



# U.S.C.S. Log

*Dedicated to the Study of Naval and Maritime Covers*

Vol. 86 No. 9

September 2019

Whole No. 1030

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## Virgil "Steve" Henderson November 17, 1943 – July 18, 2019



*Former USCS President Virgil "Steve" Henderson, 75, of Colorado Springs passed away on 18 July 2019. Steve was born in Lincoln, Nebraska on 17 November 1943, a proud son of Pearl Harbor Survivor, Virgil R. Henderson and June Geist Henderson. He had a successful 30-year career with the Gates Rubber Company, Denver.*

*In June, Steve and his wife, Gloria, celebrated their 52nd wedding anniversary. He is survived by his wife, Gloria, daughter Aimee, and granddaughters Ashlyn, Avery, and Alyssa.*

*Steve served the USCS in many positions including director, vice-president and president from 2009-2012. See page 23.*

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

As we near the end of the year, it is time to remind newer USCS member that I am always in search of new writers and on a quest for new articles. For those who wish to submit articles for consideration and have not become brave enough yet, I do have a two-page guideline that helps get you started. If you have e-mail, just send me a message and I can return the form as an attachment. In fact, many of the articles in each month's **Log** are emailed ahead of time. Any photos or cover copies are sent later via email or the regular mail. I am always looking for new topics and material and new angles on older stories. Consider it! Email me or write for the forms. Share you insights and knowledge with your fellow collectors. New authors always get published in the next available issue of the **Log**.

We were saddened with the passing of **Steve Henderson** as noted on page 23. Steve was particularly interested in the study of Navy censor markings found quite often on wartime mail. He was a prolific writer sharing his findings with the USCS membership via his **Log** articles. Realizing that censor markings are a unique niche in our hobby, I would like to have another collector of censor markings to share their research and collection with the **Log** readership on an occasional basis. If interested, please send me an email as soon as possible.

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

Thanks to **Paul Bunter** for updating the wiki software for the Naval Cover Museum. I rely on the material in the Naval Cover Museum very heavily to verify postmark classifications and sometimes to get a clearer scan of a particular postmark that will be used to illustrate an article.

**Collect-Share-Enjoy your hobby.**

## Send for Your Own Covers

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

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

### Recently/Currently Deployed

USNS COMFORT (T-AH 20) Caribbean-Latin America Deployed 6-14  
 USNS MEDGAR EVERS (T-AKE 13) deployed 6th Fleet AOR, 25 Feb  
 USS LEWIS B. PULLER (ESB 3) 5<sup>th</sup> Fleet AOR  
 USS JASON DUNHAM (DDG 109) 5<sup>th</sup> Fleet  
 USCGC STRATTON (WMSL 752) Western Pacific Deployed 12 June  
 USNS WALTER D DIEHL (T-AO 193) Western Pacific  
 USS FLORIDA (SSGN 728) 5<sup>th</sup> and 6<sup>th</sup> Fleet AOR  
 USNS RAPPAHANNOCK (T-AO 204) 5<sup>th</sup> Fleet AOR  
 USNS ARCTIC (T-AOE 8) 5<sup>th</sup> Fleet AOR  
 USNS CESAR CHAVEZ (T-AKE 14) 5<sup>th</sup> Fleet AOR  
 USNS YUMA (T-EPF-8) 6<sup>th</sup> Fleet AOR  
 USS ALASKA (SSBN 732) Eastern Atlantic  
 USNS CARSON CITY (T-EFP 7) Gulf of Guinea-Africa Partnership Station  
 USS KEY WEST (SSN 722) WESTPAC  
 USS OLYMPIA (SSN 717) 6<sup>th</sup> Fleet AOR  
 USS GRIDLEY (DDG 101) Flag SNMG1 North Atlantic-Canada-USA



## Out of the Past

Naval History and Heritage Command

### 2 September 1944 (World War II)

USS FINBACK (SS 230) rescues Lt. j.g. George H.W. Bush, who is shot down while attacking Chi Chi Jima. During this time, Lt. j.g. Bush serves with Torpedo Squadron Fifty One (VT 51) based on board USS SAN JACINTO (CVL 30). Lt. j.g. Bush later becomes the 41st President of the U.S.

### 5 September 1923 (Post-WW I)

The U.S. Asiatic Fleet arrives at Yokohama, Japan, to provide medical assistance and supplies after the Great Kanto earthquake, occurs just days prior. On 1 September, during the earthquake, Lt. j.g. Thomas J. Ryan rescues a woman from the burning Grand Hotel in Yokohama. For his "extraordinary heroism" on that occasion, he is awarded the Medal of Honor.

### 9 September 1943 (WW II)

Operation Avalanche, Task Force 80 (Western Naval Task Force) under Vice Adm. Henry K. Hewitt, lands the Allied Fifth Army on the assault beaches in the Gulf of Salerno, Italy. Naval gunfire delivers a great volume of counter-battery, interdiction, and neutralization fire in becoming one of the decisive factors in holding the Salerno beachhead.

### 15 September 1950 (Korean War)

During the Korean War, after preliminary naval gunfire and air bombardment on 13 September, the First and Fifth Marines go ashore for the Inchon Invasion, which includes US Army and Korean forces.

### 16 September 1854 (Classic)

Mare Island, California becomes the first permanent U.S. naval installation on the west coast, with CDR David G. Farragut as its first base commander.

### 22 September 1959 (Modern)

USS PATRICK HENRY (SSBN 599) is launched. In 1982, her ballistic missile tubes are disabled, and she is reclassified as an attack submarine.

### 25 September 1982 (Modern)

USS HOUSTON (SSN 713) is commissioned at Naval Station Norfolk. For two months in 1989, the boat participated in the filming of *The Hunt for Red October* off the coasts of Washington and California.

### 27 September 1942 (WW II)

The freighter, SS STEPHEN HOPKINS, engages the German auxiliary cruiser, STIER, and supply ship, TANNENFELS, in a surface gunnery action in the central South Atlantic. STIER sinks SS STEPHEN HOPKINS but the German raider sinks after having receiving heavy damage by SS STEPHEN HOPKINS' naval armed guard, Lt.j.g. Kenneth M. Willett. For his actions, Willett posthumously receives the Navy Cross.

### 29 September 1959 (Modern)

USS KEARSARGE (CVS 33), with Helicopter Squadron 6 and other 7th Fleet units, begin six days of disaster relief to Nagoya, Japan, after Typhoon Vera.

## Calendar of Events

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

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

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

? notes a tentative or uncertain date.

# signifies a change from previously published date.

### October 2019

#5 PCU CINCINNATI (LCS 20) Commissioning, Gulfport MS

26 PCU INDIANAPOLIS (LCS 17) Comm, Burns Harbor, IN

### Fall 2019

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

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

### Spring 2020

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

### Late Spring 2020

?? PCU MINNEAPOLIS-SAINT PAUL (LCS 21) Comm, Duluth MN

*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** – 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** – 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** – 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;

### USS ST. LOUIS (LCS 19) Crest

The future USS ST. LOUIS (LCS 19) had her official crest unveiled during a special ceremony at Soldiers Memorial Military Museum in downtown St. Louis, 23 July.

Twelve of the ship's crew members along with LCDR Eric Turner, the executive officer of ST. LOUIS, and Lyda Krewson, the mayor of St. Louis, helped unveil the ship's crest.



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## Naval News

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### **PCU INDIANAPOLIS to Commission in Burns Harbor IN**

The US Navy's newest FREEDOM variant littoral combat ship USS INDIANAPOLIS (LCS 17) is set to enter service in Burns Harbor, Indiana on 26 October 2019.

LCS-17 is the fourth ship to carry the name of Indiana's capital city.

The first INDIANAPOLIS was a steamer built for the US Shipping Board (USSB) and commissioned directly into the navy in 1918.

The saga of the second INDIANAPOLIS (CA 35), a cruiser, and her crew is well documented by the Naval History and Heritage Command (NHHC). The loss of the ship was a tragic moment following the completion of a secret mission that directly contributed to the end of World War II.

After a successful high-speed run to deliver atomic bomb components to Tinian, the decorated PORTLAND-class cruiser continued to Guam. INDIANAPOLIS was en route from Guam to Leyte when she was torpedoed and sunk by the Japanese submarine I-58, 30 July 1945. The ship's wreckage was located 19 August 2017.

The most recent INDIANAPOLIS was a LOS ANGELES-class fast-attack submarine, which was decommissioned in 1998.

The future INDIANAPOLIS will be homeported in Naval Station Mayport upon her commissioning.

### **PCU MINNEAPOLIS-SAINT PAUL to Commission in Duluth**

Deputy Undersecretary of the Navy Jodi Greene announced Duluth as the commissioning location for the future USS MINNEAPOLIS-SAINT PAUL (LCS 21) in a joint press conference with Duluth Mayor Emily Larson on 18 July.

Recently, the Navy held a christening and launching ceremony on 15 June for the future USS MINNEAPOLIS-SAINT PAUL (LCS 21) in Marinette, Wisconsin, where she is being built.

### **PCU OAKLAND Rolled Out and Launched**

The future USS OAKLAND (LCS 24) launched 21 July at Austal USA in Mobile, Alabama. This event marked the first time the ship floated in the water as it is prepared for delivery next year.

The future USS OAKLAND is the 12th of 19 INDEPENDENCE-variant littoral combat ships (LCSs) that will join the fleet. Ship sponsor Kate Brandt, Google's sustainability officer, christened the vessel in Mobile on 29 June.

Four additional LCSs are under various stages of construction at Austal's shipyard. The future USS KANSAS CITY (LCS 22) is preparing for sea trials. The future USS MOBILE (LCS 26), SAVANNAH (LCS 28) and CANBERRA (LCS 30) are under construction.

### **PCU TRIPOLI Completes Builder's Sea Trials**

The future USS TRIPOLI (LHA 7), successfully completed Builder's Trials on 19 June 2019. The ship returned to the Huntington Ingalls Industries (HII)-Ingalls Shipbuilding Division's shipyard following four days underway in the Gulf of Mexico.

TRIPOLI is the second ship of the AMERICA (LHA 6)-class, built to facilitate forward presence and power projection. LHA 7 is the last Flight 0 ship planned for construction and features an enlarged hangar deck, realignment and expansion of the aviation maintenance facilities, an increase in available stowage for parts and support equipment, and increased aviation fuel capacity. LHA 8 will be the first Flight I ship, reincorporating a well deck to enhance expeditionary warfighting capabilities while maintaining the principal aviation characteristics of the Flight 0 ships.

HII's Pascagoula shipyard is also currently in production on BOUGAINVILLE (LHA 8), the guided missile destroyers DELBERT D. BLACK (DDG 119), LENA H. SUTCLIFFE HIGBEE (DDG 123), JACK H. LUCAS (DDG 125), and amphibious transport dock ships, FORT LAUDERDALE (LPD 28) and RICHARD M. MCCOOL JR. (LPD 29).

### **USS PAUL IGNATIUS Commissioned**

The Navy commissioned USS PAUL IGNATIUS (DDG 117), on 27 July at Port Everglades in Fort Lauderdale, Florida.

The ship is named in honor of Paul Robert Ignatius, who served in the U.S. Navy during World War II, and later during the Lyndon B. Johnson administration as Assistant Secretary of Defense (Installations and Logistics) 1964-1967, and Secretary of the Navy 1967-1969.

Secretary of the Navy Richard V. Spencer delivered the commissioning ceremony's principal address. Ignatius' wife, Nancy, who passed away earlier this year, is the ship's sponsor. Dr. Elisa Ignatius, granddaughter to the late Nancy Ignatius, served as the ship sponsor representative. Dr. Ignatius honored Naval tradition when she gave the first order to "man our ship and bring her to life!"

### **PCU CINCINNATI Commissioning Date**

The U.S. Navy has approved the commissioning date for PCU CINCINNATI (LCS 20).

The Navy will commission CINCINNATI, 5 October 2019 in Gulfport, Mississippi. Former U.S. Secretary of Commerce Penny Pritzker is the ship's sponsor.

Indianapolis, Indiana native CDR Kurt Braeckel is the commanding officer of the littoral combat ship.

### **(T-ATS 8) Named**

SECNAV on 26 July announced the newest Towing, Salvage, and Rescue ship (T-ATS 8) will be named SAGINAW OJIBWE ANISHINABEK in honor of the history, service and contributions of the Saginaw Chippewa Indian Tribe of Michigan.

The Saginaw Chippewa people are comprised of Saginaw, Black River, and Swan Creek bands. Ojibwe is also referred to as Chippewa and Anishinabek means "original people."

**President's Message**

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Our appreciation goes to **Paul Bunter** for installing the Naval Cover Museum wiki software upgrade which he completed successfully by 4 August. Everything he tried following the upgrade seemed to work just fine. For members who have been adding to the NCM, you may resume edits and updates.

More technology updates-Website Revision: USCS Vice President, **John Germann** and his Website Revision Committee have been going through each aspect of the current website and are determining what to keep or how to reorder the material into more user-friendly format. Their choices are fed to Brian Kreck of **Budbreak Creative** to see what software or applications will be best.

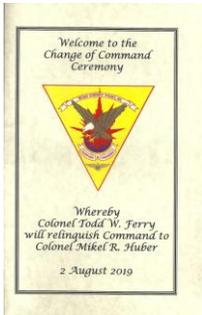
I learned something new while reading the progress reports. Most think of a Bud Break as a time for beer. However, Budbreak is also a stage in the grapevine growing cycle just as the vines leave dormancy and start the season's growth. Our web designer has quite a few winery clients; thus, the name of the company fits that industry.

Our member-dealer **Fairwinds**-Paul and Becky Huber are wearing extra large smiles these days. Smiles of pride!

**USCS Auctions – take a look!  
USS ARIZONA Flag Day – Bremerton WA  
USCGC EASTWIND Antarctica 1961-1962**



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



**Son took over command of MCAS Cherry Point NC on 2 August 2019**



As mentioned last month, with the release of the USS MISSOURI 'Forever' stamp, there was a wealth of First Day of Issue cachets on the market. **Mel Dick** of the USS RONALD REAGAN Chapter shared what their cachet designer **Phil Dockter** has created for the event. Covers with both the pictorial and digital color cancels were available.

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## The Goat Locker

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### A Ship Named BEAR (Part IV)

#### Postcards Depicting Life Aboard Cutter BEAR

It appears Alfred W. Gronholm served as Master-at-Arms aboard the cutter from December 1909 until April 1916. During his tenure aboard BEAR he recorded his voyage north to Alaskan waters with photographs taken with his own camera. Some photographs would become photo postcards that he would send to a friend in his native Finland.

Finland was a Grand Duchy in the Russian Empire until the end of 1917 and all the official language of the Administration (1908-17) was Russian. All of the cards have a forwarding address, written in Russian. One wonders how his cards mailed to Finland before and during the First World War, survived World War II and found their way into the Dave Larson collection.



Figure 1: Photo card depicts USS BEAR in the ice, franked with 2 cents Washington stamp (Sc #332) & flag cancellation Nome AK 28 AUG 1912. Penned message "Sending my regards with BEAR in ice, I am wondering why you don't write once in a while. How is business, I don't mean monkey business but your own. A.W. Gronholm"



Figure 2: Photo card depicts portside view with penned inscription (white) U.S.R.C. Bear/Arctic Ice, franked with 2 cents Panama-Pacific Expo stamp & postmarked with double Helsinki strikes 13 JUL 1913. Penned message: "Nome, June 5<sup>th</sup> Here you can see what kind of a June, we have here. How would you like it? Kind regards to you from A. W. Gronholm"



Figure 3: Photo card depicts 1913 BEAR crew with initials A.W.G., franked with 2 cents stamp & flag cancellation 7 JUL 1913 with penned message "Nome, 5 July 1913 Kind regards and many thanks for your card. A.W.G. P.S.

Can you find Schartz?" Postmarked Helsinki 31 AUG 1913 & no forwarding address in Russian.



Figure 4: Alaska-Yukon-Pacific Expo postcard (Portland Post Card Co.) depicts S.S. COTTAGE CITY at Muir Glacier, Alaska, franked with 2 cents Washington stamp & m.c. at Nome AK ? AUG 1913. Penned message: "Nome July 26<sup>th</sup> with kind regards to you from AWG" Rec'd : Helsinki pmk ?? AUG 1913 penciled reply August 23<sup>rd</sup>.



Figure 5: Photo card depicts BEAR in ice franked with two 1-cent stamps & flag cancel Nome AK 2 AUG 1913 with penned message "Nome, August 2, 1913 Thanks for your card- we (unreadable) coaling ship in British Columbia. Kind regards, A.W.G." Card has two Helsinki dated postmarks, dated 20 AUG & 1 SEP 1913.

Figure 6: Photo card entitled Drilling at North Pole (faint lower right) franked with two 1-cent stamps, posted Barrow AK 12 AUG 1913. Penned message: Point Barrow Aug 12, 1913 Kind regards to you from A.W.G. Helsinki pmk 18 SEP 1913.





Figure 7: Photo card depicts BEAR with crew marching (band practice) on the ice & reference to a "parade" in the reflection (lower right), franked with 2 cents stamp with flag cancel Nome AK 26 AUG 1913. Pinned message: Nome Aug 25 1913 Many thanks for your (unreadable) Kind regards from A.W. Gronhom." Helsinki postmarks SEP 1913



Figure 8: Photo card entitled Traders-Serbia-A.W.G. franked two 1-cent stamps & duplex cancel Nome AK ?? OCT 1913 (date unreadable) with penciled message: "Nome, Oct 14, 1913 Many thanks for your cards. Will write you soon and initials A.W.G."



Figure 9: Photo card depicts BEAR moored to pier with crew engaged in "Infantry Drill" franked with 2 cents stamp & m.c. Seattle WA 28 OCT 1913. The slogan cancel reads slogan "World's Panama-Pacific Expo in San Francisco 1915. Pinned message: Nome Oct 19, 1913 Thanks for your many cards. From the Battle in Unalaska (underlined) Kind regards to you. From & initials A.W.G.



Figure 10: Photo card depicts Master-at-Arms Gronholm (CPO uniform) surrounded by BEAR crewmembers in dress blues, franked with 2 cents stamp and h.c at Sausalito

CA 29 DEC 1913. Helsinki postmarks 17 & 18 JAN 1914. Pinned message: Same date & location "Many thanks for your card- Everything going along smoothly. Kind regards to you from (unreadable) Gronhom"



Figure 11: Photo card depicts A.W. Gronhom & crewmember sitting on ice franked with 2 cents stamp & flag cancel Nome AK 14 JUN 1914. Helsinki postmark 10 JUL 1914 with pinned message: "Nome, Alaska Kind regards to you from here. Have plenty of ice. This year going to Herald Island (Long) 175' W (Lat) 72' N to look for the Stefansson Expedition A.W.G.

Figure 12: Photo card depicts several dogsled teams on ice entitled "Off hours-Alaska with initials A.W.G" franked with two 1-cent stamps & flag cancel at Nome AK 9 JUL 1914.



Pinned message: "Nome, Alaska July 3, 1914 Thanks for your card. Expect to leave for the Arctic in a week or two. Kind regards to you from A.W.G." Another message written in Finnish by M.P. is on the upper half of back, as well as forwarding address written by the same hand.

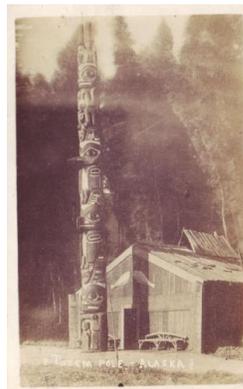


Figure 13: Photo card entitled "Totem Pole- Alaska" franked with 2 cents stamp & h.c. at Barrow, Alaska (unreadable because of multi-Helsinki pmks) with pinned message: "Off Barrow Aug 17, 1914- Arrived here safe after a good fight with the ice. Kind regards to you from A.W.G." Top half has written Finnish message & forwarding address.



Figure 14: Postcard depicts Lake Merritt- one of the Beauty spots in (California pennant) published by Souvenir Publishing Co., m.c. Vallejo CA 6 JAN 1915. Pinned message: " Just a line to let you know this is from I JAN- my name is Fred Grant. How do you like it. Kind regards to you from F.G." Note: Helsinki pmk 3 FEB 1915 (lower left)



**Figure 15: Postcard depicting "Tower of Jewels" at San Francisco Exposition (Bardell Art Ptg Co., San Francisco) m.c. San Francisco 29 DEC 1915, Penned message: Same date & location Dear Chum, Why the devil don't you write or maybe you in the trenches. Wish-ing you a very happy New Year and many of them from Mr & Mrs Grant.**

I wish to thank fellow naval collector, **Lloyd Ferrell** for providing the research on Master-at-Arms Gronholm-Grant, USRCS. He arrived at Port Townsend WA aboard S.S. JAMES JOHNSON in February 1909 and signed aboard Cutter BEAR in December 1909. He was discharged on 23 April 1916.

Enlistments were for three years, back then. The data supplied by Lloyd reveals the Alfred applied for citizenship (Petition for Naturalization) in December 1914. It was during this time that he changed his name to Fred Grant.

Grant received a pension for his service during World War I, enlisting in Navy on 3 May 1917 and being discharged on 17 July 1919. His application for seamen's papers states he served aboard U.S.S. RAPPAHANNOCK until 18 July 1919. The ship was an Animal Transport that made four crossings of the Atlantic carrying horses and steers for the American Expeditionary Forces. Grant died in Mount Vernon NY on 7 January 1976 at the ripe old age of 86.

Remember collecting Coast Guard covers is FUN!  
FUN! FUN!

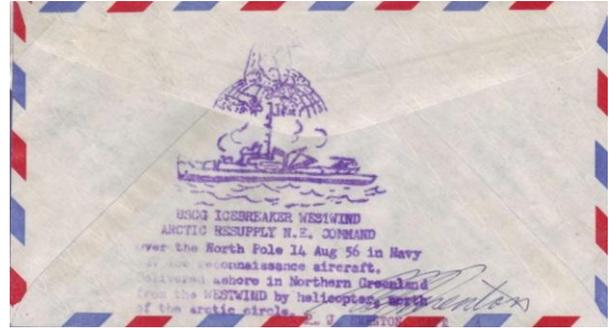
## For Beginning Members

*Long John Silver, Ship's Cook*

Remembering Rule #1- When looking at a cover, flip it over and see what's on the back. Rule #2: If you see something interesting or not, buy it! Especially when you're looking in the dollar box. Sometimes you come across a treasure.



**Figure 1: Found in dealer's box several years ago is this airmail envelope with an USCGC WESTWIND (WAGB 281) corner card, machine canceled at Pepperell Air Force Base, Nfld (APO 862) on 8 September 1956.**



**Figure 2: Reverse has printed (Ditto machine) cachet depicting a much traveled cover over the North Pole (14 AUG 1956) on Navy P2V reconnaissance aircraft (Thule) and placed aboard the Coast Guard icebreaker and flown by helicopter from across the Arctic Circle near Northern Greenland before being placed into the mail system in Newfoundland.**

Along the bottom airmail border is stamped SLK/ P. J. SMENTON, CAPT. And his signature that commanded the icebreaker during their 1956 Arctic East Operation.

Similar to mimeograph, the ditto machine used a colored waxed stencil that was wrapped around the drum of the duplicator machine. Stencils are moistened by denatured alcohol that print a text or image (purple) on successive sheets of paper or envelopes. The machine was popular with many Coast Guard units during the 1950s thru the 1970s.

**Note:** A complete listing of Navy and Coast Guard ships that participated in America Polar Operations (1946- 2003) can be found on **Data Sheet #26**. USCS Data sheets can be found on the USCS website [www.uscs.org](http://www.uscs.org)



**Figure 3: A recent find at WESTPEX is the printed NANCOS cover featuring the aircraft carrier USS RANGER and franked with three 1-cent Navy stamp (Sc #735) & canceled with SLK/ U.S.S. VESTAL (no date.) A closer look reveals a second strike, seen along the right side of a three stamps. No ink on edge of the envelope!**

Reverse is pristine and spotless, a sign that the printed thermograph cover may never had been anyone's collection. Known covers with the Repair Ship's straight-line cachets can be found on 1937 Moffett Chapter #6 gold seal covers.

NANCOS covers have a printed 7LK/ Copyright/ Nanco Inc/ San Pedro/ Los Angeles/ Cal/ New York/ N.Y. on upper right corner, where you would place the stamp.

Similar to the imprint on Crosby covers. NANCOS is short for the National Art Novelty Company that had offices at 79 Fifth Ave., NYC and 368 West 7th St., San Pedro.

As one veteran collector said to a friend on the way to a chapter meeting "It's the thrill of the chase - looking for the unicorn!"

## West Coast Navy News

*Ted Minter (9017)*

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



### USS STETHEM Arrives at New Homeport

The guided-missile destroyer USS STETHEM (DDG 63) arrived at her new homeport, Naval Base San Diego, 18 July, following 14 years of forward-deployed service in the Indo-Pacific region operating from Japan.

While in San Diego, STETHEM will undergo a planned maintenance and modernization period. STETHEM will be fitted with the latest combat system suite, which includes state of the art air defense, ballistic missile defense, surface warfare and undersea warfare capabilities. CDR John Rummel is STETHEM's commanding officer.

STETHEM, commissioned in 1995 at Port Hueneme, California, is named in honor of Navy Seabee Petty Officer Robert Dean Stethem, who was killed in 1985 during the hijacking of TWA Flight 847. Stethem, a passenger on the flight, was singled out by the terrorists because of his military status. Stethem was badly beaten and ultimately executed.

### USS MICHAEL MURPHY Drug Bust

While conducting routine operations in the U.S. 4th Fleet area of operations an MH-60R Sea Hawk, assigned to the "Easyriders" of Helicopter Maritime Strike Squadron (HSM) 37, embarked aboard USS MICHAEL MURPHY (DDG 112), sighted a low profile vessel on 25 July.

As the helicopter approached the craft, a hatch opened on the top of the vessel and three passengers were seen jettisoning objects from the boat. Assisted by vectoring from helicopter, MICHAEL MURPHY's interceptor boat collected the jettisoned items and approached alongside the low-profile vessel.

MICHAEL MURPHY was able to communicate with the vessel informing them to remain in sight.

MICHAEL MURPHY remained alongside the suspicious vessel until U.S. Coast Guard Cutter (USCGC) MIDGETT (WMSL 757) arrived on scene.

The Coast Guard boarding team determined the jettisoned material tested positive for cocaine. Approximately 2,100 pounds of was seized. Three suspected smugglers were taken into custody by the Coast Guard.

MICHAEL MURPHY is currently deployed to the U.S. 4th Fleet area of operations, following her participation in exercises UNITAS LX and Teamwork South 2019 in Valparaiso, Chile, from 24 June-July 3.

### Seattle Fleet Week Parade of Ships

Guided-missile cruiser USS MOBILE BAY (CG 53), destroyer USS SPRUANCE (DDG 111), Royal Canadian navy ships HMCS EDMONTON, and U.S. Coast Guard Cutter ACTIVE (WMEC 618) participated in a parade of ships in Elliott Bay, 29 July, to kick off the 70th annual Seattle Fleet Week.

Seattle Fleet Week 2019 is a time-honored celebration of the sea services and provides an opportunity for the

citizens of Washington to meet Sailors and Coast Guardsmen, as well as witness firsthand the latest capabilities of today's maritime services from 29 July through 2 August 2019.

### Change of Command

The aircraft carrier USS NIMITZ (CVN 68) held a change-of-command ceremony, 1 August 2019, at the ship's homeport in Bremerton, Washington.

Capt. Max Clark relieved Capt. Kevin Lenox from command of NIMITZ during a ceremony attended by distinguished visitors, guests and crewmembers.

### GRIDLEY is Flagship for NATO Maritime Group 1

Everett, WA-based destroyer USS GRIDLEY (DDG 101) left Rota, Spain 5 August to take up duties as flagship of SNMG1 Standing NATO Maritime Group 1. She relieved sistership USS GRAVELEY (DDG 107) as flag at Rota on 26 July. It is unusual to have a West Coast-based ship on a NATO deployment.

### USS MICHIGAN Begins 17-Month Overhaul

The converted OHIO-class guided missile submarine USS MICHIGAN (SSGN 727) docked at the Puget Sound Naval Shipyard & Intermediate Maintenance Facility in July to begin a 17-month extended refit period which will end in 2020.



**USS  
MICHIGAN  
(SSGN 727)  
at Puget  
Sound Naval  
Shipyard**

Work during this availability includes battery replacement, structural repair and preservation, shaft replacement, other propulsion plant inspections and improvements, and installation of several new alterations.

MICHIGAN is one of four Trident-class submarines converted from a ballistic missile system to a guided missile system. The boat's homeport is Naval Base Kitsap – Bangor. The boat started her overhaul after completing a 30-month Western Pacific deployment in May this year.

### USS HARPERS FERRY Voyage Repairs

USS HARPERS FERRY (LSD 49) completed her mid-deployment voyage repair (MDVR) while pierside in Duqm, Oman on 12 August.

The seven-day port visit allowed the crew and contractors to perform vital repairs and maintenance to ventilation, plumbing, lagging, and the ship's aft close-in weapons system (CIWS), but also gave Sailors and Marines the opportunity to get off the ship to explore a new place.

HARPERS FERRY is part of the BOXER ARG and 11th Marine Expeditionary Unit, and is deployed to the U.S. 5th Fleet area of operations.

## Norfolk Navy News

Darrell Millner (9859)

106 Maxwell Lane,  
Newport News VA 23606



### USS CARTER HALL Deploys for UNITAS

Nearly 350 Sailors and Marines serving aboard USS CARTER HALL (LSD 50) departed Joint Expeditionary Base-Little Creek, 4 August, for UNITAS.

The dock landing ship USS CARTER HALL (LSD 50) and embarked Marines will report to Commander, U.S. 2nd Fleet until entering the U.S. Southern Command area of responsibility. CARTER HALL will then report to U.S. Commander, U.S. 4th Fleet.

CARTER HALL is scheduled to participate in UNITAS LX (60), hosted this year by Brazil, is an annual exercise comprised of both Atlantic and Amphibious phases. UNITAS, which is Latin for "unity," was conceived in 1959, first executed in 1960 and has been held every year since. This year marks the 60th iteration of the world's longest-running annual multinational maritime exercise. UNITAS develops and sustains relationships that improve the capacity of our emerging and enduring partners' maritime forces to achieve common goals. This annual exercise fosters friendly, mutual cooperation and understanding between participating navies and Marine Corps.

### USNS ROBERT E. PEARY Provides Support to TRUMAN CSG

Military Sealift Command's dry cargo ammunition ship USNS ROBERT E. PEARY (T-AKE 5) pulled into Naval Station Norfolk, 26 July, after providing logistical support for the USS HARRY S. TRUMAN Carrier Strike Group during their composite training unit exercise (COMTUEX). During the 12-day underway, ROBERT E. PEARY delivered supplies to the ships of the carrier strike group by providing underway replenishment-at-sea (UNREP) services.

In addition to USS HARRY S. TRUMAN (CVN 75), Robert E. Peary provided logistical support for the guided-missile destroyer USS LASSEN (DDG 82), the cruiser USS NORMANDY (CG 60), and USS RAMAGE (DDG 61), USS FORREST SHERMAN (DDG 98), USS FARRAGUT (DDG 99), USS TRUXTUN (DDG 103), USS STOUT (DDG 55) and cruiser USS VELLA GULF (CG 72).

### Changes of Command

USS HARRY S. TRUMAN (CVN 75) held a change of command ceremony on the flag bridge while conducting a composite training unit exercise, 24 July.

Capt. Kavon Hakimzadeh took the helm from Capt. Nicholas Dienna as HARRY S. TRUMAN's C.O.

COMMANDER, EXPEDITIONARY STRIKE GROUP 2: Rear Adm. Erik M. Ross relieved Rear Adm. John B. "Brad" Skillman as Commander, Expeditionary Strike Group 2, during a change-of-command ceremony aboard the amphibious assault ship USS BATAAN (LHD 5), 23 July.

USS ANZIO (CG 68) AT NORFOLK, VA. LCDR Curtis L. Thomas, II, relieved CDR Robert L. Franklin, III, as USS ANZIO (CG 68) commanding officer during a ceremony

held at Normandy Hall on Naval Support Activity Hampton Roads, Virginia, 11 July.

(DDG 51) CDR John Gaines relieved CDR Errol Robinson as commanding officer of USS ARLEIGH BURKE (DDG 51) during a change-of-command ceremony 8 August at Hospital Point Park in Portsmouth, Virginia.

USS NEW YORK (LPD 21) held a change of command ceremony in Mayport, FL on 8 August.

Capt. Pete Kennedy relieved Capt. Brent DeVore as C.O.

### USS KEARSARGE ARG Returns

After a seven month deployment to Europe, Africa and the Middle East, 4,500 KEARSARGE Amphibious Ready Group (ARG) Sailors and Marines returned home 18 July.

The KEARSARGE ARG consists of the amphibious assault ship KEARSARGE, USS ARLINGTON (LPD 24), the dock landing ship FORT MCHENRY, Fleet Surgical Team (FST) 2 and FST 8, Helicopter Sea Combat Squadron 26, Tactical Air Control Squadron 21, components of Naval Beach Group 2 and the embarked staff of Amphibious Squadron 6.

### USS CARTER HALL (LSD 50) (DSCA)

USS CARTER HALL (LSD 50) demonstrated her emergency response capabilities by conducting amphibious operations to load and unload mobile equipment to train how to properly respond to a natural disaster and to provide humanitarian assistance, 11 July.

This exercise is part of the Defense Support of Civil Authorities (DSCA) training event in the Norfolk area.

Moored at Naval Station Norfolk, CARTER HALL received two Landing Craft Air Cushions (LCAC) from Joint Expeditionary Base Little Creek. The LCACs, assigned to Assault Craft Unit Four, landed on the beach to load the mobile equipment needed to support the operation. Once fully loaded, the LCAC's departed the beach to demonstrate the ability to unload and store the mobile equipment aboard CARTER HALL. This operation demonstrated how crucial supplies and equipment could be readied and prepared for delivery by U.S. Navy assets in the event of a natural disaster such as a hurricane.

The DSCA training prepares the various units to plan, prepare and execute operations to prepare to quickly respond when a natural disaster occurs.

### Keeping the Fleet Ready

Huntington Ingalls Industries Inc., Newport News, VA was awarded a \$290,577,495 contract modification to prepare and make ready for the refueling and complex overhaul (RCOH) of USS JOHN C. STENNIS (CVN 74). This modification will provide for fiscal 2019-2020 advance planning efforts, including material forecasting; long-lead-time material procurement; purchase order development; technical document and drawing development to prepare and make ready for the CVN 74 RCOH accomplishment. This contract action includes options for the third year of planning. Work will be performed in Newport News, and is expected to be completed by July 2020. .

Regards,  
Darrell

**Puget Sound and Columbia Chapters**  
*Combined Meeting August 3, 2019*  
*Lloyd Ferrell*

Having joint meetings of the Puget Sound and Columbia Chapters has become a regular event over the past few years. Always lots of chatter and stories, as well as covers. Per usual, we met at the Coast Guard Museum at Pier 36 in Seattle.

We had nine members attending this time. Not bad, considering that Seafair was taking place and we were all a little worried about traffic. I drove up from Oregon, and picked up my brother Dan Ferrell, a former Coastie, on the way. This was the first time he'd been to one of our meetings. Mike Brock also drove from Oregon, and brought Pete Peters. Others from Seattle were Bob Clark, Denny Gill, Alex Hamling, Gene Fosheim, and Gene Davis.

exciting though, was an original discharge document from the cutter BEAR in 1886 signed by the famous Capt. Michael Healy. Quite a treat to see.



*(l-r) Pete Peters, Denny Gill, Bob Clark, Gene Fosheim, Gene Davis, Alex Hamling, Mike Brock, and Dan Ferrell.*



*(l-r) Bob Clark, Alex Hamling, Denny Gill, and Gene Fosheim.*



*Three of us there were in the Coast Guard: (l-r) Lloyd Ferrell, Dan Ferrell, and Gene Davis.*



*Gene Davis at his computer. The screen saver shows USCGC AVOYEL at St. George Reef Lighthouse. Capt. Davis was briefly her commanding officer.*

There were some new cachets that **Bob Clark** brought with him. We also had left-over covers from the USCS dollar box at WESTPEX that members looked over to purchase. As for actual business conducted at the meeting...well, we didn't do much. However, we are planning on a meeting at SEAPEX in September, and Bob Clark has some things to go over then. We'll also likely have a short presentation, but we haven't figured out the details.

**Captain Gene Davis** dug out some interesting photos, books and papers. He found some photos for **Denny Gill** to use for an article he's writing. I'd recently done an article about the Coast Guard Beach Patrol at Manzanita, Oregon, and Gene pulled out some original maps and documents with all the details I wish I'd known earlier. Thanks Gene. Most

On the way home after the meeting, the Blue Angels took off from Boeing Field right overhead, then circled in formation just before heading toward Lake Washington where they were performing. Nice ending to a great day.

**More Naval News**

USS BILLINGS (LCS 15) was commissioned during a 3 August ceremony in Key West, Florida.

The ship is named in honor of Billings, the largest city in Montana, as well as the people and military veterans of the state. USS BILLINGS will be the first ship of its name in naval service.

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

Bollinger Shipyards delivered the 35th fast response cutter (FRC), ANGELA MCSHAN (WPC 1135), to the US Coast Guard in Key West, Florida, on 1 August 2019.

The cutter will be the third of three FRCs stationed in Cape May, New Jersey.

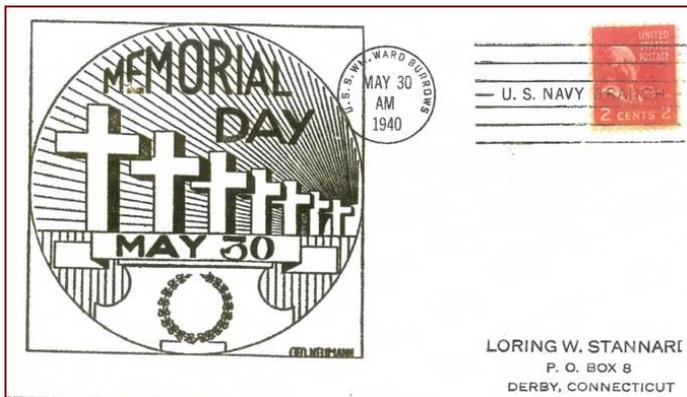
ANGELA MCSHAN, the cutter's namesake, was the first African-American woman to be promoted to master chief petty officer.

Thirty-three are in service: 12 in Florida; six in Puerto Rico; four in California; three in Hawaii and two each in Alaska, New Jersey, Mississippi and North Carolina.

### Fantail Forum – Part 10

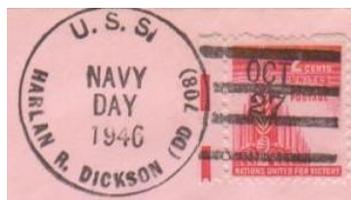
Phillip Nazak (10,620)  
nazakfamily@aol.com

USS WILLIAM WARD BURROWS. This cover has remained a mystery to me for many years. It is a most unique cover to try to describe as to what it actually is. At one period of time this was considered a machine cancel and the USCS has it listed as a Fancy Type cancel without reference as to what it may be, a metal or rubber impression or that being a machine cancel or that of a hand cancel. This is where I am stating pure opinion and knowledge about what I think it could be. I would have to rule out the idea of a rubber hand stamp. I have to say that I have only seen two of the Memorial Day covers, and a Navy postal clerk could not apply such a finely executed of this type of an evenly pressured impression. The lines are as crisp and clean, as those of the very small lettering in the CDS. This now brings us to the possibilities of a metal impression as that in a duplex hand stamp and this has to be rules out also because of the most perfect impressions made and the idea of someone manufacturing a machine die hub for a CDS and a killer bar would be costly. However, here may be another and logical answer to this well executed cancellation. When I was younger, I had the opportunity to work in a small-town print shop. This cancel looks like it could be a product of an indirect plate transfer from a foot pedal letter press. Photographic imagines on these plates can and do give a clean and true impression that can also be applied as an inked impression. I think that this cancel has fooled some as to what it is, and that it was applied in a print shop. If you examine the Memorial cachet you will find that the dark blue color overlaps the black cancel impression which suggests that this cachet was applied after the cancellation. I think this was a print shop project.

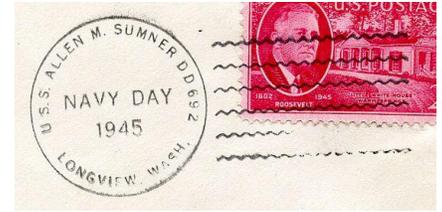


USS WM. WARD BURROWS cancel a print shop project?

USS HARLAN R. DICKSON (DD 708) displays a Type 2 cancel in which the Navy mail clerk substituted “NAVY / DAY” for the month and day of “OCT /27”.



The Fancy cancel with six wavy line killer bars of the USS ALLEN M. SUMNER (DD 692) shows that this was a philatelic “NAVY DAY” cancel.



U.S.S. MARINE CORPS. This USMC cover from Port au Prince, Haiti definitely has a mistake in its Type 3 CDS, and is not a Navy ship. There is an extra "S" in the U.S.S. designation and without it; it would properly read U.S. MARINE CORPS.



USS CHARLES AUSBURN (DD 294) displays a Type 3 cancel that has an added “E” to the last name.



**NOTE:** Two ships of the U.S. Navy have been named in honor of Charles Lawrence Ausburne, USN - USS CHARLES AUSBURN (DD 294) and USS CHARLES AUSBURNE (DD 570).

National NAVAL MEDICAL CENTER has a Type 9 administrative marker that has all mailing time information inverted.



USS O'CALLAHAN (DE 1051) was issued a Type 2 cancel that has an error in having a "S" missing in USS.



USS TENNESSEE cancelled First class mail with a Type 9 maker that had all mailing time information in its CDS omitted.

USS CLEVELAND (CL 55) displays a Type 2 cancel that shows an enlarged, out of placed serif “6” in the year date.



**USS THOMAS J. GARY (DER 326)** exhibits a Type 2 cancel that has an inverted "1961" year date.



The postage on the **USS SYLPH (PY 12)** cover has been canceled by a "target cancel", the Navy mail clerk used a Type 9 register marker for the mailing information.



**USS BASS (SS 164)** presents a Type 5 cancel that has a missing "A" in "YARD" in the killer bar slogan.

**USS ALBERT DAVID (FF 1050)** shows a Type 2 cancel that has a separated ships designation and its hull number.



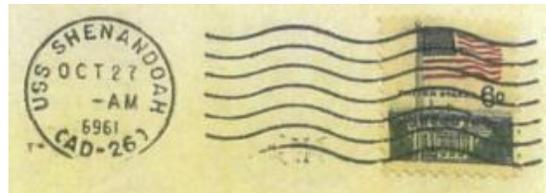
**USS NAUTILUS (SS 168)** displays a Type 5 cancel that features the periods in "U.S.S." as "square".



**USS LEA (DD 118)** has a Type 3 cancels that has the top and bottom killer bars missing as well as all date information in its CDS.



**USS SHENANDOAH (AD 26)** exhibits a Type 7 machine cancel that has the CDS die with an inverted year date 1969.



GROTON, CONN. SUBMARINE BASE BR. shows that the postal clerk had used a parcel post roller stamp to cancel First Class mail having a plate block of the 1959 "Arctic Explorations of 1909".



**USS ANTIETAM (CG 54)** has a postal meter imprint that shows \$000.00 (no money) and also has an error in the zip code. Zip Code 20260 is for USPS Headquarters in Washington, D.C. and not that of the ship.



**USS MIDWAY (CV 41)** exhibits an official postal meter imprint on cover that has no dollar value and the cover was processed with short paid postage of 29 cents.



**USS PENNSYLVANIA (BB 38)** displays a Type 7 machine cancel that has 19 of the year day missing.



**CASD50 –Mike has covered it!**

In recognition of the 50 years of "Continuous At Sea Deterrent" (aka Operation Relentless), there were two major events. The first on 3<sup>rd</sup> May - Service of Recognition at West Minster Abbey attended by HRH Prince William. The second on 5<sup>th</sup> July Ceremonial Divisions at HMNB Clyde. attended by HRH Princess Royal.

Mike Bravery (ex PWEO in R class SSBN's) has produced Submarine Philatelic Envelopes to commemorate these events. (see below) Also he has produced other covers during the last 50 years, including Decommissioning of Polaris Submarines in 1996.

These covers can be purchased on his Web Site:- [mrbsmcovers.com](http://mrbsmcovers.com)

**Cover No 24 – Service of Recognition – West Minster Abbey – 3<sup>rd</sup> May 19**

**\$25**

Limited Edition Of 750

Unique Royal Mail Post Mark (London) --- Informative Insert--- Each cover is numbered ---

**Cover No 25 – Naval Parade HMNB Clyde – 5<sup>th</sup> July 19**

**\$18**

Limited Edition Of 750

Unique Royal Mail Post Mark (HMNB Clyde) ---- Informative Insert ---- Each cover is numbered

All Covers are Official Ministry of Defence Licensed Products

Cover No 25 Signed by Rear Admiral John Weale CB OBE (FOSNI / ACNS(SM) / RASM

**USS ASTORIAS Chapter Two**

*Bill Nix MAC Retired*

*PO Box 86 12072 Cook-Underwood Road  
Underwood, WA 98651-0086  
[b845588@embarqmail.com](mailto:b845588@embarqmail.com)*



I read with great interest the story about USS ASTORIA (CA 34) written by **Lloyd Ferrell** in the January 2019 issue. His story focused on this ship making her transit from Annapolis, MD., to Yokohama, Japan, carrying the ashed remains of Japanese Ambassador Hiroshi Saito to his homeland. The high regard of him by President Franklin D. Roosevelt resulted in the memorial transport of the Ambassador. Secondly, it was thought the cordial and respectful task may improve US and Japanese political relations.



**USS ASTORIA (CA 34) in  
Portland, Oregon  
July 1937.  
Crew Inspection**



**Portside view of USS ASTORIA (CA 34)**

USS ASTORIA was built, launched and commissioned at Puget Sound Naval Shipyard, Bremerton, WA, on 28 April 1934. As Mr. Ferrell's story stated, the ship known in the fleet as "Nasty Asty" never visited her namesake of Astoria, OR. The closest she got to the city was traveling by at 0600 on 15 July 1937. She was behind the flagship USS INDIANAPOLIS (CA 35) en route to Portland, OR, for Fleet Week at the Portland Rose Festival. Historically, these 15 cruisers, 11 heavy and 4 light, are the largest group of this type of vessel ever sent by the US Navy to the Rose Festival. These vessels of Cruiser Division Seven, Scouting Force, were under the command of Rear Admiral W.H. Tarrant.

During the late 1930's, the US Navy engaged in promoting its image to attract recruitment of new naval personnel into the service. The Navy sent vessels to many public expositions to communicate the glamour of the naval service and a need to increase the size of the Navy. The Japanese invasion of China in 1937 led the Navy to suspect Japan might carry out aggressive acts against the United States; the annual Navy war games (Fleet Problems) were based on this.



**Sailor mail  
USS ASTORIA  
anchored in  
Gonaives, Haiti  
during Fleet  
Problem XX.  
Locy Type 3  
(AC-TBB)**

*Richard Jones collection*

American involvement in World War II commenced on 7 December 1941 by the attack of Japanese naval forces on Pearl Harbor, HI. The United States armed forces initiated an aggressive campaign against the Japanese starting in the southern Pacific Ocean with the invasion of Guadalcanal in the Solomon Islands. On 9 August 1942 at Savo Island, off Guadalcanal, a battle that lasted exactly 33 minutes, Japanese naval forces enacted the worst defeat of US Naval Forces in history.

The Japanese task force slipped past two light cruisers USS SAN JUAN (CL 54) and HMAS HOBART (D63) and their two picket destroyers, to enter Savo Sound. The Japanese ships ran head-on into destroyer USS PATTERSON (DD 392) of the Allied southern task group of heavy cruisers HMAS CANBERRA and USS CHICAGO (CA 29) with the destroyer BAGLEY (DD 386).



**USS ASTORIA (CA 34) at Portland's 1937 Fiesta**

At 0143, 9 August, PATTERSON radioed the alarm: "Warning! Warning! Strange ships entering the harbor!" But Japanese cruisers had already launched torpedoes and opened gunfire, disabling HMAS CANBERRA (D33) with shells striking two of PATTERSON's turrets.

The northern group of three US heavy cruisers ASTORIA, VINCENNES (CA 44) and QUINCY (CA 39) were lost with 911 lives and the southern group's Australian cruiser HMAS CANBERRA were sunk in an area later called "Ironbottom Sound". USS CHICAGO was badly damaged and it should be noted all four of these heavy cruisers had attended the 1937 Portland Rose Festival. The battle at Savo Island was the first of five major naval engagements off Guadalcanal, the last at the end of January 1943.

**Another view  
USS ASTORIA  
(CA 34)  
In Portland Harbor  
1937**



\*\*\*\*\*

On 9 June 1946, the light cruiser USS ASTORIA visited Astoria, OR, to stay two days. The commanding officer Capt. Frank R. Walker had taken command on 14 March of that year. Capt. Walker had a notable war record before assuming command of USS ASTORIA.

Capt. Walker (at that time LCDR) was the commanding officer of USS PATTERSON, a destroyer moored in Pearl Harbor on 7 December 1941. His vessel's anti-aircraft fire on the striking Japanese aircraft was credited with one of their losses. The ship was able to get underway during the attack and assisted in anti-submarine operations outside Pearl Harbor.

After the Pearl Harbor attack Capt. Walker, still aboard PATTERSON, was promoted to Commander and ordered to take command of Destroyer Division 8, he commanded these destroyers during the 1942 Battle of Savo Island. As noted above his destroyer had met the oncoming Japanese warships, radioed a warning to others in the southern group and immediately underwent an enemy attack.

During 1943 the Navy wanted to perpetuate the names of the lost vessels by renaming ships currently under construction: USS ASTORIA (CL 90), USS VINCENNES (CL 64), USS QUINCY (CA 71), USS CHICAGO (CA 136), and to honor the Australian cruiser, USS CANBERRA (CA 70). The naming of the USS CANBERRA after the sunken Australian cruiser, was made at the personal direction of President Roosevelt, all five of the newly built cruisers participated in World War II.

The visiting USS ASTORIA (CL 90) was launched on 6 March 1943, sponsored by Mrs. Robert Lucas (wife of the editor of the Astorian-Budget newspaper), and was

commissioned at the Philadelphia Navy Yard on 17 May 1944. Known as the "Mighty Ninety" this CLEVELAND-class light cruiser was based out of San Pedro, CA. Capt. Walker donated the ship's battle flag to the City of Astoria.

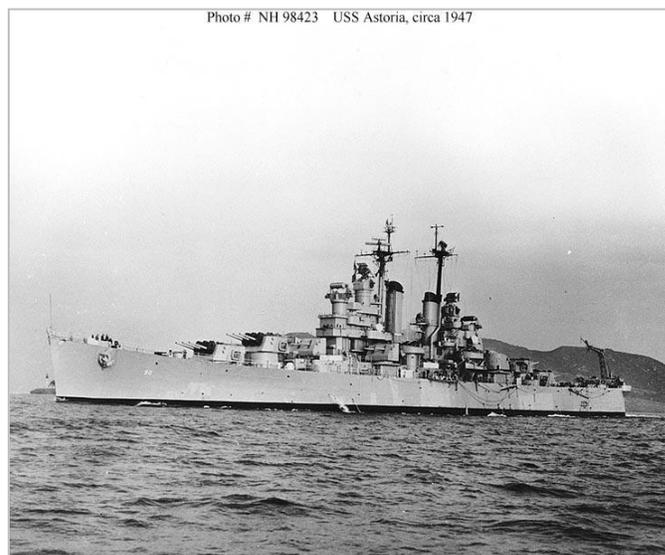
The City of Astoria has proclaimed 9 August to be USS ASTORIA Day as an honor to the memory of those lost on the original heavy cruiser.

The light cruiser ASTORIA departed Monday, 11 June traveling to Bremerton Naval Shipyard. Thereafter she was sent to visit many ports on duty assignments in the Pacific for the next three years. She was ordered to return to San Francisco and decommissioning 1 July 1949 being placed in the Pacific Reserve Fleet. She was sold for scrap 12 January 1971.



**USS ASTORIA (CL 90) at Portland for 1946 Rose Festival.  
Locy Type 2(n)**

Photo # NH 98423 USS Astoria, circa 1947



**USS ASTORIA (CL 90) circa 1947**

### Resources

*Astorian-Budget* newspaper, Clatsop County Library, Astoria, OR

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

## USS AMBERJACK (SS 219) (A Checker-Board Patrol)

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



USS AMBERJACK (SS 219) was one of the seventy-seven GATO-class submarines built in the years 1941-43 for WW II service. Their design was as a follow-up to the so called fleet boat of the TAMBOR-class that was completed in 1940-41. The GATO's had some minor changes in their design such as displacement, measurements, and diving depth, however, the propulsion and weaponry was basically the same. On 7 December 1941, there was only one GATO boat so far commissioned, and that was USS DRUM (SS 228). At the end of the war the U.S. Navy had commissioned two hundred of these submarines that included the GATO related BALAO and TENCH-classes. These submarines were designed to cover long distances having the fuel capacity to get to the main Japanese convoy routes and capable of having long patrols. They were also quite versatile in performing other type missions, such as laying mines, delivering supplies and personnel to support guerillas activity in the Pacific islands, surveying beaches for possible invasion forces and picking-up aircrew from downed U.S. planes during bombing raids. Unfortunately, some never returned from their mission, which was the case of AMBERJACK. She was placed on the lost submarine list after base command reported that she was "overdue, presumed lost, and cause unknown".

AMBERJACK was an Electric Boat Company's design, with keel being laid on 15 May 1941, launched on 6 March 1942, and commissioned on 19 June. Her major features were length 312 feet, surface displacement 1,526 tons, six torpedo tubes on the bow and four on the stern, one three-inch deck gun, four General Motors diesel engines and a diving depth of 300 feet.



Figure 1 illustrates an event cover commemorating the keel laying ceremony of AMBERJACK. The cover is franked with a 3-cent Vermont stamp issued in 1941 (Scott 903) and having a USS GAR (SS 206) T-3r (A-BBT) postmark with the slogan in the killer bars "KEEL LAID / AMBERJACK". The cachet is thermographic which depicts a shoreline scene with the figure of Amphitrite, the mythical Greek Goddess of the sea holding a United States flag, symbolizing

the sovereignty over the seas. Also shown are symbols of shipbuilding that include the ribbed framing of a hull, tools of the trade including an auger, a sledge hammer, a chisel and a measuring instrument. The cachet also notes that the submarine was built at the New London, Connecticut, by the Electric Boat Company. The design of the cachet is by W.R.Cyr.

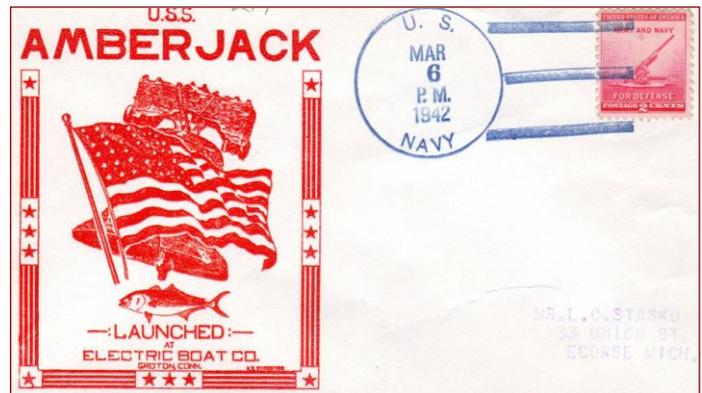


Figure 2 illustrates an event cover that commemorates the launching of AMBERJACK. The cover is franked with a 2-cent National Defense stamp issued in 1940 (Scott 900) with a T-3z (TTT) postmark. The cachet was produced by the thermographic process and depicts the liberty bell, the stars and stripes flag and an amberjack fish, designed by Streeter.

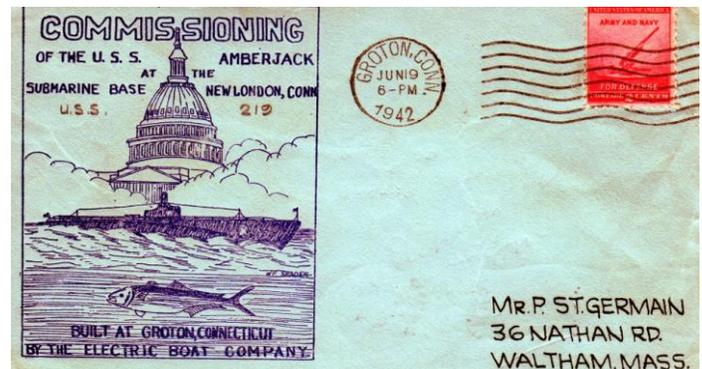


Figure 3 illustrates an event cover for the commissioning of AMBERJACK. The cover is franked with a 2-cent National Defense stamp issued in 1940 (Scott 900) with a Groton Connecticut postmark. The cachet was produced by the thermographic process and depicts the United States Capitol building, a submarine profile and an amberjack fish. The design of the cachet is by W.F.Spader.

On 3 September 1942, AMBERJACK under the command of John Archibald Bole Jr., had quite a busy initial patrol, sinking ships and playing an important role in support of the defense of Guadalcanal in the Solomon Islands. Patrolling south of Truk, Bole encountered a couple of Japanese naval ships, one a battleship the other a cruiser. He fired four torpedoes at one and two at the other, but all missed a dismal showing for his first attack. Later, on the way to New Ireland for another patrol area assignment, he encountered and sank a 2,000-ton transport. Arriving off the Japanese held anchorage of Kavieng on 10 October, Bole fired four torpedoes at a cluster of ships anchored in the harbor sinking the 19,000-ton whale factory ship TONAN MARU II, reported at that time to be the largest ship sunk by a U.S. submarine. The sinking however was in shallow water and the Japanese were able to raise and salvage the ship and convert it to a large tanker. However, it was sunk again, but

this time in deep waters by USS PINTADO (SS 387) on her second war patrol in the summer of 1944. A week later AMBERJACK was assigned special duties off Guadalcanal prior to the battle for that island. AMBERJACK, carrying army personnel, fuel and ammunition arrived there on 25 October and unloaded the following day. The battle raged for three days in November 1942 ending victorious for United States forces, an important turning point in the war. Defeat of the Japanese invading force was a great boost to the U.S. morale which energized the beginning of the end of Japanese expansion. This was their last offensive drive in the Pacific and symbolically the "line in the sand." From there on the Japanese retreated from island to island, the same ones they had captured previously. When Bole sailed back to Brisbane, Australia, he was commended for his aggressiveness.

In November, AMBERJACK's second patrol was completely different, it was an idle one. She took up position around the Solomon's again. This time the enemy had vanished; none was sighted and after fifty days of patrol she returned to base.

On AMBERJACK's third patrol, she departed Brisbane early February 1943, and once again headed for the Solomon's. On her way she reported early action, and claimed sinking a schooner with her deck gun, and later battled with an ammunition ship that retaliated with gunfire killing AMBERJACK's chief pharmacist's mate. Commodore James Fife, the submarine base commander at Brisbane had a reputation with sailors and submarine commanders of having too much control over the boats while they were in their patrol area. Apparently, Fife kept a tight leash on his submarines, moving them around from position to position like a game of checkers. In this particular patrol, AMBERJACK was given no fewer than nine directional changes, each time placing her in different patrol areas making for an unsettling situation. In each of those moves AMBERJACK found no enemy, and nothing meaningful was accomplished. After a lull in communication, and after a period of time when no contact could be made, the submarine base had to issue the dreaded announcement that the submarine was overdue, presumed lost and that all seventy-four submariners aboard had perished. Because of security purposes that official announcement loss of AMBERJACK was not released until 13 June 1943, several months later.

Information from Japanese records reviewed after the war, provided U.S. analysts to come to the conclusion that AMBERJACK was sunk by Japanese anti-submarine forces. Several months prior to this sinking, and other U.S. submarine sinking's that occurred within the same time-frame, it was realized after the fact, that the Japanese had become more adept in tracking the whereabouts of submarines movements by taking advantage of listening-in to careless radio communication between submarines and their command base.

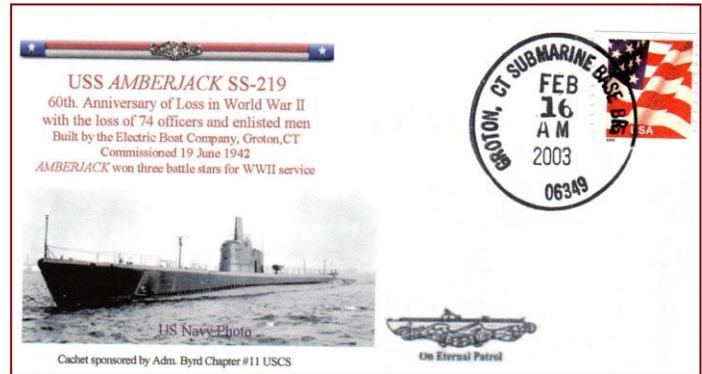


Figure 4 marks the 60th Anniversary of the loss of AMBERJACK that occurred on 16 February 1943. The cachet depicts a U.S. Navy photograph, and an "On Eternal Patrol" insignia. John Lyding designed the cachet sponsored by USCS Admiral Byrd Chapter # 11.

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## On Being an S.M.E. For The Navy Department Library

*Stewart B. Milstein (L-7205)*

My interest in naval history coincides with my interest in collecting naval covers. In addition to my USCS membership, I am also a member of the Naval Historical Foundation (NHF). About 5 years ago, the NHF publication, *"Pull Together"* had a short piece about a naval cover collection that was in the Navy Department Library (NDL) which is adjacent to the Foundation in the Washington DC Navy Yard.

USCS member Lawrence Brennan made the contact for me with another USCS member, **Capt Charles "Todd" Creekman** (USN Ret), who was the Executive Director of the NHF. I e-mailed Todd, and we arranged for my wife Dorothy and daughter Susan to visit the NHF. I even had my own parking space in the Navy Yard for that one day. Todd introduced me to Glenn Helm, Director, Navy Department Library (NDL). Glenn took us on a tour of the NDL and we ended up at the area where the naval covers were stored in several boxes. I told Glenn that the list of covers in the collection was not very helpful. More information was needed beyond the name of the ship and what information there was in the killer bars. To prove my point, I randomly pulled out covers which happened to include one for President Roosevelt's meeting with Churchill at Argentia, Newfoundland; USF CONSTITUTION covers from the 1933 voyage to the West Coast, and Gow Ng covers for various diesel sub keel layings and launches. During this first meeting, Glenn told me that sometimes people would serve as a Subject Matter Expert (SME) on a project. I offered to fill that role, and enter the covers into a database similar to one that I had created to catalog my own covers. Glenn asked how long it would take to sort, alphabetize and enter all the covers. I replied that I did not know but that I would be willing to put in the time if I could work at my own pace when I was in the DC area. At this point Susan, who lived in suburban Washington DC at the time, told Glenn that I could stay at her place and commute to the Navy Yard on the DC Metro. Glenn agreed to allow me in to the Yard at 9 AM and to let me stay until closing time. Little did I realize that this entire project would take almost 5 years to complete.

Working with these covers was personally satisfying. I had the opportunity to see many cancels and cachets that I had never seen before. The most interesting cover was a #10 cover from USF CONSTITUTION that was cancelled on 4 MAR 1933; the day that Franklin D. Roosevelt was sworn in as President of the U.S. The cover was signed by Pres. and Mrs. Franklin D. Roosevelt sometime after his inauguration as the ship had been in CA on Inauguration Day. I realized why our hobby is so unique. Everyone collects in a different way. I was surprised, for example, about the almost complete absence of space covers in the collection.

Last year, after our daughter moved to CA, I feared that the project would never be finished as I had no place to stay in the DC area. I prevailed upon my wife, Dorothy, to spend the 2018 Columbus Day week with me in Washington DC Navy Yard and help me work on the collection. She alphabetized as I entered the data and saved me countless hours. Finally, prior to NAPEX 2019 I finished the job. In mid-Jun 2019, Glenn e-mailed me "Your/our finding aid with notes is now online—

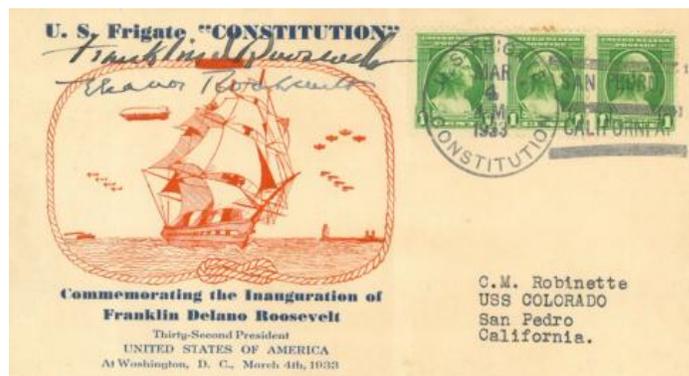
<https://www.history.navy.mil/research/library/research-guides/postal-service-papers/ship-postal-covers-in-navy-department-library.html>.

It wouldn't have happened without you!"

4700+ covers were sorted, alphabetized and entered into an Excel database. I used Excel because this program allowed me to create as many fields as I wished. It also can be searched in all fields. I used the *USCS Postmark Catalog* and *USCS Cachet Makers Catalog* for reference. The NDL has copies of both of these volumes as part of its holdings. I also created a glossary that explained all of the space-saving abbreviations that I used. I placed the more valuable covers, i.e. the ones of greatest historical significance and/or collector value, into mylar sleeves. As each cover was entered into the database, it was placed in an acid-free museum archival box. Eventually 9 boxes were filled. Even as I write this article, I am continuing my work on the database. I am using my copy of the *Cachet Maker's Catalog* to fill in the blank spaces in the Column "Cachet Maker."

Five years ago, when I started this project, the hope was that once all the covers had been entered into the database, they would be scanned so that the public might be able to view them. Alas, the NDL does not have the manpower to undertake the scanning process. If there is a USCS member in the DC area who has the time and the desire to add to this project, please feel free to contact me.

If any USCS member wishes to use the Excel database format I created for myself, and shorter version which I created for the NDL, please feel free to get in contact with me. I am at [sbmilstein@gmail.com](mailto:sbmilstein@gmail.com).



*USF CONSTITUTION cover commemorating FDR's Inauguration by President and Eleanor Roosevelt.*

**Ships Named after  
Medal of Honor Awardees  
USS DAVIS (DD 937)**

*Jake Wilhelm (12,411)  
P.O. Box 481, Coquille, OR 97423  
jakewilhelm@mail.com*

A ship's commander who gave his life to keep his ship afloat was honored with the naming of DAVIS (DD 937), a ship commissioned 28 February 1957. She was built at Bethlehem Steel's yard in Quincy, Massachusetts, with keel laid in 1 February 1955 and launched by George Fleming Davis' widow 28 March 1956.

**George Fleming Davis**

Davis, Annapolis Class of '34, was born in Manila, Philippines 23 March 1911. Davis was LT aboard OKLAHOMA (BB 37) when she was attacked in Pearl Harbor.



*George Fleming Davis*

In the early years of the war, he served aboard HONOLULU (CL 48) as LCDR and the CO. As Damage Control Officer aboard the cruiser, he went above and beyond to keep the ship intact during her emergencies. For this he was given the Legion of Merit with Combat V.

He was also given command of WALKE (DD 723) – and this was a command he would give his life for. Operating as a fast mine sweeper clearing Allied advance into Lingayen Gulf, WALKE was attacked by four kamikaze aircraft. One hit the ship, sending the bridge awash in flames. Despite horrible burns that would prove fatal, CDR Davis remained at his post until WALKE was out of danger.

Davis gave his life, but the vessel he saved not only went on to finish her task in the Gulf, she finished out the war as a warrior, even helping to liberate Davis' homeland. She also went on to serve in Korea and Vietnam combat tours.

His Medal of Honor citation reads:

For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as Commanding Officer of the U.S.S. WALKE engaged in a detached mission in support of minesweeping operations to clear the waters for entry of our heavy surface and amphibious forces preparatory to the invasion of Lingayen Gulf, Luzon, Philippine Islands, 6 January 1945. Operating without gun support of other surface ships when four Japanese suicide planes were detected flying low overland to attack simultaneously, Commander Davis boldly took his position in the exposed wings of the bridge and directed control to pick up the leading plane and open fire. Alert and fearless as the WALKE'S deadly fire sent the first target crashing into the water and caught the second as it passed close over the bridge to plunge into the sea off portside, he

remained steadfast in the path of the third plane plunging swiftly to crash the after end of the bridge structure. Seriously wounded when the plane struck, drenched with gasoline and immediately enveloped in flames, he coned the WALKE in the midst of the wreckage; he rallied his command to heroic efforts; he exhorted his officers and men to save the ship and, still on his feet, saw the barrage from his guns destroy the fourth suicide bomber. With the fires under control and the safety of the ship assured, he consented to be carried below. Succumbing several hours later, Commander Davis, by his example of valor and his unhesitating self-sacrifice, steeled the fighting spirit of his command into unyielding purpose in completing a vital mission. He gallantly gave his life in the service of his country."

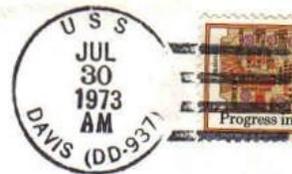
Honoring their namesake with the slogan *Dynamic Dauntless Daring*, DAVIS served mainly in the Atlantic Fleet, including eight Mediterranean deployments. In 1963, she was on the recovery team for Mercury IX after Gordon Cooper's flight. DAVIS also pulled three stints in Vietnam. She was decommissioned 31 October 1969, but brought back 17 October 1970 and served until her final decommissioning 20 December 1982.



*Figure 2: USS DAVIS (DD 937)*



*Figure 3: Commissioining cover with Locy Type FDC 9fu*



*Figure 4: Locy Type 2(n+) (USS)*

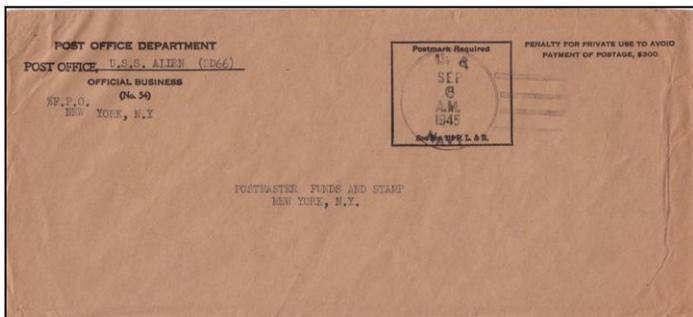


*Figure 5: Ship's patch*

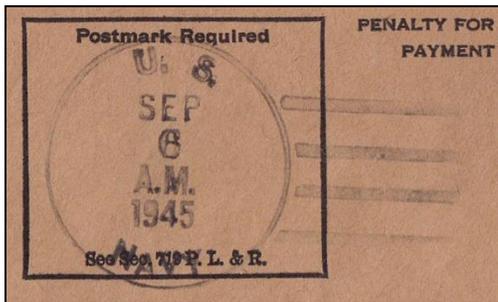
**The Story Behind the Cover...**  
**USS ALLEN (DD 66) Official Mail, 6 September 1945**  
**At Canal Zone En Route to Philadelphia for**  
**Decommissioning**  
**Lloyd Ferrell (L-12082)**  
**PO Box 2086**  
**Beaverton, Oregon 97075**  
**uscstreasurer@aol.com**



By coincidence, I find myself writing another article about a cover from the destroyer ALLEN (DD 66), most remembered for being at Pearl Harbor on 7 December 1941. But this cover is about as far removed from that event as you can get, mailed from ALLEN just after the war in September 1945. On top of that, it's official mail, an area I've not dealt with in this column before. Even official mail sometimes has a story.



**Official Mail from ALLEN mailed upon arrival at Balboa, Canal Zone while on her way to Philadelphia for decommissioning. She had just endured a storm that threatened to capsize the ship.**



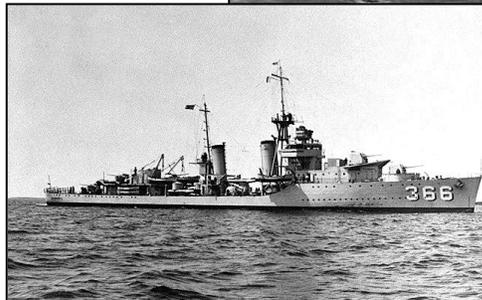
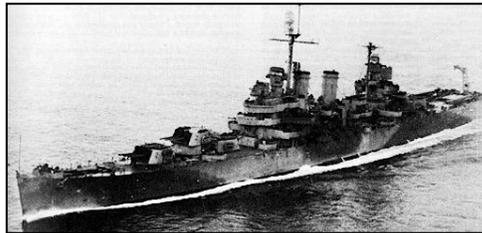
**Close-up of the Locy Type 2z cancel. Both Type 2 and Type 3 cancellation devices were used by ALLEN during the war.**

ALLEN was commissioned in 1917, just before the U.S entered into WWI, and was taken out of service not long after the war ended. She spent most of the next twenty years in reserve status. In 1940, with growing tensions around the world, she was brought back to life and recommissioned at Philadelphia on 23 August. Her stay on the east coast was temporary though, as she was destined for service at Pearl Harbor for patrol duty. The navy found these old 4-stacker destroyers useful for this work, freeing up the newer and more advanced destroyers for other assignments. In December 1940, ALLEN arrived at Pearl Harbor, joined by CHEW (DD 106), SCHLEY (DD 103), and later WARD (DD 139), all four newly recommissioned for duty. Together they comprised Destroyer Division 80.

It was USS WARD that happened to have patrol duty on the morning of 7 December 1941, and famously sank one of the small Japanese submarines just outside the channel at Pearl Harbor. ALLEN was moored in the East Loch when the attack began, and was in a good position to fire on enemy planes. Later in the day she got underway and began offshore patrol duty.

For the remainder of the war, ALLEN continued to be based at Pearl Harbor. Besides patrols, she also did escort duty, and later assisted with anti-submarine warfare training. She was often the target ship in these exercises, putting new submarine crews through their paces.

**After the War**



**(Top to Bottom) USS PHOENIX, USS ALLEN, USS DRAYTON, and USS CHEW. On 20 August 1945, these four ships formed a Task Group heading from Pearl Harbor to San Pedro.**

In August 1945, with the war almost over, the navy began the process of downsizing. It was time to disband the huge fleet that had served them so well. That month, both ALLEN and CHEW received orders to proceed from Pearl Harbor to Philadelphia for decommissioning. They would not be traveling alone.

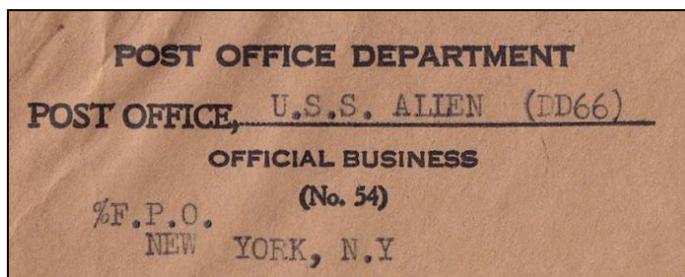
On 19 August, the cruiser PHOENIX (CL 46) and destroyer DRAYTON (DD 366) arrived at Pearl Harbor together from Subic Bay. Originally, PHOENIX had orders for overhaul on the west coast at San Pedro, and DRAYTON was being reassigned for duty in the Canal Zone. The stop at Pearl Harbor was just the first leg in their journey to those destinations. As they prepared to depart the next day, they were joined by ALLEN and CHEW, forming Task Group 15.1, all heading the same direction. After forming up, at about 1800 on 20 August, the Task Group got underway for San Pedro. The war diaries of PHOENIX and DRAYTON provide the details.

PHOENIX noted that, although word had been received of the Japanese surrender, there were still worries that *“Enemy submarines may not have received this information.”* The task group proceeded more slowly than PHOENIX would have liked because *“Material weaknesses of ALLEN and CHEW kept speed down to 16 knots.”* Just two days out, on 22 August, DRAYTON had to leave the formation to rendezvous with the cargo ship SUFFOLK (AKA 69) to pick up a seaman needing treatment for a collapsed lung. With that, DRAYTON proceeded independently for San Pedro at high speed.

Meanwhile, ALLEN and CHEW remained with PHOENIX. Just before arriving at San Pedro on 26 August, PHOENIX received new orders. She would now head for Philadelphia via the Panama Canal and report for duty. The crew, many of them from the east coast, was *“enthusiastic about the change of plans.”* Spirits of the crew of ALLEN and CHEW were also probably very high, and most of them probably got liberty during the two-day layover.

With PHOENIX now having new orders to the east coast, the four ships that had left Pearl Harbor together continued on. Designated as Task Unit 6.11.43, ALLEN, CHEW, DRAYTON and PHOENIX departed San Pedro at 1602 on 28 August, heading for Balboa, Canal Zone via Acapulco, Mexico. On 1 September, they briefly anchored at Lucia Bay where PHOENIX refueled the three destroyers. Proceeding on, the weather became a problem. Winds were recorded up to 72 knots, and on 3 September DRAYTON notes: *“At about 0100 the ALLEN broke formation and headed with the sea to prevent capsizing. DRAYTON accompanied her and stood by. Both ships resumed station about 0800 and unit weathered storm for the rest of the day....”* Early in the afternoon of 6 September, the four ships again broke formation and entered Balboa Harbor *“in column,”* and tied up.

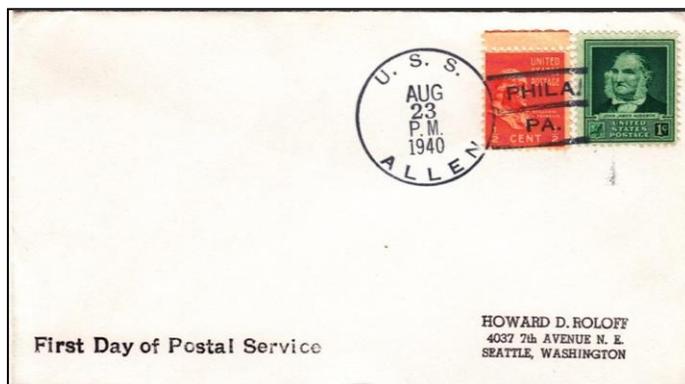
It was at this time that the official mail from ALLEN, cancelled earlier that morning, was placed in the mail system. It's addressed to *the “Postmaster, Funds and Stamp”* at New York, probably relating to postal money and stamp stocks on board. Knowing that they were to be decommissioned, they may have been sending in a routine report, or perhaps were trying to resolve a problem. It's amazing that the envelope was saved.



*The return address of the 6 September official mail cover already shows FPO New York. ALLEN was at Balboa, CZ when this was mailed.*

The next morning, ALLEN, CHEW, DRAYTON and PHOENIX began their transit through the Panama Canal. Orders for DRAYTON had also been changed, and she was now to go to New York. After transiting the canal, it appears that DRAYTON and PHOENIX, the two faster ships, left together late in the day on 7 September. Their war diaries make no further mention of ALLEN and CHEW, which apparently made their way together through the Caribbean and up the east coast. Records show that on 11 September, DRAYTON detached from PHOENIX and proceed to New York. PHOENIX arrived at Philadelphia on 12 September, followed by ALLEN and CHEW the next day.

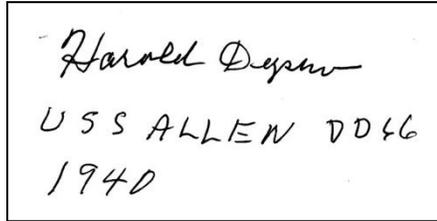
Per muster rolls, the crew of ALLEN remained together until 15 October 1945 when the ship was placed out of commission. Most were transferred to the Receiving Station at Philadelphia, and were probably discharged not long afterward. The Commander, 4<sup>th</sup> Naval District reported that on *“26 October 1945 – USS ALLEN (DD-66), decommissioned destroyer, departed at 0500 for Cape May, N.J., in tow of ATR-57.”* Nearly a year later, in September 1946, ALLEN was sold to a company in Baltimore for scrapping.



*On 23 August 1940, the destroyer ALLEN was placed back in commission at Philadelphia, as evidenced here in the killer bars. After serving at Pearl Harbor during the war, in September 1945 she returned to Philadelphia where she was placed out of commission for the final time.*

The official mail cover from ALLEN is not particularly attractive, but it still interesting. The ship was en route from Pearl Harbor to Philadelphia for decommissioning,

completing the circle from where she'd been five years earlier. The envelope was mailed upon arrival at Balboa, on the west side of Panama, after enduring a storm that threatened the ship being capsized. Even official mail can have a story.



*My old friend, Harold Depew (1922-2013), was briefly aboard ALLEN in 1940 when she was still on the east coast.*

### Main Sources

*Muster Roll, ALLEN* (Aug–Oct 1945)

*War Diary, Hawaiian Sea Frontier* (July 1945); PHOENIX (Aug–Oct 1945); DRAYTON (Aug–Oct 1945); COM4 (Sept–Oct. 1945).

Various resources at *Fold3.com* and *Newspapers.com*

Log and Action Report of ALLEN for 7 December 1941

*DANFS*

## Stretching It

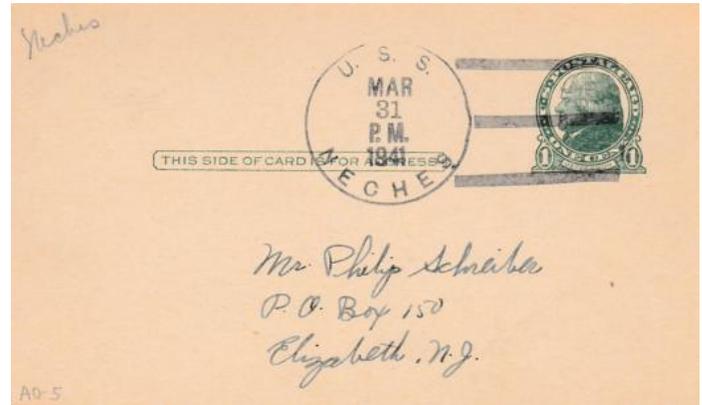
*Phil Schreiber (9110)  
123 S. Adelaide Ave., Apt 3B  
Highland Park, NJ 08904*



In philatelic circles and among naval philatelists there is often talk about legitimate items, fakes, phonies and etc. Some say a purely philatelic item is not legitimate or somehow concocted. Here are a couple of my favorites of such items and why I like them and find them interesting. They are an example of "stretching it," as a way of saying something that's not quite true.

The cover from USS BRISTOL (DD 453) was obtained in a USCS Sales Circuit of previously unsalable items. The cover is un-addressed and has a very commonly seen add-on cachet. Some knowledgeable people say it's phony because it is cancelled with a postmark that was officially prohibited by the Navy for security reasons during World War II and was never actually mailed to anyone. It also announces an enemy victory: the sinking of our navy's oiler USS NECHES by the Japanese submarine I-72 during the early days of the war. BRISTOL'S mail clerk was probably a navy cover collector who used the no longer permissible postmark as a souvenir. He did this about a year before USS BRISTOL herself was torpedoed and sunk by the German U BOAT "U-371" commanded by Kapitanleutnant Waldemar Mehl whose efforts earned him World War II Germany's highest medal: Ritterkreuz des Eisernen Kreuz (The Knight's Cross of the Iron Cross).

USS BRISTOL had a very brief history: commissioned 22 October 1941, Battle of the Atlantic patrol and convoy escort duty, North Africa and Salerno invasion landings and then sunk in the Mediterranean by Mehl's U-371 on 13 October 1943.



And what about USS NECHES? Commissioned 2 June 1920 as oiler (AO 5) she carried out the routine service of a navy oiler until the very early days of World War II when she took a torpedo on 22 January 1942. But she did not sink immediately nor did her skipper order "Abandon Ship!" Instead, he sent his men to "general quarters" and engaged I-72 with her five inch guns until no longer able to keep NECHES afloat and yet save most of his crew. The skipper, Commander William B. Fletcher, Jr., was the son of then Rear Admiral William B. Fletcher, Sr. Ultimately Junior also got to be a rear admiral, just like his dad.



The postcard from USS NECHES was addressed to me by myself early in 1941 and mailed to a cover sponsor who offered to service 50 postcards from 50 U.S. NAVY ships, for twenty-five cents. He would pencil in the name of each ship in the upper left corner, but offered no cachet. Eventually I was able to get most of the ships in commission from 1938 to December 7, 1941. Now I can sit at my computer and Google them and learn their great stories.

Although some people may view them as philatelic items, I enjoy seeing them as historical relics and artifacts of history. And that's not "Stretching it."

## Steve Henderson

(USCS #9941)

*From Steve's Member of the Month Article*

My folks gave me a "*Little Golden Book*" stamp album for my sixth birthday. That started it all. Over the years I have continued to collect U.S. stamps but have mainly concentrated on postal history—both U.S. and worldwide. I have been a philatelist of one sort or another for over 57 years. In the late '60's while going to college in Lincoln, Nebraska, I joined the Lincoln Stamp Club and met a fellow named **Charles Wenz**. Charlie collected mainly German inflation postal history and censored covers of the world. Charlie is single handedly responsible for my primary interest in censor markings. My main focus is collecting military censor marks (mainly Navy), as well as civil censor marks from the U.S. and around the world.

At the ROMPEX Stamp Show in Denver back about 1992, **Ted Bahry** saw my Navy postal history exhibit, figured out who I was and gave me the USCS pitch. He told me about the USCS and what it could do for me in enhancing my Navy postal history collection. He gave me an application, I filled it out, sent it in and the rest is history. My first USCS annual exhibition was, I believe, in Sacramento back about 1993 or 1994. I have always exhibited at the annual conventions and thoroughly enjoy doing it. I am also a USCS judge and will gladly assist any potential exhibitor with questions or help them get started.



I suspect that my much of my interest in military postal history is because my father was a survivor of the 7 December attack on Pearl Harbor. That drove me to prepare a few Navy event caches during the 50th anniversary of World War II. I used various handstamps I had made for the various Navy events of the War. None of my cachets are very colorful and most are in my private collection. I've never sent any copies of my cachets to be included in the *Cachet Makers Catalog* as my cachets were never intended for commercial distribution. Although, when I finally begin pushing up tulips, some may find their way into other collections. Hopefully, that will be a long time down the road!!!!

I have written a number of articles for the "*Log*" over the years. Subjects have ranged from Navy censorship to why membership in our Society is important. I have served as a director for the Society for about nine years and have served as Vice President for the past three and a half. Membership has been an important issue and will continue to be. I'd like to see more activity at the local chapter level in order to increase our Society's membership roster.

When at the various stamp shows I attend, I always sit down next to potential members I see going through Navy covers. I ask about their Navy cover collection. If they genuinely collect Navy covers, I ask them if they are a member of the USCS. If not, I hand them an application. I carry several applications in my back pocket so they are readily available to hand out. I urge them to become a member in order to expand their knowledge and enjoyment of the hobby.

I have belonged to many different organizations over the years. The USCS stands out as the most enjoyable of the bunch. I am honored to in some small way to help others continue the legacy that earlier members have left for us to protect and grow.

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I first met Steve Henderson during several stamp collecting shows many years ago. We hit it off right away and became very good friends. Steve was a very nice guy who got along well with almost everyone.

Early on, I helped educate Steve about Naval covers and recruited him for the USCS. The rest is history. His contributions to our hobby were many. And Steve helped a lot of people along the way. Among other things, he was the volunteer in charge of security for some ten years, at the great Rocky Mountain Stamp Show.

Some seven years ago, Steve had a major battle with cancer and slowly went downhill from there. His wife Gloria was a Godsend to him. She was his nurse and constant companion. God bless her too.

Steve fought hard to stay active. Just before he died, he vacationed in his beloved Honolulu where he was a very active volunteer at Pearl Harbor. Soon after he got home, He went up to his vacation cabin in the mountains of Colorado. He died in his sleep there.

Steve left a big gap in the ranks. I will miss him.

Semper Fidelis, my friend, sleep in Peace,

Ted Bahry

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As editor of the *USCS Log*, I was so very sorry to hear of Steve's passing. He was a fighter through his medical issues. Steve was always supportive of the *USCS Log* and was so helpful with research on the early aspects leading to the attack on Pearl Harbor. His other collecting passion was centered on censor marking and he was a frequent contributor to the *Log* with his articles on censor markings. His leadership and support of USCS will be greatly missed.

Richard Jones  
*USCS Log* editor

## The Vengeful Virgin USS VESTAL (AR 4)

*Jake Wilhelm (12,411)*  
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Throughout World War Two, the men of the repair ship VESTAL (AR 4) fielded a softball team called the Virgins, a nod to the mythological order of virgins their vessel was named for. These men and their ship didn't resemble their team name.

No, not at all...

They had been involved in the war since Day One, moored alongside ARIZONA (BB 39) when Pearl Harbor was attacked. Beginning that very day and to the end of the war, the men of the hardy little survivor exacted their revenge against the Japanese by keeping America's most important ships in battle.

VESTAL was one of the oldest Navy ships in the Pacific Theater. Originally built as a Navy collier in 1908, she was converted to repair ship in 1913, serving the Atlantic fleet out of Pensacola, Florida. Operating out of Northern Ireland during World War One, she kept Destroyer Flotilla One afloat. The 1920s and 1930s saw the already elderly vessel spinning wrenches along the Atlantic and then out of San Diego, California before finally dropping anchor in Pearl Harbor when the Fleet moved their general headquarters there in the years before the war.

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She was there, alright. On the night of 6 December 1941, she tied up to ARIZONA'S portside, armed with 100 repair orders the battleship needed to get ship shape. As a repair ship, VESTAL was packed with an array of workshops; capable of doing everything from massive hull repairs to, as one of the major ARIZONA refits called for, the ability to rewire ARIZONA'S mammoth electrical motors.

Sunday the 7<sup>th</sup> started with the roar of enemy aircraft, hellish explosions, and even more hellish screams. When the attack kicked off, the ship's CO, LCDR Cassin Young happened to be on the bridge. While VESTAL'S five-inch guns fore and aft went to work, he sprinted from the bridge to help crew the three-inch gun above the bridge. At least one low flying Japanese plane was hit by VESTAL'S tiny guns.

Then, bad things happened. As armor piercing bombs settled across ARIZONA'S decks, two missed their target and slammed through VESTAL. One hit her port side, falling through three decks before exploding in the stores hold and starting so many fires the ammunition magazine had to be flooded before a big boom occurred. The second bomb came from starboard, ripping through a series of shops before leaving a five-foot hole in the ship's bottom.

And ARIZONA blew. The infamous bomb that dropped through Turret II at 0810 and ignited the powder magazine below began a chain reaction explosion that shattered the battleship's back, blowing her out of the water. The explosion, heat, and flames swept across VESTAL, blowing the bridge-top gun crew and Young into the water and creating a general order of chaos.

Abandon ship was declared by a remaining officer. Men jumped in the water. However, one man got out of the water. Young, dripping water on the deck, stopped men running for the rails by simply asking them, "Where do you think you're going? Lads, we're getting this ship going!"

To a man, even those who dove overboard, VESTAL'S crew got to work on a ship already aflame by ARIZONA'S fuel oil. Bomb damage had torn apart the engine room, severing steam lines. Some lines were repaired, others let go and the engines fired up weakly, only putting out a quarter of the required steam pressure. It would have to do. Young wanted his ship out of danger, not just for his men's safety but for the vessel's repair shops he already knew would be needed.

Just before the lines were cut, just before she limped from ARIZONA, a hero stepped forward. Boatswain Mate, Second Class Joe George was ordered to cut a mooring line when he spotted six men struggling from the ARIZONA wreckage. As an officer screamed at George to cut the line, the sailor picked up another line and threw it to the men. The first couple tries failed, and the officer screamed again for George to sever the line.

Thankfully for the six trapped men, George didn't take orders very well. He was aboard that day only because he was confined to quarters after being caught throwing his fists in an illegal boxing match. So, ignoring official orders, George threw the line until the men on the other side could catch it. The men scrambled across 75 feet of water. Came aboard. Now was a good time to cut the line



**USS VESTAL shown after beaching at Pearl Harbor. Even partially submerged and a basic ruin, the repair ship was putting warships back in business. (US Navy Photo)**

VESTAL, already sinking, inched across the fiery bay under her power and the aid of a tugboat captained by a former VESTAL crewman. When Young found clear water, he ran her aground at 'Aiea Bay. Immediately, the flooded shops were pumped out and put back in action. They began the arduous task of helping to repair the fleet. Before she even floated herself off the rocks, VESTAL had already put many ships back together - back together to take the battle to the enemy. She would only be fully repaired herself in April of '42.



*A beautiful way to remember Pearl Harbor comes through this special cover mailed by VESTAL crewman W. F. Boyd, Yeoman 3/c. In May, the ship's Lucy 3z BBT war-time cancel crosses the two three-cent Torch of Enlightenment stamps (Scott 901) that pay air mail rate from Pearl Harbor to Tulsa, Oklahoma. (Naval Cover Museum)*

In August, she went to war. Young, now promoted to Captain, wore a Medal of Honor presented by ADM Chester Nimitz himself. On 12 August, she supported the Guadalcanal campaign, repairing 58 war torn ships and four shore units, just a splash in the pan in what she would do to those who had hurt the nation.

November '42, she moved closer to the action, setting up shop in New Caledonia's capital, Noumea, a forward base filled with ships shattered by the Battle of the Santa Cruz Islands.

On 9 November, Young was assigned to captain the cruiser SAN FRANCISCO (CA 38). He left his old ship and men, heading to Guadalcanal. Meanwhile, his former command pulled long hours reassembling shredded ships so they could jump back in battle, all part of ADM "Bull" Halsey's strategy to keep his war wagons close, as in not sending them to Pearl for repairs.

The big job was the horribly crippled ENTERPRISE (CV 6). Twenty-six bombs had created havoc across her decks, jamming airplane and ammo elevators, ripping apart crews quarters. Forty men from VESTAL and a detachment of 75 Seabees worked 24/7, yet even that wasn't enough. On the 14<sup>th</sup>, ENTERPRISE was scrambled to respond to a full scale naval battle taking place off Guadalcanal. She left Noumea at full speed - with the repair crews still working. Her decks shook with the blows of air hammers, welding arcs filled the air, a quick patch on her side barely kept her watertight and her torpedo elevator was jammed. Workers

were finally chased off the deck in time to launch planes, planes that helped end the battle in America's favor.

Ships torn up by the battle began stumbling into Noumea.

And the men of VESTAL got bad news. Their brave, beloved Cassin Young was dead.

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Young and his new ship had arrived just fine at Guadalcanal and spent time screening the insertion of reinforcements. The ship was on alert for another mission. Desperate to resupply their starving and dwindling forces, the Japanese were expected to send a large battle group their way.

It was spotted on Friday the 13<sup>th</sup>. Eleven transports loaded with 7000 men headed into the neighborhood with heavily armed escort ships, including the battleships HIEI and KIRISHIMA. In response, two battle forces headed by RADM Daniel Callaghan and ADM Norman Scott combined in time to cut off the Japanese battle force between Savo Island and Guadalcanal. 34 minutes later, the Japanese had been forced to turn back.

Not without cost. Early in the battle, American destroyers torpedoed the oncoming force. SAN FRANCISCO was engaging HIEI, helping to cripple her as Callaghan led the battle from SAN FRANCISCO'S bridge. Ships burning around SAN FRANCISCO back lit her, signing her death warrant. HIEI blasted the much smaller cruiser, her third salvo crushing the bridge, killing Young and Callaghan.

In total, USN lost two cruisers and seven destroyers, but not SAN FRANCISCO. Along with six remaining ships, she sailed away with grievous injuries. The remaining Japanese forces folded as Halsey sent in reinforcements.

Planes from ENTERPRISE, just released from VESTAL'S custody, helped sink HIEI and twelve other ships. Most of the Japanese transports had been ordered back to base, and four that remained ended up beaching themselves, unable to help their men. Very few supplies and men got to the Japanese forces because an inferior American force had thwarted a much larger enemy threat, setting a precedent for the future.

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*VESTAL made thousands of repairs after her near loss in the Day of Infamy. Post the Battle of Kolombangara, the war battered cruiser ST LOUIS (right) pulls alongside VESTAL for repairs. (US Navy photo)*

VESTAL did what she was made to do. They repaired the surviving ships of the Naval Battle of Guadalcanal, including SAN FRANCISCO.

Later in the month, VESTAL moved five hundred miles closer to the action. She remained a year at Espirito Santo. Now fully dedicated to the revenge game, she put 279 ships back in battle, including what should have been a lost cause - MINNEAPOLIS (CA 36) when she came out yet another battle off Guadalcanal missing 75 feet of her bow. VESTAL helped build a replacement bow of palm logs, which was enough to get the cruiser to Pearl for more Navy-kosher repairs.

VESTAL'S next post was further up the island hopping chain, Funafuti in the Ellice Islands. She added more numbers in the win columns, conducting 604 major tasks on 77 ships and shore facilities. February of 1944 saw her at Majura Atoll. The biggest job there was repairing a giant gash in the side of WASHINGTON (BB 56). Penciled in as a thirty-day job, VESTAL'S crew got it done in ten days.

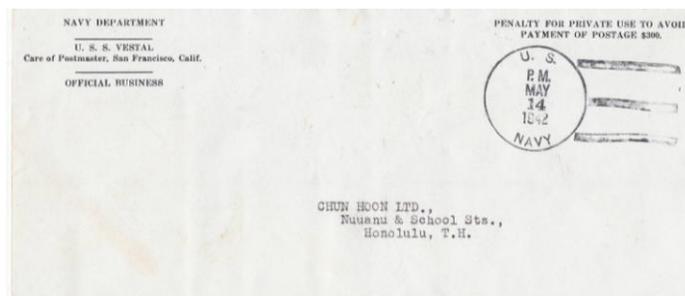
War weary herself, VESTAL hiked home for a refit at Mare Island, California. She wasted no time leaving a bunch of surfable beaches in her rearview, arriving at Ulithi in October. At the forward operating base for the Battle of Leyte Gulf, she scurried through 2195 major tasks for 149 war battered ships, including 14 battleships, nine carriers and five cruisers.

She was in Saipan in February '45 during the invasion of Iwo Jima, repairing amphibious craft. She was tugged north to Kerama Retta, Okinawa, a safe harbor for ships engaged in the battle for Okinawa. Well, sort of a safe harbor. The once gentle bay waters became a hunting ground for kamikaze raids. In May, VESTAL went to General Quarters more than fifty times. Between trying to shoot down enemy aircraft, she was busy repairing destroyers.

Peace has a hard time coming, but it did come. Late in the war, VESTAL was stationed at Buckner Bay, the nickname given to Nakagusku Wan by the men stationed there as the final campaigns crept closer to the Japanese mainland. One of her last major combat jobs was repairing the torpedo damaged PENNSYLVANIA (BB 38). Still there after the war, VESTAL and the rest of the fleet spent typhoon season dodging major storms. During Typhoon Louise, VESTAL showed she had one more act of bravery in her. Sailing back to Buckner Bay, she came across men in the water. They were the 61 survivors of LSM-15, one of Louise's victims.

Not many acts were left in the aging vessel. She supported occupation efforts in Japan and China before being sent stateside to prepare surplus vessels for the scrap yard. Her time came 14 August 1946 when she was decommissioned. She met the shipbreaker's hammer in 1950, meeting a fate that passed her by nine years before.

\* A humble man, Joe George kept quiet about rescuing six men from USS ARIZONA. Only when he revealed the story in a 1990s interview, two ARIZONA survivors reconnected with him and launched a campaign for George to receive recognition for his efforts. Following George's passing, his widow and the two men continued a full court press. On the 75<sup>th</sup> Anniversary of Pearl Harbor, he was posthumously awarded the Bronze Star with Valor crest.



**VESTAL was floating under her own power when this penalty cover was sent to Chun Hoon, LTD in Honolulu. The Chun Hoon was a well-known store and fresh produce market. Perhaps Captain Cassin Young was requesting fresh pineapples? The same Locy 3z BBT as above cancelled the indicia. (Author's Collection)**



**A myriad of cancels from two different years cover this Christmas Greetings 1937 card from VESTAL. Her straight line SLKbs cancel crosses a 'Statue of Kamehameha' stamp (Scott 799); a Locy 3r (AC-BBB) in blue RING IN THE/NEW YEAR of 1940 for good measure. Let's not forget the 1937 Christmas seals (Scott WX88) graced to the left by VESTAL'S parcel Locy 9x and what appears to be her Branch Number Money Order dauber 9efw for the right; her Locy 9v registered letter mark lies between them. (Naval Cover Museum)**

#### SOURCES

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**Ships Named After USN and USMC Aviators**  
**USS ROBERT K. HUNTINGTON (DD 781)**  
*Jake Wilhelm*  
 PO Box 481, Coquille, OR 97423  
 jakewilhelm@mail.com

A hero lost during the Battle of Midway was honored when his name was given to the ALLEN M SUMMER-class destroyer ROBERT K. HUNTINGTON (DD 781), a vessel commissioned in 1945 and serving the nation until 1973.

**Robert Kingsbury Huntington**

Huntington had just turned twenty when he died attempting to attack Japanese aircraft carriers at Midway.

He was born 13 March 1921 in Los Angeles, California and enlisted in the naval air service June 1941.

**Robert K. Huntington**



Huntington was assigned to HORNET (CV 8), joining Torpedo Squadron Eight as Radioman, Third Class. 4 June 1942, Huntington was in the back seat of George Gay's plane when Torpedo Eight took off to find and destroy Japanese carriers aiding the invasion of Midway.

At 0917, the group spotted the carrier SORYU. Instantly, they were hopped by a flight of 30 Zero fighter craft. Despite the fact they were outgunned and lacked enough fuel to return to HORNET, Torpedo Squadron Eight pushed on. As planes fell alongside their bomber, Huntington asked Gay if they should go back to help; Gay famously replied "To hell with that, we have a job to do." Seconds later, a Zero blasted the plane, shooting both men.

The aircraft remained in flight. The men continued their attack. They were the only aircraft to launch a torpedo, doing so before flying ten feet over the carrier's deck and crashing into the sea, the sole torpedo banging into the side of the ship behind them. Huntington was unable to make it out of the plane. US ships rescued Gay a day and a half later.

Huntington was posthumously awarded the Distinguished Flying Cross for his heroism. Only three of the 45 men who took off with Torpedo Eight that morning survived.

**The Ship**

HUNTINGTON's keel was laid 29 February 1944 at Todd Pacific Shipyards in Seattle, WA. She was christened 5 December 1944 and commissioned 3 March 1945. She entered the Pacific Theater, escorting ships between bases at Eniwetak and Ulithi. She was one of the ships that escorted MISSOURI into Tokyo Bay for the Japanese surrender. She remained in the Pacific Fleet until joining the Atlantic Fleet in 1949. Extensively modernized in 1960, she was based out of Mayport, FL until 1969. In '68, she served off Vietnam, earning two battle stars. In 1969, she

was ported at Bayonne, New Jersey and worked with the Navy Reserve program until decommissioning 31 October 1973. She was sold to the Uruguayan Navy and renamed FALCON until her 1980 decommissioning.



Figure 1: ROBERT K. HUNTINGTON (DD 781) in Sydney Harbor 17 May 1947.

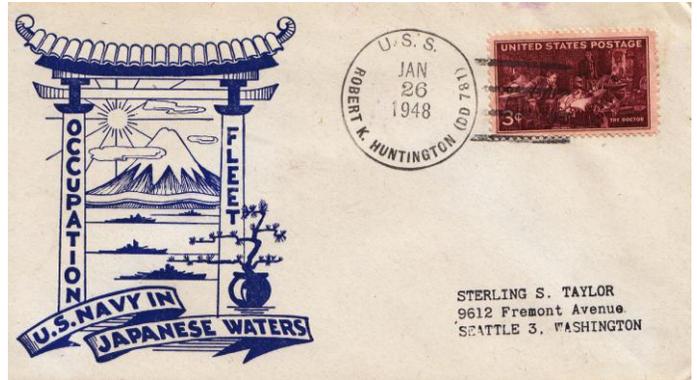


Figure 2: Occupation of Japan cover with Locy Type 2 (n)



Figure 3: Locy Type 2



Figure 4: Locy Type 2(n+) (USS)



Figure 5: Ship's seal

**USCS Auction #9**

Closes 31 October 2019

Minimum bid \$1.00. Please send bids to:

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Prices realized are always available with an SASE or as a reply to an email request

Winning price is \$.50 over second highest bid

- 09-01 POLLACK (SS 180) GOW NG launch cachet 9-15-36, glue stain from back shows on front
- 09-02 THOMAS HUDNER (DDG 116) 12-1-2018 commission, hand drawn/colored ship & MOH
- 09-03 ENTERPRISE (CVN 65) 2-3-2017 decom cachet, hand drawn/colored ship
- 09-04 RICHARD B RUSSELL (SSN 687) 10-27-91 Navy Day by Rogak with r/s cachet
- 09-05 PARCHE (SSN 683) 8-17-91 17<sup>th</sup> Anniv by Rogak, PM Vallejo
- 09-06 KAMEHAMEHA (SSBN 642) 10-27-93 Navy Day by Rogak, Special Warfare r/s cachet
- 09-07 SEAWOLF (SSN 575) 3-30-87 decom cachet by Quintero of Mermaid/Sub, PM Mare Is
- 09-08 LOUISIANA (SSBN 743) 9-6-97 Wentworth mermaid, PM Kings Bay
- 09-09 HAWAII (SSN 776) 6-17-2006 Wentworth mermaid design, r/s cachet
- 09-10 Midway Island 10-27-92 Wentworth mermaid, PM Midway Is
- 09-11 CHAFÉE (DDG 90) 10-18-2003 Wentworth mermaid design
- 09-12 NEW YORK (LPD 21) 11-7-2009 Remember 9-11 by Wentworth, commissioning
- 09-13 CONNECTICUT (SSN 22) 12-11-2003 5<sup>th</sup> Anniv by Wentworth w/ships decal in cachet
- 09-14 2004 Tailhook Convention 9-10-2004 by Wentworth, eagle design
- 09-15 BYRD Antarctic Exped, 2<sup>nd</sup> cancellation PM Little America 1-30-35
- 09-16 BYRD Antarctic Exped, mail delayed 1 year, PM Little America 1-31-34
- 09-17 #10 cover 14<sup>th</sup> Naval District Pearl Harbor 10-21-41 mailgram cover
- 09-18 MT OLYMPUS (AGC 8) 1-7-47 Operation Highjump, no inner ring on cxl
- 09-19 ELLIS (DD 154) 11-1-39 FDPS commissioning, Weigand Confed flag cachet
- 09-20 HENDERSON (AP 1) 10-27-39 visit to Canal Zone, Weigand CZ flag
- 09-21 WELLES (DD 257) 1-8-40 Weigand cavalry corps flag, commission F50
- 09-22 ROWAN (DD 405) 2-16-40 Visit to DWI, Dutch flag by Weigand
- 09-23 HOPEWELL (DD 181) 7-30-40 commission, Virginia flag by Weigand, commission F50
- 09-24 MACOMB (DD 458) 1-26-42 ships name in cxl, Weigand quarantine flag
- 09-25 MICHIGAN (SSBN 727) 9-11-94 Quintero mermaid design, PM Groton
- 09-26 POGY (SS 647) 5-15-91 20<sup>th</sup> Anniv by Quintero, mermaid, PM Pascagoula
- 09-27 ANNAPOLIS (SSN 760) 5-18-91 launch mermaid cachet, PM Groton
- 09-28 MARYLAND (SSBN 738) 6-13—92 commission by Quintero w/mermaids, PM Groton
- 09-29 OHIO (SSBN 726) 11-11-91 10<sup>th</sup> Anniv by Quintero w/mermaid, PM Groton
- 09-30 MARYLAND (SSBN 738) 8-10-91 launch cachet by Quintero w/mermaids, PM Groton
- 09-31 WYOMING (Civil War Screw Sloop) 11-13-1879 letter, no cover
- 09-32 NEW JERSEY (BB 62) 2-8-91 Last Day in Commission by USS LA Ch
- 09-33 TURNER JOY (DD 951) 2-6-79 ships r/s cachet
- 09-34 MISSOURI (BB 63) 7-6-88 Change of Cmd, ships silhouette
- 09-35 YAHARA (AOG 37) 2-21-46 uncached with r/s cc
- 09-36 JOHN PAUL JONES (DD 932) 6-13-56 ships r/s cachet
- 09-37 2-FORREST SHERMAN (DD 931) covers with r/s cachet, 1976 & 1978 officer auto
- 09-38 SPANGLER (DE 696) 9-7-46 Generic US Navy cachet w/BB, CV & LST shown
- 09-39 Sailor mail to BOYD (DD 544) 2-15-45 PM Chicago
- 09-40 HARRY F BAUER (DM 26) 3-17-46 St Patricks Day
- 09-41 USCGC POLAR STAR 1-9-96 Op Deepfreeze, 50<sup>th</sup> annual operation
- 09-42 GEN. H W BUTNER (AP 112) 1-30-48 In memory of FDR
- 09-43 FARGO (CL 106) 6-23-46 1<sup>st</sup> Day, sailor reading paper
- 09-44 RICHMOND (CL 9) 4-11-32 r/s concentration of US Fleet at Long Beach
- 09-45 HOLDER (DD 819) 3-26-47 Harrington printed photo cachet
- 09-46 SAVANNAH (AOR 4) 4-23-70 christen cachet by Gen'l Dynamics
- 09-47 VXE 6 Navy squadron 11-25-75 cover flown to S Pole Sta, pilot sign
- 09-48 TUSCALOOSA (CA 37) 8-17-34 r/s commission cachet
- 09-49 2 r/s cacheted covers: MORTON (DD 948) 1974 & R S EDWARDS (DD 950) 1972
- 09-50 MORTON (DD 948) 8-19-81 Saltiest Ship in Fleet, Morton Salt logo
- 09-51 ODAX (SS 484) 4-6-71 r/s cachet, PM HOWARD W GILMORE
- 09-52 BIDDLE (DD 151) 4-22-36 17<sup>th</sup> B'Day cachet by ANCS 145
- 09-53 HOLLISTER (DD 788) 4-6-71 ships r/s cachet
- 09-54 MERCY (TAH-19) 5-7-91 ships r/s cachet, 2 cancels
- 09-55 ANTIETAM (CV 36) 7-18-45 sailor mail w/censor mark
- 09-56 BENNINGTON (CV 20) 6-3-61 Naval Aviation 50<sup>th</sup> anniv r/s cachet
- 09-57 PARGO (SSN 650) 99-17-66 launch cachet by Wright (Gen'l Dynamics)
- 09-58 WINDHAM BAY (T-CVU 92) 10-1-57 r/s statue of Liberty as cachet
- 09-59 USS ARKANSAS (BB 33) 8-17-35 David Crockett cachet
- 09-60 USNS VANGUARD (TAGM 19) 11-19-69 in Support of Apollo 12, PM Cape Canaveral
- 09-61 GREER (DD 145) 1-13-37 Last Day in Commission by ANCS 15
- 09-62 IOWA (BB 61) 4-28-84 Recommission cachet
- 09-63 ZELLARS (DD 777) 2-21-53 r/s cachet of ship
- 09-64 STATEN ISLAND (WAGB 278) 2-3-71 Op Deep Freeze 1971, CO auto
- 09-65 SARATOGA (CVA 60) 4-14-56 commission by Farragut Ch
- 09-66 WAGNER (DER 539) 2-22-55 r/s commission cachet
- 09-67 NORTHAMPTON (CA 26) 8-3-35 Fleet Week Seattle cartoon by ANCS, sunk
- 09-68 LAMSON (DD 367) 1-25-37 shakedown cruise to S Am
- 09-69 PHOENIX (CL 46) 10-3-38 commission cachet, sunk Falkland War 1982
- 09-70 PHOENIX (CL 46) 1-2-39 shakedown cruise kb Buenos Aires, sunk 1982
- 09-71 VALLEY FORGE (CV 45) 11-3-46 US Navy in Japanese Waters
- 09-72 VALLEY FORGE (CV 45) 5-12-49 With our Pacific Fleet cachet
- 09-73 REEVES (CG 24) 2-3-88 ships r/s cachet, Mid East Force 1987
- 09-74 DA NANG (LHA 5) 11-12-76 Pascagoula machine cxl, keel lay by USS America Ch
- 09-75 NASSAU (LHA 4) 4-27-84 Nato Ex United Effort 84, CO auto
- 09-76 CONSOLATION (AH 15) 10-27-48 Navy Day Crosby-like photo cachet
- 09-77 TUSCANA (AKN 3) 1-25-45 sailor mail w/censor mark
- 09-78 RELIEF (AH 1) 12-28-34 14<sup>th</sup> Anniv of commission cachet
- 09-79 RELIEF (AH 1) 1-1-35 New Years greetings cachet
- 09-80 RELIEF (AH 1) 2-20-34 salute to Old Ironsides, nmc auto
- 09-81 CONSOLATION (AH 15) 8-8-47 Navy Dept seal as cachet
- 09-82 RELIEF (AH 1) 2-13-34 John Hunter cachet
- 09-83 RELIEF (AH 1) 12-20-33 Dr Ambrose Pare typed cachet
- 09-84 RELIEF (AH 1) 12-17-33 Paracelsus typed cachet
- 09-85 RELIEF (AH 1) 12-11-33 2 ships cxls and FDC of precancels PM Sand Spring, OK
- 09-86 BOUNTIFUL (AH 9) 7-8-46 (1946 upside down) r/s generic Auxiliary vessel cachet
- 09-873 B&W AH PCs: COMFORT (AH 6), BENEVOLENCE (AH 13) & CONSOLATION (AH 15)
- 09-88 3 color AH PCs: SANCTUARY (AH 17), MERCY (T-AH 19) & COMFORT (T-AH 20)
- 09-89 3 B&W US ARMY AH PCs: ALGONQUIN, BLANCHE F SIGMAN & LARKSPUR
- 09-90 12<sup>th</sup> Special Bn, Medical Dept Williamsburg VA 8-11-43, cmd cachet
- 09-91 Naval Hospital Phila 4-1-35 by Hutnick, PM US Naval Hospital Phila
- 09-92 Naval Mobile Base Hospital #1 11-13-40 cachet & cxl
- 09-93 RELIEF (AH 1) 2-16-34 S Weir Mitchell cachet
- 09-94 RELIEF (AH 1) 1-25-34 James M Sims cachet by Med Cachet
- 09-95 RELIEF (AH 1) 4-21-35 Easter Greetings by RC Anders
- 09-96 HAVEN (AH 1) 10-27-64 Navy Day at Long Beach by Adm Reeves Ch
- 09-97 Naval Hospital Annapolis, cachet by Tambling 7-10-41
- 09-98 USN Mobile Base Hosp #1, Washington B'Day cachet by USCS 535
- 09-99 CONSOLATION (AH 15) 8-26-47 Our Navy 2<sup>nd</sup> to None r/s cachet
- 09-100 CONSOLATION (AH 15) 10-27-47 Navy Day 1947 cachet
- 09-101 RELIEF (AH 1) 3-5-35 Robert Koch typed cachet
- 09-102 RELIEF (AH 1) 4-9-34 RELIEF bids S CA Au Revoir by USCS 204A
- 09-103 HAVEN (AH 12) 7-14-56 Importance of Navy Increasing r/s cachet, to USS RICE CTY LST
- 09-104 BENEVOLENCE (AH 13) 10-27-46 r/s TR cachet, PM USN Br 15782
- 09-105 LEONARD WOOD (APA 12) 8-7-42 sailor mail w/censor mark
- 09-106 FDC John Paul Jones stamp 9-23-79 silk cachet
- 09-107 TOMBIGBEE (AOG 11) 8-1-57 Arctic Operation cachet, stained
- 09-108 US GRANT (SSBN 631) 9-5-64 1<sup>st</sup> Polaris firing, PM Cape Canaveral
- 09-109 DANIEL BOONE (SSBN 629) 7-16-64 1<sup>st</sup> Polaris firing, PM Cape Canaveral
- 09-110 DANIEL BOONE (SSBN 629) GOLD 7-30-64 1<sup>st</sup> missile launch, PM Cape Canaveral
- 09-111 JOHN ADAMS (SSBN 620) 6-23-64 1<sup>st</sup> missile firing, PM Cape Canaveral
- 09-112 ANDREW JACKSON (SSBN 619) 11-12-63 Polaris missile shot PM Patrick AFB
- 09-113 PERMIT (SSN 594) 12-4-63 1<sup>st</sup> firing Subroc PM Pasadena
- 09-114 PETERSON (DE 152) 12-2-59 Op Deep Freeze 5 cachet, CO auto
- 09-115 GLACIER (AGB 4) 11-15-62 Op Deep Freeze cachet, auto
- 09-116 LEXINGTON (CV 2) 1-1-34 Wish You a Pleasant cruise for 1934
- 09-117 RAFAEL PERALTA (DDG 115) 7-29-2017 hand drawn/colored ship & Navy cross
- 09-118 LOCUST (AN 22) 10-2-44 sailor mail w/censor mark, FRONT ONLY
- 09-119 SHANGRI LA (CVA 38) 10-27-66 Join the 6<sup>th</sup> Fleet on 5<sup>th</sup> Med cruise
- 09-120 MCKEAN (DD 784) 2-22-66 Washington B'Day at Long Beach by EF Cachets
- 09-120 TURNER JOY (DD 951) 2-22-66 Washington B'Day at Long Beach by EF Cachets
- 09-121 CONSTITUTION (IX 21) 6-14-77 Old Ironsides salutes Old Glory
- 09-122 NEOSHO (AO 143) 12-25-77 Seasons Greetings by Art Craft
- 09-123 LEXINGTON (AVG 16) 12-7-80 Map of Pearl Harbor as cachet
- 09-124 FDC Adm Chester W Minitz stamp 2-22-85 Art Craft cachet
- 09-125 RELIEF (AH 1) 12-21-33 John B Murphy typed cachet
- 09-126 CINCINNATI (CL 6) 9-5-38 Labor Day
- 09-127 FULTON (AS 1) Armistice Day cachet 12-13-32
- 09-128 HARLAN H DICKSON (DD 708) 12-25-46 Seasons Greetings
- 09-129 POTOMAC (AG 25) 1-30-42 Crosby photo cachet of FDC
- 09-130 TRUCKEE (AO 147) 12-25-77 Seasons Greetings by Art Craft

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 S9-70 REDFIN (SS 272) 8-31-43 commission cachet, PM Manitowoc MB \$3  
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 S9-72 REDFIN (SS 395) 4-12-44 commission cachet MB \$3  
 S9-73 REQUIN (SSR 481) 2-27-53 generic sub cachet with r/s cc & emb seal, PM FULTON MB \$3  
 S9-74 ROBALO (SS 273) 5-9-43 launch cachet, PM Manitowoc, sunk MB \$3  
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 S9-76 ROCK (SS 374) 6-20-43 launch cachet, PM Manitowoc MB \$3  
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 S9-81 RUNNER (SS 275) 12-8-41 r/s keel lay, PM Portsmouth, sunk MB \$3  
 S9-82 RUNNER (SS 476) 3-30-66 by Nicholson, poor PM HAMMERBERG MB \$3  
 S9-83 MACON (ZRS 5) 11-12-34 Armistice Day celebration, PM Alameda MB \$3  
 S9-84 MACON (ZRS 5) 8-13-34 fit from Moffett Fld to San Fran, PM Moffett Fld MB \$3  
 S9-85 MACON (ZRS 5) 8-9-34 ZRS5 heads N for Sunnyvale after Camp Kearny MB \$3  
 S9-86 ZELLARS (DD 777) 10-27-45 generic Navy cachet, postage free MB \$2  
 S9-87 HANCOCK (CV19) 10-27-45 Navy Day c, kb read "Navy Day San Pedro" MB\$2  
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 S9-102 PECOS (AO 6) 4-21-33 #10 penalty, printed cc, kb Cavite MB \$2  
 S9-103 VEGA (AK 17) 7-29-27 #10 penalty, printed cc, PM Unalaska, AK MB \$2  
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**Historical questions researched.** James Myerson, 6550 E. Washington Blvd., Commerce CA 90040-1822. SASE for reply.

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

\*fee for 15 months Membership year begins April 1. Table above includes \$2.00 for registration / initial mailing.  
**Life Membership:** To age 45, \$500; ages 46-55, \$400; ages 56-65, \$350; ages 66-75, \$250; age 76 and older, \$100.  
Renewal invoices sent each December for membership year beginning April 1. All payments must be in U.S. funds or check/ money order drawn on a U.S. bank or a USPS money order payable to USCS or to [Receipts@USCS.ORG](mailto:Receipts@USCS.ORG) from a PayPal account.

Mail to: Steve Shay, USCS Secretary, 747 Shard Ct., Fremont CA 94539-7419 11/18



**STEVE SHAY**  
**747 SHARD CT**  
**FREMONT CA 94539**

**PERIODICAL**

**Secretary's Report**  
**August 2019**  
**Welcome New Members**

- 12567 Dennis H Pack, 1915 Gilmore Ave, Winona MN 55987-2155
- 12568 Kaylain Ardora, 2547 Yakima Ave Unit 111, Tacoma WA 98405-3986 by Clifton Peters (11404)
- 12569 Shar Wilkey, 2104 70<sup>th</sup> Ave W Apt 2, University Place WA 98466-7602 by Clifton Peters (11404)
- 12570 Tom Cierzniwski, 29250 Highway 19 N Lot 535, Clearwater FL 33761-2197
- 12571 Jim Lundak, 1933 G St Apt 308, Lincoln NE 68510-5800
- 12572 Mark J Miranda PO Box 1156, Newport OR 97365-0091 by John Young (L-8219)

**Reinstated**

- L-10344 Edward Fein, 2066 San Tomas St, Fairfield CA 94533-2214
- S-12482 William Wiseman, 84 Silver Stream Rd, New Windsor NY 12553-8405

**Deceased**

- L-9941 Steve Henderson 11976 Gerard Wallster

**Change of Address**

- 12340 LCDR Chris Jasnoch, USCG, 143 Clarey Pl, Honolulu HI 96818-1274
- 11800 Edward Kuesport, 5400 Vantage Point Rd Apt 305, Columbia MD 21044-2659
- 12350 John Montgomery, 122 E Manhattan Dr, Tempe AZ 85282-5110

<b>Membership on 7/2/2019.....</b>	<b>788</b>
<b>New Members.....</b>	<b>6</b>
<b>Reinstated.....</b>	<b>2</b>
<b>Deceased.....</b>	<b>2</b>
<b>Membership on 8/4/2019.....</b>	<b>794</b>
<b>Membership on 7/2/2018.....</b>	<b>819</b>

**Steve Shay,**  
**Secretary**

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

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

**Contact George F Marcincin, USCS Chapter Coordinator**  
**911 Mohrsville Rd.**  
**Shoemakersville, PA 19555-9720**  
**george.marcincin@verizon.net**



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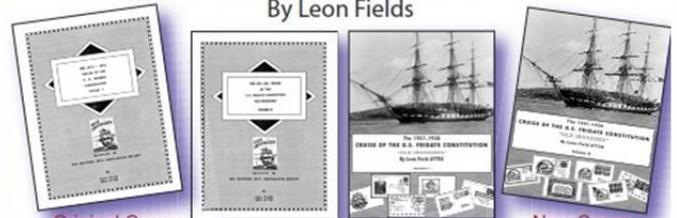
**Jim Forte**  
**P.O. Box 94822**  
**Las Vegas, NV 89193 800-594-3837**

**Future USCS Convention Schedule**

- 2020 September – MILCOPEX – Milwaukee WI**
- 2021 September 3-5 - BALPEX – Hunt Valley MD**

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By Leon Fields



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