and deputized civilian vessels to assist in the operations.

The U.S. Navy has already put the American coast guard vessels to work, with BERTHOLF joining a transit through the Taiwan Strait in March. Last month, the U.S. Coast Guard staged a joint exercise with two Philippine vessels in Chinese-claimed waters, reportedly sailing past two Chinese ships in the process.

CGC BERTHOLF, a 418-foot national security cutter with 170 crew members, departed Alameda, California, in January to start its patrol in the Western Pacific Ocean. CGC STRATTON is a similarly-sized cutter that can be at sea for 90 days.

Norfolk Navy News

Darrell Millner (9859)
106 Maxwell Lane,
Newport News VA 23606



PCU KENNEDY Gains Island on Flight Deck

Digital technology marked the exact location where Huntington Ingalls Industries landed the island onto the flight deck of the aircraft carrier JOHN F. KENNEDY (CVN 79) during a ceremony today at the company's Newport News Shipbuilding division on 29 May. The event coincided with the birthday of the ship's namesake, former President John F. Kennedy.

"Landing the island is a key milestone in preparing the ship for launch in the fall," said Jennifer Boykin, president of Newport News Shipbuilding.

The 588-ton island, which will serve as the command-and-control center for flight deck operations, is one of the last steel structures, known as a superlift, to be placed onto the ship, signifying that KENNEDY is one step closer to being launched. With the island, KENNEDY is more than 90% structurally complete. The island stands 72 feet above the flight deck and is 56 feet long and 33 feet wide.

In keeping with the Navy tradition, Capt. Todd Marzano, the ship's prospective commanding officer, placed his aviator wings underneath the island during the ceremony. This custom, known as mast-stepping, recognizes an ancient maritime custom of placing a coin at the base of a mast of a ship under construction to bring good fortune.

Caroline Kennedy, John F. Kennedy's daughter, serves as the ship's sponsor. She could not participate in today's event but shared a 1964 silver Kennedy half dollar that Marzano placed under the island house.

PCU KENNEDY is scheduled to move from the dry dock to an outfitting berth in the fourth quarter of 2019, three months ahead of schedule. The ship's christening is planned for later this year.

USS BAINBRIDGE Responds to Attack on Tankers

The Norfolk-based USS BAINBRIDGE (DDG 96) responded to a "reported attack" on two tankers in the Gulf of Oman on 13 June.

Navy forces in the region received two separate distress calls, one around 6:12 a.m. local time and another at 7 a.m.

Additional information about the attack was not immediately available but the report comes amid rising tensions between the U.S. and Iran. More recently, in May, the U.S. blamed Iran for being behind the attack of four tankers off the Emirati port of Fujairah.

The *Associated Press* was reporting early Thursday that one of the two ships involved, identified as Marshall Islands-flagged crude oil tanker MT FRONT ALTAIR, was on fire and adrift after an explosion.

The second ship was identified as the Kokuka COURAGEOUS, which suffered hull damage. The ship is a Panama-flagged oil tanker, according to the website Vessel

Finder. Sailors from each ship had been evacuated and one from the second ship had minor injuries.

Last month, the Abraham Lincoln Carrier Strike Group was sent to the region as a "show of force" against the Iranian regime.

USS JOHN C. STENNIS arrives in Norfolk her New Homeport

The nearly 5,000 Sailors of Carrier Strike Group (CSG) 3 arrived in Norfolk, Virginia, 16 May, concluding a seven-month deployment.

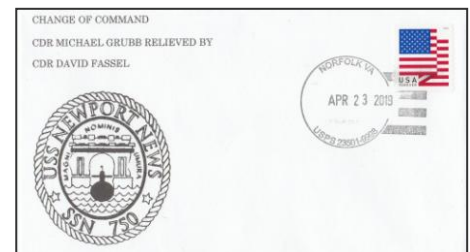
USS JOHN C. STENNIS (CVN 74), commanded by Capt. Randy Peck, departed on deployment from Bremerton, Washington, in October of last year.

STENNIS completed a homeport change when pulling into Naval Station Norfolk, and will begin preparations for a mid-life Refueling Complex Overhaul at Newport News Shipbuilding, Huntington Ingalls Industries.

Changes of Command

USS NEWPORT NEWS (SSN 750)

CDR David Fassel relieved CDR Mike Grubb as CO of USS NEWPORT NEWS (SSN 750), 23 April during a change of command ceremony held at Pier 3, on Naval Station Norfolk.



USS COLE (DDG 67)

CDR Edward "Ted" J. Pledger relieved CDR James Von St. Paul as commanding officer of USS COLE (DDG 67) in front of family, friends, special guests, and crew members during a change of command ceremony 2 May at Vista Point Center on Naval Station Norfolk.

USS ALASKA (SSBN 732)(Gold)

USS ALASKA (SSBN 732)(Gold) held a change of command at Naval Submarine Base Chapel, Kings Bay, Georgia, 31 May. CDR Eric Cole was relieved by CDR Adam Thomas as commanding officer of the ALASKA Gold Crew.

SUBRON 16

Submarine Squadron 16 held a change of command ceremony at the Naval Submarine Base Kings Bay Chapel, Kings Bay, Georgia, 31 May. Capt. William Patterson relieved Capt. Christopher Nash as the Submarine Squadron 16 commodore.

DESRON 2

Destroyer Squadron (DESRON) 2 held a change-of-command ceremony aboard USS ABRAHAM LINCOLN (CVN 72), 1 June. DESRON 2 is deployed as part of the ABRAHAM LINCOLN Carrier Strike Group (ABECSSG) and is composed of the guided-missile destroyers USS MASON (DDG 87), USS NITZE (DDG 94), USS BAINBRIDGE (DDG 96), USS GONZALEZ (DDG 66), USS MITSCHER (DDG 57) and USS WINSTON S. CHURCHILL (DDG 81).

Regards,
Darrell

USCS Chapters

New Jersey Members Enjoy Circuit Covers at May Meeting *Rich Hoffner (Gold Member) USCS #H-4456*

Random photos from the May USS NEW JERSEY Chapter meeting at the home of our host Phil Schreiber.



Photo 1 shows Don Neal, George Marcincin and Ron Finger.



Photo 2 shows Ron Finger, Phil Schreiber, Jan Eyerman and Rich Hoffner



Photo 3 shows Lawrence Brennan, Georg Eyerman, Don Neal and George Marcincin.

We were treated to a selection of covers provided by our circuit manager Stew Milstein (snow bird), who somehow managed to escape the amateur photographers. Also present and not shown were Bruno De Vinck and John Young.

FLEET WEEK NEW YORK 2019

Phil Schreiber 9110

FLEET WEEK NEW YORK 2019 was held during the Memorial Day week at many locations that included eight ships of the U.S. NAVY, COAST GUARD, ROYAL CANADIAN NAVY, National Atmospheric and Ocean

Survey and New York City Fire Department. Navy vessels ranged in size from large amphibious ships the size of World War II to small yard craft patrol training boats attached to the Naval Academy at Annapolis MD.

Activities ashore included concerts by the U.S. NAVY BAND and a U.S. NAVY DIVING TEAM demonstration at a tank set up at Times Square. At nearby Rockefeller Center the U.S. COAST GUARD SILENT DRILL TEAM performed, backed up by USCG exhibits. A few blocks away the U.S. MARINE CORPS BATTLE COLOR DETACHMENT paraded at Father Duffy Square. On the other side of the Hudson River in Jersey City's Liberty State Park numerous other exhibits and events took place. All the while ships were docked at two separate piers in Manhattan, Staten Island, Brooklyn, Bronx and Kings Point Long Island.

I was part of a tour on USS NEW YORK (LPD 21), Flagship of Fleet Week, along with two busloads of veterans and their families. The tour was sponsored by New Jersey State Senator Vitale and led by the Veterans Alliance Chairman World War II USMC Gunnery Sgt. Jack McGreevy. The shipboard tour which was broken into small groups was led by a petty officer first class who wore three hashmarks on his summer dress white uniform. At each section a member of the crew explained its function and responded to questions. Unfortunately, the ship's post office was not available for a visit, but our tour petty officer promised to mail my self-addressed post card to me so that I could get a souvenir with the ship's cancel. The card arrived at my home a few days later, but with no postmark; just a couple of USPS routing bar codes as evidence that it had been mailed. I do have other souvenirs, though: the USS NEW JERSEY CHAPTER 90 cachets and pictorial cancels issued by the USPS at New York's Staten Island branch. These are also available to all who want them and are shown elsewhere in the *Log*. (SEE PAGE 30)

I never completed my tour which would have included a walk through Pier 88 which was loaded with all sorts of U.S. NAVY exhibits that offered free giveaways. At the final station to be visited, the huge "LCAC" otherwise known as an amphibious attack landing craft, I stumbled on its boarding ramp, fell over backward and banged my head on its metal bottom section. Although it left me dazed, I was aware of the quick and very efficient attention I received from the LCAC's skipper and crew who cleaned my lacerations, dressed them, put me aboard a wheelchair and escorted me back to where my bus awaited to bring me back home.

In gratitude for my visit I presented the USS NEW JERSEY Chapter 90 USCS USS NEW YORK LPD 21 cachet and pictorial cancel. After I got home I mailed a letter to the ship's skipper and enclosed my personal award to pass on to the LCAC'S skipper, a pin of the hoist BRAVO ZULU, for the personal attention to me for a truly memorable visit.

Bravo Zulu pin



USS ARKANSAS (BB 33)**Naval Reserve Officers' Training Corps Cruise
Summer of 1938***Ken Pearson (12,173)*

I recently obtained an interesting USS ARKANSAS (BB 33) cover as shown in **Figure 1** below.

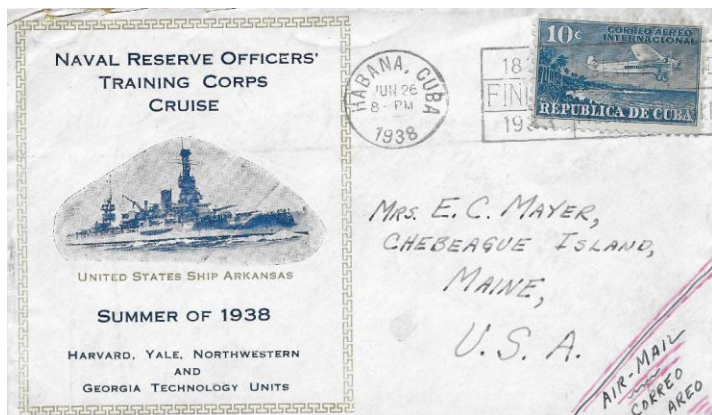


Figure 1: USS ARKANSAS in Cuba – Summer 1938

USS ARKANSAS (BB 33) served as a training platform and completed the goodwill port visits to American allies during the period between World War I and II (Military Factory, 2018). After World War I, ARKANSAS' peacetime missions consisted of annual training cruises mixed in with maintenance and overhaul. For a number of years, the training consisted of taking midshipmen from the Naval Academy on their summer cruises. In the mid-1930s, Naval Reserve training cruises were added. During the summer of 1936, she carried out a midshipman training cruise to Portsmouth, England; Goteborg, Sweden; and Cherbourg, France, followed by a Naval Reserve training cruise. "The following year, 1937, saw ARKANSAS make a midshipman practice cruise to European waters, visiting ports in Germany and England, before she returned to the east coast of the United States for local operations out of Norfolk. During the latter part of the year, the ship also ranged from Philadelphia and Boston to St. Thomas, Virgin Islands, and Cuban waters. During 1938 and 1939, the pattern of operations largely remained as it had been in previous years, her duties in the Training Squadron largely confining her to the waters of the eastern seaboard." (Naval History, 2015)

As the cover indicates, the University Units, Naval Reserve Training Corps, from Harvard, Yale, Northwestern and Georgia Technology, participated in the Summer cruise of 1938. "In 1926 the Department of the Navy authorized the establishment of Reserve Officer Training Corps units at six colleges in order to 'afford systematic instruction and training to qualify students for appointments as ensigns in the naval reserve upon graduation.' The Georgia School of Technology was one of six chosen to have a unit. The other five were Harvard, Yale, Northwestern University, University of California at Berkeley, and the University of Washington. Midshipmen from all six units trained together

on summer cruises aboard battleships such as USS FLORIDA, USS NEW YORK, USS ARKANSAS, USS MISSISSIPPI, and USS WYOMING." (Georgia Tech, 2019)

I did some additional research on the Internet to try and determine the potential source of the cover and the identity of the person the cover was sent to. The cover is addressed to Mrs. E. C. Mayer in Chebeague Island, Maine. I believe she was the wife of "Lieut. Comdr. Eldon C. Mayer, formerly of Chebeague Island, Me." (Eldon, 1997). Further research found "Lt. (Jr. Gr.) Eldon C. Mayer" associated with the U.S. Naval Academy (Annual Register, 1935) and "Lieutenant E. C. Mayer" associated with U.S. S-class submarine USS S-30 (Fleet, 1940). While I spent several hours researching this cover and Eldon C. Mayer, there may be other sources of information that I am not aware of or other covers tied to these cruises or Eldon C. Mayer.

USS ARKANSAS played a significant role in protecting the United States during her time afloat, including wartime activity, diplomatic missions, and training. The training cruises were not only a way to train our Navy, but also a show of our flag and Naval might. I especially like this cover because it ties USS ARKANSAS to four of the six schools with Reserve Officer Training Corps on a 1938 Naval Reserve Training Cruise in Cuban waters.

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Baltimore Philatelic Society

Sponsor:

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Join a USCS Chapter in 2019



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USS SCAMP (SS 277) Vanished

John Pollock (12,096)
4281 Dogwood Ave.,
Seal Beach, CA 90740
Johnspost8@msn.com



USS SCAMP (SS 277) was a GATO-class submarine that served well in WW II making them the most successful class of submarines in defeating Japan. Winning the war did not come without a price, case in point was SCAMP. Patrolling in the Japanese Empire waters, the sub commander John C. Hollingsworth sent in a report on 9 November 1944, and that was the last contact or message from the submarine. She just vanished, and at that time was believed to have struck a mine in an unknown minefield and went down, taking with her all 83 heroic submariners.

SCAMP was laid down on 6 March 1942, at the Portsmouth Naval Yard in Kittery, Maine. She was launched on 20 July sponsored by Miss Katherine Eugenia McKee, and commissioned on 18 September with Commander Walter G. Ebert in command. She was designated lost on 9 November 1944, but could have been shortly thereafter. The major features of the submarine were: length 312 feet, surface displacement 1,560 tons, six torpedo tubes on the bow and four on the stern, one three-inch deck gun, four Fairbanks-Morse engines and a diving depth of 300 feet.

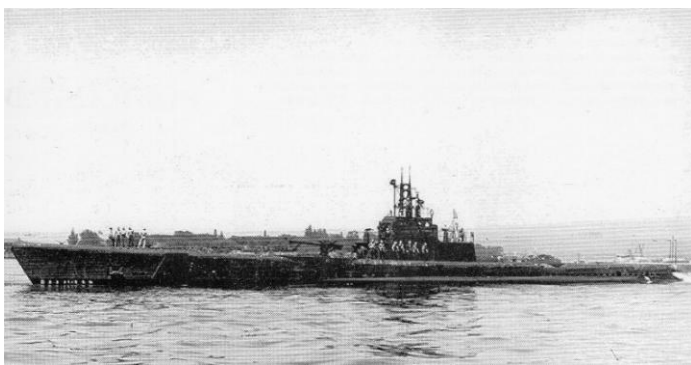


Figure 1 shows an Official U.S. Navy photo of SCAMP in Pearl Harbor, 1943-1944 illustrated on a postcard published by E. Boyer, Simi Valley, CA.

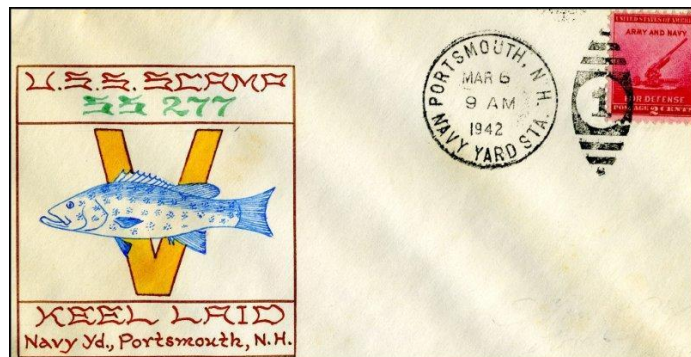


Figure 2

Figure 2 illustrates an event cover commemorating the keel laying ceremony of SCAMP. The cover is franked with a 2-cent National Defense stamp issued in 1940 (Scott 900) with a Portsmouth, New Hampshire Navy postmark. The cachet was produced by Gow C. Ng and shows a scamp fish in front of a V for victory sign. The cover is courtesy of the Naval Cover Museum.

SCAMP's first patrol began on 1 March 1943 leaving from Pearl Harbor under the command of Ebert. Her patrol area was off Honshu in the southern approaches to the Empire waters. In spite of erratic torpedoes performance, she managed to damage two freighters and a tanker, and returned to Pearl Harbor on 7 April, without any confirmation of a sinking.

On patrol two, she departed Pearl Harbor on 19 April, and headed to her new base of operation, Brisbane, Australia. On 28 May, off Bismarck in the Solomon Islands, Ebert sank a 6,800-ton converted seaplane tender KAMIKAWA MARU, before arriving at Brisbane on 4 June.

On her third patrol, SCAMP departed Brisbane on 22 June, and on the 27th she was attacked by Japanese submarine IJMS I-168 in the Bismarck area, and had to dive deep to avoid a torpedo heading her way. When she returned to surface, SCAMP retaliated and sank the I-168. Although it was not known at that time, SCAMP had evened the score, I-168 was the submarine that was given credit for sinking the United States carrier, USS YORKTOWN (CV 5) during the battle of Midway a few weeks before. SCAMP returned to Brisbane on 8 August.

On her fourth patrol and still under the command of Ebert, SCAMP sailed to the Bismarck Sea again. On 18 September, she sank an 8,600-ton transport KANSAI MARU transporting Japanese troops, and immediately had to dive to evade the transport's escort, and had to endure a terrific battery of depth charges that loosened up some joints causing water to pour in rapidly, however, quick action by the crew managed to correct a serious situation which saved the sub. Thereafter she returned to Brisbane on 1 October.

On 27 October, SCAMP departed Brisbane for her fifth patrol and prior to getting into action with the enemy, on 30-31 October the submarine, which was carrying four Australians and nine New Guineans were landed on New Ireland as spotters, very important personnel to serve as coast watchers reporting Japanese shipping activity. On 12 November, Ebert intercepted and damaged the Japanese cruiser AGANO which was undertow off Rabaul, the damage did not sink her, and the cruiser managed to reach the Japanese base at Truk, however, the damage was critical enough, that would put her out of commission for quite some time. On 18 November, SCAMP was damaged from a bombing raid and sailed back to Brisbane for repair on 26 November.

Prior to leaving Brisbane on her sixth patrol SCAMP had a scare during practicing with the Australian HMAS STUART, apparently STUART released a depth charge accidentally while maneuvering, fortunately SCAMP escaped damage and departed for her patrol on 16 December.

Teaming-up with two other submarines USS GUARDFISH (SS 217) and USS ALBACORE (SS 218) they coordinated an attack on a convoy resulting in SCAMP sinking the 10,000-ton tanker NIPPON MARU.

Under a new commander, John Hollingsworth, on her seventh patrol SCAMP was nearly lost to a Japanese plane during lifeguard duty supporting bombing raids by army's B-29 Super-Fortresses. The damage to SCAMP was quite severe, that she was directed to the U.S. for overhaul and repairs.

On SCAMP'S eighth patrol Hollingsworth departed Pearl Harbor and stopped at Midway for re-fueling, then left there on 21 October to take-up patrol in an area of the Japan's home waters between Bonin Islands and the mainland of Japan. About that same time the United States began bombing Tokyo with planes departing from Saipan, the new strategic location putting the bombers closer to the target. On 14 November, sub base command re-directed SCAMP to get into a position closer to Tokyo Bay and prepare for anticipated lifeguard duties during the Tokyo raids. However, that communication was not acknowledged, which would suggest that SCAMP was in trouble. Nothing more was heard from her.

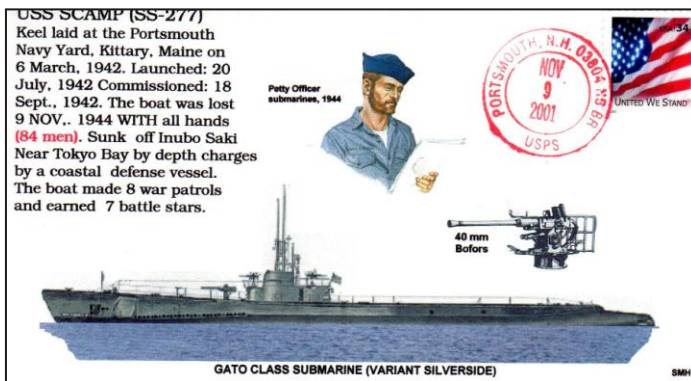


Figure 3 marks the 57th. Anniversary of SCAMP's loss that occurred on 9 November 1944. The cachet shows a GATO-class submarine profile, a 40 mm Bofors gun, and a portrait of a Petty Officer and a brief history of the submarine's construction. The cover is produced by S. Henry and includes an insert (not shown) which gives a more detailed description of her patrols and loss.

Japanese records reviewed at the end of the war suggested that the submarine sinking was more likely due to anti-submarine coastal defense rather than striking a mine. SCAMP earned seven battle stars for her patrols..

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This article first appeared in the WESTPEX Show Program - April 26-28, 2019

One Reason Why We Collect What We Do: The Rather Remarkable Career of a Rather Humble Ship

John Germann (USCS #9018)

The LST (tank landing ship) was one of the principal innovations of the US Navy in World War II. The amphibious ship design performed so well that from September 1942 to war's end the Navy launched an amazing 1,052 LSTs, and continued to produce them all the way into 1971. The ships did their job quietly, and namelessly. Until 1955 the Navy never bothered to name them; it just gave them a number. Among these humble vessels was *LST-510*. Put in the water by Jeffersonville Boat & Machine Co. of Indiana in November 1943, by late March 1944 she had joined (and survived) a peril-ridden 64-ship convoy to the UK, laden with one large landing craft and 600 tons of ammunition. She then aided the assault on Omaha Beach in Normandy, reinforcing the beachhead with soldiers and supplies eight hours after the initial assault, earning a battle star in the process. A year later, after many shuttling missions and multiple mishaps in that area, she returned to the United States. She was decommissioned on July 1, 1946 and became a part of the Atlantic Reserve Fleet. While inactive, she finally received a name – *BUNCOME COUNTY* – but she never managed to sail with it.



LST-510 at Normandy, 1944

However, unlike most of her fellow LSTs, which wound up at the scrapyard or with foreign countries, *LST-510*'s career had only just begun. Sold by the Navy in September 1959 she was converted to a ferry, first as the *VIRGINIA BEACH* and then in 1964 as the *CAPE HENLOPEN*. She is still the *CAPE HENLOPEN*, and in her 75th year is still serving American citizens, carrying cars and passengers now rather than tanks and soldiers. In fact, for \$18 you can buy a ticket online and enjoy a 1½ hour ride on the venerable ex-*LST-510* from New London, CT to Orient Point, Long Island. It's a special treat - the only other surviving LST (*LST-325*) is now a floating museum ship.



M/V CAPE HENLOPEN today



Location: Tukwila Community Center
12424 42nd Avenue South
Tukwila, WA
Sponsor: Seattle Philatelic Exhibitions, Inc.
Next Show: September 13-15, 2019
Fri. & Sat. 10 a.m.-5 p.m., Sun. 10 a.m.-4 p.m.

Author-Ship:
LT. Herman Wouk, USNR
 Gregory A. Finnegan (9677)
 688 57th Street
 Oakland CA 94609-1642
g.finnegan@comcast.net



Probably the best-known Naval writer I'll consider in this series is Herman Wouk, whose 1951 Pulitzer Prize-winning novel *The Caine Mutiny* sold 3 million copies in the USA and 2 million in Britain in its first 3 years, was translated into 17 other languages, and spun off a play that ran for two seasons on Broadway. And, of course, there's the 1954 movie version, with Humphrey Bogart as Captain Queeg, a movie that received 7 "Oscar" nominations.

Wouk joined the Navy in 1941, but was older (born in 1915) than a lot of recent college graduates who received Reserve commissions in the WW II massive expansion of the Navy. He had graduated from Columbia University in New York City in 1934, so had 7 years of post-college experience before his Navy service—including five years as a staff writer for comedian Fred Allen. A prewar attempt to join the Navy for officer training had been rejected because he lacked engineering training or experience, but post-Pearl Harbor the standards changed and he was accepted for Midshipman's School at Columbia U., from which he graduated in the top 20 of a class of 500. He then attended Communications school at Annapolis, before reporting in February 1943 as Assistant Communications Officer in destroyer-minesweeper ZANE (DMS 14) in the Pacific. He was successively Communications Officer, Navigator, and First Lieutenant. ZANE swept mines off the Marshalls, Kwajalein, Eniwetok, and all three Marianas, participating in 8 invasions. In 1945 he became Executive Officer of SOUTHARD (DMS 10.) At Okinawa, after the war ended, Wouk was slated to become Commanding Officer when SOUTHARD grounded during a typhoon on 17 September 1945 when her screws fouled a drifting torpedo net, and grounded again on 9 October during salvage, and was declared a total loss.

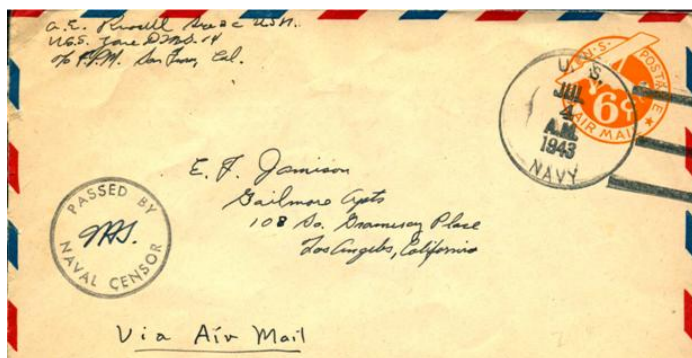


Figure 1: ZANE sailor cover, 4 July 1943. Locy Type 3z (BTB)

It's not clear when WOUK reported to SOUTHARD other than "1945." Whether or not he was yet aboard, the ship was hit by a Kamikaze while minesweeping off

Lingayan on 6 January 1945; the damage was very similar to what Wouk wrote about the CAINE being hit by a Kamikaze.

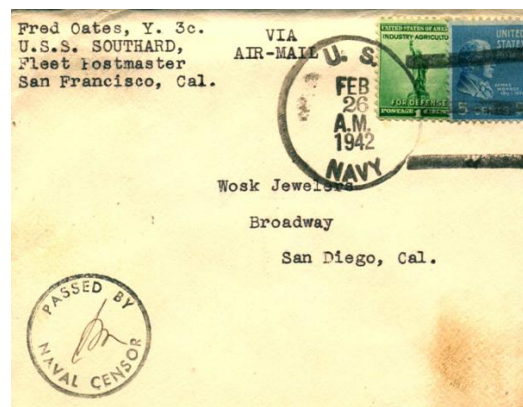


Figure 2: SOUTHARD sailor mail cover, 26 Feb. 1942

LT. Wouk was discharged at the end of the war. He seems to have retained his Reserve commission, however, as a timeline in Arnold Beichuan's book about him states that he "[s]tarted writing *The Caine Mutiny*, during a Naval Reserve training cruise aboard aircraft carrier SAIPAN." (p. 6) The book was his third novel; he had begun his first (*Aurora Dawn*) during his WW II service; he much later recalled a related incident to the US Naval Institute in 1995:

I was out there in the Pacific, on the bridge of an old destroyer-minesweeper. I had just become a new Officer of the Deck, qualified to stand a watch at sea, and I had the conn. But my mind was on the book I was writing, *Aurora Dawn*, my first novel. I was leaning on the pelorus, thinking of a turn in the plot, when I suddenly noticed a transport broad on the bow. Groping to remember the rules, I exclaimed, "my God, we're on a collision course! Helmsman, Right Full Rudder." And the helmsman, without batting an eye, and vigorously spinning the wheel counter-clockwise, said, "You mean, 'Left Full Rudder,' sir. Left Full Rudder, aye, aye, sir." And that's why I stand here tonight and I'm not at the bottom of the sea." (p. vii, Shenk 1997.)

The Caine Mutiny was awarded the Pulitzer Prize in 1952. Wouk wrote the play *The Caine Mutiny Court-Martial* in 1953-4. The Hollywood movie of the novel was released in 1954. He continued a successful writing career, on a variety of topics; he returned to WW II in the 1970's with *Winds of War* and *War and Remembrance*. Those wider-ranging books, his biographer notes, involved extensive research—but it was *The Caine Mutiny* that drew directly on his wartime experiences.

The classic status of the book results from the skill and complexity with which Wouk addresses both the necessity and the difficulties of discipline and command. The fact that the non-Queeg, non-Court-Martial parts of the book depicted the nature of sea service with writing skills not possessed by

most who shared the experience makes even the descriptions of shipboard routine valuable and memorable. Since I first read the book as an adolescent, I've vividly recalled the CAINE's now-CO Willie Keith's musings on the bridge as he returns the damaged ship from Okinawa to Bayonne NJ:

The stars and the sea were slipping from his life.

In a couple of years he would no longer be able to tell time to the quarter hour by the angle of the Big Dipper in the heavens. He would forget the exact number of degrees of offset that held the *Caine* on course in a cross sea. All the patterns fixed in his muscles, like the ability to find the speed indicator buttons in utter blackness, would fade. This very wheelhouse itself, familiar to him as his own body, would soon cease to exist. It was a little death toward which he was steaming. (p. 484)

In dealing with duty, discipline, and leadership, the novel treats the differences between career officers, including Queeg, and Reservists serving only for the duration. The character Maryk is a reservist hoping to transfer to the regular Navy, but unlike the others he's had extensive sea experience in civilian life; were they all in the Royal Navy he'd have neither the straight stripes of a Regular officer nor the wavy ones of the Volunteer Reserve, but the chain-like ones of the Royal Navy Reserve, symbolizing his being neither of the other two. Maryk is a tragic figure because his ambition to get a permanent commission is destroyed by his relieving LCDR Queeg of command in the typhoon—necessitated by the fact he has the experience and skills to save the ship, but fatal because he lacks the Navy culture that puts hierarchy of authority above all else. The book is also important for the attention paid (the famous typhoon aside) to lesser and less known aspects of "the War." As Willie Keith says in his address to the crew at CAINE's decommissioning:

It steamed through four years of war. It has no unit citation and did nothing spectacular. It was supposed to be a minesweeper, but in the whole war it swept six mines. It did every kind of menial fleet duty, mostly several hundred thousand miles of dull escorting. ...*Caine* duty is the kind of duty that counts. The high-powered stuff just sets the date and place of the victory won by the *Caines*. (p. 488)

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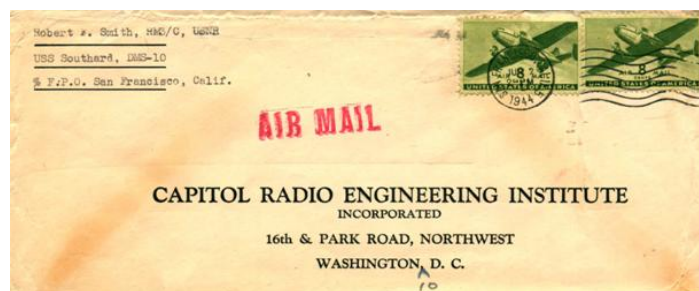
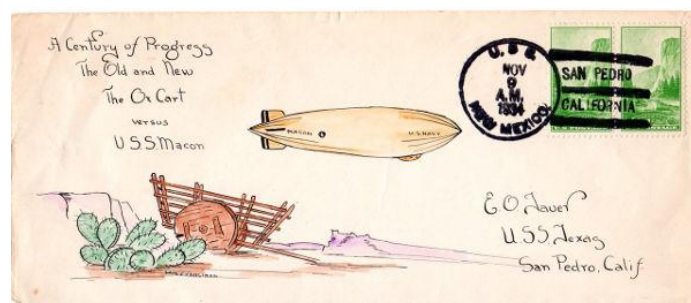


Figure 3: SOUTHARD sailor mail cover, mailed in San Francisco, 8 June 1944

Note: Herman Wouk died on Friday 17 May 2019 at age 103 just 10 days shy of his 104th birthday.

Cover of the Month USS NEW MEXICO (BB 40) Steve Shay (#L-10821)



This wonderful hand painted cachet was prepared by **Lottie Eshliman** of Hollywood. She was USCS member #262 and she prepared cachets for the Admiral Reeves Chapter of the USCS. She prepared covers over a 4 year period from 1934-1938. Her work is always very beautiful.

This cover was cancelled aboard the battleship USS NEW MEXICO, while in port in San Pedro in November 1934. The cachet features the old and the new, the ox cart and the Navy's dirigible, USS Macon. The phrase Century of Progress recalls the World's Fair in Chicago that ended in October 1934, not too long before this cover was cancelled. The Macon was commissioned in 1933 and would be lost in a storm off Point Sur, California 12 February 1935.

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.

The Story Behind the Cover...

USS PRINCETON (CVL 23)
A Puzzling October 1944 Cover

Lloyd Ferrell (L-12082)

PO Box 2086

Beaverton, Oregon 97075

uscstreasurer@aol.com

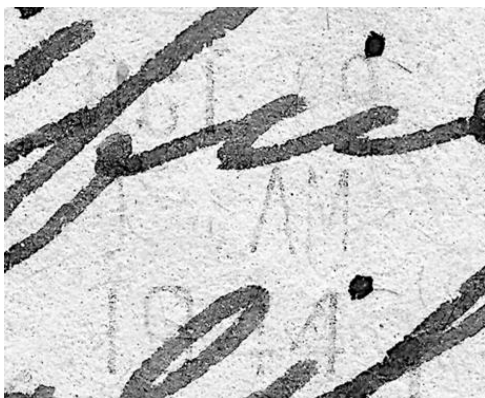


Looking at this cover, it's clearly WW II era sailor mail from USS PRINCETON. A quick check of the sender, S2/c Joseph Dancheck, confirms that he was on the carrier when she sank. But what was the date of the cancel? The dial on the cover is so faint that, at first glance, it goes without notice. It wasn't until I made a high-density scan that the date began to emerge—and when I finally could make it out, it didn't make any sense.

Was I reading the right date? It looked like 29 October 1944, and if correct, that was five days after PRINCETON sank. The cancel was a mystery but, as it turned out, it also became part of the solution. Using that information, coupled with research about Joseph Dancheck and the survivors of PRINCETON, I eventually discovered the answer.



Mailed by S2/c Joseph Dancheck, USS Princeton, H. Div., to his wife in Wilkes-Barre, Pennsylvania. The dial is so faint, it's hard to see.



Barely visible, the date 29 Oct 1944 can be read. This image was scanned at 4400dpi.

Joe Dancheck and the carrier PRINCETON

At the time PRINCETON sank, Joseph Dancheck had been on board for only two months, and had just six months of experience in the navy. He was different from most new sailors, being 31 years old, married, and the father of two

children. Considering all that, I would have thought Dancheck would have been exempt from the draft. But he wasn't, and on 30 March 1944, he was called up for service in the navy. From his home in Wilkes Barre, he went to boot camp at Great Lakes, Illinois and was then quickly moved into the Pacific Theater. On 15 July, along with some 2800 others, he boarded the transport GENERAL HASE at San Francisco and set course for Eniwetok by way of Pearl Harbor. Interestingly, the war diary of GENERAL HASE shows that she also carried \$29 million in Hawaiian currency "as cargo." After a brief stop, they continued on to Eniwetok with a convoy, anchoring there on 2 August. That same day, the carrier PRINCETON also pulled into the harbor and anchored. Joseph Dancheck, along with several others, reported to PRINCETON for duty three days later.



Comparing the Type 7z cancel on the Dancheck cover (left) with another 1944 cover from LEXINGTON in the Naval Cover Museum.



Similarly, this compares the censor mark of the Dancheck cover (left) with an example from LEXINGTON. It appears to be the same device.

For nearly four weeks, PRINCETON remained at Eniwetok, undergoing repair and readying for action. Reading through the war diaries, it struck me what a sight the harbor must have been, with dozens of ships at anchor, or in the process of arriving and departing. On 29 August, PRINCETON got underway with Task Group 38.3 and headed toward the Philippines. For the next month, she was involved with war operations, which undoubtedly was Joe Dancheck's first battle experience. The ship anchored at Palau Island in late September, and then moved on to Ulithi on 2 October. Her stay was interrupted, however, when she had to get underway to ride out a typhoon. She returned to Ulithi to take on provisions, and on 6 October got underway with the Task Group and headed west toward the Ryukyu Islands.

The final days for PRINCETON had now begun. For the next two weeks, she conducted air strikes against targets in the Ryukyu Islands and Taiwan—dangerous waters, just south of mainland Japan. On 16 October, PRINCETON survived air attacks by Japanese torpedo planes, and a few days later headed south toward Luzon. It was here, on 24 October, that PRINCETON was lost during the Battle of Leyte Gulf. It began when a lone Japanese dive bomber broke through defenses, delivering a single bomb that exploded below deck at a critical location. It wasn't the structural damage that was the problem, it was the gasoline fires. They spread quickly and could not be controlled, even with the assistance of several nearby ships. Onboard explosions rocked PRINCETON, injuring many crewmembers and leaving the ship helpless in the water. The process of abandoning ship began, but it wasn't entirely an orderly process because onboard communications were out. Late in the day, the hulk of PRINCETON was scuttled to avoid her falling into enemy hands.



PRINCETON on fire after the attack, with BIRMINGHAM assisting.

Details of what Joseph Dancheck experienced that day are not known, but it's clear that he was injured. Fires in the aft section of the ship forced at least 300 men into the water, and others were blown overboard by explosions elsewhere. Survivors were picked up or transferred to several nearby ships, most of them taken on board IRWIN (DD 794), MORRISON (DD 560), and GATLING (DD 671). The destroyer CASSIN YOUNG (DD 753) also picked up 117 survivors, including "S2/c J. Dancheck."



Wounded but alive, Joseph Dancheck was rescued by the destroyer CASSIN YOUNG, and transferred two days later to the carrier LEXINGTON.

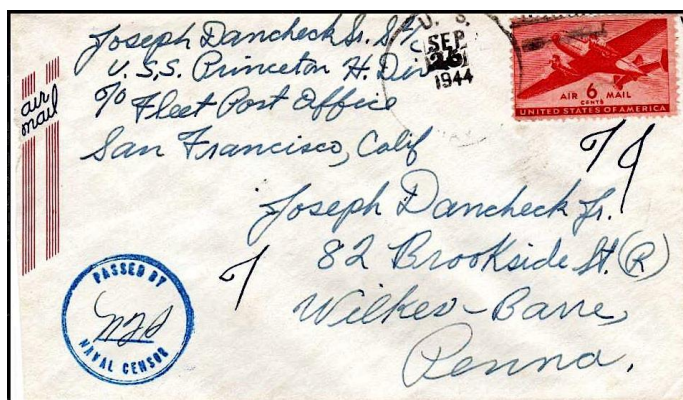
The men remained on board CASSIN YOUNG until the morning of 26 October when, still at sea, she rendezvoused with the carrier LEXINGTON (CV 16) to transfer the survivors. A line between the ships would have been set up, and the war diaries show the process took three hours to complete. With that, LEXINGTON made way to Ulithi Harbor with Dancheck and the other survivors. The war diary of LEXINGTON shows that on 30 October she arrived at Ulithi and anchored at Berth 24. The next morning at 0940, Dancheck and the others were transferred "to the

GENERAL ERNST for transportation to the United States." Departure of the transport GENERAL ERNST (AP 133), it appears, was delayed by an outbreak of diarrhea, and it wasn't until 13 November that she left Ulithi. On 16 November, she was met by DALY (DD 519) at Majuro, and escorted to Pearl Harbor. Eventually, Dancheck made it back to the west coast, and seems to have spent most of the next year at the Naval Hospital in Bremerton.

The Key to Solving the Puzzle

It was the research of Dancheck's movements after PRINCETON sank that led me to consider that the letter may have been mailed on board LEXINGTON. If I was reading the "29 OCT" date correctly, it was a strong possibility. With that, I began looking at postmarks of both ships.

Maybe I should have checked the *Postmark Catalog* for PRINCETON earlier, because the first thing I discovered is that the ship used a Locy Type 2 cancel. Mine was a Type 7 machine cancel. The Naval Cover Museum has several examples of 1944 LEXINGTON covers and, sure enough, they used the Type 7 cancel. A comparison of the censor device between PRINCETON and LEXINGTON really nailed it down. LEXINGTON used a distinctive double-ring censor stamp, the same as on my cover. Everything matched up—the research placing Dancheck with LEXINGTON on 29 October, the Locy Type 7 machine cancel, and the censor mark. Joe Dancheck wrote the letter to his wife on 29 October while he was on board LEXINGTON headed for Ulithi—probably the first letter he mailed after his ordeal.



Another PRINCETON letter by Joseph Dancheck, this time to his young son. Dated 26 September 1944, it has the Locy Type 2z cancel, and a single-ring censor mark. Both are much different than the cover featured in this article. —Naval Cover Museum

Wrap-Up

Joseph Dancheck was discharged from the navy in August 1945, and then returned to his home and family in Wilkes Barre. He also resumed his job as a truck driver for a wholesale drug company, where he had worked since he was a teenager. It may be the only job he ever held.

The Dancheck family had roots in Czechoslovakia, and the original last name was probably spelled "Demciak," but there are variations. Most opted for the more Americanized version that Joseph used. He grew up at

Wilkes Barre, and had many brothers and sisters. His father worked as a fireman for the Lehigh Valley Railroad. Besides Joseph serving in the navy during WW II, his brother Paul served in the army, and was a D-Day veteran.

All the pieces of the puzzle have come together. Although Joseph Dancheck shows "USS PRINCETON" on the return address, he actually wrote this letter after the ship had sunk. It was mailed on 29 October while he was aboard the carrier LEXINGTON heading for Ulithi. The letter itself is gone, but he was probably telling his wife, Emily, that he'd been injured, but would be okay.



While at sea, Joseph Dancheck was transferred to the carrier LEXINGTON from CASSIN YOUNG on 26 October and taken to Ulithi. It was while on board LEXINGTON that he mailed this letter to his wife.

This was a tough cover to research, but finally the story made sense. Joseph Dancheck was not a sailor for long, but he experienced a lot during his short time in the navy. Back home in Wilkes Barre, he was active with the local American Legion for years. His wife, Emily, passed away in 1968, and Joseph passed away in 1973 at the age of 59.

Today CASSIN YOUNG is a museum ship in Boston, near the Frigate CONSTITUTION. In 2018, I was able to visit the ship.



Main Sources

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DANFS, *Wikipedia*, *Naval Cover Museum*

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"Draft Board 1 of City Ordered Men to Service," *The Wilkes-Barre Record*, 23 Mar 1944, p5

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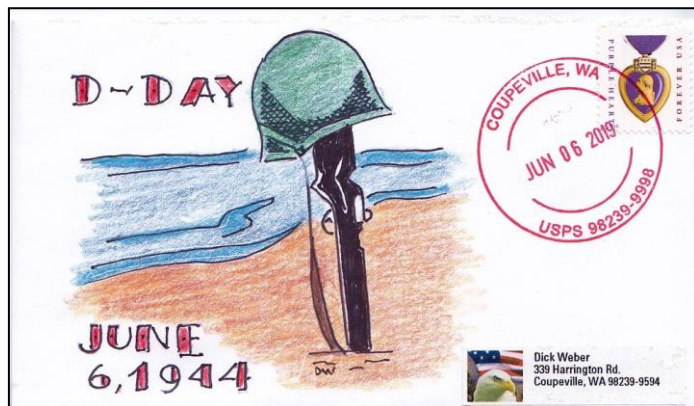
75th Anniversary of D-Day Honored – with cachet by Dick Weber

Dick Weber, long-time member of the USCS Puget Sound Chapter, has done many naval cachets over the years. He is an artist, who designs, draws, and colors each cachet by hand in a distinctive style all his own.

Although best known for cachets featuring Coast Guard and Navy ships, recently Dick did a cachet for the 75th Anniversary of D-Day. Its concept is deceptively simple. A rifle jammed into the sandy beach with a helmet placed over it marking the grave of a soldier. It is brilliantly done, and speaks volumes for the sacrifices made on June 6, 1944.

Only six of these cachets were made, and cancelled at Dick's local post office in Coupeville, Washington.

Thanks Dick.



New cachet by Dick Weber of the Puget Sound Chapter, honoring the 75th Anniversary of D-Day.

Dick Weber
USCS 7673



NAVAL COVER MUSEUM

Special Collections

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

Pre-war covers from about mid-November 1941 thru December 7, 1941. This collection includes philatelic covers, sailor mail, and official mail

with any pre-war cancellation from the ship. In addition to this, there may be cancels connected to Pearl Harbor ships cancelled elsewhere. For example: (1) official mail from a ship cancelled from a shore station; or (2), sailor mail identifying the ship in the return address, no matter where the cover was cancelled. All these cancels are included in this project.

https://www.navalcovermuseum.org/wiki/%22Late_Date%22_Pearl_Harbor_Ship_Project

Ships Named After USN and USMC Aviators

USS RICHEY (DD 385)

Jake Wilhelm

PO Box 481, Coquille, OR 97423

jakewilhelm@mail.com

An aviator lost during the Pearl Harbor attack was honored with a ship in his name. RICHEY (DE 385), an EDSALL-class destroyer escort, was launched in time to help avenge his death.

Joseph Lee Richey

Richey was only 21 when he gave his life. Born 8 June 1920 in Barnard, Missouri, he was raised in nearby St. Joseph. While still in high school, he began civilian flight training and became one of the first civilian pilots to earn his wings through a program at Rosecrans Air Field. He enlisted in the naval air service in October of 1940 and earned his wings the following year.

Ensign Richey was assigned to CALIFORNIA (BB 44) as a reconnaissance pilot, joining the battleship's Observation Squadron (VO-2) in the fall of 1941.



Ensign Joseph Lee Richey

Richey was killed with 99 other crewmates in the surprise attack on Pearl Harbor 7 December 1941. It is unclear how he perished, but he was not able to get to his airplane in time to help those around him. A torpedo strike against CALIFORNIA was followed by a bomb that blew apart her engine room and ammunition locker.

Richey was the first St. Joseph man to give his life for his country in the Pacific War. CALIFORNIA sank at her berth but was resurrected later in the war and supported some of the final island-hopping campaigns.

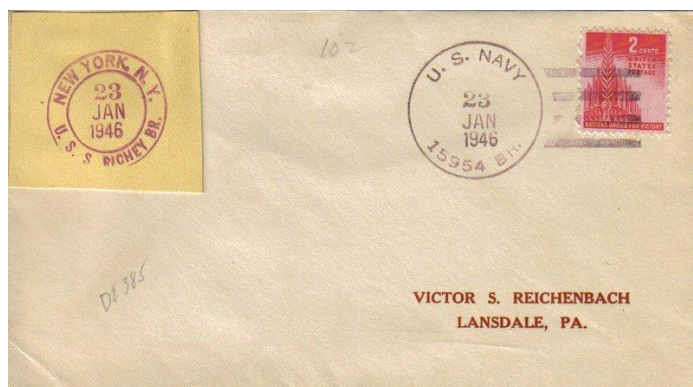


USS RICHEY (DE 385)

USS RICHEY (DE 385) did her part this war, as well. Her keel was laid 19 April 1943 at Brown Shipbuilding in Houston, Texas. She was christened 30 June 1943 by Richey's widow Jane Richey. RICHEY commissioned into the Navy 30 October 1943.

She spent much of her time escorting convoys out of New York. In 1945, she rescued 32 men from the tankers SS NASBULK and SS ST. MICHEL after the ships collided and caught fire.

In May of '45, RICHEY joined the North Pacific Fleet at Adak, Alaska, then went on to occupy the Japanese naval base at Ominanto. She later participated in the occupation of mainland Japan. In 1950, she was shifted to the Atlantic Reserve Fleet. 1 April 1952, RICHEY was loaned to the Coast Guard, but entered the Pacific Reserve Fleet in June of 1954. She was struck from the Navy list 30 June 1968.



RICHEY cover with Locy Type 2# Br. #15954 and, to the right, Locy Type 9efu

https://www.navalcovermuseum.org/wiki/RICHEY_DE_385

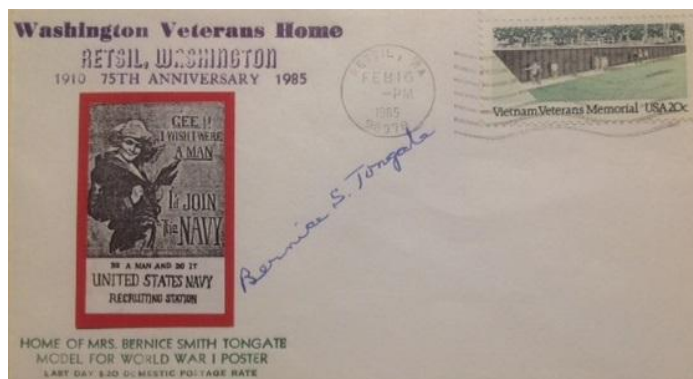
Dollar Box Treasures

Bruno de Vinck

Attached is a photo of an inexpensive unusual signed related WW I naval cover acquired at our chapter meeting recently. Perhaps you could use it in a future **Log** issue. As usual, it was "the thrill of the hunt"!

Regards,

Bruno



Washington Veterans Home 75th Anniversary cover signed by Bernice S Tongate, a model for World War I poster.

Fantail Forum – Part 8

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

The final class of handstamp markers to be issued by the Post Office Department began to appear on letters and post cards in the early 1900's. This group of markings was distributed for special purposes and not intended to postmark or cancel "First Class" mail. These marking handstamps are in a class of their own and included "REC'D", "TRANSIT", "REGISTERED", "M.O.B.", and "PARCEL POST". The special purpose markers of "REC'D" and "TRANSIT" do not apply to the US Navy for they were used by the USPOD in the distribution and handling of the mail while in progress.

Special purpose markers were issued about 1908 until 1943 when the general all-purpose markers appeared, which replaced all three special markers that the US Navy had used. The all-purpose marker remains to be the standard to this date.

Special purpose markers were classified as a Type 9 cancel under the Locy system. They were double circle handstamps that had the ship's name at the top of the dial and "REGISTERED", "M.O.B." and "PARCEL POST" appeared at the bottom of the dial. The first to be issued was the "REGISTERED" indicating that this marker was supposed to be used for registered letters as back stamps that were placed over the crossing of the upper and lower flap of the envelope, registry receipts and documents. Registered mail was established in 1855. The purpose for this system was to provide greater security for valuable mail.



USS QUINCY
(CA 39)

USS MARYLAND
(BB 46)

USS MISSISSIPPI
(BB 41)

"M.O.B." markings were, as the initials suggest, designed for use on papers associated with Money Order Business, to validate postal money orders and date related forms and not intended to be used as postmarks on "First Class" mail. Money order sales were authorized for US Navy ships in 1914.



USS RALEIGH
(CL 7)

USS OKLAHOMA
(BB 37)

USS PENNSYLVANIA
(BB 38)

Another special purpose handstamp was issued for "PARCEL POST" markings, for the cancellation of stamps on parcels and to validate insurance receipts. This third variant, with "PARCEL POST" did not appear until the 1920's and again classified as a Type 9 marker in the Locy system. The design of the CDS is the same as the registered and money order business handstamps with parcel post at the bottom of the dial. The center of these handstamps contained the month, day and year showing the time of mailing.



USS MARYLAND
(BB 46)

USS RICHMOND
(CL 7)

USS SAINT LOUIS
(CL 49)

During the 1930's, the special purpose markers were revised to include the wording "NEW YORK, N.Y. BR." at the top of the dial, along with the ship's name at the bottom.



USS SHENANDOAH
(AD 26)

USS NASSAU
(CVE 16)

USS TOLEDO
(CA 133)

The change in the money order business handstamp was a continuous wording of NEW YORK, N.Y. USS (with ship's name) BR. /with "M.O.B." placed at the bottom of the dial.



USS RALEIGH
(CL 7)

USS PHOENIX
(CL 46)

USS NORTH CAROLINA
(BB 55)

Navy numbers and POD branch numbers also came under dial format change with "NEW YORK, N.Y." at the top with Navy/POD number and BR. at the bottom of a dial.

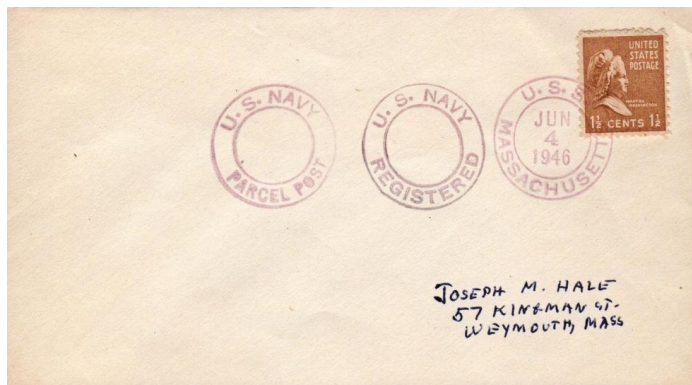


16016 BR.
USS XENIA
(AKA 51)

16134 BR.
USS SHENANDOAH
(AD 26)

15636 BR.
USS TRANQUILLITY
(AH 14)

The all-purpose marker also saw a change in the early years of WW II due to the problems in security. The registered and parcel post Type 9 markers were changed and issued with "U.S. NAVY" instead of the ship's name at the top of the dial and "PARCEL POST" and "REGISTERED" on the bottom of dial as seen in the USS MASSACHUSETTS (BB 59) cover. The Post Office did not authorize this change in the "M.O.B." handstamp because of accounting purposes.



U.S. NAVY examples can be seen in the USS MASSACHUSETTS cover and the examples of the "PARCEL POST" from USS ATLANTA (CL 51) and the "REGISTERED" from USS DENEbola (AD 12).



US Navy Shore Activities Type 9 markers had the format mostly used by POD cancels where the city and state remained at the top of the dial. In the case of the Navy shore activities were placed in the lower section of the dial.



PHILADELPHIA, PA. U. S. RECEIVING SHIP **ITHACA, N.Y. NAV. TRG. SCH. STA.** **NEW ORLEANS, LA. NAVAL AIR STA.**

The same postal format was also used with Navy and POD BRANCH NUMBERS that were placed at the bottom section of the dial.



NORFOLK, VA. 10309 BR. UNIT 2 **HOUMA, LA. NAVY 10113 BR.** **GLOUCESTER CITY, N.J. 10218 STA.**

Although none of the special or general all-purpose handstamps were supposed to be used for the cancellation of "First Class" postage, it happened. There are collectors in many fields of collecting interests as well as Navy cover collectors that are on the lookout for unusual items to add to their collection or exhibits, and special and general all-purpose handstamps used improperly as postmarks fall into the category of "unusual" and therefore generally are considered a cover of interest.

Here are some irregularities in the Type 9 makers: USS BARRY (DD 248) has a Type 9 "PARCEL POST" marker that has a straight-line addition of the Month and day of posting but is missing the year date. USS ADONIS (ARL 4) has a Type 9 general purpose marker that has all date mailing information inverted. USS HURON (CA 9) displays an "M.O.B." Type 9 marker where the "M.O.B." has been removed from the lower dial.



USS BARRY (DD 248)



USS ADONIS (ARL 4)



USS HURON (CA 9)

A sample from USS DICKERSON (DD 157) illustrates a Type 9 marker where the Navy mail clerk improvised an inserted "DIV 1". USS McCORMICK (DD 223) displays a Type 9 marker where the ship's hull number had been inserted into the CDS. The "REGISTERED" Type 9 marker from USS UMPQUA (ATO 25) has the required month and day times missing.



USS DICKERSON (DD 157)



USS McCORMICK (DD 223)



USS UMPQUA (ATO 25)

USS J. FRED TALBOT (DD 156) shows a "PARCEL POST" marker that has an inverted "118". The general-purpose Type 9 marker from NAS NEW ORLEANS has a missing year date.

USS J. FRED TALBOT (DD 156)
NAS NEW ORLEANS



Ref: Naval Cover Museum - Herb Rommel notes - J. William Gabrick

The Chesapeake Raider USS WYOMING (BB 32/AG 17)

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

To the members of the Greatest Generation that trained aboard her during the Second World War, she was the Chesapeake Raider. However, those thousands probably didn't realize that USS WYOMING (AG 17) had a distinguished career as a battleship behind her.

In fact, when she was new, WYOMING as BB 32 was the largest US Navy ship. She was the senior half of the WYOMING-class battleships built in the early 1900s. She, along with sister ship ARKANSAS, filled the role of bigger is better battleships advocated by President Teddy Roosevelt.

The pair came about as a direct result of the 1908 Newport Conference war games and conferences. There, it was decided America needed bigger ships and bigger guns to approach the dangers of war that were already in the air. In order to be ready, a class of battleships bristling with 12-inch guns was paramount. Actually, Roosevelt wanted 14-inch guns just like the British had on their battlewagons, but a line needed to be drawn somewhere...

When WYOMING and ARKANSAS hit the waterways, they were twenty percent larger than the existing FLORIDA-class goliaths at 562-feet and six-inches with a breadth of 93-feet two-inches. She bore twelve 12-inch guns in six giant turrets. The WYOMING-class ships were also the first US battleship design to take deck guns off the deck, freeing up deck space and cutting down on the danger factor. The superstructure was extended over the gun positions, tucking the 21 5-inch guns under cover.

**USS WYOMING as
BB-32 in 1930.
A year later, she
would be
demilitarized and
converted to a
training vessel. USN
photo**

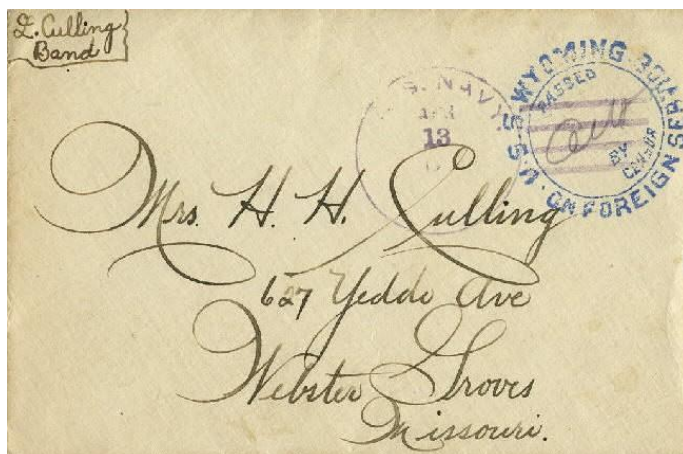


WYOMING's keel was laid 9 February 1910 and she was launched 25 May 1911. She was commissioned 25 September 1912. Her main features were her six 12-inch gun turrets. She also boasted the first torpedo bulkhead in American battleship history and she carried two 21-inch torpedo tubes. Her armor ran from 5 to 11-inches deep along the belt, tapered at the edges; the turrets were covered in a solid foot of armor and the decks carried between 1.5-feet to 2.5-feet of extra armor. Coming in at 562.5-feet, she

displaced 26,000 tons. Dimensions like that called for serious motivating power, and that came from four coal-fed Parsons steam turbines producing 28,000 shaft horsepower for the two screws.

The new battleship was placed in Atlantic Fleet service. In May of 1914, she was flagship of the North Atlantic Fleet when she played a role in the occupation of Veracruz, Mexico. In 1915, she participated in the opening ceremonies for the Panama Canal, which she transited so she could get a taste of the Pacific Ocean. She was on display at the Panama Exposition in San Francisco.

Back on the Atlantic, she was in Chesapeake Bay training navy engineers when she was tapped to join the action in World War One. WYOMING was assigned to Battleship Division 9, leaving 25 November 1917 with NEW YORK, DELAWARE and FLORIDA to join the British High Seas Fleet at Scapa Flow, Scotland. No more training folks or taking part in expositions, this was the real stuff. While retaining their Battleship Division 9 name, the fleet spent the war as an actual part of the British Navy.



World War One censored cover from WYOMING (BB-32) showing usage of her fancy-cancel censor mark; Locy Type F, USCS Catalog Illustration W-45b (Type) with unlisted fancy cancel. Mailed free using the concessionary postage rate for military. Image Naval Cover Museum

Convoy escort duties were the order of the day, protecting supply and troop convoys from the German U-boat wolfpacks. When Division 9's flagship NEW YORK got rid of a U-boat the hard way – by crashing into and sinking it but damaging herself in the process – the flag of Rear Admiral Hugh Rodman was transferred to WYOMING. She was also involved in the massive operation that laid mines along the North Seas, providing cover for the minelayers. At the end of the war, WYOMING held a spot of honor in the 370 warship fleet that escorted the German High Seas Fleet to internment at Scapa Flow.

In December of that year, she rendezvoused with a special mission. Off France, she met transport USS GEORGE WASHINGTON transporting President Wilson to the Versailles Peace Conference. As honor guard, she escorted Wilson to port in his job to officially end the war. WYOMING then took the new American ambassador to England to his new post and while there was inspected by the

King himself. He appeared to like the vessel; though he probably brought up the fact his battleships had 14-inch guns.

WYOMING returned home, landing in New York City on Christmas Day, 1918. For the philatelic minded, here's an interesting tidbit. In England, she was loaded with 381 bags of mail. Chances are foreign mail processed in New York City's Foreign Office on December 26 came from WYOMING's cargo holds.

Following the war, WYOMING spent a year in the Pacific as flagship for the Pacific Fleet's Battleship Division 6. Back on the right coast, she escorted the around-the-world Army plane flight in 1924 as flagship of the Atlantic Fleet's Battleship Division 7. For the next few years, she fell into a peacetime cycle of patrolling the Atlantic in fair-weather months and helping with training exercises and missions in the Caribbean and Latin America in the winter.

In 1927, she was dry docked for a major remodel. Anti-torpedo bulges and switching her engines to oil-fire were the main goodies to come out of this modernization refit. Eight 3-inch/50-cal guns were installed, along with an aircraft catapult atop Turret Three that would handle the ship's new complement of two combat planes and one scout plane. She wouldn't enjoy the new features for long.

In 1928, a portent of the future came when she was assigned as flagship of Vice Admiral Ashley Robertson's Scouting Fleet, a series of ships too elderly, obsolete or unnecessary for the nation's standing Battle Force. WYOMING's benchwarmer roles included three seasons of training NROTC detachments from several universities.

Then 1931 came along. WYOMING had the misfortune of falling under the parameters of the 1930 London Naval Treaty that limited the tonnage of warships nations could own. In order to stay in compliance, many ships were scrapped, others shifted to reserve fleet and WYOMING happened to belong to the category of ships that needed to be symbolically defanged to show the US was with the peace forever program.

In 1931, she returned to the shop. Half her 12-inchers were removed, along with a whole suite of smaller weaponry, and the anti-torpedo bulges, catapult and her thick side armor went dockside. She would end the year with a new designation – (AG 17) for training ship of the miscellaneous auxiliary variety.



WYOMING fulfilling her new role as training ship. Annually, she took Annapolis middies on their Midshipmen Cruise. A Locy 3 (A-BBT) with ANNAPOLIS/ MARYLAND between the killer bars crosses a fairly current Byrd Antarctic Expedition stamp (Scott 733)
Author's collection, graphically cropped

She fit the role of training ship well. Every year in the ensuing decade, she ran training cruises for NROTC and she hosted annual midshipman cruises for Annapolis. Many distinguished Academy and NROTC alumni cut their teeth aboard the ship.

From 1935 until the war, WYOMING also participated in amphibious assault exercises in Puerto Rico and the Panama Canal, playing a key part in helping the US military develop tactics for the coming war.

Which came.



WYOMING, version 2.0 – as in AG-17. In this 1935 photo, she is a training ship with half of her twelve-inch guns and most of her light armament removed. USN photo

As early as 1940, the Navy was debating whether they should convert WYOMING back to a battleship. That was fine. Others, though, wanted to send the old girl down as a target ship. Not as good. However, someone thought about all the nifty guns aboard the grand dame and how they could be utilized to train new Navy gun crews how to shoot straight and keep them out of everyone's way while they did so. Bingo! Decision made...

The brass pulled together the paperwork and put WYOMING on the roster as a gunnery training ship. The old battleship was transferred to Operational Training Command, Atlantic Fleet.

WYOMING (AG 17) as the Chesapeake Raider, hard at work in 1944 training naval gun crews. Her three remaining 12-inch gun turrets have been replaced by twin mount five-inchers. By the end of her gunnery training days, WYOMING trained 35,000 men. USN photo



She was on a trial run in her new role off Newport, Rhode Island when the Japanese attacked Pearl Harbor. That cemented her new role. The Navy needed men, and some of those men needed to know how to use the many types of guns aboard their new ships. WYOMING was kept busy running gunnery training exercises off Chesapeake Bay, earning her the nickname **Chesapeake Raider**. Aboard her,

men learned to use everything from 5-inchers to the 12-inchers. In all, seven different types of weaponry installed on WYOMING were used for training purposes. In 1944, the three remaining 12-inch turrets were yanked and replaced with twin-mount 5-inch guns, keeping pace with the needs of the Navy.

In all, 35,000 gunners were trained aboard the *Chesapeake Raider*. As an example, in November, 1944, she qualified 133 officers and 1329 men in anti-aircraft weapons. Throughout the war, more ammunition was fired from her decks than any other ship in the fleet.

Her career as *Chesapeake Raider* ended 30 June 1945. She was transferred to Composite Task Force 69, under Vice Admiral Willis A. Lee, to fill a more important need – developing tactics to deal with the Japanese kamikaze. She helped the unit study methods and tactics, doing everything from towing target sleeves to handling radio controlled targets so gunners could figure out how to take down the infamous suicide aircraft sent forth by a Japanese empire refusing to lose. Even after the war ended, WYOMING continued in this role.

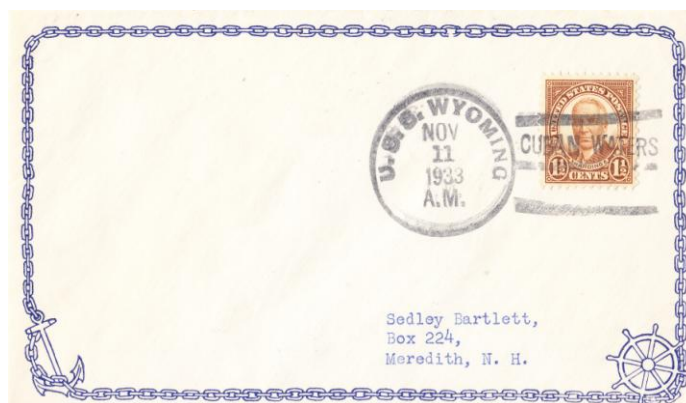
Her number came up in 1947. She sailed one last time, reaching Norfolk in time to be decommissioned.

The ship that had escorted a President to victory had an interesting crew member on her final trip. In the summer of 1946, future president Jimmy Carter came aboard straight out of Annapolis, trademark toothy grin and all. As Ensign, he was WYOMING's Radar Officer and CIC officer. In 1947, he transferred from the decommissioned ship to the similar training ship MISSISSIPPI (E-AG 128). In 1948, he went to sub school and his future as a submarine officer grew from there.

WYOMING had a full life, doing whatever her country needed from her, no matter how drastically the orders changed. From her days as a combat battleship on the North Atlantic waters, she, for too short a time, represented peace as a Middle cruise ship. Maybe the image of WYOMING cruising through a Europe at peace with eager, fresh faces lining her decks should be her legacy.



WYOMING (AG 17) was approaching her end and serving as an anti-kamikaze training vessel, when this cover was mailed with a Locy T-2 (n) cancel across a stamp that helps to sum up Greatest Generation heroism, the Flag Raising at Iwo Jima stamp (Scott 929). Future president Jimmy Carter was aboard the WYOMING as Ensign when the cover was posted. Image Naval Cover Museum



WYOMING in Cuban waters in 1933 as evidenced by this Locy 5ks with warped upper bar crossing a Harding 1 1/2 cent (Scott 684) bearing this cover to Sedley Bartlett, USCS # 19 and cachet producer. Author's collection

SOURCES

Dictionary of American Naval Fighting Ships

NavSource for ship images

Navy.mil *U.S. Navy Battleships - USS Wyoming (BB 32)*

thoughtco.com *USS Wyoming (BB 32)*

Jimmy Carter Presidential Library

Wikipedia

Covers Received



Cover cachet by Mike Brock with Locy Type P USS DONALD COOK DDG-75



Cover by Thad Kaczowski Locy Type 11-2n+ (USS, FPO AP 96667) USS Paul Hamilton DDG-60

Visit the USCS Naval Cover Museum

The Joy of Collecting: Ex-Name Covers

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



Lots of ships taken into Naval service, especially in wartime, have their names changed. During the fleet modernization and increase ahead of WW I, any number of Armored Cruisers named for states got demoted to cities in those states to free their names for dreadnoughts: CALIFORNIA became SAN FRANCISCO, TENNESSEE was renamed MEMPHIS, and so on. Several CVE's in WW II lost their original names to ESSEX or MIDWAY-class carriers. Sometimes it just took time for records and directories to catch up to changes. Here are two WW II-era official-mail covers featuring former names.

Figure 1 is a 26 November 1945 cover from PG 22, the old Asiatic Fleet gunboat TULSA, to the Fleet Post Office in Guam (Navy No. 926,) with her new name, TACLOBAN, typed into the corner card, with "EX" typed before her previous name, cancelled with a 2Z. Probably the Supply Officer was being thrifty in using up old stocks of envelopes—which might have been substantial since the ship's name had been changed a day less than a year earlier, on 27 November 1944. The name change was to free up the Oklahoma city name for a new heavy cruiser, CA 129. Alas, the new TULSA's construction was cancelled before her keel had been laid. The new name of the gunboat was more in keeping with the practice of naming gunboats and sundry unclassified Auxiliaries (AG's) for US islands, but, in this case, keeping a city name, since Tacloban is a city on the Philippine island of Leyte.

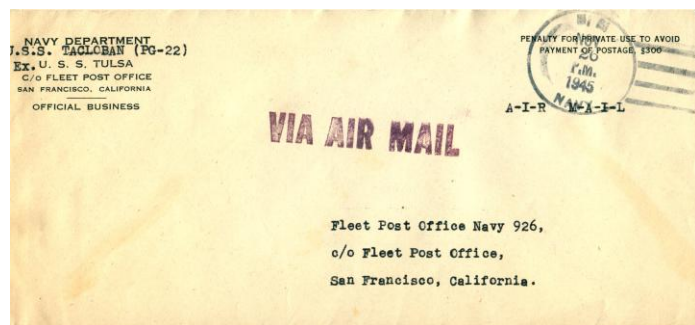


Figure 1: 1945 cover from Ex-USS TULSA

Figure 2, however, may just be a case of not-quite-enough information: the Receiving Ship at San Francisco seems to have known that AP-102 had changed her name, but not what the new one was! The cover—maybe pursuing an unpaid bill?—is addressed to "DISBURSING OFFICER, USS EX-HOTSPUR, and is postmarked by the SF civilian post office on 16 August 1943, four months after HOTSPUR (her name before acquisition by the Navy on 18 March of

that year as USS HOTSPUR) had been renamed LA SALLE (AP 102) on 6 April 1943. AP 102 had been built and commissioned in Oakland, essentially in sight of the SF Receiving Ship, but for whatever reason the sender knew the old name was gone, but not what the new one was! Nor, apparently, that her number was AP 102.

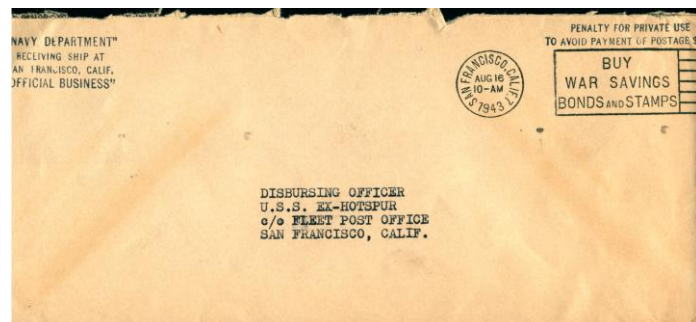


Figure 2: Cover addressed to USS EX-HOTSPUR

We're used to seeing addresses modified as mail chased transferred addressees—but these covers are the only ones I've seen where a ship's name change is reflected in covers.

no. 6 3/4 (3 5/8" X 6 1/2")
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 KarlZurn@gmail.org
Karl Zurn, Florida Research Instruments
2021 N. Atlantic Ave, #219, Cocoa Beach FL 32931

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Next Show: July 26-28, 2019
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- 7-01 MAHAN (DDG 42) 10-13-78 Assurance for Young Men poster as cachet
 7-02 SHENANDOAH (AD 26) 7-29-78 70th Anniv US Naval Postal Serv by Old Ironsides Ch
 7-03 HAWKINS (DD 873) 10-1-79 Last Day in Commission
 7-04 LA SALLE (AGF 3) 7-1-79 Pride runs Deep decal as cachet
 7-05 CONCORD (AFS 50 10-27-80 Navy Day, Heritage r/s cachet
 7-06 YOSEMITE (AD 19) 5-25-1979 35th Anniv cxi, ships r/s cachet
 7-07 VOGUE (FF 1047) 4-24-79 USCG Lightship RELIEF r/s cachet by Decatur Ch
 7-08 MARVIN SHIELDS (FF 1066) 3-10-80 on FDC Honoring Vietnam Vets
 7-09 REFUGE (AH 11) 4-28-45 sailor mail w/censor mark, roughly opened
 7-10 LEEDSTOWN (APA 56) 1-5-44 sailor mail w/censor mark
 7-11 LOUISVILLE (CA 28) 4-7-39 Welcome to Sunshine City by Aviation Dept C of C
 7-12 ENTEMEDOR (SS 340) 5-2-46 sailor mail, PM USN Br 10954 w/letter
 7-13 DOLPHIN (SS 169) 6-1-37 5th Anniv cachet by Peejay
 7-14 SAILFISH (Ex Squalus SS 192) 5-15-40 commission by Czubay
 7-15 SAILFISH (Ex SQUALUS (SS 192) 5-15-40 recom anchor and chain design
 7-16 RATON (SS 270) 1-24-43 launch cachet, PM Manitowoc
 7-17 Submarine K-1 (SSK 1) 4-22-52 Crosby-like photo cachet
 7-18 SHANGRI-LA (CVA 38) 9-15-65 21 years in Service r/s cachet
 7-19 LOWRY (DD 770) 7-4-62 Independence Day by Beck B220
 7-20 DUNLAP (DD 384) 4-4-38 In memory of AKRON, 5th Anniv
 7-21 BOISE (CL 47) 8-12-38 commission by Shaw
 7-22 RELIEF (AH 1) 10-27-34 Navy Day by USCS 688
 7-23 Naval Sub Medical Center, Groton sailor mail 7-7-77, PM New London
 7-24 RELIEF (AH 1) 4-12-35 US Naval Hospital Phila printed photo, kb dedicated to mercy
 7-25 CONSOLATION (AH 15) 11-23-48 Cairo Conference cachet
 7-26 GRIFFIN (AS 13) 1-1-42 New Years Greetings
 7-27 FULTON (AS 11) 11-11-45 Bullard data cachet
 7-28 CONSOLATION (AH 15) Atlantic Fleet Maneuvers Burroughs cachet
 7-29 CONSOLATION (AH 15) 9-24-47 US Navy men of iron cachet
 7-30 GEARING (DD 710) 12-11-50 USS BARB cachet, 8 battle stars
 7-31 SKIPJACK (SSN 585) 4-19-90 Decom cachet/cancel
 7-32 FULTON (AS 11) USS CITY OF CORPUS CHRISTI Chg of Cmd by Decatur Ch
 7-33 RELIEF (AH 1) 2-22-34 George Washington father of our Country cachet
 7-34 RELIEF (AH 1) 3-4-34 Alexander G Bell bio info cachet
 7-35 RELIEF (AH 1) 2-16-34 S Weir Mitchell bio info cachet
 7-36 RELIEF (AH 1) 2-9-34 Howard T Ricketts bio info cachet
 7-37 RELIEF (AH 1) 1-17-34 Benjamin Franklin B'Day cachet & data
 7-38I UKA (AT 37) 2-14-41 1st Day Postal Serv r/s cachet
 7-39 PONCHATOULA (AO 148) 7-6-79 I want you for the Navy (women's poster)
 7-40 TEXAS (CGN 39) 2-22-79 70th Anniv of Great White Fleet return
 7-41 CHICAGO (CG 11) 2-22-79 70th Anniv of Great White Fleet return
 7-42 Naval Hospital Washington DC 2-22-39 Anniv of G Washington birth, colorful design
 7-43 DALE (CG 19) 9-22-94 Decom by Decatur Ch
 7-44 LEAHY (CG 16) 10-27-90 Rogak colorful cachet
 7-45 MCKEAN (DD 784) 2-22-66 Washington B'Day by EF Cachets
 7-46 LEAHY (CG 16) 7-4-93 Rogak July 4 cachet
 7-47 MONTEREY (CG 61) 7-4-90 Rogak 4th of July cachet
 7-48 US Naval Hospital Washington D C Buchwald T Roosevelt Navy Day cachet
 7-49 PELICAN (AM 27) 4-8-38 1938 Fleet maneuvers
 7-50 CONSOLATION (AH 15) 11-11-47 Armistice Day cachet
 7-51 CONSOLATION (AH 15) 10-27-48 Crosby-like photo cachet
 7-52 NAUTILIUS (SS 571) 3-3-80 Decom cachet w/ships coin design
 7-53 RELIEF (AH 1) 11-17-33 Voss data cachet and auto
 7-54 RELIEF (AH 1) 7-18-33 Welcome to Seattle Fleet Week by JP Jones Ch
 7-55 REPOSE (AH 16) 4-9-48 Pacific Fleet in China cachet w/rickshaw
 7-56 BELKNAP (CG 26) 5-10-80 r/s commission cachet
 7-57 CALOOSAHATCHIE (AO 98) 7-4-79 July 4 cachet
 7-58 USNS NAVASOTA (T-A) 186) pm US Defense Attache Office SF 96699
 7-59 PETREL (ASR 14) 3-5-70 Greetings by Nicholson, PM WACCAMAW (AO 109)
 7-60 MISPELLION (AO 105) 10-27-64 Navy Day at Long Beach
 7-61 2 r/s cacheted covers: JASON DUNHAM (DDG 109) 2010 & DEWEY (DDG 105) year illegible
 7-62 2 r/s cacheted covers: BATAAN (LHD 5) 2005 & INDEPENDENCE (CV 62) 1998
 7-63 USNS MERCY (T-AH 19) 2-12-91 ships r/s cachet
 7-64 2 r/s cacheted covers: PONCE (LPD 15) 2003/PENNSYLVANIA (SSBN 735) 2009
 7-65 2 USCG covers: PT SAL (WPB 82362) 2001 LDC w/emb seal & PT GLASS (WPB 82336) 2001 nc
 7-66 2 r/s cacheted SSN covers: BUFFALO (715) 2001 & POGY (647) year??
 7-67 KENTUCKY (SSBN 737) 8-11-90 christen/DALLAS (SSN700) 1981 comm both Decatur Ch
 7-68 QUEENFISH (SSN 651) 1990 LDC & WEST VIRGINIA (SSBN 736) 1990 commission both Decatur ch
 7-69 2 initial sea Trials cachet: WEST VIRGINIA (736) 1990 & MIAMI (SSN 755) 1990 both Decatur Ch
 7-70 NAUTILUS (SSN 571) 40th Anniv 1994 & BATON ROUGE (SSN 689) inactivation 1993 both Decatur
 7-71 WISCONSIN (BB 64) 3-3-51 Re-established by Nicholson
 7-72 2 Nicholson cachets: TAYLOR (DD 468) 1952 & SPRUANCE (DD 963) 1976
 7-73 2 Nicholson cachets: CAPERTON (DD 650) 1951 re-estab & JOHN HOOD (DD 655) re-estab 1952
 7-74 NEBRASKA (SSBN 739) 8-15-92 Quintero topless mermaid design, pm Groton
 7-75 CHEYENNE (SSBN 773) 9-13-96 Quintero topless mermaid n, PM Newport News
 7-76 LOUISIANA (SSBN 743) 7-27-96 Quintero topless mermaid, chisten, PM Groton
 7-77 WYOMING (SSBN 742) 7-13-96 FDC PM with Quintero topless mermaid cachet, PM New London
 7-78 SEAWOLF (SSN 21) 7-19-97 commission PM w/ Quintero topless mermaid cachet, PM Groton
 7-79 MICHIGAN (SSBN 727) Blue 9-11-85 3rd B'Day w/ Quintero topless mermaid cachet, PM Brem
 7-80 ATLANTA (SSN 712) 3-6-87 5th Anniv cachet by Quintero w/topless mermaid PM Newport N
 7-81 GROTON (SSN 694) 7-8-88 10th B'Day-Quintero w/topless mermaid, PM Groton
 7-82 MEMPHIS (SSN 691) 12-17-87 10th Anniv by Quintero w/topless mermaid, PM Newport News
 7-83 HOUSTON (SSN 713) 9-25-87 5th B'Day by Quintero w/topless mermaid, PM Newport News
 7-84 MICHIGAN (SSBN 727) Blue 9-11-87 5th B'Day by Quintero w/topless mermaid, PM Bremerton
 7-85 CINCINNATI (SSN 693) 10-6-88 10th B'Day by Quintero w/topless mermaid, PM Newport News
 7-86 BUFFALO (SSN 715) 11-5-88 5TH Anniv by Quintero w/topless mermaid, PM Newport News
 7-87 USNS COMFORT (T-AH 20) 8-15-37 Naming ceremony at NASSCO
 7-88 HAVEN (AH 12) 2-12-63 Honoring Navy's Floating Hospital
 7-89 HOPE (AH 7) 8-15-44 commission cachet, Uncle Sam at ships wheel
 7-90 HAVEN (AH 12) 2-22-66 Washington's B'Day by EF Cachets
 7-91 HAVEN (AH 12) 10-27-64 Navy Day at Long Beach r/s cachet by Ch 14 USCS
 7-92 HOPE (AH 7) 10-20-80 Project Hope cachet PM Djakarta
 7-93 2 Nicholson cachets: Greetings KIOWA pm 1969 ELOKOMIN & AUCILLA LDPS 1970
 7-94 2 Nicholson cachets: Welcome Turk SS TURGUTREIS PM DALE 1964 & Greetings MARIAS AO 57
 7-95 REPOSE (AH 16) 8-9-66 Viet Nam Operation War Patrol r/s cachet
 7-96 2 cacheted covers: OKLAHOMA CITY (CLG 5) 1972 & SKIPJACK (SS 585) 1966
 7-97 2 cacheted covers: NARWHAL (SSN 671) PAO 1987/QUEENFISH (SSN 651) 1966
 7-98 2 cacheted Decatur Ch covers: HAWES (FFG 53) KL 1983 & STARK (FFG 31) launch 1980
 7-99 2 cacheted Decatur Ch covers: JR FURER (FFG 6) 1st Day FFG & BROOKE (FFG 1) 10th Anniv 1976
 7-100 2 cacheted covers: FITCH (DMS 25) 1946 & HOBSON (DMS 26) 1947 Memorial Day
 7-101 2 cacheted covers: GRIFFIN (AS 13) FDPS no yr in cxi & MCCORMICK (DD 223) Decom 1938
 7-102 2 cacheted covers: NORMANDY (CG 60) 2018 & OH PERRY (FFG 7) lau 1976
 7-103 2 cacheted covers: ORLECK (DD 886) Decom 1982 & MCCANDLESS (FF 1084) 5th Anniv 1977
 7-104 2 cacheted covers: SE MORISON (FFG 13) 1979 launch & CONOLLY (DD 979) commission 1978
 7-105 2 cacheted covers: CALLAGHAN (DDG 994) lau 1979/BARRY (DD 933)Comm. '56
 7-106 2 cacheted covers: COLLETT (DD 530) 1953/HALSEY POWELL (DD 686)1952
 7-107 2 cacheted covers: CINCINNATI (SSN 693) Sea Trials 1978 & TOLEDO (CA 133) FDC 1946
 7-108 ARIZONA (BB 39) 12-12-32 sailor mail
 7-109 REPOSE (AH 16) 4-25-49 Navy Dept seal as cachet
 7-110 RELIEF (AH 1) 12-2-53 Merry Xmas/Fighting Bob Evans Ch USCS, nmcauto
 7-111 HAVEN (AH 12) 11-25-50 Nicholson Re-established cachet
 7-112 CONSOLATION (AH 15) 6-26-53 Crosby-like photo cachet
 7-113 BLACK HAWK (AD 9) 10-27-34 Navy Day in Asiatic Waters by USCS 25 & 151
 7-114 Naval Hospital Annapolis 1-26-37 JP Jones body cachet
 7-115 NORTHAMPTON (CA 26) 11-1-34 Armistice Day 1934 by USCS 10 & 251, sunk
 7-116 BUSHNELL (AS 2) 11-24-35 Harrington Data cachet
 7-117 HOLLAND (AS 3) 10-27-34 Navy Day by Edwin Denby Ch USCS
 7-118 HOLLAND (AS 3) 8-16-35 Harbor Day cachet, kb tender for Subron 6
 7-119 NAUTILUS (SSN 571) 1-17-65 10th Ann underway on Nuke Power, PMPrtsmth
 7-120 BRECKINRIDGE (DD 148) 7-4-36 July 4 cachet by Eagle Crew 9 ANCS
 7-121 NORTHAMPTON (CA 26) 3-7-53 FDPS by Nicholson, sunk
 7-122 MATHEWS (AKA 96) 5-30-68 Memorial Day c Long Beach by EF Cachets
 7-123 SHENANDOAH (AD 26) 9-3-76 Mars Landing Viking 2 by Hoffner
 7-124 2 Nicholson cachets: Welc HMCS YUKON (DD) pm WACCAMAW 1974 & FULTON (AS 11) 1977
 7-125 MOBILE BASE HOSPITAL #1 1-8-42 cachet & cxi
 7-126MOBILE BASE HOSPITAL #2 FDPS by Hutnick 1-1-42
 7-127SOLACE (AH 2) 5-31-1919 ships cxi on YMCA cover
 7-128 REFUGE (AH 11) 6-2-45 sailor mail w/censor mark
 7-129 HAVEN (AH 12) 3-8-52 sailor mail cover
 7-130 ALBANY (CG 10) 10-27-66 Navy Day cachet by Farragut Ch
 7-131 BALAO (SS 285) 3-25-53 ships r/s cachet, PM Boston5-01

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 S7-04 SCULPIN (SS 191) 7-27-39 GOW NG launch, PM SALMON, sunk MB \$15
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 S7-31 CONSTITUTION (IX 21) 3-15-34 Jacob Jones picture & info MB \$10
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 S7-76 CAPELLA (AK 13) 5-8-44 #10 penalty, typed cc MB \$2
 S7-77 CABOT (CVL 28) 8-28-44 sailor mail w/censor mark & letter MB \$2
 S7-78 BUSHNELL (AS 15) 10-8-43 sailor mail w/censor mark MB \$2
 S7-79 BRAINE (DD 630) 3-28-34 sailor mail w/censor mark MB \$2
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Historical questions researched. James Myerson, 6550 E. Washington Blvd., Commerce CA 90040-1822. SASE for reply.

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11/18



STEVE SHAY
747 SHARD CT
FREMONT CA 94539

PERIODICAL

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Universal Ship Cancellation Society Log

July 2019

Secretary's Report June 2019

Deceased

L-10,344 Edward E Fein

Change of Address

10827 Douglas Klumpp, 1620 Canterbury Trl Apt 8C, Mt Pleasant MI
48858-6434

11836 Len Lukens, 3243 Snowy Butte Ln, Central Point OR 97502-1559
L-7205 Stewart Milstein, PO Box 340141, Brooklyn NY 11234-0141

| | |
|-----------------------------|-----|
| Membership on 5/5/2019..... | 783 |
| New Members..... | 0 |
| Deceased..... | 1 |
| Membership on 6/1/2019..... | 782 |
| Membership on 6/2/2018..... | 820 |

Steve Shay,
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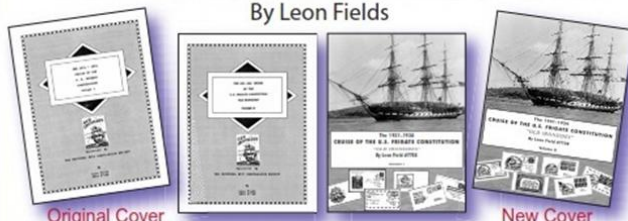
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