

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 87 No. 10

October 2020

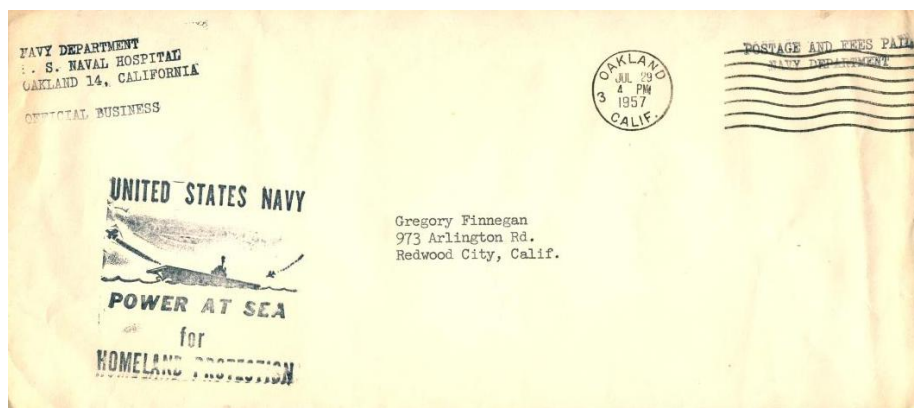
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Feature Cover

U.S. Navy Generic Official-Issue Cachets



Gregory Finnegan (9677) provides October's Feature Cover with one of the so-called "Navy Generic" Official-issue cachets of the mid 1950s. The cover is one of the illustrations for his 'The Joy of Collecting' article that discusses the four Navy Generic cachets which begins on page 16..

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

Vol. 87 No. 10 October 2020 Whole No. 1043

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

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

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

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

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

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

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From the Editor's Desk

Virtual this and virtual that! What a year! With most formal naval shipbuilding events being held with only key members present, the good old days of attending a commissioning and enjoying all the pomp and formality in a crowd of several thousand is becoming a distant memory. No chance for ship tours, no commissioning or welcome aboard booklets, and no chance to buy a T-shirt, ball cap or other memento of the ship or event. We even had to have our annual USCS Convention virtually this year. But we collect on!

My recent requests for material for the **Log** have brought a landslide of new articles that will carry us into 2021. Thanks to all the writers who responded. I will publish your articles as soon as possible.

For those collectors who enjoyed original art work in their cover cachets, I am saddened to report the passing of **Roger Wentworth** on 16 August 2020. Roger is well known for this naval cachet artwork, which showcased his favorite U.S. President, Theodore Roosevelt, as well as mermaids, naval and maritime covers. Roger was an occasional contributor to the **USCS Log** with articles on cachet making. <https://southcarolinacremation.com/tribute/details/522/Roger-Wentworth/obituary.html#tribute-start>

Late/slow delivery of **USCS Log** has happened for two months in a row. I received my copy in Florida on 11 September this month. Normally, I have my copy in hand by the 2nd or 3rd day each month. I received several emails from members around the country noting the late delivery. Please give the USPS extra days to deliver your **Log** before you ask for a replacement. If you have kept up with current news, you know that USPS has been a focus of controversy for reduced service nationwide.

In addition to late delivery of the **Log**, several shipbuilding events covers have been taking extraordinary time to be returned. I guess this is just another result of a truly messed up year! Be safe.

Collect-Share-Enjoy your hobby.

Send for Your Own Covers

USS NIMITZ CARRIER STRIKE GROUP

USS NIMITZ (CVN 68) Deployed 8 June 2020 5th Fleet AOO

USS PRINCETON (CG 59) 6 June

USS STERETT (DDG 104) 4 June

USS RALPH JOHNSON (DDG 114) 9 June 2020

JOIN A USCS CHAPTER IN 2020

Check out the USCS Fire Sale
See Page 24

Recently/Currently Deployed

USS SEAWOLF (SSN 21) 6th Fleet AOR
 USS GREENEVILLE (SSN 772) WESTPAC
 USS WINSTON S. CHURCHILL (DDG 81) Ind Deployment 10 August
 USS JOHN WARNER (SSN 785) 6th Fleet AOR
 USS MAINE (SSBN 741) Deployed May 2020
 USS GEORGIA (SSGN 729) 6th Fleet AOR
 USS HERSHEL "WOODY" WILLIAMS (ESB 4) 6th Fleet AOR
 USS CHEYENNE (SSN 773) Deployed WESTPAC 15 July 2020
 USS SCRANTON (SSN 756) Deployed WESTPAC
 USS INDIANA (SSN 789) 6th Fleet AOR June 2020
 USS HAMPTON (SSN 767) Deployed 15 May 2020
 USS ALEXANDRIA (SSN 757) Deployed 5 May 2020
 USS TEXAS (SSN 775) 5th Fleet AOR
 USS MINNESOTA (SSN 783) Deployed NAVFOR Europe
 USS LEWIS B. PULLER (ESB 3) 5th Fleet AOR
 USS ALASKA (SSBN 732) Eastern Atlantic
 USS KEY WEST (SSN 722) WESTPAC



Out of the Past

Naval History and Heritage Command

1 October 1925 (Post WW I)

CDR John Rodgers and a crew of four in a PN-9 aircraft run out of fuel on the first San Francisco to Hawaii flight. Landing at sea, they rig a sail and set sail for Hawaii. On 10 September, they are rescued by the submarine USS R-4, 10 miles from Kauai, then Territory of Hawaii.

5 September 1923 (Post WW I)

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

9 September 1924 (Modern)

USS LONG BEACH (CG(N) 9) is commissioned at Boston as the first nuclear-power surface warship in history and is assigned to the Atlantic Fleet and home ported at Norfolk, VA.

13 September 1944 (WW II)

USS WARRINGTON (DD 383) sinks off the Bahamas in a hurricane. After a prolonged search, numerous Navy vessels rescue only five officers and 68 men of the destroyer's 20 officers and 301 men.

17 September 1852 (Classic)

A party of Marines from USS JAMESTOWN land at Buenos Aires, Argentina, to protect Americans during a revolution. During this time, USS JAMESTOWN serves as part of the Brazil Squadron.

19 September 1952 (Korean War)

USS ALFRED A. CUNNINGHAM (DD 752) takes fire from three guns, estimated 105 to 155 mm in the Wonsan area of Korea. Thirteen personnel casualties, none fatal, were suffered. She expended 75 rounds of 5 inch and 84 of 3 inch in return counter battery fire. After emergency repairs, USS ALFRED A. CUNNINGHAM was able to continue her combat operations.

23 September 1931 (Inter-War Years)

The first landing of an autogiro on board an aircraft carrier is made by Lt. Alfred M. Pride, USN, in a (XOP 1), onboard USS Langley (CV 1) while underway.

25 September 1943 (WW II)

USS SKILL (AM 115) is sunk by German submarine (U 593) in Gulf of Salerno. Only 32 of her men survive from the 103 officers and men on board.

28 September 1957 (Modern)

After reconfiguration and reclassification, the former LST-32 becomes USS ALAMEDA COUNTY (AVB 1), an advance aviation base ship. The first of her class, she is designated to provide fuel, spare parts, technicians, and facilities necessary to establish and operate an airstrip for patrol and carrier aircraft in locations where there are no base facilities.

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.

POSTPONED Formal Commissioning Ceremonies

? PCU DELAWARE (SSN 791) Commissioning, Wilmington DE

? PCU VERMONT (SSN 792) Commissioning, Groton CT

Spring 2021

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

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

2020 Ship Anniversaries

50 YEARS – BLUE RIDGE LCC-19, 11/14; **30 YEARS** DEVASTATOR MCM-6, 10/6; WEST VIRGINIA SSBN-736, 10/20; TORTUGA LSD-46, 11/17; SCOUT MCM-8, 12/15; **25 YEARS** – 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** – ROOSEVELT DDG-80, 10/14; **15 YEARS** – BAINBRIDGE DDG-96, 11/12; **10 YEARS** – GRAVELY DDG-107, 11/20; **5 YEARS** – MILWAUKEE LCS-5, 11/21; JACKSON LCS-6, 12/5

Pictorial Cancellations

Rich Hoffner, Sr. (H-4456)

Wolfgang Hechler (9392)



25th Anniversary Sta.

October 9, 2020
Groton, CT 06340



30th Anniversary
Station

Oct 20, 2020
Groton, CT 06340



25th Anniversary Sta.

December 9, 2020
Newport News, VA 23607

9 September 1961 (Modern) Correction from September

USS LONG BEACH (CG(N) 9) is commissioned at Boston as the first nuclear-power surface warship in history and is assigned to the Atlantic Fleet and home ported at Norfolk, VA.

Please support our member dealers.
They can help complete your want lists via email or phone calls

Naval News

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CHAMPION, SCOUT, ARDENT Decommissioned

AVENGER-class mine countermeasure ships USS CHAMPION (MCM 4), USS SCOUT (MCM 8) and USS ARDENT (MCM 12) recognized nearly 30 years of naval service during decommissioning ceremonies onboard Naval Base San Diego during the week of 18 August.

Due to public health safety and restrictions of large public events related to the novel coronavirus (COVID-19) pandemic, the ceremonies were virtually celebrated with ship plank owners and former crew members.

In the early 1980s, the U.S. Navy began development of a new mine countermeasures (MCM) force, which included two new classes of ships and minesweeping helicopters. The vital importance of a state-of-the-art mine countermeasures force was strongly underscored in the Persian Gulf during the eight years of the Iran-Iraq war and in Operations Desert Shield and Desert Storm in 1990 and 1991.

AVENGER-class ships are designed as mine sweepers/hunter-killers capable of finding, classifying, and destroying moored and bottom mines. These ships use sonar and video systems, cable cutters, and a mine detonating device that can be released and detonated by remote control. They are also capable of conventional sweeping measures. The ships are fiberglass sheathed, wooden hull construction.

Eight MCM remain in service to the fleet and are forward-deployed to Sasebo, Japan and Manama, Bahrain.

CHAMPION **officially** decommissioned on 25 August, Scout on 26 August, and ARDENT on 27 August.

PCU IDAHO Keel Laid

A keel-laying ceremony for PCU IDAHO (SSN 799) was held at General Dynamics Electric Boat on Monday, 24 August at its shipyard in Quonset Point, R.I.

The submarine IDAHO is the 26th ship of the VIRGINIA class and the fifth Navy ship to bear the name of the Gem State. The last ship commissioned as USS IDAHO was more than 100 years ago in 1919. The NEW MEXICO-class battleship USS IDAHO (BB 42) saw service in World War II and played a key role in the Battle of Iwo Jima.

USS SEAWOLF Operates in 6th Fleet AOR

USS SEAWOLF (SSN 21) is operating in the U.S. 6th Fleet area of operations and conducted a brief stop for personnel in the vicinity of Tromsø, Norway, 21 August 2020. The Pacific-based submarine is operating in U.S. 6th Fleet under the command and control of Commander, Submarine Group 8 and Commander, Task Force 69 to compliment the undersea warfare capabilities of U.S. Naval Forces Europe.

SEAWOLF was commissioned in 1997 and is the lead submarine of her class. USS CONNECTICUT (SSN 22) and

USS JIMMY CARTER (SSN 23) comprise the rest of the class.

PCU SAVANNAH Christened

The Navy christened its newest INDEPENDENCE-variant littoral combat ship (LCS), the future USS SAVANNAH (LCS 28), during a ceremony Saturday, 29 August, in Mobile, Alabama.

Assistant Secretary of the Navy for Research, Development, and Acquisition James Geurts delivered the christening ceremony's principal address. Mrs. Dianne Isakson, wife of former U.S. Senator John Isakson, served as the ship's sponsor. In a time-honored Navy tradition, Mrs. Isakson christened the ship by breaking a bottle of sparkling wine across the bow.

LCS 28 is the 14th INDEPENDENCE-variant LCS and 28th in class. It is the sixth ship named in honor of the city of Savannah.

USNS NEWPORT Delivered

The U.S. Navy accepted delivery of the twelfth Expeditionary Fast Transport (EPF) vessel, USNS NEWPORT (T-EPF 12), 2 September 2020.

T-EPF 12 will be owned and operated by Military Sealift Command. EPFs are capable of transporting 600 short tons 1,200 nautical miles at an average speed of 35 knots.

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

PCU DELBERT D. BLACK Sail Away

PCU DELBERT D. BLACK (DDG 119) departed from Huntington Ingalls Industries' Ingalls Shipbuilding division on 4 September, sailing to her homeport in Mayport, Florida.

Commissioning was to be 26 September at Port Canaveral FL.

Ingalls has delivered 32 destroyers to the Navy and currently has four more under construction including FRANK E. PETERSEN JR. (DDG 121), LENA H. SUTCLIFFE HIGBEE (DDG 123), JACK H. LUCAS (DDG 125) and TED STEVENS (DDG 128). In June, Ingalls was awarded a \$936 million contract for the construction of an additional ARLEIGH BURKE-class destroyer.

USNS HARVEY MILK Keel Laying

On 3 September, General Dynamics NASSCO laid the keel for the future USNS HARVEY MILK (T-AO 206), the second of six vessels in the JOHN LEWIS-class fleet replenishment oiler program for the U.S. Navy.

Senator Dianne Feinstein, D-CA, and Ms. Paula Neira, former naval officer and USNA class of 1985, the ship's sponsors, virtually laid the keel by having their initials welded onto a steel plate by NASSCO welders.

Due to current COVID-19 restrictions, NASSCO will release a virtual keel laying video via the company website and **Facebook** page on 10 September.

Recruit a new member in 2020.

President's Message

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After many years of coordinating the *pictorial cancellation program*, **Rich Hoffner** is turning over the paperwork duties to **Ray Younkins** (12,346) for working the requests for pictorial cancellations starting in 2021.

Basically, the pictorial program involves completing the USPS paperwork to request a pictorial cancel for an event with enough lead time to get approval. Additionally, he will work with the USPS local or regional post office to ensure that a pictorial device is created and on hand for the timeframe of the event. At this time, Rich Hoffner will provide Ray with all the necessary USPS forms and mentor him in the process during the turnover. They will continue to work closely with **Wolfgang Hechler** to get the appropriate art work for the pictorial.

For those members who frequently send for the various pictorial cancellations, you know how they have enhanced your cover collection.

Thanks to **Paul Bunter** for successfully upgrading the MediaWiki base software to version 1.34.2 for the *Naval Cover Museum* on 29 August.

Additionally, **Greg Ciesielski**, *Naval Cover Museum* Curator reports that he just finished a new Special Collection section in the NCM. He was contacted by a friend that he needed to see the latest **Robert A. Siegel Auction** because they had some great Civil War naval covers. Greg went to their website, took a look and was amazed. He gathered all the scans and descriptions and started to work them up for the NCM.

Greg reports that he read the Siegel Auction conditions on using their images and felt he was within their guidelines but to ease his mind, he sent them an email explaining what the NCM was and his function as curator, attached a link and formally asked for their permission to use their images and description. They said as long as he continued to attribute the images and text to **Robert A. Siegel Auctions**, he could continue. Thus, NCM has official permission to use all these.

Check out the Special Collection #20-US Naval Forces in the Civil War for some beautiful full color covers.

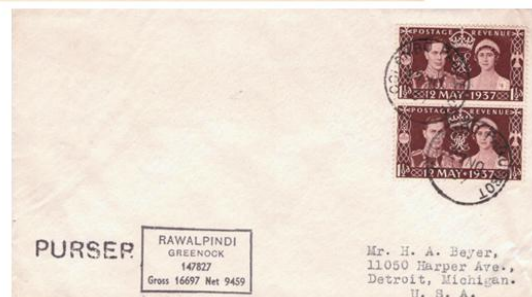
https://www.navalcovermuseum.org/wiki/US_Naval_Forces_in_the_Civil_War

The USCS Board has approved another "FIRE SALE" to reduce the stock of two publications and to make copies available to newer members at a reduced price. Order your reference books today. See the ad on page 24 for details.

In other Board action, a motion was made to purchase a license for a ZOOM account to assist in conducting our on-line virtual board meeting this year. We will explore other events we might be able to host for the membership during the year.

USCS Auctions – take a look!

USS SNOOK (SS 279) Launching Gow Ng Cachet
RN RAWALPINDI Auxiliary Cruiser



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

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

The Goat Locker

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



A search of my holiday collection came up with this unaddressed Columbus Day cover that was serviced by Radioman, First Class J. E. Avrey (ANCS #223) aboard USS PERRY (340.) He used a variety of stamps that are killed with different cancels.



Figure 1: Gold seal has ship's embossed seal posted with ship's Type 3r (AC-BBB) cancel on 12 OCT 1938 & wording COLUMBUS/DAY between its killers. Each of the ½ cent stamps are killed with Type 9v (registered) & Type P (P-18) cancels, while penny stamp is killed with what appears to be another home-made provisional cancel.

It appears that Avrey made this provisional by using the bars of another Type 3 cancel, the crisscrossing of SLO/U.S.S. PERRY and date stamp 12 OCT 1938. Note the wording between three killer bars gives ship's location- San Diego CA.

My Navy Day cover for this month was sponsored by Admiral Moffett Chapter #6 members John Koehl (942) & Henrik Wilson (1264) and serviced by Taze Nicholson (839.) Taze had them canceled aboard USS OWL (AM 2) with fancy cancel (O-17) on 27 OCT 1940. *USCS' Catalogue of Naval Postmarks* indicates that the cancel was only used on covers produced by one sponsor. Reverse has minesweeper's Type 3r cancel.



Figure 2

Figure 2: Printed Navy Day cachet depicts ship's wheel, opened port hole & battleship firing broad-side (USCS Chapter #6) posted aboard OWL with a one-day usage of the fancy cancel. Covers are printed in green & blue. Cachet artist C.W. Richell as his initials CWR is just above lower "dog" on the lower right.

Au Revoir, Mighty War Cutter

MELLON was the third of the new WHEC class, named for Andrew Mellon, who was Secretary of the Treasury under three presidents (Harding, Coolidge & Hoover) and was the only Secretary of the Treasury that Congress tried to impeach. They blamed him for October 1929 crash of the stock market and Hoover made him the U.S. Ambassador to Great Britain. Mellon was honored on a 3-cents stamp (Sc #1072) to commemorate the 100th anniversary of his birth on 20 December 1955.

The cutter was built by Avondale Shipyards, New Orleans and delivered to Coast Guard on 22 December 1967. A "Welcome Aboard" pamphlet has the following penned data: keel laid- 25 JUL 1966; launching- 11 FEB 1967 and commissioning - 9 JAN 1968. Compliment: 20 officers and 140 enlisted men.

Homeported at Honolulu HI (1967-80) according to data published in Scheina's *U.S. Coast Guard Cutters & Craft, 1946- 1990* may be not be correct, as early covers to collectors only bear the cutter's corner card (c/o FPO/ San Francisco Calif 96601) and were canceled at Key West Naval Station (7 JAN 1968), Baltimore MD (1 MAR 1968) and Honolulu HI (10 APR 1968.) She was deployed with RON Three in Viet Nam from (31 JAN- 26 JUN 1970) and was awarded a Navy Meritorious Unit Commendation.

Most of her duties during the early years included 21-day Ocean Station patrols in the Pacific, primarily Ocean Station November and the enforcement of U.S. laws and international treaties concerned with protect U.S. fishing rights in Alaskan waters. She was away from homeport about 200 days each year and logged more than 50,000 miles in support of those missions.



Figure 3: An early sending by the Hooligan bears cutter's corner card, cachet with dolphin & wording "Mellon/ No Ka Oi" which translates "Mellon, the Best", m.c. at Honolulu HI on 28 MAR 1979. Cover bears the signature of an "acting" commanding officer.



Figure 4: Cachet depicts Dick Weber's drawing of MELLON (Puget Sound Chapter #74) & skipper's signature and corner card, m.c. at Seattle on 30 SEP 1980. Cover serviced before her departure on Alaskan patrol where cutter helped in the "PRINSENDAM" rescue

MELLON changed homeports in 1980, moving to Seattle where the cutter would be closer to their Alaskan (ex-Bering Sea) patrols. She assisted in the rescue of survivors from the luxury line PRINSENDAM in October 1980 and entered FRAM modernization at Todd Pacific Shipyards, Seattle (1985-89.) She was re-commissioned in March 1989.



Figure 5: Tom McGill's request for MELLON cover bears boxed CG Resident Inspector's Office at Todd Shipyard, m.c. at Seattle on 20 OCT 1986. Enclosure gives history of the cutter and a promise that she will return to the fleet in October 1987.



Figure 6: Cover request bears cutter's corner card & cachet that depicts drawing of cutter within an outline of Washington State. m.c. at Kodiak AK on 17 DEC 1990. Within the banner is Latin "Defensor Marium" that translates "Defender of the Sea."

MELLON became known as "Mighty War Cutter" because she was the first and only 378 to be armed with "Harpoon" anti-ship missiles in January 1991. They were removed after the break-up of the Soviet Union. MELLON continued to perform her missions for the next three decades,

where she was awarded two Coast Guard Unit Commendations

MELLON earned her first Unit Commendation with an "0" device for the period (6 FEB 1989- 27 FEB 1990) for participating in multi-national exercises involving ships from Canada, Japan, Australia and the United States Navy. During a three-month Alaska patrol (3 APR- 4 JUN 1991) MELLON seized a Chinese and a Polish fishing vessel for illegally fishing within the U.S. Exclusive Economic zone in the Bering Sea, fought a fire aboard a U.S. fishing vessel and paid a diplomatic visit to Vladivostok, Russia to help in celebrating Russia's 73rd anniversary of their Maritime Border Guard. I believe that's the equivalent of our Coast Guard!

She was awarded three Coast Guard Meritorious Unit Commendations, one for the PRINSENDAM rescue (1980), along with the Humanitarian Service Medal and a Viet Nam Service Medal and a Navy Meritorious Unit Commendation awarded for the same period. She continued to perform her missions for the next three decades, operating from Seattle. During this period, MELLON has used several cachets of various sizes with the cutter within a map of the state of Washington.



Figure 7: Last Day cover with gold foil seal depicting cutter's embossed seal spray canceled at Seattle WA on 20 AUG 2020. It should be noted a new seal with USCGC MELLON (top) & WHEC 717 (bottom) and no Coast Guard emblem in the center.

MELLON completed her last Alaskan patrol on July 7, 2020. After 52 years of Coast Guard service, "Cantaloupe" an early nickname by her crew was decommissioned on 20 August 2020. She will transfer to the Royal Bahrain Naval Force later in the year.

"Fair winds and following seas" to her last crew and thanks for all those covers over the last five decades.

You might want to visit our *Naval Cover Museum* www.navalcovermuseum.org as I just sent the best 13 covers in my collection from all of the "Hamilton" class cutters.

Only USCGC JOHN MUNRO remains and she's homeported in Kodiak, AK since 2007. Her mailing address, using new name CGC JOHN MUNRO (WHEC 724) / Unit 100471, Box 1/ FPO AP 96672-7100.

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

For Beginning Members

Long John Silver, Ship's Cook

Still looking for cachets? Here's some penned cachets documenting an historical event or an event in the ship's life. A penned message from CDR Richard Byrd, USN to the Secretary of the Navy tells of his flight over the North Pole with Floyd Bennett in 1925.

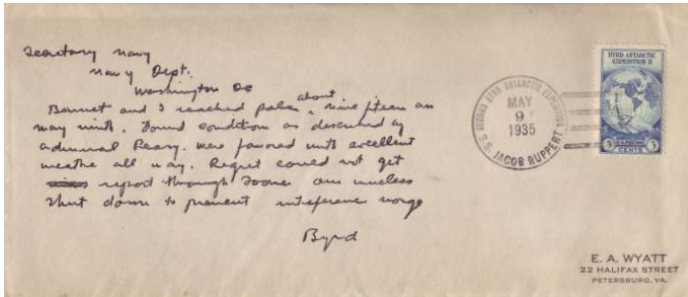


Figure 1: Number 10 envelope with Byrd's message posted aboard JACOB RUPPERT on 9 MAY 1935 to commemorate the 10th Anniversary of Byrd's flight over North Pole. The sponsor may have been the addressee, E. A. Wyatt, a prominent Virginia collector.

Actually printed, the message reads "Secretary Navy/ Navy Dept./ Washington DC/ Bennett and I reached pole about nine fifteen a.m. May ninth. Found conditions as described by Admiral Peary. We're favored with excellent weather all way. Regret could not get XX report through sooner. Our wireless shut down to prevent interference usage.

Byrd."

For those unfamiliar with polar material, S.S. JACOB RUPPERT (ex-PACIFIC FIR) was leased by CDR Richard Byrd from the U.S. Shipping Board for one dollar and made two trips to Antarctica during Byrd's 1933-35 Antarctic Expeditions. Named after benefactor and friend, Colonel Jacob Ruppert it had a sea post office from 30 October 1933 through 17 June 1935.

Ruppert was a New York beer baron and owner of the New York Yankees and best known for causing the "Curse of the Bambino" by bringing George Herman Ruth to the Yankees. As a youth, Ruppert enlisted in the 7th Reg., New York National Guard in 1886 and rose in rank to Colonel before being elected a New York Congressman (1898-1907.) He inherited his father's business, the Jacob Ruppert Brewing Company (1915), bought Babe Ruth from Boston (1918) and built Yankee Stadium (1923.) Ruppert died in January 1939, but was enshrined into the Baseball Hall of Fame in 2012.

As to the ship JACOB RUPPERT, it was returned to the USSB and remained there until 1941. Renamed COCLE, she was torpedoed and sunk by a German submarine on 12 May 1942 while convoy ONS 92 (Newcastle to New York) in the North Atlantic.

There were 37 survivors, out of crew of 42 merchant seamen.

You might want to visit the polar philatelist website www.south-pole.com and take a look at their Antarctic Philately. It has everything from the Byrd Expeditions to Deep Freeze operations and more. Why? Because most of the material was cancelled aboard Naval ships and most of the mail has great cachets. For those interested in submarines, you might want to look at Arctic Philately.



Figure 2: Just remembered, my favorite penned cachet from Joseph Glenczewski, Forks, New York to J.W. Stoutzenberg (later USCS #15) documents FDPS aboard cruiser, USS PENSACOLA on 7 APR 1930. Wording CANAL ZONE/XXX between killers indicates that she was heading to the Pacific on her shakedown cruise.

DANFS (before **WIKIPEDIA**) has her visiting Peru and Chile before returning to Brooklyn in June 1930. DANFS is the *Dictionary of American Naval Fighting Ships* that is an eight volume set, listing "A to Z" naval ships from the Continental Navy to the Viet Nam era. Written by naval reservists for the Navy Department, it's incomplete. Only one paragraph is spent on the 1930s for the flagship, USS PENNSYLVANIA while a friend can trace its movement with his collection of 200-plus naval covers.

In fact, years ago a close friend used a naval cover to correct an error published in *Jane's Fighting Ships* (1942 Edition) concerning the launch date of the USCG ALEXANDER HAMILTON and USCG GEORGE SPENCER at the Brooklyn Navy Yard. The mail clerk aboard the Receiving Ship, Brooklyn documented the dual event by typing the wording between the ship's cancel. No known cachets! Looking.

American Society of Polar Philatelists



If you collect stamps and postal history of the Arctic, Antarctic, research stations, Operation Deep Freeze, polar flights, polar explorers, penguins, TAAF, BAT and similar areas, join the ASPP and receive our quarterly journal. For sample copy email alanwar@att.net or write to ASPP, Box 39, Exton PA 19341-0039. And we invite you to visit us at www.polarphilatelists.org.

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

BAE Systems has received a contract from the U.S. Navy for the maintenance and modernization of USS PREBLE (DDG 88).

Under the depot maintenance period (DMP) availability contract awarded, BAE Systems will drydock the ship, perform underwater hull preservation work, upgrade the ship's Aegis combat system and her command and control equipment, and refurbish the living spaces for the ship's 280 crewmembers. The work is expected to begin in October 2020 and be completed in February 2022.

BAE Systems' San Diego shipyard is completing similar work aboard the guided missile destroyer USS SHOUPI (DDG 86).

USS CARL VINSON returns to San Diego

USS CARL VINSON returned 2 September after more than a year and a half away, most of it in the maintenance yards of Bremerton, WA.

The ship and her crew left San Diego in January 2019, shifting her homeport as she underwent periodic maintenance. The drydock in Bremerton is the only one on the West Coast large enough to accommodate a NIMITZ-class carrier.

The ship received a retrofit to accommodate the latest Navy fighter, the F-35C Lightning II, along with upgrades to crew living spaces and electrical systems.

Many of the ship's crew left their families behind in San Diego while they went to Washington with the ship. Due to COVID-19 restrictions, however, access to the ship's berth at Naval Air Station North Island is limited.

San Diego's status as the permanent home of three carriers is a limited one. The Navy recently announced the USS THEODORE ROOSEVELT will rotate to Bremerton for maintenance in 2021.

RIMPAC 2020 SINKEX

Live fire from ships and aircraft participating in the Rim of the Pacific (RIMPAC) exercise sank the decommissioned amphibious cargo ship ex-USS DURHAM (LKA 114), 30 August.

The sinking exercise (SINKEX) provided participating units the opportunity to gain proficiency and confidence in their weapons and systems through realistic training that could not be duplicated in simulators.

Former Navy vessels used in SINKEXs, referred to as hulks, are prepared in strict compliance Environmental Protection Agency regulations.

Each SINKEX is required to sink the hulk in at least 1,000 fathoms (6,000 feet) of water and at least 50 nautical miles from land.

Ex-DURHAM was a CHARLESTON-class amphibious cargo ship decommissioned on 25 February 1994.

FAIRWINDS

Paul and Becky Huber**P.O. Box 58****Beaufort, NC 28516****Fairwinds66@live.com****541-340-0004****Show Schedule
"Unknown"**

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Norfolk Navy News

Darrell Millner (9859)

106 Maxwell Lane,
Newport News VA 23606



USS BUSH Undocked

Norfolk Naval Shipyard (NNSY) undocked USS GEORGE H.W. BUSH (CVN 77) on time, on 29 August, a key milestone in the carrier's Drydocking Planned Incremental Availability (DPIA).

BUSH has been on blocks the past 18 months, undergoing the most extensive maintenance period in the carrier's history and one of NNSY's most complex CVN CNO availabilities ever. This drydocking period marked the first time BUSH had not been waterborne since 2006.

For the first time in NNSY history, two aircraft carriers will be sharing a pier. BUSH is now neighbors with USS HARRY S TRUMAN (CVN 75), currently undergoing an Extended Carrier Incremental Availability which began in July.

Now that the carrier is pierside, the team turns to testing work and restoration of habitability.

Operation NANOOK

USS THOMAS HUDNER (DDG 116) concluded her participation in Operation Nanook on 23 August, a joint exercise conducted in the northern Atlantic Ocean.

Operation Nanook 2020 is a northern operation conducted by the Royal Canadian Navy with Allied nations to ensure a stable, conflict-free Arctic region. In participating, the U.S. Navy strove to increase interoperability between allies, gain understanding on operational hazards in the Arctic Ocean and gain new insight from allies operating in the Arctic region.

During the operation, THOMAS HUDNER achieved new milestones such as conducting replenishments-at-sea (RAS) with Royal Canadian Navy ship MV ASTERIX, the first RAS with a foreign ship for THOMAS HUDNER. In addition to search-and-rescue live-hoist helicopter operations with the Royal Danish Navy, HUDNER also made a landmark transit with Royal Danish Navy THETIS-class frigate HDMS TRITON (F358) through Godthab's Fjord in Greenland.

USS MCFAUL Change of Command

CDR Bobby J. Rowden relieved CDR Rusty J. Williamson as commanding officer of USS MCFAUL (DDG 74) 13 August, at Naval Station Norfolk.

USS GERALD R. FORD (CVN 78) PDT&T

USS GERALD R. FORD (CVN 78) completed her 11th independent steaming event (ISE 11) on 5 August, and is now more than halfway through her post-delivery test and trials (PDT&T) phase of operations. During ISE 11, FORD completed many major PDT&T milestones designed to exercise installed systems and conduct crew training. As the only aircraft carrier regularly available on the East Coast this year, FORD qualified 19 pilots assigned to the "Gladiators" of Strike Fighter Squadron (VFA) 106 and 21 pilots assigned to

the "Greyhawks" of Airborne Command and Control Squadron (VAW) 120, bringing FORD's total catapult launches and arrested landings to 3,975.

VAW-120 completed their first carrier qualifications with the aerial refueling variant of the E-2D Advanced Hawkeye. Lt. Brian Ferdon, an instructor assigned to VAW-120, explained some of the differences between a Tracer and an E-2C Hawkeye 2000. "The E-2D has the same airframe as the E-2C, but represents a two-generation leap in radar detection technology," said Ferdon. "With the upgraded communications suite, it means that we can move out of early airborne detection and into airborne command and control missions sets." The aerial refueling variant of the E-2D Advanced Hawkeye allows for increased time on station to defend the carrier strike group (CSG) or for long missions in country.

In addition to scheduled PDT&T milestones, FORD also conducted many first-ever events and training evolutions during ISE 11. GERALD R. FORD returned to port for a scheduled window of opportunity for maintenance to complete construction and activation of select shipboard systems. Upon completion of the PDT&T phase of operations, FORD will undergo a Full Ship Shock Trials (FSST).

USS GERALD R. FORD (CVN 78) (ISE 12)

Sailors assigned to USS GERALD R. FORD (CVN 78) and Helicopter Maritime Strike Squadron (HSM) 70 worked together to land four MH-60R Sea Hawk helicopters on Ford's flight deck while the ship was moored at Naval Station Norfolk, 30 August.

HSM-70, stationed in Jacksonville, Florida executed the rare, pier-side fly-on to quickly enable follow-on operations during Independent Steaming event (ISE) 12, while ensuring the health of the crew during the coronavirus (COVID-19) pandemic.

They flew onto the ship pier side so that no squadrons were intermingling, so it feels like it's more of the bubble-to-bubble to get us safely onboard during COVID-19.

FORD is underway in the Atlantic Ocean conducting Independent Steaming Event 12 of 18, as part of the ship's Post-Delivery Test and Trials phase, scheduled to continue through mid-2021.

PCU MONTANA Virtual Christening

Is this the new normal? PCU MONTANA was christened 12 September in a virtual webcast due to the COVID-19 pandemic.

**Christening
Invitation**

**Regards,
Darrell**

Newport News Shipbuilding cordially invites you to join us for the virtual christening of the submarine

MONTANA
SSN 794

Saturday, September 12, 2020
10 a.m.

Ship's Sponsor
The Honorable Sally Jewell

Watch the live webcast: MontanaChristening.com

Due to the COVID-19 pandemic, we will christen the submarine *Montana* (SSN 794) over a live webcast without guests in attendance.

For questions, please email
ShipbuildingEvents@hii-nns.com



Newport News Shipbuilding
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Visiting the Hospital Ship USNS COMFORT (T-AH 20)

Elgin E. Sink (5633)

Several years ago, the opportunity was presented to visit the Hospital ship USNS COMFORT (T-AH 20) in nearby Baltimore, Maryland. The fifty mile trip from my New Cumberland, PA home took me a to non-descript small building at Camden Yards to sign in and present my special pass to a lady who could not understand my interest in this special ship, because “if one of these ships has been seen then all these ships have been seen”. I was soon to discover that this special hospital ship was not just “any” navy ship.



**USNS COMFORT
(T-AH 20) at previous
homeport in Baltimore**

Deck View



I arrived on board and was told by the deck officer that the ship was presently in an inactive status. A small very friendly and accommodating group of crew guides that had been expecting me showed me throughout the ship. I was taken to the bridge, through the medical treatment facilities which were as modern as any efficient on-shore hospital facility could possibly be. I was permitted to take as many pictures as desired throughout the whole ship including the commanding officer's bridge. During the walk on the deck, I observed next to the ship docked nearby was the deactivated nuclear surface ship N/S SAVANNAH from the Eisenhower “Atoms for Peace” era of the 1950s.



**Tour included the
medical facilities.**

The crew already was aware that I wanted to see the post office via my initial tour reservation and they were

ready and prepared to provide cancels for some covers brought along. Because of the ship's inactive status, the only cancel available was the magenta Type 9 because the “bar”-type cancel and cachet was required to be removed from the ship during her inactive status. At the end of the tour, the deck officer provided a “Welcome Aboard” folder as a great souvenir of this memorable day.



**USNS COMFORT's
Post Office**

Included with this article are pictures taken and a cover processed during the 9-11 disaster on one of COMFORT's last days in New York City before returning to Baltimore. I had just wanted and was able to receive a cover processed during that tragic month in 2001. Also shown is a previously processed “free-franked” cover from one of the ship's Middle East deployments with a return address corner card from COMFORT's medical facility.



**FREE franked
cover with
Medical
Treatment
Facility
corner card**

**COMFORT cover from
September 2011**



Many challenges were presented in 2020 with the deployment of USNS COMFORT to New York City and also the sister ship USNS MERCY (T-AH 19) on the west coast to the hard-hit California areas for providing necessary Corona COVID-19 virus treatments and medical expertise to local hospitals.

**Cover sent during
COVID-19 to sister
ship USNS MERCY
(T-AH 19)**



THE USS LUCKENBACHS –**A FAMILY AFFAIR***John J. Germann (9018)**jghist@comcast.net*

The armistice which ended the “Great War” in 1918 caught the United States Navy by surprise. The US had not officially entered the war until 6 April 1917, quite late in the game, but by the summer of 1918 there were over one million doughboys in Europe. Those soldiers had joined a crusade “over there” – to win “a war to end all wars” and to “make the world safe for democracy.” They arrived in France proclaiming “Lafayette, we are here” to repay the French for their help in preserving the colonists’ liberty during the American Revolution, and they certainly helped to turn the tide in the war. But with the signing of the armistice in November 1918 they were ready to come back home. The Navy, however, was quite ill-equipped to bring all of them back anytime soon. The months dragged on and the clamoring to come home increased, with ever louder reminders that “Lafayette, we are *STILL* here!”

Scrambling to bring the soldiers back as quickly as possible, the Navy turned to private firms to temporarily supply transport ships to meet the crisis. A motley lineup of once-private ships began to show up on the shores of France to ferry the doughboys homeward – cargo ships and freighters, horse transports, ocean liners, prize vessels seized from the Central Powers – in effect whatever was available for conversion to a troop transport. A very visible, prime target for this kind of help was the Luckenbach Steamship Company, a large New York mercantile firm which had been in business since 1850 (and would continue operations all the way to 1974).

A first-time researcher of steamships who decided to google “SS LUCKENBACH” would be quite surprised by the results; 57 different vessels would turn up. All but two of the company’s fifty-nine ships over those 125 years were named after family members. During that time some individual family members were so honored on three different vessels. A researcher entering a more specific “USS LUCKENBACH – WW I” in search of a naval vessel of that name in the war years would be equally surprised; not one but eight ships bore that name in 1918-1919 alone. The members of the Luckenbach family of ships that went to war were:

USS *Edgar F. Luckenbach* (ID 4597)

Commissioned: 11 Jul 1918;

7 trips to France (2 wartime);

Decommissioned: 30 Oct 1919

Fate: Sank after a collision with another steamship off New Orleans, 1939

USS *Edward Luckenbach* (ID 1662)

Commissioned: 29 Aug 1918;

4 trips to France (1 wartime);

Decommissioned: 6 Aug 1919

Fate: Sank after accidentally entering a defensive minefield off Key West and striking two mines, 1942

USS *F. J. Luckenbach* (ID 2160)

Commissioned: 9 Jan 1918;

7 trips to France (5 wartime, carrying horses/ mules/ general cargo);

Decommissioned: 18 Aug 1919

Fate: Scrapped, 1951

USS *Frederick Luckenbach* (no naval registry identification number)

Commissioned: 5 Oct 1918;

Multiple trips to France carrying coal;

Decommissioned: 7 May 1919

Fate: After several changes of owners, scrapped 1924

USS *Julia Luckenbach* (ID 2407)

Commissioned: 15 Aug 1918;

Multiple trips to France (1 wartime);

Decommissioned: 9 Sep 1919

Fate: Sank after a collision with a British steamship in the Atlantic, 1943

USS *K. I. Luckenbach* (ID 2291)

Commissioned: 9 Aug 1918;

5 trips to France (2 wartime);

Decommissioned: 5 Oct 1919

Fate: Scrapped, 1959

USS *Katrina Luckenbach* (ID 3020)

Commissioned: 18 May 1918;

2 trips to France (1 wartime);

Decommissioned: 25 Nov 1919

Fate: Scrapped, 1953

USS *Walter A. Luckenbach* (ID 3171)

Commissioned: 9 Jun 1918;

1 wartime trip carrying nitrates from Chile to Virginia

6 trips to France (1 wartime)

Decommissioned: 28 Jul 1919

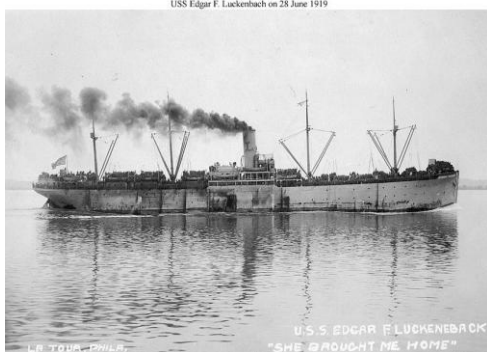
Fate: After several changes of owners, scrapped 1958-1959

[NOTES: The former PAUL LUCKENBACH also served the Navy after WWI after being seized from Germany in April 1919 and renamed USS SUWANEE. In October 1917 the Navy acquired LUCKENBACH TUG NO. 1 but renamed it BARNEGAT 18 days later.]

FREDERICK LUCKENBACH, the oldest of the eight, served solely as a collier. The other seven served the Navy as cargo ships during the war and were then quickly converted to troop transports after the armistice. As the dates of service indicate, they served the Navy only momentarily, from less than one year up to 1½ years. When the Navy was finished with them they were returned to their original owner, the Luckenbach Steamship Company.

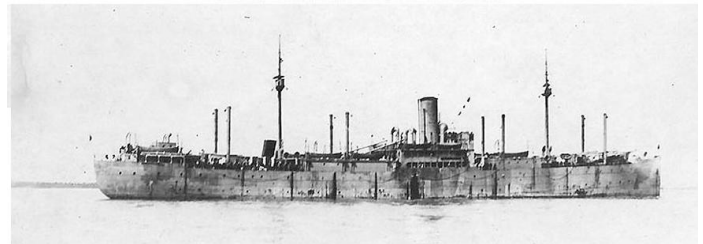
As one might expect given their abbreviated stint with the Navy, pursuing covers from these ships is quite a challenge. A few of the ships are known to have been issued cancellers of the wartime mute variety - Locy Type 2rz). Most commonly they are found in the form of the manuscript return addresses of the sailors themselves. They can also take the form of "I'm Coming Home" cards patriotically provided by the YMCA, the Jewish Welfare Board, the Knights of Columbus, and similar organizations. Here are some examples:

USS EDGAR F. LUCKENBACH 1919



**Below
Photo USS JULIA
LUCKENBACH**

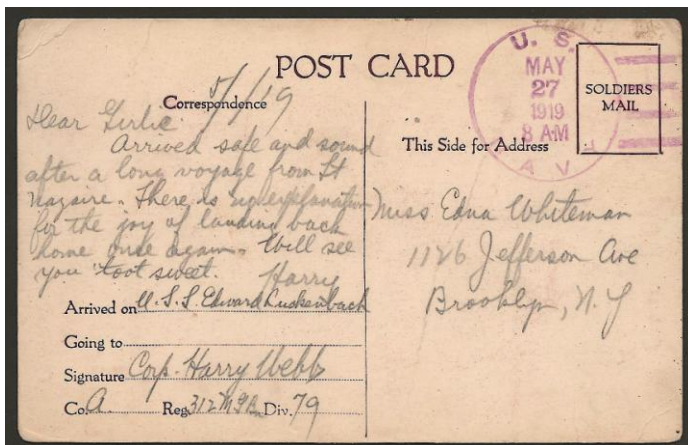
Photo # NH 104450 USS Julia Luckenbach



**USS K.I.
LUCKENBACH
Sailor's Mail
Bordeaux**

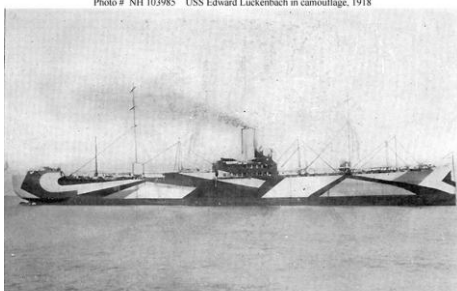
Photo # NH 103051 USS K.I. Luckenbach at Brest, France

**USS K.I.
LUCKENBACH
At Brest, France**



USS EDWARD LUCKENBACH Post Card - Arrived from France 1919

Photo # NH 103985 USS Edward Luckenbach in camouflage, 1918



**USS EDWARD
LUCKENBACH in
camouflage 1918**



**USS KATRINA
LUCKENBACH
U.S. Naval Forces**



**USS KATRINA
LUCKENBACH
in camouflage**

References (online):
www.history.navy.mil
www.navsource.org
www.shipscribe.com
www.wikipedia.org
www.wrecksite.eu

USS WALTER A. LUCKENBACH



USS F. J. LUCKENBACH at Boston 1919



**Operation Blacklist 40 -
The US Navy and the Occupation
of Southern Korea**

*Stewart B. Milstein (L-7205)
PO Box 1051, Cortaro AZ 85652-1051*



When one views a map of the world, the number of straight-line national borders becomes quite apparent. Unlike a shoreline which can erode, or a river which can change course and create new land in the form of islands, a boundary established by a line of latitude and/or longitude is fixed. The Treaty of Oregon in 1846 set the 49th line of latitude between the US and Canada as a border. However, when lines are drawn on a map do they do not take into consideration the physical geography, cultural, political, and religious interests of the people who will be contained within these lines, trouble often ensues. The secret Sykes-Picot Agreement of 1916 designed to carve up the Ottoman Empire is an example of mapmaking without regard to consequences. The lines drawn in central Europe after the Versailles Treaty of 1919, especially the Polish Corridor, may have strongly contributed to the outbreak of World War II. Similarly, a line was drawn across Korea at the 38th parallel in 1945 has had unforeseen repercussions. Seventy-five years later, this line is still a flashpoint in Asia.

When the Soviet Union entered the war against Japan on 9 August 1945, the US deemed it necessary to establish a boundary to avoid clashes between the US Army and the Soviet Army. Soviet forces tore through the Japanese Manchurian Army and were already in northern Korea before the first US personnel landed on 7 September 1945. Much like the Elbe River in Germany which acted as the boundary between Soviet and Allied forces in Europe, the 38th parallel was supposed to be a temporary checkpoint. The Americans who drew this line had little, if any, knowledge of the geography of Korea, the location of resources, the distribution of its population, as well as the national goals and aspirations of the Korean people who had lived under Japanese control since 1945. The line meant that while the majority of the population lived in the agricultural south; the northern part of the country contained most of the resources. The plan was that once the US and the USSR disarmed and demilitarized their temporary zones of occupation, an independent and unified Korea would be established.

The landing of occupation troops in Korea mirrored many of the problems that were being faced in landing US occupation forces in Japan. There were not enough minesweepers to clear and mark the channels into the ports. There was a lack of transport ships to land the troops and all their equipment. This shaped the movement of the American occupation forces. In the Korean occupation, several troops transports and supply ships had to make multiple runs between Okinawa, the Philippines and Korea to land all the troops and equipment.

Prior to the landing, elements of the 7th Fleet sailed in the Yellow Sea. The surface ships sailed relatively close to the shore so that people could see the power of the US Navy. A flotilla of destroyers accompanied the surface ships. Aircraft carriers launched air sweeps over Korea, Manchuria, and China in a further demonstration of power.

Operation Blacklist 40 began when first contact with the Japanese was made by US Army personnel who landed at Kimpo Airport on 4 September 1945. On 7 September 1945 an advance party of 17 soldiers, led by Japanese harbor pilots, landed at Jinsen, the Japanese place name for Inchon. The next day the first elements of the US Army XXIV Corps, under the command of Gen. John R. Hodge began coming ashore at Inchon from 5 APDs and the small boats from the troop transports. The uncontested landings were covered by aircraft flying from USS ANZIO (CVE 57) and elements of the 7th Fleet (see table below). The information gained about landing at Inchon would play an important part in Gen Douglas MacArthur's decision to land there during the Korean War.

Disarming and demilitarizing 325,000 Japanese troops and 25,000 naval personnel would take almost two months. There was no resistance by either the Japanese military or civilians. Koreans, Japanese military personnel and civilians were repatriated to their respective home countries.

General Hodge was the wrong person to carry out the assignment of creating a democratic state in Korea. There were hardly any people on his staff who spoke Korean. The initial talks between Japanese military officials, US Army and Navy personnel, and representatives of the Korean people, meant someone speaking to a Japanese official in English, or in Japanese, and then having it translated into Korean. The process would then be reversed. The Koreans who spoke English had been students of American missionaries before 1910. They had been living outside of Korea for so long that they were not representative of the aspirations of the Koreans who had been living under Japanese control since 1910.

Hodge, who despised the Koreans and did not understand their culture, told his troops to treat the Korean people as enemies of the US. He kept Japanese police for crowd control, and allowed former Japanese government officials to act as advisors to the new Korean government. The Japanese curriculum remained in place in the schools, and English was declared the official language of Korea. It is no small wonder that many Koreans looked at the US as an occupying force rather than a liberation force. His heavy-handed reaction to political affairs would eventually result in an uprising by the Korean people at the time of the national elections in December 1945.

The goal of creating an independent and unified Korea was stillborn when the Soviet Union insisted that any government in Korea would have to be a communist government. The temporary zones became permanent. The temporary expedient of the 38th parallel became a permanent

boundary until the outbreak of the Korean War in June 1950. After a truce was signed in June 1953, the east-west border shifted slightly to a southwest-northeast line as a result of military activity. Communist gains on the left side of the Korean peninsula were offset by Republic of Korean gains in the east coast. Even with a truce in place there have been periodic hostilities between the two Koreas.

Record keeping at the end of the war was neither thorough nor accurate. Official record keeping may have suffered as so many naval personnel began counting their points while awaiting transportation to take them home. If a collector were to consult that *Dictionary of American Fighting Ships* (DANFS), the collector would find general and inexact locations and dates. Ports of call are often omitted. It was not until 15 August 1948 when the Republic of Korea was established, that the US Navy ceased officially using Japanese place names in lieu of Korean place names.

From a philatelic perspective, collecting covers from this time frame can be a challenge. All the ships listed below had an on-board post office. Many of the transports, however having disembarked their troops, became a part of Operation Magic Carpet. Upon reaching the US, these ships were either turned over to civilian authorities or scrapped. They had a relatively short service with the US Navy. A possible source of covers might be Official Mail #10 envelopes. I would also be cognizant of shore cancels from either the Philippines and/or Okinawa. The frenzied pace of activity for the transports may have resulted in the Postal Clerks dropping all the mail, from both ship's crew and the soldiers aboard, at the nearest shore station.

Name cancels were re-introduced to the Fleet on Navy Day, 27 October 1945. For the timeframe before this date, and often for months afterward, the ships were using a Type Z cancel. Some covers may have had "FREE" franking. To find these covers a collector would need to be aware of dates, Branch Numbers and return addresses listing the sender's name and ship.

Operation Blacklist 40 resulted in the creation of two national states occupying a single peninsula. Only time will tell how this "temporary" situation created in September 1945 will finally play out.

COVERING SURFACE FORCES				
ALASKA (CB 1)	8 -26 SEP 45	JINSEN		
GUAM (CB 2)	8 SEP - 14 NOV 45	JINSEN		
MINNEAPOLIS (CA 36)	SEP - OCT 45	YELLOW SEA		
NEW ORLEANS (CA 332)	28 AUG - 17 NOV 45	YELLOW SEA		
SAN FRANCISCO (CA 38)	2 SEP - 16 OCT 45	YELLOW SEA		
TUSCALOOSA (CA 37)	6 OCT - 3 NOV 45	YELLOW SEA		
COVERING AIRCRAFT CARRIERS				
ANTIETAM (CVS 11)	2 -10 SEP 45	YELLOW SEA		
INTREPID (CV 11)	Sep-45	YELLOW SEA		
CABOT (CVL 28)	SEP - OCT 45	YELLOW SEA		
ANZIO (CVE 57)	8 - 13 SEP 45	JINSEN		
DESTROYER FORCE				
BLACK (DD 666)	SEP - OCT 45	YELLOW SEA		
BULLARD (DD 660)	SEP - 10 NOV 45	YELLOW SEA		
CHAUNCEY (DD 667)	SEP - 11 NOV 45	YELLOW SEA		
DUNCAN (DD 874)	SEP - 25 MAR 46	YELLOW SEA		
STEVENS (DD 645)	SEP - 13 OCT 45	YELLOW SEA		
TRANSPORTS				
ARCTURUS (AKA 18)	5 SEP 45 OKINAWA	8 SEP 45 - JINSEN		
BANDERA (APA 131)	30 Sep 45 - OKINAWA	3 OCT 45 - JINSEN		
BECKHAM (APA 133)	5 Sep 45 - OKINAWA	8 SEP 45 - JINSEN		
BERGEN (APA 150)	5 SEP 45 OKINAWA	8 SEP 45 - JINSEN		
BRULE (APA 66)	20 SEP 45 - LEYTE	11 OCT 45 - JINSEN		
	1 NOV 45 - LEYTE	11 OCT 45 - JINSEN		
BURLESON (APA 67)	5 SEP 45 - OKINAWA	8 SEP 45 - JINSEN		
BUTTE (APA 68)	5 Sep 45 - OKINAWA	8 SEP 45 - JINSEN		
CARTERET (APA 70)	17 OCT 45 - LEYTE	27 OCT 45 - JINSEN		
	15 DEC 45 - LEYTE	1 JAN 46 - JINSEN		
CHILTON (APA 38)	31-Aug-45	8-Dec-45	PORTS UNKNOWN	TROOPS TO KOREA & CHINA
CLEBURNE (APA 73)	7-16 Sep 45	16 SEP 45 - JINSEN		
	29 Sep - 7 Oct 45	7 OCT 45 - JINSEN		
CORTLAND (APA 75)	5 SEP 45 - OKINAWA	8 SEP 45 - JINSEN		
CROSLEY (APD 87)	28 AUG 45 - LEYTE	? SEP 45 - JINSEN		
DONALD W. WOLF APD 129	5 SEP 45 - OKINAWA	11 SEP 45 - JINSEN		
EFFINGHAM (APA 165)	2 Sep 1945 - OKINAWA	11 OCT 45 JINSEN & TAKU		
FILLMORE (APA 83)	26 Nov 45 - SF CA	8 DEC 45 - JINSEN		
GEN. H.W. GORDON (AP	24 Oct 45 - SF	5 NOV 45 - JINSEN		
GENEVA (APA 86)	9/5/45 - OKINAWA	9/8/45 - INCHON		
HANOVER (APA 116)	5 Sep 45 - OKINAWA	8 SEP 45 - JINSEN	18 Nov - 2 Dec 45	
HOCKING (APA 121)	5 SEP 45 LEYTE & - 10 SEP 45 @ PANAY	20 SEP 45 - JINSEN		
	25 SEP 45 - LUZON	5 OCT 45 - JINSEN		
	18 OCT 45 - LUZON	3 NOV 45 - JINSEN		
LLOYD (APD 63)	OKINAWA	JINSEN	NO DATES	
NEWMAN (APD 59)	2 SEP 45 - OKINAWA	8 SEP 45 - JINSEN		
ONEIDA (APA 221)	5-Sep-45	21-Nov-45	PORTS UNKNOWN	TROOPS TO CHINA & KOREA
				2 TRIPS OCCUPATION TROOPS
PONDERA (APA 191)	9 Sep 45 - OKINAWA 45	25 OCT 45 - JINSEN		
RANDALL APA 224	5 SEP 45 - OKINAWA	8 SEP 45 - JINSEN		
RINGNESS (APD 100)	5 SEP 45 - OKINAWA	10 SEP 45 - JINSEN		
ROTANIN (AK 108)	9-Nov-45	15-Dec-45	PORTS UNKNOWN	TROOPS TO CHINA & KOREA
SARASOTA (APA 204)	2 SEP 45 - OKINAWA	8 SEP 45 - JINSEN		
TATE (AKA 70)	15 SEP 45 - OKINAWA	1 OCT 45 - JINSEN		
TROUSDALE (AKA 79)	11 SEP 45 - OKINAWA	13 SEP 45 - JINSEN		

The Joy of Collecting: 'Navy Generic' Cachets

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Our members have always been pulled in two directions in our hobby: We collect postmarks, which, the odd “Fancy” or “Provisional” cancel aside, are official markings. We also collect cachets, which by and large are collector sponsored and created. But they aren’t all: some are also official in that they are designed and used by the Navy on its own initiative. Most familiar to collectors are cachets to mark events or operations: Operation Deep Freeze, Operation Inland Seas, DEW Line supply missions, astronaut recoveries, and Operation Passage to Freedom—in the latter case, official, but locally created by each ship, in a manner reminiscent of the 1945 “Tokyo Bay” covers. Others are simply to promote the Navy. The latter are the subject of this article.

In a basic sense, I’ve been preparing for writing this for 63 years. As an 11-year-old Navy Junior, I received the cover shown in **Figure 1**: a No. 10 Official-Mail envelope from the since-closed Oak Knoll Naval Hospital in Oakland CA, almost certainly concerning an eye examination. It bears the “United States Navy Power at Sea for Homeland Protection” cachet (henceforth “PAS.”) To me, it’s my *first* Naval cover—tho’ that’s not literally true: I have several MENARD (APA 201) covers addressed to me during the Korean War, when my father was CO. I also have a 1956 Little America cover given me by my late uncle, Stuart A. Liebman, who had been USCS member #341 in the pre-War years. And the idea was in the air—following a notice in the *Western Stamp Collector*, I’d sent off for a sample issue of the *USCS Log*—the issue I received was March 1958. If I had had the wit to follow up by joining, I’d have a far more senior number than I do.

But I consider the Oak Knoll cover my ‘first’ cover because it’s the first naval cover I consciously collected. And I collected it because of the “Power at Sea” cachet. I probably had gotten previous USN Official Mail before; I’d been wearing glasses for at least 2 years at the time. But there wouldn’t have been anything to catch my eye on a plain cover with an ordinary USPO cancel.

When I eventually did join the USCS, in 1985, 28 years later, I came to learn that my 1957 cachet was one of several Navy-issued cachets from the middle-1950’s, and that they were all classified as “Navy Generic,” tho’ that term was also applied to other, usually-late ’40’s, collector-applied cachets celebrating the whole Navy rather than the ship or event from which the cover came. ‘Classified,’ yes—but not really ‘studied.’ Also over my time I got a sense from other members that the Navy Generic cachets were associated

with, or ordered by, the legendary CNO, Arleigh Burke. [See sidebar.] They certainly were contemporary with his equally-legendary 3 terms as CNO. But was there any actual evidence? If asked about the story, most members, I believe, will attribute the idea to another Navy officer, the legendary (to us) Capt. Herbert Fox Rommel, life-long Naval cover collector and a USCS President. When he wasn’t at sea in the 1950’s, he was in Newport RI or the Washington Navy Yard, so he was well-placed to keep up with things the Navy Department was doing to mail. I have a 2002 note from Herb expressing uncertainty as to whether the “60 years of DD is Burke’s,” implying that other cachets were from the CNO.

As recently as p.11 of the February 2019 *Log*, Stewart Milstein (L-7205,) in writing about “The New Classic Covers,” wrote:

Former CNO Adm. Arleigh Burke stressed the need for positive publicity. He was responsible for the rubber stamp cachet showing a jet taking off from a carrier with the slogan “The Importance of the Navy is Increasing.” The current CNO in particular and the U.S. Navy in general, no longer supports this type of publicity. [Stuart conflates Figures. 1 and 2 into one cachet.]

So, again, what do we know?

Figures 1-4 represent the 4 cachets classed as “Navy Generic.” I’ve put “Power at Sea” (hereafter referred to as PAS) as first, for the reasons given above, but strictly speaking the first one is Figure 2, “The Importance of the Navy is Increasing,” (‘Importance’). Figures 3 and 4 are, respectively, “Strength and Freedom” (‘Strength’) and “Shield of the Republic” (‘Shield.’)

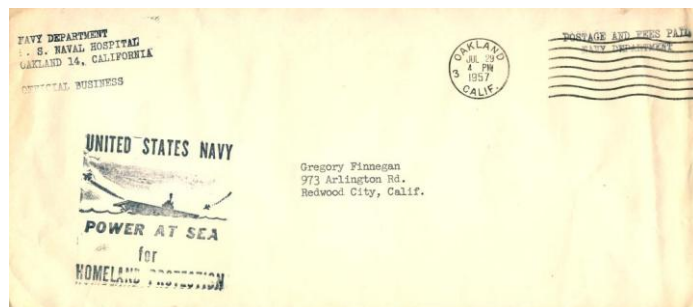


Figure 1: Power at Sea for Homeland Protection, 29 July 1957.

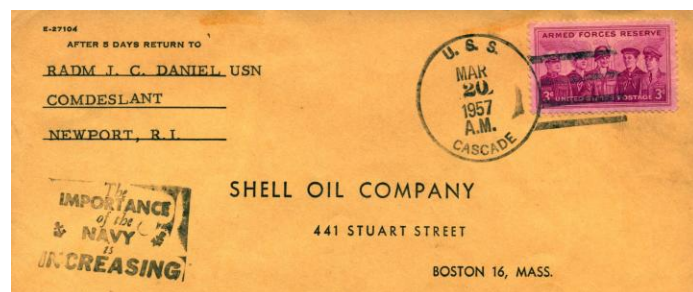


Figure 2: The Importance of the Navy is Increasing.

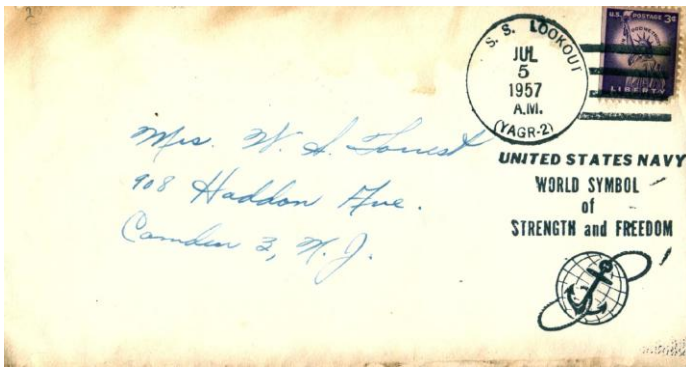


Figure 3: Strength and Freedom.

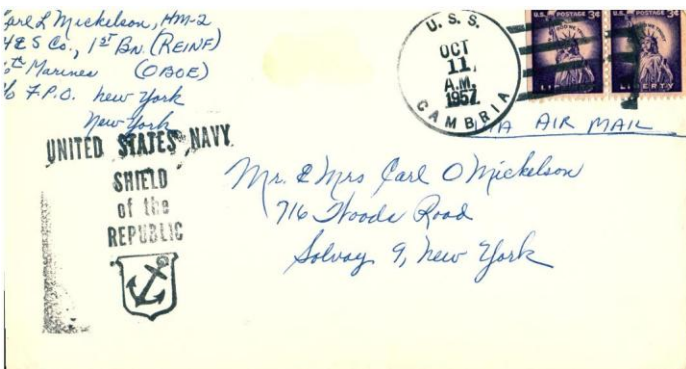


Figure 4: Shield of the Republic.

At least since I've been a USCS member, I've been collecting Navy Generics, spurred by **Figure 1**. During those years, tho' my sense is that the only mention of them came in auction or mail-sale list descriptions, with perhaps also an occasional use for a cover being written about for some other feature. The cachets were known, but not really discussed. And, by implication, therefore weren't really of much or any intrinsic interest to collectors.

It did become evident to me that fairly early after the Navy rolled-out these cachets, examples or exact copies of the rubber stamps came into collectors' hands and were applied by them to covers they sponsored as well as on their own mail. I have real-mail covers to me from Taze Nicolson from 1985 and '86 with the "Importance" cachet. So the focus of this article will be examples from personal and official 'real-mail' covers, to aid determining 'Earliest Known Uses,' since in only one case have I been able to locate an authorized first date of use. (And that, of course, isn't the same as actual EKU.) I'll also mention what is clearly a post-dated addition to a 1940's cover. Philatelic covers, once in collectors' hands, are subject to added-on cachets, a major reason for preferring real-mail covers.

An advantage possessed by modern USCS members is the digitized resources now available, not the least of which is the full run of our **Log**. I was able to go through all the issues from 1955-59 to see what notice, if any, the Society took of Navy Generic cachets.

Not much notice was taken. However, on page 2 of the September 1956 **Log** there was a short note:

"NAVY DEPARTMENT CACHET"

CDR Rommel (175) has sent us a copy of the instructions issued by the Chief of Naval Operations dated 25 June 1956, authorizing all Navy ships and shore stations to apply the following cachet on all outgoing mail during the period 16 July 1956 to 18 Feb. 1957.

[With illustration of the "Importance" (Figure 8) cachet.]

Arleigh Burke became CNO in August 1955, from his previous post as COMDESLANT, meaning all the cachets discussed here were 'on his watch,' if not (as in this case, 'by his orders.') So we have an earliest-date of earliest-authorized use of 25 June 1956. The earliest date I've found on real-mail is **Figure 5**, a 20 August '56 cover from a SeaBee LT on Kwajalein, using Navy Number 824 in the hand-written corner-card, and the equivalent Branch Number 10666 in the postmark. That's four-and-a-half weeks after the authorized date of use.

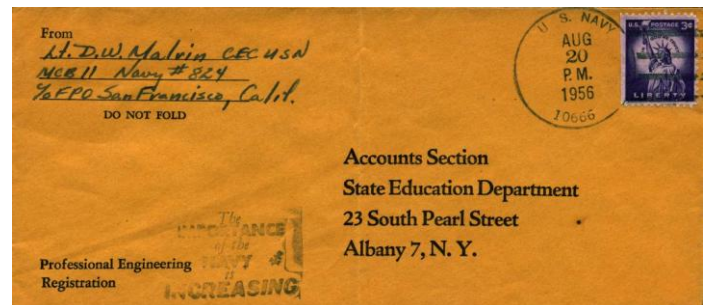


Figure 5: Earliest use of 'The Importance of the Navy is Increasing.'

Next is **Figure 6**, a 24 September '56 cover from CAMBRIA (APA 36,) sent by an embarked Marine PFC. Later in September came two covers on the same day, the 24th. One is **Figure 7** from CHILTON (APA 30,) from a Marine CAPT on the staff of Commander, Transports, Amphibious Squadron 6. The other is **Figure 8**, from a Fire Control Technician, 2nd Class, on EVERETT F. LARSON (DDR 830.)

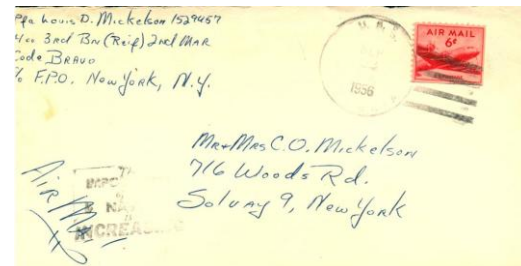


Figure 6:
CAMBRIA, 22
September
1956.



Figure 7:
CHILTON, 24
September.
1956

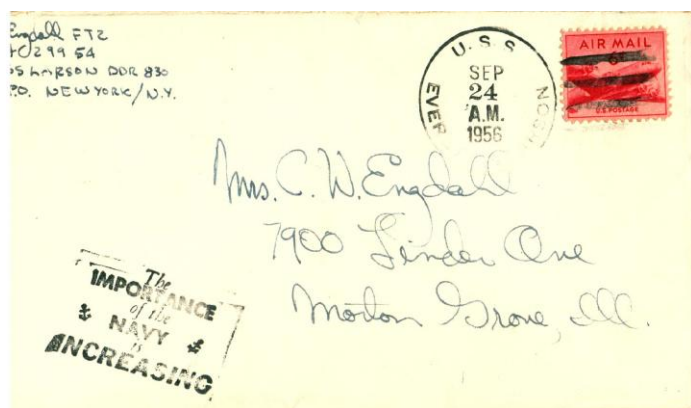


Figure 8: EVERETT F. LARSON, 24 September 1956.

Use of the “Importance” cachet officially was to end in mid-February ’57. KEARSARGE (CVA 33) slid under the wire on 6 February. (Figure 9) There were 4 covers to the Christy Trades School in Chicago in February (on the official last-day, the 18th) and March 3 from DES MOINES (CA 134) and one from TARAWA (CVS 40.) (Not shown.) Last is Figure 2, what I assume is payment for a gasoline charge-card bill, from CASCADE (AD 16), sent by RADM J.C. Daniel, CNO Burke’s successor as COMDESLANT, in Newport RI. I chose Figure 2 to illustrate the “Importance” cachet because the ‘strike’ is much better than the other real-mail examples. (We might learn from this that NMC’s did pay more attention to how they struck ‘our’ covers, when compared to mail like I show here.)

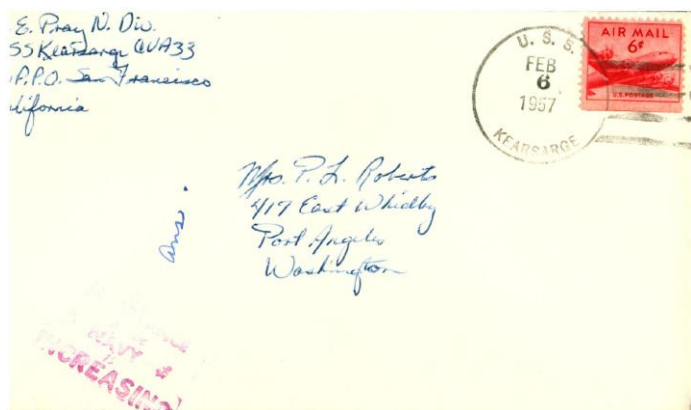


Figure 9: KEARSARGE 6 FEB 1958.

The “Importance” cachet got into almost equally-early philatelic use, even tho’ probably applied by Navy Mail Clerks to covers sent by collectors. I have 18 1956 examples of the cachet on philatelic covers, of which 12 are to M.E. Barnes, probably the Edward Barnes, #683, listed at the same Bronx address in the 1957 *USCS Membership Book*. I also have 5 examples from 1957, 4 of which were to Barnes. All-in-all, I have about 55 Navy Generic covers sent to him. That might mean merely that his collection came on the market around the time I started actively pursuing such cachets, or, since his covers with such cachets come from as late as 1966, 1972, and 1973, it might mean he was an early collector to get possession of the relevant official rubber stamps. Opinions are sought!

The “Importance” cachet is the only Navy Generic one for which I’ve found Official authorization, in the indirect form of Herb Rommel’s note in the 9/56 *Log*. He clearly had received the memo; whether any of the many of us who acquired covers etc. from him when he so graciously disbursed his collection, now have the actual memo, I don’t know. The next USCS notice of Navy Generic cachets comes in the *USCS Log* for August 1957, p.4:

NEW NAVY DEPARTMENT CACHETS

Covers have started to come through with, what appears to be, two new Navy Department cachets, as illustrated below:

UNITED STATES NAVY
POWER AT SEA
FOR
HOMELAND PROTECTION

USS SAN PABLO
17050 Branch [Barbados]

UNITED STATES NAVY
WORLD SYMBOL
OF
STRENGTH AND FREEDOM

USS BACHE
USS WYANDOT”

[cachets are illustrated, but not entire covers, so no dates of use given.]

There’s no further mention that I could find, as distinct from “use.” That is, in that era, the *Log* was typically 4 pages—2 sheets, tri-folded, and mailed folded. Some issues were 8 pp./4 sheets, with a larger issue to cover the annual convention. Then, as now, there was a section left for applying the address and the postage (precanceled stamps, then.) From at least 1955 until February 1958, the left of the address section included a lesser-known USCS Logo, with a compass rose and a slogan to “boost the hobby,” not the main logo we all know. In early 1958 that changed:

USCS Log February 1958:

Has “WORLD SYMBOL OF STRENGTH AND FREEDOM” cachet on address page (p. 4) but no mention in issue; there was no “editor’s column” in that era, although there’s a one-paragraph “From the Editor’s Desk” in the April 1958 issue. Also on p. 8 of October 1958 and p. 4 of November 1958 and February 1959. Also July 1959, February, April, July-August, October and December 1960.

USCS Log March 1958:

Has “SHIELD OF THE REPUBLIC” on address page [p. 4], but not otherwise mentioned. Same on p. 8 of April 1958 issue and the July-August 1958 issue. Also March and October 1959 and June 1960.

P. 4 of September 1958 has “POWER AT SEA FOR HOMELAND PROTECTION.” Not otherwise mentioned. Also p. 4 of December 1958 and January 1959. Also April as well as May and June 1 and August, September and December 1959. March, May, September and November 1960.

Most of these issues had a column on “Cover and Cachet Notes.” None addressed these cachets.

So: CNO Burke authorizes the “Importance” cachet around June 1956. It’s in use (if usually poorly struck) on non-philatelic covers from as early as August, and then from a relatively remote Pacific island. Capt. Rommel reports it to the USCS in the September *Log*, which, in those pre-e-mail days, probably meant he sent it in relatively soon after he learned of it. Then the *Log* reports “PAS” and “Strength” in August 1957. And by February of the next year a mix of all but “Importance” become part of the framework of the *Log*, with no mention or discussion.

Back to the other 3 Generic cachets. Given that the 1956 directive authorizing “Importance” was for that single design, and officially for a 7 month period of use, one might assume the other 3 would have been rolled out in succession—each for an officially different period of use. Absent authorizations for them, I can only work from dates on real-mail covers. Those suggest that all 3 were in use in, or by, the summer of 1957.

My earliest example of “PAS” is **Figure 1**, the Oak Knoll official-business cover from 29 July ’57. There are two undated uses noted in the August 1957 *Log*, which, given production time, almost certainly would have pre-dated mine. I also have a cover (not shown) postmarked 12 AUG ’57 by the Naval Station at Key West. It may or may not be philatelic; the recipient is not listed in the 1957 *USCS Membership Book*, and the cover is slit open on the left, cachet side. Also not shown is a 7 December ’57 cover from a Navy Hospital Corpsman serving with the 6th Marines, embarked on CAMBRIA (APA 36.)

Figure 10 is an interesting use on a 25 September 1958 cover from FORRESTAL (CVA 59.) It’s a real-mail #10 envelope from **Personnelman 1/c Charles W. Birdy** who was USCS #3685 and he is listed in the *Naval Cover Museum* as a cachet sponsor. Therefore, given the adaptation, I’m guessing he applied the cachet. “UNITED STATES NAVY” has been either cut from the rubber stamp, or, more likely, masked. In its place is pasted a W.G. Crosby-like, and Crosby-sized, photograph of the ship—although the image is a printed in half-tone, as in a newspaper, rather than being an actual photograph.



Figure 10: Modified PAS: FORRESTAL, 1958.

‘PAS’ shows up in 1957 on philatelic covers as well. What appeared to be the earliest use is a VIRGO (AE 30)

cover (not shown) addressed to collector M.E. Barnes, and postmarked 7 January 1957. But the cover is back-stamped on 10 January 1958 at Port Chicago CA, the infamous port for the Concord Naval Weapons Station. That suggests both that VIRGO’s mail clerk failed to change the year in his postmark after New Year’s Day, and that he didn’t rush the philatelic mail into the mail-stream ashore. I have another Barnes cover postmarked 27 October 1957 by BACHE (DD 470.) It’s probably correctly dated. Interestingly, it also has the “Importance” cachet on its reverse.

The earliest use I’ve found for “Strength and Freedom” is **Figure 3**, a 5 July 1957 cover from LOOKOUT (YAGR 2.) Depending on the time it took to compile the August *Log* that might be around the time the two undated uses reported there were dated, tho’ those were likely slightly earlier. The earliest philatelic use I’ve seen is **Figure 11**, a HEALY (DD 672) cover dated 14 OCT ’57, franked with Scott US# 1091, a stamp commemorating a somewhat better-known 1957 example of Navy Public Relations: the International Naval Review at Jamestown. There was also a 1957 US commemorative stamp marking the International Geophysical Year. Given the flowering of official cachets under CNO Burke, Scott 1091 might also be commemorating an American “Naval Publicity Year.”

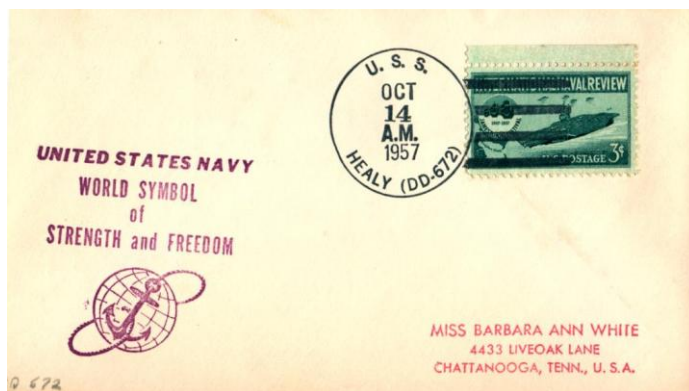


Figure 11: USS HEALY (DD 672), 11 OCT 1957 Early philatelic use.

The same Corpsman who sent the non-illustrated 7 December ’57 “Power At Sea” CAMBRIA cover to his parents in NY, also sent them another on 11 October 1957 (**Figure 4**.) It’s the earliest use I’ve found of the “Shield” cachet. The two covers show that two different Navy Generic cachets were being used on the same ship within a two month period. Adding his apparent brother’s cover (**Figure 6**) ties 3 of the 4 Navy Generic cachets to non-philatelic use by CAMBRIA in 1956-57. All 3 covers were addressed to the same married couple, at the same address, given once as in Syracuse NY and twice as in Solvay NY, a Syracuse suburb.

Not shown is a real-mail cover from a BM 1/c aboard HENRICO (APA 45) from 18 June 1958. Also not illustrated is my earliest philatelic use of the ‘Shield’ cachet: a 6 August ’57 cover from BUTTERNUT (AN 9), but postmarked by the Long Beach CA USPO, since the ship lacked its own PO after mid-1947. The cover is addressed

lacked her own PO after mid-1947. The cover is addressed to long-time USCS stalwart Desmond Jagyi (H-810). There are also philatelic covers postmarked 9 September from DUXBURY BAY (AVP 45) and HECTOR (AR 7) on 19 September.

I mentioned the rather rapid spread of collector-applied (and therefore likely collector-possessed or -copied) Navy Generic cachets. Not shown, but worth mentioning, is an impossibly-early use. I have a cover postmarked with a T-2z cancel on 19 June 1946, with the handwritten corner-card of a Navy Mail Clerk in CHESTER T. O'BRIEN (DE 421) at the US Naval Repair Base in San Diego. It's addressed to the famous cachet-maker Gow Ng, #1908, at his familiar Portsmouth, NH address. It also bears a strike of the "Importance" cachet shown in **Figure 2**. Ng is listed in the *1957 USCS Membership Book*, but by then was living in New York City. Since that cachet wasn't authorized until 1956 (and was presumably designed then,) this cachet must be a retroactive application, whether by Ng or a subsequent owner. It's another example of why add-on cachets should be noted and dated on the reverse.

In the same vein, I'm not discussing the numbers of philatelic covers I have which have strikes of 2 or even 3 different Navy Generic cachets. One of them is from October '57 and two are from March and April '58. Their varied combinations include all 4 of the Navy Generic cachets. This suggests NMC's retained the devices they were issued, as was certainly the case with the supposedly time-limited "Importance" cachet. Whether the other 3 rubber stamps were issued in succession or as a set, my earliest dates for those 3 are 29 July, 5 July, and 4 Nov. 1957, suggesting all 3 came into use close together in that year.

In a following article, I'll address both variants of these cachets, or their slogans, that are probably not Navy-issue, as well as an overview of the more specialized cachets which were officially produced, like those mentioned in my opening paragraph.

The Joy of Collecting: 'Navy Generic' Cachets CNO ARLEIGH BURKE Sidebar

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As mentioned in the main article, one authorization quoted in the *Log* for September 1956, and much USCS oral tradition, link legendary destroyer commander and even more legendary Chief of Naval Operations Arleigh A. Burke. As part of researching this article, before finding the memo just mentioned, I set out to see what I could find to tie the

CNO and the Navy Generic cachets. The short answer is nothing. This is the long answer, however, showing that Burke was indeed very, very interested in promoting the Navy as well as running it.

"He cut a long-playing record on the growing importance of the Navy, and had copies sent to all ships and shore installations. Never before had enlisted men in any service been brought face to face with the rationale behind command decisions." [Jones and Kelley, p. 183]

In a significant speech to Flag-Officer Selectees, among much else, the CNO said:

"It's not enough to only know your job—and to have the right ideas. You must communicate those ideas to other people and convince them you are right... The Navy's big weakness has been this inability to get our ideas across to other people. We must believe in the Navy and make certain that other people do too, and know why they do." [Jones and Kelley, p.184]

Noted Naval biographer E.B. Potter's biography of ADM. Burke repeats the story of the LP record: that in "fulfilling his promise to make sure that all hands got the word... He issued frequent navy-wide bulletins explaining not only what was being done but why, and he cut a long-playing record on the navy's functions and its growing importance and sent copies to all ships and stations." [Potter, p. 410.]

Potter also noted that

"To sell the seapower story to a broader American public, Burke organized a team of eloquent and attractive speakers, naval officers for whom it was extra duty. Headed by Captain John S. McCain [the late Senator's father], its members were available to speak before audiences—Navy League, Naval Reserve Association, American Legion, Veterans of Foreign Wars, or whatever—all over the United States." [Potter p.417.]

Neither biography mentions the cachets, of course. But both establish clearly that CNO Burke's interest in promoting the Navy employed some of the same phrases used in the cachets. I think we can safely credit him with these covers!

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Potter, E.B.
1990 *Admiral Arleigh Burke*. NYC: Random House.

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The Story Behind the Cover...

**U.S. Lighthouse Tender MANZANITA
at Astoria, Oregon in 1909**

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I grew up near Astoria, Oregon, an area rich with maritime history, so am always interested in covers from this area. Especially scarce Lighthouse Service covers. Over the years, I've found only a few, one of them being this 1909 postcard from the lighthouse tender MANZANITA. Although I'd considered writing an article about it, what finally spurred me to start is that I recently learned that a large section of the ship still exists—as part of a private home!

The history of MANZANITA is quite interesting. She spent her entire career at Astoria, but her story actually begins on the east coast.



This RPPC, dated 22 April 1909 at Astoria, Oregon, was mailed by MANZANITA crewmember Frank Sweet to let a friend know he would be in Portland the next day. The local paper said the ship was going there for "department business."

Frank M. Sweet (1886-1943) was on MANZANITA only a few months. He was later harbormaster at Astoria.



Background

In 1907, the Lighthouse Board received authorization to construct 8 new tenders and several lightships. The tenders, all 190 feet in length, were built by the New York Shipbuilding Company in Camden, New Jersey, and were delivered in 1908. Referred to as the "MANZANITA Class" tenders, they represented the newest and best technology of the time, including things we take for granted today, such as electric lighting.

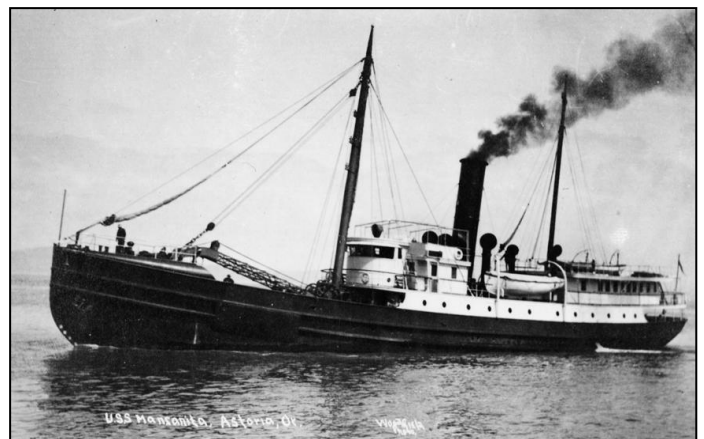
Each of the new tenders had a specific destination, and several were slated for the west coast: MANZANITA was to go to Astoria; KUKUI to Honolulu; and SEQUOIA to San Francisco. There were also three new lightships headed for the west coast locations: COLUMBIA No. 88, for Astoria; SWIFTSURE No. 93 for duty in Washington; and RELIEF No. 92, also for Astoria. Back in 1908, the Panama Canal had not yet been built, so ships had to go "around the horn" when crossing from the Atlantic to the Pacific Ocean.

Around the Horn

All of the west-bound tenders and lightships congregated at Tompkinsville, Staten Island, New York. The plan was for them to travel together, and it was one of the most fascinating flotillas of ships ever assembled.

In charge of the voyage was Captain Albert Mertz, USN, an experienced naval officer. With MANZANITA as his flagship, on 21 September 1908, the ships got underway on their 14,000 mile journey. It must have been quite a sight watching the three identical tenders and the lightships head out to sea. Smoke from burning coal would have trailed behind, and the lightships with their bright red hulls would also have commanded attention.

The departure of the "mosquito fleet" did not go unnoticed by the newspapers. They followed its progress the same as they did for the Great White Fleet, which was still underway. Although Mertz had overall control of the voyage, Captain Albert Barron was in charge of MANZANITA. Like the other captains, he was only contracted to bring the ship out. On 5 November the six lighthouse vessels reported safe arrival at Montevideo, Uruguay, and later that month they passed around Cape Horn into the Pacific, reporting their arrival at Valparaíso, Chile on 5 December. When they reached Callao, Peru the tenders took the three lightships in tow for a time to save coal as they continued north. By 18 January 1909 they arrived at San Diego, and a few days later were at San Francisco. Here the flotilla broke up, with SEQUOIA staying in the bay area. After some overhaul work, KUKUI left for Honolulu, and on 21 February MANZANITA headed north for Astoria with the three lightships.



Lighthouse tender MANZANITA. She came around the horn, arriving at Astoria in February 1909, replacing the earlier MANZANITA that sank in 1905. — Astoria Maritime Museum

At Astoria

The arrival of MANZANITA and the lightships had been much anticipated by the residents of Astoria. The ships entered the river on 26 February and made their way to the buoy depot at Tongue Point. In anticipation, the 13th Lighthouse District Inspector, Capt. Charles F. Pond, USN, had come down from Portland the night before to meet them. The next day, MANZANITA shifted to a dock in Astoria for public visitation.

A local reporter was impressed, and said MANZANITA was *"the center of attention, being the biggest and handsomest of the quartette."* Every detail was described, including that she was *"elegantly and comfortably quartered throughout with every possible convenience, being principally done in mahogany, maple, brass and plate-glass."* Once the new ships had safely arrived, the officers who brought them to Astoria were released, and Captain Pond now had to assign new commanders.

The first commanding officer assigned to MANZANITA was Patrick J. ("P.J.") Byrne, an experienced master. He was 47, originally from Ireland, and had been working on lighthouse tenders in Oregon for about 15 years. Although lighthouse ships were government vessels, the officers and crew were civilians. It was quite common for someone like P.J. Byrne to remain in the same area for years, and transfer from one tender to another. They became part of the community. At Astoria, lighthouse tender captains like Byrne were often made honorary admirals in the annual regatta.

Looking into Byrne's history, I found that he had been master of the earlier tender named MANZANITA, which had sunk in the Columbia River in 1905. Especially interesting to me was that she was struck by the DREDGE COLUMBIA—the same dredge that many years later was taken to Wake Island. After that, Capt. Byrne was assigned to the tender HEATHER, and finally in 1909, was named master of the new MANZANITA. Byrne remained with the ship for about two years, and is then seen once again on HEATHER and then COLUMBINE. In June 1912 he was granted a six-month furlough, and shortly afterward his paper trail ends. I think it's likely he was ill and probably died.



This letter was mailed from Astoria on 6 May 1909, about 2 months after the arrival of MANZANITA. It shows the return address of the 13th Lighthouse District Inspector, who was navy Capt. Charles F. Pond, and is addressed to his mother-in-law.

Capt. Charles F. Pond (1856-1929) was transferred in July 1909. He was later was CO of the cruiser PENNSYLVANIA, and in 1911 he briefly commanded the newly recommissioned battleship OREGON.

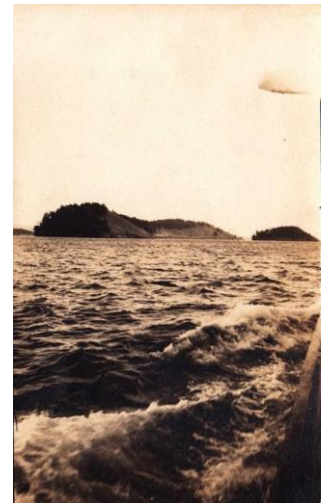


The Postcard

Upon the arrival of MANZANITA at Astoria, new crewmembers hired. One of them was the young man who sent the postcard, Frank M. Sweet. It was written and mailed on 22 April 1909, only two months after the ship arrived. Sweet was a marine engineer, only 22 years old, the son of a local sailing ship master. He was probably on board only a few months, and by October 1910, he is seen working as an engineer on the pilot schooner JOSEPH PULITZER. By 1915 he was a licensed captain, and was harbor master in Astoria. He was a well-known figure along the waterfront until his death in 1943.

The card is addressed to "Lancey" (Launcelot) Bell, Portland, Oregon, giving him hurried notice that Frank would be there the next day. I found in the local newspaper that MANZANITA herself was going to Portland, so it now seems clear that what Frank meant was that he would be there with the ship. Lancey Bell and Frank Sweet were about the same age, and apparently friends. Bell worked as a machinist in Portland in his father's shop, and later was employed at a shipyard. He died in Portland in 1945.

The Post Card front shows the ship approaching Tongue Point. The city of Astoria would be immediately to starboard.



Later History of MANZANITA

Not surprisingly, the standard sources have little to say about the operational history of a small vessel such as MANZANITA. Because of that, I spent some time perusing newspapers and other sources to gather a few more details and items of interest.

Following her arrival at Astoria in 1909, MANZANITA began working right away. Besides tending buoys, she regularly visited lighthouse stations and lightships along the coast, bringing supplies and exchanging personnel. One of these was the famous Tillamook Rock Light, built on a jagged pinnacle about 20 miles south of the Columbia River. Exchanges there were always dangerous, and if the sea was too rough to put a boat in the water, they would sometimes have to wait for days before making the attempt. My wife had a relative who was stationed on Tillamook Rock around 1912, and MANZANITA was probably the tender that transported him.

From the base in Astoria, MANZANITA most commonly worked down the coast south to Coos Bay, but occasionally went further into California. Similarly, when she headed north it was often to the area of Grays Harbor, Washington, but she also sometimes worked in Alaskan waters.

Local newspapers regularly reported ship movements, but there were also occasions when MANZANITA was in the news for other reasons. In March 1916, while retrieving a buoy adrift near Peacock Spit, three members of the crew drowned when their boat overturned. In October 1919, after replacing buoys at Coos Bay for several days, the outbound MANZANITA grounded on a sand spit. It was the dredge COL P.S. MICHIE that came out to pull her free—and that caught my eye right away. This is the same dredge that was later at Honolulu Harbor during the December 1941 attack. In April 1927, MANZANITA went to the rescue of the stranded schooner AVALON off Willapa Harbor, and pulled her free from a sand bar. During the winters of 1927 and 1930, when the Columbia River froze, MANZANITA was called upon to break ice. Finally, in early January 1933, MANZANITA received a lot of attention in newspapers for bringing belated Christmas gifts and supplies to the isolated Destruction Island. She had tried for three weeks, but “*high seas, swirling currents and strong winds*” made it inaccessible.



MANZANITA breaking ice in 1927 on the Columbia River. Such incidents are rare—the river last froze over in 1930.

—Columbia Pacific Heritage Museum

During her career, MANZANITA served in both WWI and WWII. She was still with the Lighthouse Service in 1917-1918, but technically operated under the navy. It appears that she just continued with her normal duties during these years. In 1941, when the United States entered WWII, she was now operated by the Coast Guard. War diaries show that in late December 1941 MANZANITA was in southern Alaska, and then moved north and west to Seward and Dutch Harbor. Here she laid anti-submarine cable, and then returned to Seattle, and then Astoria in late January 1942. She is seen working with the Astoria Naval Station, and in December 1943 is mentioned retrieving an F4F Wildcat that crashed. Although newspapers were not supposed to report ship movements, MANZANITA was so familiar that they sometimes forgot. Besides navy work, it's

clear she also tended to her more familiar duties during the war. She remained in service until November 1946 and was then decommissioned.



Incoming mail to U.S. Lighthouse Tender HEATHER from San Francisco 8 May 1903. General Electric was contracted to install electrical lighting, and the note gives status of the junction boxes. Capt. Patrick Byrne transferred from this ship in Feb. 1909 to become the first commanding officer of MANZANITA.

After Decommissioning

Although I've been familiar with the early history of MANZANITA for some time, it was only recently that I learned that part of the ship still exists. **Greg Finnegan** had seen an online article, and emailed the link to me. What an amazing story it turned out to be!



In 1949 MANZANITA was purchased and part of the after section was converted into a home on Mercer Island, Washington. In August 2020 it was put up for sale, and photos appear on various real estate web sites.

—Vicaso

After the war, many Coast Guard vessels on the west coast were decommissioned and moved to Puget Sound where they were eventually sold. Some were scrapped, and others were converted for commercial use. My guess is that after decommissioning, MANZANITA was one of these. According to the story, in 1949 the ship was going to be scrapped, but a librarian and her father in the Seattle area purchased a portion of the stern section. That was moved to their property on Mercer Island and modified into a unique residence. About 20% of the original ship remains, mostly the area where the officer quarters were. When originally built in 1908, the inside quarters were done in mahogany and that was preserved in the Mercer Island home, retaining a maritime look and feel. The property was sold in 1971, and

the new owner was going to demolish the house, but fortunately changed their mind. In 2020 it was put up for sale again, and in the real estate photos you can see how well thought out the modern improvements were done.

Hopefully the old MANZANITA will live on for years to come.

Inside the home, the original mahogany paneling of MANZANITA is used. — Vicaso



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German U-Boats and NATO's Northern Flank

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"We have a special responsibility in the Baltic Sea for the security of [NATO]. Our partners expect us to play a leading role. The Baltic Sea is an extension of the [alliance's] northern flank. We must therefore ensure the freedom and security of this area. This includes knowing who is moving in the Baltic Sea, when, where and with what intentions."

Those words, spoken in May 2020 by Flotilla Admiral Christian Bock, commander of the German Navy's 1st Operational Flotilla, expertly sum up the situation currently faced by the NATO alliance. Aware of the renewed and growing might of the Russian Navy and its surface and subsurface components, NATO's command structure for several decades has looked to and depended upon Germany for its access to and detailed knowledge of the shallow and busy waters of the Baltic Sea as well as its access to the North Sea. These waters are well suited for the operation of submarines.

The German Navy has two primary missions. The first is support of expeditionary operations, accomplished by contributing ships and subs to NATO standing groups for missions such as crisis response, sea lane control and minesweeping. Recent activities saw German surface ships operating in the Indian Ocean, the Mediterranean, as well as the North Sea and north Atlantic. The second mission is more territorial-focused, including control of the Baltic Sea, principally, and support for North Sea maritime security. This is where the submarines of the Deutsche Marine play a critical role. Currently the Navy has six submarines, consecutively designated U31 through U36, administratively organized under the 1st Submarine Squadron (**Figure 1**). The subs, Type 212A, are quite modern and sophisticated, having been commissioned from 2005 to 2016. Built by Thyssenkrupp Marine Systems (TKMS), through its subsidiary Howaldtswerke-Deutsche Werft, in Kiel, they are considered the most advanced and effective diesel-electric attack submarines in the world.



Figure 1:
 Unterseeboot
 U-31 was
 commissioned
 in 2005. Normal
 complement is
 27 men/women.
 There are
 approximately
 800 personnel
 assigned to the
 submarine

**service (the German Navy's
 total strength is 16,000).**

Technically the subs are defined as hybrid diesel-electric/fuel cell Air Independent Power (AIP) types. In addition to a single diesel engine, the AIP system involves using hydrogen mixed with pure oxygen in fuel cells to create a catalytic process that produces electricity. Nine fuel cells are carried on board. Using AIP, the electricity produced charges the batteries, which in turn power the sub's electric motor to drive the propeller. This allows the subs to submerge for long periods of time without having to surface or snorkel for outside air to replenish batteries, thus being "air independent." Obviously this ability to remain submerged greatly improves the chance of the sub escaping detection by hostile surface or airborne forces. Reportedly, a Type 212A set an underwater endurance record in 2013 for conventionally powered subs by transiting underwater for eighteen days without surfacing or using its snorkel. The AIP system is designed to permit a sustainable underwater cruising speed of eight knots per hour, with bursts of up to twenty knots per hour possible.

Without question, nuclear-powered attack submarines (such as the U.S. Navy's LOS ANGELES and VIRGINIA-classes) offer far greater underwater endurance and speeds. However, these considerably larger submarines (VIRGINIA subs are 377 feet in length and 7,900 tons displacement vs. a Type 212A at 188 feet and 1,830 tons) are totally unsuited for operations in shallow littoral waters. Additionally, Germany (and many other navies of the world) simply cannot afford to build and maintain nuclear subs. Germany's subs have a unique diagonal, X-shaped rudder configuration (**Figure 2**). This allows them to operate in waters as shallow as 56 feet, getting close to shorelines of countries bordering the Baltic Sea (which only has an average depth of 180 feet) for reconnaissance, insertion of naval commandos or offensive action.



Figure 2: German Type 212A submarine U32 in Eckernförde Bay, unknown date. The smoothly faired transitions from the hull to the sail significantly improve the boat's stealth characteristics. The X-shaped rudders are just visible at the stern.

Although no submarine can be totally noise-free when submerged, the German Type 212As are a world leader in quietness. AIP submarines have the advantage of being able to switch their engines off completely and lie in wait; by contrast, nuclear submarines' reactors cannot be shut down at will. Type 212A subs are ultra-quiet when operating

submerged, with various innovative measures in place to eliminate normal machinery noises. The outer hull is made of non-magnetizable steel, with few external seams, reducing flow noise and making electromagnetic detection difficult. The sub's internal machinery "floats" on specially designed mounts, isolating vibrations and further reducing noise. A 7-blade "skewback" propeller with an optimized blade shape reduces noise significantly by eliminating nearly all noise-producing cavitation (as well as increasing propeller efficiency). Another factor reducing noise is the sub's crew size. With the need for only 27 crewmen (5 officers and 22 sailors), human noise-producing activity is kept to a minimum (**Figure 3**).



Figure 3: U-35 became operational in 2015. This cachet is from her commissioning (Indienststellung). All six of Germany's subs are stationed at Eckernförde, a small city 20 miles northwest of Kiel, facing the Baltic Sea and near the Danish border.

The Type 212A is designed to counter surface ships and other submarines. The weapons carried on board reflect that mission. The subs have six forward firing torpedo tubes and can carry thirteen torpedoes of the NATO-standard 533cm (21") size with a conventional warhead. They are fiber-optic guided, with a range of about 35 nautical miles. Optionally, the sub can be loaded with twenty-four pipe mines. Another weapon currently being developed and refined for the Type 212A is the IDAS anti-air, land-attack missile system. IDAS (Interactive Defense and Attack System) missiles are fired from the torpedo tubes and, like torpedoes, are fiber-optically guided or can be set to seek targets using infrared sensors. Once operationally deployed on the subs, they could be used to bring down ASW helicopters or attack land targets, to the missile's maximum range of 25 nautical miles. Up to 24 of these missiles can be carried in magazines of four, arranged one in each torpedo tube.

The Type 212A's greatest offensive strength, however, may be its ability to quietly and surreptitiously monitor an adversary's activities. Lying unobserved near ports or passages with most operational systems silenced, the subs can quietly observe, track and/or attack enemy forces. A recent public announcement (25 May 2020) from the Marine noted U-33's return to port after "...monitoring Russian fleet activities," presumably near the main Russian Navy Baltic

Sea port at Kaliningrad. This and related actions are part of NATO's "Assurance Measures," defined as security steps that are defensive, proportionate and in line with the organization's international obligations. These steps are directly aimed at countering Russian attempts to expand their regional hegemony, not only in the Baltic region but also in the Mediterranean and Middle East areas. When the type 212As conduct such missions they fall under the control of NATO's MARCOM, the maritime command of all NATO naval forces. The command is headquartered at Northwood, United Kingdom. Germany recently participated in Operation Dynamic Mongoose, a NATO directed ASW exercise centered near Iceland; U-36 was active in several roles during the nearly two-week event (**Figure 4**).



Figure 4: A515 MAIN, shown here entering Kiel harbor, is an ELBE-class tender modified to support the six Type 212A subs. Displacing 3,600 tons, it is the only tender of the German Navy dedicated to this task.

In late 2019 the government of Germany gave its formal approval to purchase two Type 212CD submarines (CD for "common design"), while at the same time Norway indicated it will purchase four of the type in a joint contract. Norway spent two years investigating Germany's Type 212A, looking for a replacement for its aging submarine fleet (**Figure 5**). The CD design, to be built by TKMS in Kiel, will include extended range and endurance over the 212A's capabilities (with the possible addition of a second diesel engine), further refinements of the sub's already low acoustic signature, lithium ion batteries and improved (unspecified) weapons systems. Germany, however, may not see the first new sub before 2027, as Norway has been given priority for the initial boats.



Figure 5: U-36 deployed to Norway in early 2019 for five months. While the sub conducted underway operations in the North Sea, Norwegian naval personnel were able to directly assess the Type 212A's capabilities, assisting in Norway's decision to buy four improved German-built Type 212CDs.

Germany remains well positioned to continue as NATO's "sentry" along the northern flank for many years to come, and that role is becoming more important. In July 2020 Russia announced that it will commission forty naval vessels this calendar year, everything from small patrol craft to ballistic missile firing submarines, with an unspecified number of ships being assigned to their Baltic and Northern Fleets. Also in early July, a Russian OSCAR-II nuclear-powered cruise missile firing submarine was seen transiting on the surface into the Baltic Sea past Denmark, presumably on its way to a Navy Day celebration in St. Petersburg. It was also clearly designed as a show of Russian force in the Baltic. With Russia's stepped-up efforts to expand its power both regionally and globally, even beyond what was seen during the Cold War years, NATO, too, is stepping up its efforts to counter the threat through training and exercising its combined naval forces. The German Navy's submarine force has and certainly will continue to be a significant part of that response.

All covers courtesy of **Hans Gepraegs.**

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Crest of the First Submarine Squadron (1. Ubootgeschwader), headquartered at the submarine base at Eckernforde. All six Type 212A submarines belong to this command.

Statement of Ownership, Management, and Circulation

UNITED STATES POSTAL SERVICE® (All Periodicals Publications Except Requester Publications)

1. Publication Title USCS Log	2. Publication Number 6 4 6 - 3 8 0	3. Filing Date September 4, 2020
4. Issue Frequency Monthly	5. Number of Issues Published Annually 12	6. Annual Subscription Price \$22.00
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4®) USCS Log, Universal Ship Cancellation Society, 747 Shard Ct, Fremont CA 94359		8. Contact Person Steven W Shay Telephone (include area code) 510-363-0232

USCS Log, Universal Ship Cancellation Society, Steven W Shay, 747 Shard Ct, Fremont CA 94359

9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank)

Publisher (Name and complete mailing address)

Richard D Jones, 137 Putnam Ave, Ormond Beach FL 32174-5331

Editor (Name and complete mailing address)

Richard D Jones, 137 Putnam Ave, Ormond Beach FL 32174-5331

Managing Editor (Name and complete mailing address)

Richard D Jones, 137 Putnam Ave, Ormond Beach FL 32174-5331

10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.)

Full Name	Complete Mailing Address
Universal Ship Cancellation Society, a non profit corp.	747 Shard Ct, Fremont CA 94359-7419

11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box ☒ None

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The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes:
☒ Has Not Changed During Preceding 12 Months
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PS Form 3526, July 2014 (Page 1 of 4 (see instructions page 4)) PSN: 7530-01-000-9931 PRIVACY NOTICE: See our privacy policy on www.usps.com

13. Publication Title USCS Log	14. Issue Date for Circulation Data Below September 2020
15. Extent and Nature of Circulation	
a. Total Number of Copies (Net press run)	708
(1) Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	592
(2) Mailed In-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	0
(3) Paid Distribution Outside the Mails Including Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Paid Distribution Outside USPS®	19
(4) Paid Distribution by Other Classes of Mail Through the USPS (e.g., First-Class Mail®)	52
c. Total Paid Distribution (Sum of 15b (1), (2), (3), and (4))	663
d. Free or Nominal Rate Distribution (By Mail and Outside the Mail)	15
(1) Free or Nominal Rate Outside-County Copies included on PS Form 3541	15
(2) Free or Nominal Rate In-County Copies included on PS Form 3541	0
(3) Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g., First-Class Mail)	0
(4) Free or Nominal Rate Distribution Outside the Mail (Carriers or other means)	3
e. Total Free or Nominal Rate Distribution (Sum of 15d (1), (2), (3) and (4))	18
f. Total Distribution (Sum of 15c and 15e)	681
g. Copies not Distributed (See Instructions to Publishers #4 (page #3))	27
h. Total (Sum of 15f and g)	708
i. Percent Paid (15c divided by 15f times 100)	97.3%

* If you are claiming electronic copies, go to line 16 on page 3. If you are not claiming electronic copies, skip to line 17 on page 3.

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16. Electronic Copy Circulation	Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Paid Electronic Copies	142	140
b. Total Paid Print Copies (Line 15c) + Paid Electronic Copies (Line 16a)	804	795
c. Total Print Distribution (Line 15f) + Paid Electronic Copies (Line 16a)	823	813
d. Percent Paid (Both Print & Electronic Copies) (16b divided by 16c × 100)	97.77%	97.79%

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17. Publication of Statement of Ownership

☒ If the publication is a general publication, publication of this statement is required. Will be printed in the **October** issue of this publication. ☐ Publication not required.

18. Signature and Title of Editor, Publisher, Business Manager, or Owner

Steven W Shay, Business Manager *Steve Shay* September 4, 2020

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- S10-26 BATH (PF 55) 11-14-43 launch cachet, PM Milwaukee MB \$2
- S10-27 SANDUSKY (PF 54) 10-5-43 launch cachet, PM Milwaukee MB \$2
- S10-28 EVANSVILLE (PF 70) 11-27-43 launch cachet, PM Sturgeon Bay MB \$2
- S10-29 MARATHON (PG 89) 1-31-77 LDC w/ships r/s cachet by Hoffner, PM MT WHITNEY MB \$2
- S10-30 CROCKETT (PG 88) 1-31-77 LDC by Hoffner, PM IWO JIMA MB \$2
- S10-31 READY (PG 87) 10-1-77 LDC by Hoffner, PM FARRAGUT MB \$2
- S10-32 LCI 81 10-24-43 sailor mail card w/censor mark MB \$2
- S10-33 ATR 3 9-27-44 #10 penalty with typed cc. was at Normandy MB \$3
- S10-34 DEXTROUS (AM 341) 3-12-44 #10 penalty with r/s cc MB \$2
- S10-35 Capt Alford M Granum 6-14-43 cvr addr to Granum who failed to report INDIANAPOLIS overdue MB \$5
- S10-36 PENNSYLVANIA (BB 38) 10-27-34 Salute to Queen of Skies MACON MB \$5
- S10-37 SALMON (SS 182) keel lay by Hutnick, PM Groton MB \$3
- S10-38 SALMON (SS 182) 6-12-37 lau, mermaid puts sub in water, PM Groton MB \$3
- S10-39 SALMON (SS 182) 6-12-37 launch by ANCS 15 & 54, PM Groton MB \$3
- S10-40 SALMON (SS 182) 10-27-38 Navy Day by Aden MB \$3
- S10-41 SALMON (SS 182) 5-30-39 Schlechter fish cachet for Memorial Day MB \$3
- S10-42 GLACIER (AF 4) 3-23-1910 clear ships cxi on color PC MB \$4
- S10-43 CLATIC (AF 2) 7-23-1909 clear ships cxi on color PC MB \$4
- S10-44 LUZON (PR 7) 5-30-38 In Memorial USS PANAY by Hacker, sunk MB \$2
- S10-45 HOUSTON (CA 30) 5-22-35 The Fleet's In by John Rodgers Ch, sunk MB \$2
- S10-46 PORTLAND (CA 33) 7-17-37 Crosby photo cachet MB \$5
- S10-47 UPSHUR (DD 144) 12-21-36 Harrington data cachet, LDC MB \$2
- S10-48 UPSHUR (DD 144) 11-11-39 Recom by Hutnick MB \$2
- S10-49 ALDEN (DD 211) 10-2-35 Navy Day by Richell MB \$2
- S10-50 YARNELL (DD 143) 9-13-40 LDC exchange to England, F50 Nicholson MB \$2
- S10-51 YARNELL (DD 143) 11-8-39 FDPS by Nicholson, F50 MB \$2
- S10-52 TARBELL (DD 142) 1-15-37 destroyer profile on ships wheel MB \$2
- S10-53 LARK (AM 21) 10-27-38 Navy Day cachet MB \$2
- S10-54 LARK (AM 21) 11-26-37 Harrington data cachet MB \$2
- S10-55 PERMIT (SS 178) 3-17-38 1st Anniv by Walton MB \$3
- S10-56 HANCOCK (AP 3) 9-2-1909 clear cxi on color PC MB \$4
- S10-57 HANCOCK (AP 3) 11-26-21 sailor mail cvr, kb Pearl, cxi T-3s, rated R1 MB \$10
- S10-58 CHAUMONT (AP 5) 2-3-36 Crosby photo cachet, kb transit canal MB \$5
- S10-59 ST MIHIEL (AP 32) 10-27-41 1st day cancellation cachet MB \$2
- S10-60 GEN WILLIAM MITCHELL (AP 114) 10-31-43 launch cachet MB \$2
- S10-61 FULTON (AS 11) 9-12-41 Weigand comm w/ South Carolina flag MB \$3
- S10-62 NEREUS (AS 17) 10-27-34 commission by Lloyd, nmc auto MB \$2
- S10-63 FALCON (ASR 2) 6-14-36 Schlechter bird cachet for Flag Day MB \$3
- S10-64 CHEWINK (ASR 3) 2-12-41 Crosby photo (of Abe Lincoln) cachet for Lincoln B'Day MB \$3
- S10-65 ORTOLAN (ASR 5) 4-2-37 Crosby photo cachet MB \$5
- S10-66 SEMINOLE (AT 65) 5-30-40 Tugs of the Fleet cachet- Memorial Day MB \$2
- S10-67 THRUSH (AVP 3) 7-10-36 Dumonte bird cachet MB \$3
- S10-68 THRUSH (AVP 3) 5-15-40 Crosby photo cachet MB \$5
- S10-69 PELICAN (AVP 6) 4-2-38 Crosby photo cachet MB \$5
- S10-70 QUAIL (AM 15) 7-27-39 Virgin Island cachet, nmc auto, sunk MB \$2
- S10-71 QUAIL (AM 15) 4-29-37 Harrington data cachet. 18th B'Day sunk MB \$2
- S10-72 FINCH (AM 9) 10-27-37 Navy Day c by Richell, kb war torn Shanghai MB \$2
- S10-73 TANAGER (AM 5) 4-22-37 r/s John Paul Jones Founder of Our Navy MB \$2
- S10-74 TANAGER (AM 5) 5-28-36 Harrington data cachet MB \$2
- S10-75 HAMPTON (APA 115) 4-30-46 Decom by Nicholson MB \$2
- S10-76 KENTON (APA 122) 3-22-46 Decom by Nicholson MB \$2
- S10-77 KITTISON (APA 123) 3-2-46 Decom by Nicholson MB \$2
- S10-78 HYDE (APA 173) 5-9-46 Decom by Nicholson MB \$2
- S10-79 Submarine S-14 (SS 119) 5-22-35 nc but fancy cxi, LDC MB \$3
- S10-80 Submarine S-16 (SS 121) 5-22-35 nc but fancy cxi, LDC MB \$3
- S10-81 CORAL (PY 15) 10-1-41 FDPS by Nicholson MB \$2
- S10-82 PITTSBURGH (CA 4) 6-22-26 nc, sailor mail cover MB \$4
- S10-83 SAILFISH ex SQUALUS (SS 192) 6-29-40 1st submergence by Preble w/auto MB \$5
- S10-84 SAILFISH ex SQUALUS (SS 192) 5-15-40 commission by Shaw MB \$3
- S10-85 SHARK (SS 174) 3-22-35 shakedown cruise by ANCS 72/81, kb Bermuda, sunk MB \$3
- S10-86 PERCH (SS 176) 5-30-39 Schlechter fish for Memorial Day, sunk MB \$3
- S10-87 PICKEREL (SS 177) 1-26-38 1st B'Day by Parshall, sunk MB \$3
- S10-88 HUGHES (DD 410) 6-14-40 Crosby photo cachet, sunk MB \$5
- S10-89 HOUSTON (CA 30) 8-6-38 Semper Paratus by Richell, Pres cruise kb Old Prov Is sunk MB \$2
- S10-90 HOUSTON (CA 30) 7-26-38 same c as above, kb Galapagos Is, sunk MB \$2
- S10-91 WILLIAMSON (DD 244) 6-21-38 150th Anniv of ratification of Constitution MB \$2
- S10-92 WHIPPOORWILL (AM 35) 4-1-38 19th b'Day colored c, nmc auto MB \$3
- S10-93 WHIPPOORWILL (AM 35) 10-27-37 Navy Day hand drawn cachet on card by RCD 123 MB \$3
- S10-94 BRANT (AM 24) 10-27-39 Schlechter bird cachet for Navy Day MB \$3
- S10-95 ORIOLE (AM 7) 8-20-39 Schlechter bird cachet for FDPS MB \$3
- S10-96 KAWAHEA (AO 15) 11-13-45 LDPS by Nicholson MB \$2
- S10-97 ESCALANTE (AO 70) 12-11-45 LDPS by Nicholson MB \$2
- S10-98 MASCOMA (AO 83) 12-13-45 LDPS by Nicholson MB \$2
- S10-99 BOBOLINK (AM 20) 7-4-37 Wentz bird cachet for Independence Day MB \$3
- S10-100 SEARAVEN (SS 196) 10-2-39 comm by Cohen, PM Portsmouth MB \$3
- S10-101 SEARAVEN (SS 196) 8-9-38 keel lay by ANCS 54, PM Portsmouth MB \$3
- S10-102 SEALION (SS 195) 11-27-39 FDPS clamshell design, sunk MB \$3
- S10-103 SNAPPER (SS 185) 7-23-36 keel lay by Hutnick, PM Portsmouth MB \$3
- S10-104 Submarine S-33 (SS 138) 12-1-37 LDC, PM PHILADELPHIA MB \$3
- S10-105 OSPREY (AM 56) 3-17-41 Czubay bird cachet for FDPS, sunk MB \$3
- S10-106 VIREO (AM 52) 10-27-35 Schlechter bird cachet for Navy Day MB \$3
- S10-107 TERN (AM 31) 5-30-36 Schlechter bird cachet for memorial day MB \$3
- S10-108 RAIL (AM 26) 7-23-37 Crosby photo cachet MB \$5
- S10-109 RAIL (AM 26) 10-27-39 Schlechter bird cachet for Navy Day MB \$3
- S10-110 KINGFISHER (AM 25) 10-22-36 Crosby photo cachet MB \$5
- S10-111 CARL VINSON (CVN 70) 3-13-82 r/s commission cachet MB \$2
- S10-112 CARL VINSON (CVN 70) 10-11-75 keel lay cachet, PM Newport N MB \$2
- S10-113 HONOLULU (CL 48) 7-15-38 FDPS w/embossed Kamehameha statue MB \$2
- S10-114 PHILADELPHIA (CL 41) 5-30-38 Crosby photo cachet MB \$5
- S10-115 PHILADELPHIA (CL 41) 9-22-37 commission by Tuchinsky MB \$2
- S10-116 PHILADELPHIA (CL 41) 11-17-36 launch by ANCS 54 MB \$2
- S10-117 BROOKLYN (CL 40) 2-28-38 shakedown by Schupp, kb Norfolk MB \$2
- S10-118 MINNEAPOLIS (CA 36) 11-11-38 Crosby photo cachet MB \$5
- S10-119 INDIANAPOLIS (CA 35) 11-27-36 President cruise 1936, bk Rio, sunk MB \$3
- S10-120 MCCORMICK (AG 118/DD 223) 1-4-40 Recom by Hutnick MB \$2
- S10-121 TRUXTUN (DD 229) 4-2-38 Fleet Maneuvers Alaska to HI, sunk MB \$2
- S10-122 LANGLEY (CV 1) 8-22-34 named for... by USCS 227/280, sunk MB \$3
- S10-123 SEAL (SS 183) 5-25-36 keel lay Electric Boat Emp Assoc, PM Groton MB \$3
- S10-124 SEAL (SS 183) 8-25-37 launch by Hutnick, PM Groton MB \$3
- S10-125 SEAL (SS 183) 8-25-37 launch w/surfaced sub, 2 seals on rocks, PM Groton MB \$3
- S10-126 SEAL (SS 183) 4-30-38 comm cachet by ANCS Argonauts & Crew MB \$3
- S10-127 CUYAMA (AO 3) 5-8-38 Hand painted Mothers Day cachet by Linto MB \$3
- S10-128 KANAWHA (AO 1) 6-24-40 map of Kanawha River & W VA, sunk MB \$2
- S10-129 Submarine S-32 (SS 137) 12-7-37 Decom by Hutnick, PM Marine Barracks Phila MB \$3
- S10-130 Submarine S-31 (SS 136) 12-7-37 Decom by Hutnick, emb seal, PM SHAW MB \$3
- S10-131 Submarine S-30 (SS 135) 3-31-39 reserve commission by Tuchinsky, PM New London MB \$3
- S10-132 HENDERSON (AP 1) 2-6-36 Crosby photo cachet MB \$5
- S10-133 RAMAPO (AO 12) 5-24-28 sailor mail, clear T-3x cxi MB \$2
- S10-134 SAPELO (AO 11) 9-27-27 nc but clear T-3s cxi MB \$2
- S10-135 HENDERSON (AP 1) 12-9-38 Lat 20-55-00 Long 180-00-00 on Crosby photo cachet MB \$5

- S10-136 Submarine S-48 (SS 159) 9-16-35 decom by Hutnick w/emb seal, PM AYLWIN MB \$3
- S10-137 Submarine S-11 (SS 116) 9-30-36 decom by Hutnick w/handstamp. PM DUPONT MB \$3
- S10-138 SALEM (CA 139) 10-31-58 ships cachet in raised orange ink MB \$2
- S10-139 SALEM (CA 139) 8-12-54 ships cachet by Duke in green raised ink MB \$2
- S10-140 SALEM (CA 139) 9-23-54 homeward bound in raised brown ink MB \$2
- S10-141 ST PAUL (CA 73) 5-12-46 Strong Navy 2nd to None in raised grey ink MB \$2
- S10-142 WISCONSIN (BB 64) 3-3-51 FDPS for Recom r/s cachet. 2 diff cxls MB \$2
- S10-143 NOBLE (APA 218) 4-4-49 Crosby-like photo c, Protect Panama Canal MB \$3
- S10-144 JOHN W WEEKS (DD 701) 6-23-45 sailor mail FRONT ONLY & CLIPPED to size MB \$2
- S10-145 ADIRONDACK (AGC 15) 5-27-48 #10 penalty, printed cc, "z" folded, FRONT only MB \$2
- S10-146 CATOCTIN (AGC 5) 11-20-44 #10 penalty, printed cc, "z" folded, FRONT only MB \$2
- S10-147 VULCAN (AR 5) 9-2-42 #10 penalty, printed cc, "z" folded, FRONT only MB \$2
- S10-148 WASHINGTON (BB 56) 10-12-41 #10 penalty, printed cc, "z" folded FRONT MB \$2
- S10-149 USAT AGWIPRINCE 3-1-41 launch cachet, PM Long Beach MB \$2
- S10-150 SS RIO DE LA PLATA (liner) 3-1-41 launch, PM Chester PA became CUE CHARGER MB \$2
- S10-151 BRIDGE (AF 1) 6-2-39 Crosby photo cachet for 22nd B'Day MB \$5
- S10-152 PATOKA (AO 9) 5-12-32 Greeting AKRON (ZRS 4) by SF Chamber of Commerce MB \$5
- S10-153 AKRON (ZRS 4) 6-11-32 San Pedro welcomes AKRON/PATOKA, PM San Pedro MB \$5
- S10-154 AKRON (ZRS 4) 8-1-32 Tactical Training Flt carrying mail, PM Lakehurst MB \$5
- S10-155 AKRON (ZRS 4) 4-4-34 In memory RAdm Moffett, PM PORTLAND MB \$5
- S10-156 US Army Gen George W Griner 6-9-45 signed letter, tape stained around edges MB \$2
- S10-157 US Army Gen Oscar W Griswold 3-29-45 signed letter, tape stained on edges MB \$2
- S10-158 DETROIT (CL 8) paper LIBERTY PASS, metal rim, signed by XO MB \$10
- S10-159 MOUNT VERNON (AP 22) paper LIBERTY PASS, metal rim, signed by XO MB \$10
- S10-160 MTBRON 11 4-10-?? Sailor mail w/censor mark, yr blank on cxi, PT Boat squadron MB \$2
- S10-161 WALTER B COBB (APD 106) 3-8-51 generic USN cachet, w diff cxls MB \$2
- S10-162 WHITEHURST (DE 634) 10-15-45 sailor mail MB \$2
- S10-163 NAUTILUS (SSN 571) 3-3-80 Decom cachet, auto by last CO Riddell, PM Mare Is MB \$3
- S10-164 US Army Gen. Paul W Kendall 4-22-45 signed letter, tape stains around edges MB \$2
- S10-165 Senator Robert F Kennedy 8-4-67 window env w/autopen sig, assassinated MB \$2
- S10-166 LEXINGTON (CV 2) 5-13-31 #10 penalty w/type 6 cxi MB \$10
- S10-167 LTC John Bolt USMC 7-19-97 auto from pilot in VMF 214 Black Sheep MB \$20
- S10-168 Capt Edward L Beach 6-6-94 auto on FDC of sub stamp, CO of TRITON on circum MB \$20
- S10-169 J D EDWARDS (DD 216) 5-19-41 US Fleet in Asiatic Waters cachet by JP Jones Ch MB \$6
- S10-170 MT HOOD (AE 29) 1-19-73 cover mark cxi'd off Vietnam, map of Philippines MB \$5
- S10-171 SAN FRANCISCO (CA 38) 6-14-34 Portland Rose Fest c, kb Flag Day MB \$2
- S10-172 MINDORO (CVE 120) 5-30-53 ships cxi on B&W PC of ship, year in cxi uncertain MB \$6
- S10-173 OPAL (PCY 8) 6-10-41 Nat'l Defense Artcraft cachet for FDC of "Defense" stamp MB \$8
- S10-174 THORNTON (DD 270) 4-30-41 Recom cachet by Hutnick MB \$5
- S10-175 DAVENPORT (PF 69) 12-8-43 launch cachet, PM Sturgeon Bay MB \$2
- S10-176 LT Alfred C Bolduc USNR 8-8-99 ace pilot on RANDOLPH auto, PM St Paul MB \$15
- S10-177 4 Heroic Chaplains FDC 5-28-48 cacheted FDC, PM Washington DC MB \$8
- S10-178 Adm Wm R Anderson 3-27-00 FDC LA class sub stamp auto by ex-NAUTILUS CO MB \$20
- S10-179 CONSTELLATION (IX 20) 11-2-1911 clear cxi on "old Bull House Newport" PC MB \$10
- S10-180 Maj. Robert B Porter USMC ace w/VMF 112 auto on PC of corsair, unposted MB \$20
- S10-181 Adm Tom Moorer 11-25-71 auto 10th Anniv of USS ENTERPRISE by Vesper MB \$20
- S10-182 DALE (DD 353) 10-28-35 1935 Navy Day cachet MB \$2
- S10-183 USF CONSTITUTION (IX 21) 10-27-32 G Washington Bicent, Navy Day r/s cachet MB \$5
- S10-184 Capt Jeff J DeBlanc 9-2-35 MOH w/FMV 112 auto FDC by Artcraft honoring vets MB \$20
- S10-185 LTJG Fred L Dungan 7-19-97 auto by ace on CV 5/7 on FDC of staggerwing stamp MB \$15
- S10-186 MIDAS (ARB 5) 3-12-45 #10 penalty with r/s cc MB \$2
- S10-187 VINTON (AKA 83) 3-10-45 #10 penalty with r/s cc MB \$2
- S10-188 WEIGHT (ARS 36) 7-26-44 registered penalty with r/s cc MB \$2
- S10-189 YMS 306 5-5-44 #10 penalty with printed cc MB \$2
- S10-190 YMS 250 6-27-44 #1 penalty w/typed cc MB \$2
- S10-191 VP 50 (Patrol Squadron 50) 5-1-45 sailor mail w/censor mark MB \$2
- S10-192 TUSCARORA (AT 77) 3-7-44 #10 penalty w/typed cc MB \$2
- S10-193 MORENO (AT 87) 11-2-43 #10 penalty w/printed cc MB \$2
- S10-194 YMS 6 7-15-44 #10 penalty w/printed cc MB \$2
- S10-195 YMS 108 6-2-44 #10 penalty w/typed cc MB \$2
- S10-196 YMS 177 4-6-44 #10 penalty with 4/s cc MB \$2
- S10-197 TULAGI (CVE 72) 7-15-44 #10 penalty with r/s cc MB \$2
- S10-198 DOBBLER (DE 48) 6-25-44 #10 penalty w/ r/s cc, 25 in date upside down MB \$2
- S10-199 ENTERPRISE (CV 6) 10-21-44 sailor mail w/censor mark, opened roughly top L MB \$2
- S10-200 GUADALCANAL (CVE 60) 5-5-44 #10 penalty w/printed cc MB \$2
- S10-201 HERBERT C JONES (DE 137) 4-11-44 #10 penalty with r/s cc MB \$2
- S10-202 SHARK (SS 174) undated commission cachet, SL cxi MB \$3
- S10-203 CACHALOT (SS 170) 12-1-38 5th B'Day by Horton MB \$3
- S10-204 NASHVILLE (CL 43) 7-26-38 shkdwn cruise kb "sq. drill grounds" MB \$2
- S10-205 PIKE (SS 173) 4-1-36 April 1 c of sailor w/piles of mail to process MB \$3
- S10-206 COCHINO (SS 345) 4-13-44 keel lay by Herald, PM Groton, sunk MB \$3
- S10-207 BARRACUDA (SS 163) 5-15-37 thermo decom ANCS Argonauts on card MB \$3
- S10-208 USCGC RED CEDAR (WLM 688) 3-30-99 transfer to Argentina cachet, PM Portsm MB \$2
- S10-209 USCGC PT HURON (WPB 82357) 4-12-99 decom cachet- USVSD 9300 MB \$2
- S10-210 PUGET SOUND (AD 38) 1-27-96 decom cachet by Hall, PM Norfolk MB \$2
- S10-211 DEWERT (FFG 45) 5-29-04 Fleet Week by Everett, PM MONTEREY at Staten Is MB \$2
- S10-212 WHITNEY (AD 4) 4-1-38 Crosby photo cachet, US Fleet Visits HI MB \$5
- S10-213 CHIVO (SS 341) 1-14-45 launch by Spader, PM Groton MB \$3
- S10-214 PORPOISE (SS 172) 11-24-38 Dumonte fish cachet MB \$3
- S10-215 PORPOISE (SS 172) 5-15-36 r/s shakedown by ANCS 315/316/317 kb New London MB \$3
- S10-216 SEAL (SS 183) 5-25-35 keel lay by Employees Assoc, PM SHARK MB \$3
- S10-217 SARATOGA (CV 3) 6-23-42 sailor mail w/censor mark MB \$2
- S10-218 THOMAS S GATES (CG 51) 8-22-87 commission by Kenick #58 MB \$2
- S10-219 RANGER (CV 4) 2-14-38 1st Salute to Am Flag, kb off Calif Coast MB \$2
- S10-220 WIDGEON (ASR 1) 8-12-38 40th anniv HI transfer of sovereignty by Honolulu Adv MB \$2
- S10-221 SOUTH DAKOTA (BB 57) 10-27-45 For Nat'l Def c, Navy Day in kb MB \$2
- S10-222 CLARK (DD 361) 6-12-36 commission by Old Ironside Ch MB \$2
- S10-223 Triple Launch: RAZORBACK (SS 394), REDFISH (395) & RONQUIL (396) Contraros MB \$3
- S10-224 LEXINGTON (CV 2) 4-1-34 r/s ships cachet, kb Easter Sunday. Sunk MB \$2
- S10-225 LEXINGTON (CV 2) 4-6-34 r/s ships c, kb North Pole discovered, MB \$2
- S10-226 CARL VINSON/DD EISENHOWER (CVN 70/69) 10-11-75 VINSON KL & DDE launch MB \$2
- S10-227 GEORGE WASHINGTON (CVN 73) 7-4-92 comm by USS Iowa Ch MB \$2
- S10-228 NEW YORK (LPD 21) 11-7-09 commission by Nathan Hale Ch MB \$2
- S10-229 ARKANSAS (BB 33) 1-10-39 Crosby photo cachet MB \$5
- S10-230 HOUSTON (CA 30) 5-22-35 The Fleets In by John Rodgers Ch, sunk MB \$2
- S10-231 IDAHO (BB 42) 11-28-35 Greetings from USS IDAHO & USMC, Semper Fi MB \$2
- S10-232 USCGC BELUGA (WPB 87325) 7-25-00 lau by Everett, PM Lockport MB \$2
- S10-233 USCGC HAWKSBILL (WPB 87312) 1-6-00 comm Everett, PM Monterey MB \$2
- S10-234 USCGC PT CARREW (WPB 82374) 8-22-00 LDC Everett, PM Oxnard MB \$2
- S10-235 CUSHING (DD 985) 9-22-05 LDC by Everett, PM San Diego MB \$2
- S10-236 BILLFISH (SSN 676) 9-20-68 keel lay r/s cachet. PM Groton MB \$1
- S10-237 BILLFISH (SSN 676) 5-1-70 lau c by USS N Hale Ch, PM Groton MB \$1
- S10-238 BILLFISH (SSN 676) 5-1-70 launch by DPS 54, PM Groton MB \$1
- S10-239 BILLFISH (SSN 676) 3-12-71 commission by DPS 58, PM Groton MB \$1
- S10-240 BILLFISH (SSN 676) 3-12-71 commission by USS Nathan Hale Ch MB \$1
- S10-241 BILLFISH (SSN 676) 3-12-81 10th Anniv by Decatur Ch, PM Groton MB \$1
- S10-242 BILLFISH (SSN 676) 3-12-86 15th Anniv by Decatur Ch, PM FULTON MB \$1
- S10-243 BILLFISH (SSN 676) 6-25-87 chg of cmd Jones/Luhan by Decatur Ch, PM FULTON MB \$1
- S10-244 BILLFISH (SSN 676) 4-6-88 chg of cmd Jackson/Glover by Decatur Ch, PM FULTON MB \$1
- S10-245 BILLFISH (SSN 676) 3-15-90 19th anniv by Rogak, PM Charleston MB \$2
- S10-246 MYSTIC (DSRV 1) 10-15-86 Dive 586, PM San Diego MB \$2
- S10-247 BATFISH (SSN 681) 9-1-82 10th anniv by Decatur Ch, PM Groton MB \$1
- S10-248 BATFISH (SSN 681) 9-1-72 commission by DPS 66, PM Groton MB \$1
- S10-249 BATFISH (SSN 681) 9-1-72 comm by USS N Hale Ch PM Groton MB \$1
- S10-250 BATFISH (SSN 681) 6-5-72 Builder sea trials Nuc Ships Ch, PM Groton MB \$1
- S10-251 BATFISH (SSN 681) 2-6-95 20th anniv r/s c, CO auto, PM New Haven MB \$1
- S10-252 BATFISH (SSN 681) 10-27-94 Navy Day by Rogak, PM Charleston MB \$2
- S10-253 BATFISH (SSN 681) 9-1-92 20th anniv by Rogak, PM Charleston MB \$2
- S10-254 BATFISH (SSN 681) 3-30-88 sub c by Rogak, date difficult to read MB \$2
- S10-255 GLENARD P LIPSCOMB (SSN 685) 7-11-90 Decom PM USS CA by USS Puget Sd Ch MB \$1
- S10-256 GP LIPSCOMB (SSN 685) 7-11-90 LDC by Briend, PM USS CA MB \$1
- S10-257 GP LIPSCOMB (SSN 685) 7-11-90 Decom Decatur Ch. PM USS CA MB \$1
- S10-258 GP LIPSCOMB (SSN 685) 12-14-89 Inactiv'n by Nicholson, pm E S LAND MB \$1
- S10-259 GP LIPSCOMB (SSN 685) 2-14-85 Greetings by Nicholson MB \$1
- S10-260 GP LIPSCOMB (SSN 685) 11-13-76 Visit to HM Dockyard Rosyth, UK post MB \$1
- S10-261 GP LIPSCOMB (SSN 685) 12-21-74 FDC by Hoffner H023, PM Groton MB \$1
- S10-262 GP LIPSCOMB (SSN 685) 12-21-74 FDC by Nuc Ship Ch, PM Groton MB \$1
- S10-263 GP P LIPSCOMB (SSN 685) 12-21-74 FDC by USS N Hale Ch, CO auto MB \$1
- S10-264 GP LIPSCOMB (SSN 685) 12-21-74 FDC by DPS 76, PM Groton MB \$1

A special thanks to Herb Harfst and Danny Piper for their generous donations for the regular auctions.

Covers for Sale

USCS Convention covers

This cachet was designed by Bob Clark for the 2020 USCS Convention. After it was cancelled, Bob added "Sunk by COVID-19" slogan over the top, which perfectly describes what happened. We decided to send the covers to the Milwaukee post office for servicing, and they should be available in early October. This is a unique souvenir for USCS members who collect convention covers. The cost is \$2.50 ppd., limited supply.

Send orders to: **USCS Treasurer**
PO Box 7237, Aloha, OR 97007-7237

Stephen Decatur Chapter #4

c/o Rich Hoffner

415 Moyer Road, Souderton PA 18964-2319

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USS VERMONT (SSN 792) Administrative Commissioning,

4-18-2020 Montpelier VT, pictorial cancel, \$2.50

USS TOLEDO (SSN 767) 25th Anniversary, 2-24-2020, Groton, pictorial cancel, \$2.50

USS VERMONT (SSN 792) Administrative Commissioning,

4-18-2020 Groton SUB BASE, USPS cancel, \$2.50

USS JOHN WARNER (SSN 785) 5th Anniversary, 8-1-2020, Newport News Pictorial, \$2.50

Prices as marked each plus SASE. Make checks payable to Rich Hoffner.

USCS SAGINAW Chapter #59

c/o Alvin Eckert

327 Hamilton Drive, Fairfield CA 94533-5844

USS CHARLOTTE (SSN 766) 25th Anniversary, 9-16-2019, Norfolk, pictorial, \$2.50

USS SARGO (SSN 583) 25th Anniversary, 10-1-1983, Mare Island, \$2.50

USS SARGO (SSN 583) Last Day Comm., 2-26-1983, Type F cancel, \$2.50

USS SEAWOLF (SSN 575) Last Day Comm., 2-26-1983, Mare Is. Pictorial cancel, \$2.50

USS SCAMP (SSN 588) 20th Anniversary, 6-5-1981, Mare Island, \$2.50

USS SCAMP (SSN 588) 25th Anniversary, 6-5-1986, Mare Island, \$2.50

Payment by Check made out to Steve Shay--Prices as marked each plus SASE.

Richard D. Jones

137 Putnam Ave.

Ormond Beach FL 32174-5331

USS TRIPOLI (LHA 7) Commissioning, 7-15-2020, Pascagoula, MS, USPS cancel, \$2.50

USS IDAHO (SSN 799) Keel Laying Ceremony, 8-24-2020, North Kingstown RI, USPS cancel, \$2.50

USS SAVANNAH (LCS 28) Christening, 8-29-2020, Mobile AL, USPS Cancel, \$2.50

USS MINNEAPOLIS-SAINT PAUL (LCS 21) Acceptance Trials. 8-19-2020, Marinette WI, USPS Cancel, \$2.50

USS BELOIT

(LCS 29) Keel

Authentication,

22 July 2020,

Marinette WI

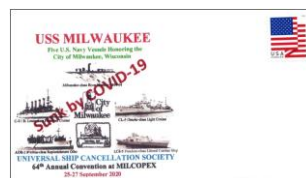
USPS cancel,

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Leonhard Venne

3000 Earls Court, Unit 1308

Williamsburg VA 23185

USS CHARLOTTE (SSN 766) 25th Anniversary, 9-16-2019, Norfolk, pictorial, \$2.50

USS MISSOURI (SSN 780) 10th Ann. 9-31-2020 Groton pictorial, \$2.50

USS DD EISENHOWER (CVN 69) Welcome Home 8-9-2020, Newport News USPS cancel, \$2.50

USS TUCSON (SSN 770) 25th Ann, 9-9-2020, Newport News

pictorial, \$2.50

USS HARRY S

TRUMAN (CVN 75)

Commission, 7-25-

1998, Norfolk

pictorial, \$2.50

USS JF KENNEDY

(CVA 67) 35 Years

at sea, 7-16-2003,

ships's cancel, \$2.50

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1500 RT 12, Lot 11

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THAMESPEX 2020

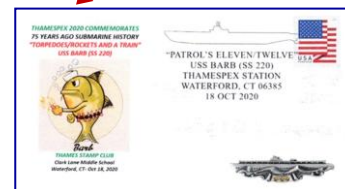
Commemorates 75 years of

Submarine History USS BARB

(SS 220), w/ sub data filler card,

10-18-2020, Waterford CT,

pictorial, \$3.00 Plus SASE



Classified Ads

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

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

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11/18



STEVE SHAY
747 SHARD CT
FREMONT CA 94539

PERIODICAL

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Universal Ship Cancellation Society Log

October 2020

Secretary's Report September 2020 Welcome New Members

12606 William Lykes
12607 Peter M German
12608 William Leonard Duncan

Deceased

9229 Duaine Potter
9963 Roger Wentworth

Membership on 8/1/2020..... 763
New Members..... 3
Reinstated..... 2
Membership on 9/4/2020..... 764
Membership on 9/1/2019..... 796

Steve Shay,
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Future USCS Convention Schedule

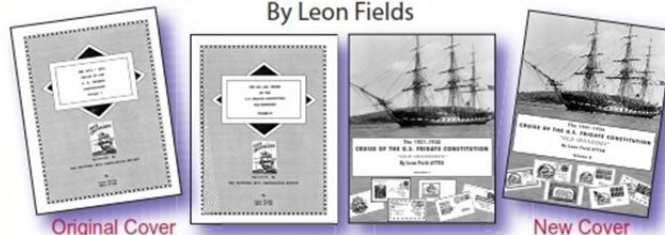
2021 September 3-5 - BALPEX – Hunt Valley MD

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