

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 87 No. 12

December 2020

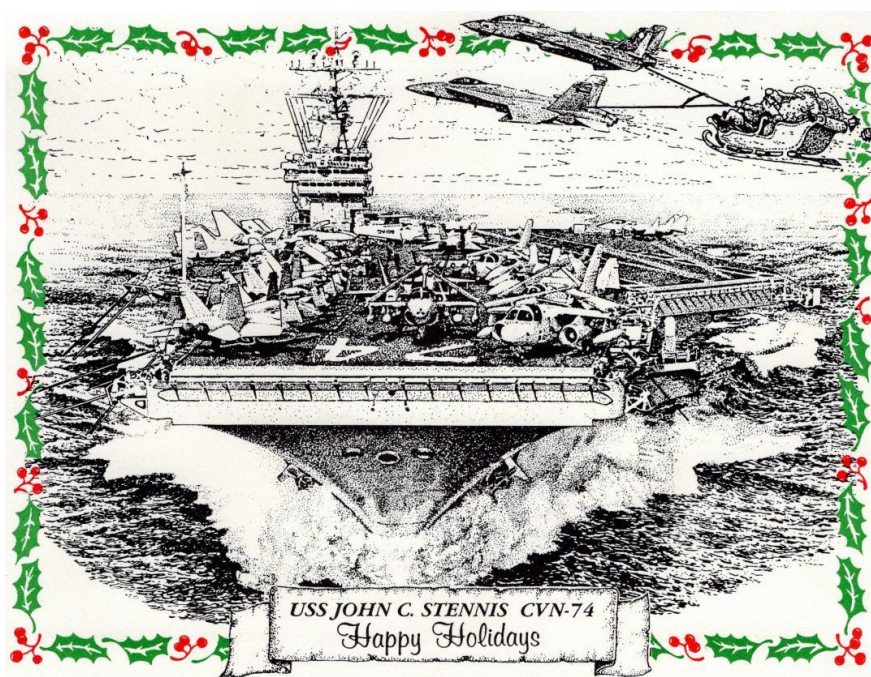
Whole No. 1045

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Feature Card

USS JOHN C. STENNIS (CVN 74)



Christine and Gene Sanders (12,101) provide the feature item for the December Log cover. The bow on view of USS JOHN C. STENNIS (CVN 74) on this card shows most of her planes aboard except for a pair pressed into service to help Santa complete his deliveries a little quicker.

Merry Christmas and may you have a happier New Year in 2021.



25th Anniversary Sta.

December 9, 2020
Newport News, VA 23607

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

This is amazing! With this issue of the **USCS Log**, I will have completed 21 years as your editor. That is 251 **Logs** and over 8,000 pages. The real credit goes to the hundreds of authors, columnists and news contributors who have kept me supplied with their research articles and the scans of their collection items. And now we move on to Volume 88 with January's issue.

If you have appreciated reading the **USCS Logs** over the years of your membership, please continue your membership and return the renewal form if this is the year for your renewal. We need you and your continued support.

Cover of the first Log issue I edited Jan. 2000

As we finish the old year and prepare for 2021, please verify that your email and postal address are current. Please send any address or email changes to **Steve Shay**.

Over the last few weeks, I have been participating in ZOOM meetings with members of the Website Revision Committee for training on how to transfer the hundreds of files from the old USCS website to the new website. Each Committee member has taken on a section to revise and move. It has been an eye-opener to see the wealth of material that has been available on the website. What has been really important to me is the understanding of how quickly data can become dated if not constantly reviewed and updated. For example, I am updating the USCS Awards section and needed to go back 8 years to bring the data current. Without a person assigned to reviewing and updating each of the sections, it would be impossible to keep everything current. It is even more difficult if the updates have to go to a technical person to post the changes necessary.

My hat is off to all of the Website Revision Committee members who are diligently working on the revisions—it has been an enormous task! What has also been highly obvious is that several members, who frequently advocated for a new website over the years, have yet to participate in any of the updating activities.



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

Out with the Old in with the New!
Merry Christmas and may the New
Year be safer and better in 2021!

Check out the USCS Fire Sale
See Page 31

Recently/Currently Deployed

USNS PECOS (T-AO 197) South China Sea
 USNS BURLINGTON (T-EPF 10) Deployed 26 Sept. SOUTHCOM
 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 May 2020
 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 December 1914 (Inter War)

Rear Adm. Alfred Thayer Mahan dies. A graduate of the Naval Academy and a veteran of the Civil War, he served two tours as President of the Naval War College. He is also known for his numerous naval publications, notably *The Influence of Sea Power upon History*.

3 December 1775 (Classic)

The first American flag is raised on board a Continental ship when Lt. John Paul Jones hoists the Grand Union Flag during Continental ship ALFRED commissioning at Philadelphia, PA.

11 December 1941 (WW II)

The Wake Island Garrison under CDR Winfield Cunningham repulses the Japanese invasion force with shore battery fire that sink Japanese destroyer HAYATE while Marine F4Fs sink destroyer KISARAGI.

19 December 1941 (WW I)

The U.S. Naval Academy class of 1942 graduates six months early due to the nation's entry into World War II. 564 graduate and 169 non graduates went to War

22 December 1819 (Classic)

The Revenue cutter DALLAS seized a vessel laden with lumber that had been unlawfully cut from public land in what was one of the first, if not the very first, recorded instances of a revenue cutter enforcing an environmental law.

23 December 1968 (Modern)

The sailors of USS PUEBLO (AGER 2) are repatriated following their release by the North Korean government. The crew had been captured off Wonsan on 23 January 1968.

24 December 1950 (Korean War)

Under cover of naval gunfire support, Task Force 90 completes a 14-day evacuation of 100,000 troops and equipment and 91,000 refugees from Hungnam, North Korea during the Korean War.

27 December 1942 (WW II)

The minelayers, USS KEOKUK (CM 8), USS SALEM (CM 11), and USS WEEHAWKEN (CM 12) begin mining approaches to Casablanca, French Morocco, which lasts two days.

28 December 1857 (Classic)

The light was first illuminated in the Cape Flattery Lighthouse, located on Tatoosh Island at the entrance to the Straits of Juan de Fuca, Washington. "Because of Indian trouble it was necessary to build a blockhouse on Tatoosh Island before even commencing the construction of the lighthouse. Twenty muskets were stored in the blockhouse, and then the lighthouse work began."

31 December 1862 (Civil War)

USS MONITOR founders in a storm off Cape Hatteras, N.C. and is lost. Ordinary Seaman John Jones of USS RHODE ISLAND is awarded the Medal of Honor for his conduct while rescuing crewmen during the night.

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

25 YEARS – JOHN STENNIS CVN-74, 12/9; **5 YEARS** – 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

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.

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Naval News

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PCU SANTA BARBARA Keel Laid

The keel for the future USS SANATA BARBARA (LCS 32) was laid on 27 October by Mrs. Lolita Zenke at Austal, USA Shipyard in Mobile, AL.

PCU MARINETTE Launched

On 31 October 2020, Fincantieri Marine Group launched the US Navy's future littoral combat ship USS MARINETTE (LCS 25) into the Menominee River.

Due to the COVID-19 restrictions, the ceremonial christening has been postponed to the spring of 2021.

LCS 25 will be the first US Navy ship to bear the name MARINETTE, and is named to recognize the town's significant contributions to navy shipbuilding.

In addition, MARINETTE will be the 13th FREEDOM-variant LCS and will join a class of more than 30 ships.

CGC STONE Delivered

New National Security Cutter STONE (WSML 758) was delivered to the US Coast Guard on 9 November 2020 by Ingalls Shipbuilding. STONE will be commissioned in Charleston, South Carolina in February 2021.

(ESB 6) Named

Secretary of the Navy Kenneth J. Braithwaite announced on 10 November that a future U.S. Navy Expeditionary Sea Base (ESB) class ship will honor Medal of Honor Recipient Marine Corps Sergeant Major (Retired) John L. Canley.

Canley was awarded the nation's highest honor 50 years after his actions serving as Company Gunnery Sergeant, Company A, First Battalion, First Marines, First Marine Division in the Republic of Vietnam from January 31 to February 6, 1968 during the Battle of Hue City.

"To honor the remarkable Vietnam generation on this 245th birthday of the United States Marine Corps, ESB-6 will be named USS JOHN L. CANLEY to honor a man who has exemplified all that has made our service strong, and our Nation thrive," said Braithwaite. "Then-Gunnery Sergeant Canley led his men through the Battle of Hue City, going above and beyond the call of duty as he carried wounded Marines to safety and drove the enemy from a fortified position. His courageous actions resulted in the award of the Medal of Honor, as well as the enduring gratitude of our Nation."

Canley was born in Caledonia, Arkansas, and enlisted in the United States Marine Corps in Little Rock. He retired from the United States Marine Corps in 1981 and continues to serve his community and Marine Corps family today.



Norfolk Navy News

*Darrell Millner (9859)
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Newport News VA 23606*



PCU MONTANA Rolled Out

Huntington Ingalls Industries transferred the recently christened PCU MONTANA (SSN 794) to the floating dry dock at the company's Newport News Shipbuilding division in preparation for the ship's launch.

During a three-day process that began Saturday, 3 October the 7,800-ton submarine was successfully raised off its keel blocks and transported out of a construction facility using a transfer car system. Once the submarine was positioned in the floating dry dock, shipbuilders began to make final preparations to ensure MONTANA can be launched into the James River for the first time in November. Once in the water, MONTANA will be moved to a pier for execution of the waterborne test program and crew certification.

The boat is approximately 85% complete. MONTANA was christened by former Secretary of the Interior Sally Jewell during a ceremony in front of a virtual audience on 12 September, and the submarine is scheduled to be delivered to the U.S. Navy in late 2021.

USS STOUT Returns to Norfolk

USS STOUT (DDG 55) returned to Naval Station Norfolk 12 October, marking the end of a nine month deployment to U.S. 2nd, 5th, and 6th Fleet areas of operation.

In mid- January STOUT's crew departed Norfolk and operated under U.S. 2nd Fleet, taking part in the USS DWIGHT D. EISENHOWER (CVN 69) Carrier Strike Group's (CSG) Composite Training Unit Exercise (COMPTUEX), the final certification exercise prior to deployment. Upon successful completion and certification, she and the IKECSG immediately crossed the Atlantic to execute missions as assigned.

While in U.S. 5th Fleet, STOUT operated with the EISENHOWER and NIMITZ Carrier Strike Groups, BATAAN Amphibious Readiness Group and Coalition Task Force Sentinel.

As COVID-19 made frequent port visits unsafe, STOUT completed the first modern Mid-Deployment Voyage Repair (MDVR) period at sea, spending a week executing scheduled maintenance and preservation to maintain mission readiness while deployed. Throughout deployment, her technicians executed depot level repairs on vital engineering and combat systems equipment. During that period the ship conducted morale events, like swim calls and steel beach picnics. She conducted nearly 40 replenishments-at-sea enabling their continuous support to the mission.

USS COLE Change of Command

CDR J. Vincent Libasci, III, relieved CDR Edward Pledger as USS COLE (DDG 67) commanding officer 30 October at Naval Station Norfolk.

Regards, Darrell

President's Message

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Over the early weeks of November, members of the Website Revision Committee have been trained on methods to transfer the data files from the current website to the new test site. Committee members have taken sections of the websites to speed the transfer. Progress IS being made.

You may notice that over the past few months we have changed our policy on publishing member's addresses. In these times of fraud and privacy concerns, we are now only printing member's names and city/state information. I have been doing the same for new authors. I check with them to see if they want their names and mailing addresses printed.

Along with this issue of the *USCS Log* you will find the election package. The major section presents the candidates and their views on how they propose to serve the membership as an officer or director over the next two years.

As I promised when I sought election 2 years ago, I have worked diligently to recruit newer members to run for positions as officers and directors of USCS. As you can see from the slate of candidates, many newer members are eager to seek your vote to move USCS forward over the next decade. As you know, growth and improvement in any organization or business can best be achieved by an infusion of new ideas and new energy. This year, you have the opportunity to make a significant positive change to the board by careful consideration of each candidate's potential to bring leadership change for the future of USCS. Please support my efforts and consider voting for these new candidates.

Please mark your ballots as instructed and mail them to the Chair of the Ballot Counting Committee. **The Committee must receive Ballots by February 1, 2021.**

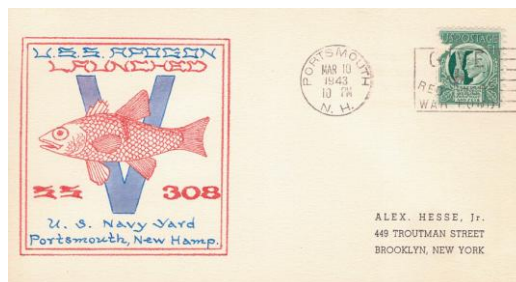
Those members who receive only the *eLOG* will receive the ballot package by USPS mail sent by **Secretary, Steve Shay**.

As promised, this December issue of the *USCS Log* has a focus on the attack on Pearl Harbor. I appreciate members of the Pearl Harbor Chapter and others who shared their research and collections for the issue. Because I had so much material to work into the layout of this issue, some regular columns and articles have been pushed back to the January *Log*. Additionally, I have a wealth of new articles on hand for a great start on the 2021 run. Therefore, if your dues are due this coming year, please send them in now so you will be sure to keep your *Logs* coming without a break in service.

While we continue dealing with the COVID-19 pandemic, I see that more philatelic events are being cancelled into 2021. December's FLOREX was cancelled and the Sarasota National Stamp Exhibition 22-24 January 2021 has also been cancelled. Also, the Southeastern Stamp Expo in Atlanta GA on 29-31 January has also been cancelled.

USCS Auctions – take a look!

USS APOGON (SS 308) Launching Gow Ng cachet
Japan -- Fall of Singapore FDC 2-15-42 card



ALEX. HESSE, Jr.
449 TROUTMAN STREET
BROOKLYN, NEW YORK

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



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

The Goat Locker

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It is not generally known that, in time of war, the Coast Guard is transferred from general government control to the Navy Department. Thus, it was in 1941 when the Coast Guard was placed under naval authority just five weeks before that “Day of Infamy.”

To set the record right, President Roosevelt in May and June loaded ten cutters to Great Britain and various cutters made up the Greenland patrols. The Coast Guard’s 14th District (Honolulu) went to the Navy in August and the whole service became the nucleus of the Navy that November, including buoy tenders and lighthouses.

On December 7, 1941 twelve cutters were in the Oahu, Hawaii area. At least one of them, USS TANNEY, CG which was tied up at the civilian Pier 6 in downtown Honolulu fired on Japanese aircraft. Under orders from Ensign John P. Latimer (the gunnery officer), the cutter’s 3-inch guns and 50-caliber machine guns placed a barrage in front of a formation of five bombers (second wave, 9:00 AM) that flew directly over the cutter. They looked like they were heading for a nearby power plant or the pier itself. While TANNEY didn’t hit anything, they forced the formation to turn away from its intended target.

The cutter’s lone pilot, Lt. Frank Erickson (later flew first CG helicopter rescue mission in 1944) was assigned duty officer at the Admin Building, Ford Island Naval Air Station and an eye-witness to the Japanese attack. His last duty before being relieved was “morning colors” and two explosions shook the building. Erickson announced a call to General Quarters, rather than morning colors as the first wave of Japanese aircraft flew over “battleship row.”

From the building, Erickson witnessed both OKLAHOMA and UTAH had rolled over and had vanished beneath the surface. A geyser of flames erupted from ARIZONA, and only a twisted superstructure remained above the surface. As suddenly as they had come, the attacking Japanese aircraft were gone. Observers grabbed Springfield rifles and Thompson sub machine guns, and climbed into the rear seats of unarmed observation planes in a search of their enemy. Scarcely had they taken off when a second wave of attackers appeared.

After the attack, Battleship Row was a shambles. The battleships ARIZONA, OKLAHOMA, and CALIFORNIA were sunk at their berths. WEST VIRGINIA was hopelessly ablaze and sinking, NEVADA was burning and aground, MARYLAND, TENNESSEE and the drydocked PENNSYLVANIA were damaged. One may view a Coast Guard buoy-tender (stern shot) battling the fires aboard one

of the battleships and it can’t be CGC WALNUT. She was anchored off, Midway Island and that only leaves CGC KUKUI (WAGL 222) that was home-ported at Pier 4, Honolulu.

Regarding CGC TANNEY, she was commissioned on 24 October 1936 and assigned to the Honolulu District (1936-41.) The cutter operated in the Pacific Theatre until early 1944. For most of that year, she escorted convoys to the Mediterranean before being converted into a Amphibious Force Flagship (AGC) at the Boston Navy Yard (OCT ’44 to JAN ’45.) She returned to the Pacific serving as a combat information center for Okinawa operations in April 1945. During that campaign, TANNEY was attacked more than 250 times by more than 1400 Japanese aircraft.

The next four decades saw the cutter home-ported at Alameda CA (1946-72), Norfolk (1972-76) and Portsmouth, VA (1976-86) before her decommissioning on 7th December 1986. Turned over to the city of Baltimore for use as a museum ship, TANNEY was added to the National Register of Historic Places in 1988. A landmark on the inner harbor, the former cutter has served as a living classroom for the general public.

In July 2020, the powers that be (the Living Classroom Foundation) decided to remove the name TANNEY from the cutter which was named after Roger B. Taney. Their reason being that as Chief Justice of the Supreme Court (1857), Taney wrote the infamous Dred Scott decision. It should be noted that it was a 7-2 decision to deny Scott his freedom.

You might want to visit www.change.org and sign the petition “Keep the USCGC TANNEY’s Name.” Here are some great TANNEY covers from my exhibit “Remembering the Campbells” which traced major events in the lives of the seven cutters.

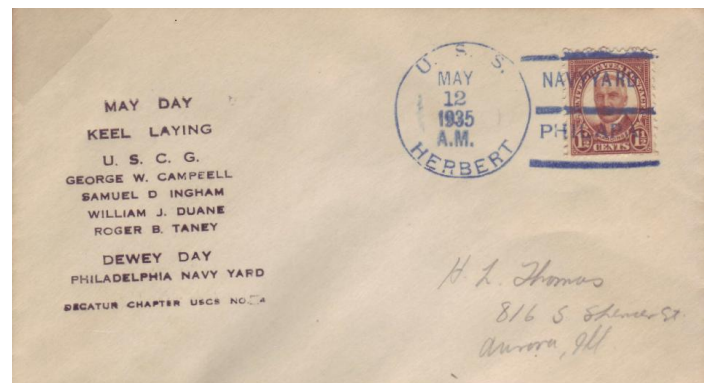


Figure 1: Printed cachet (Richard Green, USCS #27) documents keel laying of 4 USCG cutters at League Island, posted aboard USS HERBERT on 12 MAY 1935. Cachet also celebrates Dewey Day and May Day which may indicate the cover were canceled on the wrong date. Coast Guard records have the keel laying on 1 May 1935.

The main reason for naming the cutter TANNEY, it was one of the four names that were selected by the Coast Guard before their keel laying at the Philadelphia Navy Yard. All were named for former Sec’y of the Treasury that served in administrations before the Civil War.



Figure 2: Printed cachet by Philadelphia Navy Yard Development Association documents launching of four cutters, m.c. at Phila Navy Yard on 3 June 1936. Cover was signed by RADM Watts, then the Commandant of the Philadelphia Navy Yard.



Figure 3: Printed cachet (Doc Hutnick) documents launching of four cutters, posted aboard USS ANTARES (AG 10) on 3 JUN 1936 with wording C.G. CUTTERS/ CHRISTENED between killers. Note: printed number "4" above the ship's cancel and Hutnick's error, he added an "S" to his first name. Cover has the signature of Navy mail clerk, E.C. Tucker (ANCS #123.)

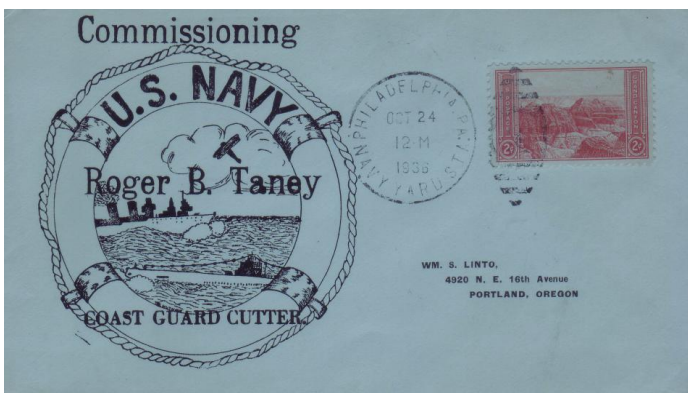


Figure 4: Printed cachet (Doc Hutnick) documents the commissioning of USS ROGER B. TANEY, CG canceled at Navy Yard station on 24 OCT 1936. Note: all the 327-foot class cutters had their names shorten to their surnames in 1937 and numbers were painted on their hulls since February 1942.

Figure 5: Printed cachet (Rich Hoffner) documents decommissioning of USCGC TANEY, posted at USPS Portsmouth VA on 7 DEC 1986. Note: printer's cut depicts cutter (WPG) as it appeared in early 1944 and appears to be the artwork of "Budd" Arrington. TANEY changed its designation WPG (gunboat) to WHEC (high endurance cutter) in 1966.

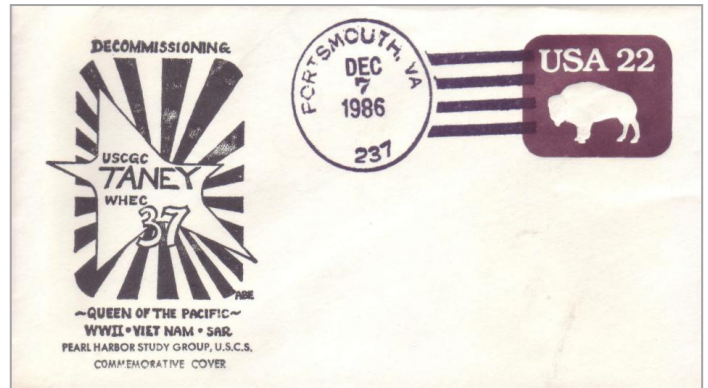


Figure 6: Printed cachet (Pearl Harbor Study Group) documents cutter's decommissioning, posted at USPS Portsmouth VA on 7 DEC 1986 to commemorate the 45th anniversary of the Japanese Attack on Pearl Harbor. Artist: Don Abrahamson (USCS #8572)

It should be noted that this was the study group's first cover and only 101 covers were printed by Rich Hoffner. Abrahamson's drawing depicts a star replacing the sun in their Japanese Raising Sun flag. The cutter was nicknamed "Queen of the Pacific" during her time as a Pacific Area cutter.

Remember to fly the flag (half mast) on Pearl Harbor Remembrance Day. Stay safe and wishing the membership a Merry Christmas & a prosperous New Year in 2021.

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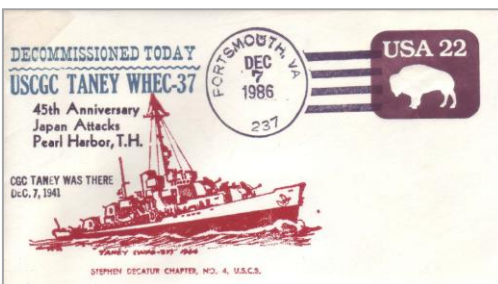


Figure 5



Pearl Harbor Chapter 112 News and Updates—

Lloyd Ferrell (L-12082)

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Despite the effect of COVID on our hobby, as you see from this issue of the **Log**, the Pearl Harbor Chapter has kept busy. In late September, our members were asked to submit articles related to Pearl Harbor for a special issue, and the response to the short notice has been outstanding. Besides the article I did, **David and Laurie Bernstein, Greg Finnegan, Jon Burdett, Adam Francis and Keith Graham** submitted articles. As of this writing, others are in the works from **Jake Wilhelm, Ted Bahry, and Steve Kovacs**--but there may not be space enough to include them all.

In October, I received a note from **Capt. Keith Graham**, who was thinning out his naval history book collection. He offered these to Chapter members for a nominal cost plus shipping, so I posted this to our Facebook group and also sent out an email. A very generous gesture. Thanks Keith.

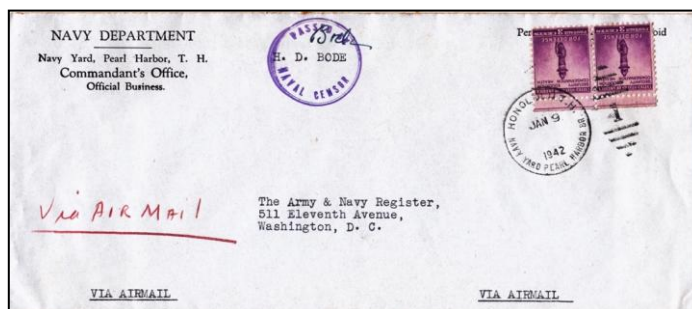
Last July there was an article in the **Log** about a 9 January 1942 cover from Capt. Howard D. Bode, who had been commanding officer of OKLAHOMA during the attack on Pearl Harbor. Just after publication, I received a very interesting email from **Greg Finnegan**. It turns out he had a nearly identical cover from Capt. Bode, and had written an article about it years ago in the February 2004 **Log**. It was even mailed on the same day!! The main difference is that Greg's cover is addressed to a bank in San Francisco, and mine was sent to Washington DC. To quote Greg's email, "...what are the odds of someone at the bank saving the one I have, to say nothing of the odds of 2 covers from the same sender on the same day surviving?" An amazing coincidence, that's for sure.

Finally, as a reminder the **Late Date Pearl Harbor Ship Project** is still alive and well. This is an ongoing project to document covers in the period 1 Nov-7 Dec. 1941, and we even have a special section on the **Naval Cover Museum** (NCM) website to display them. Currently we have about 150+ covers, and I'm adding 1 or 2 a month as they are discovered. If you have a "late date" cover, please email a scan (or even a photo) to me to be included.

Hopefully we'll be able to have an in-person meeting next year as the world readjusts to the COVID pandemic. In the meantime, we may try to have a meeting on ZOOM--will keep you informed. That's it, thanks.

JOIN A USCS CHAPTER IN 2021

Check out the USCS Fire Sale
See Page 31



Nearly identical covers mailed by Capt. Howard D. Bode, former CO of OKLAHOMA. Both were postmarked 9 January 1942 and mailed from the Navy Yard at Pearl Harbor. The one sent to Washington DC was featured in the July 2020 Log, and after that I was contacted by Greg Finnegan who told me about his cover, addressed to San Francisco. Until then, I wasn't aware of the second cover that he wrote about in a February 2004 article. Quite an amazing coincidence!

Zoom Meetings for Chapters

Steve Shay (L-10,821)
shaymur@flash.net

The USCS has purchased a one year license for Zoom meetings. Among other things, the license allows meetings longer than 40 minutes to be scheduled. (Free access to Zoom allows only 40 minute meetings.) The 2020 USCS Board meeting was conducted via Zoom using this license to schedule the meeting.

USCS would like to make it available to Chapters to have meetings scheduled via this Zoom license. For those chapters wishing to use this opportunity for Zoom meetings longer than 40 minutes, the **chapter contact** needs to contact me via email and tell me the date and time that the meeting is desired. I will schedule the meeting and provide the meeting details and link to the chapter contact. The chapter contact can then share the details and link to the chapter members. The meetings will be set up so that they do not require a host to admit the members. The meeting is for the chapter members' use. Neither I nor other board members would call in to the meeting unless they were invited.

LOG AUCTION DONATIONS

Please consider donating your excess covers to the USCS monthly auctions. Your donations are appreciated and you will receive an acknowledgement letter for your donation.

Send donations to:

Laurie Bernstein, Log Auction Manager
3145 E Chandler Blvd, #110-545,
Phoenix, AZ 85048

USCS Support for Pearl Harbor Survivors

Keith Graham (8339)

captkfg52@gmail.com

On two occasions in the last three years, the Northern California Chapter of the Sons and Daughters of Pearl Harbor Survivors has asked retired **Navy Captain Keith F. Graham** (USCS #8339) to speak at their monthly meetings. (The "Sons and Daughters" Chapter is the successor to the original "Pearl Harbor Survivors" Chapter and includes three original Survivors in its membership.)



(Seated L to R): CDR Donald B. Long, USN (Ret.); former Naval Aviator LT Curtis Burkett. (Standing L to R): Robert Collister, son-in-law of late Pearl Harbor Survivor, Adrian Pacheco, USS HONOLULU Crewmember; CAPT Graham

The first hour long presentation included uncommon, original artifacts and ephemera relating to the attack acquired over six decades of collecting including the contemporary correspondence of then-CDR (later VADM and prominent WWII historian) George Dyer; ARIZONA ship's newspaper for Navy Day; Pearl Harbor-themed bond envelopes and patriotic; windshield stickers; and "Return to sender" envelopes for those KIA on December 7th. The concept of naval cover collecting was introduced to the audience using the excellently illustrated book, *Lest We Forget: When Time Stood Still* by Hawaiian native Sam Y. Park, who was present at the Pearl Harbor attack.

The second presentation was coincidentally scheduled for October 13th, 2019, the Navy's 244th birthday and was entitled "Pearl Harbor Postal History". For a large gathering that included no other philatelists or postal history enthusiasts, the talk was extremely well received, also being enhanced by a 20-page full color handout of relevant cachets, articles, and photos. Each Pearl Harbor Survivor Family represented at the meeting also received a set of two postal cover cards postmarked at Honolulu on the 75th anniversary, specifically donated to distribute at the talk by AFDCS dealers Will & Kathy Appel of Brooklyn, New York.

Following the presentation and Q&A's, each Survivor Family present received a copy of the December 2016 issue of the **Log** supplied by USCS Treasurer **Lloyd Ferrell**. All attendees were offered vintage 1970's reproductions of Navy and Marine Corps full-size recruiting posters from the WWI through WWII Eras. Finally, a special award was presented by CAPT Graham to the Senior Pearl Harbor Survivor in attendance, CDR Donald B. Long, USN (Ret.), who, as the squadron enlisted duty officer for VP-12 was aboard a PBY at Kaneohe on December 7th which was sunk at its moorings with him aboard. Fittingly, his award was a large framed color photo of a PBY taxiing on the water.

[CAPT Graham retired both from the Navy and Lawrence Livermore National Laboratory as well as taught maritime and admiralty law at the California Maritime Academy for 35 years as an adjunct professor. Before his retirement, he also served as Judge in Cimarron, New Mexico.]

U.S. Navy in 1937

Phil Schreiber (9110)

123 S. Adelaide Ave., Apt 3B
Highland Park, NJ 08904



During April 1937, Emil Thurman of New Orleans, LA sponsored this cachet which noted the un-heralded trip of President Franklin D. Roosevelt to Galveston, Texas. This is not a trip of historical significance. But it transported the president of the U.S.A. aboard the presidential yacht (a former navy tug-boat) while under escort of the navy destroyers USS MOFFET (DD 362), USS DECATUR (DD 341) and USS SCHENCK (DD 159). On their way, they touched port at New Orleans where navy cover collector Emil Thurman serviced covers aboard MOFFET.



**Emil Thurman
cachet**

April 1937, 83 years ago was during the Depression years when Roosevelt was contending with congress for funds to support his "job making" programs for the CCC, the WPA and the various other efforts to create jobs for the unemployed. This was a notable period of U.S. history.

Hopefully, now in 2020 and the near future, other cover collectors will create cachets, and perhaps convince their local postmaster to issue pictorial postmarks noting local events. You can get help and advice on how to do it by just contacting sponsors of events listed in the **USCS Log**. Or just call me at home at 732 993 0780. I've done hundreds of them.

Japan's Philatelic Commemoration of the 1st Anniversary of the Greater East Asia War (WW II)

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

The Japanese Postal Ministry commemorated the 1st anniversary of the Greater East Asia War with two semi-postal stamps featuring an aerial view of Pearl Harbor during the attack and Japanese tanks advancing during the battle for Bataan.

The 5 + 2 sen semi-postal stamp (Scott #B7) was valid for postage on envelopes weighing up to 20 grams within Japan. The blue stamp was adapted from an Imperial Japanese Naval photograph taken on December 7, 1941 as the attack on Pearl Harbor commenced and is one of the most frequently reprinted photos of WW II. It was originally released by the Japanese on 13 January 1942. The photo, taken about 8:10AM, shows a white torpedo track headed for ships moored in "battleship row" along Ford Island.

The 2 + 1 sen, rose-brown semi-postal stamp (Scott #B6) was valid postage to mail a postcard within Japan. This stamp shows Japanese tanks of the Ushijima Shigeru Troop advancing during the battle for Bataan. The Hinomaru, or Rising Sun Flag is being run up on a pole.

The Japanese Post Office Ministry encouraged purchase of the stamps as keepsakes. 2,830,000 of the 5 + 2 sen semi-postal, and 2,840,000 of the 2 + 1 semi-postal stamps were printed and sold which raised 85,000 Yen for the war effort. The stamps both carry the caption "The First Anniversary of the Greater East Asian War." The stamps were rarely used for general postage.

A special postmark for the event was also issued to Japanese post offices. The special postmark shows Japanese aircraft, a tank and a battleship imposed on a map of the Western Pacific inclusive of Japan, China, Malaya, New Guinea and Australia. Beneath the date are the Kanji letters indicating the city where the postmark was applied.

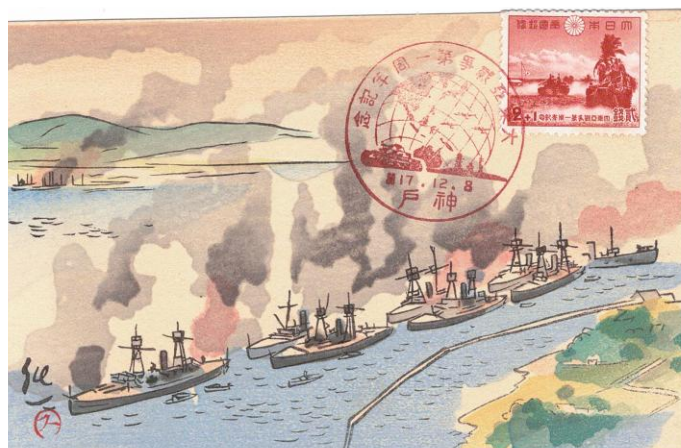
The Kanji characters at the top of the cancel read "Commemorating the First Anniversary of the Greater East Asian War". The date shown, 12/8, was the date of the attack

on Pearl Harbor in Japan, differing from 12/7 due to the International Date Line. The year shown, 17, is the Showa year, or the years since the current emperor assumed the throne. Below the date, Kanji characters reflect the city cancel, in this case Osaka.

A large variety of cachets were made available for the event, created by the Japanese Postal Ministry, various stamp clubs and individuals.



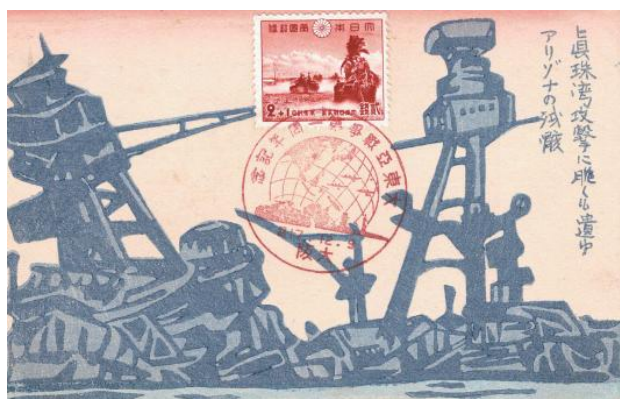
Perhaps the most stunning of the cachets for the FDC's shows the island of Oahu, with Pearl Harbor noted by an anchor and air bases with small aircraft, with a bomb dropping towards Pearl. A Japanese aircraft carrier, warship and aircraft surround the map.



This cover shows a view of battleship row at Pearl Harbor under air attack. The special cancel bears a Kobe postmark.



The Cover above reflects an American battleship under attack by Japanese bombers. The cover has a registered mail marking on the low right corner, with correct postage of 17 sen. The special cancel bears a Tokyo postmark, and Tokyo, Nippon city postmark.



Above is a watercolor print postcard commemorating the sinking of USS ARIZONA. The design is based on a photograph which was part of a report called "Nine Pillars of Pearl Harbor". The photo was captioned "Look! This is the glorious achievement of our warrior-gods". The Japanese inscription to the right states "Remains of the ARIZONA after the Pearl Harbor attack". The special postmark bears an Osaka cancel.



Another design with two calendar days highlighted; 12/8, the day of the attack on Pearl Harbor. The 25th commemorates the fall of Hong Kong. A Kobe special cancel has been applied.



The last illustration shown is that of a very rare registered cover mailed on 12/13/1942 using the commemorative stamp and cancel (Tokyo) as regular postage.

By December 1942, Japanese expansion in the Pacific had been halted. The devastating defeat at Midway and the pending defeat at Guadalcanal signaled that from this point forward the Japanese would be fighting a defensive struggle

against increasing odds. The issuance of the semi-postal stamps depicting the attack on Pearl Harbor and victory at Bataan as well as the special commemorative cancel were efforts to improve morale at home.

These covers may come as a shock to American sensibilities as they present the attack on Pearl Harbor as a stunning victory, the covers featuring the maps of Hawaii with a bomb superimposed and that of the destroyed USS ARIZONA in particular should remind Americans of the attack on Pearl prior to any declaration of war, as President Franklin Delano Roosevelt said "... a day that will live in infamy".

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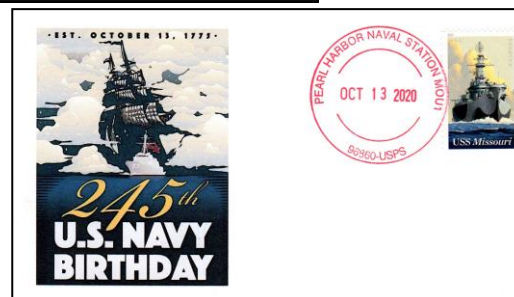
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Covers Received



Mike Brock
cachets



Family Can't Go Out Shopping For You Because Of COVID-19?

Tell them you would like one of the USCS publications in print or Flash Drive format. See page 31 for ordering information.

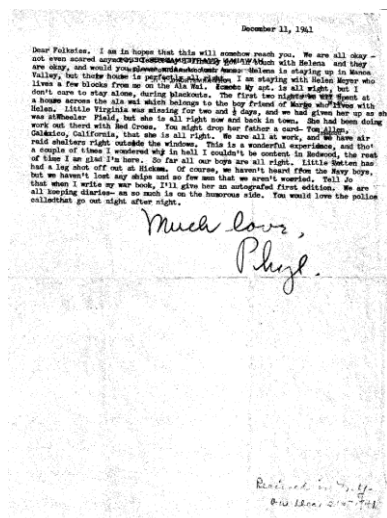
The Joy of Collecting: A Quasi-Civilian "I am Well" Letter from 11 December

Gregory A. Finnegan (9677)
688 57th Street
Oakland CA 94609-1642



Usually when I write about, or mention, relatives in my *Log* articles, it's my late father, Capt. Joseph Finnegan, USN (Ret.) or occasionally my late uncle, Stuart Liebman, USCS #341. But the latter was classified 4-F in WW II, and I published the small amount of Pearl Harbor-related material of my dad's in the December 2017 *Log*, p. 12. So instead I'll write about Stuart's sister, my mother: Phyllis Victoria Liebman, 1919-1972. A native San Franciscan, she arrived in Honolulu aboard the Matson liner LURLINE on 9 April 1941 and by 13 May had gotten a civilian job as a Junior Clerk-Typist, and eventually as a Clerk, at the Hawaiian Quartermaster Depot [HQMD] at Fort Armstrong, on Honolulu harbor. She lived until 1946 in Waikiki, at 2291F Kuhio Avenue on 7 Dec., but longest at 343K Seaside Avenue—which is likely how she met my father, as he lived down the block in the latter part of the War.

There is some postal history from her Honolulu years, but none directly tied to 7 Dec. But postal history is, after all, inseparable from the post: we collect the containers for letters, as it were—but consider it a bonus if the original contents remain in our covers. In this case, I can provide the contents, but not the cover, of her "I-am-well" letter typed on 11 Dec., to her parents in Redwood City CA. I've also thought it ironic that my grandparents kept the letter and not the cover as well, the more so as their son was an avid collector of them, long after he'd given up Naval covers. It occurs to me, in writing this that perhaps they gave him the cover? In any case, all I have is the letter, shown as **Figure 1** and transcribed below.



**Figure 1: I-am-Well
Letter of 11 Dec. '41**

It's worth space here because it illustrates well two facets of 7 December. One is the naiveté it shows—or, perhaps better phrased, that it shows how immediately and

thoroughly press censorship had been imposed: Someone who worked for the Army (and if not then, certainly later was cleared for Classified material—her "Subsistence" office handled provisions-planning for invasions) is stating 4 days after the attack that "we haven't lost any ships." Second is the pulling-together we possibly didn't see again until 9/11: a portion of her letter is devoted to passing along names and locations of others' family she wanted her parents to write and report that they, too, were alright. And while, lacking the cover, I can only assume the letter was passed-by-censor, certainly the amount of detail—even when wrong! —conveys much more than was permitted in the official Navy I-am-Well cards that has been collected and presented so well.

Her letter is typed on the reverse side of onionskin stationery with the letterhead "Hawaiian Quartermaster Depot / Office of the Commanding Officer / Fort Armstrong, T.H." It reads:

Dec. 11, 1941

Dear Folksies. I am in hopes that this will somehow reach you. We are all okay—not even scared anymore Yesterday I finally got in touch with Helena [Lewis, wife of Warrant Radio Electrician Ernie] and they are okay, and would you please write to [her] Aunt Anna. Helena is staying in Moana Valley, but their house is perfectly all right. I am staying with Helen Meyer who lives a few blocks from me on the Ala Wai. My apt. is all right, but I don't care to stay alone during blackouts. The first two nights we all spent at a house across the Ala Wai which belongs to the boy friend of Marge who lives with Helen. Little Virginia was missing for two and 1/2 days, and we had given up as she was at Wheeler Field, but she is all right now and back in town. She had been doing work out there with Red Cross. You might drop her father a card—Tom Allen, Calexico, California, that she is all right. We are all at work, and we have air raid shelters right outside the windows. This is a wonderful experience, and tho' a couple of times I wondered why in hell I couldn't be content in Redwood [City, CA.] the rest of time I'm glad I'm here. So far all our boys are all right. Little Totten has had a leg shot off out at Hickham. Of course, we haven't heard from the Navy boys, but we haven't lost any ships and so few men that we aren't worried. Tell Jo that when I write my war book, I'll give her an autographed first edition. We are all keeping diaries [hers does not survive, alas]—as so much is on the humorous side. You would love the police calls that go out night after night. [Even in my childhood, the frequencies used by police car radios were just 'above' the high end of the AM radio dial, so could often be heard with an ordinary radio.]

Much love,

Phyl.

The letter is docketed in my grandmother's handwriting "Received in N.Y. / on Dec. 21st, 1941." Presumably my grandparents were there on a business trip,

so either some of the 10 days was taken up by forwarding from Redwood City CA, or, if my mother, as is likely, had their itinerary and addressed it to NYC, the 10 days probably includes the time needed to censor the letter.

Among her keepsakes, besides a piece of shrapnel “from the bomb that destroyed the hospital on Midway,” was another piece of shrapnel (**Figure 2**.) Her note with it reads “shrapnel from bomb which fell at South St. and Ala Moana, one block from HQMD on Sunday, December 7, 1941, and completely demolished an Army truck.” That intersection is indeed about a block from the then QM Depot. And her scrapbook contains a clipping from the *Honolulu Star-Bulletin*, undated but with a reference to President Truman on the reverse, showing a map of “where projectiles fell on Blitz day.” It’s credited to a draftsman in the Honolulu city water department, and is said to have been “introduced Monday into the record of the senate-house committee investigating” PH; I’ve been unable to locate it in the 39 vols. of the Committee’s report and exhibits. The map does show two impact explosions close to the intersection. The compiler is careful to use the neutral term “projectiles” to avoid judging which were Japanese bombs and which were anti-aircraft shells falling back to earth. The latter was the eventual assessment of “bombs” in Honolulu on the 7th.



**Figure 2: 7 Dec.
Shrapnel from near
HQMD.**

My mother spent almost the entire War working at Ft. Armstrong. She left what was by then designated the 51st Quartermaster Depot on 20 July '44 and shifted to the Real Estate Division of the Corps of Engineers, also at Ft. Armstrong. Judging by the paperwork, it also meant shifting from APO 950 to 958. She worked for the Engineers until 19 June 1945. She seems then to have worked at the Convalescent-Nursing Home, presumably as a clerk, until 8 March '46. She gave her reason for resigning that job as being about to return to the Mainland, tho' her effective date of resignation happens also to be 4 days before my premature birth, which I expect was a factor as well.

Figure 3 is a photograph of her on 11 June 1941, in a sugarcane field “near Kahuku,” near the northeast tip of Oahu. It’s from a series of snapshots of her with a friend from work, titled “our war gear.” I’ve always assumed their helmets and gas masks were issued to them as Army employees, and that is likely true of the helmets. But her scrapbook includes a newspaper photo of civilians in Honolulu being issued gas masks at a public school, after the 7th. **Figure 4** is, however, certainly Army issue: an

armband reading “Non-Combatant / Hawaiian Dept.” that was supposed to protect her if Ft. Armstrong was overrun by invading Japanese troops.



**Figure 3: Phyllis near
Kahuku, 11 June '42.**

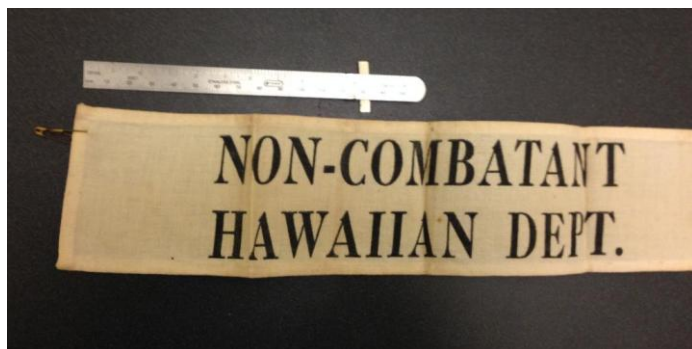


Figure 4: Non-Combatant Armband.

She also volunteered for the USO’s “Mobile Canteen” service, being recognized after the War for “over 500 hours” service driving a coffee-and-donut truck. **Figure 5** is the card she received, with her first name misspelled. Her truck was staffed by two female Salvation Army officers. They stayed in touch after the war, when the SA women were posted to the Bowery in Manhattan. They had a good sense of humor: their Christmas card for, I think, 1955, featured a Christmas-tree-shaped photograph showing the demolition of the 3rd Avenue Elevated, with the caption “Joyous No-El!”

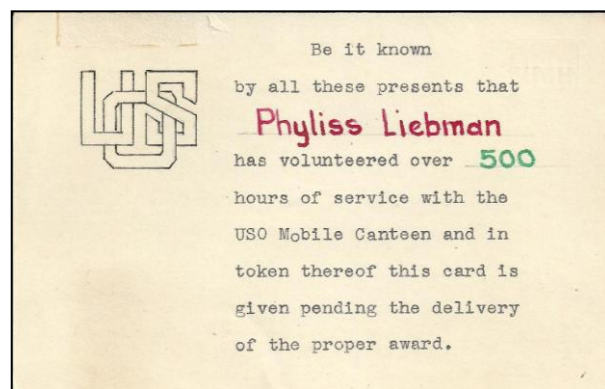


Figure 5: USO Driver Award.

Figure 6 is the most recent photo of her I could find, from 1967, when she was hospitalized after what amounted to, but technically wasn't, a stroke. There's a bit of postal history associated with her death in spring '72. I was in rural Burkina Faso in West Africa, which was then called Upper Volta, doing anthropological research. She had been hospitalized some months before. I weighed traveling to CA, but her physician and her lawyer, both long-time, and close, family friends, advised me not to as she was hallucinating that I was there anyway. As things happened, on 2 May '72 we were in the "P.T. & T," in the rural town of Tenkodogo, which has since absorbed the village I was studying, and had just turned to leave when the old-fashioned telegraph started to click. One of the clerks motioned us to stop, saying "this is for you." Having copied the Morse message onto a form, he had then to seal and postmark it before I could receive it. I had a pretty good idea what it was—in the 8 months we'd been there, we'd gotten exactly one telegram—an invitation to a reception at the American Embassy in Ouagadougou. Ironically, and ignoring the time difference, the next day, 3 May, the afternoon of her funeral in CA, I was attending a burial in the village. In a further irony, the postmark on the telegram is the clearest strike of the device on any of our mail—the savannah heat quickly dried the ink pads. In October 2016, Burkina Faso issued a stamp (SC 1380) showing the same Tenkodogo post office building.



Figure 6: Phyllis in 1967.

My mother was formally a civilian on 7 Dec., but I've put "quasi-civilian" in the title not merely because she was an Army employee and a USO driver, but because she lived as well as worked in an overwhelmingly military community. Practically from the day she landed in April '41, she dated a good number of Navy and Army officers, and had relationships with at least a couple. (I believe, without evidence, that this was why she moved from the QM to the Engineers—a 4.5 page letter to her parents on 4 Jan. '45 indicates she spent a lot of social time with a QM Lt. Col. who'd been her boss in her former job.) One item I don't have is her War Dept. Civilian Service Ribbon. These were authorized 1 July 1943 by Congress as parallels to the Theater Campaign Ribbons issued to the soldiers, for increments of service of 6 months, 10, and 25, years. For her, technically overseas, it would have been a ribbon whose colors were the same as the Asia-Pacific Ribbon, with the insignia of the Army Service Forces. It's mentioned in *The Eagle*, the HQMD newsletter (for which she was a reporter and for one issue, editor) but the article says that plans to distribute it were still in the works. She'd have kept it, so I don't know what occurred. Her civilian War was very different than if she'd been on the Mainland. A final

testimony to that are 5 notebook pages, in chronological order, listing 38 men she knew who were KIA, WIA, MIA or POW. Includes an Ensign she knew in college, who died in ARIZONA. Also men she knew from childhood, and, of course, many from her time in Honolulu. Casualties from the Battles of Midway and Tarawa. Two MIA's are marked "found" and one noted as KIA on Guadalcanal is corrected to "not killed," reminding us of the day-to-day uncertainties of war. Two were relatives: a P-40 pilot lost in Tunisia in an operational accident (lots of those in the list) and a Canadian soldier who died of wounds in Italy. We should remember, with respect, those who "served" both in and out of uniform.

USCS Membership Renewals

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Beaverton, OR 97075

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It's hard to believe, but it's once again time for to renew USCS membership. By the time this is published, if you are up for renewal you've likely already gotten a notice. Some members pay two years at a time, so if you don't get a notice, you should be good for another year—if you're unsure, please contact our secretary **Steve Shay** (or me) and we'll check it out.

When you get a renewal notice, I want to encourage you to quickly mail the form and the funds back. It really helps in keeping finances and membership rolls current. The membership year for USCS runs from 1 April to 31 March of the following year. However, because of printing deadlines, we'll need to have your payment no later than 1 March to insure you get the **Log** for April 2021. So, if you want to continue your membership, **please** take care of the renewal invoice right away.

Three years ago, USCS began offering Life Membership, with the cost on a sliding scale based on age. This has been a popular option for many, and I even took advantage of it myself. There are some breakpoints for age, and if you reach that age before by 31 March 2021, you'll qualify for the lower amount (you don't have to wait until your birthday). Details about Life Membership are in the notice, and I think you'll be pleasantly surprised that the adjusted cost is really quite affordable now. It's worth your consideration.

For regular membership, the rates have remained the same. We understand that not everyone is able, or may not want, to continue membership. If that's the case, please check the box on your notice to let us know to avoid getting a second notice from us later on. However, we hope that you'll stick around for 2021—now the 89th year for USCS. We value your membership and support for the hobby we all enjoy so much. Thanks.

A Case of Identity?

Adam Francis (11,318)

lusitania1915@yahoo.com



If you have followed the progress of the Pearl Harbor 1941 'Late Date' project on the *Naval Cover Museum*, you may have seen a cover bearing a 5 December 1941 dated Locy Type 7 from the battleship USS CALIFORNIA (BB 44). Such a date is, of course, scarce since it was postmarked only two days before the infamous Japanese attack on Pearl Harbor.

From a collector's perspective, it caught my eye because it features a "630 AM" time slug in the postmark. That is the earliest time stamp I have seen in tracking late 1941 USS CALIFORNIA Type 7 postmarks. It shows how early in the morning mail was being serviced in the days leading up to the attack on Pearl Harbor. Usually an '830' or '930' time is frequently encountered, with mail being processed throughout the later hours of the day depending on a number of factors. [Look for information on what time mail boat came]



The address, written boldly on the obverse of the envelope is to a "Mrs. Emma Mayberry" at an address in St. Louis, Missouri. Here is our only real clue to the identity of the sender.

Who was the sender?

The rest of the cover is rather unassuming, with damage at the top from being roughly opened in the past. This damage does not affect the postmark thankfully, but it does affect the top quarter-inch or so of the postage stamp. The missing top portion of the envelope also leaves us with a puzzle as to who sent the envelope in the first place, since the usual return address portion is missing. Naturally we must assume the sender was a crewman, although that is not always so. I wanted to see if it would be possible to unlock the mystery of the sender, although the chances of that did not seem too good. The only starting point was the address of the recipient "Mrs. Emma Mayberry".

The 1940 US Census is the first stop in researching the address of someone back then. However, it is often not the last stop since rental properties (e.g. apartments and rented houses) changed tenants often. Sometimes it can be more of

a dead end to look up an address then provide a conclusive answer because of variables like that.

I already knew that it would be difficult to figure this address out, because the address is given as "3961 A Lafayette Ave." The 'A' suffix to the '3961' address told me this was an apartment. The next step was to confirm that assumption. Google Earth showed me that the address on the envelope was indeed an older 4-family flat typical of 20th century St. Louis, Missouri city neighborhoods. From past research experience I knew that it was unlikely that the recipient of the letter would have lived at the same address in April 1940 when the census was taken; unfortunately, that was the case here. So the address on the envelope turned out to be a dead end. The next step was to see if by chance 'Emma Mayberry' (the only clue left) might have been living in the St. Louis area at another address in 1940.

Fortunately, there were not many Emma Mayberry's in the St. Louis area when the 1940 census visited. That does not rule out Emma Mayberry having been married after 1940 (and thus being listed under a maiden name) or Emma Mayberry moving to St. Louis from out of state at some point after the April 1940 census but before December 1941. Zeroing in on the most likely married candidate from the same general area of the city proved to be an interesting starting point. Now armed with some information, I began to backtrack through the records to find out more about this 'Emma Mayberry' and find out if there was any possible link to USS CALIFORNIA.

It seemed logical to start searching backward from 1941 and 1940 to see how the 'Emma Mayberry' I found might have a link to the battleship. Looking at the April 1940 census, Emma was married and had one child. She and her husband James Harold Mayberry were living in a rented address on Park Avenue in St. Louis. By December 1941, they had evidentially moved into an apartment on Lafayette Avenue. Both addresses were relatively close to each other off Grand Avenue in south St. Louis city in the Compton Hill area. It seemed very possible there was a connection between the two Emma's. But if so, what was the connection to a battleship based out of Pearl Harbor?

Not much information is known about their life together, but it seems James H. Mayberry passed away in 1964. Emma remarried at some point in time to an Army veteran named Raymond F. Smart. In examining their lives, no evidence suggested the letter had any connection to James H. Mayberry or Raymond F. Smart. So who could have sent a letter from USS CALIFORNIA to Emma?

Logically, being addressed very specifically to "Mrs. Emma Mayberry" inferred the sender was writing specifically to her and not her husband. There were no sailors with the surnames Mayberry or Smart aboard USS CALIFORNIA in December 1941. Another dead end! Now the only option was to examine Emma's life and try to unravel the mystery from the beginning.

Who was Emma Mayberry?

In order to answer that question, we must start in the year 1917. Twenty-eight-year-old Joseph Everett Abbott and his wife, Matilda Abbott (along with daughter Ruth and young son Carl) were living in the small lead mining town of Doe Run, Missouri. Mr. Abbott was self-employed as a farmer in nearby Farmington; Doe Run was located a few miles southwest of Farmington, Missouri. [Farmington served as the county seat of St. Francois County which is itself about an hour southwest of St. Louis.] With the Great War raging in Europe, Joseph was required to register for the national draft on 5 June. On his draft registration, he stated that he had been born in Perryville, Missouri on 12 May, 1889.

Another daughter was born 24 December 1918. Her name was Emma Edith Abbott. In January 1920, when the US Census visited Doe Run, Joseph's occupation was listed as a baker in a bakery shop. In June 1924, Mr. Abbott became ill with pulmonary tuberculosis, from which he tragically passed away on 28 July 1924 at the age of 35 years. Using official documents, it is unclear exactly what happened to the family immediately after Joseph's passing.

Six years later, in April 1930, each of Joseph and Matilda's children were living apart from each other. I could not find any record for Matilda in the 1930 census, however 15 year-old Carl was living with the Wadkins family not far from Doe Run, his relationship to the Wadkins is simply entered into the census as 'step-nephew.' Twenty-two year-old Ruth had been married in 1926 to a Robert Watkins, a laborer at a lead mine in St. Francois County. Living with them was 11 year-old Emma (listed as daughter-in-law) and 7 year old Paul Abbott (listed as brother-in-law).

Now suddenly there was a new clue!

Who was Paul Abbott? He had suddenly appeared alongside Emma in the 1930 census but none of the previous ones. Of course that can be explained by his having been born after the previous census visited in 1920. In researching Paul, I found that he had been born on July 19, 1922 in Farmington, Missouri to -wait for it- Mr. Joseph Everett Abbott and Mrs. Matilda Abbott. Now we have something to work with! I immediately checked the muster rolls again, this time specifically for a Paul Abbott. I was not disappointed to see an entry for December 1941 from USS CALIFORNIA listing a Paul Wesley Abbott, Seaman Second Class (S2c).

Now we have come full circle back to 1940. On 26 September 1940, Emma's brother Paul Abbot enlists in the U.S. Navy at St. Louis, Missouri. He reported for duty aboard USS CALIFORNIA on 19 November 1941 as part of the aviation VO-2 detachment consisting of the three catapult-launched OS2U Kingfisher observation planes aboard CALIFORNIA. He was advanced to Seaman First Class (S1c) on 1 December, and probably sat down on the evening of 4 December to write his sister Emma a letter telling her about his new assignment; unfortunately we'll never know as the letter was not present with the envelope.

CALIFORNIA at Pearl Harbor

A brief and light rain broke over the harbor shortly after 5:00 a.m. local time on the morning of 5 December, 1941. USS CALIFORNIA was berthed at mooring quay berth Fox-Three (F-3), just off Ford Island with one boiler lit for steam, and fresh water and telephone service provided by Ford Island. We know that down in the mail room, the clerk was processing outgoing mail and Paul's letter was postmarked by the Locy Type 7 machine cancel at about 6:30 a.m. that morning. There is no mention of the mail boat that morning, but we can assume it likely went out at 0700 when the launch left the ship to take men ashore. It was a busy morning for the crew for the ammunition lighter alongside began offloading ammunition to the ship at 0800. Then, at 0858, the aviation detachment hoisted out the planes for launching. At 12:30 p.m., the deck log notes that USS VESTAL (AR 13) moored alongside USS ARIZONA (BB 39) and later (at 1622) that USS UTAH (AG 16) stood in.

The morning of 7 December dawned as could be expected in the Hawaiian Islands. No doubt many of the men aboard were hoping for a relatively quiet day. The temperatures had been averaging in the low to mid 70s for most of the morning hours, so aside from any brief rain it would be a nice day. At 6:21 a.m., the YG-17 came along the port side. At 7:30 a.m., six enlisted men left the ship for Shore Patrol duty in Honolulu. The next entry in the deck log is at 7:50 a.m. and simply says: "Japanese planes without warning attacked units of the United States Fleet and U.S. Naval Air Station, Ford Island. Sounded General Quarters and manned Battle Stations."

The first half of the eight-o'clock hour saw USS CALIFORNIA torpedoed and straddled with aerial bombs. For such a short amount of time, the ship and crew had been through a lot already. The ship's AA batteries were already firing away at the Japanese planes, but the damage inflicted on CALIFORNIA was too much. Attempts to save the ship's float-planes led to one capsizing; however the other was able to taxi safely to Ford Island. Adding to an already complicated situation, burning oil from USS ARIZONA was now drifting down battleship row, setting alight USS WEST VIRGINIA and threatening to do the same to CALIFORNIA.

Photo # 80-G-32456 USS California sinking at Pearl Harbor, 7 December 1941



USS CALIFORNIA sinking at Pearl Harbor. 7 December 1941

A decision was made to abandon ship at 10:02 a.m., which was met with some measure of relief by men aboard. The relief was short-lived. Only 13 minutes later, the order was rescinded when the danger of fires faded. By then, though, many crewmen had already made their way to Ford Island.

The idea of returning to a sinking vessel was not second nature to most. But, they had orders and USS CALIFORNIA was their home. Stations were re-manned once again and orders given to salvage what could be salvaged. When the day was done, 103 of the ship's crew (both officers and enlisted men) were dead. It would take days to arrive at that number due to the confusion and aftermath of the attack. Even 79 years after the attack, the number of ship's casualties can vary from source to source.



USS CALIFORNIA resting on the bottom after the attack

The day after the attack USS CALIFORNIA was resting in the bottom mud of Pearl Harbor, slowly sinking deeper as the bottom compacted under the ship's weight. With the ship effectively sunk, Emma's brother Paul Abbot and many others were ordered to 'Observation Squadron Two.' Which was really a way of saying he was still part of VO-2 (now detached from USS CALIFORNIA) based ashore on Ford Island and in full sight of their half-sunken home. On 31 December, Paul was transferred to VO-VCS Unit, NAS, Pearl Harbor, which was essentially an administrative amalgamation of the surviving ship-based VO detachment aircraft and personnel from the sunk and damaged battleships. Eventually CALIFORNIA was raised and rebuilt, after which she served through the rest of the war.

Paul remained aboard CALIFORNIA for most of the war until 24 February, 1945 when he was ordered to ComFair in Seattle. It's unknown what activity he was assigned to in this period; however, by the time the war ended he had attained the rank of Aviation Machinist's Mate First Class (AMM1c). He disappears from the muster rolls until 17 December of that year when he joined the aviation detachment of USS IOWA (BB 61). Then, on 16 February 1946, he was promoted to Chief Aviation Machinist's Mate (ACMM).

Paul W. Abbott eventually married and passed away in 1989. He is buried in Jefferson Barracks National Cemetery in Lemay, Missouri (a suburb of the St. Louis metropolitan area). His sister Emma passed away 25 June 2003, and was buried only a few miles away from her brother Paul at the Mount Hope Cemetery (also in Lemay).

Thanks to some research we have a very good idea of who wrote the letter to Emma Mayberry and a piece of history has regained the context it was lacking. I consider this mystery 'solved' and look forward to the next example that comes my way. Researching covers is a great way to gain more appreciation for their status as historical artifacts and as primary source documents. What history is hiding in your cover collection? Have a look and find out, you might just have the beginnings of a *Log* article.

Photo Source

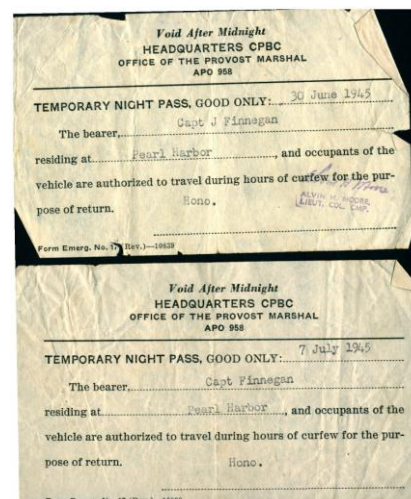
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Passes for Curfew

Gregory A. Finnegan (9677)

I've written elsewhere in this issue that I'd published what little 'postal history' I have from my late father, Capt. Joseph Finnegan USN (Ret.) Strictly speaking that's true. But this issue of the *Log* is taking wider-than-usual definitions of "7 Dec." and "Pearl Harbor." The attached image shows a far-downstream consequence of the attack, from the other end of the War. As I've written before, on 7 Dec. my father—tho' on weekend liberty and hence ashore—was Flag LT. to COMBATDIV Two in TENNESSEE. But as a Japanese Language Officer trained in Tokyo from 1934-7, followed by a year at Station Cast, the intercept station at Cavite, he was immediately moved to FRUPAC, "Fleet Radio Unit, Pacific," the intentionally-bland cover name for Station Hypo, the Pearl Harbor codebreaking unit. (In Dec. '41 the cover name was still "Combat Intelligence Unit.") He spent the rest of the War there. Especially at the beginning of the War, FRUPAC was understaffed and overworked—the key officers often worked 12 hours on, 12 off. But many of them lived in Honolulu, and needed to commute when the job demanded—regardless of the official curfew, and necessarily also in violation of gas-saving carpooling rules. When I talked with the late Capt. Gil Slonim around 1999, with whom my father had roomed for the first months post 7 Dec., he remarked that a never-ending problem for the FRUPAC crew was getting passes, every month, or on the strength of these, every day, "Groundhog Day"-like, exempting them from the curfew and carpool regulations. Without, of course, being able to say *why* they needed them. (By some accounts, FRUPAC and its counterparts in Melbourne and Washington DC were only a notch less classified than the Manhattan Project.) Here are my father's curfew passes for June and July 1945. CPBC stands for Central Pacific Base Command, then (and now) at Ft. Shafter.

Curfew Night Passes



Collecting Pearl Harbor Autograph Covers

Jon Burdett (11,619)

I started out as a Pearl Harbor ship cover collector. As an Honorary Historian for the Pearl Harbor Survivors Association (PHSA) for over ten years, I was also able to collect hundreds of autographs from Pearl Harbor Survivors. As a collector, I was fascinated with being able to combine both interests and display these autographs with their respective ship and station covers. Then a new collecting idea came to me...What about covers mailed by those at Pearl Harbor on 7 December 1941?

This article will focus on two of the covers of well-known individuals I have obtained.

It always struck me that a handwritten return address on a cover is essentially an autographed cover from the sender, or at least was written in their own hand. I figure that a postmarked cover sent from an individual to verifiable family or friends, is a certain way to authenticate an actual individual, rather than a signature on a piece of paper.

This first cover (**Figure 1**) was postmarked at Wheeler Field Hawaii on 14 October 1941. It has a hand-written return to Lt. K. M. Taylor, Wheeler Field, T.H. and is addressed to Mrs. Joe K. Taylor in Hominy, Oklahoma. This cover is positively identified as coming from Lt. Kenneth Marlar Taylor to his mother. Lt. Taylor was attached to the Army Air Corps 47th Pursuit Squadron at Wheeler on 7 December.

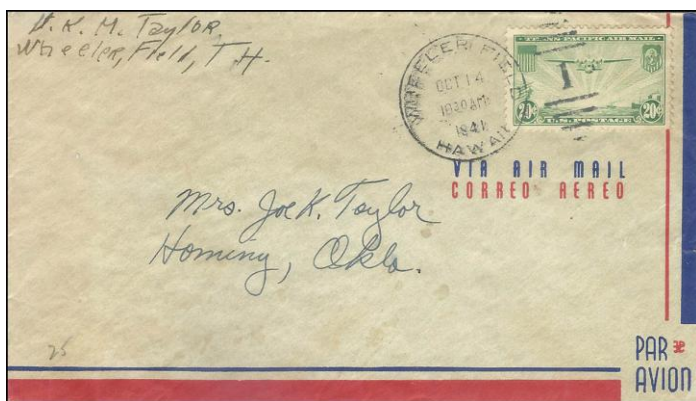


Figure 1: Taylor's Wheeler Field Hawaii cover posted to his mother less than two months prior to the attack. (Personal collection)

Lt. Taylor and his friend Lt. George Welch spent the evening of 6 December dancing and playing poker, until the early morning hours of 7 December. Awakened to the attack with barely 90 minutes of sleep, Taylor threw on his tuxedo pants from the night before, and he and Welch headed to an auxiliary airfield at Haleiwa. Calling ahead, they managed to have two Curtiss P40B Tomahawk fighters fueled and armed (**Figure 2**). Both pilots took off without orders and confronted Japanese planes over Ewa Field, where Taylor scored at least one of three claimed kills, before returning to

Haleiwa to reload. Taking off again, Taylor scored another kill of two claimed hits.



Figure 2: Curtiss P40B Tomahawk fighter similar to Taylor's plane on 7 December.

Their exploits were covered in both the 1970 film "*Tora, Tora, Tora*" and the 2001 film "*Pearl Harbor*". Both pilots were awarded the Distinguished Service Cross.

Lt. Ken Taylor (**Figure 3**) was born 23 December 1919 in Enid, Oklahoma. He joined the Army Air Corps in 1940, graduated aviation training 25 April 1941, and was assigned to the 47th Pursuit Squadron in June. He obtained the rank of Brigadier General before retiring from military service in 1971. Taylor passed away 25 November 2006 at age 86.



Figure 3: 2nd Lt. Taylor (left) and Welch taken shortly after the December 7th attack. (US Army photo)

The next cover (**Figure 4**) was postmarked USS RHODE ISLAND on 6 August 1917. It has a hand-written return to F. Van Alkenburgh, and is addressed to Mrs. F. J. Van Valkenburgh, c/o Mr. W. J. Swoope, Clearfield, PA.

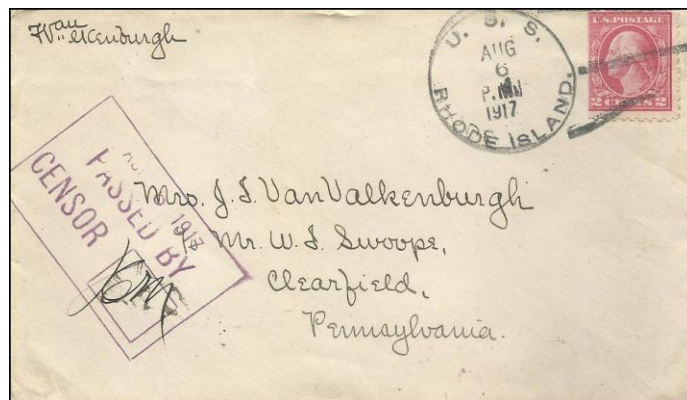


Figure 4: Van Valkenburgh cover to his wife posted and censored from USS RHODE ISLAND while serving as the ship's Engineering Officer during WWI. (Personal collection)

This cover is positively identified as coming from Franklin Van Valkenburgh to his wife. At this mailing, Lt. (j.g.) Van Valkenburgh was the Engineering Officer aboard USS RHODE ISLAND (BB 17) (**Figure 5**). On 7 December 1941, now Captain Van Valkenburgh was the Commanding Officer of USS ARIZONA (BB 39).

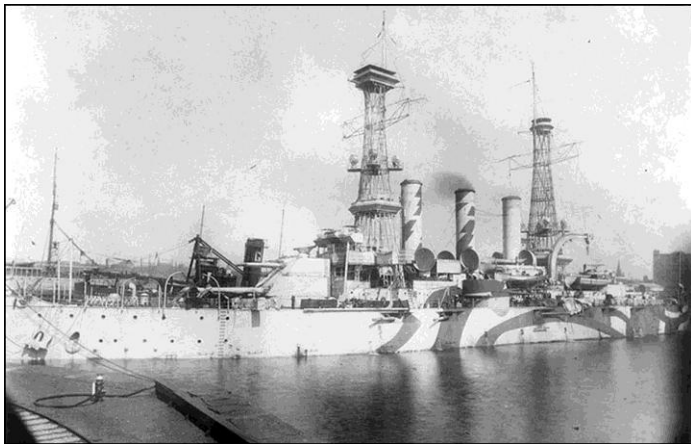


Figure 5: Virginia Class Battleship USS RHODE ISLAND (BB 17) in camouflage paint scheme during WW I. (US Navy photo)

Van Valkenburgh received command of the Battleship USS ARIZONA on 5 February 1941. The morning of 7 December 1941 found the ship at anchor in Berth F-7 alongside Ford Island in Battleship Row. As the Japanese attack commenced shortly before 08:00, Van Valkenburgh quickly arrived on the navigation bridge, and began to direct ship's defense. An attempt by a quartermaster to have Van Valkenburgh move to a "safer position" on the ship's conning tower was refused by the Captain. Shortly thereafter, a single bomb dropped from a high-level bomber crashed through the ship's forward deck and detonated in the powder magazine, igniting a massive explosion that destroyed the forward part of the ship. The quartermaster surviving the explosion verified Van Valkenburgh's last known position. A thorough search of the wreckage which burned for two days, found only his Annapolis class ring (**Figure 6**). Van Valkenburgh was posthumously awarded the Medal of Honor.

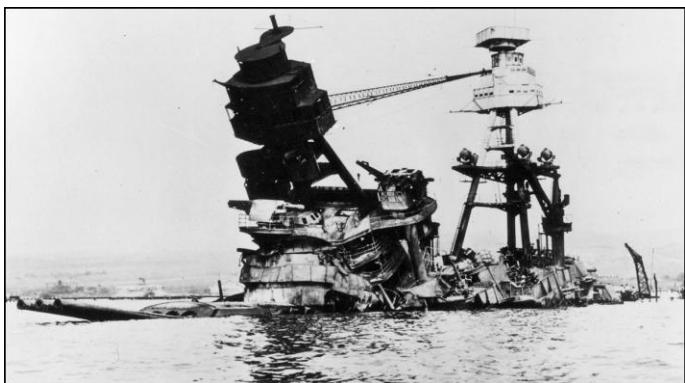


Figure 6: Wreckage of USS ARIZONA (BB 39) taken days after the attack, showing the burned and collapsed bridge where Van Valkenburgh was last seen. (US Navy)

Captain Franklin Van Valkenburgh (**Figure 7**) was born 5 April 1888 in Minneapolis, Minnesota. He graduated the United States Naval Academy 4 June 1909 and served in multiple assignments both at sea and as an instructor at the Academy. His final rank of Captain was attained 23 December 1937.



Figure 7: Captain Franklin Van Valkenburgh, Commanding officer, USS ARIZONA (BB 39). (US Navy photo)


As cover and postmark collectors, we seek to make our collections unique to ourselves, while still offering new information to others on what might otherwise be considered a well-known subject. Our collections are never complete, just because we find "one of each". With a new idea, a careful look at a cover's entirety, and a little research, you will find that there are still some hidden gems out there.

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The Story Behind the Cover...

Lt(jg) John W. Morrison Jr: Pearl Harbor, PT Boats, and the Rescue of Eddie Rickenbacker

Lloyd Ferrell (L-12082)

PO Box 2086

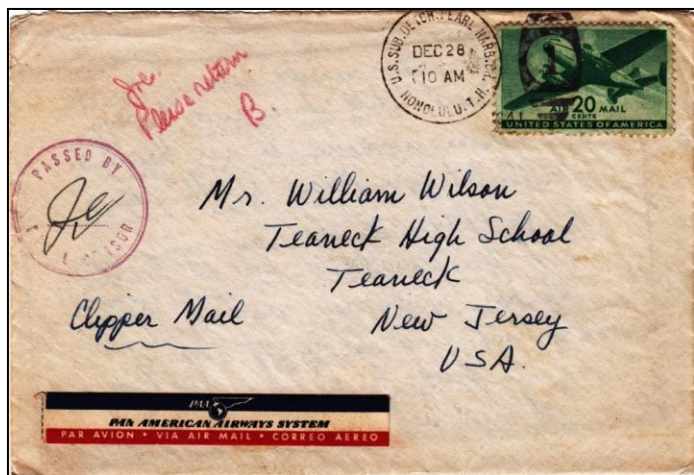
Beaverton, Oregon 97075

uscstreasurer@aol.com



When young naval reservist John W. Morrison Jr. received his commission in June 1941, being on a PT boat was probably the last thing on his mind. In fact, his orders were to report to the massive battleship NEVADA at Pearl Harbor. However, in the aftermath of the attack on Pearl Harbor, Morrison was reassigned to the PT boat squadron there, and later helped with the rescue of Eddie Rickenbacker—one of the more famous events in the annals of PT boats in WWII.

The story of John Morrison came to light with the discovery of two covers, one from December 1941, and the other October 1942. Both were mailed by him to former high school teachers at Teaneck, New Jersey. The first one has a letter enclosed, but the later one does not. Research has answered many of the questions about Morrison and the events he witnessed but, frustratingly, not all of them. Despite that, this has still been a fascinating project to work on.



Postmarked 28 Dec 1941 from the Sub Base at Pearl Harbor, by Ens. John Morrison, to former teacher, William ("Bill") Wilson, Teaneck, NJ. When mailed, Morrison was already with the MTB Squadron, where he had been sent after NEVADA sank in the attack. The enclosed letter is dated 25 Nov, and the greeting includes him and two other teachers. Notice the red pencil annotation "Joe, Please return, B." This would be Joe Housmann, who apparently kept the letter.

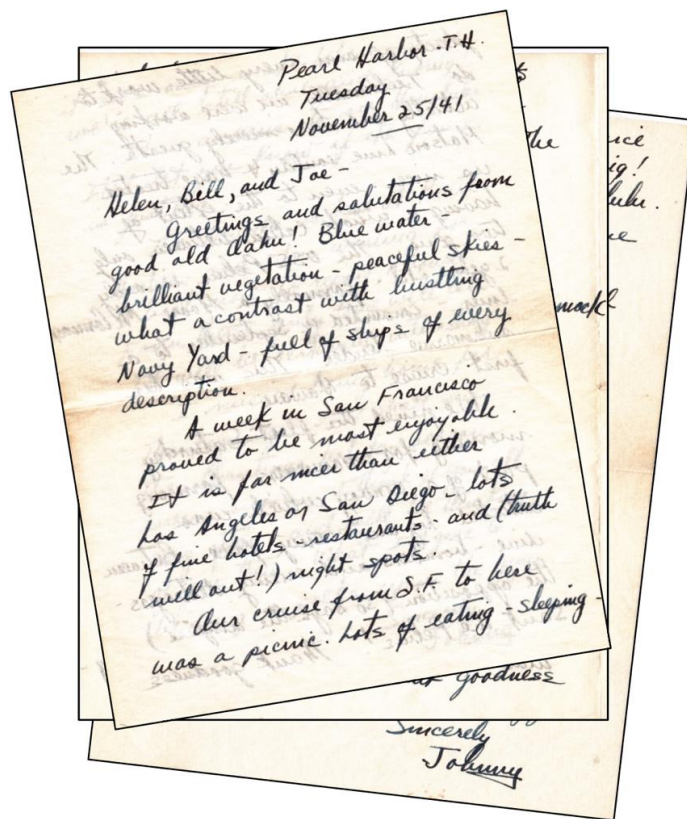
Background

John Weston Morrison Jr. was born in Brooklyn, New York in 1918, but mostly grew up in Teaneck, New Jersey.¹ He was the only child of John W. and Antonia (Vierling)

¹ The Naval Reserve Registers erroneously show his year of birth as 1921.

Morrison. His father was an immigrant from Scotland, an accountant who was in charge of the Workmen's Compensation Bureau of New York for many years. As a teenager at Teaneck High School, young John stood out, and besides receiving some awards, he was elected President of the Student Council. After high school he went on to Williams College in Massachusetts, where he graduated in 1940, just a month before his father passed away.

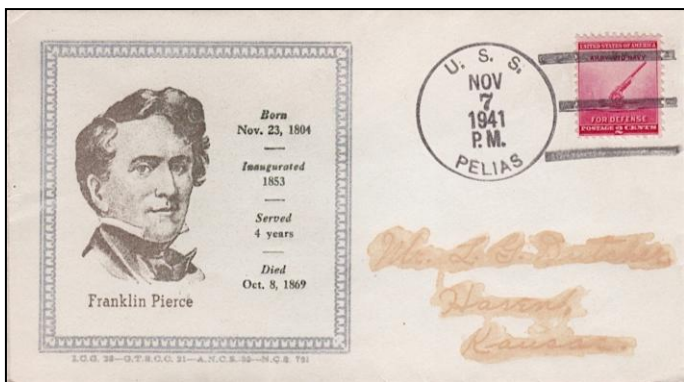
Exactly when Morrison became a Naval Reservist is unclear, but most likely it was while he was still in college. In the spring of 1941, he attended the Reserve Midshipman's School in New York, and on 6 June was commissioned as an ensign on board the training ship PRAIRIE STATE (IX 15). Registers show him as an engineering officer, but indicate he was also qualified for other assignments. Morrison was sent to San Diego for four months, and is listed being with "local defense forces" there, probably receiving additional training. In October, he received orders for his first ship, the battleship NEVADA (BB 36) at Pearl Harbor.



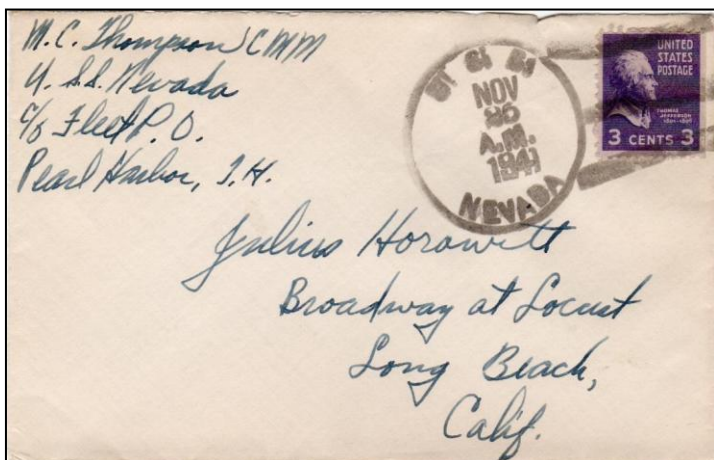
John Morrison wrote this 3-page letter dated 25 Nov 1941 addressed to former teachers Helen Hill, William Wilson, and Joseph Housmann. He tells them about traveling to Pearl Harbor aboard PELIAS (AS 14), and recent war games. As he's writing, he says he's waiting for a boat to take him to NEVADA where he'll report for duty. (Note: pages 2-3 are actually on same piece of folded paper, but I digitally separated for the illustration.)

Does the Letter Go With the Envelope? Despite the time gap of 25 Nov. – 28 Dec., my theory is that they do go together: (1) when the letter written, Morrison was just reporting to NEVADA; (2) adjusting to his new ship, he forgot to mail the letter; (3) after NEVADA sunk on 7 Dec. attack, he probably could not retrieve personal items right away. Also, it just seems to me that letters to former high school teachers wouldn't be as often as once a month.

For transportation there, on 8 November, Morrison boarded the new submarine tender PELIAS (AS 14) as a passenger. The ship had only just arrived at San Diego from the east coast, and was headed for Pearl Harbor via San Francisco. In the letter to his former high school teachers, John Morrison talks about the stop PELIAS made at Mare Island: "A week in San Francisco proved to be most enjoyable. It is far nicer than either Los Angeles or San Diego—lots of fine hotels, restaurants, and (truth well out!) night spots". On 15 November, the ship got underway for Pearl Harbor.



USS PELIAS cover postmarked 7 November 1941, the day before Morrison went on board for transportation to Pearl Harbor. He describes the trip as a picnic with "Lots of eating, sleeping, [and] plenty of sun." At Pearl Harbor, he reported to the battleship NEVADA, but went to the PT boat Squadron right after the 7 December attack. —Linto Cachet



Locy Type 3 (A-BBT) cancel from NEVADA dated 25 November 1941, the day Ens. John Morrison reported to the ship. This cover was mailed by CMM Marcus "Clifford" Thompson (1908-1966). Thompson first joined the crew in 1933 and remained on board until October 1942 when he became an officer.

At Pearl Harbor

It took six days for PELIAS to reach Pearl Harbor, arriving on 21 November. Most likely NEVADA was underway, because Morrison remained in PELIAS for a few extra days. In the letter he gives an account of the trip and his recent experiences: "Our cruise from S.F. was a picnic. Lots of eating, sleeping, plenty of sun [and] very little work to do." They were treated like guests, he says, and mentions that PELIAS was formerly a Moore-McCormack liner.

The day after PELIAS arrived, he mentions that she participated in a war game exercise. The letter, dated 25 November, says "We joined the fleet Saturday morning [22 November] for maneuvers, forming part of a convoy which was attacked by an enemy force. Between dive-bombers and enemy destroyers, the opposition (so says the umpire) sank the PELIAS! Thank goodness it was only make believe, since we're all still alive and kicking!" He then goes on to say "The NEVADA is here at Pearl Harbor, and I'm waiting for a boat now to report aboard. From there, only time will tell. It will be, certainly, interesting." More prophetic words could not have been written. Less than two weeks later, he was on board NEVADA when the Japanese attacked Pearl Harbor.

The story of NEVADA on 7 December 1941 is legendary, but John Morrison's personal experience of that day is lost to history. At the time of the attack, NEVADA was moored at quay F-8, just aft of ARIZONA. Despite being struck by a torpedo early in the attack, about 0840 she headed past the burning ARIZONA toward the channel entrance. Japanese planes quickly targeted the ship and she was hit with a number of bombs, forcing her to ground at Hospital Point. The ship was in flames as she settled, and the crew fought fires for hours. There were many acts of heroism that day, but still, more than 60 men died. Those who survived were just happy to be alive.

As salvage operations began on NEVADA, many of her officers and crew were transferred to other assignments. On 17 December, as recorded later in the muster, John Morrison and three other ensigns were all "Detached for temporary duty with Motor Torpedo Boat Squad. ONE, Pearl Harbor, T.H." For Morrison, this became a permanent transfer.



LTJG John W. Morrison Jr.
—1943 newspaper photo

Motor Torpedo Boat Squadron One (MTBRON ONE)

At the time of the attack on Pearl Harbor, PT boats were still experimental and just being introduced into the navy. When MTBRON ONE arrived at Pearl Harbor with 12 boats in August 1941, temporary arrangements were made for them at the submarine base. The floating workshop YR-20 was used as a tender, and the boats would tie up alongside. It's known that meals were served for the squadron on YR-20, and they probably had space for administrative functions as well.

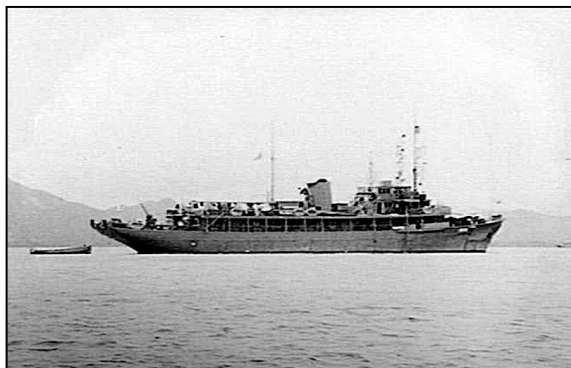
Some of the PT boats at Pearl Harbor were destined for the Philippines, and six of them were being loaded onto the deck of USS RAMAPO (AO 12) on 7 December when the Japanese attacked. They all survived, were offloaded, and then remained at Pearl Harbor with the rest of the

squadron. The MTB squadron later moved from the sub base to a location near Pearl City. In the months that followed the Pearl Harbor attack, the boats did patrol duty, and also saw action at the Battle of Midway. Although it's clear that John Morrison was with the MTB squadron at this time, what role he played is not known.



Locy Type 3z, postmarked 6 October 1942, mailed by LTJG John W. Morrison, MTBRON 1, to former teacher, Joseph Housmann, Teaneck, NJ. Naval Censor (Morrison's initials). This cover was mailed while Morrison and the 4 PT boats of MTBDIV TWO (under the umbrella of RON 1), were still at Palmyra Island. By early November, they had moved on to Funafuti in the Ellice Islands, where they rescued Eddie Rickenbacker and the crew of a B-17. Per newspapers, Morrison commanded one of the PT boats involved, and research indicates it may have been PT-25.

In mid-July 1942, the structure within MTBRON ONE changed with the formation of two divisions. Each division, still under the umbrella of the squadron, had 4 boats assigned: MTBDIV ONE (PT's 22, 24, 27 and 28) boats went north to Alaska; and MTBDIV TWO (PT's 21, 23, 25 and 26) headed south to Palmyra Island. John Morrison was with the second group.



USS HILO in Australia, probably shortly after the Rickenbacker rescue. She was originally designated PG 58 when commissioned in June 1942, and was redesignated AGP 2 in January 1943.

The four boats of MTBDIV TWO left Pearl Harbor on 15 July 1942, along with the newly commissioned tender HILO (then PG 58). They set course for Palmyra, and most likely (as was done later) HILO alternately towed 2 of the boats while the others proceeded under their own power. On 20 July, the war diary of NAS Palmyra notes the arrival of HILO and the PT boats, along with the delivery of mail. Over the next 2 months, as MTBDIV TWO discovered, there was little to do at Palmyra. Even operations of the dredge

SACRAMENTO were being wrapped up and the workers were leaving. When Adm. Nimitz visited Palmyra in September 1942, one of the Division Two officers suggested that the PT boats be moved further south where they be might be more useful. Nimitz agreed, and orders were quickly given to start the process.

On 4 October, HILO made a quick run back to Pearl Harbor for repairs and upgrades, and took on fuel and provisions for the upcoming move. It was during this period, on 6 October 1942, that (now) LTJG John Morrison wrote the letter to Joseph Hausmann, a former teacher at Teaneck High School. At the time it was mailed, Morrison was still with the MTBDV TWO boats at Palmyra Island.

On 23 October, HILO returned from Pearl Harbor, and two days later got underway with the PT boats for Funafuti in the Ellice Islands. As earlier described, the war diary of HILO shows the boats were towed part of the time, and also traveled under their own power. The first leg was to Canton Island, about 775 miles south of Palmyra, where HILO dropped off passengers. The final leg to Funafuti was still another 750 miles. As they approached their destination on 1 November, HILO noted: "Steaming with PTs 21 and 23 in tow astern. PTs 25 and 26 under own power abeam. 1725 cast off tows. All boats under own power." The next morning they entered the lagoon, anchored, and reported for duty. It had only been a month since the Marines and Navy Seabees first occupied Funafuti, so the place was undoubtedly chaotic.



Mail from USS HILO, the tender that supported MTBDIV TWO (PT's 21, 23, 25, and 26) during the November 1942 Rickenbacker rescue. Crewmember SoM3/c Franklin L. Fyles (1916-1995) was part of the crew during that time. In late November, HILO moved to new locations, and on 22 March 1943 when this letter was mailed, was anchored at Milne Bay, New Guinea, servicing and overhauling PT boats. Interesting combination of a Naval Censor with Army APO 928 cancel.

The Rickenbacker Rescue

The PT boats had been at Funafuti for only a few days when, on 11 November, word was received that a yellow raft had been spotted by a patrol plane. The location was about 25 miles northwest, and PT-21, commanded by division executive officer LT Alvin P. Cluster, was sent to investigate. With the raft was Capt. William T. Cherry, an army B-17 pilot whose plane had been missing for 3 weeks. It had been all over the news because one of the passengers was WWI fighter ace Eddie Rickenbacker. The plane was on

a special mission, and had last been heard from on 21 October when they reported being lost and low on fuel. Captain Cherry was brought back to HILO in poor shape, but was able to tell his rescuers there were three rafts, and that his had separated from the others 2-3 days earlier.

Early the next morning, HILO and all four PT boats got underway to the general location they'd found Capt. Cherry, and began searching for the other rafts. For hours, nothing was found. However, late in the day one of the Kingfisher scout planes had located a raft and relayed the position. The PT boats were immediately directed there, but it was several miles away, and it was getting dark. The Kingfisher pilot, worried that the boats would miss the raft, made the decision to land his plane on the sea. There were three in the raft, but with only two seats on the plane, he knew he could not get airborne again with everyone. The most injured man, Col. Hans C. Adamson, was carefully placed inside the plane, and the other two were each strapped onto the wings. One was Pvt. John F. Bortek, and the other was Capt. Eddie Rickenbacker. When they were secured, the Kingfisher began taxiing across the surface heading for Funafuti, some 40 miles away. Within a few minutes, PT-26 with division commanding officer LT Jonathan F. Rice and Ens. John M. Weeks, arrived at the scene, and Bortek and Rickenbacker were unstrapped from the plane and brought on board the boat. With that, HILO and the four PT boats traveled in the direction of Funafuti, but remained outside the lagoon until the next morning.

No sooner had they anchored when a coast watcher reported that three survivors had come ashore at Nukufetau Island, about 60 miles away. Wasting no time, HILO got underway and picked up all three: Lt. James C. Whittaker, Lt. John J. DeAngelis, and S/Sgt. James W. Reynolds. These were the last of the survivors, and it was later learned that one man on the B-17 crew, Sgt. Alexander T. Kaczmarczyk, had died about a week earlier and was buried at sea.

The PT Boat John Morrison Was On?

Evidence is thin, but I think PT-25 is most likely the boat Morrison commanded during the Rickenbacker rescue. Except for the cover itself and later newspaper articles, his name is not even mentioned in available records and accounts of the incident. There is no listing of the officers and crew of the 4 PT boats, and no war diary of MTBDIV TWO was found for this time period. Most of the information comes from records of HILO and later narratives given by participants.

The officers on board PT-21 and PT-26, the boats that actually carried survivors, are pretty well established. On the night of 12 November, all four boats headed for the location given by the Navy Kingfisher. It was PT-26 that actually took Rickenbacker on board, but at least one other boat was at the scene with her. The narrative of Pho2/c Frederick LaTour says he rode out on PT-25, and then jumped onto the boat that had Rickenbacker. That would be PT-26, but LaTour misstates this as PT-23. Still, he places PT-25 at the

scene, and unless he had the numbers of both boats wrong, this would make PT-25 the most likely the boat Morrison was in command of.



Photo of PT-25 during the war. At Pearl Harbor she was at the Sub Base during the attack. In 1942, she was part of MTBDIV TWO at Funafuti, and one of the boats involved with the rescue of Eddie Rickenbacker. Research indicates PT-25 was most likely the boat LTJG John Morrison commanded. —NavSource photo



*Eddie Rickenbacker
—1942 newspaper photo*

The first mention of Morrison being involved with the rescue comes from newspaper articles after he returned home in July 1943 to get married. He spoke to the Teaneck Rotary Club about the Rickenbacker rescue, and the local newspapers reported that "*Lt. Morrison was one of the two commanders of PT boats who took part in the rescue and brought Capt. Rickenbacker and his party back to base, from which they returned to civilization.*" Another article was a little more specific: "*Lieutenant John Morrison, U.S.N.R., of Teaneck, who was in command of one of the two PT boats that picked up Captain Eddie Rickenbacker, described the rescue...[to the Rotary Club].*" Some of the articles mention that Morrison was on NEVADA at Pearl Harbor before transferring to PT boats, but don't get into details on his role in the Rickenbacker rescue.

After the Rescue

Just after the rescue, HILO received orders to move further south, and on 25 November, she unloaded "*all spares and parts belonging to MTBDIV TWO*" and got underway for Nomea, New Caledonia. The four PT boats remained at Funafuti, apparently operating from the base there. In August 1943, the seaplane tender BALLARD (AVD 10) escorted the boats (towing one of them) to Espiritu Santo, New Hebrides. This essentially marks the end of MTBDIV TWO, and also the end for these early, now obsolete, PT boats. By October 1943, three of them were downgraded and just used as small boats, and the other was apparently condemned.

John Morrison probably remained at Funafuti until about July 1943, and then he returned home to New Jersey for the first time since before Pearl Harbor. In August, he was married to Elizabeth ("Betsy") Thompson Brown, who also grew up in Teaneck. His new duty station was now at Newport, Rhode Island, probably as an instructor at the Motor Torpedo Boat Training Center there. By late 1944, Morrison was back in the war as commanding officer of MTB RON 36 in the Philippines. He received nationwide attention in January 1945, leading his PT squadron near the shoreline on an "intruder mission," intercepting Japanese boats attempting to escape after a naval and aerial bombardment. It was a tactic that hadn't been used before.



Elizabeth ("Betsy") Morrison
— 1943 newspaper photo

After the war, Morrison returned home, and went on to earn a master's degree in English from Columbia University. In the early 1950's, he began working as a training officer for the CIA, eventually retiring as director of the CIA Intelligence School. He's even acknowledged for his help in a 1981 book about William Donovan and the early days of the CIA. Morrison and his wife made their home in northern Virginia, where he passed away in 2007 at the age of 88.

In Closing

Although I was not able to confirm that John Morrison commanded PT-25, evidence indicates that was probably the case. Perhaps someday new information will be found, listing the officers and crewmembers of the PT boats that participated in the Rickenbacker rescue. Looking for clues about John

Morrison's boat, I spent time researching various individuals already known. Although it was interesting to do that, the extra work didn't yield the answers I was hoping for.

When John Morrison first reported to Pearl Harbor, in the letter to his former high school teachers he said that

"only time will tell" about the future, and that it would "be certainly interesting." It was, probably more than he ever imagined. Researching these covers has brought to light a most interesting story—about Pearl Harbor, PT boats, and the rescue of Eddie Rickenbacker.

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Teachers at Teaneck High School

—Who the Letters Were Mailed To—

Helen B. Hill (1907-1991), Vice Principal (later Principal). Grew up in the area, and lived with her sister Ethel for many years. Spent 28 years with Teaneck schools, and was highly regarded by her students. Retired in 1967, and later moved to Arizona. Never married.



Joseph G. Housmann (1911-1998), Mechanical Drawing Teacher, was at Teaneck as early as 1936. Later taught at other schools in the area until he retired in 1977. He is the one who saved and kept the two covers. Married and had 2 sons.



William H. Wilson (1908-1967), Supervisor of Instruction, grew up near Teaneck, and began his teaching career about 1929. He held many administrative jobs with local schools until retiring in 1964. Never married.



Tending to Destiny

USS WHITNEY (AD 4)

Jake Wilhelm (12,411)

PO Box 481

Coquille, OR 97423

(With many thanks to Lloyd Ferrell (L-12,082) for supplying the 1941 and 1942 covers used in this article)

Japan's surprise attack on Pearl Harbor 7 December 1941 set in motion many bits of American war machinery that had spent decades reluctantly preparing for war. Our featured vessel was a key part of that Inter War training – and, as intended, she took the lessons learned into battle herself.

Because if an army travels on its stomach, so too did the Greatest Generation Navy man and his ship. Many times, that meant providing resupply services near the front lines, and that is where ships like our featured vessel, USS WHITNEY (AD 4) came in handy. A destroyer tender commissioned in 1924, she helped keep our nation's destroyers running during a long pre-war training period and then war itself, serving as a supply ship and floating repair shop. When finally laid to rest in 1946 with an honorable decommission, she had served the nation for twenty-two years, including a tiring war that only saw a few weeks off for rest and relaxation.

WHITNEY was not born to a peaceful time, just to one that appeared idyllic on the surface. Yes, war felt like such a has-been concept when Boston Navy Yard laid the second DOBBIN-class destroyer tender's keel 23 April 1921. She launched 12 October 1923 and commissioned 2 September 1924 to a world that had finally admitted, deep down where no one likes to peer, that the day's tensions would eventually lead to war.

Not a small ship, WHITNEY was nearly 500-feet long with a 61-foot beam equaling 8300-tons displacement. She carried a complement of 416 men. All of whom sailed in response to that sinking feeling mankind wasn't yet done with warfare. To this end, the Navy launched training exercises in the guise of Fleet Problems. Beginning with the Roman numeral I, the Navy's Battle and Scouting Fleets battled one another through the 1920s and '30s in actions thinly disguised as war games to keep the Navy in fighting trim while skirting various international regulations forbidding the build-up of any nation's military forces.

WHITNEY played a quiet but crucial part in these war games – tending the Navy's newest ship, the destroyer. In the 1910s, the fast armored gunships had replaced the nation's earlier torpedo boats. Bigger, better armed and armored than their predecessors, destroyers came into their element during the First World War, performing escort and patrol duties in Europe. The post-war years saw the destroyer's role evolve into a Mean Gray Fighting Machine, versatile in many aspects of killing the enemy. As Fleet Problems evolved into

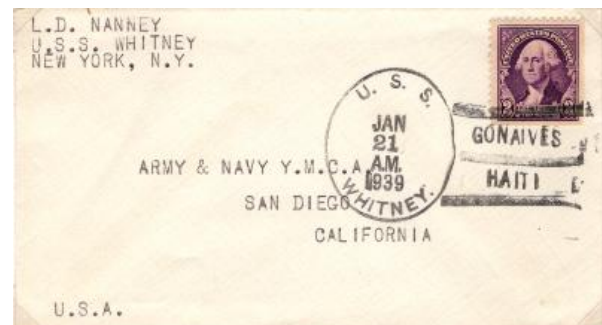
more and more complex avatars of destruction, it was clear that destroyers would defend fleets and convoys not only from submarines but also from the growing airplane menace. In fact, many war games involved carrier-launched airplanes, forcing destroyers into the role of 'downing' aircraft as plane guards – which, of course, became one of the World War II destroyer's top roles.

The destroyer also became an attack craft, often involved in one Fleet Problem or another by steaming into a harbor and shooting up the scenery or landing advance forces. They also filled bombardment roles, standing off shore with bigger ships dealing fake thunder to 'enemy' positions. They also honed their anti-ship torpedo skills. These training exercises also led to the development of better destroyer designs. In fact, by the end of the thirties, the original four-piper destroyers, in theory at least, had been replaced in importance by better models.

Of course, the war would show the aged four-piper flush deck destroyers had moxie. After all, they had practiced at war longer than those smart-alecky kids in the freshmen class.

Helping these destroyers, all along, were destroyer tenders. Primarily tag-teaming with sister ship DOBBIN (AD 3), WHITNEY practiced her way through the peacetime years, serving on the Atlantic coast keeping destroyers tended during the year and traveling south into the Caribbean for winter. Often based somewhere around the Canal Zone at a rear-guard station during most Fleet Problems, WHITNEY kept her charges loaded up with munitions and provisions and at times conducted repairs. Notes taken on her performance led to new classes of destroyer tenders – the emphasis being 'we should increase the cargo bays and shop space.'

In 1932, the tender sailed the Canal for the first time, transiting to San Diego for operations along the West Coast. Except for a quick jaunt back to the Caribbean in 1934, she spent her remaining years gathering various species of Pacific-grown barnacles. During Fleet Problem XVI in 1935, she paid her first visit to Pearl Harbor, supporting the Problem during mock battles further out to sea. Yes, this was no coincidence. By the mid '30s, Uncle Sam knew war would come from the east and had already identified Pearl Harbor as crucial to the nation's defenses.



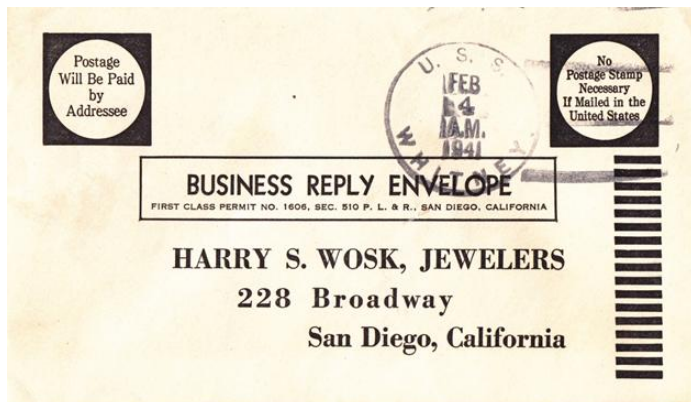
USS WHITNEY (AD 4) at GONAIVES, HAITI for Fleet Problem XX in the Caribbean in early 1939. (Richard D. Jones 3933 collection)

The Problems became more prophetic as America and Japan spun towards conflict. XIX in 1939 featured a battle between aircraft carriers; along with showing the destructive possibilities of carrier-based aircraft at land and sea, the 'conflict' also demonstrated how easily an aircraft carrier's defenses could be overwhelmed by enemy craft, resulting in the mock sinking of ENTERPRISE (CV 6).

Problem XXI must have been summoned up by a carnival fortune-teller, because it took place in two phases around the Hawaiian Islands and the Pacific. Here, destroyers pitched in to protect the fleet and convoys and launched land attacks.

Of course, games soon enough ended. In 1941, WHITNEY and DOBBIN received permanent assignment to Pearl Harbor. Everyone there spent the last months of 1941 under Admiral Husband Kimmel's 'train, keep training and then train some more' orders – he knew war was coming and wanted his boys ready.

* * *



As WHITNEY neared her rendezvous with destiny, a true jewel of a postmark graces this February 1941 missive to a San Diego jewelry company. WHITNEY spent early '41 in the San Diego area. She was posted to Pearl Harbor that summer. (Lloyd Ferrell Collection)

In the last moments of peace left to this world, WHITNEY woke to a Sunday morning at Berths X-8 and X-OS tethered to five destroyers – SELFRIDGE (DD 357), REID (DD 369), CASE (DD 370), CONYNGHAM (DD 371), and TUCKER (DD 374). Serenity ceased as the morning of 7 December 1941 spiraled into hell.

At 0759, WHITNEY lookouts spotted bomb explosions on Ford Island. General Quarters was piped across the ship. Battle stations included scrambling to supply the destroyers and help them get their engines going. Thankfully, WHITNEY'S officers and nearly all of her enlisted men were aboard and, boy, had they trained well! Some of WHITNEY'S men fought the enemy from her gun stations, others worked with their destroyers, hurrying, hurrying to get the gunboats released from WHITNEY'S electrical and water supply tether, scrambling to help the destroyers get their steam up, hustling as the destroyers themselves cut the air with flying lead.

0801, a Japanese plane strafed the tender, causing little damage but officially bringing the ship to the terror of war.

0804, WHITNEY'S .50 caliber guns hurtled from peace to tracking targets. 0809, the ship was officially involved in getting her five destroyers underway, men disconnecting those water and power lines, rushing ammunition to the ships while under fire themselves. Soon, WHITNEY'S 3-inch guns were at work – they alone dispensed 88 shells this battle. 0830, WHITNEY had helped her charges build up steam; 15 minutes later, WHITNEY'S Number One boiler was in action. A second attack enveloped the huddled pack of ships at 0855. At least one attacking plane sprouted smoke and crashed in the hills above the harbor.

At 1000, REID and SELFRIDGE departed, spinning into the battle they had trained for so many times. 1025, WHITNEY'S men helped the tender's remaining three destroyers while her crew, and those of the destroyers and everything with a gun in the stricken harbor fired through breaks in the clouds that had swept in over the once peaceful harbor. While WHITNEY was prepared to go underway, at 1130 the ship was ordered to remain at anchor, along with her three charges.

Soon, several of her officers, including her skipper and ship's doctor, rushed to the hospital ship SOLACE (AH 5) to assist the overwhelmed medic corps. At 1335, WHITNEY crewmen hustled over five fire hoses and a pump to men struggling to save stricken RALEIGH (CA 7). WHITNEY'S busy day ended 2110 when she logged the fact she had fired at passing aircraft, most likely some poor USAAF mopes angling back home after their own anti-Japanese patrol.



WHITNEY at war, parked behind torpedo nets at Pearl Harbor. There during the 7 December attack, she remained on station tending and repairing destroyers until spring of 1942. (USN)



From her Pearl Harbor duty station comes an official Navy Department Mailgram envelope to NAVAL COMMUNICATIONS SERVICE in Washington D.C., October 1941. By now, the tender was entrenched in a steady training-for-war regimen with her destroyers as tensions tightened between US and Japan. The Locy 3 with a rather droopy bottom bar crosses a Transport Plane 20-cent airmail stamp, (Scott C31); the high-value stamp along with CLIPPER MAIL stampings indicate someone needed this letter delivered toot-sweet. (Lloyd Ferrell Collection)



Close, very close to destiny. This stunning cover, also from the Lloyd Ferrell Collection, was mailed four mornings before the nation's date with terror. The ship's well used Locy 3 cancel covers a Thomas Jefferson Prexie, Scott A279.

That's the day WHITNEY switched over to her combat log; the role she had prepared for in these last nearly twenty years. Because of the horrific losses at Pearl Harbor, WHITNEY'S men were determined to prove that even those men who quietly keep the warships going will persevere over evil. Over the next few months, she supplied at break-neck speed the destroyers fighting a tiring, seemingly lost battle to save the Pacific.

In April 1942, now equipped with a stronger anti-aircraft gun system, she moved to Tonga with cargo, ammo, torpedoes, fuel and ammunition to set up shops at Tongatabu. This was the first in many moves for the aging ship. Each time WHITNEY moved, she proved the wisdom of that interwar military concept to place tenders and other combat supply ships placed as forward as possible. Every re-supply she conducted equaled a ship slipping off the front line, grabbing some repairs and supplies, then heading back into action in days – days as opposed to weeks traveling to Pearl Harbor and back.

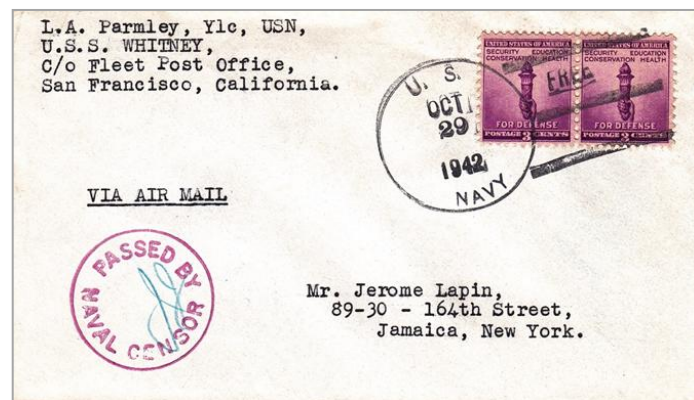
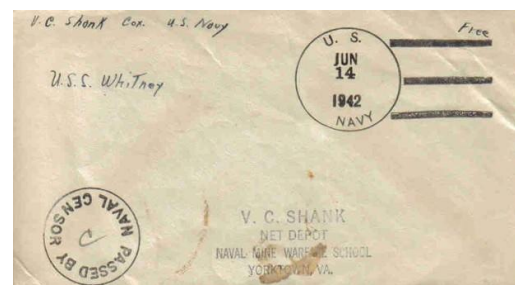
As Allied forces secured the Solomons, WHITNEY shifted duties to New Caledonia's Noumea base. Here she serviced smashed up, depleted ships limping home from the continued campaign at Guadalcanal, providing quick turn-around service for the destroyers. Her stay at Noumea was interrupted only by a two-week R&R in Australia in April of 1943. She reported to new duty station Espiritu Santo 12 September and remained there until 27 October before shifting to Purvis Bay, Tulagi.

By now a major base for the island-hopping campaign, Tulagi became her main base through May 1944. June 1944, WHITNEY'S war-weary men received their second all-expenses paid trip to Australia. She returned to action by way of a new station at Manus in the Admiralties, then to Espiritu Santo as her main base while touring some of the other advance bases on occasion. More miles went on the clock when she shifted to Hollandia in January 1945, only to be sent straight away to the Philippines. She serviced destroyers from San Pedro Bay, Leyte during the crucial days left to this war, repairing and supplying equipment that should have been scrapped but couldn't be because there was a war on. She won a Special Commendation for tending duties performed 1 through 15 April 1945, proving yet again that the combat fleet was nothing without those unsung heroes in the auxiliaries. All that quiet hard work was worth it – the ship was still floating in San Pedro Bay when news came that the war had at last ended.

WHITNEY remained on station until 30 August, stopping at Buckner Bay briefly before joining Service Division 101 in Korea, tending destroyers while they in turn facilitated the occupation, resettlement and humanitarian work needed there after that nation's many years of brutal Japanese occupation. 18 November 1945, WHITNEY pulled up anchor and sailed for San Diego. She decommissioned there 22 October 1946, her first real rest in a great many years.

Collecting WHITNEY – Our featured ship was a prolific postmark user, using a couple dozen different units over the years, including no less than three American Flag machine cancels in the 1930s. Rated A for common in the *USCS Catalog of U.S. Naval Postmarks* are much of her Locy 3 variants and her 1944 2z. A majority of WHITNEY's B-rated for limited edition marks are her Locy 9 double-ring cancels and her 3z (BBT) of 1941. Rated C for scarce are her Locy 8 and 9 machine cancels, a 9efu of 1939 missing the U.S.S., her 9v's of 1927 and 1931 and her Locy 6 of 1927.

Below: Sailor mail from Flag Day, 1942 with the ship's Locy 3z (BBT) across the free-franking sent to Victor Shank (USCS 1259) at Yorktown, Virginia's Naval Mine Warfare School. (Naval Cover Museum)



Another usage of WHITNEY's 3z is seen with FREE in the top message bar in October 1942. The cancel covers two Torch of Enlightenment stamps (Scott 901). (Lloyd Ferrell Collection)

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S12-01 LST 359 10-5-43 #10 penalty, r/s cc, sunk MB \$10
 S12-02 Japan Fall of Singapore FDC 2-15-42 card of 2 overprinted Japan stamps & spec cxi MB \$30
 S12-03 PENNSYLVANIA (BB 38) 8-31-32 Xth Olympiad, LA Harbor, 2nd Day MB \$10
 S12-04 OKLAHOMA (BB 37) 3-17-39 r/s St Pats Day very clean green harp, MB \$5
 S12-05 HMS EXETER (CA) 6-21-37 Commo N Am Div fought Graf Spee, sunk PM Bermuda MB \$10
 S12-06 APAGON (SS 308) 3-10-43 GOW NG launch cachet, PM Portsmouth MB \$30
 S12-07 WASP (CVS 18) 6-7-65 Gemini 4 Recovery ship, printed cachet & printed CO auto MB \$20
 S12-08 WASP (CVS 18) 12-18-65 Gemini 7 Recovery ship printed cachet of Borman/Lovell MB \$20
 S12-09 WASP (CV 7) 7-10-40 shakedown by Sadworth, kb Guantanamo MB \$5
 S12-10 TICONDEROGA (CV 14) 5-22-45 sailor mail w/censor mark MB \$2
 S12-11 YORKTOWN (CV 5) 8-29-41 BB steaming cachet, sunk MB \$2
 S12-12 YORKTOWN (CV 5) 10-27-39 Navy Day 1939 w/TR by Buchwald, sunk MB \$3
 S12-13 LUNGA POINT (CVE 94) 10-24-44 sailor mail w/censor mark MB \$2
 S12-14 PRINCETON (CV 37) 7-6-45 lau cachet signed by Sponsor, PM Phila MB \$3
 S12-15 LANGLEY (CV 1) 10-29-34 Trail of Covered Wagon kb CA here we come, torn L corner MB \$3
 S12-16 SARATOGA (CV 3) 9-12-43 sailor mail w/censor mark MB \$2
 S12-17 SARATOGA Air Group (CV 3) #10 penalty, r/s cc MB \$2
 S12-18 UTAH (AG 16/BB 31) 6-21-39 Puget Sound Navy Yard cachet, sunk MB \$3
 S12-19 UTAH (AG 16/BB 31) 7-26-35 1935 Post Office day cachet, sunk MB \$3
 S12-20 TUTUILA (PR 7) 11-9-39 emb seal as cachet, sign block used in lieu of postage by Tolley MB \$5
 S12-21 NIMITZ (CVAN 68) 3-1-80 ships r/s cachet, few months after botched Iran hostage rescue MB \$3
 S12-22 KEARSARGE (CVS 33) 10-3-62TF 130 Mercury Recov team w/CO auto MB\$5
 S12-23 PRINCETON (CVL 23) 5-14-44 sailor mail from Capt's office on patriotic cover, sunk MB \$10
 S12-24 SANTEE (CVE 29) 5-23-41 #10 registered cover MB \$2
 S12-25 NATOMA BAY (CVE 62) 2-26-44 sailor mail w/censor mark MB \$3
 S12-26 Composite Sq 63 6-26-45 Navy Sq on CVE NATOMA BAY sailor mail w/censor mark MB \$3
 S12-27 MARCUS ISLAND (CVE 77) 8-26-44 sailor mail w/censor mark MB \$3
 S12-28 Composite Sq 21 5-31-44 Navy Sq on CVE MARCUS ISLAND sailor mail w/censor mark MB \$3
 S12-29 MANILA BAY (CVE 61) 9/7/44 sailor mail w/censor mark MB \$3
 S12-30 WASHINGTON (BB 56) 12-29-41 #10 penalty w/printed cc MB \$2
 S12-31 PENNSYLVANIA (BB 38) 10-27-38 Navy Day 1938 w/TR by Buchwald MB \$2
 S12-32 NEVADA (BB 33) 2-22-40 Washington's B'Day by Buchwald MB \$2
 S12-33 TEXAS (BB 35) 3-14-45 sailor mail w/censor mark MB \$2
 S12-34 VESTAL (AR 1) 2-22-40 Washington B'Day Buchwald on card, fancy cxi MB\$2
 S12-35 CAPABLE (AM 155) 4-23-44 #10 sailor mail w/censor mark MB \$2
 S12-36 BARRY (DD 248) 4-3-41 Commodore John Barry coat of arms, sunk MB \$2
 S12-37 TUCKER (DD 374) 7-23-36 commission by Woolsey. Sunk MB \$2
 S12-38 STEWART (DD 224) 3-26-38 enroute Shanghai/Tsingtao/etc kb Weihaikei, captured MB \$5
 S12-39 SELFRIDGE (DD 357) 11-25-36 commission by Woolsey, fancy cxi MB \$2
 S12-40 O'BRIEN (DD 415) 3-2-40 commission by Navy Relief Soc, sunk MB \$2
 S12-41 MORRIS (DD 417) 3-4-40 FDPS by Nicholson, sunk MB \$2
 S12-42 KEARNY (DD 432) 10-16-40 FDPS by Hutnick, torpedoed by U Boat before WW2, MB \$2
 S12-43 HULL (DD 350) 7-31-36 printed pic of ship, Alaska 1936, sunk MB \$2
 S12-44 HUGHES (DD 410) 9-21-39 commission by Shaw, sunk MB \$2
 S12-45 HAMMANN (DD 412) 8-11-39 commission by Shaw, sunk MB \$2
 S12-46 GWIN (DD 433) 1-15-41 commission by Navy Relief Soc, sunk MB \$2
 S12-47 DUNCAN (DD 485) 4-16-42 FDPS by Hutnick, sunk MB \$2
 S12-48 DOWNES (DD 375) 4-28-40 Capt John Downes coat of arms MB \$2
 S12-49 CUSHING (DD 376) 8-28-36 commission by Woolsey MB \$2
 S12-50 CASSIN (DD 372) 8-21-36 commission by Woolsey MB \$2
 S12-51 CASE (DD 370) 11-1-40 RAdm Case's coat of arms MB \$2
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 S12-53 ALLEN (DD 66) 10-3-40 ReCom for Neutrality Patrol MB \$2
 S12-54 RICHARD E BYRD (DDG 23) 8-1-77 Welcome HMS AMBUSCADE (FF) in Falkland War MB \$2
 S12-55 RFA FORT GRANGE (Aux) 2-3-81 3 ship marks, Port Everglades, was in Falkland War MB \$2
 S12-56 HMS MINERVA (FF) 8-23-86 Plymouth navy days w/ship marking, in Falkland War MB \$2
 S12-57 PLATTE (AO 24) 1-27-40 Mueller FDPS c, map of Nebraska/oil wells MB \$3
 S12-58 DesRon Six 11-23-44 regd #10 cover w/named cxi USS MAURY on back MB\$2

S12-59 RFA SIR GERAINT (LST) 1-26-83 #10 cover, 2 dif ship marks, PM S Georgia, in Falkland War MB \$2
 S12-60 Gen Herbert L Earnest 11-2-2004 signed letter from US Army WW2 general, clean MB \$3
 S12-61 MSV STENA SEASPREAD (AR) PM 6-82 during war, merchant ship drafted in Falkland War MB \$3
 S12-62 SAN JACINTO (CVL 30) 9-26-43 launch, wings of navy cachet MB \$2
 S12-63 ORISKANY (CV 34) 1-21-54 Crosby-like photo cachet MB \$2
 S12-64 SEAWOLF (SSN 575) 3-30-82 25th Anniv by Decatur Ch, PM Groton MB \$2
 S12-65 SHENANDOAH (AD 26) 2-12-76 Lincoln's B'day by Hoffner H074 MB \$2
 S12-66 USF CONSTITUTION (IX 21) 5-11-34 Welcome Home Boston Old Ironsides r/s cachet MB \$2
 S12-67 USF CONSTITUTION (IX 21) 4-7-32 Ironsides visits St Pete, FL r/s c MB\$2
 S12-68 USF CONSTITUTION (IX 21) 5-30-33 Old Ironsides at Port Angeles, WA r/s cachet MB \$2
 S12-69 USF CONSTITUTION (IX 21) 5-17-33 Long Bch Welcome r/s c by COC MB\$2
 S12-70 USF CONSTITUTION (IX 21) 1-21-33 Old Ironsides arrives San Diego, Welcome Pacific MB \$2
 S12-71 USF CONSTITUTION (IX 21) 4-26-33 Welcome- Vallejo & Mare Is r/s c MB\$2
 S12-72 USF CONSTITUTION (IX 21) 5-13-34 Boston welcomes on her return r/s cachet MB \$2
 S12-73 USF CONSTITUTION (IX 21) 3-24-33 Greetings by San Francisco Junior COC r/s cachet MB \$2
 S12-74 USF CONSTITUTION (IX 21) 7-7-33 Greeting frm Everett, WA r/s c MB \$2
 S12-75 USF CONSTITUTION (IX 21) 3-9-33 US Flt Review San Pedro by Crosby MB \$2
 S12-76 USF CONSTITUTION (IX 21) 11-2-33 Bon Voyage Old Ironsides, San Pedro COC MB \$2
 S12-77 USF CONSTITUTION (IX 21) 2-20-34 USS RELIEF salutes Old Ironsides by Morris MB \$2
 S12-78 USF CONSTITUTION (IX 21) 7-3-33 Welcome Nav Yrd Puget Snd r/s c MB\$2
 S12-79 ALVIN (DSV) 8-25-69 location, inspection & salvage prep MB \$2
 S12-80 USNS AMERICAN EXPLORER (TAO 165) 8-16-60 Arctic Ops, master ink stamp auto MB \$2
 S12-81 Op High jump 1-10-47 TF 68 Antarctic Exp 1946-7 r/s cachet, PM MT OLYMPUS MB \$2
 S12-82 Snow Cruiser S Pole 5-6-41, defense plans halted, Byrd Antarctic Exp III, PM Boston MB \$2
 S12-83 Byrd Antarctic Exp II 1-30-35 Expedition 2nd mail cancellation at Little America MB \$2
 S12-84 Byrd's flight to S Pole 11-29-34 r/s c by Little Am Times, PM New York MB\$2
 S12-85 Adm Byrd Visit to Ft Wayne 5-2-51 r/s cachet for visit to Ft Wayne MB \$2
 S12-86 ENTERPRISE (CVAN 65) 10-22-62 r/s taking part in quarantine of Cuba, spotty cxi MB \$2
 S12-87 ENTERPRISE (CVAN 65) 8-16-62 "The Big E 86,000 ton attack carrier joins 6th Fleet MB \$2
 S12-88 ENTERPRISE (CVAN 65) 11-25-61 Delivery of ENTERPRISE to Navy c MB\$2
 S12-89 ENTERPRISE (CVAN 65) 9-24-60 Christen cvr by Lowry, PM Newport N MB\$2
 S12-90 LST 981 6-18-46 no cachet, r/s cc and SL cxi MB \$2
 S12-91 NEW JERSEY (BB 16) unused B&W PC of ship by Samuel Levinson Pub MB \$2
 S12-92 Submarine S-26 (SS 131) 8-2-1929 #10 penalty, printed cc, sunk, PM HOLLAND MB \$3
 S12-93 BUFFALO (AD 8) 1-15-1910 clear ships cxi on sailor mail cover to congressman MB \$4
 S12-94 VIRGINIA (BB 13) 4-26-1909 clear ships cxi on B&W PC MB \$4
 S12-95 MACON (ZRS 5) 12-3-34 USS MACON Long Beach "ship ahoy", PM Long Beach MB \$4
 S12-96 MACON (ZRS 5) 12-17-34 "We await your safe return" Dec Fit, PM Moffett Fld MB \$4
 S12-97 MACON (ZRS 5) 3-11-35 In memoriam, printed photo of MACON over BB, PM Akron MB \$4
 S12-98 MACON (ZRS 5) 12-3-34 MACON & many cities in CA if flew over, PM Mtn View, CA MB \$4
 S12-99 MACON (ZRS 5) 2-12-35 MACON crashes by Aiglon, PM Moffett Fld MB \$4
 S12-100 RHODE ISLAND (BB 17) 9-2-1909 clear ships cxi on color PC MB \$4
 S12-101 NEW HAMPSHIRE (BB 25) 1-1-1913 clear ships cxi on color PC MB \$4
 S12-102 DES MOINES (C 17) 5-30-1909 clear ships cxi on color PC MB \$4
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 S12-104 TACOMA (C 18) 6-28-1909 clear ships cxi on color PC MB \$4
 S12-105 SOUTH DAKOTA (ACR 9) 7-17-1909 clear ships cxi on color PC MB \$4
 S12-106 TENNESSEE (ACR 10) 11-14-1909 clear ships cxi on color PC, sunk MB \$4
 S12-107 WYOMING (BB 32) 1-30-1913 clear ships T-3(ac) cxi on color PC MB \$4
 S12-108 INDIANAPOLIS (CA 35) 7-17-37 Portland Pacific fleet fiesta by USCS Ch 22, sunk MB \$3
 S12-109 MACON (ZRS 5) no day/mo/1934 sub cloud gondola used 1st time, PM USS PA MB \$5
 S12-110 AUGUSTA (CA 31) 10-15-35 Semper paratus, flagship Asiatic Flt, kb Bangkok MB \$2
 S12-111 JOHN RODGERS (DD 574) 3-30-44 sailor mail w/censor mark MB \$2
 S12-112 GAR (SS 206) 4-14-41 commission by Osborne/Walton MB \$3
 S12-113 GRAMPUS (SS 207) 5-23-41 FDPS by Hutnick, sunk MB \$3
 S12-114 GRAMPUS (SS 207) 10-27-41 Navy Day by Cyr, sunk MB \$3
 S12-115 GRENADIER (SS 210) 11-29-40 launch by Int'l Cover Guild No. 9/24, PM Portsmouth MB \$3
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 S12-117 NARWHAL (SS 167) 1-1-36 New Years greetings cachet MB \$3
 S12-118 CERO (SS 225) 8-24-42 keel lay, pelican design MB \$3

- S12-119 SWORDFISH (SS 193) 10-27-37 keel lay by Hutnick, PM ALTAIR, MB \$3
 S12-120 SILVERSIDES (SS 236) 1-2-42 FDPS by Hutnick w/censor mark MB \$3
 S12-121 SARGO (SS 188) 4-29-39 shakedown by Sadworth, kb Rio MB \$3
 S12-122 SARGO (SS 188) 3-26-40 shakedown by Sadworth, kb San Juan MB \$3
 S12-123 STINGRAY (SS 161) 3-15-38 commission by ANCS Argonauts MB \$3
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 S12-125 DENTUDA (SS 335) 12-30-44 commission by Spader, PM Groton MB \$3
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 S12-131 SEALION (SS 195) 11-27-39 FDPS by Hutnick, sunk MB \$3
 S12-132 SEAL (SS 183) 6-11-38 shakedown by Shaw, kb Guantanamo MB \$3
 S12-133 SCULPIN (SS 191) 10-27-39 Navy Day cachet by Buchwald, sunk MB \$3
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 S12-135 GUDGEON (SS 211) 10-27-41 Navy Day by Cyr, sunk MB \$3
 S12-136 CUTTLEFISH (SS 171) 7-4-36 July 4 cachet by Richell MB \$3
 S12-137 DOLPHIN (SS 169) 11-30-36 Subron 6 homeward bound ANCS 76 MB \$3
 S12-138 DOGFISH (SS 350) 6-22-44, keel lay ribbon/girder/tridents MB \$3
 S12-139 DUTCHESS (APA 98) 12-6-44 #10 penalty, typed cc MB \$2
 S12-140 BLACKHAWK (AD 9) 9-5-39 US Fleet Asiatic Waters by JP Jones Ch, kb Tsingtao MB \$2
 S12-141 BLACKHAWK (AD 9) 11-3-34 Amoy China, home of white porpoises by Cross MB \$2
 S12-142 USCGC BELUGA (WPB 87325) 11-21-2000 com by Everett, Norfolk MB \$2
 S12-143 USCGC YELLOWFIN (WPB 19) 2-8-2000 lau by Everett, PM Lockport MB \$2
 S12-144 USCGC BLACKFIN (WPB 17) 2-28-2000 special commission by Everett, PM Lockport MB \$2
 S12-145 HUNTER MARSHALL (APB 112) 10-27-45 1st Day type 3 Victory cxi by Nicholson MB \$2
 S12-146 WADSWORTH (FFG 9) 6-28-02 LDC by Everett, PM San Diego MB \$2
 S12-147 SALEM (CA 3) 9-28-1909 2 ship cxls, one party on other on color PC, small photo MB \$4
 S12-148 VERMONT (BB 20) 10-15-1915 ships cxi on color PC MB \$4
 S12-149 USCGC SEAHAWK (WPB 87323) 8-9-00 spec commission by Everett, PM Lockport MB \$2
 S12-150 USCGC KINGFISHER (WPB 87322) 5-2-00 lau by Everett, PM Lockport MB\$2
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 S12-154 USCGC PT BONITA (WPB 82347) 11-14-00 LDC Everett, PM Norfolk MB \$2
 S12-155 SAND LANCE (SSN 660) 7-12-96 ships/Sturgeon class cachet, kb surface at N Pole MB \$5
 S12-156 FIFE (DD 991) 2-28-03 LDC by Everett, PM Everett, WA MB \$2
 S12-157 JOHN HANCOCK (DD 981) 10-16-00 LDC by Everett MB \$2
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 S12-159 IOWA (BB 61) 10-27-45 Navy Day generic cachet MB \$2
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 S12-161 IDAHO (BB 42) 1-9-37 Crosby photo cachet MB \$5
 S12-162 CROMMELIN (FFG 37) 10-31-12 LDC by Everett MB \$2
 S12-163 MAINE (SSBN 741) 12-7-95 1st missile firing off Cape Canaveral by Gold crew MB \$2
 S12-164 CONCORD (CL 10) 5-29-35 where trade winds blow by J Rodgers Ch MB\$2
 S12-165 LEXINGTON (CV 2) 5-11-40 US Navy Nations Life Buoy c, sunk MB \$2
 S12-166 Submarine S-33 (SS 138) 12-1-37 decom cachet by Hutnick w/emb seal PM SHAW MB \$3
 S12-167 Submarine S-32 (SS 137) 12-7-37 decom cachet by Hutnick, PM Nav Hosp Phila MB \$3
 S12-168 Submarine S-31 (SS 136) 12-7-37 decom by Tuchinsky, PM Marine Barracks Phila MB \$3
 S12-169 Submarine S-48 (SS 159) 9-16-35 decom by Hutnick w/emb seal, PM AYLWIN MB \$3
 S12-170 Submarine S-11 (SS 116) 9-30-36 decom by Hutnick w/emb seal, PM BADGER MB \$3
 S12-171 FLICKER (AM 70) 5-8-43 sailor mail w/censor mark MB \$2
 S12-172 ERIE (PG 50) 1-29-36 launch by Losberg? PM HERBERT, sunk MB \$2
 S12-173 PC 509 3-5-41 FDPS by Czubay MB \$2
 S12-174 YMS 112 3-7-44 #10 penalty with r/s cc MB \$2
 S12-175 NATOMA BAY (CVE 62) 12-17-43 sailor mail w/censor mark MB \$2
 S12-176 MCCracken (APA 198) 7-10-45 sailor mail w/censor mark MB \$2
 S12-177 AUK (AM 57) 1-15-42 FDPS by Hutnick MB \$2
 S12-178 WINDSOR (APA 55) 2-20-45 #10 penalty w/typed cc MB \$2
 S12-179 WHITNEY (AD 4) 6-18-45 sailor mail w/censor mark MB \$2
 S12-180 WHIPPOORWILL (AM 35) 7-23-43 sailor mail w/censor mark MB \$2
 S12-181 UNIMAK (AVP 31) 9-2-44 sailor mail w/censor mark MB \$2
 S12-182 PERMIT (SS 178) 6-28-37 shakedown ANCS Argonauts, kb Quebec MB \$3
 S12-183 PRESIDENT JACKSON (APA 18) 3-18-45 sailor mail w/censor mark MB \$2
 S12-184 QUINCY (CA 71) 9-2-45 sailor mail w/censor mark, cxi has QUINCY TOKYO BAY MB \$10
 S12-185 SAIPAN (CVL 48) 7-14-46 r/s commission cachet MB \$2
 S12-186 SANTEE (CVE 29) 2-6-46 r/s ships named cachet MB \$2
 S12-187 TEXAS (BB 35) 11-5-34 printed ships pic, 1st line BB, kb has lat and longitude MB \$2
 S12-188 WASP (CV 7) 4-25-40 r/s commission cachet, sunk MB \$2
 S12-189 ZANIAH (AG 70) 8-29-45 sailor mail w/censor mark MB \$2
 S12-190 Submarine Division 182 12-12-44 sailor mail w/censor mark & ltr MB \$3
 S12-191 CHANDLER (DMS 9) 1-11-42 sailor mail w/censor mark MB \$2
 S12-192 GUAM (CB 2) 3-2-45 sailor mail w/censor mark MB \$3
 S12-193 HOOPER ISLAND (ARB 17) 4-23-46 sailor mail MB \$2
 S12-194 HURON (CA 9) 12-25-24 ships 3z cxi on PC MB \$4
 S12-195 LIVINGSTON (AP 163) 4-3-44 sailor mail w/censor mark MB \$2
 S12-196 MARCUS ISLAND (CVE 77) 5-1-46 ships named r/s cachet MB \$2
 S12-197 HASKELL (APA 117) 2-6-46 sailor mail MB \$2
 S12-198 HINSDALE (APA 120) 1-20-45 sailor mail w/censor mark MB \$2
 S12-199 HYDROGRAPHER (AGS 2) 12-2-43 sailor mail w/censor mark MB \$2
 S12-200 KINGMAN (APB 47) 8-27-no yr sailor mail w/censor mark MB \$2
 S12-201 NUTHATCH (AM 60) undated 2 V mails but only 1 has ship name, no envs MB \$2
 S12-202 TARAWA (CVS 40) 1-11-55 r/s cachet w/ships name MB \$2
 S12-203 TANGIER (AV 8) 2-13-45 sailor mail w/censor mark MB \$2
 S12-204 SAIDOR (CVE 117) 6-21-46 sailor mail MB \$2
 S12-205 LUZON (PR 7) 11-15-36 on Yangtze Patrol by Woolsey MB \$2
 S12-206 1st passenger trans-Pac flight 11-3-36 Honolulu to SF by USCS 1279, PM Honolulu MB \$5
 S12-207 PERKINS (DD 377) 9-18-36 commission at Puget Sd Navy Yd, sunk MB \$2
 S12-208 WINSLOW (DD 359) 9-18-36 launch by Tuchinsky, PM BIDDLE MB \$2
 S12-209 SS MORRO CASTLE disaster 9-11-36 in memorium loss off Asbury Park by Puglis MB \$2
 S12-210 BRANT (AM 24 9-5-36 Dumonte bird cachet, kb 18th B'Day MB \$3
 S12-211 FAIRFAX (DD 93) 10-27-36 emb seal as cachet, PM Spec Serv Sq, kb Flamenco Is MB \$2
 S12-212 REID (DD 369) 11-2-36 commission by Commo Barry Ch, sunk MB \$2
 S12-213 PRESTON (DD 379) 10-27-36 com with eagle/flag/DD silhouette, sunk MB\$2
 S12-214 PRESTON (DD 379) 10-27-36 commission by Woolsey, sunk MB \$2
 S12-215 SHAW (DD 373) 10-26-36 FDPS by Tuchinsky, a bit stuttered MB \$2
 S12-216 BALCH (DD 363) 10-20-36 commission, Navy Yd Boston MB \$2
 S12-217 STINGRAY (SS 161) 10-1-36 keel lay by Hutnick, PM Portsmouth MB \$3
 S12-218 Puget Sound Navy Yrd 10-27-36 cachet of Naval Base, PM COLORADO MB\$2
 S12-219 SMITH (DD 378) 9-19-no yr comm with eagle/flag/DD silhouette MB \$2
 S12-220 SHAW (DD 373) 9-18-36 commission by Tuchinsky, PM ANTARES MB \$2
 S12-221 WINSLOW (DD 359) 9-18-36 launch by Tuchinsky, PM CASSIN MB \$2
 S12-222 SELFLEDGE (DD 357) 4-18-36 lau by Tuchinsky, PM Rec'g Ship Phila MB\$2
 S12-223 WYOMING (BB 32) 3-27-36 142nd Anniv of Am Navy by Nicholson MB \$2
 S12-224 ERIE (PG 50) 7-1-36 commission by Moffett Ch, sunk MB \$2
 S12-225 TEXAS (BB 35) 7-17-36 Aloha US Flt in Hawaiian Waters by Aiglon MB \$2
 S12-226 Rec'g Ship BROOKLYN 1-17-36 Ben Franklin 1st Postmaster... MB \$2
 S12-227 SS NORMANDIE (French liner) 5-29-35 maiden voyage, Normandie stamp MB\$2
 S12-228 TARPON (SS 175) 5-13-36 shakedown by ANCS Argonauts, kb Pensacola MB \$3
 S12-229 FAIRFAX (DD 93) 5-10-36 r/s named in honor of... NMC auto, F50 MB \$2
 S12-230 SS EMPRESS OF ASIA (liner) 5-7-36 Canadian Pac ship carrying mail to Hong Kong MB \$2
 S12-231 DUBUQUE (PG 17) 5-20-36 emb seal as cachet, CO auto & r/s cc MB \$2
 S12-232 NITRO (AE 2) 2-29-36 generic US Navy r/s cachet, weak cxi MB \$2
 S12-233 NEVADA (BB 36) 2-29-36 generic US Navy r/s cachet w/sailor/mermaid/life ring MB \$2
 S12-234 DRUM (SSN 677) 10-27-90 Navy Day by Rogak, PM Pearl MB \$2
 S12-235 DRUM (SSN 677) 4-15-91 19th Anniv by Rogak, PM DIXON MB \$2
 S12-236 DRUM (SSN 677) 7-4-91 July 4 cachet by Rogak, PM San Diego MB \$2
 S12-237 DRUM (SSN 677) 4-15-92 20th Anniv by Rawlins, PM Mare Is MB \$1
 S12-238 DRUM (SSN 677) 5-15-92 20th Anniv by Rogak, PM DIXON MB \$2
 S12-239 DRUM (SSN 677) 7-4-94 July 4 cachet by Rogak, PM DIXON MB \$2
 S12-240 ARCHERFISH (SSN 678) 12-17-89 18 Anniv by Rogak, PM Bremerton MB\$2
 S12-241 ARCHERFISH (SSN 678) 7-4-94 ships cachet by Rogak, PM Groton MB \$2
 S12-242 ARCHERFISH (SSN 678) 10-27-91 Navy Day c by Rogak, PM ORION MB \$2
 S12-243 ARCHERFISH (SSN 678) 12-17-91 20th anniv "I'm all a'quiver" by Quintero MB \$2
 S12-244 ARCHERFISH (SSN 678) 10-27-93 Navy Day by Rogak, PM Groton MB \$2
 S12-245 TREPANG (SSN 674) 10-26-67 keel lay w/dolphin & sub, PM Groton MB \$1
 S12-246 TREPANG (SSN 674) 9-27-69 r/s launch cachet, clean, PM Groton MB \$1
 S12-247 TREPANG (SSN 674) 2-14-76 return from Eleuthera Is, Bahamas, PM FARRAGUT MB \$1
 S12-248 TREPANG (SSN 674) 9-21-83 ship, Subron 19 cachets, visit to Port Everglades MB \$1
 S12-249 TREPANG (SSN 674) 11-7-86 chg of cmd, Decatur Ch PM FULTON MB \$1
 S12-250 TREPANG (SSN 674) 10-22-88 chg of cmd Decatur Ch PM FULTON MB \$1
 S12-251 RICHARD B RUSSELL (SSN 687) 1-12-74 launch by Newport News Shipbldg MB \$1
 S12-252 R B RUSSELL (SSN 687) 6-17-75 Builders 1st Sea Trial Nuc Ship Ch MB \$1
 S12-253 R B RUSSELL (SSN 687) 6-17-75 r/s cachet builders 1st Sea Trials MB \$1
 S12-254 RICHARD B RUSSELL (SSN 687) 5-31-84 FDC R Rusell postage stamp by Decatur Ch MB \$1
 S12-255 R B RUSSELL (SSN 687) 8-16-89 14th anniv by Rogak PM Vallejo MB \$2
 S12-256 R B RUSSELL (SSN 687) 8-16-91 16th anniv by Rogak PM Vallejo MB \$2
 S12-257 R B RUSSELL (SSN 687) 10-27-91 Navy Day by Rogak, PM Mare Is MB \$2
 S12-258 R B RUSSELL (SSN 687) 8-16-92 17th anniv by Rogak, PM Mare Is MB \$2
 S12-259 RICHARD B RUSSELL (SSN 687) 6-24-94 decom w/sub decal as cachet, PM Mare Is MB \$2
 S12-260 RICHARD B RUSSELL (SSN 687) 6-24-94 decom by Rawlins, PM Mare Is MB \$1

Covers for Sale

USCS Convention covers

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

Send orders to: **USCS Treasurer**
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USCS SAGINAW Chapter #59

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USS MISSOURI (SSN 780) 10th Anniversary, 7-31-2020, Honolulu HI, pictorial, \$2.50

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USS SEAWOLF (SSN 575) Decommissioned, 3-30-1987, Mare IS, CA, pictorial, \$2.50

USS STONEWALL JACKSON (SSBN 634) 20th Anniversary, 8-26-1984, Mare IS., \$2.50

USS STONEWALL JACKSON (SSBN 634) 25th Anniversary, 8-26-1989, Mare IS., \$2.50

USS HARRY S TRUMAN 75th Anniversary USCS, St. Petersburg FL pictorial, \$2.50

USCS 28th Convention, Reno NV, 6-24-1984, Reno pictorial, \$2.50

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

Stephen Decatur Chapter #4

c/o Rich Hoffner

415 Moyer Road, Souderton PA 18964-2319

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USS MISSOURI (SSN 780) 10th Anniversary, 7-31-2020, Groton, pictorial, \$2.50

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USS JIMMY CARTER (SSN 23) 15th Anniversary, 2-19-2020, Groton, Pictorial, \$2.50

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USS HERSEL 'WOODY' WILLIAMS, (ESB 4), Commission, 3-7-2020, Norfolk, \$2.50

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USCGC DANIEL TARR, (WPC 1136) Commission, 1-10-2020, Galveston TX, pictorial, \$2.50

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

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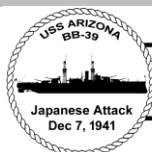
Pictorial Cancellations

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Wolfgang Hechler (9392)



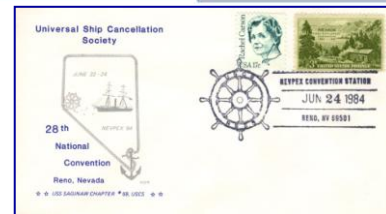
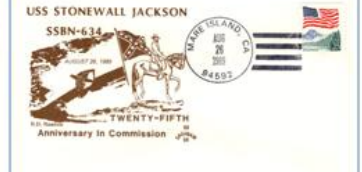
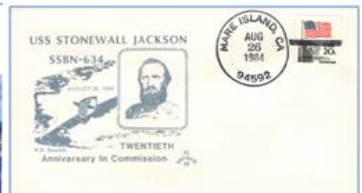
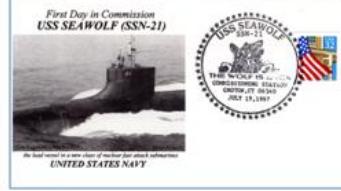
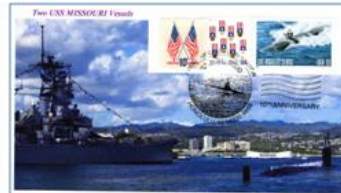
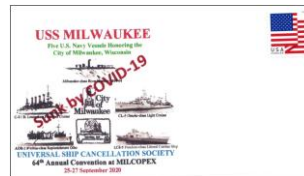
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11/18



STEVE SHAY
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PERIODICAL

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Universal Ship Cancellation Society Log

December 2020

Secretary's Report November 2020 Welcome New Members

12610 Ron Santry, Grants Pass OR
S-12611 Harold Jones, Meriden NH -by Rich Nallenweg (10385)
12612 Don Downey, San Ramon CA - by Rich Hoffner (H-4456)

Change of Address

S-10522 Steven Zweig, Wheaton IL

Membership on 10/3/2020.....	765
New Members.....	3
Membership on 10/31/2020.....	768
Membership on 11/2/2019.....	798

Steve Shay,
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