

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 87 No. 11

November 2020

Whole No. 1044

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Feature Cover

USS THRESHER (SSN 593)



The November Feature Cover is signed by LCDR John W. Harvey, USN, Commanding Officer of USS THRESHER (SSN 593). The cover has THRESHER's rubber-stamped cachet and was postmarked on 13 FEB 1963. See Edwin J. Hayes article on the Loss of THRESHER beginning on page 22. Cover from the collection of Richard Jones (3933).

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

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From the Editor's Desk

Well we did have our virtual USCS Board of Directors meeting on September 26th. This was probably the quickest board meeting that I can remember – just one hour. Secretary, **Steve Shay's** report of the minutes is included in this issue. Missing is the normal 2-page spread of photos showing the various activities of the convention and the report of awards for the cover exhibits. Maybe we will get back to in-person conventions in 2021. We are booked for the 2021 convention with BALPEX in September 2021. Beyond that, we are waiting to see how the future unfolds for philatelic conventions.

I want to thank **Bob Lamb** for sending the 2021 list of ship commissioning anniversaries for you members who send covers to the ships for cancels on their anniversary date. Bob has been compiling the list for the last few years. Additionally, Bob compiles the annual **USCS Log Index** each year. And starting in December Bob will select the items for the **Out of the Past** column on page 2. I certainly appreciate **Bob Lamb** for all the help he contributes to the tasks involved with bringing you a fine publication.

Late/slow delivery of **USCS Log** continues. I believe this will continue until after the November election ballots have been delivered. Please give the USPS extra days to deliver your **Log** before you ask for a replacement.

The other day, my daughter asked how we celebrate Easter this year. To be truthful, I couldn't remember. As for the other holidays this year, they just seemed to float on by without anything outstanding to remember them for. As you can see, it is Thanksgiving this month of November. I guess if we have made it through the year this far, we have something to be Thankful for. Anyway, John Young shows us some of his Thanksgiving covers from the past in the Goat Locker column.

During the last month or so, the Navy released over 300 pages on the investigation into the loss of USS THRESHER. Our frequent contributor to the **Log** - **Ed Hayes** (11,128) has an appropriate article on this tragedy starting on page 22. Check it out along with a broad selection of other stories.

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 PHILIPPINE SEA (CG 58)

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 15

Recently/Currently Deployed

USNS BURLINGTON (T-EPF 10) Deployed 26 Sept. SOUTHCOM

USS CHICAGO (SSN 721) WESTPAC

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 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 November 1941 (WW II)

President Franklin D. Roosevelt's Executive Order 8929 transfers the U.S. Coast Guard to Navy Department control for the duration of a national emergency in order to perform anti-submarine patrols and escort high-value convoys.

5 November 1915 (Classic)

LCDR Henry C. Mustin, in an AB-2 flying boat, makes the first underway catapult launch from a ship, USS NORTH CAROLINA (ACR 12) at Pensacola Bay, Fla. This experimental work leads to the use of catapults on battleships and cruisers through World War II and to the steam catapults on present-day aircraft carriers.

8 November 1942 (WW II)

In Operation Torch, American and British forces land in Morocco and Algeria. The U.S. Navy sees most of its action around Casablanca and elsewhere on Morocco's Atlantic coast. This ambitious trans-oceanic amphibious operation gives the Allies bases for future operations. In six more months, all of North Africa is cleared of Axis forces, opening the way for an invasion of Italy.

17 November 1917 (WW I)

USS FANNING (DD 37) and USS NICHOLSON (DD 52) sink the first German submarine, U-58, off Milford Haven, Wales, upon entering World War I.

19 November 1943 (WW II)

USS NAUTILUS (SS 168) enters Tarawa lagoon for the first submarine photograph reconnaissance mission. She is later damaged by friendly fire from USS SANTA FE (CL 60) and USS RINGGOLD (DD 500) off Tarawa because due to the mission, NAUTILUS' presence was unknown to the vessels.

22 November 1943 (WW II)

USS FRAZIER's (DD 607) bow is badly damaged when she intentionally rams and eventually sinks Japanese submarine I-35 off Tarawa in tandem with USS MEADE (DD 602). No injuries or casualties are suffered and two days later FRAZIER sails for repairs at Pearl Harbor.

24 November 1877 (Classic)

While en route to Cuba to collect scientific information, the screw steam gunboat HURON wrecks in a storm near Nag's Head, N.C. The crew attempts to free their ship but she soon heels over, killing 98 officers and men.

29 November 1944 (WW II)

USS ARCHERFISH (SS 311) sinks Japanese carrier SHINANO on her maiden voyage 160 nautical miles southwest of Tokyo Bay. SHINANO is the largest warship sunk by any combatant submarines during World War II.

30 November 1881 (Classic)

The whaler RODGERS is destroyed by a fire at St. Lawrence Bay on the Siberian coast. Before the fire, RODGERS had charted Wrangel Island, proving conclusively that it was not part of the Asian continent.

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

April 2021

? 17 PCU OAKLAND (LCS 24) Commission, Oakland CA

Thanks to: Bob Lamb for providing the 2021 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** TORTUGA LSD-46, 11/17; **25 YEARS** – JOHN STENNIS CVN-74, 12/9; **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

2021 Ship Anniversaries

50 YEARS - MOUNT WHITNEY LCC 20, 1/16; **40 YEARS** – OHIO SSGN 726, 11/11; **35 YEARS** – ALASKA SSBN 732, 1/25; GERMANTOWN LSD 42, 2/8; NEVADA SSBN 733, 8/16; BUNKER HILL CG 52, 9/20; CHICAGO SSN 721, 9/27; THEODORE ROOSEVELT CVN 71 10/25; **30 YEARS** – CHOSIN CG 65, 1/12; SCRANTON SSN 756, 1/26; COWPENS CG 63, 3/9; RUSHMORE LSD 47, 6/01; GETTYSBURG CG 64, 6/22; ALEXANDRIA SSN 757, 6/29; ARLEIGH BURKE DDG 51, 7/4; KENTUCKY SSBN 737, 7/13; HUE CITY CG 66, 9/14; ASHEVILLE SSN 758, 9/28; PATRIOT MCM 7, 12/13 ; **25 YEARS** – SHAMAL PC 13 1/27; GREENVILLE SSN 772, 2/16; BENFOLD DDG 65, 3/30; CARNEY DDG 64, 4/13; COLE DDG 67, 6/8; OAK HILL LSD 51, 6/8; WYOMING SSBN 742, 7/13; CHEYENNE SSN 773, 9/13; GONZALEZ DDG 66, 10/12; MILIUS DDG 69, 11/23; **20 YEARS** – WINSTON CHURCHILL DDG 81, 3/10; LASSEN DDG82, 4/21; IWO JIMA LHD 7, 6/30; HOWARD, DDG 83; BULKELEY DDG 84, 12/8; **15 YEARS** – SAN ANTONIO LPD 17, 1/14; GREEN BAY LPD 20, 1/24; FORREST SHERMAN DDG 98, 1/28; FARRAGUT DDG 99, 6/10; TEXAS SSN 775, 9/9; **10 YEARS** – WILLIAM P LAWRENCE DDG 110, 6/4; SPRUANCE DDG 111, 10/1; CALIFORNIA SSN 781, 10/29; **5 YEARS** – MONTGOMERY LCS 8, 9/10; JOHN P MURTHA LPD 26, 10/8; ZUMWALT DDG 1000; 10/15; DETROIT LCS 7, 10/22; ILLINOIS SSN 786 10/29

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or phone calls

Naval News

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Ex-USS CURTS SINKEX during Valiant Shield Exercise

U.S. joint armed forces conducted a multi-platform live-fire missile exercise, 19 September, involving surface, air, and subsurface launched ordnance to sink the decommissioned frigate USS CURTS (FFG 38) as part of exercise Valiant Shield 2020.

The sinking exercise (SINKEX) combined an orchestrated sequence of live ordnance targeting ex-USS CURTS, including air-launched ordnance from fixed and rotary wing squadrons of Carrier Air Wing (CVW) 5, embarked aboard USS RONALD REAGAN (CVN 76), surface-launched missiles from cruisers USS ANTIETAM (CG 54) and SHILOH (CG 67), a subsurface launched missile from USS CHICAGO (SSN 721), as well as various supporting Navy and U.S. Air Force aircraft.

This is the eighth exercise in the Valiant Shield series that began in 2006. Participants include USS RONALD REAGAN (CVN 76) Carrier Strike Group with embarked Carrier Air Wing (CVW) 5, USS CHICAGO (SSN 721), USS AMERICA (LHA 6), USS NEW ORLEANS (LPD 18), USS COMSTOCK (LSD 45) and multiple surface ships -- approximately 100 aircraft and an estimated 11,000 personnel from the U.S. Navy, Air Force, Army, and Marine Corps.

Bollinger to Build Floating Drydock for COLUMBIA SSBNs

Bollinger Shipyards will construct a state-of-the-art, floating drydock for General Dynamics Electric Boat to support the construction and maintenance of the United States' new COLUMBIA-class ballistic-missile submarines, the company said in a 16 September release.

The detail design engineering will be performed at the Bollinger facility in Lockport, Louisiana. The concept and contract design for the 618-foot-by-140-foot drydock was performed by the Bristol Harbor Group in Rhode Island. The drydock is scheduled to be delivered to Electric Boat's Groton Connecticut shipyard in 2024.

Bollinger Awarded Four Additional FRCs

The US Coast Guard (USCG) has awarded Bollinger Shipyards a contract for the construction of four additional Sentinel-class fast response cutters (FRC).

This brings the total number of FRCs awarded to Bollinger to 60 vessels since the program's inception. All four FRCs will be built at Bollinger's Lockport, La facility and are scheduled for delivery to the Coast Guard in 2022 and 2023. Three of the four would be homeported in Alaska and the fourth in Boston, MA.

USS DELBERT D. BLACK Commissioned

The U.S. Navy commissioned USS DELBERT D. BLACK (DDG 119) 26 September 2020 during a private ceremony at Port Canaveral, Florida.

USS DELBERT D. BLACK is the 68th ARLEIGH BURKE-class guided missile destroyer to be delivered to the Navy and the first to bear its name. DDG 119 honors the first Master Chief Petty Officer of the Navy (MCPON). Black is known for initiating the master chief program, ensuring enlisted leadership was properly represented Navy-wide.

DDG 119 is the fourth (of nine) ARLEIGH BURKE-class, "Flight IIA: Technology Insertion" variant. "Technology Insertion" ships are fitted with elements from the future DDG 51 Flight III ships. It was built by Huntington Ingalls Industries, Ingalls Shipbuilding Division.

USNS BURLINGTON Deploys to US SOUTHCOM

USNS BURLINGTON (T-EPF 10) departed her hub port in Joint Expeditionary Base Little Creek -- Fort Story, VA., Saturday, 26 September, in support of a three-month deployment in U.S. Southern Command's area of responsibility.

Serving as an afloat forward staging base style platform, BURLINGTON will transport a Maintenance Expeditionary Team of active duty sailors and their equipment and repair materials to various Littoral Combat Ship (LCS) locations for scheduled maintenance.

BURLINGTON was chosen to test a proof-of-concept of operation that capitalizes on the unique capabilities of EPFs to support Planned Maintenance Availabilities (PMAV) of the LCS class ships deployed to U.S. SOUTHCOM.

SECNAV Names Navy's Newest Class of FFG(X) Ships

Secretary of the Navy Kenneth J. Braithwaite announced USS CONSTELLATION (FFG 62) as the name for the first ship in the new Guided Missile Frigate (FFG(X)) class of ships on 7 October while aboard the museum ship CONSTELLATION in Baltimore Inner Harbor.

The name was selected in honor of the first U.S. Navy ships authorized by Congress in 1794 -- six heavy frigates named UNITED STATES, CONSTELLATION, CONSTITUTION, CHESAPEAKE, CONGRESS, and PRESIDENT. These ships established the Continental Navy as an agile, lethal and ready force for the 19th century. This will be the fifth U.S. Navy ship to bear the name CONSTELLATION.

CONSTELLATION-Class Frigates will be built at Marinette Marine Corporation in Marinette, Wisconsin.

PCU MOBILE Completes Acceptance Trials

Austal USA reported that PCU MOBILE (LCS 26) recently completed acceptance trials on 25 September in the Gulf of Mexico. Other LCSs under construction: SAVANNAH (LCS 28) has launched and is preparing for trials. Final assembly is under way on USS CANBERRA (LCS 30) and USS SANTA BARBARA (LCS 32).

SECNAV Names Two New Vessels

Secretary of the Navy (SECNAV) Kenneth J. Braithwaite announced 13 October that a future Guided-missile destroyer and Virginia-class attack submarine will be named USS JOHN F. LEHMAN (DDG 137) and USS BARB (SSN 804).

President's Message

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After I sent the October *Log* to the printer I received notice of a change in the coordination of the **pictorial cancellation program**. **Rich Hoffner** has turned over the paperwork duties to **Foster Miller** for working the requests for pictorial cancellations starting in 2021.

They will continue to work closely with **Wolfgang Hechler** to get the appropriate art work for the pictorial.

As I reported last month, the Board purchased a license for a ZOOM account to assist in conducting our on-line virtual board meeting this year. For the most part, It worked quite well for most members. However, part way through the Board meeting, I started getting glitches in the sound and delays in the video. My computer said input was 'unstable'. I switched to my laptop to get back in the session. We managed to complete USCS business with no further problems. The next day, I discovered that it was not ZOOM. It was my computer that could not be revived. Lucky for me, I had all of my files available on a backup computer and my laptop through **One Drive**. Having survived computer crashes since having a Commodore Pet computer 40+ years ago, I should be used to computers dying every few years. I was just slow in figuring out to backup my work **OFTEN**!

USCS is an educational tax exempt entity. Over the years, many members have compiled research to share with the greater membership. Sometimes we over-project the number of copies of research to have printed. Thus, we end up with excess stock that did not sell. Last month, the Board 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 pages 15 or 31 for details on ordering.

The December issue of the *USCS Log* will have a focus on the attack on Pearl Harbor. Several members of the Pearl Harbor Chapter have already sent me their contributions to the issue. I have been receiving material for the issue since August, so I expect to end the run of 2020 *Logs* with great material.

The December issue will also have the USCS candidates' biographies and ballots for the upcoming Board election. At this time, plans are for the *Log* and the election material to be shrink-wrapped for mailing. Those members who receive only the *eLOG* will receive the ballot package by USPS mail sent by **Secretary, Steve Shay**.

FLOREX -- The Florida State Stamp Show has been cancelled for December 2020. Up until mid-September, it looked like the show might go on with over 100 exhibits signed for. However, as dealer participation started to drop, it was decided that the show would be cancelled until December 2021.

USCS Auctions – take a look!

USS SCAMP (SS 277) Launched Gow Ng cachet
Japan Pearl Harbor stamp FDC 12-8-42



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

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The Goat Locker

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Figure 1: Thanksgiving Day menu has a great printer's cut: Tom Turkey standing upon a battleship's gun as it appears on front page; while reverse has an printer's cut of the great ship. A great find in Navy Musician Marlow's scrap book is a Thanksgiving Day menu that resembles a Christmas card.

"The man who cooks the dinner draws more water than the man who makes the after-dinner speech" is printed on the inside page, opposite the ship's printed menu for an Thanksgiving Day menu aboard USS WISCONSIN (Battleship No.9) on 30 November 1905. The battleship had a compliment of 52 officers & 765 blue jackets and marines and there is no mention that there was a after-dinner speaker.

The menu features: Roast Turkey, Cranberry Sauce, Mashed Potatoes, Onions a La Crème, Bread & Butter, Mince Pie, Mixed Nuts, Cakes, Cigars, Cigarettes (misspelled) Candy and Coffee. Anyone know how many turkeys it takes to feed 531 sailors?



Figure 2: Undivided UPU Japanese postcard depicts an oval photo of USFS WINCONSIN in Yokohama harbor. According to the text below the ship, it identifies Karl Lewis as the photographer who took the photo. Postcard came from the scrap book.

A printer's cut (2¼ x 1½ inch) of a similar photo, text "The U.S.S. WISCONSIN" and "Badger Print" are on the right side of the fold. The ship's print shop did a terrific job on the double side printing except for an error in spelling. Guess, he wasn't a smoker.

The printer's cut made me go into my Thanksgiving covers and re-examine some of the best "turkey" cachets produced by the pre-war years of the 1930's. I even found a few things that were previously missed by this collector.



Figure 3: Byrd Powell's Thanksgiving Greetings cachet depicts drawing of Tom Turkey, a battleship within & guns and bow staff with an American flag. Cover was posted aboard USS PENNSYLVANIA on 30 NOV 1933 with words THANKSGIVING/ 1621- 1933 between killers. Note: take a closer look, on lower right a turkey chasing a sailor around the deck. Artist: C. Wright Richell



Figure 4: Marshall Hall's 1934 Thanksgiving cachet donated to USS RICHMOND depicts drumsticks, wishbone and cooked turkey on platter and within the latter, a line drawing of the light cruiser. Artist: C.W. Richell.

Cover was posted aboard RICHMOND on 29 NOV 1934 with words HOLIDAY/ GREETINGS between the killers. Reverse has penned message from NMC (J.V. Terrio) thanking the addressee for the covers that Freshwater sent to him.

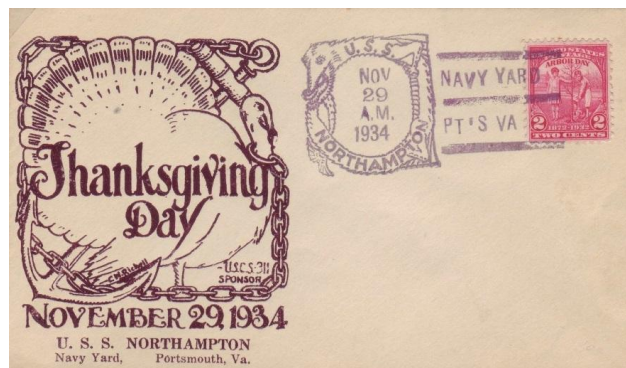


Figure 5: Cachet by Margaret Gilliland (USCS #311) depicts a turkey surrounded by chain & anchor with Thanksgiving Day within and the date, month & year below was donated to USS NORTHAMPTON. Artist: C.W. Richell

Thermo-printed cover was posted with ship's fancy (N-18f) cancel on 29 NOV 1934 with its location NAVY YARD/ PT'S (Portsmouth) VA in the killers. Note: printed cachet has ship's name & location while stamped cachet (blue) has neither.



Figure 6: Printed cachet by Russell Sheets (USCS #456) has printer's cut has quail within Tom Turkey & text commemorating Thanksgiving, posted aboard USS QUAIL (AM 15) on 29 NOV 1934 with ship's location PEARL HARBOR/ HAWAII in the killers.

Looks like the text extended condolences from one bird to another because they weren't the main course for Thanksgiving dinner. Artist was C.W. Richell



Figure 7: Thermo-printed cachet by U.S. Fleet Chapter #24 (Robert M. Graham) depicts a turkey & battleship to document Thanksgiving Day aboard USS PENNSYLVANIA on 28 NOV 1935 with wording WELCOME/ THANKSGIVING between killers.

Graham (USCS #667) was the chapter's cachet director aboard the flagship from MAR-NOV 1935. A check of *Naval Cover Museum* (chapter covers) reveals about nine covers but I will add about another dozen covers, mostly holiday or special events.



Figure 8

Figure 8: Thermo-printed & hand tinted cachet (Wentz Bros.) depicts pilgrim carrying a turkey home from the hunt within ship's wheel & text documenting Thanksgiving Day 1936. Artist: Frances Warner (ANCS #474.)

Cover posted aboard USS TRENTON on 26 NOV 1936 with THANKSGIVING DAY/ GREETINGS between killers and signed by Harry Wentz (ANCS #405)



Figure 9: Thanksgiving Greetings cachet depicts ship's wheel with harvest scene & turkey within, drawn by Richell & sponsored by Roger & Mary (ANCS #16) was posted aboard USS HONOLULU on 24 NOV 1938. Wording in killers gives ship's location at B'lkyn Navy Yard.

Norbert Rogers (ANCS #586) was a Navy Mail Clerk aboard USS IDAHO and co-sponsored several holiday events with Mr. Mary. A penciled message "Compliments of Bessie M. Oldfield & Archie J. Lance" with a penciled INSIDE indicating that Lance may have put something in the envelope.

Stay safe. Wish you and your family a Happy Thanksgiving.

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The “Log” Auctions, Our Performance, Needs, Goals and Tips

David Bernstein (8845) and Laurie Bernstein (11,199)

As most USCS members know, Laurie and I have been managing the USCS auctions for the past three years (2017-present), and for the 12 years ended 2012. Our recent focus has been to restore quality of covers offered to the members and trust from our vendors which we think we have accomplished. The “Log” auctions are critical to the society as they are the second largest source of revenue for the USCS, second only to membership dues. The auctions are also critical as a benefit of membership for our society and a definite enticement for new members. Revenues provided are listed below:

	FYE 3/2019	FYE 3/2020	YTD 8/2019	YTD 8/2020
Total Revenue	\$14,942	\$17,653	\$7,922	\$7,205
Net Profit to USCS	\$ 4,150	\$ 4,801	\$2,167	\$1,916
Funds to Vendors	\$10,792	\$12,852	\$5,755	\$5,289

As can be seen, the “Log” auctions are doing well financially. Our current YTD numbers are down slightly, no doubt due to the COVID virus situation and resulting personal financial stress. Member participation in the auctions has increased slightly this past year, however the number of bidders participating remains fairly low at roughly 60 bidders per auction compared with our membership of over 800.

We are in need of additional vendors to enter material in our auctions. Maintaining quality, though, remains a top priority so we would request that covers with rubber-stamp cachets dated later than 1960 (excepting THRESHER, SCORPION, deep dive vessels and special event covers) not be offered for entry in the “Special Auction”, although they would be very appreciated as donations. We will be happy to accept printed cachets dated 1960+ of any ships for the “Special Auction”. Please consider entering covers in both auctions. We welcome inquiries as to how to enter covers and can answer questions as to setting minimum bids, when vendors are paid, possible tax deductions for donations and other questions you might have.

The USCS Board of Directors has been working long and hard to design a new user-friendly web site. The auctions will be listed on the site and perhaps scans of a few of the covers in each sale will be displayed. We are hoping that this will encourage additional new members to enroll. We hope that new vendors/members will opt to sell their covers through the “Special Auction”. We hope that bidding by the membership will also strongly increase.

The biggest tip we can relay as to bidding is to never bid in round numbers. In a recent auction two bidders wanted many of the same covers. One bid \$10 each, the other \$10.01. The penny made the difference. In another situation, a bidder placed his bids for the minimal amounts. The result

was he lost every cover he bid on. The minimum bids are just that, they are not an estimate as to what the cover is worth, or what it will sell for. In the case of tie bids, the earlier bid automatically wins. Given the problems now surfacing with the US mails, it is recommended that bidders submit their bids as early as possible. Many of those bidders who lost out on covers were eliminated by their late date bids.

Again, we are asking the membership to donate covers no longer of interest to them, or to enter them in the “Special Auction”. The auctions offer a good alternative to eBay and prices realized have been quite good. Our desire for quality items for the auctions eliminates the most common rubber-stamped cachets dated after 1960, and offers members very desirable covers each month including classics, Gows, Muellers, Weigands and many uncommon sailor mail covers from sunk ships as well as both foreign and merchant ship covers. We ask for your participation and hope that you all win a great cover in our upcoming auctions.

Updating Alaska Catalogs

Military Postmarks of Territorial Alaska and Naval Postmarks of Territorial Alaska
The Next Update
Eric Knapp

I would like to announce that I am working on updates to Richard “Bill” Helbock’s Alaska postmark catalogs, *Military Postmarks of Territorial Alaska* (1977) and *Naval Postmarks of Territorial Alaska* (1978). As you can see, they are badly out of date. I am trying to do something about that.

I have been data gathering for these two updates. My process was like this:

- Scan in the existing book as a starting place.
- Add in the data printed in TAP, particularly the large update done several years ago by Carl Cammarata.
- Add in unpublished material that has been shared with me over the years.
- Dig into my collection for any additions that I have.

I am following Dr. Helbock’s - lead I am gathering the cancel information, the censor mark information and the units found in the return addresses on the covers. I expect to include all this information in the final product.

I have also been gathering statehood era data. I have not decided yet how to use the statehood material; my guess is that we will end up as “*Military Postmarks of Alaska*” and “*Naval Postmarks of Alaska*,” dropping the “Territorial” limit. We will see.

So, this is where I am at. I have lots of data, but I expect there is a lot more. This is where you can help. I am looking for other collectors of Alaska Military and Naval covers that are willing to share their data with me to help make the updates the best they can be.

So, please give me a hand to produce a set of updates we can all be proud of. If you want to help, please contact me at the address or email address below.

Thank you. Eric Knapp
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Anchorage, AK 99508

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West Coast Navy News

*Ted Minter (9017)
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USS NIMITZ CSG Enters Arabian Gulf

USS NIMITZ (CVN 68), flagship of the NIMITZ Carrier Strike Group (CSG), along with the guided-missile cruisers USS PRINCETON (CG 59) and USS PHILIPPINE SEA (CG 58) and USS STERETT (DDG 104), completed a scheduled transit through the Strait of Hormuz into the Arabian Gulf 18 September.

While in the Arabian Gulf, the CSG will operate and train alongside regional and coalition partners, and provide naval aviation support to Operation Inherent Resolve.

NIMITZ Strike Group has been operating in the 5th Fleet area of operations (AOO) since July 2020.

USS TRIPOLI Arrives at San Diego Homeport

The Navy's latest AMERICA-class amphibious assault ship, USS TRIPOLI (LHA 7) arrived at Naval Base San Diego on 18 September following her commissioning and subsequent sail around South America this summer.

TRIPOLI, the only AMERICA-class amphibious assault ship in San Diego, joins the WASP-class large-deck amphibious assault vessels USS ESSEX (LHD 2), USS BOXER (LHD 4), USS BONHOMME RICHARD (LHD 6), and USS MAKIN ISLAND (LHD 8). As the largest amphibious ship on the waterfront, Tripoli serves as an LHD variant designed to accommodate the Marine Corps' future Air Combat Element (ACE) including the F-35B Lightning II and MV-22 Osprey.

TRIPOLI was built in Pascagoula, Mississippi, by Huntington Ingalls Industries. Prior to departing for San Diego, the crew conducted a 14-day restriction of movement (ROM) in accordance with U.S. Navy pre-deployment guidelines. In addition, the Navy cancelled the ship's traditional commissioning ceremony as a COVID mitigation measure. The Navy commissioned TRIPOLI via naval message on 15 July and transitioned the ship into service as scheduled.

Collecting and COVID-19

Stewart B. Milstein (L-7205)

First and foremost, I hope that this article finds everyone safe and sound.

COVID-19 has turned the world upside down. It has caused changes in economic, political, social and public health behavior. It has driven home the basic difference between needs, i.e. food, clothing and shelter, and wants, which is everything else. As the Manager of the USCS Sales Circuit I have had to adapt.

Some members now go to the post office as seldom as possible, if at all. I go to the Post Office to empty my PO Box after business hours on Tuesday and Saturday. As no cover or circuit is worth dying for, I have waived the late fees on the circuits. This suspension of fees will continue until the health danger has passed. I am also receiving fewer circuits to send out. There is a longer wait before a circuit is returned to me.

In the meantime, I am hoping that you have the time and inclination to go through your collection. If your collecting interests have changed, if you have too many covers from a ship, please consider consigning, or donating, these covers to the Sales Circuit. If you consign, and your covers sell, you will earn 80% of the gross price. If you donate, the USCS will acknowledge your donation as well as economically benefit from the sale of the covers.

I am also a volunteer at the Postal History Foundation (PHF) in Tucson. PHF's "Youth Education Thru Stamps", is the recipient of all the stamps that are on the letters and boxes that are returned to me. Prior to the ending of the VA program, PHF was receiving some of their excess stamps, covers, and supplies. Now that the Vet Shut-In Program at the Tucson VA has been closed, PHF inherited much of the material from the VA.

PHF has asked all 43 of its volunteers not to come into sort, file, soak, and package stamps and covers. I am honoring their request. I go in once every other week, wearing my mask, for 5 minutes to clean off my desk of any accumulated material that the paid staff has placed there. I take these covers home and sort them at my leisure, setting aside the naval covers for sale via the Sales Circuit or eBay. However, COVID-19 has affected donations to PHF. I am hoping that as we get closer to the end of the calendar year, and it becomes safer to venture outside, PHF will be receiving more donations.

Please wash your hands, wear a mask, and keep your social distance. I look forward to having more circuits to send out as this pandemic slowly loosens its grip on all of us.

Please remember that even though many stamp shows have been cancelled for this year, our USCS Member/Dealers stand ready to serve your collecting needs. All of our dealers have web sites or email service to assist you in maintaining and building your collections.

no. 6³/₄ (35/8" X 6 1/2")

25% Cotton Rag ENVELOPES 24#

or Laser Cancel Ready 80#

No Glue on Flaps

\$12/100 plus \$5.30 Shipping

\$50/400 plus \$12.35 Shipping

\$200/2500 plus \$43 Shipping

Preferred method: Order on www.karlscovers.com

or, +15% by check, mailed to Florida Research Instruments,
1980 N. Atlantic Ave., Suite 520, Cocoa Beach, FL 32931

or, +15% by paypal orders to: floridaresearchinstruments@gmail.com

Norfolk Navy News

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



USNS ZEUS Shipyard Availability

Colonna's Shipyard Inc., Norfolk, VA, was awarded a Military Sealift Command contract for a 90-calendar day shipyard availability for the mid-term availability of the cable laying, repair ship USNS ZEUS (T-ARC 7).

Work will include the furnishing of general services, structural repairs, ships service diesel generator repair and maintenance, switchboard cleaning, ship's whistle repair, repair vent and drain piping, port cable drum and shoe brakes replacement, shower stall replacement, repair fiber and ethernet cable runs, galley crew and office laundry duct cleaning and rebalancing.

Work will be performed in Norfolk and is expected to be completed by 13 February 2021.

USS GEORGE WASHINGTON Milestones

Huntington Ingalls Industries' Newport News Shipbuilding division recently reached two milestones in the refueling and complex overhaul (RCOH) of USS GEORGE WASHINGTON (CVN 73) with the commencing of the shore steam testing program and completing work on the potable water system in support of the upcoming crew move aboard event.

The re-introduction of steam to the ship's steam-driven components marks a significant milestone in the ship's propulsion plant components and systems coming back to life. The test program is designed to exercise all aspects of the propulsion plant systems and will certify the systems and components for future operations over the next 25 years of service.

In parallel with commencing the steam test program, modifications and repairs to the potable water system is yet another milestone the project team recently achieved. This system, which runs through and services hundreds of spaces on the ship, is key to bringing the crew back onboard later this year.

GEORGE WASHINGTON is progressing through its final outfitting and test phase and is approximately 80% complete. The ship is on track to redeliver in 2022.

USS HERSHEL "WOODY" WILLIAMS Shifts Homeports

The Expeditionary Sea Base USS HERSHEL "WOODY" WILLIAMS (ESB 4), shifted her homeport from Norfolk, VA to Souda Bay, Greece, effective 1 October 2020.

HERSHEL "WOODY" WILLIAMS conducts U.S. Africa Command AFRICOM missions in the Mediterranean, and the waters around East, South and West Africa, to include the Gulf of Guinea operating with regional partners.

Due to the ship's extended overseas assignment, Military Sealift Command (MSC) will conduct her routine maintenance in existing facilities at NSA Souda Bay and other overseas ports.

The ship's two-fold mission provides the U.S. a forward deployed naval presence in Africa, as well as increased naval power through Navy and Marine Corps integrated operations, including Marine aviation and support to amphibious ops.

Joint Warrior 20-2 Exercise

The second phase of exercise Joint Warrior (JW) 20-2, a biannual, U.K.-led, multinational exercise, kicked off in the Atlantic Ocean, 3 October 2020.

JW 20-2 incorporates surface, subsurface, airborne, and land assets providing joint training in a multi-threat environment for NATO units.

Participating U.S. Navy assets are the ARLEIGH BURKE-class guided-missile destroyers USS DONALD COOK (DDG 75) and USS ROSS (DDG 71), FDNF assigned to CTF 65 based in Rota, Spain; USS THE SULLIVANS (DDG 68), based out of Mayport, Florida and attached to the QUEEN ELIZABETH carrier strike group; Military Sealift Command's USNS MEDGAR EVERS (T-AKE 13), assigned to CTF 63 and operating in the Commander, U.S. Sixth Fleet area of operations; and two P-8A Poseidon maritime patrol and a reconnaissance aircraft (MPRA) from CTF 67, based in Sigonella, Italy.

USS WYOMING Returns to Fleet from Overhaul

USS WYOMING (SSBN 742) returned to the fleet after a 27-month overhaul in Norfolk, VA, the Naval Sea Systems Command announced on Friday, 9 October.

WYOMING underwent an engineered refueling overhaul, a standard Navy refurbishment program for midlife vessels. The overhaul at the Norfolk Naval Shipyard involved the replacement of expended nuclear fuel with new fuel and a general maintenance renovation, including technological improvements.

USS SAN FRANCISCO MTS Conversion

USS SAN FRANCISCO (SSN 711) is in the final phases of her Moored Training Ship (MTS) conversion. Work began in 2017 at Norfolk Naval Shipyard. On 5 October, she was refloated from drydock where a new hull section and a new sail were added.



USS SAN FRANCISCO (SSN 711) moving from drydock

A Moored training ship (MTS) is a nuclear powered submarine that has been converted to training ships for the Naval Nuclear Power Training Unit's Nuclear Power Training Unit (NPTU) at Naval Support Activity Charleston in South Carolina. Currently, USS LA JOLLA (SSN 701) is at NSAC training nuclear sailors.

Taze Nicholson Original Cover List

Does anyone have any of Mr. Nicholson's cover lists that he himself created? If so I would like to have a scan if at all possible,

Regards,
Darrell

Foreign Naval News

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



Operating in the 2020 BALTOPS operation of the NATO nations in the Baltic Sea was the Polish Navy participant ORP KRAKOW a 1700-ton landing ship (LST) minelayer. (Figure 1) whose homeport is the Polish naval base, Swinoujscie, Poland (for those who want their own covers. the ship has two nice cachets: 1- shows a picture of the ship and is labeled "Marynarka Wojenna RP which translates to: Polish Navy Republic of Poland/ ORP (Polish warship) KRAKOW.



Figure 1



Figure 2

The 1300-ton Portuguese Navy sail training schooner CREOULA has been engaged in worldwide exercises. (Figure 2) She indoctrinates teen-agers above the age of 15 in short term maritime experiences worldwide. The ship takes them to the various international sailing ship festivals, maritime exhibitions and commercial enterprises such as cod fishing in the Grand Banks of Newfoundland, and many European and Mediterranean cruises. She operates from the Portuguese naval base, 2810-0001 Alfeite, Portugal.

Britain's Royal Navy has been super active ever since its existence worldwide. Just off of its own coastline in the English Channel it is kept busy watching the Russian Navy as it deploys from its North Sea Fleet and St. Petersburg Naval Base and trouble spots in the Black Sea and near east. Recently the frigate HMS WESTMINSTER (Figure 3) acted as a friendly escort for the Russian Navy's state of the art destroyer VICE ADMIRAL KULIKOV. Shortly before that WESTMINSTER was initiating new members into the "Order of the Blue Nose" who participated with them in

Operation Mongoose, the NATO North Atlantic anti-submarine exercises in the Arctic near Iceland.

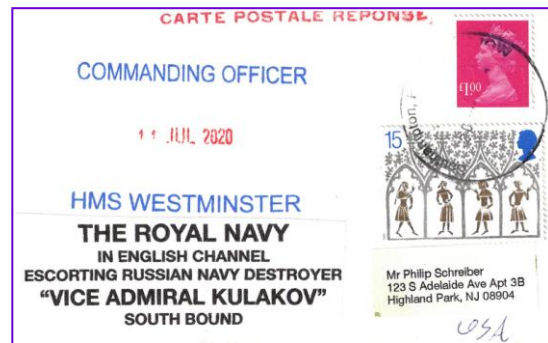


Figure 3

Operating in warmer weather in the Strait of Hormuz between Iran and Saudi Arabia was the French Navy frigate LANGUEDOC (Figure 4) in Operation Agenor Emasoh with her Equipage B crew on duty. Although the cachet announces that she is participating in Operation Medor an accompanying note on the message side of the postcard says "Due to the COVID-19 we had to change our mission to Agenor Emasoh." I could not find anything about the new mission on the French Navy web site. The French Navy post mark is new to me. Perhaps a knowledgeable reader can explain the meaning of: AP SPID 784/Sodexo/La Poste/00200 HUB Armees?

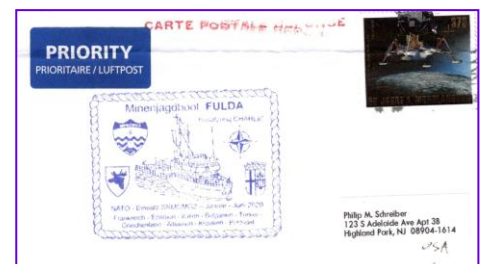


Figure 4

The German Navy mine hunter FULDA with her "Charlie" crew aboard with a very nice cachet (Figure 5) announcing her NATO mission with Standing Maritime Group Mine Group 2 deployed to France, Spain, Italy, Bulgaria, Turkey, Greece, Albania, Croatia and Poland. All really great liberty ports. Wow!

If you are young enough to sail with them, you visit truly incredible liberty ports. (PS- can someone help: I could not decipher the postage stamp, currency, or postmark. Can you?)

Figure 4



Thanks to USCS member Walter Ernst, Jr., for sharing scans of his covers. They are greatly appreciated.

Universal Ship Cancellation Society, Inc.

**Dedicated to the Collection & Study of Naval
and Maritime History**

**Minutes of the 2020 Board of Directors Meeting
September 26, 2020, via Zoom on line meeting**

Meeting called to order 9:00 AM PDT by President Richard Jones. Present: Vice President John Germann, Treasurer Lloyd Ferrell, Secretary Steve Shay, Directors: Laurie Bernstein, David Bernstein, Nancy Clark, Larry Brennan, Rich Hoffner, Greg Ciesielski, Immediate Past President Don Tjossem. Not Present: Directors John Young, Stewart Milstein. Also Present: Chapter Coordinator Mel Dick.

1. Note: This is the first Board Meeting to be held via Zoom.
 2. President Richard Jones made opening remarks and welcomed the Board to the meeting.
 3. Director Larry Brennan made a motion to amend the meeting start time stated in the agenda published by President Jones from 12 Noon EST to 12 Noon DST. The motion was seconded and approved.
 4. A motion was made to approve the minutes of the 2019 Board of Director meeting and the minutes were approved as written.
 5. The Board Internet process requires that items voted on outside of Board meetings become part of the formal record by including them in the Board of Director minutes. A motion was made to approve the list of interim internet voting items and this was approved.
- I. Lloyd Ferrell entered a motion to purchase 2 cases (40 copies) of "Lest We forget, When Time Stood Still" from the Hawaiian Philatelic Society for resale to members, with a \$260 budget, was approved. There were 9 Yes votes, 1 vote to Abstain and 2 votes not cast.
 - II. Stewart Milstein entered a motion to modify Articles 7 and 11 of the Constitution by eliminating the position of Immediate Past President and increasing the number of Directors from the current 8 to 9 Directors did not pass. There were 5 Yes votes, 6 No votes.
 - III. Motion to remove Director John Young from the Board of Directors for violation of the Philatelic Code of Ethics for using the USCS name to imply a formal investigation and reward was being offered did not meet the required 2/3's of all officers votes with 7 Yes votes, 5 No votes and 1 vote to Abstain.
 - IV. Motion to increase the advertising budget by \$1,500 was approved with 10 Yes votes, 1 vote to abstain and one vote not cast.
 - V. Motion to approve startup fund of \$2,000 for the USCS Website project was approved with 12 Yes votes.
 - VI. Motion to approve an investment policy for USCS; assets to be invested in market accounts in a range of 25-35% of total assets with the remainder to be kept in FDIC protected CD's/bonds or in accounts used for operations.

The motion was approved with 7 Yes votes, 5 No votes and 1 vote not cast.

- VII. Motion to induct Frank Hoak III into the USCS Hall of fame was defeated with 3 Yes votes, 7 No votes and 2 votes to defer discussion until the Board meeting.
 - VIII. Motion for USCS to exit the envelope sales business. Karl Zurn will handle sales via his company website and pay USCS a royalty of \$18 on sales of 400 Laser envelopes, \$10 on sales of 100 Laser envelopes. Passed with 10 Yes votes and 2 votes not cast.
 - IX. Motion to implement two term limits on directors was defeated with 3 Yes votes, 9 No votes.
 - X. Motion to approve funding of \$11,808 for the proposal submitted by Kreck Design to revise the USCS website as approved with 6 Yes votes, 4 votes to Defer and one vote not cast asking to table the motion.
 - XI. Motion change the threshold to \$750 for donations requiring advance approval by the board was approved with 7 Yes votes, 3 No votes, 1 vote to Defer and 1 vote not cast.
 - XII. Motion to approve a budget item to purchase data storage devices and shipping material for USCS Reference Collection #2 was approved with 11 Yes votes and 1 vote not cast.
 - XIII. Motion to approve the 2020-2021 budget was passed with 9 Yes votes and 3 votes not cast.
 - XIV. Motion to approve a fire sale of two excess USCS publications, "Fakes, Frauds and Forgeries Catalog" and "Cachet Makers Volume II Catalog" was approved with 11 Yes votes and 1 vote received too late to be counted.
 - XV. Motion to purchase a one year license for ZOOM was approved with 12 Yes votes.
6. Secretary Steve Shay presented the membership statistics. As of September 2020, USCS had 774 members, with members in 49 states and 16 countries. 74 members have been members for 50 or more years and there are 161 Life members. Half of the USCS members have been members 20 or more years. There were 33 requests for a free 3 months of Logs, 18 the results of advertising that USCS did in 2020. The 33 requests yielded 6 new members.
 7. Treasurer Lloyd Ferrell presented the Treasurer's report. The Treasurer books have been reviewed by an outside bookkeeper and CPA and USCS tax returns filed. Log Auctions and Sales circuits are generating income. Current "zero" interest rates are affecting returns on USCS CD's. 80% of the new website costs have been paid to the developer.
 8. Mel Dick report to the Board on Chapter Coordinator activities. He has created a multi-level award for Chapter Awards and has revised the Chapter report and evaluation forms.
 9. President Jones reported that the *Log* is in good shape for articles for future. Several authors are providing regular articles. John Germann announced that

he has been working with Scott English, APS Executive Director, to have the APRL post the 1932-2018 USCS Log online. This was initiated several years back but the APRL failed to follow through. It appears that this will now be completed.

10. Director David Bernstein presented the Heirs & Estates Committee reporting that activities have been very slow, with one donation. The donated covers were put into the Log auction and the shipping fees for the donation, paid for by USCS, were covered by the sale of one USS Arizona cover from the donation.
11. Director Laurie Bernstein reports that auction income is down a little year over year but is running ahead of forecast.
12. Director Rich Hoffner reported on Ship Cachet donations and pictorial postmark program. 11 rubber stamp cachets were donated to ships, 2 return addresses donated and 11 pictorial cancels were created. Foster Miller will be taking over the pictorial cancel program.
13. Director Greg Ciesielski presented a report on the Naval Cover Museum. Paul Bunter is keeping the site maintained with software updates. Greg reports that Lloyd Ferrell and he are the only ones uploading images at this time. Many Civil War covers images and descriptions with permission from Siegel Auctions were uploaded. Greg has a PDF tutorial on how to upload images which he will distribute to the board.
14. Vice President John Germann reported on the website project noting that good progress was being made until fires in Northern California disrupted the site developer. Except for some changes to the website store and other minor tweaks, the next step will be migration from the current site to the new site.
15. Director Greg Ciesielski presented a report on the Postmark Catalog. Dave Kent has transferred some material to Greg, including copies of Hobby Shop files and Locy Type F files and most recently, the listing for letter "A."
16. President Jones reported that there was one nominee for the Hall of Fame submitted by the Hall of Fame committee which was not approved by the HOF committee. There is one nominee for 2021.
17. President Jones announced that Mike Brock received the Walter G Crosby Award for excellence in producing naval cover cachets and John Germann received the York Briddell Award in recognition of his excellence in leadership by moving the USCS forward in developing a more functional website for USCS.
18. Secretary Steve Shay discussed Convention plans. They are: 2021: BALPEX (with ASPP,) 2022: considering NOJEX. Follow up work is needed with MPHS and ASPP and prospective shows to firm up the 2022, 2023 plans.
19. The following new business agenda item was discussed:
 1. During the 2020 survey of Chapters and their annual report submissions three USCS Chapters indicated they

were no longer active. Therefore, the following USCS Chapters should be declared inactive: Admiral Moffett Chapter #6, USS KALAMAZOO Chapter #75, USS MICHIGAN Chapter #80. A motion was made and approved.

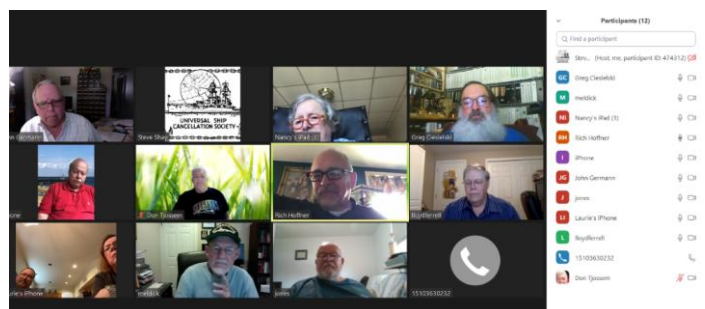
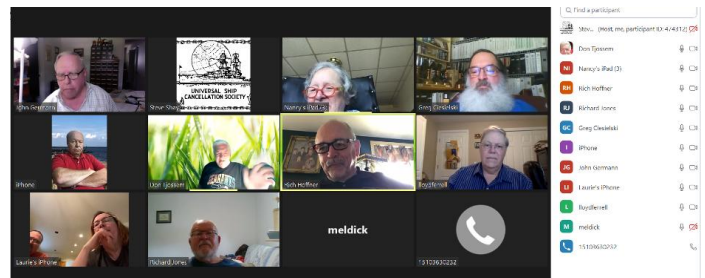
20. Dave Kent reports that the nominating committee is vetting the candidates with no determination on who will be nominated for the upcoming board elections. Lloyd reviewed the ballot printing for the December **Log**. The ballot and candidate biographies will be printed on an insert and an envelope will be included as an insert with the **Log** packaged in a plastic bag.
21. The Board meeting was adjourned at 10 AM. A copy of this report, as well as the original agenda and supporting documents are filed in the Secretary's file.

Submitted,

Steve Shay, Secretary, 9/26/2020

Board Meeting ZOOM Screen Shots

Normally the Log prints 2 pages of candid shots of the activities during our annual convention. However, since the convention at MILCOPEX was cancelled because of COVID-19, we held our annual Board of Directors Meeting via ZOOM. Thus, the photos below are screen shots of the Board participants.



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

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

Contact Mel Dick, USCS Chapter Coordinator.

84 Bradford Ave

Camarillo CA 93010-1703

POLLODELMAR143@YAHOO.COM

Earliest T-3 Cancel from the Canal Zone?

Gary B. Weiss (10,199)

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Many naval cover collectors are primarily interested in the ships. They may obtain only battleships or destroyers or other groupings to limit their collection. However, some specialize in a country and collect stamps and covers (including naval covers) but naval covers are not their primary interest. I am a Canal Zone (and Ryukyu and Philippine Islands) collector who includes naval covers as part of my collection. I prefer early/classic material although most of my naval covers are modern. Thanks to the current pandemic with lockdown and closing of bars and stamp shows, I am finally organizing this portion of my holdings including scanning many items for the Naval Cover Museum. Every pandemic has a silver lining.

Identifying early Canal Zone naval covers can be difficult. Until the introduction of cancels which included information between the killer bars (Locy Type 3) in December 1912, identification required historic information about a ship's travels, information not always available. Frequently, location would be assigned based on the presence of a foreign stamp or cancellation on a cover. The most common method (although not as accurate) is using the message or in the case of a picture post card, the image. **Figure 1** shows the front and back of an 8 Dec 1910 (Panama) picture post card mailed by a sailor aboard USS TACOMA (Protected Cruiser No. 18). The card is franked with a 1¢ U.S. stamp cancelled with a Locy Type 1 cancel. A 9 SEP 1913 post card (**Figure 2**) from the same ship shows early use of the Locy Type 3 cancel. Only the cancel is now needed to see that the card was mailed from Vera Cruz, Mexico.

Figure 1: Mail from USS TACOMA prior to introduction of Locy Type 3 cancel, front and back



Figure 2: Early use of Locy Type 3 from USS TACOMA in Mexico

Many years ago at a stamp show, I purchased a single picture postcard used from USS TACOMA in 1914. I asked the dealer if he had any more and ended by buying 10 more from this "correspondence". All had the Locy Type 3 cancel with "CRISTOBAL / CANAL ZONE" in the killer. I am sure that I did not obtain all of this correspondence from the Canal Zone as letters that he sent are mentioned on subsequent cards. These cards range from 21 DEC 1914 to 6 FEB 1915. Cards are addressed to three different people and were mailed on 21 DEC 1914 (2), 25 DEC (3), 28 DEC (1), 5 JAN 1915 (1), 22 JAN (3), and 6 FEB (1). The picture on the two earliest usages (**Figures 3 and 4**) are of Cuba (**Figure 3**) and USS ORION (not shown). The other nine cards show images of Panama and the Canal Zone. The two earliest are the start of this correspondence. They are dated 20 DEC 1914; Panama Canal; Christoble (sic) Colon and reads, "Dear Mother, / Am in Colon, / orders were changed at Sea / after we left Guantanamo bay / arrived hear (sic) near midnight on the / 19th. I am feeling fine & hope / this will find you all the / same. Will write a letter soon. / Love ..." The other card is to his grand-mother and mentions that the planned destination had been Vera Cruz.

Figure 3: 21 Dec 1914 card from USS TACOMA in Canal Zone, front and back





Figure 4: Second card mailed from USS TACOMA on 21 Dec 1914

The content of most of the later cards is of little interest. The 5 JAN card says that they most likely will go home in four months. All three 22 JAN cards are dated 9 JAN by hand and mention a trip through the Canal on 6 JAN and it being hot. The last card says he will be back in the US soon on a furlough. All of these cards are now posted in the **USCS Naval Cover Museum**.

I initially thought that these were very early usages of the Locy Type 3 cancel from the Canal Zone. I had thought of writing them up soon after my purchase but never got around to it. Now, more than twenty years since my purchase and in spite of adding many more early usages, the two cards with 21 DEC 1914 remain my earliest. This was only 4 months after the opening of the Canal and two years after the initiation of this cancel type. Does anyone have an earlier usage from the Canal Zone?

USCS Membership, Donations, and Misc.

Lloyd Ferrell (L-12082)

USCS Treasurer

PO Box 7237, Aloha, OR 97007



Next month we begin the annual membership renewal, but before that begins there are few things I wanted to mention. As treasurer, I receive a variety emails and notes, often involving membership and donations, but also other things. There is no doubt that USCS members are an active bunch!

It's also clear that membership means something. Back in February, I received a nice note from long-time member **Dennis Curry** of Cape Fear, Missouri, explaining that for health reasons he would not be renewing membership. He spoke about his service in the Navy, the submarines he'd been on, and some of his experiences. At the end he said "My hope is that the USCS and [the] LOG continue to be the great source of news, information, and enjoyment that I have found it to be."



Dennis Curry
(1942-2020)

Sadly, just two months later Dennis passed away. I've continued to keep the letter—a reminder that what we do is valued and has meaning to people.

Another member who passed away recently was **Roger Wentworth**, well known for his cachet artwork. Besides the naval cachets, he's probably best known for the mermaids covers. The USCS meant a lot to Roger, and he regularly donated his covers for the convention auctions. He will be missed.



Roger Wentworth
(1948-2020)

With regard to donations, even after MILCOPEX was cancelled, I've received a few cover donations for the convention auction. Most will be saved for next convention, but a few will be shared with the Sales Circuit and **Log** Auction. I would like to thank the following members for donating covers: **Larry Gregg**, Reston, VA; **Harold Towlson**, Buffalo, NY; and especially **Joseph Connolly**, Orange, CT, who recently sent 3 new donations. Cash donations were also made by **Paul Helman** and **Jake Wilhelm**.

S.A.S.E.

Philatelic courtesy calls for sending an S.A.S.E or Self-Addressed Stamped Envelope with your request for information from another. Thus, if you are asking for another member to answer your questions or provide a list of information, you should send along a stamped envelope with enough postage to cover the cost of the return postage to you.

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Operation Beleaguer, The U.S. Marines Return to China 1945

Stewart B. Milstein (L-7205)

PO Box 1051, Cortaro AZ 85652-1051



On 26 July 1945, Gen. MacArthur and Adm. Nimitz were informed by the Joint Chiefs of Staff, that it would be desirable for the US to occupy parts of the Asiatic mainland as soon as possible after Japan surrendered. On 9 August, the Soviet Union, as per the agreement reached at the Yalta Conference in February 1945, declared war on Japan. Soviet forces poured into Manchuria and northern Korea. When Japan surrendered on 15 August, Gen. MacArthur issued General Order No. 1 which called for US occupation of Japan, Korea, and parts of eastern China. The suddenness of Japan's surrender complicated this three-point plan. There was simply not enough shipping to move all the troops and equipment at the same time. The occupation of eastern China, Operation Beleaguer, would have to take place as soon as shipping became available.

As of 9 August 1945, there were five different military forces in China and Manchuria:

1. Chinese Nationalist – situated mainly south of the Great Wall. Despite suggestions that his forces would be more effective in situ, Chiang was determined to take control of northern China. He had limited forces north of the Great Wall. He needed the US to transport his forces so he could claim to rule all of China.
2. Chinese Communist – most active in northwest China. They did not want to be associated with the Red Army whose acts of violence, rape, pillage, akin to the actions of the Red Army in Germany, alienated many Chinese.
3. Manchukuo (Manchuria) – Under the nominal command of the puppet ruler Emperor Pu Yi, they consisted mainly of militias and Japanese trained soldiers. As they encountered Nationalist and Communist forces, the troops surrendered to the prevailing force.
4. Soviet – Soviet forces took the surrender of 1.5 million Japanese troops in Manchuria and northern Korea. Their equipment found its way to Mao's forces. About 300,000 of these captured soldiers never returned to Japan.
5. Warlords and other irregulars – long an issue since the Chinese Revolution of 1912, they tended to be absorbed by either Communist or Nationalist forces.

Starting in October 1945, the US Marines would be added to this mixture of forces.

Prior to the formal surrender, Japanese forces had started to fall back to the Yangtze River Valley, Shanghai and areas to the north of Shanghai. The one million Japanese troops were unwilling to surrender to Mao's forces.

Surrendering their arms and supplies to Mao's forces would have been invaluable aid for Mao's planned struggle against the Nationalist forces. The Japanese would only surrender to Chiang's forces or his authorized representative, i.e. US forces. Officially, all Japanese troops in China were surrendered in Nanking on 6 September. The question was whether local Japanese commanders would obey this surrender order. This meant establishing a Chinese and/or US presence in the Hopeh and Shantung Provinces. The III Amphibious Corps, composed of the 1st and 6th Marine Divisions, and the 1st Marine Air Group (MAG), all under the command of Maj. Gen K.E. Rockey, USMC, were to be deployed to the two provinces to allow the Nationalists to be transported north and secure the area.

It was the task of the US 7th Fleet to cover the landings in Korea and China and to transport US and Chinese troops as needed. The two Marine Divisions were to seize and take control of the roads, bridges, railroads, and airfields around Shanghai, Taku, Tientsin, Tsingtao, Chinwangtao, and Peiping. It was also deemed necessary to exercise control over the Yangtze River. To this end, Operation Plan 13-45 divided the 7th Fleet into five Task Forces:

TF 71 – North China Force – show the flag and cover landings in China and Korea

TF 72 – Fast Carrier Force – cover landings in Korea and China

TF 73 – Yangtze Patrol – protect interior lines of transportation

TF 74 – South China Force – protect the transport of Chinese and Japanese troops in the theater of operations

TF 75 – Amphibious Force – move III Amphibious Force to China and move Chinese troops to northern China and Formosa.

Orders to send the US Marines to China were issued on 29 August 1945. The 1st Marine Division left Okinawa on 26 September 1945 and arrived in the Tientsin-Chinwangtao area on the 29th. The 6th Marine Division left Guam on 3 October 1945. The division was scheduled to land at Chefoo and Tsingtao. Chinese Communist troops indicated that they would contest a landing at Chefoo so the division landed at Tsingtao on Oct 11th thus avoiding a contested landing.

As was the situation in any area where US troops were to land, minesweepers usually led the way. In Shantung and Hopeh Provinces, as well as Korea and Formosa, the minesweepers were preceded by High Speed Transports (listed below) with embarked Underwater Demolition Teams (UDT) and initial landing parties. In all 23 Attack Transports (APAs) and Attack Cargo ships (AKAs), along with 40 Landing Ships, Medium (LSM) transported and unloaded 22,780 Marines, 33,290 tons of supplies including 2972 vehicles. In the Taku area a sandbar prevented deep draft vessels from entering the port. The deeper anchorage

offshore meant that the landing of troops and material had to be accomplished by Landing Craft, Infantry (LCI), Landing Craft, Tank (LCT), and LSMs. The trip from the anchorage over the bar to the port was between 7 and 10 miles long. Chinese lighters were also used to ferry cargo ashore. The shoreline terrain would not support heavy vehicles so landings were shifted further north to the beaches at Chinwangtao. The Marine Air Group (MAG) initially landed its aircraft at Shanghai on 6 October. Aircraft were then dispersed to other fields near Tientsin, and Tsingtao to provide support cover for the 1st and 6th Marine Divisions. Almost 50,000 Marines were in China by December 1945.

The 50,000-man North Japanese North China Army was located in Shantung Peninsula. They would not surrender their arms or themselves to the Chinese Communists. They held until Chinese Nationalists and US Marines were in place on the peninsula. They formally surrendered to Chiang's representative and Maj. Gen. Lemuel Shepherd, USMC, on 25 October. They, and other Japanese troops, would be repatriated to Japan via LSTs and Liberty ships deemed not worthy of transporting US troops to the US (Operation Magic Carpet). All Japanese controlled combat and merchant vessels in Tsingtao were surrendered to the US Navy on 16 September aboard USS HERNDON (DD 638). Tsingtao would remain a US Naval Base until the US naval vessel departed on 25 May 1949.

Having successfully landed the Marines, the AKAs and APAs of Transportation Squadrons 17 and 24 now had to move almost a quarter of a million Chinese Nationalist troops from southern to northern China. Many of the ships were sent to Manila for overhaul and modification to handle troops who had never been to sea before. After the transports completed their runs to northern China, they were then assigned to Operation Magic Carpet. This shortage of transport had two effects. The US Navy was forced to use 75 LSTs and chartered Liberty ships to move the remaining Chinese troops. A voyage from southern China to northern China on an LST could take as long as 25 days. A voyage from Shanghai to northern China might last as long as 10 days. There were no landings in Manchuria as Soviet forces denied access to these ports for Chinese troops. The Navy was also feeling the effects of having so many of its personnel being sent home via Operation Magic Carpet. To continue the troop transfer, the Navy began training Chinese personnel to operate LSTs.

The first sealift movement of Chinese Nationalist troops sent the 70th Chinese Army to Kirun, Formosa. Due to strong currents and a tidal range of 20 feet, the troops were moved by LCIs and LSTs. The troops left Nangpo, China on 14 October and arrived at Kirun on the 17th. On 24 October, at the end of the sealift, the Flotilla Commander noted "...the inherent sanitary habits and high incidence of infectious diseases..." among the Chinese troops which meant that further sealifts would have to be conducted using APAs and AKAs. It has also been noted that the Chinese troops so

feared the Japanese that they had to be forced off the landing ships at Kirun. The Japanese did not contest the landing but their disdain for the Chinese was quite apparent. This disdain would be noted on the Chinese mainland as well.

The earlier comments by the Flotilla commander staff had to be addressed. Most of the Chinese troops had never been on board a ship. Seasickness was a significant problem, especially for those who travelled in the LSTs. The Chinese troops also suffered from starvation, dysentery, diarrhea, trachoma, cholera, malaria, lice and smallpox. The most gravely ill were not permitted to board the US transports. The Chinese divisions were also 25% under-strength, due to desertion and carrying on the muster rolls soldiers who were deceased. The officers collected the pay of those who were missing. Personal corruption and administrative incompetence existed in the Chinese government and military before the Marco Polo Bridge Incident in 1937. Failure to address these issues did not bode well for the forthcoming conflict with Mao's forces.

Between October 1945 and May 1946, the US Navy relocated 245,000 Chinese troops. It took 11 separate sealifts and 7 months to complete the troop transfer. In addition, 5700 headquarters support staff, their weapons and equipment, as well as 5000 horses and fodder were also transferred, the latter via modified LSTs. Mao regarded this US operation as interference in China's internal affairs. Similarly, the training of Chinese sailors at Tsingtao and the initial transfer of 25 LSTs and 25 surplus Liberty ships to a new Nationalist Chinese Navy further prejudiced Mao's view of the US. In May 1949, Chiang and his loyal followers were forced to flee to Formosa. The two Chinas, Nationalist and Communist, now face each other across the 110-mile wide Taiwan Strait. The presence of the US 7th Fleet has deterred the Communists from invading Taiwan, and, especially during the Vietnam War, prevented the Nationalists from crossing the strait to invade the mainland in hopes of ousting the communists.

When the decision was made to deploy the US Marines to China, the stated interests of the US, and therefore the Marines, were to:

1. Assist the Nationalist Government in occupying key areas.
2. Receive the enemy surrender, and repatriate Japanese troops (and later civilians).
3. Liberate and rehabilitate internees and prisoners of war.

The Marines achieved their goals at a cost of 34 KIA, and 42 WIA. The Marines were never directly challenged by communist forces, but they often found themselves acting as a buffer.

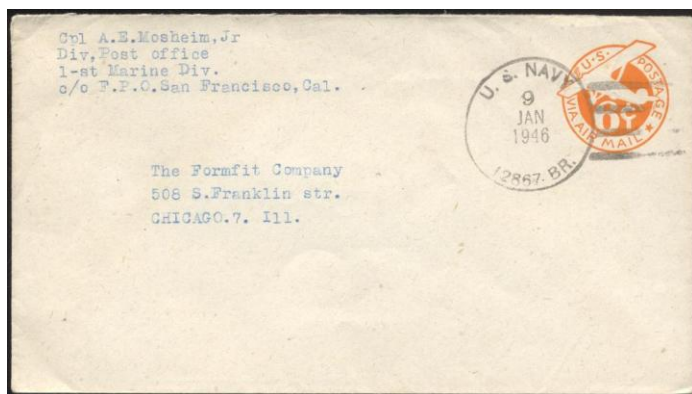
Today, the US 7th Fleet is the buffer between China and Taiwan.

Philatelic Notes

I have used place names that were historically correct in 1945 for two reasons. From a philatelic point of view these would be the place names found in the killer bars especially in the pre-World War II era. These are also the place names used in the official US Navy reports in 1945. A list of the modern equivalents appears below.

FORMER NAME	CURRENT NAME	FORMER NAME	CURRENT NAME
AMOY	XIAMEN	NANKING	NANJING
CHEFOO	YANTAI	PEIPING	BEIJING
CHINWANGTAO	QINHUANDAO	SHANTUNG	SHANDONG
FORMOSA	TAIWAN	TAKU	DAGU
HOPEH	HEBEI	TIENTSI	TIANJIN
KIRUN	KEELUNG	TSINGTAO	QINGDAO
NANGPO	NINGBO		

It is easier to find mail, philatelic, personal and official from combat ships than from auxiliaries. For those who collect mail from amphibious craft, mail from LSTS, which had an on-board post office, is easier to find than from the smaller landing craft. Mail from ships which had an on-board post can be found by looking for a return address listing the ship's name. Up until 27 October 1945, the US Navy was still using Type Z cancels. A return address would feature the ship's Navy number. Having access to the Number's List could save a great deal of time and energy.



The Navy and Marine Corps Awards Manual has a 50+ page single space list of all the ships that were eligible for the (A) Navy and Marine Corps Navy Occupation Service Medal, (B) China Service Medal (Extended). All the amphibious vessels, patrol craft, minesweepers, and vessels with a hull designation beginning with either an "I" or a "Y" can be found on this list.

I should also point out that by the end of war and through December 1945, record keeping was neither complete nor accurate. In reading original reports, I found numerous spelling errors as well as unresolved differences in dates.

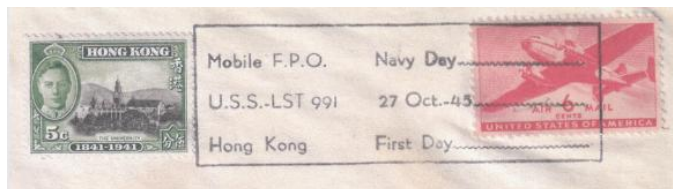
APDs preceded landings with survey work, and transporting the UDT teams. After the landings, APDs screened the anchorage, destroyed floating mines, and ferried troops and equipment between Okinawa, the Philippines, Korea and China. They were available for whatever needs should arise.

APDs		
NAME & HULL #	CHINA SERVICE	CHINA / JAPAN SERVICE
AMESBURY 46		3 Sep – 21 Oct 45
BALDUCK 132		3 Sep – 21 Oct 45
BULL 78	10 – 20 Dec 45	
BUNCH 79	1 Oct – 21 Feb 46	
CROSLY 87	2 Sep 45 – 29 Mar 46	
DONALD W. WOLF 129	3 Sep – 21 Oct 45	
ENRIGHT 66	29 – 29 Nov 45	
FRAMENT 77		2 Sep 45 – 2 Jan 46
GEORGE W. INGRAM 43	3 Sep – 21 Oct 45	
KEPHART 61	13 – 20 Nov 45	
LANING 55		3 Sep – 21 Oct 45
TATUM 81	20 Sep 45 – 12 Apr 46	
YOKES	3 – 10 Dec 45	

USCS Involvement

Two USCS members were involved with the 7th Fleet in 1945. The late **Capt. Herb Rommel** was the Commanding Officer of USS WILKES (DD 441). The ship, a part of TF 71, worked the outer anchorage at Inchon on 11 October. From the 14th to the 20th WILKES transported passengers and was available for service between Inchon and Ito. The ship sailed for the US on 22 October 1945.

Phil Schreiber was a Radioman 2/C aboard US LST-991, a part of TF 77 though this LST never carried Chinese troops. The ship was assigned to Occupation and China Service duty from 3 September 1945 to 3 May 1946. While still in Leyte Gulf in September 1945, the LST was designated as Mobile Fleet Post Office 18 and ordered to Inchon. A typhoon and heavy seas resulted in new orders and the ship proceeded to Hong Kong and became FPO 18. Phil left the ship on 14 November 1945 before it was turned over to the UN for the repatriation of Japanese civilians from China. The ship, having been subsequently transferred to the Chinese Nationalists, was torpedoed and sunk off Quemoy by the Chinese Peoples Liberation Navy in August 1958.



Phil also supplied me with a photocopy of the LST's provisional postmark. The cover was cancelled in Hong Kong on Navy Day October 27, 1945. It is franked with US and Hong Kong stamps

A cover with this postmark recently sold on eBay for \$20.00.

The Story Behind the Cover...

**Discovery of 1870's era covers – to S.P. Comly
Aboard USS INTREPID and USS ADAMS**

Lloyd Ferrell (L-12082)

PO Box 2086

Beaverton, Oregon 97075

uscstreasurer@aol.com



It was about 35 years ago, as **Allen Fisher** (#L-4144) recalls that he went to a yard sale in New Jersey and bought a box of magazines. Only later did he notice that, mixed in the box, was a stash of small-size envelopes—maybe 15 or so, all addressed to a sailor named S.P. Comly. For years after this Allen wondered who Comly was, but didn't explore further. Then earlier this year, by happenstance, I spoke with Allen on the phone and he mentioned the S.P. Comly covers. So I said I'd try to help with some research.

A few weeks later, I received a package from Allen with color photocopies of a few of the covers. (I've still never seen them all.) Most are postmarked from Woodbury, New Jersey, and the earliest one is addressed to Comly at the U.S. Naval Academy. A few are addressed to USS INTREPID, and the majority of the rest to USS ADAMS. Allen had spent some time studying the covers, and determined that several were mailed in 1876. It was quite an interesting group of covers.



Earliest cover in the group, addressed to midshipman Samuel P. Comly from Trenton, NJ while he was at the Naval Academy. He graduated in June 1869, so this was likely mailed on 9 Dec 1868. —image from photocopy

Samuel P. Comly

The first order of business was to figure out who S.P. Comly was, and it didn't take long to identify him as Samuel Pancoast Comly. After that it got more difficult. From the covers, it was apparent that he had attended the Naval Academy, but finding the details took more time than I expected. Eventually the sequence of events fell into place, including information about his time in INTREPID and ADAMS.



Samuel P. Comly

Samuel Pancoast Comly was born in New Jersey in 1849, the son of Nathan F. and Mary (Wood Pancoast) Comly. The family moved to Philadelphia, where his father worked as a clerk. When his father died in 1859, Mary and the children moved back to New Jersey. In July 1865, the same month Samuel turned age 16, he was appointed to the U.S. Naval Academy at Annapolis. Records show that he graduated in June 1869, and was then attached to the training ship SABINE during her cruise to Europe and the Mediterranean. It was not until July 1871 that he was commissioned as an ensign.

After several early assignments, in 1874-1875 Comly was stationed at Key West, Florida, spending time on the monitors CANONICUS and DICTATOR. Both of these ships had been decommissioned after the Civil War, but in early 1874 they were brought back to life. CANONICUS went into commission at Philadelphia in February 1874, and the newspapers said she was to be towed to Key West. Among the officers listed was master "P. Comly" [sic]. One of the covers is posted from Philadelphia and addressed to Comly at Key West, probably mailed just after CANONICUS arrived there. Information about his time on DICTATOR is not known, but it was likely only a short assignment; the ship had many problems, and it appears she was only used intermittently.



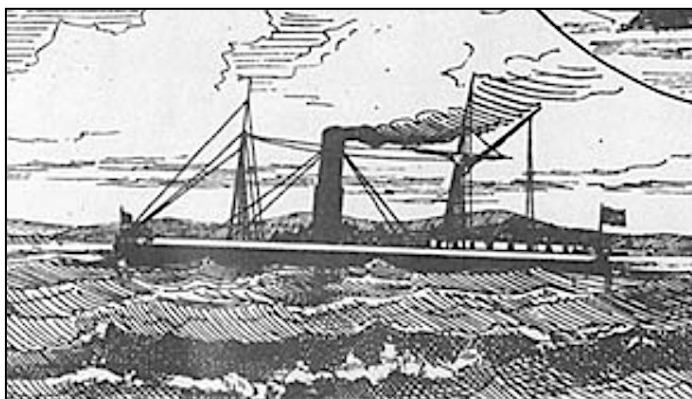
Postmarked from Philadelphia 29 March, probably 1874, just about the time S. P. Comly arrived at Key West with the crew of the monitor CANONICUS. —image from photocopy

His Service Aboard INTREPID

Most of the covers are addressed to either USS INTREPID or USS ADAMS, and both are quite interesting ships. The torpedo boat INTREPID was built at Boston in 1874, and technically was in commission for only a couple of months before going back to the shipyard. It wasn't until August 1875 that officers and a crew were once again assigned to the ship, and that probably included Samuel Comly. A newspaper article in November 1875 lists Master "Samuel Coneley" [sic] as one of the officers on board.

The easiest way to describe the career of INTREPID is to say that...well...the ship was a total disaster. Naval engineers of the era were trying to incorporate advancements in torpedo technology with ship design. The new torpedoes were self-propelled, but quite slow. So the concept was to

use INTREPID as a ram, going into enemy harbors at night and getting close enough to release a torpedo at a stationary target. It was probably an outdated idea even at the time, but aside from that, once the ship was built there were constant breakdowns and problems. Newspapers followed her various trials and tribulations, and were not impressed. In December 1875, while the ship was in New York for engine repair, one writer gave their blunt assessment: "This vessel cost half a million dollars and is said to be a complete failure, having neither speed, effective power, nor buoyancy." Eventually the navy gave up on INTREPID as a torpedo boat, and briefly tried using her for other purposes. Finally, after only 7 years of service, in 1882 they simply just decommissioned her.



Torpedo Boat INTREPID (1874) –NavSource



Incoming to INTREPID from Woodbury, NJ postmarked 21 February 1876, while at the Brooklyn Navy Yard. She tied up there 28 December 1875 and stayed there until the spring of 1876.



Postmarked 26 June 1876 from Woodbury, NJ to INTREPID at the Torpedo Station at Newport, RI. Per the newspaper, this is the exact day she sailed from the Navy Yard in Brooklyn to spend the summer at Newport. (Note: this is the cover Bob Rawlins purchased several years ago) – image from photocopy

The INTREPID covers mailed to Comly that I've seen, show that the dates and locations match up to information published in newspapers. The last cover is dated 26 June 1876, while the ship was at the Torpedo Station at Newport, Rhode Island. This is probably about the time Comly left INTREPID, apparently going to Boston where, on 21 July, the screw-gunboat ADAMS was commissioned.

Aboard USS ADAMS

After what must have been a frustrating experience on INTREPID, Comly was probably quite happy to be on ADAMS, a more stable and successful ship. Even better, ADAMS was slated for a cruise that would take her around the horn into the Pacific all the way to Samoa. In April 1877, after spending the winter at Port Royal, South Carolina, she got underway for South America.

Just highlighting details of the voyage, ADAMS spent most of the summer of 1877 in Brazil before continuing on to the south. In December she passed through the Straits of Magellan to Chile, and eventually made her way north, arriving at Panama in February 1878. From there, in May, ADAMS headed west across the Pacific to Samoa, remained in the area until August, and then returned to Chile in October. The final leg of the voyage was January-July 1879 when she headed north and in due course arrived at San Francisco.

The majority of the covers addressed to Samuel Comly were mailed while he was on the 1877-1879 voyage of ADAMS. The dates and locations also match up with the detailed timeline in the ship's history. It's a quite interesting group of covers. The exact date that Comly left ADAMS is not known, but it would not have been long after the ship arrived in San Francisco.



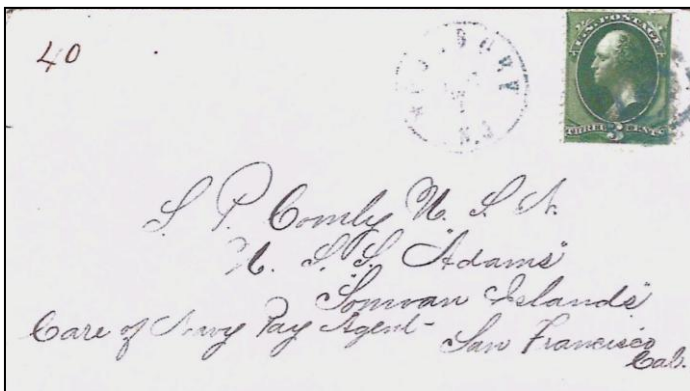
USS ADAMS (1875) –NavSource



The newly commissioned ADAMS wintered at Port Royal, SC from November 1876 – March 1877. This letter was mailed from Woodbury, NJ during this period, probably on 8 February (based on postmark comparisons). This was about 2 months before ADAMS departed on her voyage to the Pacific.



Mailed from Woodbury, NJ 10 May 1877, while ADAMS was still headed south to Brazil. She arrived at Rio de Janeiro on 2 June and remained in the area for three months. —image from photocopy



This was probably mailed from Woodbury, NJ about May 1878, anticipating that ADAMS would be at Samoa when the letter arrived. ADAMS left Panama on 10 May 1878, and arrived in Samoa on 28 June. —image from photocopy

Later Life and Career

Following the voyage of ADAMS, Samuel Comly went on to have a long career in the navy. He saw duty on both coasts, and even spent time with the Asiatic Station. During the Spanish American War, he was navigator on the battleship INDIANA, involved with the Battle of Santiago and bombardment of San Juan, Puerto Rico. In 1900 he was promoted to Commander, to Captain in 1907, and finally to Rear Admiral prior to his retirement in 1911.

With regard to his personal life, Samuel Comly was married in 1884 to Laura Carpenter, and they made their home in Woodbury. After her death in 1895, he married Hannah (Pancoast) Hamill, a cousin who had also lost her husband. Their son, Samuel P. Comly Jr. (1900-1976) later graduated from the Naval Academy and he also became a Rear Admiral. But his father did not live long enough to see his success. Samuel Comly Sr. passed away from cancer in April 1918, at the age of 68. His wife, Hannah, died in 1942.

In Closing

When I completed the initial research about the covers for **Allen Fisher**, I mailed it to him and then filed it away. About a month later I was stunned when a package showed up in the mail, along with a cover each from INTREPID and ADAMS. We have since spoken on the phone, and he

agreed that an article about the covers was a good idea. So, after some additional research, this article is the result of that effort.

For years after their discovery, Allen kept the stash of S.P. Comly covers intact, but did sell one to **Bob Rawlins** about 20 years ago. Just recently he parted with a few more, now in the hands of other appreciative collectors. My thanks to him for the two covers and the opportunity to tell the story.

Main Sources

DANFS (entries for ADAMS, INTREPID, CANONICUS, DICTATOR)

Various resources at *Ancestry.com*, *Newspapers.com*, and *Fold3.com*; *Wikipedia* (for Torpedo Ram) *United States Lighthouse Society* website (uslhs.org)

Register of Alumni, Graduates and former Naval Cadets and Midshipmen (c1894), for Class of 1869.

US Navy Casualties Book, 1917-1918, entry for Samuel P. Comly

Telephone call with **Allen Fisher**, West Palm Beach, FL, June 2020, and 21 August 2020.

Newspapers

"The Monitor Canonicus," *Baltimore Sun*, 23 Feb 1874, p.7

"Telegraphic Notes," *Philadelphia Inquirer*, 13 Aug 1875, p.1

"The Navy," *New York Daily Herald*, 15 Nov 1875, p.8

"Naval and Military Notes," *Moline Review-Dispatch*, 3 Dec 1875, p.2

"Torpedo Experiment," *New York Daily Herald*, 18 Dec 1875, p.5

"Brooklyn," *New York Tribune*, 15 April 1876, p.10

"Local Affairs," *Newport Daily News*, 23 June 1876, p.2

"Brooklyn," *New York Tribune*, 26 June 1876, p.8

"Admiral Comly Retires," *Boston Globe*, 13 July 1911, p.6

"Death Summons Admiral Comly," *Morning Post* (Camden, NJ), 11 April 1918, p.1

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The Biggest Ever Peacetime Submarine Loss of Lives

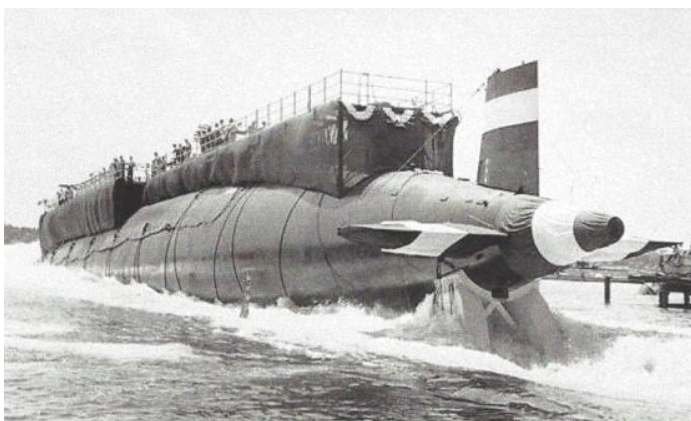
Edwin J. Hayes, Jr. (USCS 11,128)
P. O. Box 1493, East Dennis, MA 02641
2indians@comcast.net

1963: USS THRESHER (SSN 593) Loss: Clues

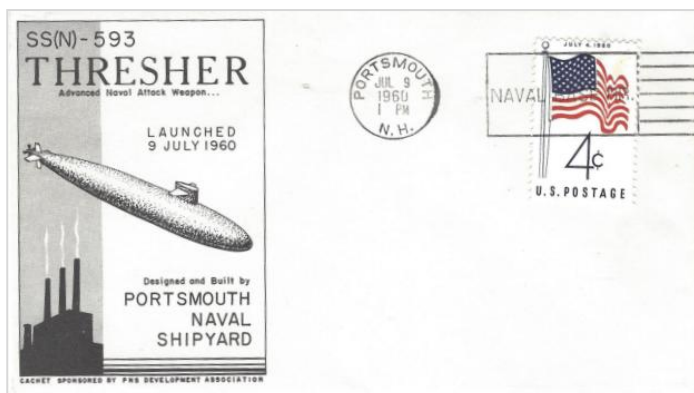
10 April 1963: USS THRESHER submarine sank to the bottom (8,400 feet), 220 miles off Cape Cod during a routine test dive to her 1,300 depth limit. All 129 on board were lost. Puzzling, as USS THRESHER had at least four previous successful 1,300 foot deep dives.

1964: "This is the worst Navy sub loss ever!" The Navy Board of Inquiry never reached a "Final Cause of Loss", only a "Likely Cause".

USS THRESHER was not just another sub. She was the lead sub for a new class of 14 subs already under construction. It was the largest new sub class built for the Navy since World War II (1945). THRESHER was unique: "the most advanced, nuclear-powered attack submarine in the world": much faster (30+ knots) submerged, dove much deeper (1,300 feet limit) or almost twice that of any previous Navy sub (700 feet) and was much quieter, so hard to detect.



Bow first Launching of USS THRESHER on 9 July 1960



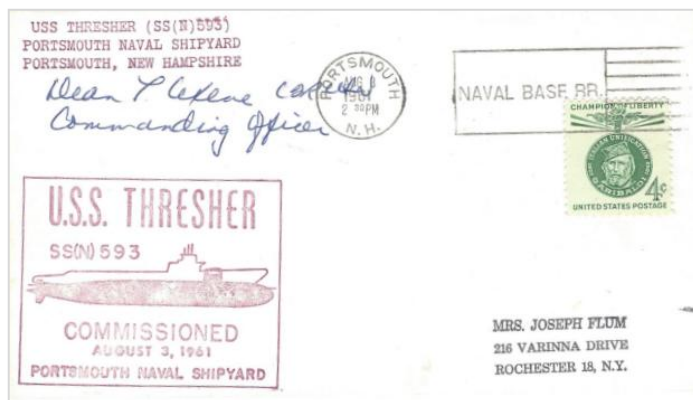
Cover marking the Launching of USS THRESHER Postmarked at Portsmouth, NH on 9 JULY 1960

THRESHER and her class were a much needed threat to the Soviets, with over twice our sub fleet size. Uniquely the THRESHER-class of subs became the Navy's "New Queen of Battle".

THRESHER's loss was a very big-time Navy problem. The wreck had to be quickly located, the problem/problems found and fixed ASAP.



USS THRESHER cover signed by Dean L. Axene, "Prospective Commanding Officer" 18 JULY 1961



THRESHER Commissioning cachet 3 August 1961 signed by Dean L. Axene, "Commanding Officer"

How to Find the THRESHER Wreck?

Fortunately THRESHER was accompanied by USS SKYLARK (ASR 30) for her test dive series and was in contact with THRESHER by a very crude underwater telephone system on her last dive. The final garbled message was "a minor problem", then nothing.

The location was just beyond the Continental Shelf. THRESHER's wreck site was not known. It required a search of 100 square miles, which is the Navy's biggest search ever.

April, 1963: The Navy had only one asset that could reach a depth of 8,400 feet; TRIESTE (DSV 1), an experimental bathyscaph. It was purchased by the Navy in August 1958 for \$250,000 from Auguste Piccard, a genius engineering professor at the University of Brussels in Belgium. Piccard designed and had built TRIESTE with Belgian Government funds and operated this unique vehicle from her launch in 1948 to her sale to the Navy. Only three bathyscaphs were ever built, all by Piccard.

A bathyscaph is a manned 2-person vehicle that is basically a "Deep Sea Elevator" that only goes up and down, is not maneuverable and could not recover any wreck evidence.

In the 1930s Piccard designed, had built, and flew manned high-altitude balloons to a world record height of 73,000 feet. Oddly, the best design to withstand huge deep ocean pressures is the balloon shape: the rounder, the better, to evenly distribute huge deep ocean pressures.

23 January 1960: TRIESTE became famous, making the World's deepest ocean dive ever to 35,800 feet in the Mariana Trench, 200 miles off Guam in the Pacific Ocean, so 8,400 feet down to THRESHER was doable.



Vintage Photo of TRIESTE: 26 Apr 1963 Arrives Boston, MA prior to first THRESHER dive.

How Did TRIESTE Perform in 2 THRESHER Dive Series: 1963 and 1964?

TRIESTE made 6 dives in the summer of 1963. An unidentified wreck site had been located, partly discovered by a 2-mile long debris trail caused in part by previously unknown deep water currents. The wreckage was like "an auto junk yard". In 1963 TRIESTE had no ability to recover and identify any wreckage pieces.

TRIESTE's 1963 dive performance proved:

- Much too slow for deep water search and rescue/recovery missions. It took TRIESTE 1½ months to reach the wreck.
- On site TRIESTE held 34,000 gallons of aviation fuel that is lighter than sea water and thus crucial to lighten TRIESTE for her ascent back from the deep. Gasoline was added for each dive, and then drained after each dive. It took 10 hours each time and required a standby oil tanker ship. Any high seas stopped the transfer.
- TRIESTE's battery section failed after Dive #6. Dives ceased and TRIESTE returned to San Diego, her home base, for repairs and major improvements at the Mare Island Navy Shipyard. Improvements included a better personnel sphere, better prow design to enable double tow speed to 3-4 knots, silver zinc batteries replaced by lead-acid batteries 8 times more powerful, and a unique remote control

handling arm and basket system was added so small wreck pieces could be recovered.



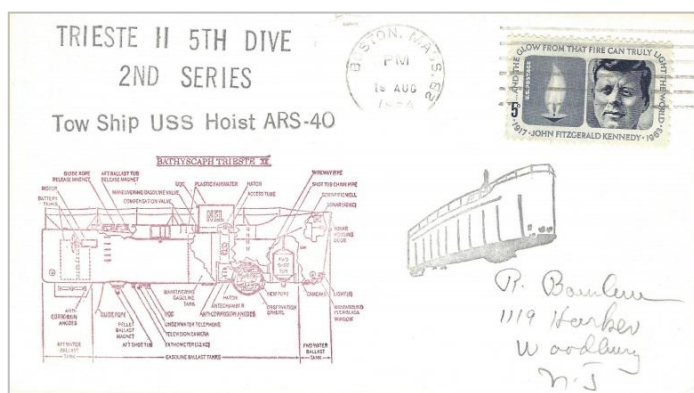
Vintage Photo of Trieste: 5 May 1963 Test Dive.



Cover TRIESTE: 3 Jun 1963 -- 5th THRESHER Dive, Signed.

1964: TRIESTE II (DSV-1) Made 8 Dives on THRESHER

- Small wreckage pieces were recovered, including a 57-inch mangled piece of copper piping. It clearly identified itself as from THRESHER, with the SSN 593 number on it.
- This piece of piping suggested a possible cause of THRESHER's loss might be faulty ocean-connected piping, which would allow massive sea water incursion to quickly sink THRESHER by causing automatic loss of power by nuclear reactor shutdown.



Cover TRIESTE II: 19 Aug 1964 - 5TH THRESHER Dive.

- That theory led a Formal Navy Court of Inquiry in 1964 to conclude “without a formal finding” that THRESHER’s loss was “likely due to faulty silver/brazing to crucial seawater-located piping joint connectors.”
- Conveniently such a “finding” allowed the Navy to suggest THRESHER’s loss was due to shipyard mistakes, not Navy design or operations.
- That “Finding” stood for 53 years until a 2017 challenge.

Photo: 6 Sep 1964
Navy Secretary
Korth and
TRIESTE Skipper
Donald Keach
display mangled
copper tubing
piece identifying
THRESHER wreck.



What Did the Navy Do to Fix the 13 Other THRESHER-Class Subs?

To its credit, quite a lot, with a program called “*Sub Safe*”

- Test and fix all piping joints that went outside the hull.
- All scattered nuclear reactor control valves were put in one control manifold for quicker response.
- Put all nuclear reactor shutdowns under human control, not automatic.
- Nuclear reactor restart time was shortened from over 1 hour to 10 minutes.
- Any unauthorized outside piping screens were removed as they caused icing up at depth.

Further Related Actions

- Approved new Deep Submergence Rescue Vehicles that were air transportable, rescue 24 sailors at one time, go to a depth of 6,000 feet. Six were planned but only two: USS MYSTIC (DSRV 1) and USS AVALON (DSRV 2) were built. The initial cost estimate was \$1 million; final cost was \$43 million each! It was the first rescue improvement since the 1939 sinking of USS SQUALUS (SS 192) submarine with the first-ever ocean rescue of 32 sailors in 4 dives by the McCann Diving Bell, which could only reach 400 feet down as it required diver assistance.
- 1964: Enter ALVIN (DSV 2), a small manned and maneuverable vehicle that initially dove to 6,000 feet and was later updated to 13,000 feet. The THRESHER search and small wreckage recovery initiated Navy interest and vital funding for continued study of deep submergence. ALVIN, astonishingly, still operates 56 years later, has done over 5,000 dives, and after this year’s major overhaul will be able to reach 20,000 feet and cover 98% of ocean depths.

2017: A New, Surprising and Believable Cause of the THRESHER Loss has Recently Surfaced

A new book, “*Why the THRESHER Was Lost*” by **Bruce Rule** was published circa 2017.

What are Bruce Rule’s credentials? Unique and impeccable. Rule was the single best positioned Navy sub crash authority in 1963.

- 1963: Chief Analysis Officer at the Navy’s Sound Surveillance System (SOSOS), a top secret vast array of sound sensors in the Atlantic to detect and record individual submarine sounds of both Navy and Soviet subs. One SOSOS sensor was within 30 miles of THRESHER’s loss.
- For the next 42 years Bruce Rule was the leading acoustic analyst at the Office of Naval Intelligence.
- 1964: Rule testified at the lengthy (40 days) Navy Court of Inquiry. Bruce Rule’s findings were ignored even though Rule had authored and the Navy had published his classified “*US Nuclear Submarine Acoustic Data Book*”, which listed all sound detections of Navy submarines from March 1958 to March 1963 just prior to THRESHER’s sinking. How is that for being qualified!

What are Bruce Rule’s Persuasive and Completely Different Conclusions on THRESHER’s Loss in 1963?

They are detailed in Rule’s published book: “*Why the USS THRESHER (SSN 593) was Lost*”.

- Multiple sonar evidence confirms no flooding noise of THRESHER before her implosion/collapse at 2,400 feet, which is almost twice THRESHER’s maximum operating depth limit of 1,300 feet. This is contrary to the earlier Navy finding of “flooding”.
- Propulsion was quickly lost due to an automatic “SCRAM”/nuclear reactor shutdown caused by two small recorded hydrogen explosions in the reactor area.
- Failure of the de-ballasting system caused by unauthorized screening which severely restricted flow by icing the critical air lines at depth.
- Mr. Rule’s conclusions shed helpful positive light on THRESHER’s loss 57 years ago.

Philatelics: USS THRESHER Covers

A search of the “Bible”, the definitive “*USCS Catalog of US Naval Postmarks*”, 5th Edition of 1997 will show no cover listings for THRESHER (SSN 593)! That is because THRESHER never had a post office or cancel device issued. Thus, no postmark. However, THRESHER covers do exist, as I show in Figures for this article. Many of the covers can be found in the *USCS Naval Cover Museum*. Four of my covers are signed by the first skipper, Commander Dean Axene. Also there are more than a hundred THRESHER commemorative loss covers in existence. So an interesting, affordable, and focused THRESHER cover collection is possible. Check out the listing in the:

https://www.navalcovermuseum.org/wiki/THRESHER_SSN_593#Ship_Name_and_Designation_History

Bruce Rule has a companion book "*Why the USS SCORPION (SSN-589) was Lost*". SCORPION, an earlier nuclear sub than THRESHER, was mysteriously lost in the Atlantic 22 May 1968. Once again "*USCS Catalog of US Naval Postmarks*" does not list SCORPION for the same reason THRESHER covers are not in the Catalog. Regular SCORPION covers exist, and many commemorative covers exist as well in the *USCS Naval Cover Museum*. Another collecting opportunity.

https://www.navalcovermuseum.org/wiki/SCORPION_SSN_589

A most interesting US Navy sub loss in peacetime is USS SQUALUS (SS 192). Last day commissioned 15 November 1939. This time the *USCS Catalog* does list numerous SQUALUS/SAILFISH covers as the submarine had postmark devices. Many commemorative covers also exist. SQUALUS is famous as 34 crew were saved (first time ever) from a sunken sub, accomplished by a unique Momsen McCann dive bell. Incidentally the USS SKYLARK (ASR 20) had such a bell on board when THRESHER was lost, but no rescue was possible.

https://www.navalcovermuseum.org/wiki/SAILFISH_SS_192#1st_Commissioning_as_SQUALUS_-_March_1_1939_to_November_15_1939

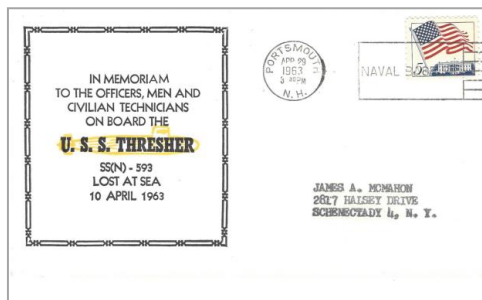
Conclusion

A tribute to Robert "Bob" Rawlins, a previous USCS Director, Treasurer and "Log" editor. Bob was a career Navy sub officer. He was the first Executive Officer of USS THRESHER during her building at the Portsmouth New Hampshire Navy Shipyard. Bob and Skipper Dean Axene stood together on the bridge when THRESHER was launched. Both were transferred before THRESHER was lost. Also, Bob wrote a THRESHER article in the *USCS Log* of April 1999.

Bibliography

"*In Balloon and Bathyscaph*" by Professor Auguste Piccard, Cassell & Co., Ltd. UK 1954
 "*The History of American Deep Submersible Operations: 1775-1995*" by Will Forman, Best Publishing Company 1999
 "*Water Baby. The Story of Alvin*" by Victoria Kaharl, Oxford University Press 1999
 "*The Navy Times Book of Submarines*" by Brayton Harris, Berkley Books 1997
 "*Why the USS Thresher (SSN593) was Lost*" by Bruce Rule, Nimble Books circa 2017
 "*The Rickover Effect*" by Theodore Rockwell, Naval Institute Press 1992
 "*The Realm of the Submarine*" by Paul Cohen, MacMillan Company 1969
 "*Death of the USS Thresher*" by Norman Polmar, Lyons Press 2001
 "*Lost Subs*" by Spencer Dunmore, Madison Press Books 2002
Dictionary of American Naval Fighting Ships -DANFS

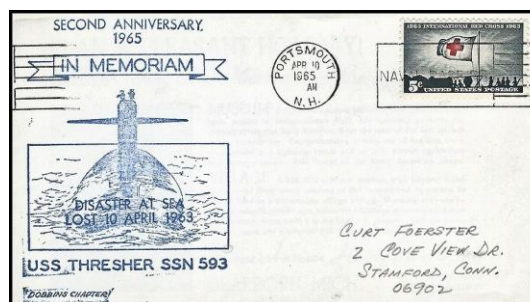
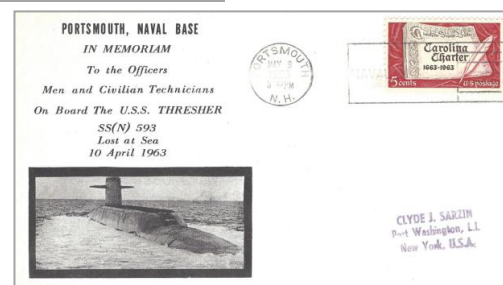
Thresher Commemorative Covers



In Memoriam Cover: 29 Apr 1963 Portsmouth, NH

Cachet by the Nuclear Ships Chapter No. 61, USCS

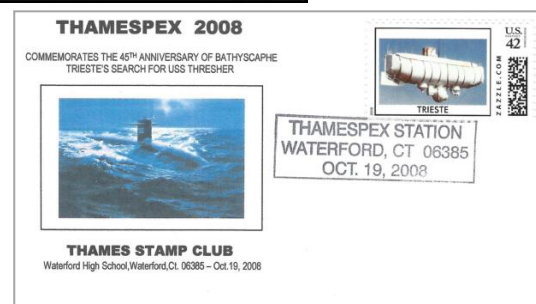
Cover: 9 May 1963 Portsmouth, NH Clyde J. Sarzin cachet



Cover: 10 Apr 1965 Postmark, Portsmouth, NH, 2nd Anniversary.

DOBBINS Chapter cachet

Cover: 19 Oct 2008 45th Anniversary, 'Note the special postage stamp by Zazzle.



Cover: 10 Apr 2013 50th Anniversary, Sagamore Beach, MA. Cachet by Coverscape



NOTE: In mid-September, due to a Freedom of Information Request, the unclassified Court of Inquiry Proceedings finally were released. The 300 page pdf report can be read at the following link:

<https://www.secnv.navy.mil/foia/readingroom/HotTopics/THRESHER%20RELEASE/THRESHER%20pg%201-300.pdf>

The Stray 'A' Censor Markings

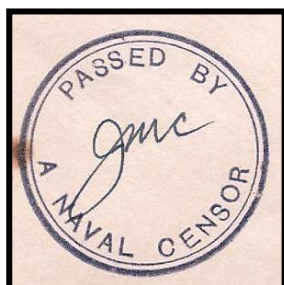
Jim Moses (12,317)
201 NE Granduer Avenue
Port St Lucie FL 34983



In my research I have found many variations of wording on Naval censors' marks. In most cases the mark has the PASSED BY NAVAL CENSOR with the occasional addition of US or some other edifying words. But in this case, courtesy of **Paul Huber**, we're confronted with a Stray 'A'.



C1.2-57



C2.2-38

On the left (**C1.2-57**) is a 30 mm single ring with 2 mm upper case sans serif letters.

There is a 10 mm "break" in phrasing between the P in Passed and the A, and another 10 mm break between the Y in By and the R in Censor.

On the right (**C2.2-38**) is a double ring (34/31 mm respectively) with 2 mm upper case sans serif letters. There is a 9 mm "break" in phrasing between the P in Passed and the A, and a 10 mm break between the Y in By and the R in censor. The outer ring is noticeably thicker.^[1]

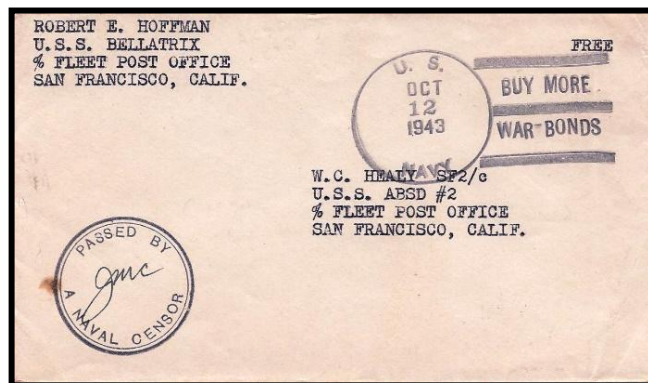
Chances that the addition of the letter 'A' is an error seem slim. This conclusion is based upon the fact that the additional 'A' is balanced within the arc of the circle, the 'A' being across from the R and the measurement of the breaks are very similar. And of course, it appears on two different marks. Yet the question remains: why the additional letter? Unlike adding U.S. or Naval instead of Navy, this appears to be a particular quirk of the ship's censors.

Both are from the ARCTURUS-class attack cargo ship USS BELLATRIX (AK 20/AKA 3), a heavily armed cargo ship with one 5-inch gun, eight 40-mm guns, and 18 20-mm guns.

Cover 1



The first cover is from 20 May 1942 to a family member in Center TX. USS BELLATRIX (AK 20/AKA 3) had arrived Pago Pago, Tutuila Island, on 8 May and began discharging her cargo of lumber and supplies that same day. Late on the 9th, she steamed to nearby Apia, Upolu Island, where she disembarked a Naval Construction Battalion and their equipment. BELLATRIX would depart Samoa on 23 May for Nukualofa Harbor, Tongatabu.



Cover 2

The second, to ABSD (Advanced Base Section Dock) #2, is cancelled 12 October 1943. BELLATRIX at this time was on route to Wellington, New Zealand via Honolulu assigned to the 5th Amphibious Force for the invasion of the Tarawa, Gilbert Islands. A subsequent shipment to the Gilbert Islands was terminated due to failure of her port engine and she returned to San Francisco for repairs.

She was constructed in Tampa as a C2-T class merchant marine cargo ship for the Maritime Commission under the name RAVEN. In April 1941, the War Shipping Administration transferred control of the unfinished RAVEN to the U.S. Navy. She was reclassified as an AKA-3 attack cargo ship, and launched in August. BELLATRIX served in the Pacific during 1942, and participated in the Battle of Guadalcanal by delivering troops and supplies to the initial attack on 7 August. She made two subsequent shipments to the island, bringing both cargo and reinforcements and served for a short while in the Mediterranean and participated in the Sicily invasion.^[2]

**USS BELLATRIX (AK 20)
off Tampa, 1942^[3]**



ABSD #2^[4]

References

1. Moses, James H., *U.S. Navy Censorship Markings, 1940-1945*, unpublished manuscript
2. *The Dictionary of American Naval Fighting Ships*, <http://www.hazegray.org/danfs/>
3. Wikipedia
[https://en.wikipedia.org/wiki/USS_Bellatrix_\(AKA-3\)](https://en.wikipedia.org/wiki/USS_Bellatrix_(AKA-3))
4. *ABSD-2, World War II Database*, https://ww2db.com/ship_spec.php?ship_id=850

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

In these instances, C1.2-57 means it is circular (C), a single circle (1), the wording is broken into two parts (.2) and has been assigned the number 57 = C1.2-57. The second mark is circular (C), two rings (2), the wording is broken into two parts (.2) and has been assigned the number 38 = C2.2-38.

Ships Named after Medal of Honor Awardees USNS SGT WILLIAM R. BUTTON (T-AK 3012)

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

Named for a Marine who earned a Medal of Honor in Haiti in 1919, the modern cargo ship USNS SGT WILLIAM R. BUTTON (T-AK 3012) plies the waters ready to supply Marines with gear.



USNS SGT WILLIAM R. BUTTON (T-AK 3012)

William R. Button

Born in Saint Louis, Missouri 3 December 1895, Button enlisted in the Marines in 1917. Sent to Haiti with the 7th Marine Regiment as part of the Second American Occupation of Haiti, the corporal led local *Gendarmerie* during a campaign to find Haitian rebel leader Charlemagne Peralte.



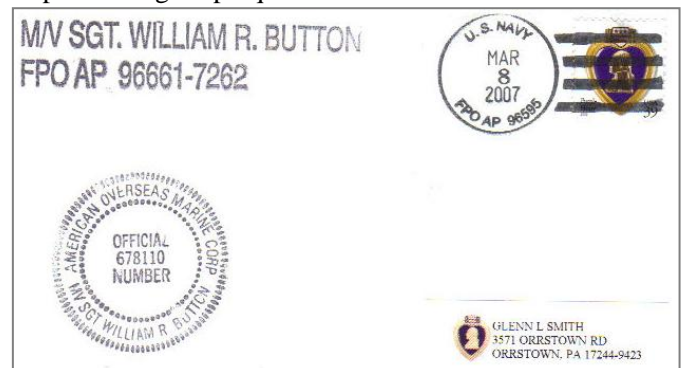
William R. Button

In a battle over the night of 31 October/1 November, Button and his men tracked down and killed Peralte. Promoted to Sergeant, Button remained in Haiti, dying there at age 25 of malaria. He is buried in his hometown, under a brass memorial plaque purchased by his comrades.

His Medal of Honor citation reads, in part:

For extraordinary heroism and conspicuous gallantry and intrepidity in actual conflict with the enemy near GRANDE RIVIERE Republic of Haiti, on the night of October 31 - November 1, 1919, resulting in the death of Charlemagne Peralte, the supreme bandit chief in the Republic of Haiti, and the killing and capture and dispersal of about twelve hundred (1200) of his outlaw followers. Corporal William R. Button not only distinguished himself by his excellent judgment and leadership, but unhesitatingly exposed himself to great personal danger, when the slightest error would have forfeited not only his life but the lives of the detachments of Gendarmerie under his command. The successful termination of his mission will undoubtedly prove of untold value to the Republic of Haiti.

Button's name graces the active-duty roll-on/roll-off cargo ship USNS SGT WILLIAM R. BUTTON (T AK 3012) upon her launch in 1986. She was delivered in June 1986 to operate under the direction of Military Sealift Command, operated by American Overseas Marine as M/V SGT WILLIAM R. BUTTON. Sealift Command purchased the vessel 16 January 2007, making her a USN vessel. The fifth 2ND LT JOHN P BOBO-class vessel built, BUTTON carries enough gear to outfit a Marine Air Ground Task Force for a month. Cargo can be driven on and driven off her lower decks, and containers and other cargo can be lifted to her deck. She displaces over 44,000 tons fully loaded. BUTTON serves as alternate flagship for Maritime Propositioning Ship Squadron 3.



Locy Type 2 -FPO AP 96595- Naval Support Facility, Diego Garcia

BUTTON has no post office, but the seal on the bottom left shows this as a postally used item. The cancel hails from Naval Support Facility Diego Garcia and is a Locy Type 2 (FPO AP 96595)



Ship's seal

USCS Auction #11

Closes 31 December 2020

Minimum bid \$1.00. Please send bids to:

Laurie & David Bernstein, Log Auction Managers
3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048Or email to seadragons@cox.netPrices realized are always available with an SASE or as a
reply to an email request

Winning price is \$.50 over second highest bid

- 11-01 PHILIPPINE SEA (CV 47) 5-20-46 Generic US Navy cachet
11-02 40th Anniv launch of BB OREGON 10-26-38, PM USF CONSTITUTION
11-03 WEST VIRGINIA (BB 48) 7-20-35 r/s cachet on PC of ACR WEST VA, kb Fleet Week Seattle
11-04 NORTHAMPTON (CA 26) 4-12-36 Easter Greetings by Stinemetts
11-05 PENNSYLVANIA (BB 38) 11-16-34 Adm Reeves returns by US Fleet Ch
11-06 LMSR 509/LCS (1)6, PT 601 & 602 10-22-45 Navy Day cachet w/censor
11-07 DOBBIN (AD 3) 11-24-38 Thanksgiving Day 1938 cachet
11-08 TEXAS (BB 35) 4-17-38 Hand-color bunny w/umbrella, Showers of Easter Blessings
11-09 MINNEAPOLIS (CA 36) 5-19-34 commission cachet
11-10 TEXAS (BB 35) 7-4-38 July 4 hand colored cachet, kb en route Copenhagen
11-11 USF CONSTITUTION (IX 21) 10-27-33 Navy Day cachet auto by WG Crosby
11-12 MALOY (DE 791) 4-15-48 Anniv of Lincoln's death
11-13 DALE (DD 353) 6-17-35 r/s commission cachet
11-14 MACLIESH (DD 220) 7-4-34 hand colored July 4 cachet, 2 autographs
11-15 POTOMAC (AG 25) 7-12-38 3rd Anniv, Viking's Crew No. 8
11-16 USF CONSTITUTION (IX 21) 9-10-31 Old Ironsides sails the sea once more
11-17 US Naval Antarctic Support Activities Pole Station r/s cachet 6-21-72 (odd date cxl)
11-18 US Naval Antarctic Support Activities McMurdo Sta 11-12-73, PM USN Br 17038
11-19 RICHMOND (CL 9) 6-10-35 "the Rambler" cachet, ship in life ring
11-20 INDIANAPOLIS (CA 35) 11-15-32 commission cachet w/CO auto
11-21 CASU 3 (Carrier Air Serv Unit) 9-23-43 sailor mail w/censor mark
11-22 Great Lakes Naval Training Sta 7-29-35 officially reopened, PM Great Lakes, IL
11-23 Naval Arctic Research Lab Fletcher's Ice Island 10-21-73 auto
11-24 South Pole Sta 11-2-75, 2 different cachets, auto, PM S Pole Br
11-25 US Antarctic Research program, Nat'l Science Foundation 11-1-72, auto PM USN Br 17038
11-26 CINCINNATI (CL 6) 5-29-35 Visit of US Fleet to Hawaiian Islands
11-27 RICHMOND K TURNER (DLG 20) greetings by Nicholson
11-28 LONG ISLAND (CVE 1) 6-2-41 FDPS by Hutnick
11-29 BARRACUDA (SS 163) 6-15-37 Decom by Tuchinsky
11-30 BESUGO (SS 321) 6-19-44 commission cachet, surfaced sub & eagle
11-31 BLACKFISH (SS 221) 7-22-42 commission by Greene, PM Groton
11-32 BLENNY (SS 324) 8-9-44 launch cachet by Herald, PM Groton
11-33 BREAM (SS 243) 1-24-44 commission by Simmons
11-34 CABEZON (SS 334) 8-27-44 launch by Herald, PM Groton
11-35 BERGALL (SS 320) 6-12-44 commission by Spader
11-36 BAYA (SS 318) 5-20-44 commission by Spader, PM Groton
11-37 BASS (SS 164) 10-1-40 FDPS Recommissioned by Hutnick
11-38 BARB (SS 220) 7-6-42 commission by Spader, PM Groton
11-39 BRANT (AM 24) 7-4-35 Independence Day cachet
11-40 2-W WILSON (SSBN 624) 2-14-76 1st Poseidon since refit, PM Patrick AFB & Cape Canaveral
11-41 BOISE (CL 47) 11-18-38 shakedown cruise, kb Cape Town, by Nicholson
11-42 WISCONSIN (BB 64) Midshipmen cruise to Europe, kb Oslo
11-43 BARRY (DD 933) 6-27-82 1982 Tall Ships Newport by Hoffner H229
11-44 JASON DUNHAM (DDG 109) 11-13-2010 Visit to Nav Sta Newport
11-45 TRUXTUN (DDG 103) 8-9-2010 Visit to Nav Sta Newport
11-46 MACDONOUGH (DD 341) 10-14-35 Visit to Bermuda printed photo cachet
11-47 FLUSSER (DD 368) 1-31-37 shakedown cruise, kb Hamilton, Bermuda
11-48 ST PAUL (CA 73) 11-9-70 clear ships rubber cachet
11-49 SOUTH CAROLINA (CGN 37) 9-10-79 Welcome HMS GALATEA (FF) Nicholson
11-50 MITSCHER (DDG 35) 10-19-77 Welcome HMS PENELOPE (FF) Nicholson
11-51 USCGC EAGLE (WIX 327) 6-14-71 ships r/s cachet, PM New London
11-52 RV ATLANTIS II 3-8-73 ships marking, used by Ballard during TITANIC search
11-53 2 DE/FF r/s cachet covers: JESSE L BROWN (1089) 1973 & GRAY (1054) 1976
11-54 2 DLG r/s cachet covers: SOUTH CAROLINA (37) 1975 LYNDIE MCCORMICK (8) 1977
11-55 PEGASUS (PHM 1) 8-3-78 ships r/s cachet, Seattle Seafair, PM STERETT
11-56 BLUEBACK (SS 581) 6-24-78 2 ships r/s cachet, open house Seattle, PM MT HOOD
11-57 2 FF r/s cachets: AYLWIN (1081) 1978 & FRANCIS HAMMOND (1067) 1977
11-58 CARPENTER (DD 825) 5-25-80 Reserve Cruise, visit to Seattle, PM MAUNA KEA
11-59 2 DD 1980 r/s cachets: MCKEAN (784) 1980 & DAVID R RAY (971)
11-60 USCGC PT RICHMOND (WPB 82370) Seattle Seafair, PM PELELIU
11-61 2 SSN r/s cachets: WILLIAM H BATES (680) 1986 & BATFISH (681) 1981
11-62 2 SSN 1979 r/s cachets: L MENDLE RIVERS (686) & TUNNY (682)
11-63 2 SSN r/s cachets: PUFFER (652) 1970 CO auto & PORTSMOUTH (707) 1985
11-64 2 SSN r/s cachets: PITTSBURGH (720) 1992 & LOS ANGELES (688) 1978
11-65 2 SSN r/s cachets: NEW YORK CITY (696) 1992 & PARGO (650) 1985
11-66 2 SSN r/s cachets: POGY (647) 1971 & LA JOLLA (701) 1982
11-67 2 SSN r/s cachets: GROTON (694) 1988 & HADDOCK (621) 1973
11-68 2 SSBN r/s cachets: ABRAHAM LINCOLN (602) 1964 & JAMES MADISON (627) 1987
11-69 2 SSBN r/s cachets for SAM HOUSTON (608) 1964 & 1962
11-70 2 SSBN r/s cachets: JAMES MONROE (622) 1965 & JAMES K POLK (645) 1966
11-71 2 SSBN r/s cachets for FRANCIS SCOTT KEY: r/s cachet 1975 & Polaris launch 1967
11-72 2 SSBN r/s cachet: NATHANIEL GREENE (636) 1972 & G W CARVER (656) 1974
11-73 2 SSBN r/s cachets: SIMON BOLIVAR (641) 1966 & JAMES MADISON (622) 1975
11-74 2 SSBN r/s cachets: ETHAN ALLEN (608) 1962 & STONEWALL JACKSON (634) 1966
11-75 2 SSBN r/s cachets: CASIMIR PULASKI (633) 1984 & US GRANT (631) 1964
11-76 2 SSBN r/s cachets: LAFAYETTE (616) 1964 & OHIO (726) 1982
11-77 2 SSN r/s cachets: BARB (695) 1965 & BATFISH (681) 1989
11-78 2 DD r/s cachets: DE HAVEN (727) 1970 & FLETCHER (992) 1987
11-79 2 LPD r/s cachets: DULUTH (6) 1983 & DUBUQUE (8) 1988
11-80 2 DDG r/s cachets: CHARLES F ADAMS (2) 1979 & CHANDLER (996) 1983
11-81 2 FF r/s cachets: THOMAS C HART (1092) 1982 & VOGUE (1047) 1988
11-82 2 FFG r/s cachets: WADSWORTH (9) 1980 & GARY (51) 1986
11-83 2 FF r/s cachets: HAROLD E HOLT (1074) 1987 & PAUL (1080) 1978
11-84 2 FF 1980 r/s cachets: BOWEN (1079) & THOMAS C HART (1092)
11-85 2 DD r/s cachets: FORREST SHERMAN (931) 1982 & HARRY W HILL (986) 1983
11-86 2 DD r/s cachets: MULLINNIX (944) 1978 & DEYO (989) 1987
11-87 2 DDG r/s cachets: DEWEY (45) 1983 & DAHLGREN (43) 1988
11-88 2 AO 1982 r/s cachets: MONONGAHELA (178) & MERRIMACK (179)
11-89 TICONDEROGA (CG 47) 9-30-2004 Decom cachet by Adm Byrd Ch
11-90 O'BRIEN (DD 975) 9-24-2004 Decom cachet by Adm Byrd Ch
11-91 CONSTELLATION (CV 64) 10-7-2004 Undock from dry-dock PM CARL VINSON by USS Puget Sd Ch
11-92 USCGC SEA HORSE (WPB 87361) 9-7-2005 commissioning by Decatur Ch
11-93 CAMDEN (AOE 2) 10-14-2005 decom by Decatur Ch
11-94 USCGC POINT BROWER (WPB 82372) 1-18-2002 Decom by Decatur Ch
11-95 USCGC POINT BAKER (WPB 82342) 2-5-2002 Decom by Decatur Ch
11-96 USCGC SWEETGUM (WLB 309) 2-15-2002 Decom by Decatur Ch
11-97 BRIDGE (AOE 10) 11-5-2003 Homecoming from Op Enduring Freedom by USS Puget Sd Ch
11-98 MESA VERDE (LPD 19) 5-18-2015 hand painted alligator head, r/s cachet on back
11-99 GABRIELLE GIFFORDS (LCS 10) 6-13-2015 Christening by DC94, PM Mobile
11-100 TAYLOR (FFG 50) 6-27-2014 hand painted eagle head & ships r/s cachet
11-101 WINSTON CHURCHILL (DDG 81) hand painted different eagle head & r/s cachet
11-102 DE WERT (FFG 45) 4-4-2014 decom by Decatur Ch
11-103 USCGC CHARLES SEXTON (WPC 1108) 3-8-2014 commission Decatur Ch
11-104 ROBERT G BRADLEY (FFG 49) 3-28-2014 LDC by Decatur Ch
11-105 DEWEY (DDG 105) 3-6-2010 Eagle Head hand colored cachet, r/s cachet on back
11-106 2 AS r/s cachets: MCKEE (41) 1982 & FRANK CABLE (40) 1980
11-107 USCGC POLAR SEA (WAGB 11) 1-27-99 ships r/s cachet, PM USAF McMurdo
11-108 2 FF r/s cachets: COOK (1083) 1976 & DONALD B BEARY (1085) 1980
11-109 2 CG r/s cachets: VALLEY FORGE (50) 1987 & TICONDEROGA (47) 1986
11-110 2 FF r/s cachets: DAVIDSON (1045) 1986 & DOWNES (1070) 1988
11-111 2 FF r/s cachets: CONNOLE (1056) 1978 & CAPODANNO (1093) 1986
11-112 2 FFG r/s cachets: THACH (43) 1985 & HALYBURTON (40) 1988
11-113 2 DDG r/s cachets: MITSCHER (35) 1978 & MACDONOUGH (39) 1980
11-114 2 DD r/s cachets: INGERSOLL (990) 1980 & LEFTWICH (984) 1981
11-115 2 LHA 1980 r/s cachets: PELELIU (5) & NASSAU (4)
11-116 2 FFG r/s cachets: CLARK (11) 1980 & JOHN L HALL (32) 1983
11-117 US Coast Guard Port Safety Sta Houston 5-1-76 r/s cachet and CO auto
11-118 USCGC COURAGEOUS (WMEC 622) 1-26-76 BOMEX cachet, Fla PM
11-119 NEW JERSEY (BB 62) 4-4-83 very clear r/s cachet
11-120 USCGC CHINOOK (WPB 87308) 8-4-2015 celebrate USCG 225th Anniv by Decatur Ch
11-121 USCGC JAMES (WMSL 754) 8-8-2015 commission cachet by Decatur Ch
11-122 HYMAN G RICKOVER (SSN 709) 12-14-2006 Deactivation Ceremony by Decatur Ch
11-123 SALT LAKE CITY (SSN 716) 11-3-2006 LDC by Decatur Ch
11-124 FREEDOM (LCS 1) 11-8-2008 commission cachet by Goodwin
11-125 WAYNE E MEYER (DDG 108) 10-18-2008 Christening by Goodwin
11-126 SAMPSON (DDG 102) 9-16-2006 Christening by Goodwin
11-127 NEW HAMPSHIRE (SSN 775) 10-25-2008 commission by Goodwin
11-128 VALLEY FORGE (CG 50) 1-29-2003 Op Enduring Freedom by Hoffner
11-129 PELELIU (LHA 5) 3-31-2015 decom by Decatur Ch
11-130 LAUB (DD 263) 9-15-40 Last Day cancel, exchanged to England by Nicholson

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Alan Bassett, Charles Garniewicz, Herb Harfst and Danny Piper.

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S11-47 PETREL (PG 2) 3-24-1911 clear ships cxi on B&W PC MB \$4
S11-48 BUFFALO (aux cruiser/AD 8) 12-19-11 clear ship T-1 cxi rated R1 on
color PC MB \$10
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kb Santiago MB \$3
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S11-113 ARCHERFISH (SSN 678) 12-17-71 commission DPS 62, PM Groton MB \$1
S11-114 ARCHERFISH (SSN 678) 12-17-91 comm by N Hale Ch, PM Groton MB \$1
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S11-116 ARCHERFISH (SSN 678) 12-17-81 10th Anniv Decatur Ch, Groton MB\$1
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S11-118 ARCHERFISH (SSN 678) 10-27-89 Navy Day Rogak, PM Bremerton MB \$2
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S11-120 ARCHERFISH (SSN 678) 10-30-90 marking for North Pole w/ships r/s
cachet MB \$2
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S11-124 DRUM (SSN 677) 4-15-82 10th Anniv by Rawlins, PM Mare Is MB \$1
S11-125 DRUM (SSN 677) 4-15-72 commission by Boss, PM Mare Is MB \$1
S11-126 DRUM (SSN 677) 4-15-72 comm by USS Saginaw Ch, PM Mare Is MB \$1
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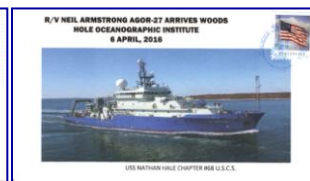
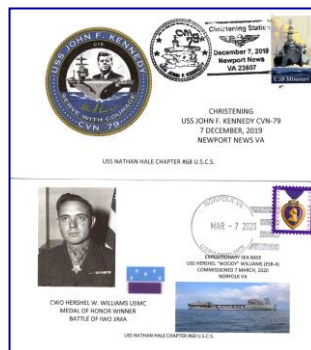
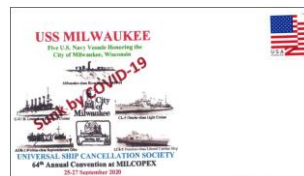
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Annual Pearl Harbor Remembrance Day Sta. "Let We Forget" December 7, 2020 Concord, CA 94520



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Life Membership: To age 45, \$500; ages 46-55, \$400; ages 56-65, \$350; ages 66-75, \$250; age 76 and older, \$100.
 Renewal invoices sent each December for membership year beginning April 1. All payments must be in U.S. funds or check/ money order drawn on a U.S. bank or a USPS money order payable to USCS or to Receipts@USCS.ORG from a PayPal account.

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

11/18



STEVE SHAY
747 SHARD CT
FREMONT CA 94539

PERIODICAL

Secretary's Report October 2020 Welcome New Members

12609 Gary L Batten, Des Moines, Iowa by Rich Nallenweg (10385)

Membership on 9/4/2020.....	764
New Members.....	1
Membership on 10/3/2020.....	765
Membership on 10/6/2019.....	798

Steve Shay,
Secretary

LOG AUCTION DONATIONS

Please consider donating your excess covers to the USCS monthly auctions.
Your donations are appreciated and you will receive an acknowledgement
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Phoenix, AZ 85048

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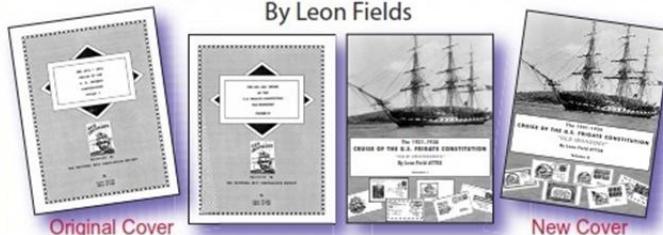
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Contact Mel Dick, USCS Chapter Coordinator.
84 Bradford Ave
Camarillo CA 93010-1703
POLLODELMAR143@YAHOO.COM

The USCS Has Reprinted THE CONSTITUTION BOOK By Leon Fields



PDF version (on flash drive) \$30.00 - free shipping in U.S.

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PO Box 7237, Aloha OR 97007-7237

Future USCS Convention Schedule

2021 September 3-5 - BALPEX - Hunt Valley MD