

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

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Whole No. 1029

August 2019

IN THIS ISSUE

From the Editor's Desk	2
Send for Your Own Covers	2
Out of the Past	3
Calendar of Events	3
Naval News	4
President's Message	5
The Goat Locker	6
For Beginning Members	8
West Coast Navy News	9
Norfolk Navy News	10
Chapter News	11
Fantail Forum –Part 9	12
USCS Catalog Update	14
Foreign Navy News	15
USS TANG (SS 306)	16
Cover of the Month	18
Hiroshima Atomic Bomb	19
Story Behind the Cover...	20
USS MISSOURI Stamp FDOI	22
Send for Your Own Covers	23
USS HANNIBAL(AG 1)	24
The Navy Today	26
Ships Named After USN and USMC Aviators	27
Auctions	28
Covers for Sale	30
Classified Ads	31
Secretary's Report	32

Feature Cover



Roger Wentworth provided the feature cover for this issue of the USCS Log. His cachet marks the California State Fair Navy Week celebration in 2018 at Sacramento CA. Roger Wentworth has been designing and hand coloring naval cachets for over 40 years.

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

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From the Editor's Desk

I know it seems like it is a long way off, but these very hot summer days offer you a chance to think about working up an exhibit for our next convention at MILCOPEX in September 2020. In reality, your exhibit should be fairly well set by late spring 2020 so you can submit the paperwork to exhibit.

Some members have several exhibits that they keep tweaking with newer covers or better examples of covers that they pick up during the intervening years. Often the changes made to exhibits are based up feedback offered by the judges at previous meetings.

Collecting naval covers is not meant to be just accumulating boxes of material. These prizes in your collections should be shared through exhibits. Be proud of your collections and share them with friends, family and other collectors—EXHIBIT!

If you are new to the hobby, collect what interests you whether it is a ship type, certain cancel types, real mail, cachets, etc. New opportunities to build reasonable collections occur every year. For example, with the LCS shipbuilding program still at less than 20 ships commissioned, many building event covers are available to help build a nice collection at reasonable prices. Another series of ships being built is the new USNS JOHN LEWIS (T-AO 205) class that might get you started.

With the release of the **USS MISSOURI Forever** stamp last month, there is already a multitude of beautiful First Day of issue cachets available for collectors if you didn't send for your own FDOI from the USPS. Many examples of these covers are posted in the *Naval Cover Museum* in the USS MISSOURI section. Please take a look at what Museum Curator **Greg Ciesielski** has posted so far.

As mentioned last month, **Steve Shay** and **John Germann** have been placing ads in several magazines and stamp show programs. The USCS Board has recently approved a budget increase so they can add a few more journals to get our message out. Again, **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).

FPO Address Change
 USS JOHN C STENNIS (CVN 74)
 UNIT 100175 BOX 1 FPO AE 09512

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
 USNS RAPPAHANNOCK (T-AO 204) 5th Fleet AOR
 USNS ARCTIC (T-AOE 8) 5th Fleet AOR
 USNS CESAR CHAVEZ (T-AKE 14) 5th Fleet AOR
 USNS YUMA (T-EPF-8) 6th Fleet AOR
 USS ALASKA (SSBN 732) Eastern Atlantic
 USNS CARSON CITY (T-EFP 7) Gulf of Guinea-Africa Partnership Station

New

USS PAUL IGNATIUS (DDG 117)
UNIT 100350 Box 1 FPO AA 34087



Out of the Past

Naval History and Heritage Command

1 August 1952 (Korean War)

During the Korean War, USS CARMICK (DMS 33) is fired on by enemy shore guns in the vicinity of Songjin lighthouse. Returning fire, CARMICK's battery fire silences the guns.

4 August 1898 (Spanish-American War)

During the Spanish-American War, USS MONTEREY (BM 6) becomes the first monitor to cross the Pacific, reaching Manila Bay, Philippines, from San Francisco, CA.

9 August 1942 (WW II)

A Japanese force runs through the Allied forces guarding Savo Sound, sinking three American heavy cruisers, USS QUINCY (CA 39), USS VINCENNES (CA 44), and USS ASTORIA (CA 34), along with other damaged Allied vessels. As a result of the loss, the sound gains the nickname, Iron Bottom Sound.

12 August 1942 (WW II)

USS CLEVELAND (CL 55) demonstrates the effectiveness of radio-proximity fuze (VT-fuze) against aircraft by successfully destroying three drones with proximity bursts fired by her five inch guns.

16 August 1836 (Civil War)

During the Civil War, three Union ships, USS RHODE ISLAND, USS DE SOTO and USS GERTRUDE each capture steamers loaded with cargoes of turpentine, cotton, tobacco, coffee, cigars and dry goods from the Bahama Islands to the Gulf of Mexico to Cuba.

19 August 1981 (Modern)

Two F-14 Tomcats of VF-41 shoot down two Libyan (Su 22) Sukhoi aircraft over international waters. Flying off USS NIMITZ (CVA(N) 68), the Tomcats are on a reconnaissance mission for a missile-firing exercise being conducted by U.S. ships from two carrier battle groups when they are fired on by the Libyan planes.

23 August 1942 (WW II)

During Operation Europe, USS TUSCALOOSA (CA 37), escorted by destroyers RODMAN (DD 456) and EMMONS (DD 457) and British destroyer HMS ONSLAUGHT, arrives at Murmansk, Russia, and disembark men and unloads equipment from two RAF Bomber Command squadrons that were transferred to North Russia.

25 August 1944 (WW II)

USS PICUDA (SS 382), in attack on Japanese convoy at the western entrance to the Babuyan Channel, sinks destroyer YUNAGI 20 miles north-northeast of Cape Bojeador, Philippines and merchant tanker KOTOKU MARU.

31 August 1990 (Iraqi War)

Iraqi merchant vessel, AL KARAMAH, is boarded by the crew of USS BIDDLE (CG 34) in the first interception during Operation Desert Shield.

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.

July 2019

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

?? PCU NEWPORT (EPF 12) Christening ceremony

August 2019

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

?? PCU DELAWARE (SSN 791) Commissioning, Norfolk NS

October 2019

?? PCU CINCINNATI (LCS 20) Commissioning, Gulfport MS

Fall 2019

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

November/December 2019

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

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

2019 Ship Anniversaries

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** – 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;

Thanks to SGM Mike R. Vining for providing this listing:

FY20 PROJECTED SHIP INACTIVATION SCHEDULE

Ship Name	Proj Inactive Date	Post Inactive Status
USS OLYMPIA (SSN 717)	02 Jun 2020	Dismantlement
USS LOUISVILLE (SSN 724)	02 Jun 2020	Dismantlement
USS CHAMPION (MCM 4)	31 Mar 2020	Logistics Support Asset
USS SCOUT Asset (MCM 8)	31 Mar 2020	Logistics Support
USS ARDENT	31 Mar 2020	Logistics Support

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Naval News

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PCU DANIEL INOUE (DDG 118) Christened

The US Navy christened PCU DANIEL INOUE (DDG 118) in a ceremony in Bath, Maine, on 22 June.

The future USS DANIEL INOUE is named in honor of Daniel Inouye, who served as a United States Senator for Hawaii from 1963 until his death in 2012.

He received the Medal of Honor 21 June 2000, for his extraordinary heroism in action while serving with the 442nd Infantry Regiment Combat Team in Italy during World War II.

DDG 118 will be the 68th ARLEIGH BURKE-class destroyer, and is one of 21 ships currently under contract for the DDG 51 program.

T-EPF 13 Named

Secretary of the Navy Richard V. Spencer has announced that the newest Expeditionary Fast Transport ship will be named USNS APALACHICOLA (T-EPF 13).

FFG(X) RFP Released

The US Navy released a request for proposals (RFP) for the guided missile frigate FFG(X) detail design and construction contract on 20 June 2019.

Now Austal, Huntington Ingalls Industries, Fincantieri Marinette Marine and General Dynamics Bath Iron Works will compete for the contract to build the first 10 ships (one base ship and nine option ships).

Lockheed Martin withdrew from the competition earlier but said it would supply systems to the winning company.

The RFP provides for a full and open competition and will result in a contract awarded to one company in fiscal year 2020.

Major warfare systems that the US Navy would like to have on the frigate include an Aegis-derivative COMBATSS-21 combat management system, a C4I suite, an Enterprise Air Surveillance Radar (EASR), Mk53 Decoy Launching System (Nulka), a SeaRAM Mk15 Mod 31 in addition to a UAV and an MH-60R helicopter.

What the navy is particularly interested in is the ship's vertical launch cell potential to support Evolved Sea Sparrow Missile Block 2 and/or Standard Missile-2 Active missiles.

Second Towing, Salvage, Rescue Ship Named

Secretary of the Navy Richard V. Spencer has announced the newest Towing, Salvage, and Rescue ship will be named CHEROKEE NATION in honor of the service and contributions the Cherokee people have made to the Navy and Marine Corps team.

This is the fifth U.S. ship to be named in honor of the Cherokee people.

Gulf Island Shipyards was awarded a \$64.8 million contract option for the detail design and construction of the new Towing, Salvage and Rescue Ship, which will be based

on existing commercial towing offshore vessel designs and will replace the current T-ATF 166 and T-ARS 50 class ships in service with the US Military Sealift Command. The future USNS CHEROKEE NATION is the second ship in the new class of Towing, Salvage and Rescue Ships and will be designated T-ATS 7.



The contract includes options for potentially six additional vessels, and each additional ship will be named in honor of prominent Native Americans or Native American tribes.

The T-ATS will serve as open ocean towing vessels and will additionally support salvage operations and submarine rescue missions. The ship will be built at the company's shipyard in Houma, Louisiana, and is expected to be completed in July 2021.

ESB 5 Begins Initial Sea Trials

Expeditionary Mobile Base MIGUEL KEITH (T-ESB 5) got underway from NASSCO in San Diego on 25 June to begin her initial sea trials. The ship has been delayed after the graving dock where she was built flooded accidentally in July 2018. MIGUEL KEITH is scheduled for delivery in late 2019.

PCU CINCINNATI Delivered

The Navy accepted delivery of the future USS CINCINNATI (LCS 20) during a 21 June ceremony at Austal USA in Mobile, Alabama.

The future USS CINCINNATI is the 18th littoral combat ship (LCS) delivered to the Navy and the 10th of the INDEPENDENCE-variant to join the fleet. Delivery marks the official transfer of the ship from the shipbuilder, Austal USA, to the Navy. It is the final milestone prior to commissioning, which is planned for this fall in **Gulfport, Mississippi**.

Five additional INDEPENDENCE-variant ships are under construction at Austal USA: the future USS KANSAS CITY (LCS 22) is expected to be delivered to the Navy this fall, and the future USS OAKLAND (LCS 24), MOBILE (LCS 26), SAVANNAH (LCS 28) and CANBERRA (LCS 30) are all in various stages of construction. Four more ships are awaiting the start of construction following LCS 30.

PCU INDIANAPOLIS Completes Acceptance Trials

Littoral Combat Ship (LCS) 17, the future USS INDIANAPOLIS, completed Acceptance Trials in Lake Michigan on 19 June. This is the ship's final significant milestone before the ship is delivered to the U.S. Navy

PCU OAKLAND Christened

The future USS OAKLAND (LCS 24) was christened on 29 June, in Mobile, Alabama.

Kate Brandt, Google's sustainability officer, served as the ship's sponsor. In a time-honored Navy tradition, Brandt christened the ship by breaking a bottle of sparkling wine across the bow.

President's Message

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Update on the Website Revision: As mentioned last month, USCS Vice President, **John Germann** and his Website Revision Committee have reviewed several website designers and have decided to work with Kreck Designs, Inc.

Currently the committee is laying out items and features they would like to see incorporated into our new site.

The USCS Board is in the process of funding the initial planning by Kreck Designs and will await the final design details and then approve the contract to complete the work.

Kudos to the committee members for moving this project along.

The Board also approved a motion to increase the budget for placing additional ads in philatelic publications and stamp show programs. While some of the early ad placements are yet to be printed, we are hoping to get our unique aspect of philately in front of more collectors who might become members. Gotta keep trying!

With the release of the USS MISSOURI 'Forever' stamp, there has been a wealth of First Day of Issue cachets on the market. Maybe you sent for FDOI covers and have a cachet design you could share with our members via the *USCS Naval Cover Museum*. On page 22, I have a small sample of the covers already in the Museum. Museum Curator, **Greg Ciesielski** has been adding new scans of MISSOURI FDOI on a regular basis. Please check out the link to the museum given on page 22.

Please remember the *Naval Cover Museum* is a valuable resource that can enhance your enjoyment of USCS membership.

Last month, I printed the current list of committee chairs and membership on the various committees. If you wish to serve on a committee, please let me know. Additionally, recruiting for new candidates to run for office or as a director never ends. It is ongoing from one election to the qualifying period for the next. Talk to any member of the USCS Board or to a member of the Nominating Committee to let them know of your interest in serving.

In Florida, it is still too hot to do much outdoors. In fact, this summer has been very hot nation-wide. Why don't you take some time to weed out your collection and sell off some of your duplicates? Your duplicate cover may just be the one another collector needs for his/her collection. An inexpensive ad on Page 31 is only \$6.00 a month.

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. Write a short article for the *USCS Log* to continue the sharing.

USCS Auctions – take a look! USS ARIZONA Short Range Practice USS R L BARNES (AO 14) Guam Postmark



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

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



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

The Goat Locker

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A Ship Named BEAR (Part III)

Deltiology, the formal name in this country for postcard collecting, is currently the third largest collectable hobby in the world. The first souvenir postcards were sold at the 1893 Columbian Exposition in Chicago. All privately printed cards required the two cents letter rate postage; while government printed postcards required only a penny.

Starting in 1898, American publishers were allowed to print and sell cards with the inscription "Private Mailing Card, Authorized by Act of Congress on May 19, 1898". These private mailing cards could be sent, franked with a one-cent stamp, the same rate as the government cards. All writing had to be on the front (picture side) of the cards.

In 1901, the government granted the use of the words "Post Card" to be printed on the undivided back of privately printed cards and allowed postcard publishers to drop the authorization inscription that appeared from 1898 to 1901. Writing or message was still required on the front of the card. The "divided back" was used in Europe before coming to America in 1907, with the left side used for messages and right side for address.

Thence, the penny postcard became a sailor's way of sending home a record of their travels or friends could send quick messages to one another. Here are some BEAR postcards that tell of her adventures or those that served aboard her. I wish to thank my old friend, the late Dave Larson (ASPP) who had accumulated this collection.



Figure 1: Divided back card (Newman Postcard Co., Los Angeles) depicts tourists on the beach, Castle Rock, showing USS BEAR (at anchor), Santa Barbara, CA sent by Frances to a friend, Miss Ballaugh, Glenville CA. Flag cancel, Santa Barbara on 2 AUG 1910.

While Frances was vacationing in Santa Barbara, BEAR was on her annual cruise to the Arctic Ocean. Having departed in May, the cutter usually arrived at Point Barrow

around the first week in August. She was usually the last ship to leave Unalaska and arrived at her homeport in November. Unalaska (Dutch Harbor) was the headquarters for the Bering Sea Patrol since its establishment in 1895.

Real photo postcards (RPPC) are photographs that were reproduced by actually developing them on photographic paper the size and weight of postcards. AZO (Kodak) postcard produced from 1904 thru 1918 can be identified with four triangles pointing up and letters AZO surrounding Place Stamp Here on the divided back of the card.



Figure 2: Unused RPPC (AZO) postcard depicts Steamer CORWIN (ex-Revenue Cutter) stuck in Arctic ice with date, May 30, 1910 on front. CORWIN (1877- 1900) continued on the patrol after her sale, on a charter basis



Figure 3: Unused RPPC (AZO) postcard depicts BEAR in Ice (left) and sitting portrait of cutter's Master-at-Arms. Information is a ship's Cruise Report & initials A.W.G. on other photocards identifies him as Alfred W. Gronholm, who served aboard the cutter from December 1909 until April 1916. More on Gronholm later!



Figure 4: Postcard (Arcade View Co. San Diego) depicts BEAR at anchor & her Captain's Gig sent by "B" to Miss Phoebe Reeves, Greenport, Long Island, NY m.c. San Diego on 19 MAR 1912. "B" thanks her for her letter and he sent her a picture of his ship. Reverse has the 1915 Pacific-California Exposition logo, upper left above Correspondence Here.

After a search of the internet, I found that Miss Phoebe (1888-1966) married a Benjamin Cribby Thorn (1888- 1957.) He served aboard BEAR as Third Lieutenant of Engineers from January 1911 until March 1914. An academy grad (Class of 1911), he retired as a Coast Guard Captain in April 1946. They are buried in Sterling Cemetery on Long Island.



Figure 5: A RPPC (Moldt Studio) depicts BEAR at anchor and franked with two one-cent Washington stamps (Sc #405b) sent by Blanche to a friend in Worcester, England & m.c. (flag cancellation) Nome AK on 19 JAN 1914.

The sender, Blanche wrote Mrs. Watts, thanking her for sending her a little cook book and that she would try some of the recipes. She wrote of receiving her newspapers from the outside, she would send her more funny stories found in papers.



Figure 6: RPPC with penned "Sunset on Bering Sea, 2 P.M. January 4, 1914" was sent by Blanche to her friend, Mrs. Watts in England & m.c. (flag cancellation) Nome AK on 26 JAN 1914. Blanche wrote that she had a cold and she could not write her promised letter.

It should be noted that BEAR picked up mail for Nome and St. Michael from the Seattle postmaster before departure to Alaskan waters. In 1911, she carried 433 sacks of mail for Nome, while its population was about 2,500 persons. The cutter was usually the first ship to arrive in Nome during the first week in June. During her seven month cruise (May 6 to November 28, 1911), BEAR steamed more than 14,000 nautical miles.



Figure 7: RPPC depicts Steamer VICTORIA, SENATOR (Pacific Coast Steamship Co.) & BEAR in the Nome Roadstead sent by "Wilbur" to Portland, Indiana was m.c. Nome AK (flag cancellation) on 13 SEP 1911. The steamship company hauled freight & passengers to Alaska from 1877 until going out of business in 1916.

A review of Captain James G. Ballinger's report has BEAR being anchored in Nome, along with Steamers SENATOR & VICTORIA for two days (13-15 June) which would be the only time all three ships were in Nome at the same time. The photo bears a partial identity of the photographer (H.G. Kaiser) above the card's title.

The most famous photograph of BEAR was originally produced by Lomen Bros. Nome and it shows Revenue Cutter BEAR & S.S. CORWIN at Nome Roadstead in June 1914. Lomen Brothers produced photos from glass plates and negatives, purchased from several Nome photographers. A fire destroyed their business in September 1934.

It should be noted at Walter Crosby used a smaller versions of the Lomen photo on his thermo-printed envelopes for the Byrd III Antarctic Expedition. Crosby, a retired Navy Chief Petty Officer produced printed envelopes for collectors and the ship's crew from 1931 to 1947. You can see some of his work by visiting the Naval Cover Museum at www.navalcovermuseum.org enter main collection & then cachet makers.



Figure 8: Postcard entitled "Caught in the Ice" published by E.C. Kropp, Milwaukee WS depicted tinted version of Cutter BEAR & S.S. CORWIN in the ice. A divided back with initials E, C, K & Co., each in one corner of the stamp box identified the publisher.

Photo cards (RPPC) sent by Harry R. Low (1887-1971) to his mother depict life aboard BEAR and Alaska. Thanks to fellow USCS board member, **Lloyd Ferrell** who has the patience to chase down leads on the internet and come up with information on people of by-gone days. Lloyd is the Sherlock Holmes of navo-philately!



Figure 9: RPPC depicts a view of Unalaska, Alaska with penned "In Winter" on front and h.c. at Unalaska, AK on 25 MAY 1914. Penned message on divided back, dated May 19th "Over her today, but nothing in this town. Signed Harry to Mrs. David (Jessie) Low, Los Angeles CA (USA) & penned (red ink) forwarding address to Omaha, Nebraska. Initials A.R.N. (white) lower left corner of the photo may identify the photographer.



Figure 10: RPPC depicts brown bear cub looking down at unidentified Third Lieutenant on front, duplex cancel at Cordova, AK 27 AUG 1914. Penned message, dated 8/22/14 Dear Mother, Here is a picture of our new mascot (the bear) as you can see, he is some sailor It also shows the mountains around here. Harry.

The addressee was Mrs. David Low, 119 N. 16th St., Omaha, Neb. c/o S.B. Stewart. Stewart ran a seed store & florist shop back in Omaha and he may have run a boarding house.

Harry wrote that bear was our new mascot, meaning he was a crew-member rather than a passenger aboard BEAR. Regular enlistments were for three years. A 1910 census lists Henry (a/k/a Harry) Ruin Low age: 22 years (married) working, as a salesman (fire insurance agent.) Ten years later, Harry (widowed) is living in Los Angeles and working as a concession manager. While we can't find any mention of his Revenue Cutter service

Lloyd was able to compare Harry Low's handwriting seen on both cards with the signatures on his 1917 & 1942 Draft Registration. He was able to trace the movements of both Harry and his mother, Jessie from Los Angeles to Omaha. She remained in Omaha until her death in April 1928. Nice job. Lloyd!

It appears the Low RPPC stayed together through the decades, having been sent to his mother in 1914. She may have kept them until her death (1928) or gave them away to a postcard collector. Today, they document the cutter's location in Alaskan waters during her 1914 Northern Cruise to the Arctic Ocean.

To be Continued

For Beginning Members

Long John Silver, Ship's Cook

You can count naval cover collectors that specialize in destroyer covers on your left hand. I know a retired high school teacher that's chancing event covers (keel laying, launch, commissioning day) of "tin cans" built during WW Two. Several collectors are hunting covers from the "Famous Fifty"- flush decked destroyer loaned to England in 1940-See *USCS Data Sheet #7*. One old-timer collected "Slogans of the USS BROOKS (1932-34) - see *USCS Data Sheet #18*.

Destroyers are an interesting topic - try collecting a cover from all of the "tin cans" built since 1934. We have 8 FARRAGUT-class, 16 MAHANS, 2 FANNINGS, 10 CRAVENS, 5 SOMER, 12 MCCALL & 12 SIMS-class destroyers just to name a few. There were 5 other classes of destroyers built before and during WW II: BENSON (32), LIVERMORE (64), FLETCHER (175), SUMNER (70) & GEARING (105) and event covers might not exist for many because of the wartime conditions.

The Chief of Naval Operations ordered Navy mail clerks: prohibited the cancelling of philatelic requests from collectors in May 1942. Thus we have no event covers with naval ship cancellations like was done before the war.



Figure 1: Roy Meisenhelder franked his envelope with coil strip (3) of one cent Franklin stamps sent to Taze Nicholson, who printed commissioning cachet. Posted aboard USS HENDERSON on 12 JUN 1937 with the wording between killer bars NAVY YARD/ PORTSMOUTH that denotes the transport's location.

Reverse has Taze's corner card Naval Cachet & Cancel Club/ 724 Sixth St./ Portsmouth, Virginia/ T. Nicholson, President

Note: USCS Naval Postmark Catalog has USS BAGLEY First Day Postal Service 31 October 1937. Why about covers posted aboard HENDERSON & LAMSON?

Continued on Page 9

West Coast Navy News

Ted Minter (9017)

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



USS JACKSONVILLE Holds Inactivation Ceremony

The crew of submarine USS JACKSONVILLE (SSN 699) held an inactivation ceremony 26 June at the U.S. Naval Undersea Museum, Keyport, Washington, celebrating the boat's 38 years of service.

The occasion marked the crew's final public event before the submarine is officially decommissioned in the controlled industrial area (CIA) at Puget Sound Naval Shipyard (PSNS) in Bremerton, Washington.

When a commissioned U.S. Navy ship is decommissioned, it is taken out of active service and the crew is reassigned to another ship or command. Inactivation is the process in which the submarine will be de-fueled, with the hull retained in safe storage until decommissioning.

The ceremony concluded with the lowering of the national ensign along with a symbolic securing of the watch.

JACKSONVILLE completed their last deployment 10 August 2017. During her final 9-month deployment to the Western Pacific region, she was extended to conduct critical operations for which she was awarded the Submarine Squadron One Battle E. The fast-attack's third Battle E.

USS STETHEM Returning to San Diego

USS STETHEM (DDG 63) returned to the U.S. 3rd Fleet area of operations, 30 June, following 14 years of forward-deployed service in the Indo-Pacific region operating from Japan.

The ARLEIGH BURKE-class guided-missile destroyer is en route to San Diego, where she will be homeported and undergo her midlife modernization.

As part of the U.S. 7th Fleet's Forward Deployed Naval Forces in Japan, STETHEM worked alongside allies and partners to provide security and stability throughout a free and open Indo-Pacific.

STETHEM arrived in Yokosuka, Japan, in June of 2005 while under the command of CDR Robert Gonzales and operated alongside the now decommissioned aircraft carrier USS KITTY HAWK (CV 63) as part of the Kitty Hawk Strike Group.

While serving in 7th Fleet, STETHEM conducted a wide range of operations, exercises and port visits, including disaster relief as well as search and rescue missions. In 2011, the ship supported Operation Tomodachi to provide relief to Japanese citizens affected by the Tohoku earthquake and tsunami, and this year, joined Japan-led search operations for a missing Japan Air Self-Defense Force F-35.

STETHEM Also operated in several joint operations, including Resilient Shield 18 and tri-carrier operations with the aircraft carriers USS RONALD REAGAN (CVN 76), USS THEODORE ROOSEVELT (CVN 71) and USS NIMITZ (CVN 68).

Join a USCS Chapter in 2019

RONALD REAGAN CSG in Brisbane

The RONALD REAGAN Strike Group arrived in Brisbane, Australia, 5 July for a regularly scheduled port visit.

The aircraft carrier USS RONALD REAGAN (CVN 76) and the cruiser USS CHANCELLORSVILLE (CG 62) pulled into Brisbane, while the destroyer USS MCCAMPBELL (DDG 85) pulled into Townsville, Australia, on 4 July.

While in port, RONALD REAGAN Strike Group personnel will have the opportunity to go on tours and participate in several events with the local community prior to starting exercise Strike Group operates as part of Commander, Task Force 70.

CTF 70 is forward-deployed to the U.S. 7th Fleet area of operations in support of security and stability in the Indo-Pacific region.

Beginners Column -- Continued

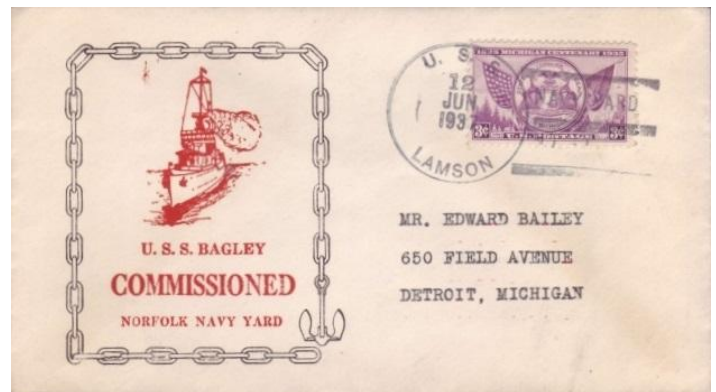


Figure 2: Ed Bailey franked his envelope with a three cents Michigan stamp (Sc #775) that was sent to S.M. Falconer (Norfolk Cover Service) & printed commissioning cachet. It was posted aboard USS LAWSON (367) on 12 JUN 1937 with words NAVY YARD/NORFOLK between killer bars.

Reverse has Norfolk Cover Service cachet identifying Falconer as USCS #1192 RCD #53 and his address 224 W. 31, Norfolk VA

For the naval cover collector, Rule #1 when looking at covers, always look at the back of the cover as it may provide valuable information i.e. sponsor, previous owner or whether fake, forgeries or frauds. The same can be said, if the backs are clear and pristine.

**Being a Member of a Regional USCS Chapter
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Contact George F Marcincin, USCS Chapter Coordinator

911 Mohrsville Rd.

Shoemakersville, PA 19555-9720

george.marcincin@verizon.net

Norfolk Navy News

Darrell Millner (9859)

*106 Maxwell Lane,
Newport News VA 23606*



PCU JOHN F. KENNEDY Adds Upper Bow Section

PCU JOHN F. KENNEDY (CVN 79) now has a complete flight deck after shipbuilder Huntington Ingalls Industries lifted the final bow section into place.

The addition of the upper bow section at the company's Newport News Shipbuilding division is one of the last steel structural units, known as a superlift, to be placed on Kennedy.

Weighing 780 tons, the superlift took 18 months to build. The carrier's christening is planned for late 2019.



Carrier Strike Group 10 Change of Command

Rear Admiral Paul Schlise relieved Rear Admmiral John Meier as commander of Carrier Strike Group (CSG) 10 during a ceremony aboard the CSG's flagship, USS DWIGHT D. EISENHOWER (CVN 69) on 21 June.

Under Meier, CSG-10 assisted with the training of units worldwide through a variety of exercise events. His forces provided realistic and meaningful training for units deploying overseas. Of note, CSG-10 embarked USS GEORGE H.W. BUSH (CVN 77) on short notice to execute the sortie of 23 U.S. Navy and four partner nation ships ahead of Hurricane Florence, preparing these ships as well as the USS KEARSARGE (LHD 3) Amphibious Ready Group for possible Defense Support of Civilian Authorities operations.

Additionally, the strike group led the planning and execution for Fleet Week New York 2018, comprised of 12 warships and 2,700 Sailors and Marines, hosting shipboard tours for more than 56,000 guests. CSG-10 also supported the inaugural Western Atlantic deployment of the United Kingdom's aircraft carrier HMS QUEEN ELIZABETH and her strike group.

CSG-10 consists of the aircraft carrier USS DWIGHT D. EISENHOWER (CVN 69), Carrier Air Wing (CVW) 3, the guided-missile cruisers USS SAN JACINTO (CG 56), USS VELLA GULF (CG 72) and USS MONTEREY (CG 61), and DESRON 26 with its associated guided-missile destroyers, USS STOUT (DDG 55), USS OSCAR AUSTIN (DDG 79), USS JAMES E. WILLIAMS (DDG 95), USS TRUXTUN (DDG 103), and USS MCFAUL (DDG 74).

CVW-3 consists of the "Fighting Swordsmen" of Strike Fighter Squadron (VFA) 32, the "Gunslingers" of VFA-105, the "Wildcats" of VFA-131, the "Rampagers" of VFA-83, the "Dusty Dogs" of Helicopter Sea Combat Squadron (HSC) 7, the "Swamp Foxes" of Helicopter Maritime Strike Squadron (HSM) 74, the "Screwtops" of Carrier Airborne Early Warning Squadron (VAW) 123, and the "Zappers" of Electronic Attack Squadron (VAQ) 130

FFG(X) RFPs Released

The U.S. Navy on 20 June released a request for proposals (RFP) for the FFG(X) detail design and construction (DD&C) contract for first 10 guided-missile frigates (one base ship and nine option ships).

The RFP provides for a full and open competition and will result in a contract awarded to one company. The Navy plans to award a contract for FFG(X) DD&C in FY 2020.

To reach the Navy's full requirement of 20 FFG(X)s a second contract is planned closer to 2025 for the next 10 ships to ensure more accurate pricing on out-year ships. This will be beyond the six years planned for this initial contract.

USNS COMFORT Deploys

USNS COMFORT (T-AH 20) left from Naval Station Norfolk, 14 June, to begin its deployment to South America, Central America, and the Caribbean.

During her deployment, COMFORT will provide medical assistance in support of regional partners and in response to the regional impacts of the Venezuela political and economic crisis.

While deployed, COMFORT's mission will include stops in Colombia, Costa Rica, Dominican Republic, Ecuador, Grenada, Haiti, Jamaica, Panama, Saint Lucia, and St. Kitts and Nevis.

This marks the hospital ship's seventh deployment to the region since 2007, second deployment to the Western Hemisphere in the last six months.

121st Birthday of the Hospital Corpsman Rating

The crew aboard hospital ship USNS COMFORT (T-AH 20) celebrated the 121st birthday of the Hospital Corpsman rating during a ceremony on the ship's mess decks on 17 June.

The ceremony featured a short history of the Hospital Corpsman rating, a reading of the poem "I'm the One Called Doc," a speech from LCDR John Arce, a prior Chief Hospital Corpsman; and a cake cutting by the oldest and youngest corpsman aboard.

USS Harry S. Truman Readies for another Deployment

USS HARRY S. TRUMAN (CVN-75) and her carrier strike group are getting ready for another deployment overseas, after completing a two-part deployment last year.

HARRY S. TRUMAN and elements of Carrier Strike Group 8 got underway from here on 5 July to take part in a composite unit training exercise and prep for an upcoming deployment in the fall. This will be the second COMPTUEX over the past two years. The strike group has deployed three times during the past four years.

USS DWIGHT D. EISENHOWER (CVN-69) would have been the next carrier to head out from the East Coast under previous plans, *USNI* reports understands, but her maintenance availability ran 19 months – more than triple the planned six-month maintenance availability the Navy planned to conduct. *USNI News* confirmed that the TRUMAN CSG is heading out for its second deployment in the place of the IKE CSG.

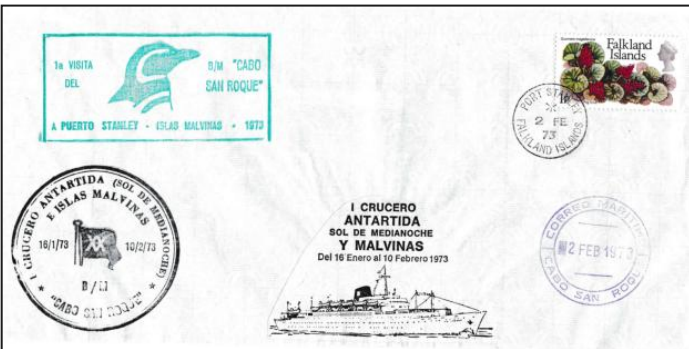
Regards,
Darrell

USCS Chapter News

Impulse Buying
Phil Schreiber 9110

At the June meeting of the USS NEW JERSEY CHAPTER 90 USCS there was plenty of opportunities to do impulse buying of covers. **Rich Hoffner** of the DECATUR CHAPTER never fails to offer many items at prices that tempt you to grab them.

Since one of my interests is in ships visiting ANTARCTICA, the cachets on this one caught my eye. The printed cachet announces, in Spanish: 1st Antarctic Cruise - Midnight Sun and Malvinas (Falkland Islands). The circular black cachet repeats the wording and also names the ship B/M CABO SAN ROQUE (Motor Vessel CABO SAN ROQUE) plus at the dates of the cruise and the YBARRA LINES shipping company 'XX' flag. The green rectangle cachet announces the ship's first visit to Port Stanley, Malvinas on her way to Antarctica. The lower right of the cover is stamped with CABO SAN ROQUES own postmark, and the one cent Falkland Islands postage stamp bears a clear strike of the Port Stanley, Falkland Islands postmark. The back of the envelope, not shown, shows a printed Ybarra Line "XX" logo over the ship's name: CABO SAN ROQUE. I will gladly add this cover to my ANTARCTIC cover collection.



But my satisfaction with the cover was greatly increased when I *Googled* B/M CABO SAN ROQUE. I learned that the 14,500-ton vessel had been built 1955 in Spain for YBARRA LINES, to carry over 800 passengers plus cargo on the Spain to South America route. In 1975 she had been sold to the Bombay, India MOGUL LINE for service to Saudi Arabia to carry Moslem pilgrims on their holy trip to Mecca. In 1978 she was sold again to Fidel Castro's Communist Cuban government and converted to a troop ship transporting thousands of Cuban troops fighting for Communist forces in Africa: Angola, Ethiopia and Somalia.

In 1983, the not so old warhorse was back in Barcelona, Spain, where she was torn apart and scrapped.

This cover is a good example of why to attend USCS chapter meetings; or, if that's not convenient, to start your own chapter.

Reagan May Chapter Meeting Focused on Type 3 Variations and Sharing

Mel Dick (11,911)

Health issues kept our May meeting attendance lower than normal, but that did not hinder interest in the general topic of Type 3 variations and an enthusiastic sharing session. Our meeting location was at the home of member **George Lyon** where we quickly dispensed with the usual chapter business items and a report on WESTPEX which was summarized from an e-mail received from USCS Secretary **Steve Shay**. In a continuation of our previous meeting, some recently acquired WW II Japanese propaganda post cards were shared.

Various Type 3 cancellation covers were shared with reference to the appropriate pages of the *USCS Catalog of US Naval Postmarks* for discussion and clarification. A recent book acquisition depicting the art of wartime caricaturist Arthur Szyk was shared, as were original post cards produced by Szyk during WWII to call attention to the threat of Fascism. Also shared were a number of Official Navy correspondence covers from various auxiliary ships directed to an Admiral in charge of a Combat Logistics Group at the Naval Supply Center in Oakland, CA. Lastly, covers from USS CONSTITUTION from the 1931-34 Cruise up the west coast with local Ventura and Santa Barbara Type 3 cancels were shared, along with the original dies used to produce the cachets.

All the sharing, questions and discussion took up so much time that the planned showing of the movie on the recent discovery of USS INDIANAPOLIS at the bottom of the Pacific Ocean had to be postponed.

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Fantail Forum – Part 9

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

The collecting of naval postmarks that have mistakes in them has been fun over these many years. I am aware that there are a few of us in this area of collecting and I hope that these articles stir up an interest to this very rewarding side of a US Navy cancel.

The U.S. NAVAL HOSPITAL, WASHINGTON, D.C. has a very interesting assortment of mistakes involved in the cancellation of this may cover. You will find the improper use of a Type 9 REGISTERED marker to identify the place and time of its first mailing. The postage was then canceled by a Christmas 3-line hand stamp of "Peace On Earth/holly sprigs/Good Will Toward Men" This was postmarked on the 25th of December 1938 for processing. Processing was delayed and a second cancellation of a three-line hospital handstamp with red crosses at each end to cancel the remaining postage on the 1st of January 1939. The cover looks good for an artistic showpiece of philatelic designed mail.

USS GRIFFIN (AS 13) also supports the illegal use of a Type 9 M.O.B. (money order business) marker to cancel first class mail. The Navy mail clerk inserted A.M. in the dial instead of the year date.



USS GRIFFIN (AS 13) Locy Type FDPS 9efw

U.S. MARINE DETACHMENT/1921-This Type 6 fancy style duplex handstamp is most unique because it shows city "CAMAGUEY" and country "CUBA" in the killer bar section of the cancel. In trying to find any legitimacy for this cancel, a little research shows that the US had sent 2,000 Marines to Cuba in 1912 to protect US sugar plantations while tension and rebellions were occurring over political policies and election results. They stayed on the island until the new election in March of 1921. There were 1,600 marines permanently stationed in Oriente and 1,000 in Camaguey.

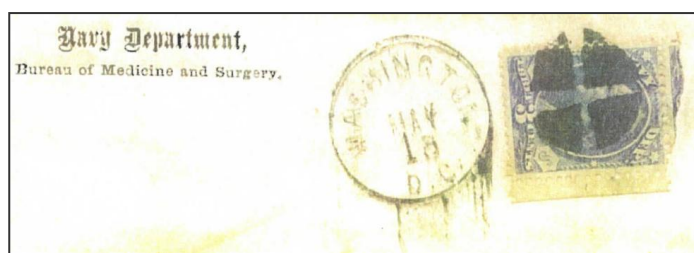


Locy Type 6 Camaguey Cuba Dial - U.S. MARINE DETACHMENT, 27 DEC 1921



USS CONWAY (DDE 507) presents a Type 2 cancel that has the "1964" year date inverted.

NAVY DEPARTMENT--This is a CDS from the "WASHINGTON/DC" Post Office dated MAY 18 with no year date. The postage of a 3-cent ultra-marine Navy Department Official stamp has been canceled by a quartered circular cork cancel.



3-Cent Navy Department Official stamp

USS VOGELGESANG exhibits a "The Destroyer Navy" cachet being used as a postmark to cancel postage. The right-hand side of this cachet shows a silhouette of a Destroyer over the wording of USS VOGELGESANG (DD 862).

USS



VOGELGESANG (DD 862) cachet as postmark.

USS KEY (DE 348) has a Type 2z U.S./NAVY that has a ships straight line handstamp stamped in the center of the CDS.



USS KEY (DE 348) Locy Type 2z + SLb(n) (32x3)

USS WASP (CVS 18) displays a Type 7 machine cancel in which the year date "1965" is inverted.



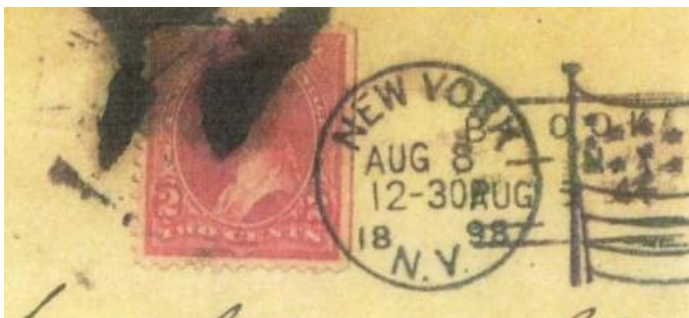
USS LYNDE McCORMICK exhibits a Type 2 CDS with "USS" at the bottom of the dial, a run together ship's designation and hull number which should read "(DDG 8)" and an incorrect spelling of the last name, for there is no space between Mc and CORMICK.



UNIQUE

Covers and postmarks that are not typical, unusual or being without a like or equal.

USS PRAIRIE Auxiliary Cruiser shows a war cover from the Spanish American War. This cover has an endorsement in the upper right from Guantanamo Bay, Cuba. The first machine cancel that was applied was on AUG. 4, 1898 by a Barry Postal Supply Co. diagonal slant cancel. This was over-cancelled by an AUG. 8, 1898 New York flag cancel of an American Postal Machine Co. machine. As one can notice, there is an "N.V." rather than an "N.Y.".



USS ZANE gives an example of improper and intentional use to evade the use of proper postage, in which the Navy postal clerk honored. The stamp used is an "Oakland Philatelic Society" stamp. The ship's Type 3 cancel shows an "O" P.M. and is missing the year date slug.



USS HERALD OF THE MORNING (AP 173) postmarked first class mail with a Type 9 marker and cancelled the postage with the killer bars of a Type 2 cancel.



USS WAUKESHA (AKA 84) used a straight-line ship's name stamp and a dater stamp to process mail.



USS YORKTOWN (CG 48) was issued a Type 2 postmark with a wrong designation of "GG". It should have been a "CG".



USS JOHN W. WEEKS (DD 701) exhibits a Type 2 cancel that has the entire mailing date times missing.

Locy Type 2t(nu)



USS HORNET (CVS 12) had processed this cover with a Type 7 machine cancel that had a missing "57" in the year date and over-cancels this postmark with a Type 2 corrected year date of "1957".



USS OUELLET (FF 1077) displays a Type 2 cancel that has the closing paren missing.



Catalog Update

David A. Kent (H-5148)

PO Box 127, New Britain, CT 06050-0127



HISTORICAL UPDATES FOR 2018

Time for another historical update for our *Catalog of United States Naval Postmarks*, for the year 2018. For these reports we depend on two useful annual sources, **Christopher P. Cavas's** article "Changes in Ships' Status" in the January Almanac issue of the Navy League *SeaPower* magazine, and a report in the May issue of *Naval Institute Proceedings* by **Jim Dolbow**. Both authors are USCS members, and often provide more information than we can fit into our Postmark Catalog.

We do our best to provide accurate dates for events to help you verify the dates on your covers, but announcements from the Navy and shipyards are often careless about distinguishing between public ceremonies and the legal date for the event that goes into official records. Launchings and christenings may be months apart, and many commissioning or decommissioning ceremonies are simply public parties, while the official event takes place on a different date. When there were questions I consulted the *Naval Vessel Register* (NVR) website.

Our annual reports only list ships that have an operating post office, had one in the past, or are likely to have one under current standards when completed. The modern Littoral Combat Ships (LCS) have small permanent crews and no need for a post office. Similarly the new types of "Expeditionary" vessels (classification begins with "E") have small regular crews. However, ships of any class may be issued official postmarks to authenticate absentee ballots, and others receive unofficial postmarks from collectors.

DANIEL INOUE (DDG 118) - keel laying ceremony held 14 May.

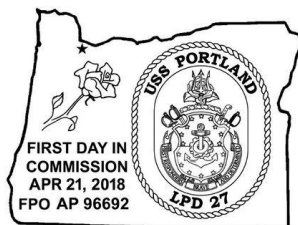
FRANK E PETERSEN JR. (DDG 121) - launched 13 July at Ingalls shipbuilding, but not christened until 6 October.

LYNDON B. JOHNSON (DDG 1002) - launched 9 December at Bath Iron Works.

McCLUSKY (FFG 41) - sunk as a target 19 July during RIMPAC exercises north of Hawaii.

MICHAEL MONSOOR (DDG 1001) - placed In Commission Special 24 April. She was finally commissioned this past January, but that goes into next year's report.

PORTLAND (LPD 27) - she was placed In Commission Full 14 December 2017, too late for last year's report. A commissioning ceremony was held on 21 April at Portland, OR, while the ship was on her way to her San Diego home port.



Locy Type FDC F

RACINE (LST 1191) - sunk as a target 12 July during RIMPAC exercises north of Hawaii.

RALPH JOHNSON (DDG 114) - placed In Commission Full 24 March.

ST LOUIS (LKA 116) - sunk as a target 18 Sept.

THOMAS HUDNER (DDG 116) - placed In Commission Special 20 April, and commissioned in full on 1 December in ceremonies at Boston.

At times ships are placed "In Commission Special," a temporary legal status used when a ship sails from the building yard to a distant Navy yard or big city for the formal ceremony that places her "In Commission Full." We try to note these dates because the ship's post office is often opened for the trip.

The biennial multinational RIMPAC exercises disposed of two old ships this year, RACINE, one of a new style of Landing Ship for the 1970s, and the missile frigate McCLUSKY. Both now rest in waters three miles deep a mere 50 miles from Hawaii, showing how deep the Pacific can be. ST. LOUIS met her end during the multi-branch Valiant Shield exercises at Guam.

A brief report this year. Shipbuilding activity continues, but mostly in submarines, littoral vessels and expeditionary classes that don't regularly have post offices. The Coast Guard is also adding to its fleet. Good news for cachetmakers, if not for postmark enthusiasts.

Military Postal History Society



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American Society of Polar Philatelists



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Foreign Navy News

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



USCS member **Walter Ernst, Jr.**, recently sent me scans of foreign navy covers he had received. Shown here are three of them that give you an idea of the results of his endeavors.

HMS CLYDE, (**Figure 1**) a Royal Navy ship deployed in the Middle East with the International Combined Maritime Force and patrolling the Arabian Gulf and Indian Ocean Areas. The cover is docketed with the Commanding Officer's date stamp and franked with British postage, cancelled with a BFPO (British Forces Post Office) in the Middle East postmark. Recent news announcements reported HMS CLYDE's encounters with hashish smugglers and boarding and inspecting suspicious vessels in the area.

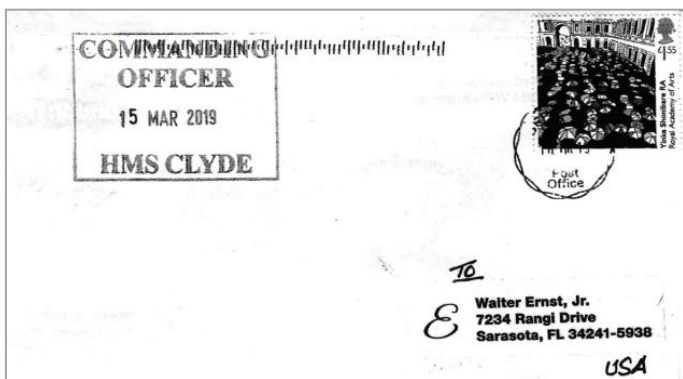


Figure 1: Cover from HMS CLYDE (P 257)

JMDFS SUBMARINE "SETOSHIO" (SS 599), (**Figure 2**). Japanese Navy, ship's official cachet with uncanceled Japanese postage stamps. U.S. postal bar code shows evidence of postal routing.



Figure 2: Japanese submarine SETOSHIO (SS 599)

address stamper and the USPS routing bar code as evidence of transmittal.

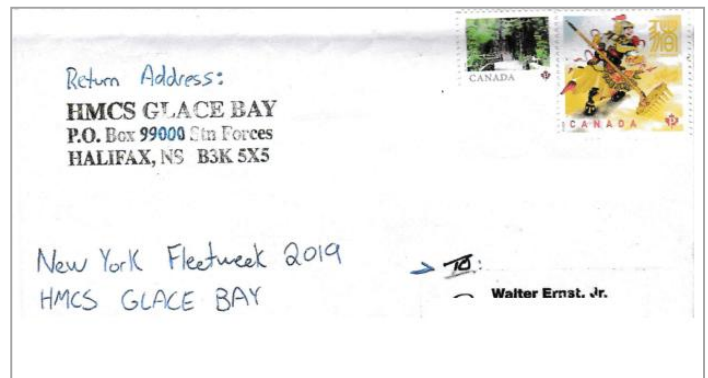


Figure 3: Fleet Week 2019 HMCS GLACE BAY (MM 701)

For those who would also like to confront the challenges of obtaining foreign navy covers and covers from ships engaged in historic missions, you might like trying for the Russian Navy Task Force in Cuba and Venezuela and the U.S. NAVY ships tracking them.

Recent news photos show the Russian Navy Frigate ADMIRAL GORSHKOV in Caracas, Venezuela, and the rest of its task force visiting Havana, Cuba. The force consists of the Russian Navy Ships ELBRUS (Logistics ship), KAMA (Tanker), and NIKOLAI CHIKER (Rescue Tug). For your self-addressed stamped envelope you can try using Russian postage, 45 Rubles international postage rate. And inform them that the postage is valid on "Paquebot" mail from ships at their port of call.

USS JASON DUNHAM (DDG 109) is tracking the Russian Task Force as they move around. And USNS COMFORT (T-AH 20) is reported to be in Venezuela concurrently with the Russian Frigate ADMIRAL GORSHKOV. If you are lucky enough to receive replies, they should make up a nice collection reflecting today's news in current history. Even "Red-finger Return to Sender" markings on the covers returned to you might be interesting. Good luck in obtaining foreign navy ship covers!

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HMCS GLACE BAY, (**Figure 3**) Royal Canadian Navy minesweeper visiting New York Fleet Week 2019, docked at pier 88 New York near USS NEW YORK (LPD 21). The cover carries no postmarks, only the vessel's return

USS TANG (SS 306) (Torpedo Malfunction)

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



Dick O'Kane had made quite a reputation for himself while a crew member aboard USS WAHOO (SS 238) one of America's most courageous World War II submariners, and continued when commander of USS TANG (SS 306). He was known as a master in sinking ships close to shore, then run for deep water to evade retaliation, even if it meant a distance of a hundred miles or more. Many of his peers thought him crazy for such tactics, but in the same breathe given the title in the submarine force as "The Bravest Man". TANG survived the hit-and-run policy, only to succumb to a torpedo she fired that broached after leaving the tube and turned on her. This took place at Formosa Strait on 24 October 1944, and only nine crewmen survived including O'Kane from the crew of 87.

TANG was a BALAO-class submarine, an improved version of the GATO-class and one of the breed of the GATO-BALAO-TENCH-class boats that played a major role in the defeat of Japan, by achieving the highest sinking of Japanese tonnage. TANG was laid down on 15 January 1943, at Mare Island, California, launched on 17 August, and commissioned on 15 October, with Lieutenant Commander Richard H. O'Kane in command. The major features of TANG were: length 312 feet, surface displacement of 1,525 tons, six torpedo tubes on the bow and four on the stern, one three-inch deck gun, four Fairbanks Morse diesel engines, and a diving depth of 400 feet that was allowed because the hull was manufactured from high tensile steel and known as a thick skinner a major improvement from the GATO's mild steel construction.

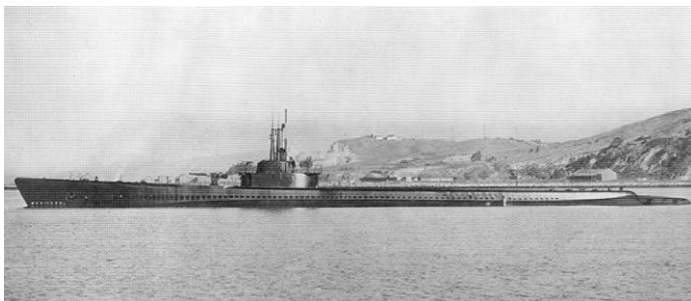


Figure 1 shows a postcard of TANG off Mare Island, California on 2 December 1943. On the address side of the card (not shown) there is a brief history from her commissioning through patrols and loss. The postcard is published by E. Boyer, Simi Valley, CA from an official U.S. Navy photo.

Under the command of O'Kane, TANG departed on 22 January 1944, for the submarine's first patrol, assigned to support of the U.S. Carrier Strike Force (Operation Forager) on the strong fortified Japanese islands of the Caroline's and

the Marianas Before getting there, O'Kane was re-directed to cover another air strike at Wake Island. On 28 January, TANG reached Wake Island and positioned herself to guide U.S. Navy Coronado flying boats to their target using a beacon signal. The air raid on Wake was a success in respect that no planes were shot down, and TANG was not called for rescue operations. TANG then continued on to her main base of operations off the Caroline/Marianas islands. On 17 February, O'Kane fired on two ships, and sunk them; those were the 6,854-ton freighter GYOTEN MARU, and the 5,184-ton KUNIE MARU. On 22 February, O'Kane met up with a five-ship convoy consisting of three freighters and two escorts and attacked them. The action took place while TANG was at surface and from 1,500 yards he fired four torpedoes at the 3,581-ton freighter, FUKUYAMA MARU, a converted gunboat which sank after being hit. Next day he fired four more at another freighter, a 6,777-ton YAMASHIMO MARU which also sank. On 24 February, TANG met up with another convoy and fired four torpedoes, sinking another freighter, the 1,790-ton CHOKO MARU. Tracking the same convoy in the dawn of the next day he fired four at another freighter, the 2,424-ton ECHIZEN MARU and this also went down. On 26 February, O'Kane fired his last four torpedoes but all missed, so they returned to Midway for refit, having accounted for nearly half the tonnage sunk of Japanese shipping during the carrier strike force operation.

On 16 March, TANG left Midway for Palau Islands for her second patrol arriving there on 27 March to participate in the carrier task force 58's strike on these islands. TANG's duties were to sink any Japanese vessels coming or going to the islands, and to coordinate her patrol with eight other submarines in the same general area, in addition, perform lifeguard duties as necessary. The sea was devoid of targets, so on 22 April, TANG headed towards East Palau then to the east of Truk for lifeguard duties where she rescued twenty-two aviators forced to ditch during the air strike on Truk. This was an amazing feat and executed brilliantly, requiring seven rescues in a span of two days while under heavy enemy gunfire from shore. After the rescue and the arrival of the sub USS PERMIT (SS 178) sent to relief TANG, TANG returned to Pearl Harbor and was given a hero's welcome, even though she had not sunk any ships nor fired a single torpedo.



Figure 2 shows a photo of the twenty-two rescued aviators with Commander O'Kane on deck of TANG at Pearl Harbor, courtesy of Naval Submarine League/ Sonalysts Inc. United States Submarines, Barnes and Noble Inc.

On 8 June, TANG left Pearl Harbor for her third patrol which took her to the shallow waters of the East China Sea. At Midway TANG topped-up with fuel before entering the patrol area on 23 June, and was to coordinate with two other submarines, USS SEALION (SS 315) and USS TINOSA (SS 283) to plan attacks the following days. On 25 June, TANG took-up position in the shallow coast for action where she encountered a large convoy with many escorts. In a daring and aggressive move, O'Kane fired six torpedoes, sinking four ships, the 4,399-ton freighter, NASUSAN MARU, the 6,780-ton tanker TAMAHOKU MARU, the 3,175-ton TAINAN MARU and the 1,937-ton KENNICHI MARU. The escorts chased TANG as she raced for deeper water, submerge and escape. On 26 June, O'Kane returned to the coastline and fired four torpedoes at a freighter but all missed, with two of them broaching, making him to run deep to evade.

On 30 June, O'Kane attacked a lone ship the 5,705-ton freighter NIKKIN MARU, and sent her down. On 1 July, O'Kane sank a freighter, the 878-ton TAKATORI MARU and a tanker, the 998-ton TAIUN MARU. On 4 July, O'Kane sank two large freighters, the 6,886-ton ASUKAZAN MARU and the 6,932-ton YAMAOKA MARU. On 6 July, for his last torpedo he sank the 1,469-ton freighter, DORI MARU. With this exceptional patrol, sinking ten enemy ships totaling 39,000 tons, TANG returned to Midway for refit, and no doubt another heroic welcome.

On 31 July, TANG departed Midway for the fourth patrol that would take her to Honshu in the Empire waters. On 10 August, O'Kane patrolled in shallow waters close to shore, and off Nagoya, fired three torpedoes at a target but all missed. On 11 August, he picked-up two freighters escorted by a gunboat. O'Kane fired three torpedoes at each ship, damaging one and sinking the other which was the 3,328-ton ROKO MARU, but had to run to deep waters to submerge and evade the gunboat that dropped many depth charges. On 20 August, he encountered a freighter with two escorts and fired two torpedoes, the first one missed and exploded on the beach, the other malfunctioned and did not run. On 21 August, spotted another freighter with two escorts and fired three torpedoes, however, all missed and exploded on the beach. On 23 August, he found two more freighters, but could not get into position to fire, following that, another ship showed up escorted by surface ships and aircraft, he fired three torpedoes and sank the 8,135-ton transport, TSUKUSHI MARU. On 26 August, having expended all torpedoes TANG headed home to Pearl Harbor arriving there on 3 September 1944.

TANG departed Pearl Harbor on 24 September, for her fifth patrol she was assigned to patrol Formosa Strait. Before reaching there she stopped at Midway on 27 September, to top-up with fuel. On 5 October, the sub ran into a typhoon that put her off course somewhat and slowed her down causing O'Kane some concern as he was told to get to his patrol area before 12 October, which was the start of Task Force 38 air strike on Formosa. When entering the Strait on

10 October, TANG picked up a freighter and fired three torpedoes sinking the 1,658-ton JOSHU MARU, next day she sank the 711-ton freighter OITA MARU with one torpedo. On 22 October, off the coast of China, O'Kane met up with a convoy consisting of five freighters and an equal amount of escorts. O'Kane bravely managed to position TANG between the freighters and the escorts screen, and fired nine torpedoes sinking three small freighters, 1,915-ton TOUN MARU, 1,920-ton WAKATAKE MARU, 1944-ton TATSUJU MARU, and then evaded the escorts. On 24-25 October O'Kane battled another convoy with larger ships, he fired ten torpedoes sinking two freighters, the 6,600-ton KOGEN MARU, and the 7,024-ton MATSUMOTO MARU, and damaging another. O'Kane then fired his last two torpedoes, however the last one broached, and circled back towards TANG and hit her at the stern with a violent explosion causing her to sink in a matter of seconds in 180 feet of water, O'Kane and eight other crewmen on the bridge and in the conning tower were blown off or washed overboard as the submarine went down. By dawn only O'Kane and three others had survived, but five other crewmen surfaced from inside the submarine, escaping using the Momsen Lung rescue equipment, leaving the sub via the escape hatch in the forward torpedo room. These nine survivors were picked up by a Japanese patrol boat and became prisoners during the remainder of the war.

The following is a short note In reference to the Momsen Lung. It was designed to help submariners escape from sunken submarines. It consisted of an oxygen charged rubber bladder containing a canister of lime and a hose with a mouthpiece, all strapped to the chest. When exhaling, the carbon dioxide would pass through the lime and create new oxygen. In reaching the surface the Lung equipment acted as a life preserver. Swede Momsen a submariner was the designer, he was also involved with the development of the McCann Rescue Chamber which was used for the same purpose in much deeper water. That said, apparently the TANG loss is the only known case in the Second World War where the Momsen Lung provided escape.

The nine survivors who came back from the Japanese prison camp were: Floyd M. Caverley (RT1c), Jessie B. Dasilva (MoMM2c), Clayton O. Decker (MoMM3c), Henry J. Flanagan (LTJG), William R. Leibold (CBM), Pete Narowanski (TM3c), Richard H. O'Kane (CDR), Lawrence Savadkin (Lt), and Hayes O. Trukke (TM2c). O'Kane was awarded the nation's highest award for valor, the United States Medal of Honor for five successful patrols particularly his action of the last patrol, and he also received three Navy Crosses. For TANG's World War II service she received two Presidential Unit Citations and four Battle Stars.

It may be interesting to note that one of the crew that did not survive the loss was GM3 Darrell Dean Rector. He was the recipient of the often talk-about emergency appendectomy, that was performed when he was aboard the USS SEADRAGON (SS 194) patrolling the South China Sea in 1942. The sailor, who performed the successful operation,

was hospital corpsman Wheeler B. Lipes using make-up surgical instruments and no antibiotics. Lipes would move up in rank during his naval career and retired as a Vice-Admiral. Many years later at age eighty-five he was honored by receiving a Navy Commendation Medal for his lifesaving act.

In the short duration of nine months that TANG was in action the Joint Army-Navy Assessment Committee (JANAC) established that:

1. Richard H. O'Kane was recognized as top skipper of World War II by number of confirmed ships sunk which was twenty-four at 93,824 total tons.
2. TANG had the best war patrol by number of ships sunk which was ten during her third patrol.
3. TANG was placed fourth for the best war patrol by tonnage of ships sunk which was 39,100 tons for her third patrol.
4. TANG was placed second for top submarine by number of ships sunk which was twenty-four.

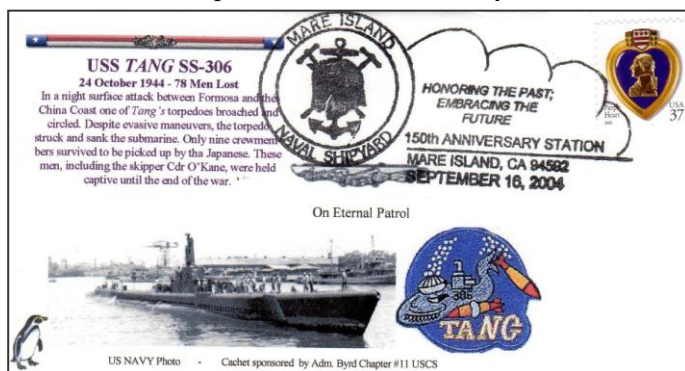


Figure 3 marks the 60th Anniversary of TANG's loss that occurred on 24 October 1944. The cachet depicts the boat's patch, an "On Eternal Patrol" insignia and a brief description of her loss as follows: "In a night surface attack between Formosa and the China Coast one of TANG's torpedoes broached and circled. Despite evasive maneuvers, the torpedo struck and sank the submarine. Only nine crewmembers survived to be picked up by the Japanese. These men including skipper Cmdr. O'Kane were held captive until the end of the war." The cover is also commemorating the 150th Anniversary station at Mare Island, California. John Lyding designed the cachet sponsored by USCS Admiral Byrd Chapter # 11.

References:

O'Kane, Richard H. *Clear the Bridge*. Random House Inc.
 Blair, Clair Jr. *Silent Victory*. Naval Institute Press 1975 (Republished 2001).
 DeRose, James F. *Unrestricted Warfare*. Published by Castle Books 2006.

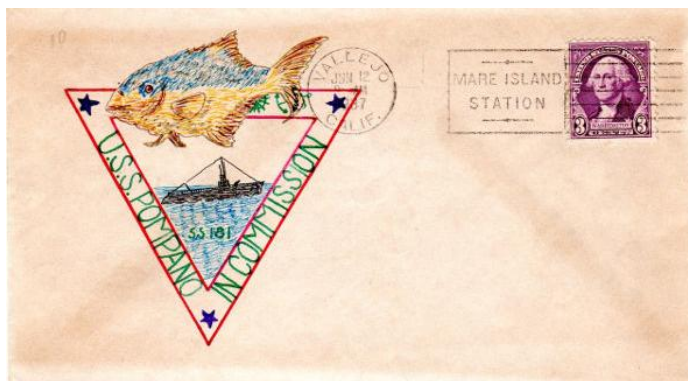
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Cover of the Month USS POMPANO (SS 181) Steve Shay (L-10,821)

This hand painted cachet was drawn by Eugene Mueller for the commissioning of the submarine USS POMPANO at Mare Island on 12 June 1937. Mueller was USCS member #255 and he prepared covers for the Freebooter and Independence Crews of the ANCS. He made printed cachet covers but he also hand drew many covers, such as this one. His style is easily recognizable and while not as artistic or polished as Gow Ng covers, they are still attractive.



USS POMPANO (SS 181) Commissioning cover.

USS POMPANO made 7 war patrols during World War II with some successes. On her 7th patrol, she departed Midway Island 20 August 1943. She is credited with sinking three ships on the patrol but she never returned. She was probably sunk by depth charge attacks in September, in Japanese waters.

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INDYPEX

Hiroshima Atomic Bomb

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



On 6 August 1945, the first atomic bomb was dropped on Hiroshima. It led to the end of World War II and very likely why I am here today to write this article.

At precisely that time, not too far away, I was a radioman aboard USS LST 991 in the staging area for the invasion of Japan where we were engaged in preparing to carry U.S. troops in the first wave on D-Day. "991" was practicing how to land troops on a rocky beach on Leyte Island in the Philippines. It was supposed to be somewhat like the beach assigned to us in Japan. The skipper was concerned with the problems of hull damage by the rocks during the beaching of the vessel and damage sustained from enemy fire ashore, from the air and the sea. Also, to what extent would Japanese civilians be involved in the resistance? We had faced land, sea and air enemy attacks shortly before at Okinawa. Veterans of the Saipan invasion had related how Japanese civilians on that island refused to surrender and most had jumped off the island's high cliffs to their death. At Angaur Island Japanese Marines had advanced to our bow doors and toward the final stages when the enemy ran out of ammunition they attacked anyway, using among other things homemade spears made of mop handles and broom sticks. In Japan, we thought, would we be facing similar resistance from women and children? We also thought about our chances of surviving. LST 991 was configured to deliver the first wave of invasion troops. She had already done so on six previous operations. The odds did not appear good with the anticipated assignment.

The Atom Bomb ended the war. And here I am to tell the story.



Figure 1: Censored cover sent by author while serving in USS LST 991 at the Leyte staging area.

When the announcement of the end of the war was received in Leyte Gulf, the hundreds of ships assembled there celebrated by lighting up the sky with all of their ammunition, flares, rockets and search lights. Canteens were filled with whatever alcohol was available, spiked by fruit

juice. The celebration continued until there was nothing left to consume.

The lesson that we learned was that when faced by an unrelenting foe, the struggle goes on until absolute victory.

Shown here are two covers: (1) From USS LST 991 at the Leyte staging area, and (2) a cachet and pictorial postmark sponsored by the USS NEW JERSEY CHAPTER 90 during the USCS Convention in 1995.

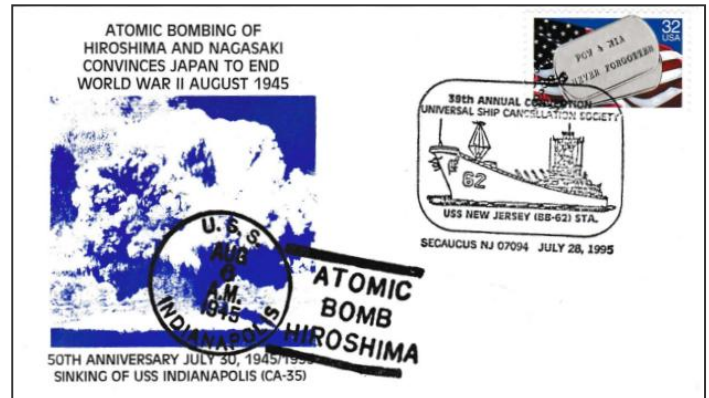


Figure 2: USS NEW JERSEY Chapter #90 sponsored cover.

Letters to the Editor

Gregory Finnegan <g.finnegan@comcast.net>

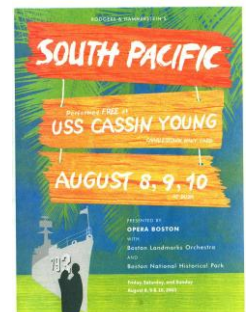
To: Lloyd Ferrell

Cc: Richard Jones

Jun 30 at 4:57 PM

I just got the PDF of the July *LOG*—your PRINCETON cover article is great! Thanks for researching and writing it! Thanks too for including the contemporary photo of CASSIN YOUNG. I vividly recall 15 or 20 years ago, attending a free summer-musical-theater production of *SOUTH PACIFIC* that was staged alongside as well as aboard CASSIN YOUNG, which gave the production a very authentic 'set'ting.

Greg Finnegan (9677)
Oakland CA



Clippings
provided by
Greg
Finnegan



The Story Behind the Cover...

WW II Covers from S1/c Forrest Hedrick, USCG-
Beach Patrol to Buoy Tender

Lloyd Ferrell (L-12082)

PO Box 2086

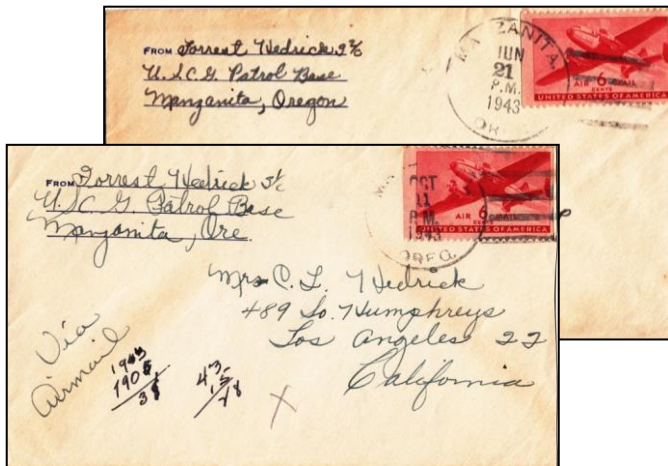
Beaverton, Oregon 97075

uscstreasurer@aol.com



When I first started this column a couple of years ago, the premise was that even ordinary covers become more interesting with a little research. Lately, I find myself mainly writing about rare covers, so this article is a step back to reality. It isn't the rarity that counts anyway. It's learning about a cover—a any cover—that makes collecting fun.

Even with research though, we don't always get all the answers. A good example of that includes this group of covers from Forrest Hedrick, who was in the Coast Guard during WW II. As a former Coastie myself, I'm naturally drawn to covers like these. They weren't found all at the same time, but here and there over a period of several years. I thought that identifying Forrest Hedrick would be a piece of cake, but boy was I wrong. It took me three attempts over a 5-year period to finally nail down who he was, and even then, what I know is limited. Still, I enjoyed the journey.



Covers from the USCG Patrol Base, Manzanita, Oregon, mailed by Forrest Hedrick 21 June and 11 October 1943. During that period, he was promoted to S1/c.

Manzanita Coast Guard Base

There was a Coast Guard Base at Manzanita, Oregon? Who knew? I grew up near Astoria, along the Columbia River, and Manzanita is just down the coast about 35 miles--A beautiful little town. I remember going down there as a teenager to look for arrowheads in a little rocky area by the Nehalem River. No luck with that. As for a Coast Guard Patrol Base being there...well, I'd never heard anything about it. It was through the chance discovery of these covers mailed by Forrest Hedrick that I first knew of its existence.

When the war began, the Coast Guard had lookout stations along the Oregon coast operating alongside a number of lighthouses. They also used small boats to monitor

activity along the shoreline. However, in August 1942, the Chief of Naval Operations issued orders directing the Coast Guard to provide continuous patrol of beaches and inlets. With that, a huge operation was begun. The 13th Coast Guard District created sectors along the coastline, and began establishing beach patrol bases at various locations. Included in the Astoria Sector were sites at Seaside, Cannon Beach, and Manzanita, among others. Besides regular Coast Guard personnel, some locals were also sworn into the reserves to help with the patrols. At Manzanita, a stable was built and horses were brought in, but they also likely had a number of dogs.

The CG station at Manzanita had a horse patrol, one of a series of stations up and down the Oregon coast. (US Coast Guard)



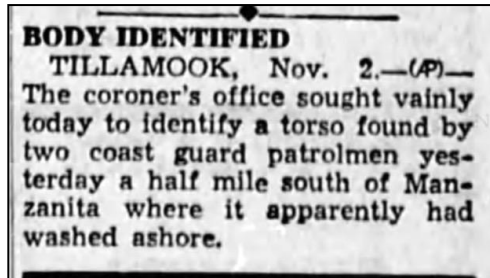
It was probably in the fall of 1942 that Forrest Hedrick enlisted in the Coast Guard, but I did not find the exact date. Most likely, he was fresh out of boot camp when he was assigned to the Manzanita Beach Patrol, somewhere around the time it was first established. The earliest cover I have from Hedrick is from June 1943, and the other one from this location was mailed in October. Interestingly, I also found a cover from Manzanita mailed by a Ray Baca, written to the same address in Los Angeles as Hedrick's. Perhaps Ray was a distant relative of Forrest's, or just a Coast Guard friend. Whatever the case, it's clear that Forrest and Ray were stationed together.



This cover from Manzanita was an unexpected find. Dated 18 December 1943, it was mailed by a Coastie named Ray Baca, and sent to the same address in Los Angeles. Just who he was, or his connection to the Hedricks is not known.

As for details about the beach patrol at Manzanita, there's not much of a paper footprint remaining. I did, however, find a newspaper article from November 1943 that

mentions two Coast Guard patrolmen finding a torso washed up on the beach near Manzanita. Almost certainly these Coast Guard men were from the base there, but the article doesn't actually say so. Along the Oregon coast, beach patrols would keep an eye on things that washed up on the beach, including occasional mines. The Navy blimps from nearby Tillamook would also sometimes notify the beach patrol when they spotted objects.



This article from 2 Nov 1943 mentions Coast Guard patrolman finding a body near Manzanita. They were likely from the base where Hedrick was stationed.



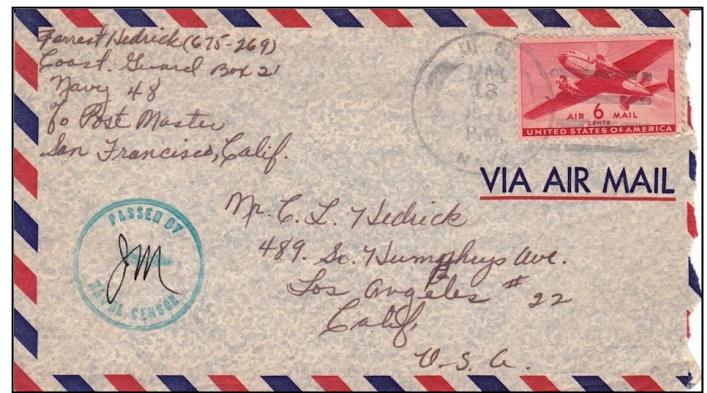
The Coast Guard also had a beach patrol at Seaside, Oregon, a few miles north of Manzanita. I came across this May 1943 cover at the USCS convention in Columbus, Ohio from a dealer based in Australia. As with the Manzanita cover, this was the first I knew of any Coast Guard patrol at Seaside.

By August 1943, the commitment to beach patrols in Oregon and Washington began to be cut back. The threat of invasion was much less than before, and manpower was needed elsewhere. By the spring of 1944, many of the beach patrols were gone. Just how long the base at Manzanita remained open is unclear, but it was about the spring of 1944 that Hedrick was transferred to Hawaii.

Duty in Honolulu

The next cover mailed by Hedrick is from May 1944, using the "Navy 48" post office code. That location is identified only as the Coast Guard facility at Pier 11 in Honolulu, which isn't very specific. For mail, you often see box numbers added to the address to further identify the unit.

Unfortunately, no key for these box numbers exists that I'm aware of, and my attempts to identify any of them over the years has been a dismal failure. I used to think they might indicate a specific ship, but anymore I believe the box designates things like general detail, captain of the port, sections of district office, etc. If the sailors were on a ship, my experience is that the mail shows the actual name of the vessel.



Postmarked 13 May 1944, probably soon after Forrest Hedrick transferred to Honolulu. Although "Navy 48" generally refers to Pier 11 at Honolulu, the specific unit associated with "Box 21" is not known.

With regard to Forrest Hedrick's May 1944 letter, the "Box 21" designation was probably the general Coast Guard detail or other temporary assignment. By December 1944, he had been transferred to the buoy tender WALNUT (WAGL 252) also at Honolulu. This ship has long been of special interest to me, partly because WALNUT was the sister ship of the tender FIR (WAGL 212) that I served in, and partly because she was assigned to Honolulu at the time of the attack on Pearl Harbor. On December 7, 1941, however, WALNUT was at Midway Island. She saw action there that day, and then quickly returned to Honolulu. Mostly the ship was involved with routine aids to navigation work, but at the time Forrest Hedrick was on the crew in 1944, she was also helping with the construction of LORAN stations at various locations in the Hawaiian Islands. Hedrick was probably still on WALNUT in 1945 when the war ended.



By December 1944, Hedrick was aboard the tender WALNUT, also based at Honolulu. Besides normal duties, at this time she was assisting the construction of LORAN stations in the Hawaiian Islands.

USCGC WALNUT (WAGL 252, WLM 252)—1982 photo, near the end of her career (US Coast Guard)



Forrest Hedrick

One of the reasons it took such a long time to figure out who Forrest was is that his full name is actually Charles Forrest Hedrick. He mostly went by his middle name. The key to solving the puzzle turned out to be identifying the addressee as Clifford L. Hedrick, his older brother.

Charles Forrest Hedrick was born in Los Angeles in 1924, the youngest child of Charles and Ethel (Wishon) Hedrick. The family had only been in California a short while, arriving in the early 1920's by way of Missouri and Oklahoma. His father, called Charlie, had worked as a farmer, and later did a variety of labor jobs. There were already five children in the family by the time that Forrest was born, all of them 14-23 years older. Some were already married—and he even had nieces older than he was!



Charles "Forrest" Hedrick

In the 1940 census, Forrest was only 15 years old and just finishing his second year of high school. His father was 65 and retired, and his mother was working as a press operator for a laundry. Forrest probably graduated in 1942, and then enlisted in the Coast Guard. As seen by the covers, he was first stationed in Oregon, and then went to Hawaii. After the war, he returned to California, and in 1950 was married to Ora Lu Harter.

The letters Forrest wrote are all addressed to his brother, Clifford Leo Hedrick, and his wife Margaret. It was probably Margaret who did most of the correspondence. Clifford was 17 years older than Forrest, so they didn't exactly grow up together. He was married in the 1930's to Margaret Waldman, who immigrated to the United States from Eastern Europe when she was a teenager. Clifford died at Los Angeles in 1964, and Margaret passed away in 1988.

Wrap Up

Forrest Hedrick and his wife also lived in the Los Angeles area, but I found very little about them except that they had a daughter and two sons. Ora Lu died in 1993, and Forrest passed away in 2014 at the age of 89.

Like many of the covers I research, there are still questions. Had it not been for these letters, however, I wouldn't have even known the beach patrol at Manzanita existed. They preserve a little piece of history.

Main Sources

Various resources at [Ancestry.com](https://www.ancestry.com), [Newspapers.com](https://www.newspapers.com), and [Fold3.com](https://www.fold3.com)

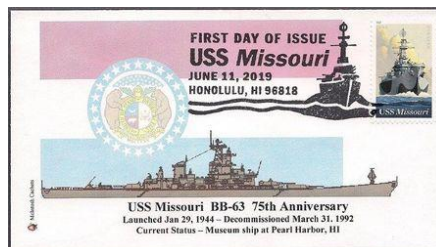
History of WALNUT, from USCG.mil

"*WWII on the Oregon Coast*" online at cbhistory.org
Webber, Bert *Retaliation: Japanese Attacks and Allied Countermeasures on the Pacific Coast in World War II*, Oregon State Monographs: Studies in History (1975)
'Body Identified,' *The Eugene Guard*, 2 Nov 1943, p.1

Research Aid

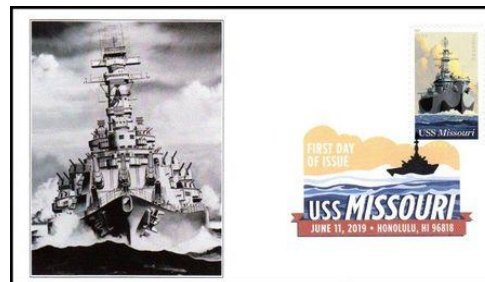
Many members who do research on family ancestry or on the stories behind their covers use **Fold3.com**. Recently, they added new naval records to their archives that may be of interest to you for your research.

USS MISSOURI Stamp FDOI Cachets Samples from *USCS NAVAL COVER MUSEUM*



Cachet by McIntosh Cachets (Tricia Richmond)

Cachet by Michael Brock USPS Digital Color Postmark



Cachet by CEC/FM/AFDCS (Cuv Evanson Cachets / Foster Miller / AFDCS)

See this link for many more examples
https://www.navalcovermuseum.org/wiki/MISSOURI_BB_63_Covers
_Page_4

Send for your own Covers

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



Each issue of the *USCS Log* advocates "Send for your own covers" and lists ships engaged in historical deployments. The covers received from these ships are actual historical artifacts that can be part of an exhibit created by the recipient or created for a museum exhibit. It can also be a very low cost venture for the collector if the ship contacted is in a combat zone entitled to "Free" postage.

The ships can be followed on the internet and their own websites. A recent example is this "Free" post card from USS ARLINGTON (LPD 24) currently deployed in the Middle East responding to Iranian threats. The internet reported it was deployed while carrying elements of the 22nd Marine Expeditionary Unit in May of this year while attached to the ABRAHAM LINCOLN STRIKE GROUP confronting activities of the Russian and Iranian forces in the conflict in Syria. That is when I mailed my request for ARLINGTON's postmark on this homemade post card. When the card arrived in my mail box early in July, with a June postmark, it had gone from the eastern Mediterranean Sea, through the Suez canal and headed for assignment with the KEARSARGE AMPHIBIOUS READY GROUP operating near Iran following incidents involving the Iranian shooting down a U.S. drone and the attacks on several merchant ships in the Arabian Sea.



USS ARLINGTON "FREE" cancel

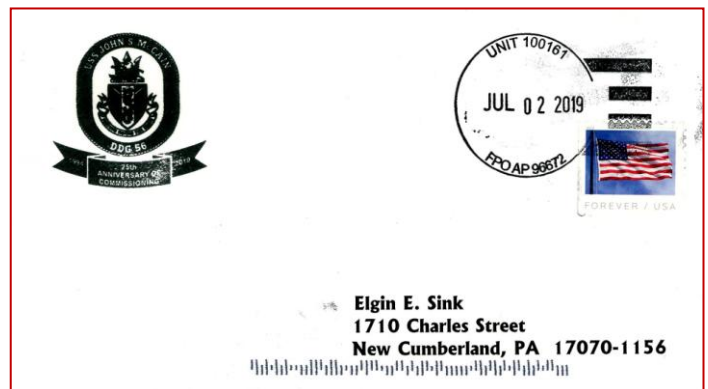
The card shown here is not only evidence of the U.S. Navy in current world history. The clear, careful, strikes of the post mark and cachet is evidence of the attention to detail and pride with which the mail clerk demonstrates his attention to his duties. Bravo Zulu to the COPE and the officers and crew of USS ARLINGTON (LPD 34)!

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Covers Received



Mike Brock



Elgin Sink – USS JOHN MCCAIN 25th Anniversary ship cachet



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Enlist Now!**

USS HANNIBAL (AG 1)

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In one shape or another, USS HANNIBAL (AG 1) served the US Navy from 1898 to 1966. Of course, there wasn't much of a ship left by '66, but we'll get to that later.

HANNIBAL was built in 1898 as a commercial coal hauler. However, upon America's entry into the Spanish-American war, she was purchased by the Navy in their scramble to find enough vessels to fill their needs. HANNIBAL would stay aboard with the Navy until her final end so many moons later.

She served as a fleet collier during the war, serving in the invasion of Puerto Rico, her minor guns chipping in on the shelling of Spanish forts during the Battle of Fajardo—an interesting task for a Plain Jane 4000-ton collier that came in a bit over 274-feet and chugged along at a sedate 9 knph.

HANNIBAL continued to operate with the Navy as a collier and resupply ship through the earliest years of the twentieth century. In 1911, she was converted to do a job her builders never imagined – survey ship. Converted to handle and accommodate survey crews, she was assigned to the USN Survey Squadron and helped the Navy conduct depth-dragging surveys of shipping channels around the Panama Canal and Caribbean waters in general. She was doing this even as war clouds brewed in Europe.

When America was dragged into the First World War, HANNIBAL was reassigned to the Patrol Force of the Atlantic Fleet. She served as a tender and occasional escort to sub chasers. Returning home in 1919, she was placed in reserve.

She left reserve status in 1921 to do a familiar job. Once the mothballs were shaken off her decks, she was tasked to the US Oceanographic Survey squadron, a three ship effort at the time. Again, she was sent to map shipping lanes in Caribbean waters, and was based out of Key West, Florida.

Under her charge (and tow, for that matter) were four gasoline-powered 30-foot launches and a converted coal barge that handled berth and supply duties for the launch crews.

Her mission? Spanish charts of the area were way, way out of date; so poorly done that islands were found ten miles off the spots the old navigational charts promised them to be. HANNIBAL helped set this right. Surveys were conducted during the cold months; summer time would see HANNIBAL in Philadelphia, languishing while the data she had collected was turned into charts.

Shipping lanes obstructions were the top priority. This is where the launches came in handy. Using HANNIBAL as GHQ, the launches would proceed forth to wire-drag their daily target zone. Two launches suspended between them a cable with weights that brought the cable, or wire, down to a predetermined depth. The wires could be suspended up to three nautical miles apart from each launch, giving the survey crews a wide sweep. The middle of the line carried a buoy.

And, quite simply, stuff got done. The wires were set to the depth expected in the area and the launches go about their business. If anything stuck above the wire's setting, the cable would enwrap it, tighten and form a V, which caused the buoy to dip. That meant the crews had just caught something that shouldn't be there; it could now be entered on the chart as something to avoid. In some cases, divers could go down and remove the obstruction.



USS HANNIBAL (AG 1) at work off Cuba in the 1920s. HANNIBAL served much of her USN career as a hydrological survey ship. Her survey launches can be seen secured to boom forward; two more were secured at the stern. (photo US Navy)

It sounds like a simple job. Throw in the sunshine and things were swell. Plus, while the folks back home couldn't legally drink booze due to Prohibition, the crews could get their hands on every sort of legal hooch they wanted. It was definitely catbird seat time aboard HANNIBAL. While getting 'likkered up' helped make a boring job tolerable, HANNIBAL picked up a certain reputation...

Things came to a head in the 1923-4 survey season. Under Captain Edward Parker, discipline was at all time low, the blood alcohol levels in your average crewmember quite high. Fights were a constant danger, especially if you were an officer trying to get order accomplished among the rowdies. One LT found out the hard way he should let boys be boys when they beat him up. Another time, HANNIBAL left Key West at high speed ahead of the Shore Patrol looking for the guys who beat the stuffing out of a base officer.

Yet the scariest swabbie aboard was Parker himself. He was a problem drinker - and being a nice drunk was not one of his attributes. He was easily irritated. Just ask the Boatswain's Mate that refused to have a drink with him. Parker promptly ordered the carpentry shop to build a nice wooden cross so he could crucify the man.* Lucky for the mate, Parker tended to forget crazy to-do items when he was sober.

The final bells rang for Parker when, irritated more than usual, he chased a young seaman around and around HANNIBAL'S decks. The young man jumped overboard and swam for safety, which apparently included calling his parents and blowing the whistle on Parker. The Navy Department got involved and soon, the admiral's boat was seen setting to the side of HANNIBAL and Parker was out of work. He was "assigned" to St. Elizabeth's Hospital in Washington DC, a military mental institution. Soon, he was a patient.

HANNIBAL was cleaned up in more ways than one. Along with neglected chores making the ship look at least halfway decent again, much of her crew was replaced. By the time our featured 1928 cover left the ship, HANNIBAL was a much tighter unit than before. Maybe that's why the postmark reads clearly and isn't upside down and on the back.



A nice use of the then new Beacon on Rocky Mountain 5-cent airmail stamp (Scott C11) and new 5-cent airmail rate is this cover mailed from Hannibal in 1928, using a blue ink Locy Type 6 Duplex cancel with mute killer. The Beacon stamp had been in use for six days when postmarked; if we can fire up our imaginations, maybe it was applied to the envelope on the first day of use. (Author's collection)

HANNIBAL continued scouring the Caribbean for obstructions and taking notes on land masses. In 1931, she was equipped with sonar equipment that enabled her to actually do the survey work on her own, but the shiny new item wasn't used very often, eschewed in favor of the wire drags. In the late 1930s, HANNIBAL was also seen surveying waters in the Alaska Territory and Aleutian Islands during the summers.

Boring but important work was done from HANNIBAL. Work that led directly to smoother Southern water shipping traffic during the war; her mapping work even helped in recapturing the Aleutian Islands.

HANNIBAL would not take part in the war. At least, not the way her designers intended. Assigned out of Norfolk, she conducted busy work during much of the war until being decommissioned in 1944. In 1945, she was given a final job.

That's when she became a gunnery target ship. HANNIBAL was towed out into the Chesapeake and deposited in just about the middle of the bay, just above the Virginia/Maryland state line. Her final voyage ended on a sandbar just north of Smith Island, a smidge above the mouth of the Potomac. A scenic spot for a ship used to nice scenery, but that's where the fun ended.

For 21 years, the elderly survey ship was used for live-fire training exercises by prospective combat pilots. Decades of machine gun and missile shots blasted away just about every scrap of metal showing above the water-line. In 1966, when there just wasn't enough of HANNIBAL left to target, she was shifted off her sandbar so her ragged remains could be tipped into deeper waters. Slipped in place was the decommissioned Merchant Marine training and missile tracking ship, the USNS AMERICAN MARINER.

AMERICAN MARINER served many years as the in-thing for pilots needing something to shoot at. Ironically, she was also officially referred to as HANNIBAL and the area around her is a popular fishing spot for local anglers. Of course, they know to get out of the way when she's about to get blasted. Even Captain Parker knew that!



A Locy Type SLPBs straight line cancel of HANNIBAL sent to Dr. Locy himself in 1935. At least he knew how to identify it! The cancel crosses Scott 651, the George Rogers Clark issue. (Image Naval Cover Museum.)

* The Captain Parker stories come from an article written by Rear Admiral (Ret.) Elliot Strauss, who heard the wild stories while posted aboard HANNIBAL in his early career. Strauss was son of the famed Admiral Joseph Strauss, at one time the head of the Asiatic Fleet. Elliot Strauss went on to have a distinguished career, including command of USS BROOKS (DD 232) just before the war. During the war, he was assigned to Allied headquarters and

helped plan the Dieppe raid. As Captain assigned to Sir Bertram Ramsey's staff, he helped plan the D-Day invasion. Posted to the Pacific Fleet in 1945, he took part in some of the final, key landings of the conflict. Post retirement, Strauss spent many years as the director of the Naval Historical Foundation.



While not the happiest strike of a Type 3 cancel ever seen, this souvenir of a visit to the scarce port La Guairá, Venezuela is an example of how HANNIBAL can be a source for hard-to-find Caribbean ports. The Locy Type 3bc BTT crosses a 1937 Northwest Ordinance Sesquicentennial stamp (Scott 795). Graphically cropped, from a cover honoring the keel laying of USS MUSTIN. The penciled in arrow is from a previous owner calling attention to the scarce port. (Author's collection)

SOURCES

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soundingsonline.com "Strafing Chesapeake Bay's 'target ship'"

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Dictionary of American Naval Fighting Ships

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USCS Yearbooks

The Navy Today

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The U.S. Navy, historically, is an ever changing institution. Ships, missions and the people associated with them undergo constant mind altering changes related to the conditions and tasks involved. In the pre-World War II navy, my older brother Milton was a radioman in USS WOODCOCK (AM 14), a minesweeper operating out of the Panama Canal and he told me that although his ship and her crew were all U.S. Navy, they had recently had a change of command and the new skipper was U.S. Coast Guard. I thought that was weird, given the friendly pejorative that labeled Coast Guardsmen as "clamdiggers" and "knee deep navy."

My World War II service aboard USS LST 991 was mostly around the New Guinea, Indonesia, Micronesia, Philippines and Okinawa where we referred to the local ethnic population with another pejorative: "gooks". Pejoratives of the recent past, in today's world are often a "no-no" but they described the actual language of the era.

The items from USCGC ADAK (WPB 1333) are shown as evidence that the "gooks" have now taken over both the U.S. Coast Guard and the U.S. Navy.

How else can you explain the U.S. Navy Central Command's Combined Maritime Force "Task Force 152" which includes a French Navy frigate, an Iraq Navy patrol boat and the U.S. Coast Guard Cutter ADAK flies the flag of KUAIT NAVY Colonel Mohammad Aleid.

Mind boggling changes are happening more often, not only in the navy, but in collecting navy covers. When I wrote for a cover from USCGC ADAK deployed in the Persian Gulf, my return post card (Figures 1 & 2) was sent back to me under cover (Figure 3) cancelled "NAVSUP FLC BAHRAIN /FPO AE 08934." This translates to "NAVAL SUPPLY FACILITY-FLEET LOGISTICS CENTER-BAHRAIN." The cover represents the occasional response to my ever diminishing requests for covers. However, the web sites of the various naval forces permit me to see how the "New Navy" operates in today's world. Combining the cover, and cards, received now gives me a fuller picture and prepares me for future changes. The "wow" I used to say when I got a nice response is now "WOW!"



Figure 1



Figure 2



Figure 3

Ships Named After USN and USMC Aviators

USS HENDERSON (DD 785)

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A long time Marine aviator who gave his life daring to do the impossible at the Battle of Midway was honored in many ways – along with the naming of the famed Henderson Air Field at Guadalcanal and another one at Midway, plus a bridge in his hometown, Lofton Henderson gave his name to HENDERSON (DD 785), a destroyer that served the nation in post-WW II, Korea and Vietnam.

Lofton Russell Henderson

Henderson was born 24 May 1903 in Lorain, OH. Upon graduation from the Naval Academy in 1926, he joined the Marines for flight training. His aviation dream was halted temporarily when he broke his leg. Sidelined, he served with the Marines in China. He returned for flight training and earned his wings in the late '20s. He served in the Nicaraguan conflict, before becoming flight instructor at Pensacola in 1932. He would also eventually serve aboard three of the nation's first aircraft carriers.

The Day of Infamy saw him as a Marine glide-bomber pilot at Midway. When Yamamoto's Combined Fleet chose to invade Midway 4 June 1942, Major Henderson was one of the first pilots off the ground, commanding Marine Scout Bombing Squadron 241. At 0755, his group swept in to deliver bombs to the Japanese carrier HIRYU. Only nine of his group's bombers made it within striking distance of the carrier and six of them fell within seconds. Henderson's plane caught a strike in the left wing and hit the water with no survivors.



He was posthumously awarded the Navy Cross.

Lofton Russell Henderson

Commissioned too late to serve in the war, GEARING-class destroyer **HENDERSON (DD 785)** made her presence known in future conflicts. Her keel was laid 27 October 1944 at Todd Pacific Shipyards in Seattle, WA. She was launched 28 May 1945 and commissioned 4 August 1945.

She screened carriers and tested sonar equipment in the immediate post-war before joining the 1946 OPERATION HIGHJUMP in the Antarctic. After that, she served in the Japanese Occupation. Three tours of duty during the Korean War included taking part in several invasions. In 1960, she was extensively modernized; massive upgrades included an early drone system, the Gyrodyne QH-50C DASH, a pilot-less helicopter.

Beginning in 1964, HENDERSON spent annual tours of duty in Vietnam waters, often on the gun line, but also helping with riverine patrols, plus escort and carrier screening duties. She also screened BON HOMME RICHARD (CV 31) off North Korea during the PUEBLO Incident.

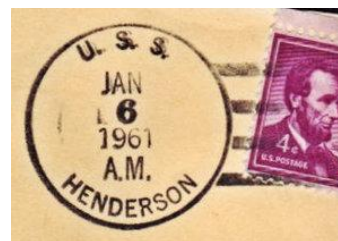
Despite an extensive overhaul in 1972, HENDERSON was placed in reserve later that year. She spent six years as Navy Reserve training ship before decommissioning 30 September 1980. She was sold to the Pakistani Navy, who operated her as TUGHRIL, then NAZIM, before retiring her in 2001.



USS HENDERSON (DD 785)



HENDERSON with ship's cachet and Locy Type 2(n+) (USS)



Locy Type 2

Locy Type 9ef(nu)



Ship's patch

USCS Auction # S8**Closes 30 September 2019****Minimum bid stated on all lots. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to seadragons@cox.net****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

S8-01 ARIZONA (BB 39) 9-25-36 short range target practice by USCS 285/450 sunk MB \$35
 S8-02 APC 17 4-23-45 sailor mail w/censor mark, sunk Manila Bay 1946 MB \$5
 S8-03 ROBERT L BARNES (AO 14) 5-7-41 nc but SL ships mark, PM Guam, captured WW2 MB \$15
 S8-04 ROBERT L BARNES (AO 14) 11-16-34 nc but SL diff ships mark, PM Guam, captured WW2 MB \$15
 S8-05 SEADRAGON (SSN 584) 7-1-74 1973 under ice ops, CO auto MB \$5
 S8-06 ARIZONA (BB 39) 5-27-37 Golden Gate Bridge 1st Day, sunk MB \$35
 S8-07 PANAY (PR 5) 11-26-36 Lawrence Yangtze River multi-cxl cover MB \$30
 S8-08 ARIZONA (BB 39) 10-12-37 Columbus Day cachet by Long Beach cover club, sunk MB \$25
 S8-09 SEAWOLF (SS 197) 12-1-39 FDC by Sadworth, auto crew & CO WARDER on card, sunk MB \$25
 S8-10 MACON (ZRS 5) 3-11-33 Christen r/s cachet, PM Akron, OH, crashed MB \$5
 S8-11 PARROTT (DD 218) 9-8-37 at Texaco docs, Shanghai, protect property, Texaco logo MB \$10
 S8-12 GRENADIER (SS 210) 11-29-40 GOW NG launch, PM BASS, sunk MB \$15
 S8-13 GRAYLING (SS 209) 3-20-41 GOW NG commission, sunk MB \$15
 S8-14 SNOOK (SS 279) 8-15-42 GOW NG launch, PM Portsmouth, sunk MB \$25
 S8-15 TROUT (SS 202) 11-25-40 GOW NG commission, sunk MB \$15
 S8-16 DELAWARE (BB 28) 3-19-1917 clear cxi on color PC MB \$4
 S8-17 NORTH DAKOTA (BB 29) 3-10-1912 clear cxi on B&W PC, coaling from CYCLOPS MB \$4
 S8-18 NEW HAMPSHIRE (BB 25) 8-8-1910 clear cxi on color PC MB \$4
 S8-19 IDAHO (BB 24) 1-8-1913 clear cxi on B&W photo PC MB \$4
 S8-20 MISSISSIPPI (BB 23) 4-26-1910 clear cxi on color PC MB \$4
 S8-21 FLORIDA (BB 30) 1-19-1912 rec'd marking on cover to sailor, PM Trenton NJ MB \$4
 S8-22 CONNECTICUT (BB 18) 3-10-1909 clear ships cxi on color PC MB \$4
 S8-23 LOUISIANA (BB 19) 7-27-1909 clear ships cxi on color PC MB \$4
 S8-24 KANSAS (BB 21) 2-6-1910 clear ships cxi on color PC MB \$4
 S8-25 COLORADO (BB 45) 2-21-1924 clear ships cxi on color PC MB \$4
 S8-26 VIRGINIA (BB 13) 5-20-1919 clear ships cxi on B&W photo PC of ship MB \$4
 S8-27 OHIO (BB 12) 3-8-1909 clear ships cxi on printed photo of BB deck MB \$4
 S8-28 HANCOCK (AP 3) 2-12-1914 clear ships cxi on photo PC of old ship MB \$4
 S8-29 DES MOINES (C 15) 11-21-1910 clear ships cxi on B&W PC MB \$4
 S8-30 RFA RESOURCE (aux) 3-17-1980 Welcome to Phila, PM Phila (was in Falkland War) MB \$2
 S8-31 RFA RESOURCE (aux) 4-21-75 Welcome to Norfolk, PM SPARTANBURG CTY Nicholson MB \$2
 S8-32 USCGC BELUGA (WPB 87327) 10-3-2000 In comm special-Decatur Ch MB \$2
 S8-33 PUTNAM (DD 858) 7-11-46 nc but typed CO cc & CO auto MB \$2
 S8-34 PRESTON (DD 379) 11-11-36 FDBP by Hutnick, sunk MB \$2
 S8-35 HARRIS (AP 8) 12-19-41 recom by Hutnick, NAMED cxi MB \$2
 S8-36 BARRY (DD 248) 3-17-35 There is something about a sailor cachet by Cmdr Barry Ch MB \$2
 S8-37 SABLEFISH (SS 303) 10-16-61 ships r/s cachet, PM Groton MB \$2
 S8-38 SEAFOX (SS 402) 1-26-70 ships r/s cachet, PM SPERRY MB \$2
 S8-39 USNS TOWLE (TAK 240) 1-30-71 Arctic Ops 1971 cachet, master auto MB \$2
 S8-40 CHILDS (AVD 1) 11-11-34 We Protected the Convoys cachet-USCS 225 MB\$2
 S8-41 STERETT (DD 407) 8-15-39 commission cachet by Horton MB \$2
 S8-42 SAILFISH (SS 192) 5-15-40 commission cachet, formerly SQUALUS MB \$2
 S8-43 MCCALLA (DD 253) 2-5-40 commission by Hutnick, F50 MB \$2
 S8-44 ZELLARS (DD 777) 9-27-53 sailor mail cover MB \$2
 S8-45 GRAYBACK (SSG 574) 2-1-62 US Navy, Power at Sea PM Honolulu MB \$2
 S8-46 HUGHES (DD 410) 9-21-39 1st day postal serv by Muridge, sunk MB \$2
 S8-47 O'BRIEN (DD 415) 6-20-40 shakedown cruise by Neumann, kb Buenos Aires, sunk MB \$2
 S8-48 ATLANTA (CL 51) 9-6-41 launch by Horton, sunk PM Kearny MB \$2
 S8-49 COMSTOCK (LSD 19) 10-21-54 Passage to Freedom, Vietnam r/s cachet MB\$2
 S8-50 NEVADA (BB 36) 11-9-34 Welcome to Home Port San Pedro MB \$2
 S8-51 SONOMA (AT 12) 8-11-41 ships cxi on 1 cent PC, stained from mounting sunk MB \$2
 S8-52 TANAGER (AM 5) 5-5-35 2 cxls, 1 stuttered, 1935 Aleutian Survey, colored MB \$2
 S8-53 COLORADO (BB 45) 11-29-34 Thanksgiving decal on cover by Merrell MB \$2
 S8-54 Submarine S-51 (SS 162) 9-25-35 10th Anniv of sinking, PM Sub Det Pearl MB \$2
 S8-55 TRENTON (CL 11) 7-28-37 Welcome US Fleet to Portland by Linto MB \$2

S8-56F D ROOSEVELT (CVB 42) 11-11-49 Armistice Day, corners stained from mounting MB \$2
 S8-57 PHELPS (DD 360) 2-26-36 r/s commission cachet, PM TILLMAN MB \$2
 S8-58 PLATTE (AO 24) 1-27-40 commission by Hutnick MB \$2
 S8-59 HMCS SKEENA (DD) 11-16-38 Crosby photo cachet, crossing equator, PM Lima, sunk MB \$2
 S8-60 RANGER (CV 4) 11-11-37 Admission Day State of WA MB \$2
 S8-61 SARATOGA (CV 3) 9-14-39 1215th anniv Star Spangled Banner MB \$2
 S8-62 ORISKANY (CV 34) 9-25-50 commissioning by Steybek MB \$2
 S8-63 LEXINGTON (CV 2) 2-14-38 St Valentines Day, sunk MB \$2
 S8-64 LEXINGTON (CV 2) 7-29-35 Seattle Fleet Week by Cmmdr John Barry Ch, sunk MB \$2
 S8-65 GRENADIER (SS 210) 5-16-41 commission by Shaw/Osborne, sunk MB \$3
 S8-66 FLIER (SS 250) 10-18-43 commission by Spader, PM Groton, sunk MB \$3
 S8-67 BOXER (CV 26) 11-27-50 plane taking off from CV cachet MB \$2
 S8-68 ABRAHAM LINCOLN (CVN 72) 2-13-88 launch cachet, colorful, PM Newport News MB \$2
 S8-69 CARL VINSON (CVN 70) 3-15-80 launch cachet, PM Newport N MB \$2
 S8-70 RANGER (CVA 61) 8-10-57 commission auto by sponsor, Mrs Arthur W Radford MB \$3
 S8-71 GOLET (SS 361) 8-1-43 launch w/US Flag, sunk, PM Manitowoc MB \$3
 S8-72 POMPANO (SS 181) 6-13-38 1st anniv cachet by Aden MB \$3
 S8-73 WASP (CV 7) 4-4-39 launch by Horton, PM Quincy, sunk MB \$2
 S8-74 SILVERSIDES (SS 236) 8-26-41 launch by Aden, PM Vallejo MB \$3
 S8-75 FLYING FISH (SS 239) 7-9-41 launch Portsmouth Navy Yd Imp't Assoc, PM GRAMPUS MB \$3
 S8-76 ROBALO (SS 273) 5-9-43 launch cachet, PM Manitowoc, sunk MB \$3
 S8-77 SAILFISH (SS 192) 5-23-40 In memoriam SQUALUS by ANCS Argonauts MB\$3
 S8-78 YORKTOWN (CV 5) 1-22-38 shakedown cruise by Thompson, kb Guantanamo sunk MB \$2
 S8-79 PIKE (SS 173) 12-20-33 typed keel lay cachet, PM Portsmouth Nav Yd MB \$3
 S8-80 PIKE (SS 173) 9-12-35 launch by ANCS 75/81, PM HAMILTON MB \$3
 S8-81 PIKE (SS 173) 6-14-36 Flag Day by Woolsey MB \$3
 S8-82 PINTADO (SS 387) 9-15-43 lau cachet, flag & sub design, PM Kittery MB \$3
 S8-83 PIPEFISH (SS 388) 1-27-44 commission cachet, sub in cross hairs MB \$3
 S8-84 PIPER (SS 409) 3-16-61 10,000th dive r/s cachet, CO auto PM Charlotte Amalie MB \$3
 S8-85 PIRANHA/POMFRET/STERLET (SS 389, 391, 392) 10-27-43 triple launch by Cyr MB \$3
 S8-86 PLAICE (SS 390) 11-15-43 launch by Contraros, PM Kittery MB \$3
 S8-87 PLAICE (SS 390) 2-12-44 commission, sub in wreath design MB \$3
 S8-88 PLUNGER (SS 179) 7-17-1935 Hutnick keel, PM Portsmouth Navy Yd MB \$3
 S8-89 PLUNGER (SS 179) 7-8-36 launch cachet by ANCS 79/81 MB \$3
 S8-90 POGY (SS 266) 6-23-42 launch w/printed photo of sub launch, PM Manitowoc MB \$3
 S8-91 POGY (SS 266) 1-10-43 commission, statue of liberty design, PM Manitowoc MB \$3
 S8-92 POLLACK (SS 180) 9-15-36 launch by ANCS 160/389, PM TARPON MB \$3
 S8-93 POLLACK (SS 180) 2-19-37 commission, fish & sub in circular cachet MB \$3
 S8-94 POMPANO (SS 181) 3-11-37 launch by Aden, sunk, PM Vallejo MB \$3
 S8-95 POMPANO (SS 181) 6-12-37 commission by Chpt 40 USCS, sunk PM CUTLEFISH MB \$3
 S8-96 DOWNES (DD 375) 1-15-37 commission w/Marine Corps device & sailing ship MB \$2
 S8-97 DOWNES (DD 375) 1-15-37 commission by Norfolk Cover Service MB \$2
 S8-98 SIRIUS (AK 15) 1-20-37 15th Anniv by USCS Chpt 40 MB \$2
 S8-99 CANOPUS (AS 9) 1-24-37 15th anniv by USCS Chpt 40, sunk MB \$2
 S8-100 PERKINS (DD 377) 1-27-37 r/s shakedown cruise by Richell, kb Honolulu, sunk MB \$2
 S8-101 FLUSSER (DD 368) 1-31-37 calls at Bermuda by Adm Beatty Ch MB \$2
 S8-102 NEW MEXICO (BB 40) 1-6-37 Admission Day state of NM MB \$2
 S8-103 BRIDGE (AF 1) 12-25-36 Christmas 1936 cachet MB \$2
 S8-104 REID (DD 369) 12-25-36 Merry Christmas cachet, sunk MB \$2
 S8-105 LUZON (PR 7) 11-23-36 on the Yangtze Patrol by Woolsey, sunk MB \$2
 S8-106 CUMMINGS (DD 365) 11-25-36 commission cachet, greetings MB \$2
 S8-107 SELFRIDGE (DD 357) 11-25-36 commission by Woolsey, fancy cxi MB \$2
 S8-108 SELFRIDGE (DD 357) 11-25-36 commission by USCS Chapter 28, fancy cxi MB \$2
 S8-109 SELFRIDGE (DD 357) 11-27-36 Info & drawing of RAdm Selfridge by ANCS 15 MB \$2
 S8-110 RHIND (DD 404) 9-22-37 keel lay by Hutnick, PM WINSLOW MB \$2
 S8-111 HENLEY (DD 391) 1-12-37 Hutnick launch cachet, sunk PM Vallejo MB \$2
 S8-112 HENLEY (DD 391) 1-12-37 launch cachet, lifering design, sunk PM Vallejo MB \$2
 S8-113 HENLEY (DD 391) 1-12-37 launch cachet- ANCS 54, PM Vallejo sunk MB \$2
 S8-114 OKLAHOMA (BB 37) 5-6-37 launch PATTERSON & JARVIS by USCS 25/44, sunk MB \$2
 S8-115 TENNESSEE (BB 43) 5-6-37 launch PATTERSON & JARVIS by USCS 25/44 MB \$2
 S8-116 PAUL JONES (DD 230) 6-14-38 With the Asiatic Fleet in China MB \$3
 S8-117 JOHN D FORD (DD 228) 6-14-38 With the Asiatic Fleet in China MB \$3
 S8-118 REINA MERCEDES (IX 25) 10-27-35 Navy Day cachet- ANCS 29/311 MB \$2
 S8-119 PAUL JONES (DD 230) 5-11-37 BB firing broadside, USS in cxi slight stutter MB \$2
 S8-120 JOHN D EDWARDS (DD 216) 2-16-38 JP Jones founder of Navy r/s, kb Manila MB \$3
 S8-121 PAUL JONES (DD 230) 4-18-40 US Fleet in Asiatic Waters JP Jones Ch MB\$3

- S8-122 PAUL JONES (DD 230) 2-25-38 with the Asiatic Fleet by JP Jones Ch MB \$3
 S8-123 JOHN D FORD (DD 228) 5-25-41 US Fleet in Asiatic Waters by JP Jones Ch MB \$3
 S8-124 ZANE (DMS 14) 10-16-42 sailor mail w/censor mark MB \$2
 S8-125 DEWEY (DD 349) 11-11-38 Armistice Day cachet MB \$2
 S8-126 RELIEF (AH 1) 4-19-43 #10 sailor mail from Chaplain w/censor mark MB \$2
 S8-127 NEW (DD 818) 7-24-69 Apollo 11 r/s US Navy Recovery Force MB \$2
 S8-128 OZARK (MCS 2) 7-24-69 Apollo 11 r/s US Navy Recovery Force MB \$2
 S8-129 ATLAS (ARL 7) 1-24-46 #10 penalty, typed cc MB \$2
 S8-130 CLAMP (ARS 33) 6-30-43 #10 penalty, r/s cc, PM Napa, CA MB \$2
 S8-131 MARLIN (SS 205) 7-9-44 #10 penalty, r/s cc MB \$2
 S8-132 JOSEPH T DICKMAN (APA 13) 6-30-43 sailor mail w/censor mark MB \$2
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11/18



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Page 32

Universal Ship Cancellation Society Log

August 2019

Secretary's Report July 2019 Welcome New Members

- 12564 Joshua Bela Cline, 14300 Arctic Ave, Rockville MD 20853-2252
by Rich Nallenweg (10385)
12565 Carol L Gladys, 1122 Fox Run, Grafton OH 44044-1084
by Lloyd Ferrell (L-12082)
12566 Jerry C Coiner, 4389 Malia St Apt 421, Honolulu HI 96821-1171

Reinstated

- 12158 Roger Alsop, 273 Havenwood Cir, Pittsburg CA 94565-7363
11984 Raymond Hacecky, 13827 Tierra Bonita Rd, Poway CA
92064-3438
S-10522 Steven J Zweig, PO Box 1709, Rockland ME 04841-1709

Change of Address

- S-12323 Andy Breschini, 6445 Olde York Rd, Parma Heights OH
44130-3025
12011 Christina Stitt, 2431 NW 41st St Apt 4214, Gainesville FL
32606-7406

Membership on 6/1/2019.....	782
New Members.....	3
Reinstated.....	3
Membership on 7/2/2019.....	788
Membership on 6/26/2018.....	819

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