



U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 87 No. 1

January 2020

Whole No. 1034

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Feature Collectible

Shipbuilder Kaiser Company Decal



We welcome Dennis W. Gill (L-12,475) as a new writer for the USCS Log. Dennis submitted January's feature item as an illustration for his article about shipbuilder Kaiser Vancouver that starts on Page 22.

This window decal, showing a CASABLANCA-class carrier is one of the decals that were distributed and displayed in the homes of shipyard workers and others around Vancouver, Washington.

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

Another January issue as we start Volume 87 of the *USCS Log*. I certainly hope you join us for another year of material covering the broad range of navophilately. For those of you, who received your renewal notices during December, please send in your dues as soon as possible. We need you in our membership for the coming years. A good way to ensure your continuation as a strong supporter is to look at the rate structure for Life Membership. It might make financial sense to go with a Life Membership. Either way, please continue with USCS.

While I often use this column to keep you aware of the status of material on hand for future *Logs*, as I mentioned last month, I do have a wealth of articles to begin the New Year. However, I want to remind you that your membership benefits are more than only the monthly *Log*. Thanks to a large number of members willing to share their knowledge and talents, USCS offers many areas of support for expanding your collecting enjoyment. Certainly, the monthly USCS Auctions are a source to build your collection. If you are interested in certain types of ship covers, joining the Sales Circuit might work better. Many of our Member-Dealers attend the major APS shows around the country and they carry a wide range of material for the novice to the advanced collector. The dealers often will take your requests and want lists to look out for certain material as they buy up estate collections.

New to the hobby? You can post questions on the USCS Webpage and some members will help answer your question or direct you to a member who can help.

The *USCS Log* often has a Beginning Members column that tries to get newer members the support they need to consider the many aspects of collecting naval covers.

Probably the most valuable support tool is the *USCS Naval Cover Museum*. Here you can focus on a particular ship and see a wide range of the cancels your ship has had during her life. Interested in specialized collecting fields? The NCM has 17 Special Collection areas to help you focus your efforts.

Please send your renewals—we support your collecting!

Send for Your Own Covers

USS ABRAHAM LINCOLN CARRIER STRIKE GROUP
USS ABRAHAM LINCOLN (CVN 72) Deployment Extended
USS LEYTE GULF (CG 55)

Surface Action Group Working with LINCOLN CSG
USS LASSEN (DDG 82) Deployed 12 September
USS FARRAGUT (DDG 99)
USS NORMANDY (CG 60)
USS FORREST SHERMAN (DDG 98)

USS HARRY S. TRUMAN (CVN 75) Now in 6th Fleet AOR

Recently/Currently Deployed

USS TEXAS (SSN 775) 5th Fleet AOR
USS MINNESOTA (SSN 783) Deployed NAVFOR Europe
USS RAMAGE (DDG 61 BMD Deployed 20 August
USS LEWIS B. PULLER (ESB 3) 5th Fleet AOR
USCGC STRATTON (WMSL 752) Western Pacific Deployed 12 June
USNS WALTER D DIEHL (T-AO 193) Western Pacific
USS FLORIDA (SSGN 728) 5th and 6th Fleet AOR
USNS RAPPAHANNOCK (T-AO 204) 5th Fleet AOR
USNS ARCTIC (T-AOE 8) 5th Fleet AOR
USNS CESAR CHAVEZ (T-AKE 14) 5th Fleet AOR
USNS YUMA (T-EPF-8) 6th Fleet AOR
USS ALASKA (SSBN 732) Eastern Atlantic
USS KEY WEST (SSN 722) WESTPAC
USS GRIDLEY (DDG 101) Flag SNMG1 North Atlantic-Canada-USA

Collect-Share-Enjoy your hobby.

JOIN A USCS CHAPTER IN 2020



Out of the Past

Naval History and Heritage Command

2 January 2000 (Modern)

Retired Adm. Elmo R. Zumwalt, Jr., the 19th Chief of Naval Operations, dies at Duke University Medical Center, Durham, N.C. USS ZUMWALT (DDG 1000) was named for him.

4 January 1945 (WW II)

During attacks against the U.S. Navy force bound for the Lingayen Gulf, a kamikaze crashes into escort carrier USS OMMANEY BAY (CVE 79) in the Sulu Sea and damages her beyond repair. USS BURNS (DD 588) scuttles the carrier escort.

9 January 1918 (WW I)

The Naval Overseas Transportation Service, (now the Military Sealift Command), is established to carry cargo during World War I.

13 January 1865 (Civil War)

With 8,000 Union soldiers, Rear Adm. David Porter provides 59 warships and 2,000 Sailors and Marines to take Confederate Fort Fisher, N.C., after a 2-day assault.

18 January 1911 (Classic)

The first aircraft landing onboard a ship takes place when pilot Eugene Ely lands onboard the armored cruiser USS PENNSYLVANIA while anchored in San Francisco Bay, Calif., and then makes a return flight back to Tanforan Field in San Francisco.

22 January 1941 (WW II)

During World War II, USS LOUISVILLE (CA 28) arrives at New York with \$148,342,212.55 in British gold brought from Simonstown, South Africa, to be deposited in American banks.

25 January 1952 (Korean War)

High speed transport ship USS WANTUCK (APD 125) under CTF 95 OpControl, lands South Korean troops at night for demolition raid on enemy rail line, tunnels and bridges on east coast of Korea.

27 January 1945 (WW II)

Destroyer USS HIGBEE (DD 806) is commissioned. She is the first U.S. Navy combat ship to bear the name of a female member of the naval service. PCU LENA H SUTCLIFFE HIGBEE (DDG 123) is under construction at Ingalls Shipbuilding in Pascagoula MS.

30 January 1863 (Civil War)

While Landsman Richard Stout is a member of the crew of USS ISAAC SMITH, which is operating on the Stono River, S.C., Confederate forces ambush and capture the ship. For his brave conduct during this action, in which he is badly wounded, Landsman Stout is awarded the Medal of Honor.

31 January 1981 (Modern)

The era of Enlisted Naval Aviators comes to a close when the last enlisted pilot, Master Chief Robert K. Jones, retires after 38 years of naval service.

Calendar of Events

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

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

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

? notes a tentative or uncertain date.

signifies a change from previously published date.

February 2020

29 CGC STONE (NSC 9) Christening, Ingalls Shipbuilding

March 2020

28 PCU LENA H. SUTCLIFFE HIGBEE (DDG 123) Christening

April 2020

4 PCU DELAWARE (SSN 791) Commissioning, Wilmington DE

18 PCU VERMONT (SSN 792) Commissioning, Groton CT

Spring 2020

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

?? CGC STONE (WMSL 758) Christening in early 2020

Summer 2020

?? PCU ST. LOUIS (LCS 19) Commission, Pensacola FL

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

Thanks to: Bob Lamb for providing the 2020 Anniversary Updates. Thanks to Dale Hargrave, Mike Brock, & Rich Hoffner for ship event updates.

2020 Ship Anniversaries

75 YEARS – PUEBLO AGER-2, 4/7; **50 YEARS** – BLUE RIDGE LCC-19, 11/14; 45 YEARS – NIMITZ CVN-68, 5/3; **35 YEARS** – WHIDBEY ISLAND LSD-41, 2/9; ALABAMA SSBN-731, 5/25; PROVIDENCE SSN-719, 7/27; **30 YEARS** – COMSTOCK LSD-45, 2/3; ALBANY SSN-753, 4/7; MONTEREY CG-61, 6/16; DEVASTATOR MCM-6, 10/6; WEST VIRGINIA SSBN-736, 10/20; TORTUGA LSD-46, 11/17; SCOUT MCM-8, 12/15; **25 YEARS** – HARPERS FERRY LSD -49, 1/7; BOXER LHD-4, 2/11; TOLEDO SSN-769, 2/24; LABOON DDG-58, 3/18; RUSSELL DDG-59, 5/20; PAUL HAMILTON DDG-60, 5/27; FIREBOLT PC-10, 6/10; WHIRLWIND PC-11, 7/1; RAMAGE DDG-61, 7/22; MAINE SSBN-741, 7/29; TUCSON SSN-770, 8/18; CARTER HALL LSD-50, 9/30; THUNDERBOLT PC-12, 10/7; COLUMBIA SSN-771, 10/9; FITZGERALD DDG-62, 10/14; STETHAM DDG-63, 10/21; JOHN STENNIS CVN-74, 12/9; **20 YEARS** – TORNADO PC-14, 6/24; OSCAR AUSTIN DDG -79, 8/19; ROOSEVELT DDG-80, 10/14; **15 YEARS** – JIMMY CARTER SSN-23, 2/19; NITZE DDG-94, 3/5; HALSEY DDG-97, 7/30; BAINBRIDGE DDG-96, 11/12; **10 YEARS** – INDEPENDENCE LCS-2, 1/16; DEWEY DDG-105, 3/6; NEW MEXICO SSN-779, 3/27; MISSOURI SSN-780, 7/31; GRAVELY DDG-107, 11/20; **5 YEARS** – JOHN WARNER SSN-785, 8/1; MILWAUKEE LCS-5, 11/21; JACKSON LCS-6, 12/5

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.
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Naval News

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DDG 136 Named

The future Bath-built destroyer DDG 136 will be named after U.S. Senator and Navy veteran Richard Lugar of Indiana. As a Navy officer, Lugar provided intelligence briefings to then-Chief of Naval Operations Adm. Arleigh Burke, namesake for the DDG 51 class of destroyers. As a U.S. senator, serving from 1977 to 2013, Lugar was instrumental in reducing the threat of nuclear, chemical and biological weapons. Secretary of the Navy Richard V. Spencer in a naming ceremony Monday, 18 November 2019 announced the future USS RICHARD G. LUGAR (DDG 136).

PCU MOBILE Christened

The US Navy has christened the future USS MOBILE (LCS 26).

The christening ceremony took place at the Austal USA shipyard in Mobile, Alabama, on 7 December 2019.

U.S. Rep. Bradley Byrne, representing Alabama's first district, delivered the christening ceremony's principal address. His wife, **Rebecca Byrne**, president and CEO of the Community Foundation of South Alabama, served as the ship's sponsor.

LCS 26 is the 13th INDEPENDENCE-variant LCS and the 26th in the class. She is the fifth ship named in honor of the port city on Alabama's Gulf Coast.

USNS PUERTO RICO Delivered

The Navy accepted delivery of its 11th Expeditionary Fast Transport (EPF) vessel, the future USNS PUERTO RICO (T-EPF 11), from Austal USA on 10 December.

Delivery marks the official transfer of the ship from the shipbuilder to the Navy. EPF 11 will be owned and operated by Military Sealift Command.

Austal USA is also currently in production on the future USNS NEWPORT (EPF 12) and USNS APALACHICOLA (EPF 13), and is under contract to build the future USNS CODY (EPF 14).

PCU VERMONT Commissioning

USS VERMONT commissioning tickets are available now: Join Governor Phil Scott, USS VERMONT Commissioning Committee, and the crew of USS VERMONT for the Commissioning of Vermont's Namesake.

Ticket requests for the USS VERMONT (SSN 792) commissioning ceremony on 18 April 2020 in Groton, Connecticut are available now. Governor Scott will join boat sponsor, Gloria L. Valdez, the USS VERMONT Commissioning Committee, and the Crew of USS VERMONT to welcome the new VIRGINIA-class submarine into service for the U.S. Navy.

USS VERMONT is the 19th VIRGINIA-class nuclear attack submarine to be built and the third U.S. warship to bear the name "VERMONT." This boat will carry a crew of 15 officers and 120 enlisted. It also joins a legacy of two other nuclear submarines with ties to Vermont, USS ETHAN ALLEN (SSBN 608) and USS MONTPELIER (SSN 765).

USS VERMONT was christened on 20 October 2018 and will be put into service in April. Help send off USS VERMONT and attend the commissioning ceremony.

Tickets can be requested here:

<https://sites.google.com/view/vtssn792cc/request-tickets>

For any questions regarding this event, please contact the USS VERMONT Commissioning Committee via e-mail: ussvermont792@gmail.com.

Another DDG Named

Secretary of the Navy Richard V. Spencer announced a future ARLEIGH BURKE-class guided-missile destroyer will be named in honor of late Sen. Thad Cochran, a Navy veteran.

Cochran was commissioned an ensign in the U.S. Naval Reserve in 1959 after graduating from the University of Mississippi with a bachelor's degree in psychology and completed his service in the U.S. Navy in 1961.

He served on the staff of the Commandant of the Eighth Naval District in New Orleans, Louisiana; taught military law and naval orientation at the Officer Candidate School in Newport, Rhode Island; and was promoted to the rank of Lieutenant in the U.S. Naval Reserve.

Cochran went on to serve in the House of Representatives from 1973 to 1978 and represented Mississippi in the U.S. Senate from 1978 to 2018. He was recognized as the 10th longest-serving senator in the history of the United States.

"From his service as a legal officer aboard the heavy cruiser USS MACON, to his dedicated work on behalf of our Sailors and Marines on the Senate Appropriations Committee, Senator Thad Cochran was always a strong advocate for our nation's defense and a courtly voice for cooperation and civility in American politics," said Spencer. "We mourned his passing this May, but his legacy will live on wherever this ARLEIGH BURKE-class destroyer may serve."

While serving as Chairman of the Committee on Appropriations of the Senate from 2005 to 2007 and from 2015 to 2018, Cochran worked to strengthen the Armed Forces by supporting shipbuilding programs for the Navy, the Marine Corps, the Coast Guard, other critical Federal organizations, and the military bases and installations in the State of Mississippi and across the United States.

The Secretary of the Navy has sole authority to name Navy vessels. Guided-missile destroyers are currently named to honor members of the Navy, Marine Corps, and Coast Guard; former secretaries and assistant secretaries of the Navy; and members of Congress closely identified with naval affairs.

No hull number has been assigned yet.

President's Message

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Website revision update: As I write this column, we have received a contract proposal for the website rebuild. The proposal goes to the board next for approval of the budget allocation for the contract. Upon approval, the contract will be signed and the vendor expects to begin in early January 2020 on the site build. An end date of late February is planned. Again thank you to Vice-President **John Germann**, and all of the committee members. We are nearer!

I hope each of you had the best holiday season and are rested up for a new decade—the 2020s.

Along with your holiday mail, many of you should have received a membership renewal letter from our treasurer, **Lloyd Ferrell**. Now that the holiday season is over, but I urge you to complete any updates to your addresses and/or email information and send in your dues as soon as possible. We need every member to renew and to continue receiving the benefits of USCS membership. Your renewal date is above your mailing address on page 32 for those who get the print copy. If you are unsure of your renewal date, check with Secretary, **Steve Shay** at shaymur@flash.net.

Thad W. Kaczowski recently received a letter from the Veterans Administration in Tucson AZ that administered the Veterans National Stamp & Coin Club. The service is being eliminated by the VA and they no longer want to receive philatelic material. The volunteer that administered the program has retired. It was mentioned in the letter that donations can be made to the Postal History Foundation, 920 N. 1st Avenue, Tucson AZ 85719 which has its own program for donated material. Of course, better quality naval covers are always appreciated for donation to our **Log** Auctions.

While speaking of donations, **John Tarpey** (10,444) sent me another large package of naval covers to help recruiting efforts at convention tables. If any USCS Chapter needs handout material for their local stamp show, let me know and I will get you a package.

Since we are now in 2020, it is time to remind you to begin working on your exhibits for the USCS Convention at MILCOPEX in Milwaukee, WI September 25-27. The MILCOPEX site committee has been in contact with our Convention Chairs and planning is beginning.

Final note for this month—the Nominating Committee is continuing to build a slate of officers during the year. The December **USCS Log** will have the slate of officers and board nominees along with their biographies and ballot instructions. We continue to seek new members who are willing to share their experience to serve the membership in a positive manner. Please consider running for our board.

USCS Auctions – take a look!

JAPANESE BATAAN FDC - Bataan Victory stamp
WALLACE L LIND (DD 703) Tokyo Bay 9-2-1945



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

DK ENTERPRISES WORLDWIDE POSTAL HISTORY

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



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

The Goat Locker

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My first article for the *USCS Log* was published in February 1981 and it was my request for information on the Coast Guard hull numbering system. The Coast Guard was formed in January 1915, with the merger of the Revenue Cutter Service & the Lifesaving Service. The older cruising cutters had started to get "building numbers" in 1897, with the building of USS GRESHAM as RCS #1, while the four RARTIAN-class (110-foot) harbor cutters built in 1939 received building numbers (CG 72- CG 75.)

The only Coast Guard vessels to have hull numbers were Coast Guard destroyers loaned by the Navy during the Rum War (1924-34) and Coast Guard 75-foot Patrol Boats built to enforce Prohibition laws. These patrol boats commonly referred as "Six Bitters" were numbered 100 -302 with the last one CG 138 seeing service in 1946.

President Roosevelt transferred the Coast Guard to the Navy by Executive Order 8929 on 1 November 1941. After the attack on Pearl Harbor, Commander, Atlantic Fleet issued instruction that directed the ships painted their designating numbers in white, two feet high, in the general location designated for destroyers. Since the Coast Guard had no designated numbers and Commanding Officers were unable to comply with the Navy's directive, Coast Guard COMDT Admiral Waesche proposed numbers (700 thru 913) for the specific classes of cutters, patrol boats, tenders and cutters being built.

Waesche's changed his mind and a week later had hull numbers according to the Coast Guard's Call Sign Book, 1941. The directive applied only to Coast Guard vessels other than those of the numbered class. The numbered class included patrol craft of the 83-foot WYP that was CG 450. She became CG 83300 and saw service at Normandy (1944) and spent the rest of her service in Boston until April 1961.

The Call Sign Book started its numbering with # 31 and the cutters were listed alphabetically, accordingly to class i.e. 327-foot Secretary-class, 250-foot Lake-class, 240-foot class, Miscellaneous class and included buoy-tenders and lightships from the U.S. Lighthouse Service that became part of the Coast Guard in July 1939. USCGC BIBB (WPG 31) while USCGC ZINNIA (buoy-tender) was designated WAGL 255.

As new cutters were acquired, they were included with an unused number, as in the case of STORIS was given hull number WAGL 38 (1942) and MACKINAW was designated WAG 83 (1944.) The "Wind"-class icebreakers received hull numbers 278-281, with second NORTHWIND designated WAGB 282.

Revenue Marine Penalty Envelopes

Revenue Marine penalty envelopes obtained from the Jim McDevitt Collection have been identified as being used by Francis Grey Ford Wadsworth. Wadsworth served in the Revenue Marine/Revenue Cutter Service from 30 June 1874 (3rd Lieut) to 30 December 1908 (Senior Captain.) A check of Coast Guard records revealed that Wadsworth served aboard two different cutters around the date cancels on the covers.

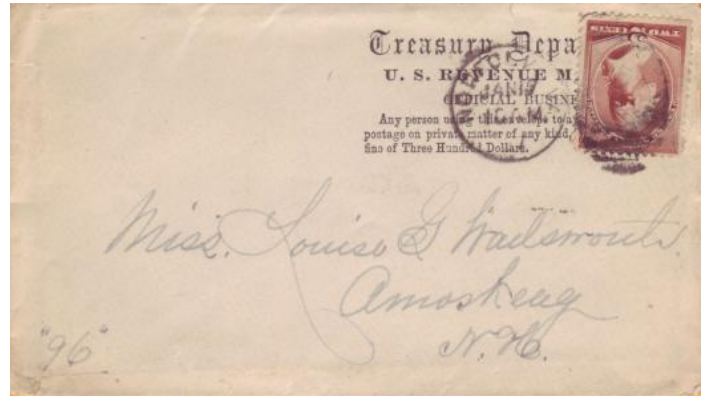


Figure 1: Penalty envelope franked with 2 cents Washington (Sc.# 210) from 2nd Lieut Wadsworth to relative in Amoskeag, N.H. canceled Norfolk VA on 15 JAN 1887. He served aboard USRC HAMILTON at Norfolk 8 DEC 1886 thru 16 APR 1887 and 14 DEC 1888 thru 29 MAR 1889.

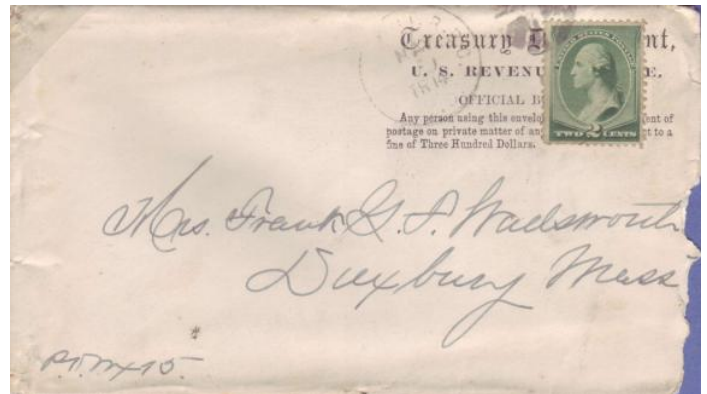


Figure 2: Penalty envelope franked with 2 cents Washington (Sc # 211) from 2nd Engr Wadsworth to his wife in Duxbury, MA with unreadable R.P.O. cancel, dated 20 MAY and b.s. unreadable, dated 21 MAY 1889. Wadsworth served aboard COMMODORE PERRY at Erie, PA from 11 MAY 1889 until his next assignment.

He addressed letter to Mrs. Frank G.F. Wadsworth but the Register of Officers, Revenue Marine Service lists his christen name was Francis with middle names Grey Ford. The 1908 Register lists Senior Captain Wadsworth waiting orders to Duxbury, MA, while another publication gives his retirement date 30 DEC 1908. In days of old, Officers would retire on their 65th birthday. His DOB was December 30, 1843.

Coast Guard News

The Coast Guard will commission its newest 154-foot, USCGC DANIEL TARR (WPC 1136) at Galveston TX in January 2020. One of three WPC's that will be home-posted there, she was named after Daniel Tarr who was awarded the

Silver Star for his actions during Marine landings at Tulagi, Solomon Island on 7 August 1942. Tarr and three other coxswains Glen Harris, Harold Miller and William Sparling were part of an experiment of using Coast Guard surfmen to operate landing craft during the landings.

Two other 154-foot patrol boats to be home-ported in Galveston are USCGC EDGAR CULBERTON (1137) and USCGC HAROLD MILLER (1138) by early spring 2020. They should be based at Station Galveston, 3000 Fort Point Road, Galveston TX 77550 which should be their mailing address.

Local news informed me that two Coast Guard Reservists that were killed in the Towers on Nine-Eleven are amongst the latest name of proposed 154-foot Sentinel class patrol boats. Police Officer Vincent G. Danz, NYPD was assigned to Emergency Truck #3 in the Bronx and Firefighter Jeffrey Palazzo, FDNY was assigned to Staten Island's Rescue Five. Danz was Port Security Specialist and Palazzo was Machinery Technician that augmented at Sector New York.

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

Recruiting Results for 2019

Steve Shay (L-10,821)

Here are the recruiting results are in for 2019. We had a total of 19 recruits for the year, once again down a little from the previous year.

Our top recruiter was **Lloyd Ferrell**, with 5 recruits. The other recruiters were **Paul Huber (3,)** **Rich Nallenweg (3,)** **Clifton Peters (2,)** **John Young (1.5,)** **Anthony O'Brien, Dave Gehringer, Frank Hoak III** and **Rich Hoffner** with 1 each and **Greg Ciesielski** with .5.

This was the 15th year when USCS has paid a \$5 finder's fee for each new member recruited by a member. We will continue this again in 2020. For bringing in five new members you will receive a one year paid membership.

Please see if you can find a new member in 2020. We need your help. Your monthly Log has an application on page 31 of each issue. I can also provide applications or envelope stuffer cards to help your recruiting efforts. Just drop me a note via e mail or regular mail and I'll send some to you.

Thank you to all the recruiters in 2019!

Got socks for the holidays?

Why not put them on and stay warm while you search your collection for duplicate covers to sell to help your fellow collectors build their collections?

Advertise what you have to sell with an inexpensive ad on page 31.
Only \$6.00 per month.

Proposed 2020 Submarine Anniversary Pictorial Cancellation List

Rich Hoffner, Sr. (H-4456)

Wolfgang Hechler (9392)

The following list of anniversary dates will be used to generate pictorial cancellation applications to USPS for approval of the event cancellation. Actual approval and issue of a pictorial is dependent on timing and USPS.

Feb 24, 2020 USS TOLEDO SSN-769 Norfolk
25th Anniversary

Mar 27, 2020 USS NEW MEXICO SSN-779 Norfolk
10th Anniversary

April 07, 2020 USS ALBANY SSN-753 Norfolk
30th Anniversary

May 25, 2020 USS ALABAMA SSBN-731 Groton
35th Anniversary

July 19, 2020 USS JIMMY CARTER SSN-23 Groton
15 Years

July 27, 2020 USS PROVIDENCE SSN-719 Groton
35th Anniversary

July 29, 2020 USS MAINE SSBN-741 Groton
25th Anniversary

July 31, 2020 USS MISSOURI SSN-780 Groton
10th Anniversary

Aug 01, 2020 USS JOHN WARNER SSN-785 Norfolk
5th Anniversary

Sept 09, 2020 USS TUCSON SSN-770 Norfolk
25th Anniversary

Oct 09, 2020 USS COLUMBIA SSN-771 Groton
25 Years

Oct 20, 2020 USS WEST VIRGINIA SSBN-736 Groton
30th Anniversary

November 30, 2020 USS PITTSBURGH SSN-720 Groton
35th Anniversary

List prepared by Dieter Lange

Please
remember to
send in your
USCS Dues if
this is your year
to renew.

1920 Join the Navy Cancellation

*Charles H. Bogart (8489)
201 Pin Oak Place
Frankfort KY 40601-4250*

I recently took on the sad duty of helping to close out an estate. A part of the estate was a collection of railroad related postcards. As I sorted through the postcards, I checked both their front and back. In truth I was checking their backs to see if they had Railroad Post Office (RPO) cancellations, a few did. However, I also came across two postcards from 1920 that had their stamps cancelled with the slogan, "Join the Navy Training Travel." The one postcard was cancelled at St. Louis, Missouri, on 19 July 1920 and the other card was cancelled in New York, New York. While the New York cancellation date is unclear the writer of this postcard dated it "9-4-20."

A question I have of the members of USCS is, why in 1920 was the U. S. Navy conducting a national recruiting campaign? World War I had ended in 1919 with the signing of a peace treaty. The Navy in 1920 was down-sizing, laying up and selling off its ships. One would have thought that the Navy had adequate personnel to man the ships of this smaller fleet, but apparently this is not true. Was the reason for the recruiting campaign that so many men left the Navy in 1919, with the end of the war, the Navy lacked the manpower to man the capital ships then on the building ways that were to join the fleet over the next few years? A fleet of ships that we now know did not join the U.S. Navy due to the Washington Naval Conference.

Does any USCS member have any information on the Whys and Wherefores of this 1920 cancellation stamp; "Join the Navy Training Travel."

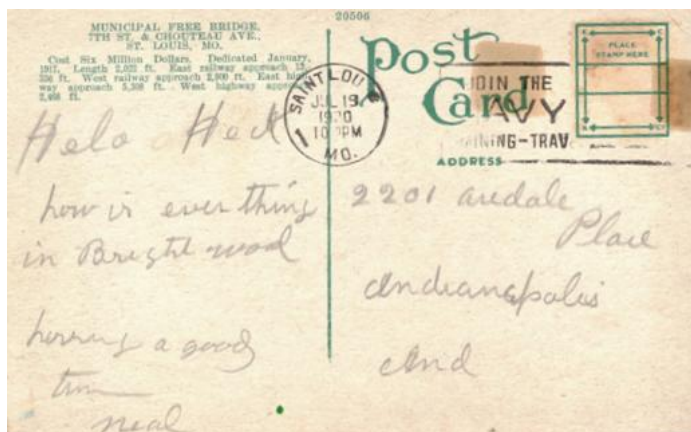


Figure 1

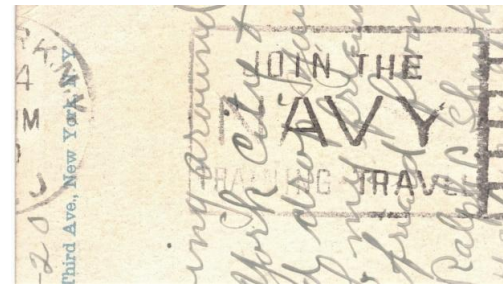
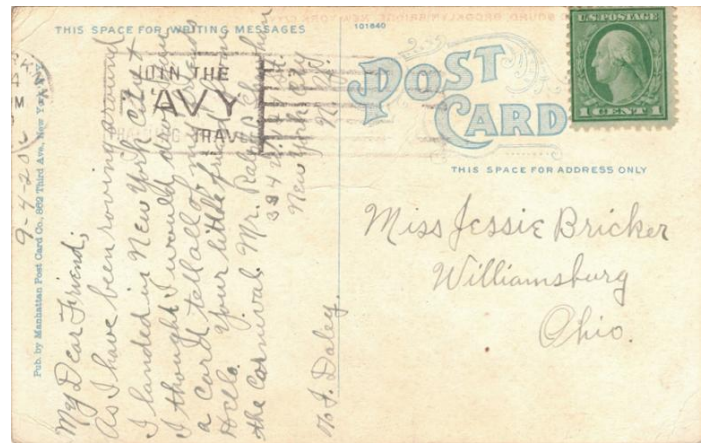
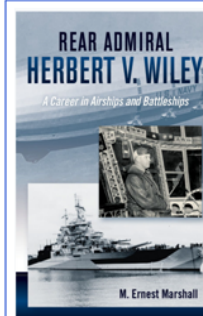


Figure 2

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



This peer-reviewed book, newly released by the Naval Institute Press on September 15, 2019, is simultaneously a biography of Rear Admiral Herbert V. Wiley and a seamless history of the U. S. Navy's lighter-than-air program. The history of the Navy's four airships (the *Shenandoah*, the *Los Angeles*, the *Akron*, and the *Macon*) is given in detail, including the Courts of Inquiry investigations into the crash of the *Shenandoah*, *Akron*, and *Macon*. Wiley survived the crash of the *Akron* and *Macon*.

The book also details Wiley's time with the surface fleet including such moments as being on board a battleship with the Naval Academy's summer cruise in 1915 – the first time Navy warships traversed the Panama Canal; details are presented of the mail drop from planes of the *Macon* to President F. D. Roosevelt on board the U.S.S. *Houston*. Wiley commanded the battleship U.S.S. *West Virginia* at the famous battle of Surigao Strait during WW II. This battle is presented in great detail.

This 352-page hard-cover book includes a center spread of black-and-white photos on glossy paper. It is available from the Naval Institute Press (www.usni.org/book) or from amazon.com.

M. Ernest Marshall, M.D. is an author/historian and retired Professor of Medicine residing in Charlottesville, Virginia. His first book, published by Sunbury Press was *That Night at Surigao – Life on a Battleship at War*. He is currently writing the biography of Admiral Charles E. Rosendahl.

Marshall is a member of the APS, the AAMS and the USCS.

West Coast Navy News

Ted Minter (9017)

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



USS KEY WEST Change of Command

CDR Michael McGuire relieved CDR Grady Hill as commanding officer of LOS ANGELES-class fast attack submarine USS KEY WEST (SSN 722) in a time-honored change of command ceremony at Naval Base Guam, 13 November 2019.

USNS MIGUEL KEITH Delivered

The Navy accepted delivery of its third Expeditionary Sea Base (ESB) ship, USNS MIGUEL KEITH (ESB 5) 15 November 2019.

Delivery marks the official transfer of the ship from the shipbuilder to the Navy. ESB 5 will be owned and operated by Military Sealift Command.

ESBs include a four-spot flight deck and hangar and a versatile mission deck and are designed around four core capabilities: aviation facilities, berthing, equipment staging support and command and control assets. ESBs will operate as the component commander requires, providing the U.S. Navy fleet with a critical access infrastructure that supports the flexible deployment of forces and supplies.

USNS MIGUEL KEITH was constructed by General Dynamics NASSCO shipyard in San Diego, California. NASSCO is under contract for detail design and construction of ESBs 6 and 7, with an option for ESB 8.

USS NEW ORLEANS Arrives in Sasebo

USS NEW ORLEANS (LPD 18) joined the U.S. 7th Fleet amphibious force in Sasebo 1 December, after transiting the Pacific Ocean from her former homeport of San Diego.

NEW ORLEANS will be the second amphibious transport dock ship assigned to Commander, Amphibious Squadron 11, joining USS GREEN BAY (LPD 20) which was deployed to the 7th Fleet in 2015.

Amphibious Squadron 11 integrates regularly with the 31st Marine Expeditionary Unit (MEU) to ensure the services are trained and ready to operate together to provide the most efficient amphibious fighting force in the Asia-Pacific region.

USS AMERICA Joins 7th Fleet

USS AMERICA (LHA 6) joined the U.S. 7th Fleet forward-deployed amphibious force in Sasebo, 6 December, after transiting the Pacific Ocean from her former homeport of San Diego.

AMERICA was designed from inception to maximize the capabilities of the U.S. Marine Corp's F-35B Joint Strike Fighter.

AMERICA replaces USS WASP (LHD 1) as the U.S. 7th Fleet's forward-deployed amphibious assault carrier. WASP departed the U.S. 7th Fleet area of operations as part of a scheduled transition 4 September and returned to Norfolk, Virginia 18 November.

Letters to the Editor

2 December 2019

Dear Richard,

I greatly enjoyed **Jake Wilhelm's** article in the November 2019 *Log*, "The Scenery was Nice, Too." While it's no mystery why most of our collections heavily consist of covers from the Pacific, Asiatic, and Atlantic Fleets, and the articles here reflect that, it's nice to give some recognition to the Med, especially the pre-6th Fleet Med, as theaters of USN operations. As it happens I'm able to add a couple more COGHLAN covers to his from Venice and Marseilles. **Figure 1** is a #10 Official cover from 23 Oct. 1925, from Alexandria, Egypt. **Figure 2** is also a #10, but the location in the killer bars is Gibraltar / B.P." Presumably B.P. indicated "British Possession," tho' it was a Crown Colony at the time. The Gibraltar cancel is poorly struck, but is also October, with a day in the 20's, and likely 1925. Without Deck Logs to consult, I'll defer to members who've done such things to decide whether you can sail the length of the Mediterranean in 3 or 4 days.

Note that both KB location bracket the 'country' name with printer's 'dingbats,' as is the case with Jake's Marseilles cover from 5 months earlier. I had to look up what the "F Cards" referenced on the Alexandria cover were—there's a nice 1946 summary (and numbers suggesting *lots* of Official covers went to BuMed because of them!) on pp. 6-8 of

https://books.google.com/books?id=57InjWKEwNMC&pg=PA6&lpg=PA6&dq=%22F+Card%22++Navy&source=bl&ots=muT3_OJYEZ&sig=ACfU3U0RJboRM0OSu3aRmh5IIBqtmjFgw&hl=en&sa=X&ved=2ahUKewji9s_oy5jmAhUxKX0KHfV0CdUQ6AEwAXoECAkQAQ#v=onepage&q=%22F%20Card%22%20%20Navy&f=false [or just Google "F Card Navy!"]

Thanks to Jake for another great article and to you for another great issue!

Greg Finnegan 9677
Oakland CA

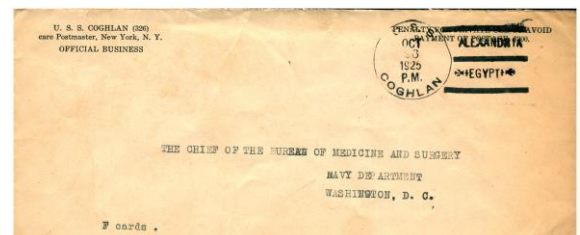


Figure 1: USS COGHLAN at Alexandria/ Egypt

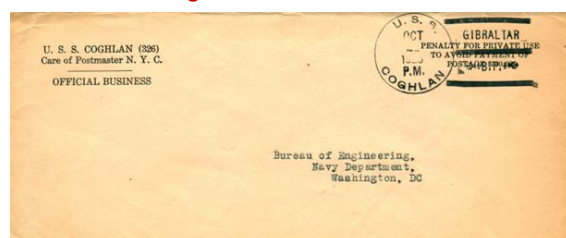


Figure 2: USS COGHLAN at GIBRALTAR/ B.P.

Norfolk Navy News

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



USS WASP Completes Homeport Shift

USS WASP (LHD 1) arrived at her new homeport of Naval Station Norfolk on 18 November, completing a homeport shift after spending nearly two years forward deployed Japan.

The ship had been assigned to Commander Fleet Activities Sasebo and operated in the US 7th Fleet (C7F) area of operations.

WASP departed Sasebo in late August and will be replaced by USS AMERICA (LHA 6) later this year.

USS NORMANDY Visits Rota, Spain

USS NORMANDY (CG 60) conducted a scheduled port visit to Rota, Spain 2-5 December.

NORMANDY's crew was able to take advantage of some well-deserved time on liberty though only in port for a brief period. The ship was in Rota for approximately three days before getting underway to continue operations in the U.S. 6th Fleet (C6F) area of responsibility.

The stop in Rota was NORMANDY's third port visit this deployment and her second in the C6F area of responsibility.

NORMANDY, homeported in Norfolk, Virginia, is operating as part of the USS HARRY S. TRUMAN (CVN 75) carrier strike group, operating in the C6F area of responsibility as part of a scheduled deployment.

Changes of Command

CDR Donald Curran relieved CDR Zoe B. Arantz as commanding officer of the ARLEIGH BURKE-class guided-missile destroyer USS NITZE (DDG 94) during a 21 November change-of-command ceremony aboard the ship at Naval Station Norfolk.

PCU JOHN F. KENNEDY Christened

With more than 20,000 attendees, President John F. Kennedy's daughter, the Honorable Caroline Bouvier Kennedy, former U.S. Ambassador to Japan, officially christened Pre-Commissioning Unit (PCU) JOHN F. KENNEDY (CVN 79) during a Huntington-Ingalls Industries' Newport News Shipbuilding (HII-NNS) division ceremony in Newport News, 7 December.

Kennedy thanked the Navy, Newport News Shipbuilding, as well as the leadership and crew of PCU JOHN F. KENNEDY for their efforts to build the warship.

Kennedy reflected on the first ship to bear her father's name and how the second FORD-class aircraft carrier will continue to represent her father proudly.

Former NASA Administrator and retired U.S. Marine Corps Maj. Gen. Charles F. Bolden Jr., delivered the keynote address emphasizing the important role of our 35th president to our nation and the continuation of his legacy through the second FORD-class aircraft carrier.

"This incredible ship before us today serves as the biggest instrument of deterrence and carries our nation's pride and hope for a better world," said Bolden who added that the future USS JOHN F. KENNEDY serves as "a hope for a better tomorrow."



Caroline Bouvier Kennedy, President John F. Kennedy's daughter, former U.S. Ambassador to Japan and the ship's sponsor, christens the aircraft carrier USS JOHN F. KENNEDY (CVN 79).

VIRGINIA-Class Submarine Contract

Huntington Ingalls Industries announced 2 December that its Newport News Shipbuilding division and teaming partner General Dynamics Electric Boat were awarded a \$22 billion contract to build nine VIRGINIA-class submarines for the U.S. Navy.

The Block V contract allows Newport News and Electric Boat to continue the modernization of the fleet of nuclear-powered fast-attack submarines over a five year period, with construction starting in 2019 and deliveries scheduled from 2025 through 2029.

Newport News will serve as the delivery yard for five of the planned submarines.

Under the contract, eight of the nine boats will be built with the VIRGINIA Payload Module (VPM), an 84-foot section that provides more than three times the missile strike capacity of the current VIRGINIA-class submarines. The contract also includes an option for a 10th boat with VPM.

This contract also continues the two per year construction cadence essential to sustaining production efficiencies.

Newport News and its teaming partner Electric Boat have built and delivered 18 VIRGINIA-class submarines; 10 Block IV boats are currently under construction.

VPM will provide the Navy with undersea strike capability that currently resides with the 4 OHIO-class guided-missile submarines, and the flexibility to host a variety of payloads.

DELAWARE to be Commissioned

PCU DELAWARE (SSN 791) commissioning is set for 4 April 2020 at Wilmington Delaware

*Regards,
Darrell*

REAGAN Chapter Members Assist With Annual Youth Stamp Fair

Mel Dick (11,911)

Once again, USS REAGAN Chapter members that hold joint membership in the Ventura County Philatelic Society assisted with the traditional October event held at the historical Dudley House in Ventura, California. Although turnout this year was smaller in numbers than usual, enthusiasm and excitement remained high as youngsters and their parents went from station to station to participate in the plethora of activities planned. Cachet design contests, watermark detection, along with numerous other stamp collecting techniques were presented. Free stamps and covers, door prizes and registration packets with collecting tools, CD's and related support materials were provided. There was even a "Guess how many stamps in the jar contest".

Cachet design contests were divided into age categories with winners announced and presented additional prizes at an Awards Night on 18 November as part of a VCPS general meeting. REAGAN members **Bill Garner**, **Frosty Godfrey**, and **George Lyon** manned the station table this year. USCS provided naval covers, picture postcards, and **Log** copies for registration packets, the cover table and door prizes. Special thanks to USCS Treasurer **Lloyd Ferrell** for seeing that those items arrived in time for distribution. The REAGAN Chapter and Ventura County Philatelic Society are grateful for the continued support of USCS.

*Frosty Godfrey at the
cover and topical table.*



*George Lyon at the
cachet design tables.*



*Bill Garner and Ken O
at the soaking station.*



Membership Dues

Lloyd Ferrell (L-12082)
USCS Treasurer
PO Box 7237, Aloha, OR 97007
uscstreasurer@aol.com



By the time this is published, if your membership is up for renewal, you should have already gotten your notice. If not, you should be good for at least another year, but if you're unsure, please contact our secretary **Steve Shay**, or me, and we'll check it out. As for how the renewal is going so far...well, this update is written at least a month ahead of time for publication deadlines. I'll have the details to report next month.

For now, I'd like to encourage you to mail back the renewal form right away. It really helps in keeping finances and membership rolls current. The membership year for USCS runs from 1 April to 31 March of the following year. However, because of printing deadlines, we'll need to have your payment no later than 1 March to ensure you get the **Log** for April 2020. So, if you want to continue your membership, please take care of the renewal invoice right away.

Just after Thanksgiving I mailed approximately 700 notices out to members. Almost all have philatelic postage on them per an arrangement with a local stamp society. A lot of work goes into getting everything ready, but it goes fast watching football on television!



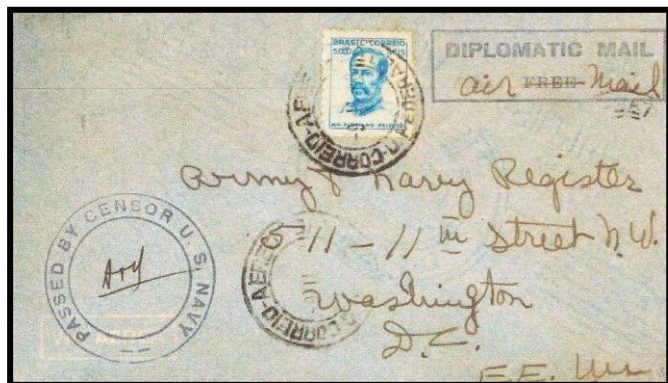
*About 700
membership
notices boxed and
ready to take to the
post office. All
were mailed just
after Thanksgiving.*

Two years ago, USCS began offering Life Membership, with the cost on a sliding scale based on age. This has been a popular option for many, and two years ago I took advantage of it myself. There are some breakpoints for age, and if you reach that age before by 31 March 2020, you'll qualify for the lower amount. Details about Life Membership are in the notice, and I think you'll be pleasantly surprised that the adjusted cost is really quite affordable now. It's worth your consideration.

For regular membership, the rates have remained the same. We understand that not everyone is able, or may not want, to continue membership. If that's the case, please check the box on your notice to let us know to avoid getting a second notice from us later on. However, we hope that you'll stick around for 2020—now the 88th year for USCS. We value your membership and support for the hobby we all enjoy so much. Thanks.

Naval Mission to Brazil Censor

Jim Moses (12,317)
201 NE Granduer Avenue
Port St Lucie FL 34983

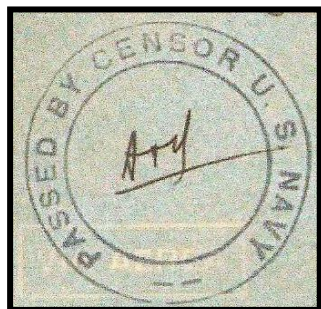


In March 1942 the Office of the Chief of Naval Regulation, Office of Intelligence, issued *Naval Censorship Regulations, 1942*. These rules, like all good rules, set down the parameters for the censorship of mail and information from naval ships, naval bases, Marines, Coast Guard and Armed Guard crews. Specifically, regarding identifying marks for these censorship activities the Regulations state:

Section VII 39 (c)

(c) CENSORS' STAMPS – Naval censors shall provide themselves on Naval requisition with rubber stamps for their use, as set forth in subparagraph (a) above, printing a circle one and a quarter inches [approximately 30 mm] in diameter, within "Passed by Naval Censor" printed inside the periphery of the circle. The space at the center of the circle is left blank for the initials of the Naval censor.^[1]

In my examination on U.S. Navy censors' marks in World War II I have found the above policy to be followed, more or less, 75% of the time. Case in point this 11 September 1943 air mailed cover from Rear Admiral Augustin Toutant Beauregard (1885-1951), Head of the Naval Mission to Brazil and Commandant of the Naval Operating Base at Rio de Janeiro.



The censor's mark (C2.1-58^[2]) is two concentric rings measuring 40 and 29 mm respectively, considerable larger than policy. The letters are 3 mm, upper case and sans serif. The break between the P passed and the Y in Navy is 21 mm with 2, 3 mm dashes set close together in the P to Y

(P:Y) space. The inclusion of the 'U.S.' at this late date, and under apparently no extenuating circumstances, is also

notable since in most cases this is found on marks which were in service before the ONI issued its regulation.

The sender, Rear Admiral Augustin Toutant Beauregard was born in San Antonio TX, the grandnephew of General P. G. T. Beauregard, commander of the Confederate attack on Fort Sumter. Following graduation from the Naval Academy in 1906, he had a long and varied career serving in battleship USS TENNESSEE (BB 43) and in 1910 joined USS CALIFORNIA (BB 44). Between 1912 and 1914, he was an instructor in the Department of Modern Languages at the Naval Academy, after which he returned to duty afloat on USS NEW YORK (BB 34). Later in 1914 he became Aide to Commander Fourth Division, Atlantic Fleet, and in 1916 was again assigned to the Staff of the Commander in Chief, US Pacific Fleet, to serve as Aide and Flag Lieutenant. In 1920, he assisted in the fitting out of USS TENNESSEE, and joined that battleship as Navigator upon her commissioning on 3 June 1920. He joined USS TEXAS (BB 35) in May 1927, and while attached had temporary duty as Aide to President Elect Herbert Hoover on a cruise to South American and West Indian ports. Detached from that battleship in July 1929, he again served in the Department of Modern Languages at the Naval Academy. In 1933, he assumed command of USS ALTAIR (AD 11). From June 1936 to July 1937 he instructed at the Naval War College, Newport, Rhode Island, after which he commanded USS NEW ORLEANS (CA 32), operating with Cruiser Division SIX, Scouting Force. Detached from that command in February 1939, he then reported as Chief of the US Naval Mission to Brazil. Returning to the United States in May 1941, he was designated Special Representative of the Chief of Naval Operations, to Naval Officials of the South American Republics in connection with their tour of the United States. Two months later, July 1941, he became US Naval Attaché at the American Embassy, Rio de Janeiro, Brazil.

Photo # NH 94542 Officers of the U.S. Naval Mission to Brazil, February 1939



Rear Admiral A. T. Beauregard, fourth from left^[4]

Diplomatically, in 1918 while assigned to the Bureau of Navigation, Navy Department, Washington, DC, he had temporary duty as Aide to the Minister of Foreign Affairs of Uruguay. Between December 1922 and 1927 Beauregard was a member of the United States Naval Mission to Brazil. In 1929 while again at the Naval Academy he was Naval Aide to Dr. Julio Pastres, President Elect of Brazil, on his visit to the United States in 1930. In 1934, Beauregard was U.S. Naval Attaché in Paris with additional duty as Naval Attaché in Madrid before becoming Chief of U.S. Naval Mission to Brazil in 1937. Detached from NEW ORLEANS, he reported as Chief of the US Naval Mission to Brazil. Returning to the United States in May 1941, he was designated Special Representative of the Chief of Naval Operations, to Naval Officials of the South American Republics in connection with their tour of the United States. Two months later, July 1941, he became US Naval Attaché at the American Embassy, Rio de Janeiro, Brazil. He was transferred to the Retired List of the US Navy on 1 November 1942, but continued to serve in the latter assignment until 13 August 1943, when he was relieved of all active duty. Rear Admiral Beauregard died 8 April 1951, in Jacksonville FL and is buried at Arlington National Cemetery.^[3]

References

1 Moses, James H., *U.S. Navy Censorship Markings, 1940-1945*, unpublished manuscript


2 Moses, James H., *U.S. Navy Censorship Markings, 1940-1945*, unpublished manuscript

3 Naval History and Heritage Command, Modern Biographical Files in the Navy Department Library>>Modern Bios B>>Beauregard, Augustin T

4 <http://www.arlingtoncemetery.net/atbeauregard.htm>, Arlington National Cemetery website

Editor note. The author's unpublished cataloging system is based upon the most obvious and observable elements of a mark, in simplest terms the shape of the mark and the separation of phrasing ("breaks") within the phrase 'PASSED BY NAVAL CENSOR'. The numbering system is basic, logical, and expandable using a standard millimeter gauge readily available to any collector. My articles on naval censorship will be using this system.

In this instance the mark is a circle (C), two rings (2), the wording is in one unbroken phrase (.1) and has been assigned number 58 = C2.1-58

	Location: Municipal Auditorium US Hwy. 41 Known locally as 801 N. Tamiami Trail Sarasota, Florida
Sarasota National	Sponsor: Sarasota Philatelic Club, Inc.
Next Show:	February 7-9, 2020 Fri. & Sat. 10 a.m.-5:30 p.m., Sun. 10 a.m.-3 p.m.

Fleet Week Yokosuka 2019

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



The NAVAL REVIEW of the Japanese Navy FLEET WEEK of October 2019 was cancelled because of a violent typhoon which caused heavy damage ashore and at sea. Those who have witnessed typhoons while serving at sea can testify to their intensity and the damage wreaked by them. I was headed for Korea in October 1945 when our ship found itself in the eye of one such typhoon. I was aboard LST 991 whose top speed was supposed to be ten knots, but a tail wind propelled us, as we were told, by over 22 knots. Waves crested at about 65 feet. Winds were recorded up to 170 miles per hour, and sea water poured into the ship's air ducts and down into the crew's quarters and engine room. No meals could be served, and in the radio room we heard a constant stream of distress signals: S.O.S. on the Morse Code circuits and MAY DAY on the voice circuits. It was impossible to go on deck. And deck cargo was torn loose and blown into the sea.

So I was glad to receive the FLEET WEEK YOKOSUKA 2019 cover and photo from USCS member **Muneo Hagino** of Yokosuka. He wrote that since he held tickets to visit the ships during the cancelled FLEET WEEK he could use them subsequently at the Open House period when the ships could receive visitors. Hence, he prepared the cachet showing the Japanese Navy aircraft carrier IZUMO (DDH 183), which, at 19,000 tons is officially designated as "an aircraft carrying destroyer." The pictorial postmark shows the navy at anchor at Yokosuka harbor.



Japanese Navy aircraft carrier IZUMO (DDH 183) Yokosuka Harbor pictorial

The photo shows Muneo with the docked Japanese guided missile destroyer ATAGO (DDG 177) at the YOKOSUKA NAVAL BASE. Of special interest to me is the date imprinted in the lower right corner of his photo: 2019.10.14, exactly 74 years after I survived the typhoon of 1945. So I'll raise a glass of Saki to Muneo for his great souvenir of a momentous occasion!



**USPS Ship Event
Address List**
Compiled by Rich Hoffner, Sr.

Most early ship construction events are not documented by the construction shipyards. To document keel layings, launches, christenings, sea trials and commissioning, collectors must rely on getting the appropriate date cancel from the local post office near the construction event. With enough lead-time, pictorial cancellations can be approved. However, event dates fluctuate quite often resulting in only the USPS round dater as the cancel available.

The following list contains the contact information to obtain a cancel for most of the naval construction events.

Make sure your note explains the correct date you want on the cancel, proper 55-cent or FOREVER postage on each cover and a return envelope with proper postage so the individual covers are not sent through the automated system and over-sprayed.

USPS
Alaska District
3201 "C" Street
Anchorage AK 99503

Postmaster
USPS
2650 Ohio St
Bangor WA 98315-9998

Postmaster
USPS
750 Washington St.
Bath ME 04530-9998

Postmaster
Customer Services
USPS
602 Pacific Ave.,
Bremerton WA 98337-9998

Customer Services – USPS
1050 Forbell Street
Brooklyn NY 11256

Postmaster
USPS
Customer Services
4th & Market Streets
Camden NJ 08101-9998

Postmaster
USPS
8700 Astronaut Blvd
Cape Canaveral FL 32920-9998

USPS
Officer in Charge
Clearwater, FL 33758-9998

Postmaster
USPS
3102 Hoyt Ave.
Everett WA 98201-9998

USPS
Pictorial Cancels
1900 W. Oakland Park Boulevard
Fort Lauderdale FL 33316-9998

Postmaster
601 25th street
Galveston TX 77550-9998

Postmaster
USPS
100 Plaza Court
Groton, CT 06340-9998

Postmaster, USPS
Customer Services
3600 Aolele St.,
Honolulu HI 96820-9661

USPS
Business Mail Entry
3650 Southside Blvd.
Jacksonville FL 32216-9651

USPS
MOU1
Attn: Philatelic Services
1025 Quincy Ave.,
Pearl Harbor HI 96869-5104

Retail Specialist
Houston District
600 N Sam Houston Pkwy W
Houston TX 77067-9997

Postmaster
Attn: Pictorial Cancels
1100 Kings Road
Jacksonville FL 32203-9998

General Manager
Stamp Fulfillment Services, USPS
Cancellations Division
8300 Underground Dr., Pillar 210
Kansas City MO 64144-0001

Postmaster
USPS
400 Whitehead St
Key West FL 33040-9998

Postmaster
USPS
1998 State Hwy 308
Keyport WA 98345-9998

Postmaster
USPS 10 Sharpleigh Rd, Ste 9998
Kittery ME 03904-1481

Postmaster
USPS
706 Crescent Ave
Lockport, LA 70374-9998

Postmaster
USPS
Philatelic Coordinator
Pictorial Cancellation Request
300 N. Long Beach Blvd.
Long Beach, CA 90802

Postmaster
USPS
1203 Franklin St.
Manitowoc WI 54220-9998

Postmaster, USPS
2016 Maple Ave.
Marinette WI 54143-9998

Postmaster
Secretary (A)
MOBILE MPOO 7
250 St. Joseph Street
Mobile AL 36601-2001

Postmaster
USPS
701 Loyola Ave.
New Orleans LA 70113-9998

Postmaster
320 Thames Street
Newport RI 02840-9998

Postmaster
USPS
101 25th St.
Newport News VA 23607-9998

Postmaster, USPS
Special Events Coordinator
380 West 33rd St., Room 4032
New York NY 10199

Postmaster
U S P S
P O Box 719
Norfolk VA 23501-9998

Postmaster
USPS
7715 Post Road.
North Kingstown RI 02852-9998

Postmaster
USPS
911 Jackson Ave.
Pascagoula MS 39567-9998

USPS
Attention: Philatelic Clerk
3500 W. Court Street
Pasco WA 99301

Postmaster
A/ Retail Specialist
3190 S. 70th Street Room 509
Philadelphia PA 19153-9611

Postmaster
Customer Services
P. O. Box 3480
Portland OR 97208-3480

Postmaster
USPS
Attn: Customer Services
80 Daniel St.
Portsmouth NH 03801-9998

Postmaster
USPS
933 Broad Street
Portsmouth VA 23707

Postmaster
USPS
724 Charlie Smith Highway
St. Mary's GA 31558-9998

Philatelic Cancels
MLS MOW, San Diego
11251 Rancho Carmel Drive
San Diego CA 92199-9709

Postmaster
Attn: Customer Services
Rincon Center Post Office
P.O. Box 193737
San Francisco, CA 94189-3737

Postmaster
US Post Office
839 S. Beacon Street
San Pedro CA 90731-9998

USPS
Retail Specialist
Seattle District Retail
34301 9th Ave. S Suite 304
Federal Way WA 98003-7091

Postmaster
Customer Services
Midtown Station,
301 Union St.,
Seattle, WA 98101-9998

US Post Office
Postmaster
442 Stutzmantown Road
Shanksville PA 15560

Postmaster, USPS
10855 Silverdale Way NW
Silverdale WA 98383-9998

Postmaster
Customer Services, USPS
45 Bay Street
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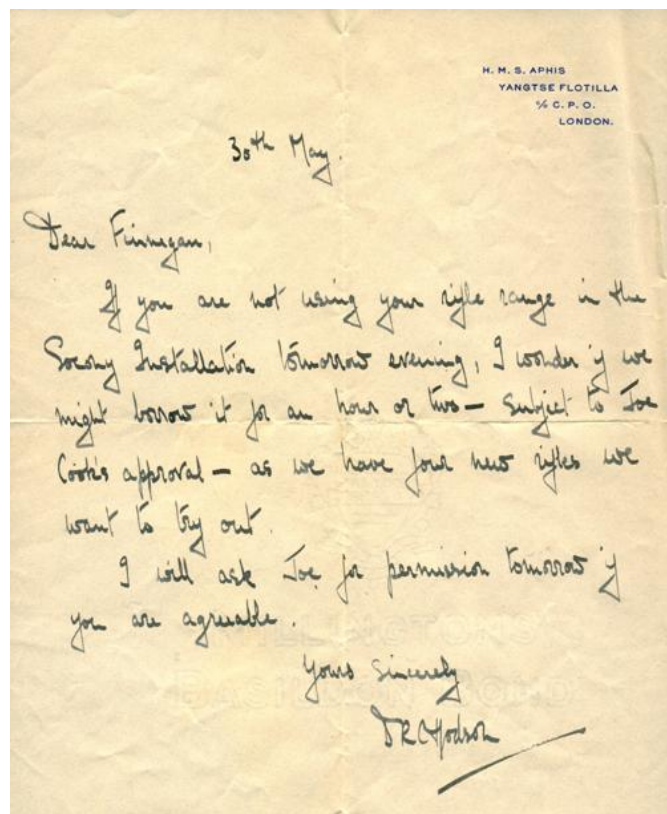
The Joy of Collecting: Cooperation on the Yangtze

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A letter, probably hand-carried (no cover survives, in any case, sadly,) to my father, then LT(jg), Joseph Finnegan, during his service in MONOCACY (PR 2), part of the Yangtze Patrol; no year is stated, but the date means it's 1932 or 1933, as those were the only months of May he was aboard. HMS APHIS was, like MONOCACY, a river gunboat—but an order or two of magnitude more powerful: three times the displacement, at 600 tons, and carrying 2 6" rifles in a turret, compared to MONOCACY's 2 6-pounder guns. Location's not specified, but is one of the Treaty Ports on the Yangtze, one where Standard Oil of New York, SOCONY-Mobil, provided land for a Navy rifle range. But they'd have had installations in all the river ports.

Consulting the Deck Log means it's probably 1932: 27 May-2 June 1932 MONOCACY and APHIS were both at Chinkiang, now spelled Zhenjiang, on the lower Yangtze; MONOCACY was anchored "off Jardine Matheson Co. hulk." April and May of 1933 MONOCACY was in drydock in Shanghai, and only USN ships present were logged. At 1500 on 11 May 1933 "assembled rifle range party" and the next day "At 0730 the Landing Force left ship in charge of Lieut.(jg) Finnegan, for record firing on the rifle range." "At 1645 returned to the ship." While it's not specified, in Shanghai MONOCACY would likely have used the 4th Marine Regiment's rifle range, which wasn't on Standard Oil land, tho' the Navy had one in Shanghai in 1916, well before the Marines arrived.



HMS APHIS

FPO List of U.S. Navy Ships With Unit and Box Numbers

The following is an alphabetical list of U.S. Navy ships with their new mailing addresses. Ships that are named for individuals are listed by the first name of that individual. For example, USS ABRAHAM LINCOLN is listed under the "A" rather than the "L". Ships in blue-to be decommissioned 2020. Ships in RED – commission in 2020.

- A -

USS ABRAHAM LINCOLN (CVN 72)	UNIT 100349 BOX 1 FPO AE 09520
USS ALABAMA (SSBN 731)	UNIT 100112 BOX 1 FPO AP 96698
USS ALASKA (SSBN 732)	UNIT 100248 BOX 1 FPO AA 34090
USS ALBANY (SSN 753)	UNIT 100264 BOX 1 FPO AE 09564
USS ALEXANDRIA (SSN 757)	UNIT 100270 BOX 1 FPO AP 96660
USS AMERICA (LHA 6)	UNIT 100233 BOX 1 FPO AP 96660
USS ANCHORAGE (LPD-23)	UNIT 100520 BOX 1 FPO AP 96660
USS ANNAPOLIS (SSN 760)	UNIT 100273 BOX 1 FPO AP 96692
USS ANTIETAM (CG 54)	UNIT 100130 BOX 1 FPO AP 96660
USS ANZIO (CG 68)	UNIT 100272 BOX 1 FPO AE 09564
USS ARDENT (MCM 12)	UNIT 100417 BOX 1 FPO AP 96660
USS ARLAIGH BURKE (DDG 51)	UNIT 100271 BOX 1 FPO AE 09565
USS ARLINGTON (LPD 24)	UNIT 100341 BOX 1 FPO AE 09564
USS ASHEVILLE (SSN 758)	UNIT 100186 BOX 1 FPO AP 96660
USS ASHLAND (LSD 48)	UNIT 100147 BOX 1 FPO AP 96660

- B -

USS BAINBRIDGE (DDG 96)	UNIT 100325 BOX 1 FPO AE 09565
USS BARRY (DDG 52)	UNIT 100278 BOX 1 FPO AP 96692
USS BATAAN (LHD 5)	UNIT 100309 BOX 1 FPO AE 09554
USS BENFOLD (DDG 65)	UNIT 100177 BOX 1 FPO AP 96661
USS BILLINGS	UNIT 100411 BOX 1 FPO AA 34088
USS BLUE RIDGE (LCC 19)	UNIT 100102 BOX 1 FPO AP 96628
USS BOISE (SSN 764)	UNIT 100276 BOX 1 FPO AE 09565
USS BONHOMME RICHARD (LHD 6)	UNIT 100184 BOX 1 FPO AP 96617
USS BOXER (LHD 4)	UNIT 100166 BOX 1 FPO AP 96661
USS BULKELEY (DDG 84)	UNIT 100319 BOX 1 FPO AE 09565
USS BUNKER HILL (CG 52)	UNIT 100125 BOX 1 FPO AP 96661

- C -

USS CALIFORNIA (SSN 781)	UNIT 100517 BOX 1 FPO AE 09566
USS CAPE ST GEORGE (CG 71)	UNIT 100153 BOX 1 FPO AP 96662
USS CARL VINSON (CVN 70)	UNIT 100111 BOX 1 FPO AP 96629
USS CARNEY (DDG 64)	UNIT 100302 BOX 1 FPO AE 09583
USS CARTER HALL (LSD 50)	UNIT 100121 BOX 1 FPO AE 09573
USS CHAFEE (DDG 90)	UNIT 100199 BOX 1 FPO AP 96662
USS CHANCELLORSVILLE (CG 62)	UNIT 100312 BOX 1 FPO AP 96662
USS CHARLESTON (LCS 18)	UNIT 100474 BOX 1 FPO AP 96694
USS CHARLOTTE (SSN 766)	UNIT 100163 BOX 1 FPO AP 96662
USS CHEYENNE (SSN 773)	UNIT 100178 BOX 1 FPO AP 96662
USS CHICAGO (SSN 721)	UNIT 100126 BOX 1 FPO AP 96662
USS CHIEF (MCM 14)	UNIT 100164 BOX 1 FPO AP 96662
USS CHINOOK (PC 9)	UNIT 100294 BOX 1 FPO AE 09566
USS CHOSIN (CG 65)	UNIT 100142 BOX 1 FPO AP 96662
USS CHUNG-HOON (DDG 93)	UNIT 100203 BOX 1 FPO AP 96662
USS CINCINNATI (LCS 20)	UNIT 100433 BOX 1 FPO AP 96694
USS COLE (DDG 67)	UNIT 100303 BOX 1 FPO AE 09566
USS COLORADO (SSN 788)	UNIT 100493 BOX 1 FPO AE 09594
USS COLUMBIA (SSN 771)	UNIT 100172 BOX 1 FPO AP 96662
USS COLUMBUS (SSN 762)	UNIT 100156 BOX 1 FPO AE 09591
USS COMSTOCK (LSD 45)	UNIT 100230 BOX 1 FPO AP 96662
USS CONNECTICUT (SSN 22)	UNIT 100187 BOX 1 FPO AP 96662
USS CORONADO (LCS 4)	UNIT 100129 BOX 1 FPO AP 96662
USS COWPENS (CG 63)	UNIT 100138 BOX 1 FPO AP 96662
USS CURTIS WILBUR (DDG 54)	UNIT 100160 BOX 1 FPO AP 96683

- D -

USS DECATUR (DDG 73)	UNIT 100185 BOX 1 FPO AP 96663
USS DETROIT (LCS 7)	UNIT 100212 BOX 1 FPO AA 34086
USS DEVASTATOR (MCM 6)	UNIT 100220 BOX 1 FPO AE 09567
USS DEWEY (DDG 105)	UNIT 100224 BOX 1 FPO AP 96663
USS DEXTROUS (MCM 13)	UNIT 100346 BOX 1 FPO AE 09567
USS DONALD COOK (DDG 75)	UNIT 100516 BOX 1 FPO AE 09566
USS D D EISENHOWER (CVN 69)	UNIT 100236 BOX 1 FPO AE 09532

USS EMORY S LAND (AS 39)
USS ESSEX (LHD 2)

- E -

UNIT 100104 BOX 1 FPO AP 96667
UNIT 100150 BOX 1 FPO AP 96643

- F -

USS FARRAGUT (DDG 99)	UNIT 100239 BOX 1 FPO AA 34091
USS FIREBOLT (PC 10)	UNIT 100297 BOX 1 FPO AE 09569
USS FITZGERALD (DDG 62)	UNIT 100173 BOX 1 FPO AP 96665
USS FLORIDA (SSGN 728)	UNIT 100320 BOX 1 FPO AA 34091
USS FORREST SHERMAN (DDG98)	UNIT 100327 BOX 1 FPO AE 09569
USS FORT MCHENRY (LSD 43)	UNIT 100252 BOX 1 FPO AA 34091
USS FORT WORTH (LCS 3)	UNIT 100228 BOX 1 FPO AP 96665
USS FRANK CABLE (AS 40)	UNIT 100105 BOX 1 FPO AP 96657
USS FREEDOM (LCS 1)	UNIT 100217 BOX 1 FPO AP 96665

- G -

USS GABRIELLE GIFFORDS (LCS10)	UNIT 100470 BOX 1 FPO AP 96694
USS GEORGE HW BUSH (CVN 77)	UNIT 100331 BOX 1 FPO AE 09513
USS GEO WASHINGTON (CVN 73)	UNIT 100148 BOX 1 FPO AE 09550
USS GEORGIA (SSGN 729)	UNIT 100241 BOX 1 FPO AA 34091
USS GERALD R FORD (CVN 78)	UNIT 100328 BOX 1 FPO AE 09523
USS GERMANTOWN (LSD 42)	UNIT 100123 BOX 1 FPO AP 96666
USS GETTYSBURG (CG 64)	UNIT 100269 BOX 1 FPO AE 09592
USS GLADIATOR (MCM 11)	UNIT 100413 BOX 1 FPO AE 09594
USS GONZALEZ (DDG 66)	UNIT 100306 BOX 1 FPO AE 09570
USS GRAVELY (DDG 107)	UNIT 100337 BOX 1 FPO AE 09570
USS GREEN BAY (LPD 20)	UNIT 100218 BOX 1 FPO AP 96666
USS GREENEVILLE (SSN 772)	UNIT 100176 BOX 1 FPO AP 96666
USS GRIDLEY (DDG 101)	UNIT 100206 BOX 1 FPO AP 96666
USS GUNSTON HALL (LSD 44)	UNIT 100259 BOX 1 FPO AE 09573

- H -

USS HALSEY (DDG 97)	UNIT 100139 BOX 1 FPO AP 96667
USS HAMPTON (SSN 767)	UNIT 100157 BOX 1 FPO AE 09591
USS HARPERS FERRY (LSD 49)	UNIT 100165 BOX 1 FPO AP 96665
USS HARRY S TRUMAN (CVN 75)	UNIT 100255 BOX 1 FPO AE 09524
USS HARTFORD (SSN 768)	UNIT 100293 BOX 1 FPO AE 09573
USS HAWAII (SSN 776)	UNIT 100208 BOX 1 FPO AP 96667
USS HELENA (SSN 725)	UNIT 100131 BOX 1 FPO AE 09573
USS HENRY JACKSON (SSBN 730)	UNIT 100117 BOX 1 FPO AP 96698
USS HIGGINS (DDG 76)	UNIT 100188 BOX 1 FPO AP 96667
USS HOPPER (DDG 70)	UNIT 100182 BOX 1 FPO AP 96667
USS HOWARD (DDG 83)	UNIT 100191 BOX 1 FPO AP 96667
USS HUE CITY (CG 66)	UNIT 100272 BOX 1 FPO AE 09592
USS HURRICANE (PC 3)	UNIT 100283 BOX 1 FPO AE 09573

- I -

USS ILLINOIS (SSN 786)	UNIT 100409 BOX 1 FPO AP 96694
USS INDEPENDENCE (LCS-2)	UNIT 100223 BOX 1 FPO AP 96668
USS INDIANA (SSN 789)	UNIT 100513 BOX 1 FPO AE 09595
USS INDIANAPOLIS (LCS 17)	UNIT 100235 BOX 1 FPO AA 34086
USS IWO JIMA (LHD 7)	UNIT 100318 BOX 1 FPO AA 34094

- J -

USS JACKSON (LCS 6)	UNIT 100231 BOX 1 FPO AP 96692
USS JAMES E WILLIAMS (DDG 95)	UNIT 100323 BOX 1 FPO AE 09575
USS JASON DUNHAM (DDG 109)	UNIT 100336 BOX 1 FPO AE 09567
USS JEFFERSON CITY (SSN 759)	UNIT 100146 BOX 1 FPO AP 96669
USS JIMMY CARTER (SSN 23)	UNIT 100167 BOX 1 FPO AP 96669
USS JOHN C STENNIS (CVN 74)	UNIT 100175 BOX 1 FPO AE 09512
USS JOHN FINN (DDG 113)	UNIT 100122 BOX 1 FPO AP 96691
USS JOHN P MURTHA (LPD 26)	UNIT 100440 BOX 1 FPO AP 96694
USS JOHN PAUL JONES (DDG 53)	UNIT 100158 BOX 1 FPO AP 96669
USS JOHN S MCCAIN (DDG 56)	UNIT 100161 BOX 1 FPO AP 96672
USS JOHN WARNER (SSN 785)	UNIT 100399 BOX 1 FPO AE 09583

- K -

USS KANSAS CITY (LCS 22)	UNIT 100434 BOX 1 FPO AP 96694
USS KEARSARGE (LHD 3)	UNIT 100284 BOX 1 FPO AE 09534
USS KENTUCKY (SSBN 737)	UNIT 100144 BOX 1 FPO AP 96698
USS KEY WEST (SSN 722)	UNIT 100132 BOX 1 FPO AP 96683
USS KIDD (DDG 100)	UNIT 100209 BOX 1 FPO AP 96670

- L -

USS LABOON (DDG 58)	UNIT 100296 BOX 1 FPO AE 09577
USS LAKE CHAMPLAIN (CG 57)	UNIT 100135 BOX 1 FPO AP 96671
USS LAKE ERIE (CG 70)	UNIT 100155 BOX 1 FPO AP 96671
USS LASSEN (DDG 82)	UNIT 100190 BOX 1 FPO AA 34091

USS LEWIS B. PULLER (ESB 3) UNIT 100195 BOX 1 FPO AE 09591
 USS LEYTE GULF (CG 55) UNIT 100253 BOX 1 FPO AE 09570
 USS LITTLE ROCK (LCS) UNIT 100251 BOX 1 FPO AA 34086
 USS LOUISIANA (SSBN 743) UNIT 100181 BOX 1 FPO AP 96671

- M -

USS MAHAN (DDG 72) UNIT 100310 BOX 1 FPO AE 09578
 USS MAINE (SSBN 741) UNIT 100170 BOX 1 FPO AP 96672
 USS MAKIN ISLAND (LHD 8) UNIT 100222 BOX 1 FPO AP 96672
 USS MANCHESTER (LCS 14) UNIT 100119 BOX 1 FPO AP 96691
 USS MARYLAND (SSBN 738) UNIT 100275 BOX 1 FPO AE 09578
 USS MASON (DDG 87) UNIT 100321 BOX 1 FPO AE 09578
 USS MCCAMPBELL (DDG 85) UNIT 100193 BOX 1 FPO AP 96672
 USS MCFAUL (DDG 74) UNIT 100311 BOX 1 FPO AE 09578
 USS MESA VERDE (LPD 19) UNIT 100329 BOX 1 FPO AE 09578
 USS MICHAEL MONSOOR (DDG 1001) UNIT 100403 BOX 1 FPO AP 96694
 USS MICHAEL MURPHY (DDG 112) UNIT 100229 BOX 1 FPO AP 96672
 USS MICHIGAN (SSGN 727) UNIT 100141 BOX 1 FPO AP 96698
 USS MILIUS (DDG 69) UNIT 100179 BOX 1 FPO AP 96672
 USS MILWAUKEE (LCS 5) UNIT 100101 BOX 1 FPO AA 34085
USS MINNEAPOLIS ST PAUL (LCS 21) UNIT 100237 BOX 1 FPO AA 34086
 USS MINNESOTA (SSN 783) UNIT 100342 BOX 1 FPO AE 09578
 USS MISSISSIPPI (SSN 782) UNIT 100469 BOX 1 FPO AP 96672
 USS MISSOURI (SSN 780) UNIT 100335 BOX 1 FPO AP 96693
 USS MITSCHER (DDG 57) UNIT 100292 BOX 1 FPO AE 09578
 USS MOBILE BAY (CG 53) UNIT 100515 BOX 1 FPO AP 96672
 USS MOMSEN (DDG 92) UNIT 100202 BOX 1 FPO AP 96672
 USS MONSOON (PC 4) UNIT 100285 BOX 1 FPO AE 09578
 USS MONTEREY (CG 61) UNIT 100265 BOX 1 FPO AE 09578
 USS MONTGOMERY (LCS 8) UNIT 100244 BOX 1 FPO AP 96692
 USS MONTPELIER (SSN 765) UNIT 100280 BOX 1 FPO AE 09578
 USS MOUNT WHITNEY (LCC 20) UNIT 100234 BOX 1 FPO AE 09517
 USS MUSTIN (DDG 89) UNIT 100198 BOX 1 FPO AP 96672

- N -

USS NEBRASKA (SSBN 739) UNIT 100154 BOX 1 FPO AP 96673
 USS NEVADA (SSBN 733) UNIT 100124 BOX 1 FPO AP 96698
 USS NEW HAMPSHIRE (SSN 778) UNIT 100330 BOX 1 FPO AE 09579
 USS NEW MEXICO (SSN 779) UNIT 100334 BOX 1 FPO AE 09579
 USS NEW ORLEANS (LPD 18) UNIT 100207 BOX 1 FPO AP 96673
 USS NEW YORK (LPD 21) UNIT 100333 BOX 1 FPO AA 34092
 USS NEWPORT NEWS (SSN 750) UNIT 100260 BOX 1 FPO AE 09579
 USS NIMITZ (CVN 68) UNIT 100103 BOX 1 FPO AP 96620
 USS NITZE (DDG 94) UNIT 100514 BOX 1 FPO AE 09579
 USS NORMANDY (CG 60) UNIT 100263 BOX 1 FPO AE 09579
 USS NORTH CAROLINA (SSN 777) UNIT 100215 BOX 1 FPO AP 96673
 USS NORTH DAKOTA (SSN 784) UNIT 100344 BOX 1 FPO AE 09579

- O -

USS OAK HILL (LSD 51) UNIT 100304 BOX 1 FPO AE 09573
 USS OHIO (SSBN 726) UNIT 100194 BOX 1 FPO AP 96698
 USS O'KANE (DDG 77) UNIT 100189 BOX 1 FPO AP 96674
 USS OKLAHOMA CITY (SSN 723) UNIT 100134 BOX 1 FPO AP 96674
 USS OMAHA (LCS 12) UNIT 100442 BOX 1 FPO AP 96694
 USS OSCAR AUSTIN (DDG 79) UNIT 100315 BOX 1 FPO AE 09581

- P -

USS PASADENA (SSN 752) UNIT 100137 BOX 1 FPO AE 09591
 USS PATRIOT (MCM 7) UNIT 100145 BOX 1 FPO AP 96675
 USS PAUL HAMILTON (DDG 60) UNIT 100169 BOX 1 FPO AP 96667
USS PAUL IGNATIUS (DDG 117) UNIT 100350 BOX 1 FPO AA 34087
 USS PEARL HARBOR (LSD 52) UNIT 100183 BOX 1 FPO AP 96667
 USS PENNSYLVANIA (SSBN 735) UNIT 100113 BOX 1 FPO AP 96698
 USS PHILIPPINE SEA (CG 58) UNIT 100258 BOX 1 FPO AA 34092
 USS PINCKNEY (DDG 91) UNIT 100201 BOX 1 FPO AP 96675
 USS PIONEER (MCM 9) UNIT 100151 BOX 1 FPO AP 96675
 USS PITTSBURGH (SSN 720) UNIT 100247 BOX 1 FPO AP 96692
 USS PORT ROYAL (CG 73) UNIT 100162 BOX 1 FPO AP 96675
 USS PORTER (DDG 78) UNIT 100313 BOX 1 FPO AE 09582
 USS PORTLAND (LPD 27) UNIT 100249 BOX 1 FPO AP 96692
 USS PREBLE (DDG 88) UNIT 100196 BOX 1 FPO AP 96675
 USS PRINCETON (CG 59) UNIT 100136 BOX 1 FPO AP 96675
 USS PROVIDENCE (SSN 719) UNIT 100245 BOX 1 FPO AE 09582

- R -

USS RAFAEL PERALTA (DDG 115) UNIT 100415 BOX 1 FPO AP 96694
 USS RALPH JOHNSON (DDG 114) UNIT 100133 BOX 1 FPO AP 96691
 USS RAMAGE (DDG 61) UNIT 100299 BOX 1 FPO AE 09586
 USS RHODE ISLAND (SSBN 740) UNIT 100289 BOX 1 FPO AA 34092

USS RONALD REAGAN (CVN 76) UNIT 100197 BOX 1 FPO AP 96616
 USS ROOSEVELT (DDG 80) UNIT 100316 BOX 1 FPO AA 34092
 USS ROSS (DDG 71) UNIT 100308 BOX 1 FPO AE 09586
 USS RUSHMORE (LSD 47) UNIT 100143 BOX 1 FPO AP 96677
 USS RUSSELL (DDG 59) UNIT 100168 BOX 1 FPO AP 96677

- S -

USS SAMPSON (DDG 102) UNIT 100214 BOX 1 FPO AP 96678
 USS SAN ANTONIO (LPD 17) UNIT 100326 BOX 1 FPO AE 09587
 USS SAN DIEGO (LPD 22) UNIT 100227 BOX 1 FPO AP 96678
 USS SAN JACINTO (CG 56) UNIT 100254 BOX 1 FPO AE 09587
 USS SAN JUAN (SSN 751) UNIT 100256 BOX 1 FPO AE 09587
 USS SANTA FE (SSN 763) UNIT 100159 BOX 1 FPO AP 96678
 USS SCOUT (MCM 8) UNIT 100486 BOX 1 FPO AP 96678
 USS SCRANTON (SSN 756) UNIT 100268 BOX 1 FPO AP 96678
 USS SEAWOLF (SSN 21) UNIT 100180 BOX 1 FPO AP 96678
 USS SENTRY (MCM 3) UNIT 100210 BOX 1 FPO AE 09587
 USS SHAMAL (PC 13) UNIT 100338 BOX 1 FPO AA 34093
 USS SHILOH (CG 67) UNIT 100149 BOX 1 FPO AP 96678
 USS SHOUP (DDG 86) UNIT 100192 BOX 1 FPO AP 96678
 USS SIOUX CITY (LCS 11) UNIT 100365 BOX 1 FPO AA 34087
 USS SIROCCO (PC 6) UNIT 100287 BOX 1 FPO AE 09587
 USS SOMERSET (LPD-25) UNIT 100232 BOX 1 FPO AP 96678
 USS SPRINGFIELD (SSN 761) UNIT 100279 BOX 1 FPO AP 96692
 USS SPRUANCE (DDG 111) UNIT 100226 BOX 1 FPO AP 96678
 USS SQUALL (PC 7) UNIT 100288 BOX 1 FPO AE 09587
USS ST LOUIS (LCS 19) UNIT 100524 BOX 1 FPO AA 34089
 USS STERETT (DDG 104) UNIT 100216 BOX 1 FPO AP 96678
 USS STETHEM (DDG 63) UNIT 100174 BOX 1 FPO AP 96678
 USS STOCKDALE (DDG 106) UNIT 100219 BOX 1 FPO AP 96678
 USS STOUT (DDG 55) UNIT 100290 BOX 1 FPO AE 09587

- T -

USS TEMPEST (PC 2) UNIT 100281 BOX 1 FPO AE 09588
 USS TENNESSEE (SSBN 734) UNIT 100257 BOX 1 FPO AA 34093
 USS TEXAS (SSN 775) UNIT 100205 BOX 1 FPO AP 96679
 USS THE SULLIVANS (DDG 68) UNIT 100307 BOX 1 FPO AA 34093
 USS THEO ROOSEVELT (CVN 71) UNIT 100250 BOX 1 FPO AP 96632
 USS THOMAS HUDNER (DDG 116) UNIT 100383 BOX 1 FPO AA 34087
 USS THUNDERBOLT (PC 12) UNIT 100301 BOX 1 FPO AE 09588
 USS TOLEDO (SSN 769) UNIT 100295 BOX 1 FPO AE 09588
 USS TOPEKA (SSN 754) UNIT 100262 BOX 1 FPO AP 96679
 USS TORNADO (PC 14) UNIT 100314 BOX 1 FPO AA 34093
 USS TORTUGA (LSD 46) UNIT 100267 BOX 1 FPO AE 09588
USS TRIPOLI (LHA 7) UNIT 100332 BOX 1 FPO AP 96694
 USS TRUXTON (DDG 103) UNIT 100332 BOX 1 FPO AE 09588
 USS TUCSON (SSN 770) UNIT 100171 BOX 1 FPO AP 96679
 USS TULSA (LCS 16) UNIT 100238 BOX 1 FPO AP 96692
 USS TYPHOON (PC 5) UNIT 100286 BOX 1 FPO AE 09588

- U - V -

USS VELLA GULF (CG 72) UNIT 100282 BOX 1 FPO AE 09590
 USS VICKSBURG (CG 69) UNIT 100277 BOX 1 FPO AE 09592
 USS VIRGINIA (SSN 774) UNIT 100322 BOX 1 FPO AE 09590

- W - Z -

USS WARRIOR (MCM 10) UNIT 100152 BOX 1 FPO AP 96683
 USS WASHINGTON (SSN 787) UNIT 100351 BOX 1 FPO AE 09583
 USS WASP (LHD 1) UNIT 100261 BOX 1 FPO AE 095
 USS WAYNE E MEYER (DDG 108) UNIT 100221 BOX 1 FPO AP 96683
 USS WEST VIRGINIA (SSBN 736) UNIT 100266 BOX 1 FPO AA 34093
 USS WHIDBEY ISLAND (LSD 41) UNIT 100243 BOX 1 FPO AE 09591
 USS WHIRLWIND (PC 11) UNIT 100298 BOX 1 FPO AE 09591
 USS WICHITA (LCS 13) UNIT 100384 BOX 1 FPO AA 34087
 USS WM P LAWRENCE (DDG 110) UNIT 100225 BOX 1 FPO AP 96671
 USS W S CHURCHILL (DDG 81) UNIT 100317 BOX 1 FPO AE 09591
 USS WYOMING (SSN 742) UNIT 100305 BOX 1 FPO AA 34087
 USS ZEPHYR (PC 8) UNIT 100291 BOX 1 FPO AA 34093
 USS ZUMWALT (DDG 1000) UNIT 100381 BOX 1 FPO AP 96693

**Sample Addressing Format:
 USE ALL CAPITALS**

**C.O.P.E. or POSTAL LOGISTIC SPECIALIST
 USS UNDERWAY (DDG 2020)
 UNIT 100000 BOX 1
 FPO AA 34093 (5 DIGIT CODE ONLY)**

Unraveling History...

USS ARIZONA Connections-Part I Crewmember "Jimmy" Leopard, Cachet Director

Lloyd Ferrell (L-12082)

PO Box 2086

Beaverton, Oregon 97075

uscstreasurer@aol.com

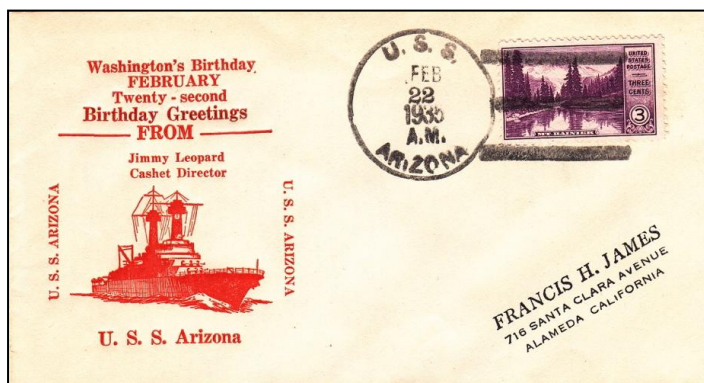


Many of the cachets sponsored by "Jimmy" Leopard in the mid-1930s are familiar to collectors, but most don't realize he was a sailor on board ARIZONA. I'll admit that I didn't know either. Not only was Leopard a crewmember, but he was still assigned to ARIZONA on 7 December 1941—more about that later.

Not long ago I was contacted by **Carol Gladys**, a new USCS member. Her father was aboard ARIZONA for six years back in the 1930's, and in his belongings, she found two cartoon drawings by an unknown artist. Almost certainly he must have been a crewmember, but who was he?

It was that question that first led me to look at Jimmy Leopard. Going through some ARIZONA covers, I found one with a cartoon cachet. It was sponsored by Leopard, and the drawing was similar to the ones Carol had found. Could he be the artist? It took hard work, combined with good luck, but eventually the mystery was solved. Leopard was not the artist, but his cachet was the key to the puzzle. I found the same cartoon in the ship's newspaper, and it was identified as the work of seaman "L.W. Jack." Lyle Jack was also a crewmember in ARIZONA, and later I found other examples of his work. There is no doubt that he was the artist who did the drawings now in the possession of Carol Gladys.

From the research done on both Leopard and Jack, I found that, although they were shipmates aboard ARIZONA and are also connected by the cachet, their stories lead in different directions. Because of that, they will be told in two parts: Part I will be the story of Curtis "Jimmy" Leopard, who sponsored several cachets aboard ARIZONA; and next month, Part II will be about Lyle Jack and his drawings.



Cancelled aboard ARIZONA 22 February 1935 for Washington's Birthday, this is the first cachet produced by crewmember C.J. "Jimmy" Leopard.

Curtis James Leopard

Although he was informally called "Jimmy," most records show him by the more formal Curtis J. or Curtis James Leopard. Curtis, as I will now refer to him, was originally from rural South Carolina, probably born on the family farm near Newberry in 1904. He was the second oldest of nine children. Although his father, Alfred Leopard, was a farmer early on, sometime after 1910 the family moved into Newberry where he worked at a cotton mill. Curtis completed school only through the third grade, and in 1920 both he and his brother are also shown working in the cotton mill. There wasn't much of a future there.

It was in October 1922, not long after his 18th birthday, that Curtis enlisted in the navy. It wasn't easy to get in at that time, as the navy had recently downsized after the war. The local newspaper announced that "Curtis J. Leopard" was one of only 8 out of 35 applicants to be selected. He was sworn in at Columbia, South Carolina and sent to training at Hampton Roads, Virginia. His earliest assignments are not known, but in 1930 he was a Seaman 1/c on the crew of WHITNEY, at Philadelphia (AD 4). Later that same year, on 6 December 1930, he was assigned to the battleship ARIZONA, then at Norfolk.

Leopard's transfer to ARIZONA was probably made following a promotion to coxswain. During his first year on board, ARIZONA was based on the east coast, but in December 1931 she was reassigned to San Pedro, California. This remained her home port for nearly ten years, until the fleet was unexpectedly moved to Pearl Harbor in 1940. For Curtis Leopard, ARIZONA became his home in the navy. He was still on the crew in 1941, now a BM1/c, and in November he extended his enlistment. Just two weeks later, on 7 December 1941, ARIZONA was sunk at Pearl Harbor in a horrific explosion following an aerial attack. It was one of the greatest tragedies of U.S. naval history, with the loss of more than 1100 of her crew. It was just pure luck that Curtis J. Leopard was not among the casualties.



A patriotic theme with flags was chosen for this 4 July 1935 cachet. His name on this one is listed as "Jimmie" Leopard.
Author's personal collection

What I found was that Leopard was on leave status. He boarded HENDERSON (AP 1) on 2 December 1941, and was en route to San Francisco when Pearl Harbor was attacked. Four days later, they arrived at San Francisco, where HENDERSON underwent a brief overhaul and then made preparations to return to Pearl Harbor. Leopard's leave would have been cancelled with the war, and when HENDERSON departed in late December he is listed as a passenger. They arrived at Pearl Harbor 10 January 1942.

Interestingly, with the records on ARIZONA destroyed in the attack, it appears the navy didn't know where Leopard was for a while. On paper, they had him at the Receiving Station, but it was actually January before he arrived via HENDERSON, from leave status cut short.

On 21 January 1942, Leopard reported to the gunboat SACRAMENTO (PG 19), just before she departed for Hilo for assignment to harbor defenses. At this time, several sampans acquired for patrol work by the navy were under the control of SACRAMENTO, and it's possible that Leopard may have helped with these small vessels. He was promoted to chief boatswain, and in September 1942, as SACRAMENTO was being reassigned to Palmyra Island, he was transferred to the patrol yacht RHODOLITE (PYc-19). During the four months he served aboard her, RHODOLITE did escort work at Midway Island, Johnston Island, and other locations. Later in the war he was on the crew of YMS-285, and had a number of other assignments before retiring from the navy in 1947.

After retiring, Leopard and his wife settled in Long Beach where he worked for the navy as a civilian employee. He was a rigger for the navy for about 16 years, and continued to live in the general area until his death in December 1982.

Cachet Director on ARIZONA

Although Curtis Leopard was on ARIZONA for 11 years, it's the cachets he produced in 1935-1936 that remain his legacy. He is listed as cachet director for at least 13 different covers during this period, all cancelled on board ARIZONA for various holiday events. His name appears on all the cachets, but in different ways, sometimes it's shown as "Jimmy Leopard," or "Jimmie Leopard," and occasionally "C.J. Leopard."

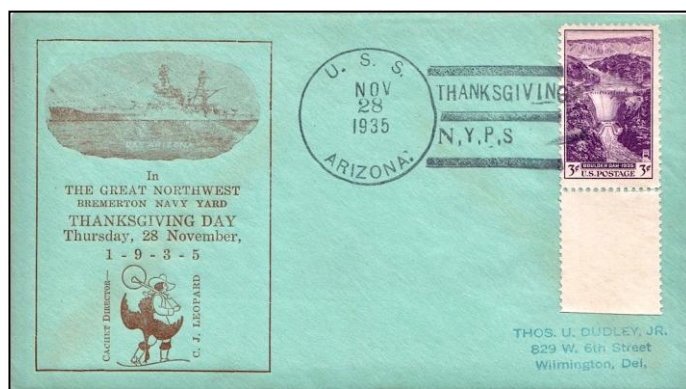
Interestingly, Leopard was not a mail clerk, but a collector. His being on the crew of ARIZONA was valued in the hobby, and in July 1935, Deanne Bartley sponsored "C.J. Leopard" as an associate member of USCS (A-836). The ship was in Puget Sound in July/August that year, and Bartley, a Seattle resident, probably visited him. It was also no coincidence that Leopard was added to the list of Registered Cachet Directors (RCD) that Bartley had recently organized.

Like many collectors at that time, Leopard was also an ANCS member (#148). In fact, it appears he worked more closely with that organization, especially with Clyde Welch

(also associated with the National Aiglon Society.) The ANCS newsletters introduce "James Leopard" as having recently gotten interested in collecting, and encouraged members to send him duplicates when requesting cancellations from him. Leopard was very accommodating to collectors, and would even honor requests for "colored cancels" from ARIZONA. In March 1936, the ANCS newsletter says members can send five covers to C.J. Leopard for an upcoming cruise. "He asks that covers be sent now, in order that he can get cachets applied as early as possible and late comers cannot get these because the printing facilities are limited as to time." Based on this, it appears that the print shop on ARIZONA printed many of the cachets he sponsored.



This Santa Claus cachet is perhaps the most popular cachet Leopard produced. His name is again listed as "Jimmie" Leopard.



On 28 November 1935, ARIZONA was at Bremerton when this Thanksgiving Day cachet was done, one of the few showing his name as C.J. Leopard. Coincidentally, this is the exact day my parents were married near Longview, Washington.

Author's personal collection

In late 1936, Leopard seems to have abruptly stopped all activity with cachets. Very likely the constant demand from collectors and dealers got to be too much. His name was dropped from membership lists for both USCS and ANCS; however both organizations did reinstate him briefly in 1940. Probably it was just a formality. After the attack on Pearl Harbor, the ANCS newsletter listed their member C.J. Leopard as presumed lost on board ARIZONA. Thankfully, they were wrong—he was one of the survivors.



This cover, with cachet of the National Aiglon Society, is addressed to C.J. Leopard on USS ARIZONA, and was apparently part of his personal collection. The cachet was probably produced by Clyde Welch, who Leopard worked with on several projects.

—Naval Cover Museum



The April 1942 ANCS Navigator announced the deaths of Curtis J. Leopard and Melton M. Parker on board ARIZONA. They were wrong on both counts. Leopard was on leave during the attack, and Parker had been transferred from the ship in 1939. This is not the first time the ANCS newsletter jumped the gun reporting deaths. They also erroneously reported that Harry Moore, of CONSTITUTION fame, had died on board LANGLEY—starting a rumor that lasted for 75 years.

Another ARIZONA Cachet Maker

It should be mentioned that during the same time period “Jimmy” Leopard was sponsoring ARIZONA cachets, so too was storekeeper Melton M. Parker (1910-1977). He started producing cachets in 1924, and continued until mid-1938. It doesn’t appear that Parker and Leopard ever worked together, and their choices for design were quite different. Parker would often add color by hand to enhance the printed design. He was not a USCS member, but did belong to ANCS. Parker was aboard ARIZONA from about the mid 1930’s until 1939.

During the war, he became a warrant officer (pay clerk), and retired from the navy in 1954.

Melton Parker



In Part II next month will be the story of Lyle W. Jack and the cartoon drawings Carol Gladys found in her father’s navy papers. Additionally, it will show the cartoon Jimmy Leopard utilized for a cachet that helped to solve the mystery of who the artist was.

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The Joy of Collecting: YangPat Christmas Cards

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

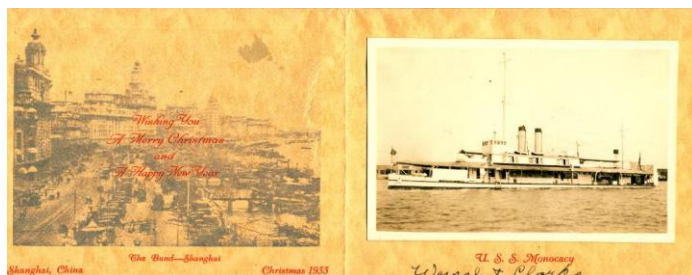


Editor Note: Gregory Finnegan sent a variety of YangPat and Asiatic Fleet Christmas cards from his dad's earlier years there: 1931 aboard USS PEARY (DD 226) and MONOCACY (PR 2). Because of space limits in December's *Log*, I am sharing these now.

This first one is my favorite, given that the thickness of the enclosed card made the postmark strike especially sharp. I've twice scanned it w/o noticing that the 'Navy Yard' at the bottom of the address was partly cut off. Let me know if you want a re-try. My dad had detached from MONOCACY in November '33, and was en route to his next assignment at the Brooklyn Navy Yard: radio officer and plank-owner in NEW ORLEANS. That lasted until the end of August '33, when orders came through selecting him for the 3-year Japanese Language Officer program in Tokyo.

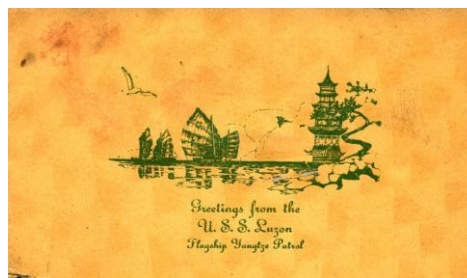


Cover from USS
MONOCACY which
contained card below.

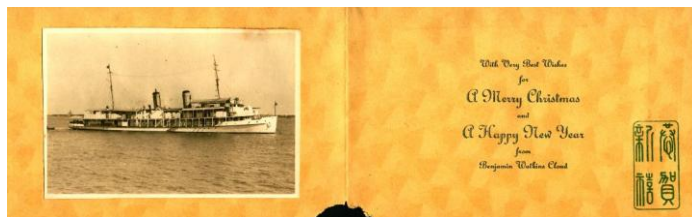


Re senders: Wersal & Clark : from Muster Roll of 30 Sept. 1933: GM/3 Sylvester Henry Wersal, aboard since 1929. There were two Clarks (in a crew of 52 men and 4 officers): CMM Harry Edward Clark and GM/1 James William Clark. As the latter Clark was also a Gunners Mate, had also joined the crew in 1929, and in Sept. 1933 was qualified as Navy Mail Clerk, he is likely the other sender.

Here's one that has to be from his 1931 service in PEARY, as Cheefoo (now Yantai) is on the Shandong Peninsula, in N. China. I don't know much about, tho' my father might have been treasurer, as I have some accounts (and some photos of some not very sober looking members, in civilian dress.)

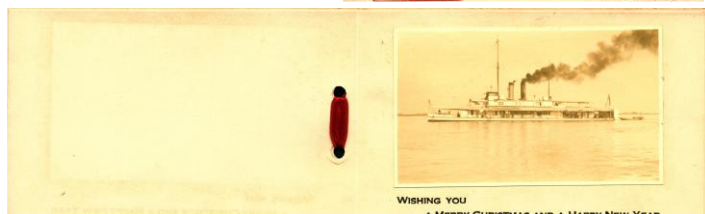


Here's a LUZON
Christmas card
from my dad's
papers;



Here's the interior of the LUZON card—which seems to have been mouse-gnawed over the decades. Cloud was Secretary to ComYangPat in LUZON; he commissioned and commanded USS TOMAHAWK (AO 88) in WW II.

Front of undated USS
MONOCACY Christmas card.

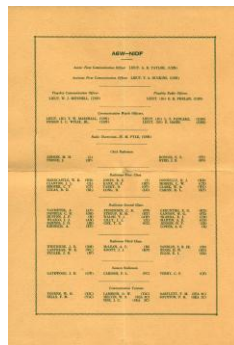


Here's the inside of the undated MONOCACY card

Here's one from the command radio unit of the Asiatic Fleet. I notice that the Assistant Fleet Communications Office, Thomas Huckins, dad served later with him in Fleet Radio Unit, Pacific, the codebreaking unit at Pearl Harbor. I find it interesting that the officers and the non-radiomen have their rank or rate after their names, but the Radiomen are grouped by pay grade and seem to have after their names what looks like their radio 'handle,' since the



letters involve their initials. All the ports named on what's the front when it's folded, were ports visited by AUGUSTA in June-Dec. 1934, when AUGUSTA was indeed Asiatic Fleet Flagship. The reason for the



trip Down Under was for the centennial of Melbourne. I also notice that CRM J.B. Byrd was one of the "On-the-Roof-Gang," the radiomen, originated by self-taught Asiatic Fleet RM, who were trained in an addition on the roof of "Main Navy," the Navy Dept. HQ in Washington DC to copy Japanese Morse Code. This, of course, was the essential first step in the codebreaking process. Their skill was classified, which meant they were known simply as "the OTRG." T.A. Huckins was the lead Traffic Analyst at FRUPAC.

Kaiser Vancouver: The “Utility” Shipyard

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Many factors contributed to the winning of World War Two by the United States and Allied nations, but certainly the industrial capacity and mass production abilities of the U.S. was a major reason for that victory. Aircraft, mechanized vehicles, arms, munitions and ships produced by the American “arsenal of democracy” allowed the U.S. and Allied forces to overwhelm and decisively defeat both Germany and Japan by 1945. Significantly, the production of over 5,600 merchant vessels by American shipyards during the war ensured victory in no small measure, providing the logistics lifeline and material support to the fighting in Europe and across the Pacific.

By 1945, eighteen shipyards existed across the United States. A few of these were built entirely from scratch beginning in the early 1940s. These shipyards turned out a seemingly endless stream of merchant ships (“Liberty” and “Victory” types) in addition to select warship classes. Henry J. Kaiser (1882-1967), the industrialist who turned his attention to ship building after a successful and innovative career in construction, was responsible for establishing seven shipyards on the West Coast. In the Pacific Northwest, three Kaiser Yards were centered in and around Portland, Oregon; all were under the direction of Edgar Kaiser, Henry’s eldest son. The Oregon Shipbuilding Corp., in Portland on the banks of the Willamette River, was built beginning in 1940. By war’s end, it had produced 462 ships. The smaller facility at nearby Swan Island turned out 146 (some sources cite 147) T-2 oil tankers. On the north side of the Columbia River, on the opposite side of Portland, stands the city of Vancouver, Washington. On land that had once been the site of a small shipyard during World War One, a new, modern shipyard was built to meet current wartime needs.

Kaiser Vancouver, as the yard came to be known during World War Two, began with ten shipbuilding ways, which were later increased to twelve. When ship production ceased entirely in early 1946, 141 merchant and military ships (plus two drydock sections) had been launched. This was a substantial number in just 3 years and 8 months from the laying of the first ship’s keel until the moment the final ship slid down the ways. However, Vancouver’s accomplishments go far beyond what at first glance appears to be a relatively small number of ships, compared to other, larger shipyards. Let’s compare this shipyard to a “utility player” in baseball. This is a skilled and versatile baseball player who gives his manager flexibility when filling out the lineup card for each day’s game by being able to play several positions on the diamond—the outfield, shortstop, first base, for example. The yard at Vancouver gave war production planners in Washington, D.C. significant flexibility by being able to produce five distinct types of ships—merchant and military—

at different times during the war. Kaiser Vancouver earned a well-deserved reputation for being able to revise procedures, draft new methods and shift production to turn out entirely different ships quickly, efficiently and with barely any disruption or delay in output time.

Kaiser Vancouver’s first ships down the ways were cargo vessels. Allied merchant ship losses early in World War Two, well before the U.S. entered the conflict, were staggering. Britain, for example, whose economic and industrial lifeline depended heavily on critical material imports from the U.S. and elsewhere, lost 91 merchant ships to German U-Boat torpedoes in just one month (May 1941). The U.S., recognizing the need to supply merchant ships quickly, designed and built (with British assistance and from their initial blueprints) what came to be called “Liberty” cargo ships, a basic, utilitarian design that President Franklin D. Roosevelt is alleged to have called “ugly ducklings” while others termed them “seagoing boxcars.” By the end of World War Two the eighteen U.S. shipyards referenced above had turned out 2,710 (some sources list 2,711) of these cargo vessels. Also equally amazing, 531 improved “Victory” ships were built (including 117 attack transport and cargo variants) in American shipyards.

So it may appear somewhat puzzling that Kaiser Vancouver, initially built and projected to produce the critically-needed “Liberty” ships, turned out only ten (or twelve, again sources vary on the exact number) of them. The first of these, SS GEORGE VANCOUVER (named for the British naval explorer, for whom the city of Vancouver, Washington is named) was on the ways from keel-laying to launch for only 80 days, being delivered for service in July, 1942. A second “Liberty,” the SS ELIAS HOWE (**Figure 1**) spent a similar amount of time being built as the workers at Kaiser Vancouver learned and refined the process of cutting steel, fabricating ship components, welding them together and bringing a ship to life. However, building “Liberty” ships was not to be Kaiser Vancouver’s principle contribution to the war effort as it shifted in mid-to-late 1942 to turning out ships intended for U.S. Navy use almost exclusively.

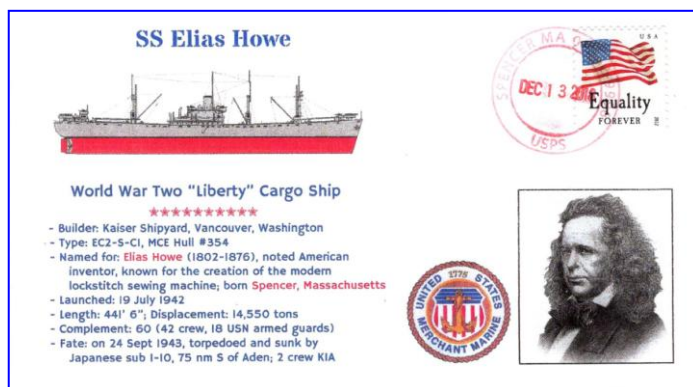


Figure 1: SS Elias Howe was the second “Liberty” ship built at the Kaiser Vancouver Shipyard. This tribute cover, with details of the ship’s namesake and the vessel’s ultimate fate was produced by the author.

The follow-on to the “Liberty” class was the “Victory” ship, with improved speed and cargo capacity. Early in the planning and construction of these ships, the Navy earmarked many of them for troop transport and combat cargo duty. Kaiser Vancouver produced 31 of these APAs as they came to be designated (with United States Maritime Commission [MARCOM] designation VC2-S-AP5), from mid-1944 through early 1945, built to USS HASKELL-class standards. **(Figure 2)** These ships were destined chiefly for duty delivering troops to the south Pacific islands. Numbered non-consecutively at Kaiser Vancouver (APAs 147-150, 187-203, 226-235), these troop carriers were basic and functional. Each ship could carry approximately 1,600 troops to the battle and this played a critical role in securing victories in the Pacific, including the Iwo Jima and Okinawa campaigns leading to Japan’s surrender in 1945. Most were scrapped immediately after the war; some were mothballed as part of the National Defense Reserve Fleet, and then eventually scrapped. A few were updated and saw duty during the Korean War. At least one transport built at Kaiser Vancouver--USS RENVILLE, APA/LPA-227--served in World War Two, the Korean conflict as well as in Vietnam, earning three campaign stars for the latter **(Figure 3)**.

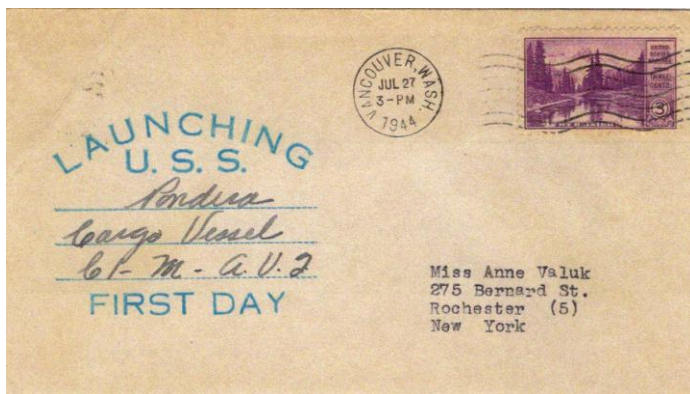


Figure 2: An Alfred C. Hinzpeter cachet, marking the launch of the USS PANDERA, postmarked 27 July 1944, at Vancouver, Washington. Note: PANDERA was actually a troop transport, type VC2-S-AP5.

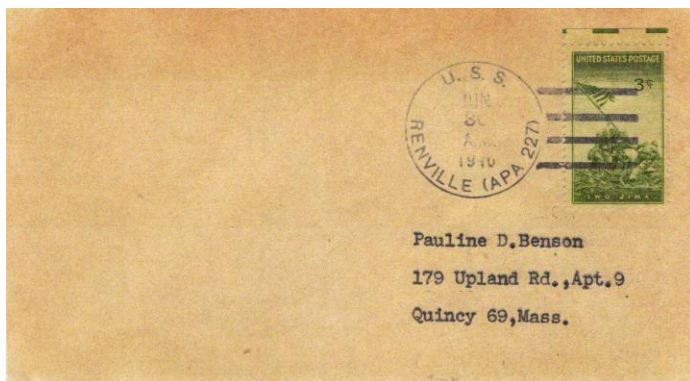


Figure 3: USS RENVILLE (APA 227) was launched too late to participate in World War Two. This cover was postmarked 30 June 1946, while RENVILLE was assigned to duties with the task force supporting the atomic bomb tests at Bikini Atoll in July 1946.

Yet another type of troop transport (designated C4-S-A3 or A4) was built by U.S. shipyards. Eighty-one of these ships were built in four different yards, with the Vancouver yard turning out 20 of that number. Some sources classify these ships as the MARINE ADDER-class, after the lead ship, while others refer to them generally as “Marine” types, since several ships of the class had a “Marine” prefix in their name: MARINE CARP and MARINE PHOENIX, for example. These transports had a greatly increased troop-carrying capacity (up to 3,600) and improved berthing and messing facilities. Completed near the war’s end, too late for involvement in direct action, most of these ships were initially used in the rotation of U.S. occupation troops to and from Japan and other locations; many served a similar function during the Korean War. Unique in their above-deck configuration **(Figure 4)**, the ships had a relatively low profile with a bridge superstructure just a few decks tall above the main deck. Some of these “Marine” transports, under USNS command, in addition to troops, also carried dependents to and from overseas assignments.

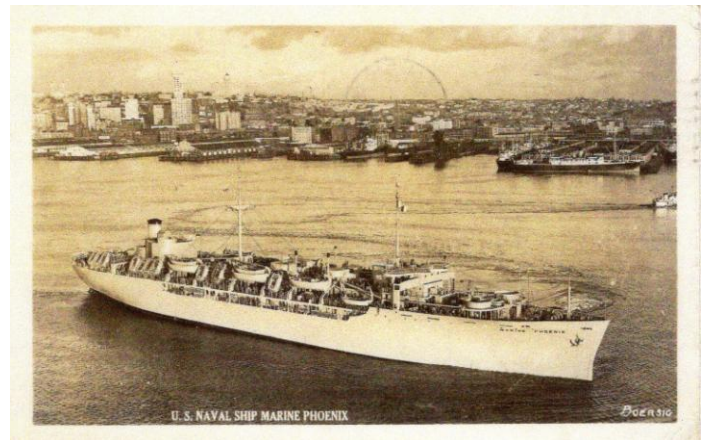


Figure 4: A postally-used postcard (RPPC) sold by the ship’s store, showing USNS MARINE PHOENIX in Elliott Bay, Seattle, Washington.

In May 1940, the British were defeated by German forces at Dunkirk. The Royal Navy was able to employ a few of its ships to withdraw troops of the Expeditionary Force, but depended heavily on an ad-hoc flotilla of commercial vessels to complete the job. Heavy equipment such as tanks and artillery was abandoned on the continent. This caused strategic planners to rethink their ship requirements. Working with U.S. Navy ship designers, they developed a plan for a ship that could deliver troops as well as heavy equipment (and evacuate them if necessary) in an amphibious landing on enemy-held shores. The Kaiser Vancouver shipyard was tasked early in 1942 to build a limited number of LSTs. The shipyard’s workforce of 38,000 men and women once again shifted gears and developed new fabrication methods, set up new machinery and quickly learned to produce this 328-foot light draft ship. The first of a total of thirty LSTs (numbers 446-475) was laid down on 15 June 1942, and delivered to the U.S. Navy five months later. **(Figure 5)**. On one remarkable day--10 July 1942--the keels of four LSTs were laid down almost simultaneously as production procedures

and times at the facility continued to be refined and shortened. By the end of Kaiser Vancouver's LST work, these amphibious warfare ships were spending only about 35 days on the building ways before being put in the water for final fitting out. All LSTs produced at Kaiser Vancouver were earmarked for duty in the South Pacific during the war, with three eventually being lost to Japanese kamikaze attacks and one to aerial bombing.

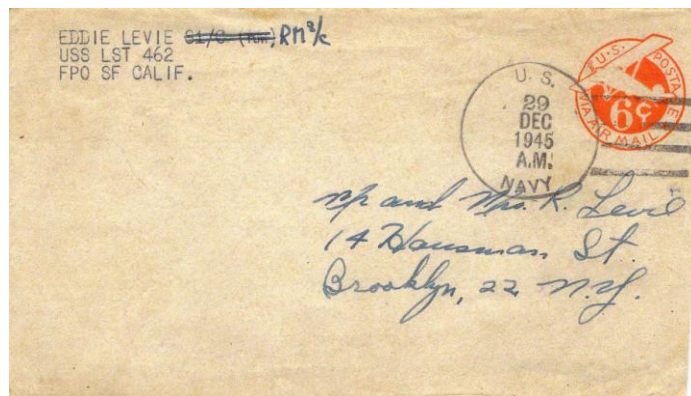


Figure 5: Sailor mail from LST-462, dated 29 December 1945. This LST received five battle stars for actions in the Pacific, including landings at Leyte. She was decommissioned in March 1946.

Easily the most strategically and tactically important ship built at the Vancouver shipyard was the Escort Aircraft Carrier (designated CVE). In 1940, as British merchant ships were being savaged by German U-Boats in the North Atlantic, President Franklin D. Roosevelt ordered the development of a carrier type ship to provide air cover for the slow and vulnerable merchant ship convoys, on their trips both ways across the North Atlantic. "Speed, more speed!" was Roosevelt's oft-repeated dictum when it came to U.S. shipbuilding, warship or commercial. Heeding this, U.S. planners quickly directed the conversion of several merchant ships by essentially removing the superstructure and adding a flight deck, all to meet the President's order. However, escort carriers of this type--from the LONG ISLAND-class, through the BOGUE and SANGAMON-classes--though functional, were limited and inadequate on several levels. All were based on merchant ship hulls to which hangars and flight decks were added without being truly satisfactory. Due to early warship losses, Britain faced a critical shortage of all types of ships; on Roosevelt's orders, many of these early CVEs were turned over to the British under terms of the Lend-Lease Act, where they served providing air cover for merchant convoys and carried out air support roles for British and Allied forces in the Pacific.

The ever-persistent Henry Kaiser managed to get the President's ear on the subject of escort aircraft carriers. Kaiser understood Roosevelt's call for "unmatched" speed in building ships, and succeeded in getting an order to build, quickly, fifty of a new class of ship purpose-designed from the keel up as an escort aircraft carrier. Boldly, Kaiser had stated to Navy planners that he could build a fleet of fifty carriers "...in less than two years." If Kaiser ever doubted his ability to make good on this promise to deliver, he never

expressed it, such was his confidence and belief that his shipyards could "do anything," as he was quoted saying on several occasions. Very early on--probably by mid-1942--it was decided that the Vancouver shipyard was best equipped to carry out the job.

On 5 April 1943, a crowd estimated at 75,000 (believed to be the largest ever gathered in Vancouver, before or since) looked on as First Lady Eleanor Roosevelt christened the first of this new class of CVE, USS CASABLANCA (CVE 55), **Figure 6**. (Note: the name initially assigned to this ship was HMS AMEER [intended for British use], later changed to USS ALAZON BAY; the change to CASABLANCA took place just two days prior to christening.)

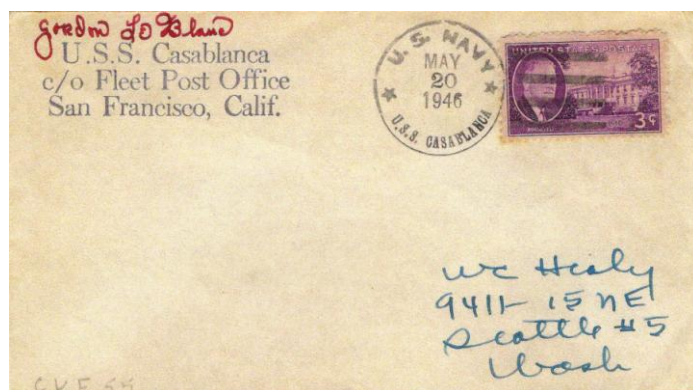


Figure 6: Sailor mail dated 20 May 1946 from USS CASABLANCA (CVE 55), first "baby flattop" of her class. Locy Type P postmark, 20 May 1946. Ship return address appears to be pre-printed; one other example exists in the Naval Cover Museum.

By the time the last of the fifty escort carriers--USS MUNDA (CVE 104)--was in the water and ready for war, the Vancouver shipyard had made good on Kaiser's assurances to President Roosevelt. MUNDA's keel was laid on 29 March 1944, she was launched on 27 May 1944, and after fitting out was commissioned on 8 July 1944, an absolutely remarkable period of only 101 days from keel laying to sailing off for war duty. As the accompanying photo shows (**Figure 7**), once a CVE (or any other ship) was launched from one of the shipyard's 12 building ways, she was usually moved to a position along the 3,000 foot completion dock just west of the ways. During 1943-1944, it was not uncommon to see three or four of the CVEs at the dock, receiving their final construction touch. (**Figure 8**) From there, the CVEs moved down the Columbia River, westward, to Astoria, Oregon.



Figure 7

Figure 7: Photo (unknown date) shows the Kaiser Vancouver shipyard, Vancouver, WA, with the Columbia River in the foreground. The twelve building ways are visible; the fitting out dock can also be seen (left of the photo). Astoria, Oregon, is west from the shipyard, to the left. Photo courtesy of Capt. Gene Davis, USCG (retired), curator, USCG Museum, Seattle, WA.



Figure 8: Cover marks the launching of USS MATANIKAU (CVE 101), 22 May 1944, Vancouver, Washington. The unknown cachet maker has misspelled the ship's name.

Prior to the attack on Pearl Harbor, Astoria was a quiet coastal town with a population of just over 10,000 people. As with many locations around the U.S., the war brought new, defense-related construction to the town and surrounding area, including three Naval Air Stations (NAS) and a blimp base at Tillamook, Oregon. Tongue Point NAS near Astoria served as the air base for aircraft (chiefly FM-2 Wildcats and TBM-3 Avengers) designated for the new CVEs being delivered from the Kaiser Vancouver yard. The Astoria Naval Base was the location of newly-built piers and warehouses. As the carriers arrived from upriver, they were fueled and provisioned while Navy crews from receiving locations in Seattle and elsewhere arrived and brought the ships to life. With speeds unheard of today, the Kaiser carriers were usually commissioned at Astoria just 4 weeks after launch from Vancouver. From August 1943 to July 1944, Astoria witnessed a CVE being commissioned roughly once per week.

The CVEs (a designation sometime jokingly referred to by the sailors who manned them as standing for "Combustible Vulnerable Expendable") acquitted themselves well during the war. One, USS GUADALCANAL (CVE 60), on 4 June 1944, while directing a hunter-killer antisubmarine group in the mid-Atlantic, forced German sub U-505 to the surface, resulting in the first U.S. Navy capture of an enemy sub on the surface. Other CVEs operated chiefly in the Pacific, ferrying aircraft to the larger ESSEX-class carriers, while also bringing damaged aircraft back to the U.S. mainland and other locations for repair.

But these carriers also engaged the enemy directly. In all, five of the Kaiser Vancouver-built CASABLANCA-class carriers were lost during the war. Two of the carriers--USS OMMANEY BAY (CVE 79), 4 January 1945, and USS BISMARCK SEA (CVE 95), 21 February 1945--were lost to Japanese kamikaze attacks in separate engagements, while one, USS LISCOMBE BAY (CVE 56), was torpedoed by a

Japanese submarine and sank on 24 November 1943. Perhaps the most notable of the CVE losses were the two that were sunk during the Battle off Samar, which took place over a few brief hours on 25 October 1944. As part of the task force "Taffy 3," these two carriers, along with destroyers and destroyer escorts, took on a far superior Japanese naval force, sent to oppose earlier U.S. troop landings at Leyte Gulf, Philippines. Despite the overwhelming odds facing them, "Taffy 3" ships fought bravely and eventually deterred the Japanese force. During the engagement, USS GAMBIER BAY (CVE 73) was sunk by sustained Japanese naval gunfire, while USS ST. LO (CVE 63) suffered a kamikaze attack and sank. Both went under the waves within minutes of being initially struck, perhaps giving some credence to the sailors' definition of what CVE actually stood for. Nevertheless, these carriers and their accompanying escorts acquitted themselves exceptionally well, causing the Japanese naval force to retreat as they failed to carry out their mission.

Following the war's end in 1945, as was the case with many U.S. Navy warships, the Kaiser Vancouver CVEs were mothballed and put into reserve status, usually within one to two years after the end of hostilities. Most were eventually scrapped in the early 1960s. There were exceptions to this general deactivation. USS WYNDHAM BAY (CVE 92), for example (along with others), served to ferry aircraft around the Pacific after 1945, including during the Korean War. She was instrumental in bringing U.S. aircraft to Saigon in 1954, planes that had been purchased by French forces fighting against the Vietnamese insurgency.

Another, USS THETIS BAY (CVE 90) (**Figure 9**), was modified several times, and served through 1967 before finally being scrapped. This carrier was notable for being one of the first ships to test the concept of a helicopter carrier used in support of amphibious landings.

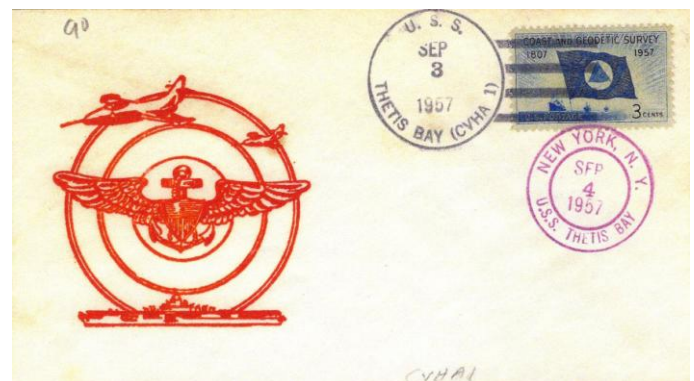


Figure 9: USS THETIS BAY (CVHA-1), "Assault Helicopter Aircraft Carrier," formerly CVE 90. The ship was later designated LPH 6, "Amphibious Assault Ship (Helicopter)" in 1959.

THETIS BAY's designation was changed from the original to CVHA-1 in 1955 and to LPH 6 in 1959. Embarking up to twenty large S-56 (later designated CH-37) Marine transport helicopters, or 40 of the smaller HRS model, the ship explored the use of transporting combat forces to land them beyond traditional beachheads. In 1962,

the ship, with embarked Marines ready for deployment, was standing by during the Cuban Missile Crisis. THETIS BAY is also notable also for being the last CASABLANCA carrier scrapped, being sold for final disposition in December 1964.

Beginning in 1945, activity at Kaiser Vancouver quickly wound down, with thousands of workers receiving termination notices within the last months of the year and early in 1946. By the first months of 1947, only a skeleton force remained on the site, maintaining the facility. The work force of 38,000 at the end (including over 10,000 women) quickly dispersed. Some returned to their homes throughout the country while many (estimates vary) remained in the Vancouver area, helping to grow the city. Today Vancouver is the fourth largest city in Washington, and is often referred to as a northern suburb of Portland, Oregon. The shipyard eventually reverted to commercial endeavors (although only limited, small-scale shipbuilding ever took place) and nature soon reclaimed the shipbuilding ways. A business park now stands where ship fabrication buildings once stood. An excellent historical interpretative display is located on the site today ("Henry J. Kaiser Shipyard Memorial"), with informational placards showing visitors the yard's contribution to the war, along with a viewing tower that can be climbed that offers an overview of the remnants of the yard's ways (Figure 10).



Figure 10: View from the observation tower, "Henry J. Kaiser Shipyard Memorial," looking west over the remaining yard artifacts. The Columbia River is to the left. Photo by the author, 12 May 2019.

Henry Kaiser himself was often cited as a "hero." President Roosevelt referred to him as "...a dynamo," such was his influential impact and the energy he brought to American shipbuilding. A post-World War Two Roper public opinion poll showed that Americans believed Kaiser was second in importance only to President Roosevelt for winning the war. Kaiser was not above both self-promotion and undertaking steps to boost the morale of his workers.

The Kaiser Vancouver Shipyard does not qualify for entry into the World War Two shipbuilding "Hall of Fame" (if such a thing existed), just as no true baseball utility player has ever gained entry to the hallowed halls of Major League Baseball's Hall of Fame at Cooperstown, New York. Other

yards produced far more ships, including the Oregon Shipbuilding Corp. yard, just across the river in Portland. But none could match the flexibility and "utility" shown by the shipyard on the Columbia River for its ability to build five new ship types built within just over three and one-half hectic years, with no disruption. Vancouver's greatest contribution may well have been the production the fifty CASABLANCA escort carriers which did so much to secure victory in the Pacific and Atlantic. For that alone, Henry J. Kaiser and the men and women of Kaiser Vancouver can take a well-deserved bow. At a ceremony on 14 January 1944, elaborate award portfolios were presented to all the workers for recent accomplishments. They had met and exceeded the shipyard's goal of launching eighteen CVEs by the end of 1943, under the banner of "Eighteen or More by '44;" Kaiser Vancouver actually launched nineteen CVEs by New Year's Day, 1944. On the cover of the award portfolio were the words "World's Champion Aircraft Carrier Builders." (Figure 11) Well done, indeed.

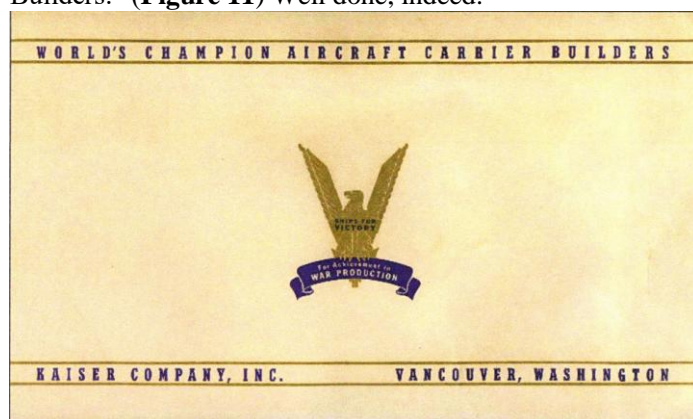


Figure 11: Cover of the award portfolio presented to Kaiser Vancouver workers, 14 January 1944, proudly proclaiming "World's Champion Aircraft Carrier Builders."

Figure 12: The 19 August 1943 cover of the Kaiser Shipyards' bi-weekly, in-house company newsletter "Bo's'n's Whistle." The newsletter, with information highlighting individual employees, war news updates, notices of safety procedures, etc., was distributed to employees in all three Portland-area shipyards.



References

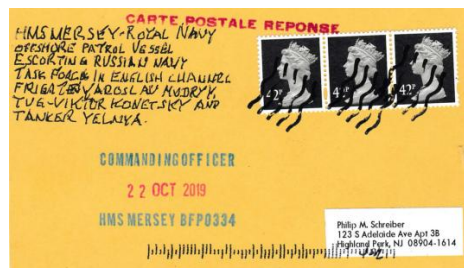
- "The Kaiser Carriers," Fred West. Sea Waves Press, 2018
- "The Arsenal of Democracy," A.J. Baime. HMH Books, 2014
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- <https://shipleybay.com/kaiser.htm>
- <http://www.navsource.org/Naval/index.html>
- <https://oregonhistoryproject.org/articles/the-bosns-whistle/>
- oregonwwiimemorial.com/thenavy.html
- <https://www.dailykos.com/stories/2017/6/28/1675816/-History-101-The-Vancouver-Kaiser-Shipyard>
- http://www.beadee.com/kaiser/pub_list.htm
- (Bo's'n's Whistle newsletter, not all issues available to view)
- <https://web.archive.org/web/20070713052313/http://www.coltoncompany.com/shipbldg/ussbldrs/wwii/merchantshipbuilders/kaiser/vancouver.htm>

Foreign Navy News

Phil Schreiber (9110)
123 S. Adelaide Ave., Apt 3B
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Recently commissioned Royal Navy Offshore Patrol Vessel HMS MERSEY recently was deployed in home waters of the English Channel and assigned to “escort” a Russian Navy Task force composed of the frigate YAROSLAV MUDRYY, tugboat VIKTOR KONETSKY and tanker YELNYA. The postage stamps on my card (**Figure 1**) are postmarked with a British “dumb cancel” reminiscent of World War II dumb type postmarks. Royal Navy skippers are very often willing to use their date stamper for navy cover collectors and enthusiasts. Also, the Royal Navy is on the internet with all sorts of news and also a BFPO (British Fleet Post Office) current list of their ships and mailing addresses. Perhaps this marks the difference between the workings of an open society and a closed society such as Russia. My requests to Russian Navy ships are rarely responded to. One recent exception was a personal letter from a skipper who told me “do not ever write to me again.” And when I asked a Russian Navy veteran what ship he served on, he told me that he had been ordered never to tell anyone because it was a state secret.



(Figure 1)
HMS MERSEY

HMS DUNCAN deployed in Persian Gulf and Hormuz Straits to protect tankers and maritime traffic from attacks by Iranian Revolutionary Guard vessels. (**Figure 2**).

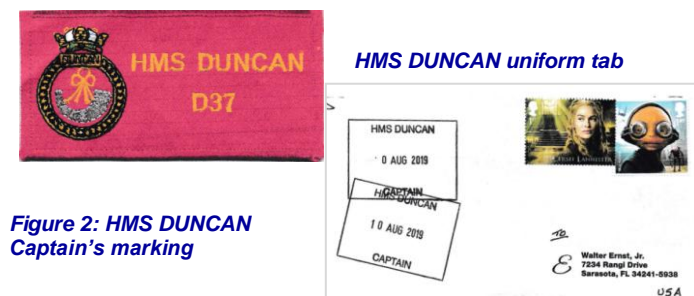


Figure 2: HMS DUNCAN
Captain's marking



Figure 3: HAMBURG (F 220)

German Navy frigate HAMBURG (**Figure 3**) in Aegean Sea deployment with

Standing NATO Maritime Group Two (SNMG 2) monitoring Lebanon Hezbollah attempts to attack Israel.



Figure 4:
HMCS
HALIFAX
(FFH 330)

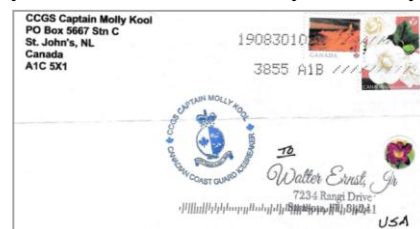
Canadian destroyer HMCS HALIFAX (**Figure 4**) also with SNMG 2 peace keeping duty in Mediterranean.



Canadian destroyer HMCS FREDERICKTON (**Figure 5**) on port of call visit to its namesake city of Frederickton, New Brunswick.

Canadian Coast Guard Ice-Breaker CAPTAIN MOLLY KOOL (**Figure 6**) which recently responded to a distress call and provided aid to the Tanker “JANA DESGAGNES” when she was severely damaged by ice in the North Atlantic Ocean. The CAPTAIN MOLLY KOOL is named in honor of one of the first of her gender in Canada to be granted a license of ship captain or master of sea going vessels. As with the British Navy, the Canadian Navy is very sympathetic to philatelic requests and publishes mailing addresses.

Figure 6: CCGS



Australian Navy frigate HMAS MELBOURNE (**Figure 7**) deployed in Gulf of Aden on anti-piracy and peace-keeping service and in the Persian Gulf Areas where she also is involved to preventing drug smuggling via Iran and other near-by renegade regimes.



Danish Navy support ship HDMS ABSALON (**Figure 8**) which looks like a U.S. Navy LCS or frigate. She was recently deployed in NATO exercises north of the Arctic Circle with 22 other NATO ships practicing air defense and anti-submarine tactics.

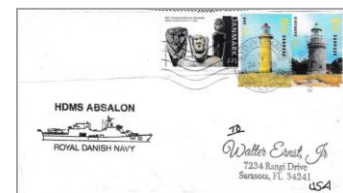


Figure 8

Many thanks for scans of covers from USCS members **Walter Ernst, Jr.** and **Muneo Hagino**.

USCS Auction #1**Closes 29 February 2020****Minimum bid \$1.00. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to seadragons@cox.net****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

01-01 MIDWAY (CVE 63) 7-7-44 sailor mail w/censor mark, sunk
 01-02 BYRD Antarctic Expedition II 1-30-35 r/s cachet PM Little America
 01-03 BENEVOLENCE (AH 13) 3-11-46 (USN Br 15782) patriotic, overcxl by city PM
 01-04 BLACK HAWK (AD 9) 5-1-34 Dewey Day by USCS Ch 8
 01-05 BANG (SS 385) 4-29-58 US Subs for Defense, PM Key West
 01-06 FULTON (AS 11) 9-12-41 1st Day Postal Serv
 01-07 FULTON (AS 11) 7-19-39 keel lay by ANCS 15, PM Vallejo
 01-08 Photo PCs of: USS MERCY AH 4, COMFORT TAH 20, MERCY (TAH 19)
 01-09 RELIEF (AH 1) 2-17-34 At Sea cxl, Rene Laennec typed cachet
 01-10 CALVERT (APA 32) 11-30-54 Passage to Freedom r/s cachet
 01-11 SAVANNAH (AOR 4) 9-15-78 tribute to US Navy Mail Clerks
 01-12 YELLOWSTONE (AD 27) 1-26-49 Generic cachet BB in shield
 01-13 MARS (AFS 1) 6-14-78 I want You for the Navy decal as cachet
 01-14 RELIEF (AH 1) 6-7-45 marked Last Day Postal Serv
 01-15 Seabees 25th Anniv cachet, PM USN Br 17090
 01-16 HERBERT (DD 160) 4-12-35 Dedication USN Hospital Phila
 01-17 CHICAGO (CG 11) 70th Anniv US Navy postal serv
 01-18 REPOSE (AH 16) 11-15-65 ships r/s cachet
 01-19 PA (French CV) CHARLES DE GAULLE 5-21-2001 Trident D'Or cachet
 01-20 LUTJENS (German DD) 3-22-79 ships cachet for visit to Kiel
 01-21 HESSEN (German DD) 10-8-78 10th Anniv cachet
 01-22 SCHLESWIG-HOLSTEIN (German DD) 10-12—89 25th Anniv
 01-23 HOLLAND (AS 3) 4-17-41 US Submarine Mail
 01-24 CLEVELAND (LPD 7) 2-22-79 70th Anniv of Great White Fleet
 01-25 USNS KINGSPOUT (TAG 164) 2-24-64 ships r/s cachet, CO auto
 01-26 GUADALUPE (AO 32) 2-21-67 Washington's B'Day at Long Beach, CO auto?
 01-27 SALAMONIE (AO 26) 3-16-59 Navy Dept design as cachet
 01-28 CLEVELAND (LPD 7) 10-27-68 Navy Day cachet by USS Cleveland Ch
 01-29 TRUCKEE (AO 147) 1-30-80 Last Day of Postal Serv
 01-30 HASSAYAMPA (AO 145) 12-14-55 USN carriers, BBs, etc
 01-31 WHIPPLE (DE 1062) 10-27-70 ships r/s cachet
 01-32 HULL (DD 945) 4-9-75 Underway in the Pacific r/s cachet
 01-33 GEORGE K MACKENZIE (DD 836) 12-25-74 Merry Xmas
 01-34 O'BANNON (DD 987) 11-19-82 ships r/s cachet
 01-35 JONAS INGRAM (DD 938) 11-10-80 ships r/s cachet
 01-36 MOOSBRUGGER (DD 980) 8-20-77 christening, PM Pascagoula
 01-37 FLETCHER (DD 992) 11-3-80 ships r/s cachet
 01-38 LEFTWICH (DD 984) 8-25-79 commission by USS America Ch
 01-39 NICHOLSON (DD 982) 3-31-80 ships r/s cachet
 01-40 JOHN YOUNG (DD 973) 5-20-78 commission by Decatur Ch
 01-41 MORTON (DD 948) 5-9-66 ships r/s cachet
 01-42 ARTHUR W RADFORD (DD 968) 5-10-90 ships r/s cachet
 01-43 WILLIAM W WOOD (DD 715) 11-22-76 last day postal service by Hoffner H093
 01-44 BEALE (DD 471) 9-23-68 Last Day Postal Serv by Beck B767
 01-45 FORREST SHERMAN (DD 931) 11-5-82 decom by Decatur Ch, PM Charleston
 01-46 HAROLD J ELLISON (DD 864) 10-1-83 Last Day in commission by Decatur Ch
 01-47 ORLECK (DD 886) 10-01-82 decom by Decatur Ch PM Tacoma
 01-48 EDSON (DD 946) 8-10-84 Great lakes cruise by USS Buffalo Ch
 01-49 DALLAS (WHEC 716) 6-15-90 Recommission by Decatur Ch
 01-50 STORIS (WMEC 38) 7-18-86 ships r/s cachet, PM Portland
 01-51 JULIUS A FURER (FFG 6) 5-30-78 1st Day use this cachet by Decatur Ch
 01-52 RICHARD L PAGE (DDG 5) 1-14-78 ships r/s cachet
 01-53 TALBOT (FFG 4) 3-21-78 1st Day use this cachet by Decatur Ch
 01-54 GEORGE PHILIP (FFG 12) 10-2-81 ships r/s cachet
 01-55 RICHARD L PAGE (FFG 5) 8-1-81 Welcome to Norfolk
 01-56 FRANCIS HAMMOND (DE 1067) 7-25—70 commission by Beck B848
 01-57 GRAY (FF 1054) 6-10-88 Portland Welcomes the Fleet Rose Festival
 01-58 MARVIN SHIELDS (DE 1066) 4-10-71 commission by Lockwood
 01-59 DOWNES (DE 1070) 8-28-71 r/s commission cachet
 01-60 LOCKWOOD (FF 1064) 9-30-93 Decommission by USS LA Ch
 01-61 KNOX (FF 1052) 2-14-92 Decom by Nitchman
 01-62 BADGER (FF 1071) 7-31-86 Seafair Fleet with r/s ships cachet
 01-63 VANDEGRIFT (FFG 48) 10-13-81 keel lay, PM Seattle by USS Puget Sd Ch
 01-64 ALBERT DAVID (DE 1050) 12-18-74 ships r/s cachet

01-65 BROOKE (DEG 1) 3-12-66 commission by Beck B573
 01-66 TRIPPE (FF 1075) 4-28-92 Decom by Nitchman w/USS FRANCIS HAMMOND
 7-2-92 cxl also
 01-67 FRANCIS C HAMMOND (DE 1067) 5-30-74 Memorial Day by Hoffner H019
 01-68 TALBOT (DEG 4) 4-22-67 commission by Beck B724
 01-69 AYLWIN (FF 1081) 9-23-91 ships r/s cachet
 01-70 AYLWIN (FF 1081) 5-15-92 decom by Nitchman with r/s ships cachet
 01-71 T C HART (FF 1092) 8-30-93 decom by Nitchman with ships r/s cachet
 01-72 LANG (DE 1060) 12-6-74 ships r/s cachet
 01-73 GUADALCANAL (LPH 7) 11-15-92 50th anniv of Navy win at Guadalcanal
 01-74 ORISKANY (CVA 34) 4-2-75 In port cachet
 01-75 INDEPENDENCE (CV 62) 9-12-82 ships r/s cachet
 01-76 BENNINGTON (CVS 20) 12-25-67 Merry Christmas by EF Cachets
 01-77 RANGER (CV 61) 4-21-87 ships r/s cachet
 01-78 SCOTT (DDG 995) 1-27-83 ships r/s cachet, in port Port Everglades,
 enroute Guantanamo
 01-79 CONYNGHAM (DDG 17) 5-2-80 ships r/s cachet, PM Bath, ME
 01-80 CONYNGHAM (DDG 17) 8-3-81 Welcome DD HMS ARROW Nicholson
 01-81 DAHLGREN (DLG 12) 6-30-75 Last Day Hull Designation DDG by
 Hoffner H038
 01-82 FOX (DLG 33) 11-28-64 launch cachet by Dan'l Dobbins Ch, PM Long Beach
 01-83 TATTNALL (DDG 19) 10-26-90 ships r/s cachet on map of Middle E
 01-84 TRUXTUN (DLGN 35) 11-26-69 printed photo of ship & ships r/s cachet
 01-85 STERETT (CG 31) 9-11-80 ships r/s cachet
 01-86 JOUETT (CG 29) 11-2-76 ships r/s cachet
 01-87 SOUTH CAROLINA (DLGN 37) 10-01-74 Builders 1st Sea Trials
 by Hoffner H022
 01-88 JASON (AR 5) 1-7-81 ships r/s cachet
 01-89 FLORIKAN (ASR 9) 9-29-80 ships r/s cachet
 01-90 BUTTE (AE 27) 12-14-68 commission cachet by Gen Dynamics
 01-91 ORTOLAN (ASR 22) 7-6-78 ships r/s cachet, PM Norfolk
 01-92 THOMAS S GATES (CG 51) 9-9-87 ships r/s cachet
 01-93 CLAUDE V RICKETTS (DDG 5) 4-27-87 ships r/s cachet
 01-94 JOHN PAUL JONES (DDG 32) 1-31-80 ships r/s cachet
 01-95 ENTERPRISE (CVN 65) 1-25-82 ships r/s cachet
 01-96 CGC MORRO BAY (WTGB 106) 7-21-86 ships r/s cachet, PM Hampton Roads
 01-97 CGC VENTUROUS (WMEC 625) 7-16-86 ships r/s cachet, PM Long Beach
 01-98 CGC PENOBSCOT BAY (WTGB 107) 7-14-86 ships r/s cachet
 01-99 CGC POLAR STAR (WAGB 10) 8-4-92 202nd B'Day of US Coast Guard
 01-100 JOHN YOUNG (DD 973) 5-20-78 commission by USS America Ch
 01-101 GREEN BAY (PG 101) 1-8-70 Welcome to Norfolk Nicholson PM YANCEY
 01-102 SACRAMENTO (AOE 1) 9-14-63 christen cachet auto by CO, PM Bremerton
 01-103 L Y SPEAR (AS 36) 2-28-70 commission by General Dynamics
 01-104 SS PONTIAC (Great lakes iron ore freighter) 10-27-74 Serve World
 Commerce, PM USPS MI
 01-105 T C HART (FF 1092) Decom by Nitchman, ships r/s cachet & CO auto
 01-106 SOUTH CAROLINA (CLGN 37) 3-31-75 ships r/s cachet "The Fantastic"
 01-107 PHMRON Two 5-11-82 squadron r/s cachet, PM Key West
 01-108 STEIN (FF 1065) 8-3-89 ships r/s cachet, Seattle Seafair
 01-109 BOWEN (FFT 1079) 6-3-94 decom by Decatur Ch, PM Norfolk
 01-110 MILLER (FF 1091) 10-16-76 Welcome French escort LE GASDCON
 by Nicholson
 01-111 THOMAS C HART (FF 1092) 1-17-81 Last Day RFA LYNESS leased to
 USNS as SIRIUS
 01-112 VULCAN (AR 5) 12-10-81 Welcome RFA STROMNESS Nicholson
 01-113 COONTZ (DDG 40) 3-22-82 Welcome German FF AUGSBURG Nicholson
 01-114 COONTZ (DDG 40) 10-16-76 Welcome French escort TARTU Nicholson
 01-115 PUGET SOUND (AD 38) 7-7-86 Welcome HMS CHURCHILL (SSN) Nicholson
 01-116 FISKE (DD 842) 11-24-74 Welcome Spain FF ANDALUCIA Nicholson
 01-117 BRISCOE (DD 977) 3-7-86 Welcome HMS FF BATTLEAXE Nicholson
 01-118 VIRGINIA (CGN 38) 3-7-86 Welcome German DD HESSEN Nicholson
 01-119 JOHN KING (DDG 3) 3-12-86 Welcome HMCS PROTECTEUR (AOR)
 by Nicholson
 01-120 HAYLER (DD 997) 6-30-86 Welcome Columbia sail trg ship GLORIA
 by Nicholson
 01-121 MULLINNIX (DD 944) Welcome Dutch SS DOLFIJN Nicholson
 01-122 SOUTH CAROLINA (CGN 37) 5-3-76 Welcome Dutch FF TROMP Nicholson
 01-123 HOEL (DDG 13) 3-26-75 at Navy Ship Yards Long Beach
 01-124 PELELIU (LHA 5) 7-28-80 ships r/s cachet
 01-125 NEW ORLEANS (LPH 11) 1-6-81 ships r/s cachet
 01-126 SUMTER (LST 1181) 4-21-75 Welcome RFA LYNESS Nicholson
 01-127 DAVID R RAY (DD 971) 6-7-91 Welcome to Portland, The Rose City
 01-128 CGC HOLLYHOCK (WLM 220) last day in commission by Decatur Ch,
 PM Miami
 01-129 Operation CON-180 CGC BRAMBLE (WLB 392) 8-25-82 PM Saint Ignace
 01-130 THOMAS C HART (FF 1092) Welcome home from Unitas by Nicholson

USCS Auction #S-1**Closes 29 February 2020****Minimum bid stated on all lots. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to seadragons@cox.net****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

S1-01 HADDOCK (SS 231) 3-29-41 Keel Lay by GOW NG, PM FALCON MB \$15

S1-02 FLYING FISH (SS 229) 7-9-41 launch by GOW NG, US Navy PM MB \$15

S1-03 IOWA (BB 61) 8-27-42 launch by Streeter PM US Navy MB \$2

S1-04 JAPANESE BATAAN FDC 12-8-42 FDC Japanese stamp for Bataan Victory, spec cxi MB \$30

S1-05 WALLACE L LIND (DD 703) 9-2-45 Tokyo Bay hand drawn cachet & spec cxi MB \$30

S1-06 VIRGINIA (BB 13) 11-12-1912 ships cxi on PC MB \$4

S1-07 WILLIAM D PORTER (DD 579) 11-9-44 sailor mail w/censor mark & letter, sunk MB \$4

S1-08 HMS BERWICK (CL) 5-17-39 visit NY Worlds Fair cachet, PM New York MB\$3

S1-09 HMS MENDAP (DD) 11-6-44 mail addr TO ship, Israel captured ship from Egypt MB \$3

S1-10 WYFELLS (DE 6) 5-12-43 sailor mail w/censor mark MB \$2

S1-11 WHITMAN (DE 24) 10-28-44 #10 penalty, typed cc MB \$2

S1-12 STEELE (DE 8) 5-31-44 sailor mail w/censor mark MB \$2

S1-13 STADTFELD (DE 29) 4-9-?? Sailor mail w/censor mark MB \$2

S1-14 REYNOLDS (DE 42) 8-15-44 sailor mail w/censor mark MB \$2

S1-15 GILMORE (DE 18) 11-14-43 Registered #10 penalty w/typed cc, PM USN Br 163 cxi MB \$2

S1-16 GILMORE (DE 18) 7-18-44 registered sailor mail w/ships name cancel MB \$3

S1-17 EVARTS (DE 5) 10-3-44 sailor mail w/censor mark MB \$2

S1-18 EDWARD C DALY (DE 19) 1-3-44 sailor mail w/censor mark MB \$2

S1-19 DUFFY (DE 27) 10-22-43 #10 penalty w/typed cc MB \$2

S1-20 DONEFF (DE 49) 11-4-43 sailor mail w/censor mark MB \$2

S1-21 DONEFF (DE 49) 8-9-45 #10 registered MOB cover, PM USN Br 15329 MB \$2

S1-22 DOBLER (DE 48) 10-1-43 #10 penalty with r/s cc MB \$2

S1-23 CROUTER (DE 11) 12-2-44 sailor mail w/censor mark MB \$2

S1-24 BURDEN R HASTINGS (DE 19) 8-7-43 #10 penalty w/typed cc MB \$2

S1-25 BRENNAN (DE 13) 3-22-43 #10 sailor mail, no censor mark MB \$2

S1-26 BEBAS (DE 10) 2-7-44 sailor mail w/censor mark MB \$2

S1-27 BEBAS (DE 10) 1-19-45 registered sailor mail w/ships named cxi rated R1 MB \$4

S1-28 AUSTIN (DE 15) 11-2-43 #10 penalty w/typed cc MB \$2

S1-29 ANDRES (DE 45) 10-26-43 #10 registered penalty, printed cc MB \$2

S1-30 SEARAVERN (SS 196) 1-9-40 deep dive cachet by ANCS Argonauts on card MB \$3

S1-31 SEARAVERN (SS 196) 2-15-40 shakedown cruise by ANCS Argonauts, kb Brooklyn MB \$3

S1-32 SEARAVERN (SS 196) 2-23-40 shakedown cruise by ANCS Argonauts, kb Key West MB \$3

S1-33 SEAWOLF (SS 197) 1-1-40 New Years Greetings by Buckholder, NMC auto, sunk MB \$3

S1-34 PICKEREL (SS 177) 1-26-38 1st B'Day by Marshall, sunk MB \$3

S1-35 TROUT (SS 202) 11-25-40 commission by Shaw, sunk MB \$3

S1-36 PICKEREL (SS 177) 1-26-37 commission by ANCS Argonauts, sunk MB \$3

S1-37 PICKEREL (SS 177) 5-30-37 Our 1st memorial Day by Wentz, sunk, on card MB \$3

S1-38 PERMIT (SS 175) 3-17-38 1st Anniv by Aden MB \$3

S1-39 PERMIT (SS 175) 10-5-36 launch cachet by Employees Assoc MB \$3

S1-40 PERCH (SS 176) 5-30-37 Our 1st Memorial Day by Wentz, sunk MB \$3

S1-41 SHARK (SS 174) 5-30-35 Memorial Day by ANCS Argonauts, sunk MB \$3

S1-42 SHARK (SS 174) 1-25-36 commission by Officers & Men of US sub Shark, sunk MB \$3

S1-43 PERCH (SS 176) 11-19-36 comm cachet by ANCS Argonauts, sunk MB \$3

S1-44 NAUTILUS (SS 168) 9-7-36 US Sub Mail by Sadworth on card MB \$3

S1-45 MARLIN (SS 205) 9-22-41 1st Day Postal Serv by ANCS Argonauts on card MB \$3

S1-46 GRAYLING (SS 209) 5-6-41 deep dive cachet ANCS Argonauts, sunk MB \$3

S1-47 BONITA (SS 165) 6-4-37 Last Day in Commission by ANCS Argonauts MB \$3

S1-48 GAR (SS 206) 4-14-41 1st Day Postal Serv by Walton w/emb seal MB \$3

S1-49 CACHALOT (SS 170) 1-1-38 Wish you a merry Christmas & happy new year MB \$3

S1-50 SARGO (SS 188) 2-7-39 1st Day Postal Serv by Hutnick MB \$3

S1-51 TARPON (SS 175) 2-12-37 Dumonte cachet of Tarpon in lifering MB \$3

S1-52 COCHINO (SS 345) 4-20-45 launch cachet by Spader, sunk 1949 MB \$3

S1-53 COCHINO (SS 345) 4-13-44 keel lay, star design, PM Groton, sunk MB \$3

S1-54 SEAL (SS 183) 10-27-38 Navy Day cachet by Aden w/emb seal on card MB \$3

S1-55 PIKE (SS 173) 9-12-35 launch cachet by ANCS 75 & 81, PM AYLWIN MB \$3

S1-56 PORPOISE (SS 172) 7-4-38 ANCS design of porpoise by Richell, kb 3rd fourth MB \$3

S1-57 SAURY (SS 189) 4-3-39 commission by ANCS Argonauts MB \$3

S1-58 SAURY (SS 189) 8-20-38 launch cachet on card MB \$3

S1-59 CACHALOT (SS 170) 10-27-35 Navy Day 1935 by Richell MB \$3

S1-60 ESSEX (CV 9) 4-21-44 sailor mail w/censor mark & Letter MB \$2

S1-61 SARATOGA (CV 3) 11-5-42 sailor mail w/censor mark MB \$2

S1-62 CABOT (CVL 28) 1-30-45 sailor mail w/censor mark MB \$2

S1-63 ENTERPRISE (CV 6) 3-15-43 sailor mail w/censor mark MB \$2

S1-64 SAN JACINTO (CVL 30) 9-16-44 sailor mail w/censor mark MB \$2

S1-65 MANILA BAY (CVE 61) 7-14-45 sailor mail w/censor mark MB \$2

S1-66 VIREO (AM 52) 9-3-34 Labor Day cachet w/fancy cancel MB \$2

S1-67 LOUISIANA (BB 19) 1-29-1916 clear ships PM on PC MB \$4

S1-68 DIXIE (AD 1) 3-11-22 clear ships PM on PC MB \$4

S1-69 FLORIDA (BB 30) 7-7-1912 clear ships PM on PC MB \$4

S1-70 GEMINI (PHM 6) 7-30-93 decom cachet, printed photo ship, CO auto, PM ORION MB \$2

S1-71 GEMINI (PHM 6) 7-30-93 printed ships patch, emb seal, Co auto, PM ORION MB \$2

S1-72 SPIKA (AK 16) 3-1-40 US Navy Recom auxiliaries by Horton MB \$2

S1-73 MCFARLAND (DD 237) 6-17-35 decom cachet, PM DALE MB \$2

S1-74 NORTHWIND (WAGB 282) 8-16-61 Bering Sea Patrol 1961 r/s cachet MB \$2

S1-75 WILKINSON (DL 5) 8-3-54 1st Day Postal Serv by Nicholson MB \$1

S1-76 DUPONT (DD 152) 11-22-39 Recom for Convoy & Patrol Serv Czubay MB \$2

S1-77 HELM (DD 388) 10-16-37 commission by Nicholson MB \$2

S1-78 MCFARLAND (DD 237) 6-3-41 US Navy Recom wartime DDs Neumann MB\$2

S1-79 DALLAS (DD 199) 11-8-39 recom by Hutnick MB \$2

S1-80 SEABEES 6-28-45 USN Fighting Constr Battalion by Coz-Art Covers MB \$2

S1-81 PERKINS (DD 377) 9-18-36 commission cachet, 2 flags & eagle, sunk MB \$2

S1-82 NOA (DD 343) 5-7-40 Recom by Hutnick, sunk MB \$2

S1-83 GOLDSBOROUGH (AVP 18) 7-1-40 Recom by Hutnick MB \$2

S1-84 CANBERRA (CAG 2) 6-15-56 For Victory, Liberty fight Communism, Ship's r/s cachet MB \$2

S1-85 TUSCALOOSA (CA 37) 10-26-34 shakedown cruise, kb Ecuador MB \$2

S1-86 BUCK (DD 420) 5-15-40 commission by Cohan, sunk MB \$2

S1-87 WILLIAM B PRESTON (DD 344) 6-18-40 recom by Hutnick MB \$2

S1-88 BERKELEY (DDG 15) 12-15-62 r/s commission cachet MB \$2

S1-89 CGC POLAR SEA (WAGB 11) 2-23-78 commission, NMC auto? MB \$2

S1-90 UHLMANN (DD 687) 7-30-43 launch cachet, PM Staten Is MB \$2

S1-91 SS OCEAN VICTORY (liberty ship) 12-20-41 launch cachet, ship sank 1966 off Cuba MB \$2

S1-92 STACK (DD 406) 11-20-39 commission by Nicholson MB \$2

S1-93 WALKER (DD 416) 6-27-40 shakedown cruise by NCS 1, kb Norfolk, MB \$2

S1-94 FANNING (DD 385) 10-8-37 commission cachet MB \$2

S1-95 MEREDITH (DD 434) 4-7-41 1st Day Postal Serv, sunk MB \$2

S1-96 TAYLOR (DD 94) 9-28-38 Last day comm, ship & ships wheel design MB \$2

S1-97 MADDOX (DD 168) 7-24-40 recom by Hutnick, F50 MB \$2

S1-98 ALCOR (AG 34) 9-29-41 1st Day Postal Serv by Hutnick MB \$2

S1-99 WAYNE E MEYER (DDG 108) 10-18-2008 christen c by Everett, PM Bath MB\$2

S1-100 CGC BELUGA (WPB 87325) 7-25-2000 lau cachet, PM Lockport, LA MB \$2

S1-101 CGC STEELHEAD (WPB 87324) 6-27-2000 launch cachet by Everett, PM Lockport, LA MB \$2

S1-102 TOPEKA (CL 67) 10-27-45 Portland, OR salutes... MB \$2

S1-103 CHESTER (CL 1) 2-6-1913 clear ships cxi on PC MB \$4

S1-104 BONITA (SS 165) 6-4-37 decom cachet "BONITA" "B3" MB \$3

S1-105 JOHN D HENLEY (DD 553) 11-15-42 lau cachet, metered mail PM NY MB \$2

S1-106 RELIEF (AH 1) 5-11-34 Honoring a Great navy by Nicholson MB \$2

S1-107 KITTY HAWK (CV 63) n1-31-2009 decom cachet by Everett MB \$2

S1-108 RELIEF (AH 1) 12-12-38 printed photo of CONSTITUTION as cachet, kb San Pedro MB \$2

S1-109 CONSTITUTION (IX 25) 4-7-34 Welcome Scouts of Canal Zone cachet MB \$2

S1-110 RELIEF (AH 1) 4-4-24 clear ships cxi on cover MB \$4

S1-111 WISCONSIN (BB 64) 12-7-43 launch cachet by Streeter MB \$2

S1-112 KENTUCKY (BB 66) 3-7-42 keel lay by Nicholson, PM New Britain, CT & USN MB \$4

S1-113 VALLEY FORGE (CG 50) 8-30-2004 decom c by Everett, PM San Diego MB\$2

S1-114 TICONDEROGA (CG 47) 9-30-2004 decom cachet by Everett, PM Pascagoula MB \$2

S1-115 MISSOURI (BB 63) 3-31-92 decom cachet by Everett, PM Long Beach MB\$2

S1-116 WISCONSIN (BB 64) 9-30-97 USN Battleship Program decal as cachet, decom PM MB \$2

S1-117 ATLANTA (CL 51) 1-20-42 commission cachet by Sadworth, sunk MB \$2

S1-118 TEXAS (BB 35) 1-9-46 crosby-like photo cachet MB \$3

S1-119 TEXAS (BB 35) 3-12-37 printed photo as cachet on 23rd Anniv MB \$2

S1-120 DIABLO (SS 479) 11-12-53 Crosby-like photo cachet, PM New London MB\$3

S1-121 SEA ROBIN (SS 407) 10-28-53 Crosby-like photo c, PM New London MB \$3

S1-122 SEA OWL (SS 405) 6-19-52 Crosby-like photo c, PM New London MB \$3

S1-123 BERGALL (SS 320) 6-12-53 Crosby-like photo cachet, PM New London MB\$3

S1-124 ATLANTA (CL 51) 9-6-41 launch cachet by Horton, sunk, PM Kearny MB \$2

S1-125 UNITED STATES (CVN 75) 11-29-93 keel lay cachet by Nathan Hale Ch, PM Newport N MB \$2

S1-126 WRIGHT (CC 2) 5-11-63 recom r/s cachet MB \$2

S1-127 SEA FOX (SS 402) 3-28-44 launch cachet, launch US Navy Yard Portsmouth MB \$3

S1-128 SEA DOG (SS 401) 3-28-44 launch cachet, buy bond posters design MB \$3

S1-129 QUEENFISH (SS 393) 11-30-43 launch cachet by Contraros MB \$3

S1-130 FOOTE (DD 511) 10-27-45 Navy Day 1945 cachet MB \$2

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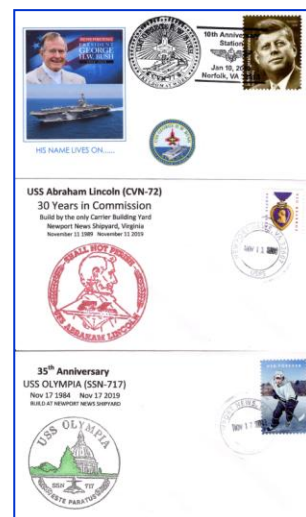
USS OLYMPIA (SSN 717) 35th Ann.

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USS ABRAHAM LINCOLN (CVN 72) 30th Ann, 11-11-2019, Newport News USPS cancel, \$2.50

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11/18



STEVE SHAY
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PERIODICAL

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Universal Ship Cancellation Society Log

January 2020

Secretary's Report December 2019 Welcome New Members

12578 Jeffrey Dow, PO Box 3116, Florence AL 35630-0029
12579 Daniel J Ryterband, 40 Carolyn PL, Chappaqua NY 10514-2915
by Paul Huber (8004)

Change of Address

12414 Charles F Hall, Jr. 537 Easy Wind Ln, Garner NC 27529-5094

Membership on 11/2/2019.....	798
New Members.....	2
Membership on 11/30/2019.....	800
Membership on 12/2/2018.....	837

Steve Shay,
Secretary

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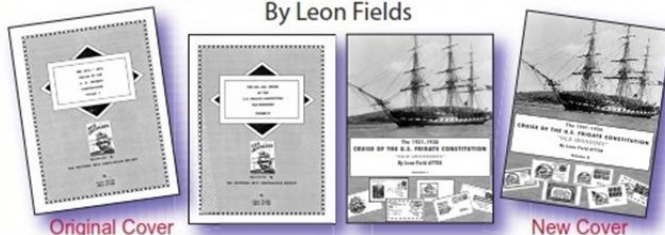
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