



U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 87 No. 2

February 2020

Whole No. 1035

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Feature Cover

USS S-44 (SS 155)



February's feature cover is courtesy of the Naval Cover Museum. It is used as one of the illustrations for John Pollock's (12,096) article about submarine USS S-44 (SS 155) which begins on page 16.

The cover marks the 40th Anniversary of the loss of S-44 in October 1943. The cachet was designed by Budd Arrington, sponsored by Decatur Chapter # 4 USCS

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

One of the features of this page each month is a listing of ships that are deployed to the various areas of operation around the world. The list is compiled from a review of online news sources including the US Navy's website. Member **Phil Schreiber** is a frequent sender to the ships on the list as well as others he sees in news reports during the months. For a sample of the type of returns Phil has received over the past few months, see his article on Page 25. Surprisingly, several of the cancellations were new and have been added to the **Naval Cover Museum**.

USCS Treasurer, **Lloyd Ferrell**, reports a good response for this renewal period on page 11. For those of you, who received your renewal notices during December, please send in your dues as soon as possible. A second reminder mailing will be sent soon, but please try to respond to the first mailing. We need you in our membership for the coming years.

Secretary **Steve Shay's** membership report on page 32 shows that 11 members took advantage of the Life Membership option. Please take a look at the rate structure for Life Membership. It might make financial sense to go with a Life Membership. Either way, please continue your membership with USCS.

One of the features of the **USCS Log** is the advertisements on page 31. Many of the ads are for material sold by USCS to enhance your hobby. However, there are ads by members who have covers to sell/trade or they are seeking material to complete their collections. Please take time to review page 31 to see if you have material to help these collectors.

You may notice that there are fewer covers for sale on page 30 by our regular cachet sponsors. The last few months of 2019 have not been kind to sponsors as several of the event covers sent to shipbuilding city post offices have been delayed in processing. Often it takes several emails or phone calls to get the covers serviced for the event.

Please send your renewals—we support your collecting!

Collect-Share-Enjoy your hobby.

Send for Your Own Covers

USS HARRY S. TRUMAN CARRIER STRIKE GROUP
USS HARRY S. TRUMAN (CVN 75)
USS LASSEN (DDG 82) Deployed 12 September
USS FARRAGUT (DDG 99)
USS NORMANDY (CG 60)
USS FORREST SHERMAN (DDG 98)

USS BATAAN AMPHIBIOUS READY GROUP
USS BATAAN (LHD 5) Deployed 19 DEC 2019
USS NEW YORK (LPD 21)
USS OAK HILL (LSD 51)

Recently/Currently Deployed

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

JOIN A USCS CHAPTER IN 2020



Out of the Past

Naval History and Heritage Command

1 February 1902 (Classic)

USS PLUNGER (SS 2), the lead ship of the PLUNGER-class submarine, launches. She is commissioned 19 September 1903, at the Holland Company yard at New Suffolk, Long Island, N.Y. Ensign Chester W. Nimitz is the sub's final commander when PLUNGER is decommissioned 6 November 1909 at the Charleston Navy Shipyard.

4 February 1942 (WW II)

While the battle for Bataan rages throughout the night, USS TROUT (SS 202) loads 20 tons of gold bars and 18 tons of silver coins as ballast to replace the weight of ammunition they had just delivered to US and Philippine forces in Manila.

8 February 1862 (Civil War)

During the Civil War, a joint amphibious expedition under the command of Flag Officer L. M. Goldsborough and U.S. Army Brigadier Gen. Ambrose Burnside captures Roanoke Island, N.C., securing Norfolk Navy Yard and eventually the destruction of CSS VIRGINIA.

11 February 1945 (WW II)

The Yalta Conference ends after an 8-day session where President Franklin D. Roosevelt, along with British Prime Minister Winston Churchill and Soviet Premier Josef Stalin, discuss Europe's post-war reorganization and the reestablishment of a war-torn Europe, and for the Soviets to enter the war against Japan upon Germany's defeat.

15 February 1856 (Classic)

The stores-ship, SUPPLY, commanded by Lt. David Dixon Porter, sails from Smyrna, Syria, bound for Indianola, Texas, with a load of 21 camels intended for experimental use in the American desert west of the Rockies.

17 February 1945 (WW II)

The first Construction Battalion (Seabees) arrives in the Pacific during World War II at Bora Bora, Society Islands.

22 February 1962 (Modern)

Lt. Colonel John Glenn, USMC, becomes the first American to orbit the Earth. Recovery was by USS NOA (DD 841).

25 February 1917 (Classic)

Marines and a naval landing force from USS CONNECTICUT (BB 18), USS MICHIGAN (BB 27), and USS SOUTH CAROLINA (BB 26) move into Guantanamo City, Cuba to protect American citizens during the sugar revolt.

28 February 1844 (Classic)

An experimental 12-inch gun explodes on board USS PRINCETON, killing Secretary of State (former Secretary of the Navy) Abel P. Upshur, Secretary of the Navy Thomas W. Gilmer, and five other dignitaries and injuring 20 people.

29 February 1992 (Modern)

Fast Attack Submarine USS JEFFERSON CITY (SSN 759) is commissioned.

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: bmcjmjones@yahoo.com

Send only two covers per request and one request per event.
? notes a tentative or uncertain date.

signifies a change from previously published date.

February 2020

29 CGC STONE (NSC 9) Christening, Ingalls Shipbuilding

March 2020

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

April 2020

4 PCU DELAWARE (SSN 791) Commissioning, Wilmington DE
18 PCU VERMONT (SSN 792) Commissioning, Groton CT

Spring 2020

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

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

Summer 2020

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

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

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

2020 Ship Anniversaries

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

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

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

Contact **George F Marcincin, USCS Chapter Coordinator**
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Naval News

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2 VIRGINIA-class Subs Named

The US Navy has unveiled names of its two newest VIRGINIA-class (SSN 774) fast-attack nuclear submarines.

As informed, the submarines will be named after the American heroes of the Greatest Generation who perished in the former USS OKLAHOMA (BB 37) and USS ARIZONA (BB 39), bringing those names back into active-duty service after more than three quarters of a century.

Acting Secretary of the US Navy Thomas B. Modly proclaimed his decision to name the next two submarines, SSN-802 and SSN-803, respectively, on 23 December 2019.

"I am honored and humbled to name the next two VIRGINIA-class nuclear fast-attack submarines to be built as USS OKLAHOMA (SSN 802) and USS ARIZONA (SSN 803)," Modly said.

USS OKLAHOMA would be the first of the nine so-called Block V submarines to be constructed for the navy by General Dynamics Electric Boat.

PCU ST. LOUIS Acceptance Trials

Littoral Combat Ship (LCS) 19, the future USS ST. LOUIS, completed Acceptance Trials in Lake Michigan 13 December 2019. Now that trials are complete, the ship will undergo final outfitting and fine-tuning before delivery. LCS 19 is the tenth FREEDOM-variant LCS.

Several more Freedom-variant ships are under construction at Fincantieri Marinette Marine Corp. in Marinette, Wisconsin. The future USS MINNEAPOLIS-SAINT PAUL (LCS 21) was christened in June and COOPERSTOWN (LCS 23) is the next Freedom-variant ship to be christened in 2020. Additional ships in the production phase include the future USS MARINETTE (LCS 25), NANTUCKET (LCS 27) and BELOIT (LCS 29), and CLEVELAND (LCS 31) in the pre-production phase.

USS IWO JIMA Sea Trials

USS IWO JIMA (LHD 7) was underway for sea trials, 15 December 15, following a year-long Chief of Naval Operations (CNO) availability maintenance period at Naval Station Mayport, Florida.

The four-day sea trials marks IWO JIMA's first time underway since December 2018. The ship spent her last days in port completing a two-day "fast cruise," 9-11 December making final preparations for her transition to fully operational within Fourth Fleet's area of operations.

During sea trials, the IWO JIMA crew exercised multiple training scenarios and qualification evolutions to include engineering maneuvers designed to evaluate the performance of the ship after the extensive maintenance period.

USCGC DANIEL TARR Commissioned

The US Coast Guard (USCG) commissioned its 36th SENTINEL-class fast response cutter (FRC), DANIEL TARR (WPC 1136) in Galveston, Texas, on January 10.

The ship was delivered to the coast guard by Bollinger Shipyards in Florida in November 2019.

The Coast Guard Cutter DANIEL TARR's patrol area will encompass 900 miles of coastline for the USCG's Eighth District, from Carrabelle, Florida, to Brownsville, Texas.

Daniel Tarr, the cutter's namesake, was one of four Coast Guard coxswains who served with the Marines during the amphibious invasion of Tulagi, Solomon Islands, in August 1942.

PCU JOHN BASILONE (DDG 122) Keel Laid

General Dynamics Bath Iron Works reached the milestone in the construction of the future USS JOHN BASILONE (DDG 122) with a keel laying ceremony on 10 January 2020.

The ship's co-sponsors Ryan Manion and Amy Looney signed the keel plate. The ship is named for Marine Corps Gunnery Sgt. John Basilone, who earned the Medal of Honor for bravery at the Battle of Guadalcanal and the Navy Cross at Iwo Jima, where he was killed. He was the only enlisted Marine in World War II who received both decorations.

PCU LENA H. SUTCLIFFE HIGBEE Nearing Christening

Shipbuilders at Ingalls Shipbuilding in Pascagoula, Mississippi, recently lifted into place a unit on U.S. Navy guided missile destroyer PCU JACK LUCAS (DDG 125). Next to DDG 125 is PCU LENA H. SUTCLIFFE HIGBEE (DDG 123), scheduled for christening in **March**.



#IngallsShipbuilding #DDG123 #DDG125 photo

S A S E

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

President's Message

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Darrell Millner sent this reminder that the USCS Nicholson Chapter based in the Norfolk Tidewater Area is kicking off a 2020 recruitment drive. All are welcome. Please contact **Darrell Millner, 106 Maxwell Lane, Newport News VA 23606.**

While talking about USCS Chapters, the Chapter Coordinator will be conducting the annual Chapter surveys for each chapter to report the 2019 activities. Chapter leaders should complete their reports as soon as they receive the package and return them to **Chapter Coordinator: George Marcincin.**

Stewart Milstein sent this follow up to your comments about the VA and the Vet Shut-in Program which was reported in the January *Log*.

The volunteer who did the work at the VA is deceased. Almost all the material in his possession has been passed on to the Postal History Foundation. The Foundation will sort it all out and apply it in one of two ways.

Material of nominal value, which is the majority of what I have seen, will be used in the Youth Education thru Stamps Program. It currently serves 12,000+ students in all 50 states.

The more valuable material is sold to cover the costs of running the foundation. There are 3 paid employees at the Foundation and 45+ volunteers.

Some of the volunteers are USCS members, Stewart included.

Website update: USCS has received a contract to rebuild the website. As this issue goes to the printer, the board is voting on providing the budget adjustment to pay for the contract. Meanwhile, the initial work on building the site has begun under a previous start-up budget.

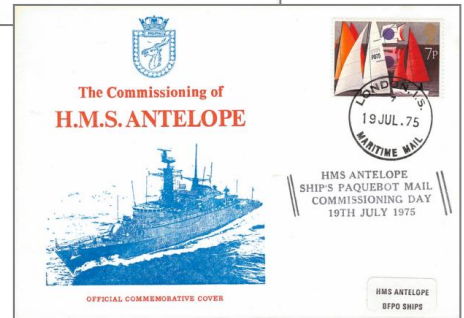
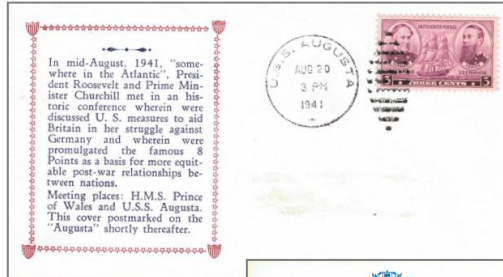
Once the basic framework is completed, the Website Committee will be seeking help from the membership to assist in updating some of the data elements to be added to the framework links.

Dues reminder: Please send in your membership dues if you are in the group up for renewal this year. Thanks to all who added additional donations with the renewals. Remember to check out the benefit of changing over to Life Membership for savings on your dues.

While speaking of donations, **Harold Towlson** (12,400) has provided us with a large express envelope of naval covers to help attract potential members at convention tables. Again, if any USCS Chapter needs handout material for their local stamp show, let me know and I will get you a package.

USCS Auctions – take a look!

**AUGUSTA (CA 31) 8-20-41 FDR & Churchill meet
HMS ANTELOPE frigate 7-19-75 Commission**



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

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Website: www.dickkeiser.com**

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

The Goat Locker

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Last month, I mentioned U.S. Revenue Cutter/Coast Guard “building numbers” starting with number 1 and ending with number 75. Actually they went up to number 184 that was given to second NORTHWIND (WAGB 282) had keel laying at Western Pipe & Steel Co., Los Angeles in July 1944.

During the war years (1941-45), the U.S. Coast Guard built fleet that replaced the aging cruising cutters, buoy-tenders, and ten “LAKE”-class cutters loaned to Great Britain in 1941. Coast Guard hull numbers came from its “Call Sign Book” and the newer cutters just given an unused hull number i.e. CGC 82 STORIS became WAG 38, while CGC 105-110: six 255-foot “OWASCO” cutters became WPG 39- WPG 44

CGC 86-87: two 110-foot harbor tug MANITOU & KAW became WYT 60-61

CGC 88 BALSAM: the first 180-foot coastal tender became WAGL 62

CGC 94 FORSYTHIA: a 114-foot River tender became WAGL 63

CGC 121 MACKINAW: the 290-foot icebreaker became WAG 83

It should be noted that certain hull numbers were skipped i.e. 117-119 while newly acquired cutter continued to receive unused numbers i.e. CUYAHOGA returned from Navy became WSC 157 (1942), two “LAKE”-class cutters returned from England became MOCOMA WPG 164 (ex-CAYUGA) & SEBEC (ex-SARANAC) WPG 165. The latter was renamed TAMPA III and served in Mobile until May 1950.



Figure 1: Fred Obst’s cover franked with 2-cent Adams was sent to Jagyi Cover Service who forwarded (penciled #10,282) to CGC TAMPA and crewmember applied cutter’s corner card (3LK cancel). Cover was machine canceled Mobile AL on 9 JUN 1953.

For those interested, I have an old listing of old “W” numbers that was prepared by one of the original Coast Guard Study Group. It’s so old I forget who put it together and you can find a copy on **Facebook**- go to USCS Chapter #111 page. You might want to visit our chapter’s **Facebook** page, as I have been putting selected pages from past Coast Guard exhibits- older cutters, icebreakers and 327-foot “CAMPBELL”-class cutters.

Lincoln’s Birthday 1936

Abe Lincoln’s birthday was documented aboard U.S. Receiving Ship, Brooklyn N.Y. by mail clerk, Elmer D. LaVergne on un-cacheted covers to Charles Greene and Henry Gagauf.



Figures 2-3: Note: wording between killers is typed, rather than stamp lettering, as is the date- a typed “12.” One cover has A. LINCOLN’S/ BIRTHDAY in between killer, while other just has Lincoln’s surname.

LaVergne relieved Dean Dunn (30 AUG 1935 or shortly thereafter), as mail clerk aboard the old SEATTLE and stayed aboard until July 1938. During that period, he did a lot of work for the Brooklyn gang i.e. Stein, von Losberg, Czabay: both USCS & ANCS cachet sponsors and the individual collectors. He even documented the dual launching of CGC 69 (ALEXANDER HAMILTON) & CGC 70 (JOHN C. SPENCER).

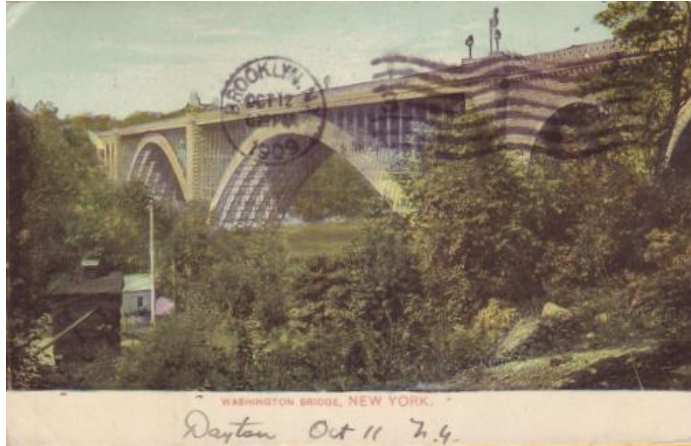


Figures 4-5

Figures 4-5: These are the only event covers for the Brooklyn born cutters that were posted aboard Rec'g Ship, Brooklyn on 6 JAN 1937. No known keel laying or commissioning covers for these 327-foot Coast Guard gunboats.

Postcard of the Month

Interesting postcard found on Ebay recently was misidentified by dealer, listing it as U.S. Lighthouse Tender MAYFLOWER despite high asking price. Could not resist because cancel described as type 1, USS MAYFLOWER, dated 11 OCT 1909. Postcard depicts Washington Bridge, New York and machine cancel on reverse, Brooklyn N.Y dated 12 OCT 1909 sealed my bid.



Figures 6-7: Divided back has addressee, Mrs. D.D. Lore, Washington DC with ship's cancel and USPO Received cancel, dated 13 OCT 1909. Only message-penned "Dayton, Oct 11 N.Y." on front of card

Why did I buy it? Simple, revenue cutters and lighthouse tenders did not have post offices aboard, only naval ships since July 1908. Teddy Roosevelt's yacht was USS MAYFLOWER and it participated in 1909 Fleet Review held (1-10 OCT 1909) in New York Harbor during the Hudson-Fulton Celebration. It appears, after Roosevelt departed the yacht, she headed for the Brooklyn Navy Yard and the mail clerk dropped card off at Brooklyn post office and it made it to Washington by train.

Not of confuse anyone, the George Washington Bridge that connects New York and New Jersey was built in 1937. The Washington Bridge built in 1888, spans over the Harlem River and connects 181st Street in Manhattan with the High-bridge section of the Bronx. You come over the bridge, make

a right turn onto E.L. Grant Highway that takes you down to Yankee Stadium.

Polar Cover of the Month



Figure 8: Argentine cover bears ball-point pen drawing depicts Antarctic scene (unknown artist), cancelled at Deception Station 16 NOV 1961. Cover is b.s. Buenos Aires (F) on 9 FEB 1962. This work of art depicts three penguins on ice floe with "Aurora Australis" in the background. At first glance, I thought it was a printed cachet.

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

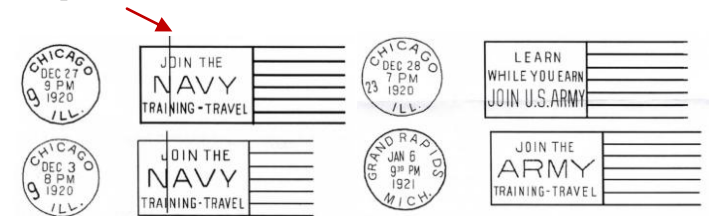
Letters to the Editor

**Re: Charles Bogart's 1920 Join the Navy Cancellation article
USCS Log January 2020, Page 8**

Mr Bogart:

Concerning your article on Join the Navy cancels: unfortunately, I can't answer why they were done; except for the obvious reason to get volunteers. Perhaps after the war, everyone wanted to get out and they were left shorthanded? However, I have spent some time researching these cancels and have identified 96 of them from 6 cities. Some are from Universal machines and a few from International machines. The earliest I have seen is 2 March 1920 and the latest is 4 April 1921.

Some cancels are similar but have different spacings. For example, the spacing of **JOIN THE** is different when compared to **NAVY**.



I might add that at the same time there were similar cancels encouraging those to join the Army. The Army slogans: 107 cancels from 15 cities. Typical Army slogans were like the following but one was exactly like the Navy slogan.

Obviously the slogan cancels were not just a Navy thing.

Russ Carter
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For Beginning Members

Long John Silver, Ship's Cook

Prior to collecting covers of ships participating in New York City's Fleet Week, collectors chanced covers or postcards from the four major "Fleet Reviews" in New York Harbor during the last century. You might want to look at *USCS Data Sheet #19* where Stewart Milstein put together a listing of ships that participated in fleet reviews in New York harbor from 1909 Hudson-Fulton celebration through the 1988 Fleet Week.



Figure 1: Printed cachet (Edward Hacker) depicts FDR and 1934 Presidential Fleet Review posted aboard Rec'g Ship, Brooklyn on 31 MAY 1934 with wording FLEET REVIEW/ 1934 in killer bars.

Franklin Roosevelt reviewed the U.S. Fleet as the parade of ships passed Ambrose Light, while aboard USS INDIANAPOLIS on 31 May 1934. More than 100 ships visited the "Big Apple" and stayed two weeks. It was a banner event for cachet sponsors, as they advertised in stamp magazines and newspapers. The fleet departed New York on 18 June 1934 and visited cities along the east coast.



Figure 2: Printed "Smartcraft" cachet documenting 1945 Navy Day posted aboard USS RENSHAW with ship's Type 2(n) cancel on its first day of official usage. Alex Hesse did some of the printing of "Smartcraft" envelopes.

Harry Truman, aboard USS RENSHAW (DD 499) reviewed an anchored fleet in the Hudson River on Navy Day, 1945. This was the first date that ship's names appeared in the dial since World War II. Later in the day, he attended the commissioning of USS FRANKLIN ROOSEVELT (CV 41) at the Brooklyn Navy Yard.

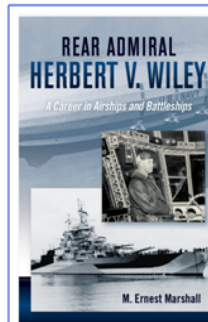


Figure 3: Stamped cachet & corner card of CGC EAGLE (WIX 327) with pictorial cancel used by South Street post office commemorating OP SAIL 1976. America's tall ship was moored at the South Street Seaport (Pier 17) during the holiday weekend. Bill Everett drew and donated the cutter's cachet.

The bicentennial of the United States was celebrated on July 4, 1976 with second Operation Sail & International Naval Review in New York Harbor. U.S. naval vessels and foreign warships paraded past Gerald Ford, who was aboard USS FORRESTAL that was anchored in lower New York harbor. Many viewed from Governors Island.

Ten years later, President Ronald Reagan aboard USS KENNEDY reviewed the parade of tall ships (Operation Sail) that celebrated the 100th anniversary of France's gift of "Lady Liberty" to America on July 4, 1986. For the second time, USCGC EAGLE led the tall ships up the Hudson River to the George Washington Bridge.

Enjoy the chase for the Unicorn, as one USCS member mentioned last year.



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

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

This 352-page hard-cover book includes a center spread of black-and-white photos on glossy paper. It is available from the Naval Institute Press

(www.usni.org/book) or from amazon.com.

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

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

West Coast Navy News

Ted Minter (9017)

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



USNS HARVEY MILK Construction Start

Construction on the Navy's future USNS HARVEY MILK (T-AO 206) was marked by a ceremony held at the General Dynamics-National Steel and Shipbuilding Company (GD-NASSCO) shipyard, 13 December.

The JOHN LEWIS-class ships are based on commercial design standards and will recapitalize the current T-AO 187 Class Fleet Replenishment Oilers to provide underway replenishment of fuel to U.S. Navy ships and jet fuel for aircraft assigned to aircraft carriers. These ships are part of the Navy's Combat Logistics Force and will become the backbone of the fuel delivery system.

HARVEY MILK will be operated by the Navy's Military Sealift Command and is the first ship named after the Navy veteran and civil and human rights leader who became the first openly gay elected official in California when he won a seat on the San Francisco Board of Supervisors in 1977.

USS HARPERS FERRY Contract

General Dynamics National Steel and Shipbuilding Co. (NASSCO), San Diego, California, was awarded contract for the execution of the USS HARPERS FERRY (LSD 49) fiscal year 2020 docking phased maintenance availability. This is a chief of naval operations-scheduled docking phased maintenance availability. The purpose is to maintain, modernize and repair USS HARPERS FERRY (LSD 49).

This availability will include a combination of maintenance, modernization and repair of USS HARPERS FERRY. Work will be performed in San Diego, and is expected to be completed by December 2020.

USS CARL VINSON to Return to San Diego

The aircraft carrier CARL VINSON (CVN 70) will switch her homeport back to San Diego this summer after more than a year and a half undergoing maintenance in Bremerton, Washington.

VINSON's previous homeport was San Diego. She left in January 2019 to undergo scheduled maintenance in Bremerton.

The move will bring the number of aircraft carriers in San Diego to three. VINSON joins THEODORE ROOSEVELT (CVN 71) and ABRAHAM LINCOLN (CVN 72), scheduled to be back in San Diego in late January.

More Letters to the Editor

To the editor of USCS Log:

Re: *USCS Log*, Jan 2020, page 24:

On 5 April 1943, a crowd estimated at 75,000 (believed to be the largest ever gathered in Vancouver, before or since) looked on as First Lady Eleanor Roosevelt christened the first of this new class of CVE, USS CASABLANCA (CVE 55), Figure 6. (Note: the name initially assigned to this ship was HMS AMEER [intended for British

use], later changed to USS ALAZON BAY; the change to CASABLANCA took place just two days prior to christening.)

This statement perpetuates an error initiated by the Navy's own listings. CVE 55 was not to be named AMEER, this was CVE 56.

British Admiralty listings show this fact.

If one looks at the whole list of CASABLANCA-Class CVEs this becomes apparent. (See attached)

There is a confusion concerning the former name(s) of CVE 55 CASABLANCA. US Navy records list this ship as "ex-Ameer, ex-Alazon Bay," but I maintain this is an error. In actuality, CVE 56 LISCOME BAY was ex-Ameer, and CVE 55 CASABLANCA was ex-Alazon Bay. Fourteen of the CASABLANCA-class were originally slated to be built for the Royal Navy under lend-lease, and names were assigned to these ships.

Operating methods of the US & British Navies were different making standardization almost impossible, therefore construction of CVE 55-class ships were built to American standards, and in exchange the CVE 21-class were all built to British standards. Subsequently, the fourteen CVE 55-class were reassigned to the US Navy and given American "bay" names in accordance with the class nomenclature. Still later many of the class were renamed for battles, mostly World War II, the first batch of renamings on 3 Apr 1943.

The chart attached shows that these names were assigned in alphabetical order. No US names were originally assigned to the fourteen lend-lease ships. When they were reassigned to the USN, the new US names were also alphabetical. The newer 'battle' names were not alphabetical. Admiralty records list the hull numbers and names assigned, indicating that CVE 56 (then ACV) was to be named AMEER, not CVE 55.

(ADM 209/3 Admiralty Blue List, List of Ship Building, 15 Jul 1943, p.2)

One anomaly shows up here, that CVE 68 & 69 were given names out of order, which seems to indicate that some other purpose was originally intended for these ships and they were named after the original list was issued.

I do not expect you to use valuable space with these whole lists, but I submit them to explain better this perpetuated error.

Paul
Silverstone
New York, NY
See:
www.paulsilverstone.com

**Admiralty Blue List
page 2**

PART I-continued						
SHIPS BUILDING FOR THE ROYAL NAVY						
Type and Class	Year of Completion	Month of Completion	Name	Where Building	Job No.	Remarks
Escort Carriers						
British (Improved "Audacity")	1943	Sept.	c. Nairana	Glasgow	J.1377	15,000 tons.
	1943	Sept.	p. Vindex	Type	J.4888	
	1943	Dec.	c. Campania	Belfast	J.3317	
American "Tracker" Class.	1943	15 March	d. Chaser	Panagonda	A.C.V.10	
	1943	25 March	d. Searcher	Tacoma	A.C.V.22	
	1943	1 April	p. Ravager	Tacoma	A.C.V.24	
	1943	9 April	p. Stealer	San Francisco	A.C.V.19	2-4 in. H.A.L.A.
	1943	15 June	c. Pursuer	Tacoma	A.C.V.17	
American "Smifter" Class.	1943	25 May	p. Trompeter	Tacoma	A.C.V.37	
	1943	1 July	d. Slinger	Tacoma	A.C.V.32	
	1943	20 Sept.	c. Sparker	Tacoma	A.C.V.40	
	1944	March	d. Trouncer	Tacoma	A.C.V.50	
	1944	April	c. Smifter	Tacoma	A.C.V.52	
American "Ruber" Class.	1943	2 July	c. Ameer	Vancouver	A.C.V.56	
	1943	19 July	d. Begun	Vancouver	A.C.V.62	
	1943	15 Aug.	p. Adfield	Vancouver	A.C.V.58	
	1943	28 Aug.	c. Empress	Vancouver	A.C.V.67	
	1943	15 Sept.	p. Khadiv	Vancouver	A.C.V.71	
	1943	4 Oct.	c. Empress	Vancouver	A.C.V.74	
	1943	23 Oct.	d. Nalab	Vancouver	A.C.V.78	
	1943	10 Nov.	d. Shah	Vancouver	A.C.V.79	
	1943	20 Nov.	c. Orem	Vancouver	A.C.V.90	
	1943	28 Nov.	p. Premier	Vancouver	A.C.V.83	
	1943	18 Dec.	p. Rajah	Vancouver	A.C.V.94	
	1944	1 Jan.	d. Bane	Vancouver	A.C.V.85	
	1944	9 Feb.	c. Ruler	Vancouver	A.C.V.99	
	1944	19 March	p. Thane	Vancouver	A.C.V.104	

ADM 209/3
Blue List 15 JUL 1943

Norfolk Navy News

Darrell Millner (9859)

106 Maxwell Lane,

Newport News VA 23606



Nicholson Chapter News

USCS Nicholson Chapter is kicking off a 2020 recruitment drive. All are welcome. Please contact **Darrell Millner**, at the address above if interested.

USS HARRY S. TRUMAN in 5th Fleet AOO

The NIMITZ-class aircraft carrier USS HARRY S. TRUMAN (CVN 75), the Carrier Strike Group Eight (CSG-8) flagship, conducted maritime security and flight operations in the U.S. 5th Fleet area of operations (AOO) 20 December, continuing carrier presence in the region.

Deploying ships and aircraft of the strike group, commanded by Rear Adm. Andrew J. Loiselle, include TRUMAN, commanded by Capt. Kavon Hakimzadeh; the eight squadrons and staff of Carrier Air Wing (CVW) 1, and staffs of Carrier Strike Group (CSG) 8 and Destroyer Squadron (DESRON) 28.

Since leaving homeport 18 November, TRUMAN accelerated her passage to U.S. Central Command (CENTCOM) to support current and contingency operations, protecting U.S. forces and interests in the region.

The U.S. 5th Fleet AOO encompasses approximately 2.5 million square miles including the Arabian Gulf, Red Sea, Gulf of Oman, parts of the Indian Ocean and 20 countries. The HSTCSG is deployed in support of naval operations to ensure maritime stability and security in the region, which connects the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points.

USS MASON Contract

Norfolk-based shipbuilder General Dynamics NASSCO has been awarded a contract for the execution of USS MASON (DDG 87) fiscal year 2020 depot modernization period.

The contract covers a combination of maintenance, modernization and repair of the guided-missile destroyer.

The maintenance work is scheduled to be performed in Norfolk, and is expected to be completed by May 2021.

USS MASON was built at Bath Iron Works in Bath, Maine, and construction began in January 2000.

She was commissioned in 2003 and is currently homeported in Norfolk, Virginia.

In November 2019, USS MASON returned to Norfolk Naval Station after completing a seven-month deployment to the US 6th and 5th Fleet areas of operation.

BATAAN ARG Deploys

The BATAAN Amphibious Ready Group (ARG) is now deployed after picking up Marines from the 26th Marine Expeditionary Unit (MEU) on Thursday, 19 December.

Made up of amphibious assault ship USS BATAAN (LHD 5), amphibious transport dock USS NEW YORK (LPD 21) and dock landing ship USS OAK HILL (LSD 51), the

BATAAN ARG took aboard the Marines from Camp Lejeune, N.C., for an expected six-month deployment.

The departure of the ARG/MEU was widely expected following the recent completion of the ship's graduating exercise earlier in the fall.

USS LEYTE GULF (CG 55) Returns

USS LEYTE GULF (CG 55) returned to Norfolk Naval Station on 4 January, marking the end of a nine-month deployment to the U.S. 6th and 5th Fleet areas of operation.

The ship deployed Mar. 27 from Norfolk as part of Carrier Strike Group (CSG) 12 in support of maritime stability and security. LEYTE GULF performed critical air warfare responsibilities as part of the carrier strike group, operating across the full spectrum of warfare areas in order to ensure mission readiness.

While in the U.S. 5th Fleet, the cruiser, operating in concert with assets throughout the strike group and theater, worked to foster maritime security and stability. After an expedited deployment to the area in response to credible threats, the strike group operated in the Arabian Sea and, after a successful Strait of Hormuz transit on 19 November, the Arabian Gulf.

LEYTE GULF navigated over 50,000 nautical miles and completed multiple strait and choke point transits, to include the Strait of Gibraltar, the Suez Canal, the Bab-el Mandeb, and the Strait of Hormuz.

USS VICKSBURG Contract

BAE Systems Ship Repair, Norfolk, Virginia, was awarded a contract for the execution of USS VICKSBURG (CG 69) fiscal 2020 modernization period (MODPRD). This availability will include a combination of maintenance, modernization and repair of USS VICKSBURG. This is a chief of naval operations-scheduled MODPRD.

BAE will provide the facilities and human resources capable of completing, coordinating and integrating multiple areas of ship maintenance, repair and modernization for USS VICKSBURG. Work will be performed in Norfolk, Virginia, and is expected to be completed by March 2021.

LCS to Test Laser Weapons

The Navy will put a laser weapon on a Littoral Combat Ship for the first time this year, amid efforts to boost the LCS's lethality and to develop and field a family of laser systems.

Mayport FL based USS LITTLE ROCK (LCS 9) will receive a laser weapon during her upcoming deployment, Commander of Naval Surface Forces Vice Adm. Richard Brown told reporters. The ship will likely deploy to U.S. 4th Fleet, where sister ship USS DETROIT (LCS 9) is currently operating.

News reports say that LITTLE ROCK would be taking on a Lockheed Martin-made 150-kilowatt high energy laser.

The laser weapon would aid the LCS in her surface warfare mission to counter fast-attack craft and unmanned aerial systems and detect incoming targets.

Regards,
Darrell

Membership Dues

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



Last month I promised an update on how the membership renewals were progressing, and for the first time I have some actually data. In early December, some 700 notices were mailed out, and as I write this, about 300 have responded. Considering the short turnaround time, I think that's pretty good, and more are coming in every day. By the time this is printed, those who have not yet responded will shortly be getting a follow-up notice.

Besides actually sending in dues, the membership notice is an opportunity to notify USCS of address changes. By pure happenstance, at the Oregon Stamp Society I came across a 1944 post card mailed to, then USCS president, Bertha Thompson from Fort Stevens, Oregon. Member Gladwin E. Walters was letting the society know of his change of address. Of course, I snapped it up—not only because it was related to USCS but, as a kid, the junior high I attended was one of the old barracks at Fort Stevens. A neat card.

The membership year for USCS runs from April 1 to March 31 of the following year. However, because of printing deadlines, we'll need to have your payment no later than March 1 to insure you get the *Log* for April 2020. So, to continue your membership, **please** take care of the renewal invoice right away if you've not already done so. If you haven't gotten a renewal notice, it means you're already paid up, but if you're uncertain of your status, send **Steve Shay** a quick email and he'll check for you.

Many of the renewals I received also included something extra as a donation, which is much appreciated. All donations made to USCS are tax deductible because of our 501(c)3 status, and I'd like to thank the following members for the donation they made: **Jake Wilhelm, Christian Kasper, Al Raddi, Ronald Sempier, Alan Bassett, Michael E. Coates, Kirk J. Thieroff, James Francart, John Puzine, Timothy D. Donovan, Preston E. Pierce, Larry Fusselman, Douglas R. Klumpp, Michael T. Brophy, Charles Bogart, John J. Tarpey Jr., Charles W. Corbin, Martin Danford, Jonathan L. Johnson Jr., Robert Hudson, Charles Gray, Robert Mis, Clark Miller, Keith B. Reccious, Robert F. Schlegel Jr., David Kloha, Ted Pinas, Richard B. Silbert, Michael D. Holmes, Art Cole, Preston Chiappa, Robert W. Spoko, Dennis J. Lutz, and Daniel Goodwin.**

Also sending donations: **Mike Lundy, Jerry Coiner, Donald House, Kevin Stecher, David Willig, William Underwood, Harry Marshall, Douglas Ebert, Bill Payden, Patricia Perrella, Stanley Raugh, Steve Shay, George Young, Charles Munson, Eric Bosoizzi, Stanley Brofman, Chris Clarke, Robert Forer, Joseph W. Smith, David**

Kent, Irwin Ting, Kenneth Davis, Michael Pierz, Howard Frisch, Jackie DeBruyne, Joseph Sypek, Wolfgang Hechler, David Dubois, Homer Hethcox, Joseph W. Miles, Ronald Finger, Theodore Koopman, Robert Kirkland, Ralph Calabrese, Clifton Peters, David Scanlon.

Also, special thanks is due for generous cash donations received from: **Albert M. Ahern, Robert Stoldal, William W. Focht, Steve Balch, Douglas Fox, Scott Logan, Kenneth M. Pearson, Michael Brophy, Lawrence Stiles, Robert Quintero, Ernest Young, Neilson Wood Jr., and William Carpi.**

While I'm at it, there have also been recent cover donations from **Joseph Connolly**, Orange CT, and **Chris Scotti**, El Monte, CA.

Thank you, everyone.



A post card to USCS president Bertha Thompson, mailed from Fort Stevens, Oregon 24 May 1944. As any good USCS member would do, Gladwyn E. Walters (1900-1971) is notifying the society of his new address so he'll continue to receive the USCS Log. —A good reminder today that it's important to send in dues.

no. 6³/₄ (3⁵/₈" × 6¹/₂")

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Commander Cammer, Censor

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



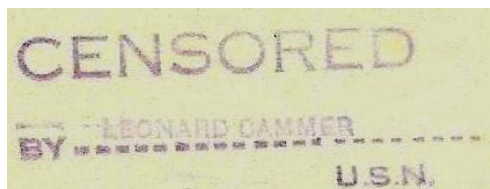
**USS CHEMUNG (AO 30) First Day Postal Service with Locy Type
FDPS 9v 20 JAN 1942 cancel**

Sometimes even a philatelic cover has a story to tell. In this instance, despite the distinguished service rendered by the ship into 1960, the censoring officer is the story with the greater impact on today.

The 20 January 1942 favor cover is from the CIMARRON-class fleet replenishment oiler USS CHEMUNG (AO 30). Launched in 1939, from 13 July 1941 until the U.S. entry into World War II, she operated between the east coast ports and the oil ports of Louisiana and Texas. From 20 December 1941 to 3 January 1942, she issued fuel at Argentia, Newfoundland. Reloading at Norfolk at the time of the cancel, she steamed to Hvalfjordur, Iceland, carrying fuel (19 February-25 March), then operated between Norfolk and the Gulf ports from 1 April to 16 May. Following another tour as fuel station ship at Hvalfjordur^[1]



The censor mark is two line measuring 46 x17 mm. The letters are 7 mm, upper case and serif. (S2-13)^[2] The censor, Leonard Cammer, used a personal hand stamp, a censoring practice not unknown but infrequently found. Cammer also added his stamp on other CHEMUNG favor covers at the ships commissioning utilizing a different censor mark (S3-4a)^[3] below.



As did many who served during the war that involved a huge sector of the American populace, Leonard Cammer went on to make a major impact on the post war world.

Dr. Leonard Cammer, (1913-1979) was a graduate of the College of the City of New York in 1933 and of the University of Buffalo School of Medicine in 1939 doing his internship at City Hospital on Welfare Island from 1939 to 1941. He trained in psychiatry at the Institute of Pennsylvania Hospital and the Psychiatric Institute and Hospital in New York City, from 1945 to 1947. During World War II, Dr. Cammer served in the Navy as a surgeon and psychiatrist, with the rank of commander.

The list of Dr. Cammer's accomplishments and contributions is long. He was president of the International Psychiatric Association for the Advancement of Electrotherapy, which he had been instrumental in founding. He was a pioneer in the use of electroconvulsive therapy and pharmacology in the treatment of severe depression and in schizophrenia. He was also a founder of Gracie Square Hospital, which opened in March 1959, specializing in the simultaneous treatment of mental and physical illnesses, including alcoholism and narcotics addiction, and served as the hospital's first medical director from January 1959 to September 1960. He was a Fellow of the American Psychiatric Association, an examiner of the American Board of Psychiatry and Neurology and an associate clinical professor of psychiatry at New York Medical College Flower and Fifth Avenue Hospitals. He was also an instructor at the New Academy Of Medicine in postgraduate training in psychiatry from 1963 to 1970 and a lecturer at the Post Graduate Center for Mental Health from 1970 until his death.^[4]

Among his writings was the definitive "Up From Depression" (1973)^[5], at the time hailed as insightful, clear and compassionate, a product of his years of psychiatric experience.^[5] It is still referenced. One can only speculate upon how his wartime Navy as both surgeon and psychiatrist contributed to his post war career and writing.

References

- 1 **The Dictionary of American Naval Fighting Ships**, <http://www.hazegray.org/danfs/>
- 2 Moses, James H., *U.S. Navy Censorship Markings, 1940-1945*, unpublished manuscript
- 3 Moses, James H., *U.S. Navy Censorship Markings, 1940-1945*, unpublished manuscript
- 4 New York Times obituary- <https://www.nytimes.com/1979/01/22/archives/leonard-cammer-psychiatrist-dies-doctor-65-was-medical-director-for.html>
- 5 <https://www.amazon.com/Freedom-Compulsion-Leonard-Cammer/dp/0671223194>

To the editor. The author's unpublished cataloging system is based upon the most obvious and observable elements of a mark, in simplest terms the shape of the mark and the

separation of phrasing (“breaks”) within the phrase ‘PASSED BY NAVAL CENSOR’. The numbering system is basic, logical, and expandable using a standard millimeter gage readily available to any collector. My articles on naval censorship will be using this system.

In this instance the mark has three lines (S3) and has been assigned the number 4 with the subset a = S3-4a

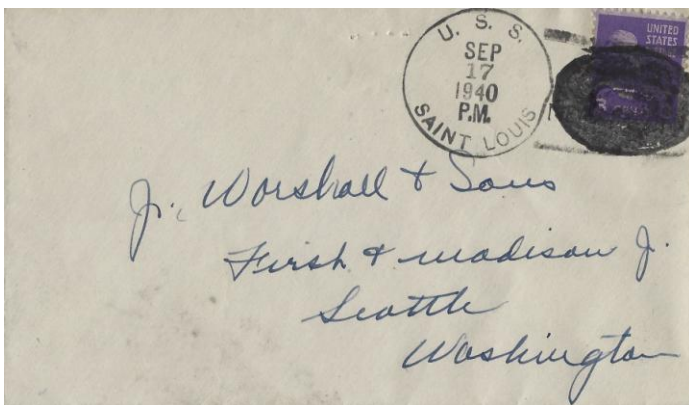
I chose the designation ‘S’ rather than ‘L’ since, to the postal censorship collector, the latter often designates labels/sealing tapes. Multiple line marks are considered as multiple straight lines (including signature lines) and are measured overall rather than individual lines.

More Letters to the Editor

Dear Editor,

I recently acquired the attached cover and although I have been collecting censored covers from US forces prior to Pearl Harbor, I have not seen another naval cover with the ship’s location obscured. Therefore I am hoping that some of your readers will comment on it. Here’s a little background.

Immediately after President Roosevelt and Prime Minister Churchill negotiated the “Destroyers for Bases” in September 1940, the President appointed a board to examine existing, and potential sites for future, naval facilities in each of the eight colonies where bases had been offered. This board was known as the Greenslade Board, after the senior member Rear Admiral John W. Greenslade [1] and clearly deemed it necessary to examine some of the sites in person. On September 12, the Board departed for Newfoundland aboard the USS ST. LOUIS (CL 49), arriving at Saint Johns on the 16th, before leaving for Argentia on the 18th and subsequently arriving back at Boston on the 23rd.[2] Whilst the ship was at Saint Johns, the mail clerk set the letters giving the ships location and cancelled the cover. Subsequently the impression left by the bars part of the canceller was overstruck. However, if one looks carefully, the first two letters of NEWFOUNDLAND are visible between the lower bars. So, was this censorship?



Censorship of US sailor’s mail was taking place in September of 1940 in nearby Halifax, Nova Scotia. I have several covers that were cancelled aboard the USS

DENEbola during the transfer of the first batch of “The Famous Fifty”. The earliest of these is dated September 14 and has a two line “PASSED/BY CENSOR” mark that is initialed.[3] None of my covers show the location of the ship.

[1] ww2timelines.com/1940/september/09181940.htm

[2] ww2timelines.com/batlantic/bat40/bat0940.htm

[3] Fiset, Louis (ed.), “PREXIE ERA Postal History and Stamp Production 1938-1962”, Fig 8.15, p154, APS, 2017.

Best Regards,

Peter Glover (10,748)

peterglover@stanfordalumni.org

Response

Thank you very much for the referral and inquiry. I too have a special fondness for USN censorship pre-Pearl Harbor.

I started writing my catalog in 2012 and when submitted for publication (fingers crossed) I had found, studied, and research 563 different marks from 1940 through the end of the war. I have never run across a registered canceller used to censor. Your research is seems right on and compelling and I would be inclined to look at it as a Provisional marking. That said, and knowing US ships were aware of the censorship requirements from Allied ports...

--I wonder why a large ship... would not have the wherewithal to produce a "more substantial" temporary mark (although I have to admit it's a clever use of a cancelling device) which, far from pretty, were more clear in their purpose.. Trying to balance that against the numerous censoring devices used by many ships who had to censor and the availability and ability of creating temporary (Provisional) censor marks.

--Also have to look at the idea that the on-board mail clerk just screwed up and needed a quick solution but confirming that snafu would be extremely difficult.

If we could locate a similar use of the registered cancellation I would feel more comfortable.

Would really appreciate your sharing any scans you may have since, after submitting my manuscript after months of no new finds.....up popped another! Will of course credit you.

Thanks for the opportunity and thanks to Richard too,

Jim Moses (12,317)

jhcmoses@bellsouth.net

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

List of Military Sealift Command Ships With Unit and Box Numbers FPO Mailing Addresses

The following is an alphabetical list of Military Sealift Command ships with their mailing addresses. Ships that are named for individuals are listed by the first name of the individual or their rank if it is part of the ship's name. MSC ships often move from active to stand-by status during the year. These ships are on the 1 November 2019 Standard Naval Distribution List (SNDL).

* FPO upon delivery

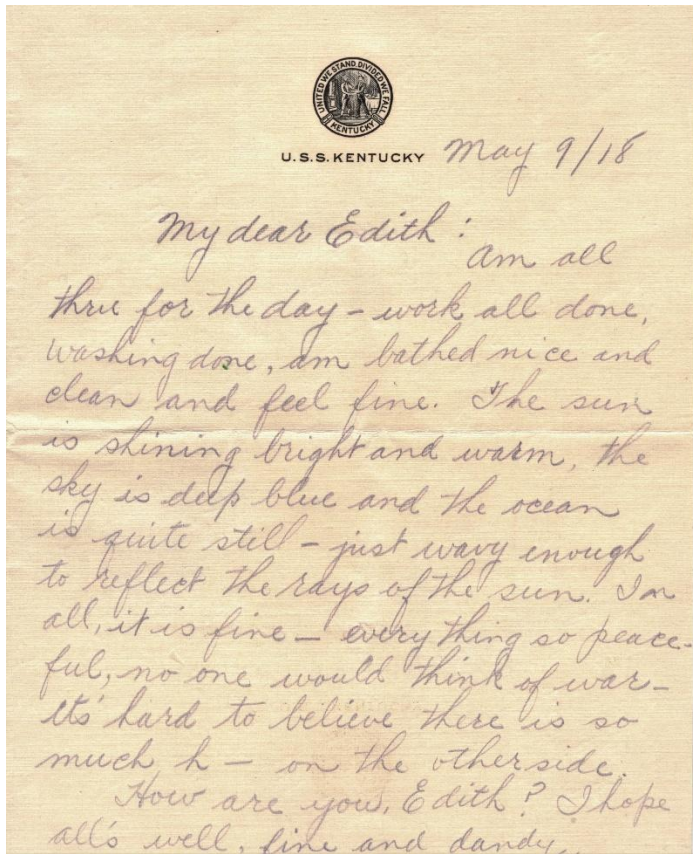
	-1ST/2ND LT-				
USNS 1 ST LT BALDOMERO LOPEZ (T-AK 3010)		UNIT 100466 BOX 1 FPO AP 96671	USNS JOHN ERICSSON (T-AO 194)	-J-	UNIT 100451 BOX 1 FPO AP 96664
USNS 1 ST LT HARRY W MARTIN (T-AK 3015)		UNIT 100472 BOX 1 FPO AE 09578	USNS JOHN GLENN (ESD 2)		UNIT 100462 BOX 1 FPO AP 96669
USNS 1 ST LT JACK LUMMUS (T-AK 3011)		UNIT 100467 BOX 1 FPO AP 96671	USNS JOHN LENTHALL (T-AO 189)		UNIT 100380 BOX 1 FPO AE 09577
USNS 2 ND LT JOHN P. BOBO (T-AK 3008)		UNIT 100426 BOX 1 FPO AP 96661	USNS JOSHUA HUMPHREYS (T-AO 188)		UNIT 100375 BOX 1 FPO AE 09573
	-A-			-K-	
USNS ABLE (T-AGOS 20)		UNIT 100419 BOX 1 FPO AP 96660	USNS KANAWHA (T-AO 196)		UNIT 10377 BOX 1 FPO AE 09576
USNS ALAN SHEPARD (T-AKE 3)		UNIT 100494 BOX 1 FPO AP 96678		-L-	
USNS AMELIA EARHART (T-AKE 6)		UNIT 100453 BOX 1 FPO AP 96664	USNS LARAMIE (T-AO 203)		UNIT 100379 BOX 1 FPO AE 09577
USNS APACHE (T-ATF 172)		UNIT 100393 BOX 1 FPO AE 09564	USNS LCPL ROY M WHEAT (T-AK 3016)		UNIT 100405 BOX 1 FPO AE 09591
USNS ARCTIC (T-AOE 8)		UNIT 100354 BOX 1 FPO AE 09564	USNS LEROY GRUMMAN (T-AO 195)		UNIT 100371 BOX 1 FPO AE 09570
	-B-		USNS LEWIS & CLARK (T-AKE 1)		UNIT 100465 BOX 1 FPO AP 96671
USNS BENAVIDEZ (T-AKR) 306		UNIT 100355 BOX 1 FPO AE 09565	USNS LOYAL (T-AGOS 22)		UNIT 100464 BOX 1 FPO AP 96671
USNS BIG HORN (T-AO 198)		UNIT 100356 BOX 1 FPO AE 09565		-M-	
USNS BOB HOPE (T-AKR 300)		UNIT 100374 BOX 1 FPO AE 09573	USNS MAJ STEPHEN W PLESS (T-AK 3007)		UNIT 100480 BOX 1 FPO AE 09582
USNS BOWDITCH (T-AGS 62)		UNIT 100421 BOX 1 FPO AP 96661	USNS MARY SEARS (T-AGS 65)		UNIT 100345 BOX 1 FPO AP 96678
USNS BRITTIN (T-AKR 5)		UNIT 100423 BOX 1 FPO AP 96661	USNS MATTHEW PERRY (T-AKE 9)		UNIT 100479 BOX 1 FPO AP 96675
USNS BRUCE C HEEZEN (T-AGS 64)		UNIT 100459 BOX 1 FPO AP 96667	USNS MAURY (T-AGS 66)		UNIT 100340 BOX 1 FPO AE 09578
USNS BRUNSWICK (T-EPF 6)		UNIT 100106 BOX 1 FPO AE 09591	USNS MEDGAR EVERS (T-AKE 13)		UNIT 100366 BOX 1 FPO AE 09568
USNS BURLINGTON (T-EPF 10)		UNIT 100522 BOX 1 FPO AE 09595	USNS MENDONCA (T-AKR 303)		UNIT 100473 BOX 1 FPO AP 96672
	-C-		USNS MERCY (T-AH 19)		UNIT 100128 BOX 1 FPO AP 96672
USNS CARL BRASHEAR (T-101-A)		UNIT 100204 BOX 1 FPO AP 96661	USNS MIGUEL KEITH (ESB 5)		UNIT 100357 BOX 1 FPO AP 96693
USNS CARSON CITY (T-EPF 7)		UNIT 100352 BOX 1 FPO AE 09583	USNS MILLINOCKET (T-EPF 3)		UNIT 100382 BOX 1 FPO AP 96672
USNS CATAWBA (T-ATF 168)		UNIT 100521 BOX 1 FPO AP 96662	USNS MONTFORD POINT (ESD 1)		UNIT 100343 BOX 1 FPO AP 96672
USNS CESAR CHEVAZ (T-AKE 14)		UNIT 100428 BOX 1 FPO AP 96662	USNS MV EDWARD A CARTER JR (T-AK 4544)		UNIT 100445 BOX 1 FPO AP 96662
USNS CHARLES DREW (T-AKE 10)		UNIT 100448 BOX 1 FPO AP 96663		-P-	
USNS CHARLTON (T-AKR 314)		UNIT 100431 BOX 1 FPO AP 96662	USNS PATHFINDER (T-AGS 60)		UNIT 100391 BOX 1 FPO AE 09582
USNS CHOCTAW COUNTY (T-EPF 2)		UNIT 100360 BOX 1 FPO AE 09566	USNS PATUXENT (T-AO 201)		UNIT 100390 BOX 1 FPO AE 09582
USNS CITY OF BISMARCK (T-EPF 9)		UNIT 100430 UNIT 1 FPO AA 34088	USNS PECOS (T-AO 197)		UNIT 100478 BOX 1 FPO AP 96675
USNS COMFORT (T-AH 20)		UNIT 100362 BOX 1 FPO AE 09566	USNS PFC DEWAYNE T WILLIAMS (T-AK3009)		UNIT 100507 BOX 1 FPO AP 96683
	-D-		USNS PILILAAU (T-AKR 304)		UNIT 100477 BOX 1 FPO AP 96675
USNS DAHL (T-AKR 312)		UNIT 100447 BOX 1 FPO AP 96663	USNS POMEROY (T-AKR 316)		UNIT 100476 BOX 1 FPO AP 96675
	-E-		USNS PRC EUGENE A OBREGON (T-AK 3006)		UNIT 100388 BOX 1 FPO AE 09581
USNS EFFECTIVE (T-AGOS 21)		UNIT 100450 BOX 1 FPO AP 96664	USNS PUERTO RICO (T-EPF 11)		UNIT 100
	-F-			-R-	
USNS FALL RIVER (T-EPF 4)		UNIT 100140 BOX 1 FPO AE 09569	USNS RAPPAHANNOCK (T-AO 204)		UNIT 100484 BOX 1 FPO AP 96677
USNS FISHER (T-AKR 301)		UNIT 100367 BOX 1 FPO AE 09569	USNS RED CLOUD (T-AKR 313)		UNIT 100485 BOX 1 FPO AP 96677
	-G-		USNS RICHARD E. BYRD (T-AKE 4)		UNIT 100424 BOX 1 FPO AP 96661
USNS GILLILAND (T-AKR 298)		UNIT 100370 BOX 1 FPO AE 09570	USNS ROBERT E. PEARY (T-AKE 5)		UNIT 100392 BOX 1 FPO AE 09582
USNS GORDON (T-AKR 296)		UNIT 100368 BOX 1 FPO AE 09570		-S-	
USNS GRASP (T-ARS 51)		UNIT 100372 BOX 1 FPO AE 09570	USNS SACAGAWEA (T-AKE 2)		UNIT 100497 BOX 1 FPO AP 96678
USNS GUADALUPE (T-AO 200)		UNIT 100458 BOX 1 FPO AP 96666	USNS SALVOR (T-ARS-52)		UNIT 100496 BOX 1 FPO AP 96678
USNS GUAM (HST 1)		UNIT 100457 BOX 1 FPO AP 96666	USNS SEAY (T-AKR 302)		UNIT 100402 BOX 1 FPO AE 09587
USNS GYSGT F W STOCKHAM (T-AK 3017)		UNIT 100398 BOX 1 FPO AP 96678	USNS SGT MATEJ KOCAK (T-AK 3005)		UNIT 100378 BOX 1 FPO AE 09576
	-H-		USNS SGT WILLIAM R BUTTON (T-AK 3012)		UNIT 100427 BOX 1 FPO AP 96661
USNS HENRY J KAISER (T-AO 187)		UNIT 100463 BOX 1 FPO AP 96670	USNS SHUGHART (T-AKR 295)		UNIT 100395 BOX 1 FPO AE 09587
USNS HENSON (T-AGS 63)		UNIT 100376 BOX 1 FPO AE 09573	USNS SIOUX (T-ATF 171)		UNIT 100491 BOX 1 FPO AP 96678
USNS HERSHELL W. WILLIAMS (ESB 4)		UNIT 100523 BOX 1 FPO AE 09595	USNS SISLER (T-AKR 311)		UNIT 100401 BOX 1 FPO AE 09587
USNS HOWARD O. LORENZEN (T-AM 25)		UNIT 100468 BOX 1 FPO AP 96671	USNS SODERMAN (T-AKR 317)		UNIT 100396 BOX 1 FPO AE 09587
	-I-		USNS SPEARHEAD (T-EPF 1)		UNIT 100393 BOX 1 FPO AE 09587
USNS IMPECCABLE (T-AGOS 23)		UNIT 100461 BOX 1 FPO AP 96668	USNS SUPPLY (T-AOE 6)		UNIT 100397 BOX 1 FPO AE 09587
USNS INVINCIBLE (T-AGM 24)		UNIT 100460 BOX 1 FPO AP 96668		-T-	
			USNS TIPPECANOE (T-AO 199)		UNIT 100498 BOX 1 FPO AP 96679
			USNS TRENTON (T-EPF 5)		UNIT 100358 BOX 1 FPO AE 09583
				-V-	
			USNS VADM KR WHEELER (T-AG 5001)		UNIT 100508 BOX 1 FPO AP 96683
			USNS VICTORIOUS (T-AGOS 19)		UNIT 100407 BOX 1 FPO AP 09595
				-W-	
			USNS WALLY SCHIRRA (T-AKE 8)		UNIT 100495 BOX 1 FPO AP 96678
			USNS WALTER S DIEHL (T-AO 193)		UNIT 100446 BOX 1 FPO AP 96663
			USNS WASHINGTON CHAMBERS (T-101-A)		UNIT 100425 BOX 1 FPO AP 96662
			USNS WATERS (T-AGS 45)		UNIT 100404 BOX 1 FPO AE 09591
			USNS WATKINS (T-AKR 315)		UNIT 100505 BOX 1 FPO AP 96683
			USNS WATSON (T-AKR 310)		UNIT 100504 BOX 1 FPO AE 96683
			USNS WESTPAC EXPRESS (HSV 4676)		UNIT 100506 BOX 1 FPO AP 96683
			USNS WILLIAM MCLEAN (T-AKE 12)		UNIT 100387 BOX 1 FPO AE 09578
				-Y-	
			USNS YANO (T-AKR 297)		UNIT 100406 BOX 1 FPO AE 09594
			USNS YUKON (T-AO 202)		UNIT 100509 BOX 1 FPO AP 96686
			USNS YUMA (T-EPF 8)		UNIT 100420 BOX 1 FPO AE 09594
				-Z-	
			USNS ZEUS (T-ARC 7)		UNIT 100407 BOX 1 FPO AE 09595

Sample Addressing Format: **MASTER**
USNS UNDERWAY (T-YR 2020)
(USE ALL CAPITALS) UNIT 100655 BOX 1
FPO AE 09591

Two Letters from USS KENTUCKY (BB 6)

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

Among the items found in the estate I am helping close out were two letters written on board USS KENTUCKY (BB 6). One letter came in an envelope that was cancelled on board USS KENTUCKY the other letter lacked an envelope but was written on USS KENTUCKY stationery. The letter without an envelope was written on 9 May 1918 and reads as follows:



The first page of the four-page letter



A closeup of the medallion in the upper portion of the letter written to Edith. The medallion is the seal of the Commonwealth of Kentucky

My Dear Edith;

Am all thru for the day – work all done, washing done, am bathed nice and clean and feel fine. The sun is shining bright and warm. The sky is deep blue and the ocean is quite still – just wavy enough to reflect the rays of the sun. In all it is fine – everything so peaceful, no one would think of war – it is hard to believe there is so much h- on the other side.

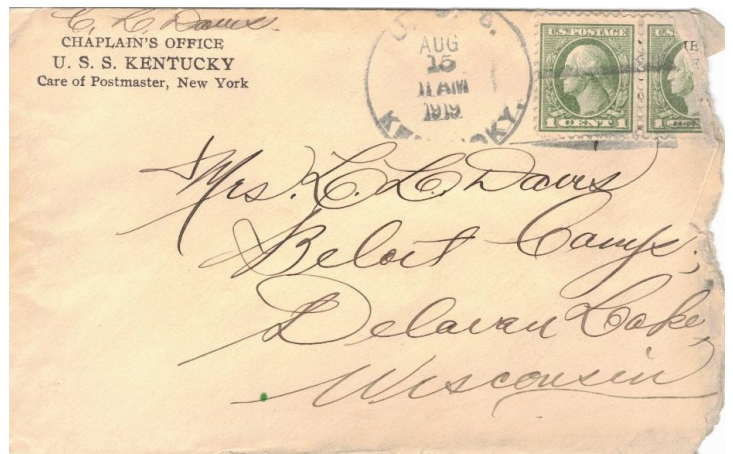
How are you Edith? I hope all's well, fine and dandy. Are you having good times, are you enjoying yourself? If you aren't you had better get busy. There is no time like the present.

I wonder if I will hear from you today? Believe me, I would like to. When next you write address it to the Receiving Ship at New York, New York City. Guess I will see some more of that little old town. Will you please let Martha and Bess know? Parks can tell Mr. Dudley and Martha can let Bird and my Aunt know. Thank you Edith. That will save some writing and you know I haven't so much time for that as I did last spring.

Do you think you won't have much time for fishing? Are you losing interest in the sport? Have you lost your appetite for nice brown trout or pickled trout sandwiches? No, I guess you haven't. Then that, there is nothing in the world that is better. You can bet your last penny that I will never forget. That is one of the things I miss most. Water, water, water everywhere and no place to fish! Herbert and Alvin miss their horses most of all. They say they would take a good old ride at the first opportunity. I believe they will to. They act like it.

What do you miss most – may I ask? Do you miss me? Hardly! Perhaps you miss my teasing? Listen now! Will you tell me now, who it was called me by phone when you got back from your long trip? I admit I am curious to know. There goes chow! So, farewell to thee, thou charming one – until we meet again, I am yours - Ralph

The other letter, was written by Lyle Davis on 14 August 1919 and its envelope was cancelled onboard Kentucky on 15 August 15. This letter read as follows:



The cover of the letter written by Lyle to his mother



Close-up of the cancellation

USS S-44 (SS 155) (Courageous Effort)

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



After completing four successful patrols and now based in the Aleutians, Alaska, S-44 (SS 155) with LCDR Francis Elwood Brown in command, departed for her fifth war patrol to cruise off the Kuriles Archipelago. In the evening of 7 October 1943, a night of poor visibility, Brown, with the use of his radar, made contact with a target and determined it to be a Japanese freighter. He made the decision to close the range and make a surface attack utilizing the four-inch deck gun. After a few shots fired at the target, and to the surprise of the submarine crew, the Japanese ship immediately retaliated with a heavy barrage of gunfire that tore through the submarine creating critical damage to the control room and forward battery areas. Apparently, what was thought as a freighter turned out to be a destroyer? With this unfortunate mistake and the submarine unable to submerge, Brown gave the order to abandon ship, only eight of the crew managed to get off before she sank. However, only two were picked-up by the destroyer. As captives, the two survivors, Chief Torpedoman's Mate Ernest A. Duva, and Radioman Third Class William F. Whitmore would end up at the infamous Ashio copper mine as POW'S. The sequence of events for this sinking was based mostly by the two survivors after liberation when Japan capitulated. It was also noted that during the abandoning process, and before S-44 sank, she had signaled the destroyer indicating surrender, but was not acknowledged.

S-44's keel was laid on 19 February 1921 at the Fore River Plant, Bethlehem Shipbuilding Corporation Quincy, Massachusetts. The submarine was launched on 27 October 1923 and commissioned on 16 February 1925 under the command of Lieutenant A.H. Bateman. The main features of the sub consisted of: length 225 feet, surface displacement 906 tons, four torpedo tubes on the bow, one-four inch deck gun, two Busch-Sulzer diesel engines and a diving depth of 200 feet.

In the fourteen years prior to the start of World War II, S-44 presented herself for training and exercises in both Atlantic and Pacific Oceans, specifically the east and west coast of the United States, the Caribbean Sea, the Panama Canal Zone and Hawaii. After the commissioning, the commander thought to make life more livable for the crew. With private funds he bought and installed an air-condition unit.

S-44 was constructed from a WW I design and was used for defensive purposes only, however, she played an important part when pressed into service after 7 December 1941. Even though S-boats were considered by submariners

who sailed on them as dinosaurs and leaky rust buckets. They were ill equipped, had a lack of fire power, insufficient range to target, and many breakdowns of mechanical and electrical machinery. In addition to that, when the early S-boats operated in the South West Pacific, the crew had to endure temperatures of over 100 degrees, sweat soaked bunks, cockroaches, and distasteful food, to name a few of the unbearable conditions. When operating in the Aleutians the crew had to face the rigors of icy waters, thus the name "Pig-Boats". In spite of this the U.S. Navy had no other choice but to use them in the early years of the war, and carried the fight to the Japanese. Twenty-three S-boats were engaged to supplement the few newer commissioned fleet boats as the bulk of those were at various stages of construction. It was not until the late 1943 when most of the S-boats had been relegated to defensive patrols and training purposes only.



Figure 1 shows a photo of USS S-44 (SS 155) in San Diego harbor during the 1920's or the 1930's, from USCS Photo Library Service.

On 15 April 1942 S-44 arrived and took up base at Brisbane, Australia. The sub was carrying much needed ammunition such as torpedoes and submarine spare parts for the Australian sub-bases.

Out of Brisbane in April, S-44 under the command of LCDR John Raymond Moore, nicknamed "Dinty", took the sub on her first patrol to support the Battle of the Coral Sea. This naval battle would be one of the first naval sea battles in history where the opposing ships (aircraft carriers) would not come in contact with each other. S-44 was positioned in the Solomon's southwest of Bougainville Island where she had her first killing, the 5,644-ton Japanese repair ship SHOEI MARU. Escaping from a severe depth charging from an escort, she returned to Brisbane.

Leaving Brisbane for her second patrol Moore took the sub to the Solomons again and sank the 2,626-ton converted gunboat KEIJO MARU. Because the torpedo shot was at an extremely close range, S-44 barely escaped the carnage that followed due to the sinking ship exploding apart. Moore skillfully maneuvered the submarine into deeper waters to escape, however, did receive some hair rising moments and some damage.

On the third patrol, 10 August Moore returned to the Solomon's and when off Kavieng sank his third ship, a big one, attacking the last ship in line of several Japanese cruisers returning from a battle at Guadalcanal, a successful one for Japan in which four U.S. and one Australian cruisers were sunk. At 700 yards he fired four torpedoes at the 8,800-ton heavy cruiser IJNS KAKO and sending her down fast because one torpedo struck the ships boilers that exploded severely. The convoy's escorts retaliated with a heavy load of depth charges, but the S-44 escaped the barrage. This sinking was the first major enemy warship loss, and the largest one contributed to a U.S. submarine during the war.

For the first three patrols of S-44, Moore was awarded the Navy Cross creating an S-boat record that was never equaled.

Again out of Brisbane S-44 patrolled the Solomons again for the submarine's fourth patrol, but under the command of a new skipper Reuben T. Whitaker. He attacked three destroyers off New Georgia, and fired three torpedoes at one of them believing to have a hit. After the attack, he evaded and survived a brutal depth charge onslaught. S-44 never received credit for the sinking.



Figure 2 marks the 40th Anniversary of the loss. The cover is franked with a 20-cent Flag over Supreme Court stamp (Scott 1895) and a Boston postmark. The cachet shows a starboard profile of S-44 plowing through the sea with a notation "Lost- Kuriles Archipelago-October 7, 1943", and an "On Eternal Patrol" and "Twin Dolphins" insignias. Budd Arrington designed the artwork sponsored by Decatur Chapter # 4 USCS. Cover courtesy of Naval Cover Museum.

S-44 was the second sub that Brown commanded that was lost. The other was S-39 which ran aground on a reef and had to be destroyed. After the S-44 experience, all remaining S-boats were withdrawn from active service and used only for training purposes. Although S-44 had made a courageous effort in battling the superiority of the Japanese anti-submarine force, she was an exception, as most S-boats were not capable to meet the challenge required for this war. S-44 earned two battle stars and a Navy commendation for her aggressive patrols. Brown was the only skipper to lose two submarines in the war, the other was USS-39 (SS144) which grounded on a submerged reef near Rossel Island, but all of her crew survived.

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Naval Cover Museum

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Two Letters from USS KENTUCKY (BB 6) Continued from Page 15

Dear Mother;

How is everything at Delaware Lake and are you having nice weather. Also, hope that the Berishings, Amersets, and etc. are all as well as ever. We are at sea somewhere off Hampton Roads and expect to be in port in the morning. We are going to have target practice, but it only last one day. Each of the six ships fire different days. Hope to be in Philadelphia, Pennsylvania the first of September.

Having pretty good eats lately and it taste good to. Had watermelon one day and it surely was great. News is awful scares and I am having a hard time trying to think of something to write. The Knights of Columbus gave us a large number of cigarettes recently. The candy you sent me suited me find as you cannot buy any more of it at the canteen.

Am taking inventory of the books on the ship and am packing them up in boxes so as to have them ready to ship off when this ship goes out of commission. Think I will go to the movies tonight as there is nothing else to do. Wrote a letter to Catherine. I say how long are you going to stay at Indian Lake? Will have to close as I am out of news.

Your loving son, Lyle.

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Unraveling History...

USS ARIZONA Connections-Part II

Lyle W. Jack Identified as Cartoonist in ARIZONA

Lloyd Ferrell (L-12082)

PO Box 2086

Beaverton, Oregon 97075

uscstreasurer@aol.com



In Part I of this article, the background of Curtis “Jimmy” Leopard was covered, as well as his work as cachet director on board USS ARIZONA. In Part II, we will now look at Lyle Jack and the cartoon drawings that USCS member **Carol Gladys** found in her fathers’ belongings. It was these drawings, and Carol’s question about who the artist was, that sparked my research for this article.

The ARIZONA Cartoon Cachet

The search for the unknown artist began in the simplest of ways—I looked in my own collection for ARIZONA cachets. Among them, I found an unsigned cartoon drawing on a Navy Day cover dated 27 October 1935, listing Jimmy Leopard as cachet director. The cartoon drawing is fairly simple, depicting a young swabbie getting chewed out, probably by a petty officer. Could this cachet be connected to the drawings Carol Gladys found? At this point, I wondered if Leopard himself might have been the artist.

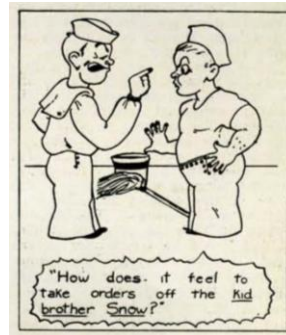


*Jimmy Leopard is listed as cachet director on this 1935 Navy Day cover. The cartoon has now been identified as the work of Sea2/c Lyle W. Jack, who had just recently reported to ARIZONA.
—Author’s personal collection*

The breakthrough came when I found the ships newsletter, “*At ‘Em ARIZONA,*” for 14 September 1935. It showed the same cartoon that was used on my cachet!! Even better, the artist was identified as Sea2/c Jack. The newsletter also mentioned that “L.W. Jack” (Lyle William Jack) had only recently reported to ARIZONA from boot camp in San Diego. Could he be the artist of the drawings that Carol found? It seemed likely, but there weren’t enough examples of his work to compare. When I researched Lyle Jack, it appeared he must have been aboard ARIZONA only briefly, as I found him on the cruiser AUGUSTA (CA 31) in 1939 being transferred to a new duty station. I did not find any further artwork, but what convinced me that he must be

the right guy is that after the war, he is listed as a “cartoonist” in the San Francisco directory. I thought my work was done at that point, but there was an unexpected twist.

This is the same cartoon used on the cachet, as it appeared in the Sept. 1935 ARIZONA newsletter. This one has a caption: “How does it feel to take orders off the kid brother Snow?” On board was water tender Rutherford H. Snow (1915-1953). He had a brother, Leon F. Snow (1912-1989) who was also in the navy. Both may have been in ARIZONA at the same time, and it does appear Rutherford made rate faster than Leon, hence the joke.



By happenstance, I mentioned the project in an email to USCS member **Steve Kovacs**, and he practically fell over when he saw Lyle Jack’s name. Steve collects covers from the Asiatic Fleet, and knew about Jack from artwork he’d done while on board AUGUSTA. Steve even did a *Log* article a few years back that included several examples. (*USCS Log*, Sept. 2013, pp 26-27). I hadn’t known about the AUGUSTA cartoons, and Steve hadn’t known of Jack’s earlier assignment to ARIZONA. Funny how things just work out sometimes.

With the additional examples Steve Kovacs shared, there is absolutely no doubt that Lyle Jack was the artist for the drawings that Carol Gladys found.

Lyle W. Jack and USS ARIZONA

When Lyle Jack reported to ARIZONA in September 1935, he was immediately noticed by the crew because of his cartoons. The ship’s newspaper published one of them right away, and, as mentioned, crewmember Jimmy Leopard then used it for a cachet. The drawings in the possession of Carol Gladys were probably done about the same time.

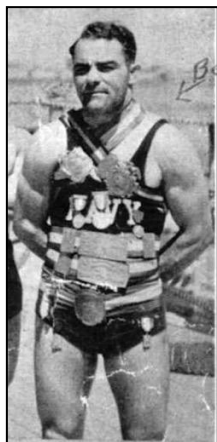
Lyle William Jack was born in 1915 in eastern Oregon at La Grande, the son of William and Elise (Sion) Jack. His father worked in a saw mill and was later a logging contractor. By the mid 1920’s, Lyle’s parents were no longer together, and he and his older brother moved to Los Angeles with their mother. Elsie worked there as a cook at a lunch counter to support her and the two boys and in the 1930’s she was married John W. Davern. He had been a boatswain’s mate in the navy in his earlier days, and later went back into the navy as a recruiter. No doubt that John Davern influenced Lyle’s decision to join.

On 14 May 1935, Lyle Jack enlisted in the navy at Los Angeles, and went to basic training at San Diego. He was still a seaman recruit when he reported to the battleship ARIZONA at San Pedro in September, but was promoted right away to Sea2/c. His ability to draw cartoons probably made him a popular addition to the crew. Besides having his work published in the ship’s newspaper, Jack apparently did some drawings by request. That would explain why Carol Gladys’ father, Joy W. Beezley, ended up with two of them.

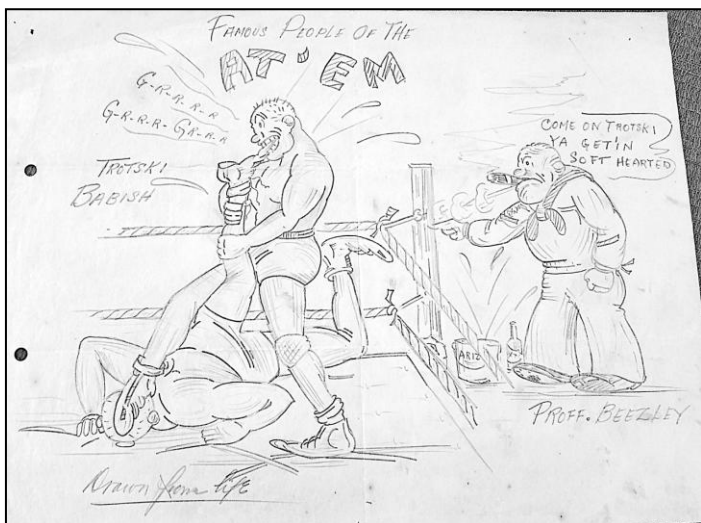
During the 1930's, athletic competition within the navy was highly encouraged. Bitter rivalries between ships were played out in a variety of ways, but especially in the boxing and wrestling ring. In 1935, ARIZONA had one of the best wrestling teams in the fleet, anchored by their two All Navy champions, Al "Trotsky" Babish, and Joy Beezley. The team was even on the cover of *Our Navy* magazine that summer



(l-r) Al Babish & Joy Beezley, 1935. Both were fleet champions multiple times. Fans of "Trotsky" Babish would cheer him on from ringside, shouting in Russian.



One of the drawings shows Babish in the ring growling and stomping on his opponent, while "Proff. Beezley" looks on and mutters "Come on Trotski, Ya Get'in Soft Hearted." Beezley is mentioned in one of the 1935 newsletters and says he "...is unable to wrestle this year because of a bad knee, but he is helping break in the new men..." That may be why Lyle Jack drew him at the side of the ring in his uniform. Joy W. Beezley (1909-1990) enlisted in 1928, and was aboard ARIZONA for more than six years before transferring to MEDUSA (AR 1) in 1939. He was a Pearl Harbor survivor, and became an officer during the war.

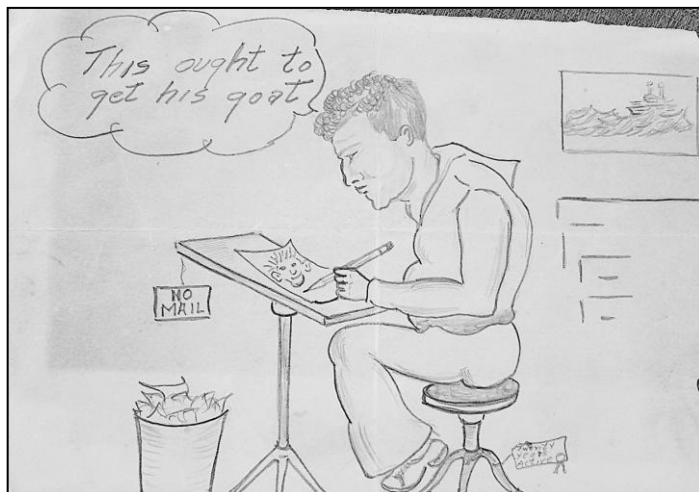


This pencil drawing by Lyle Jack shows ARIZONA wrestler Alfred "Trosky" Babish in the ring while fellow wrestler Joy Beezley tells him he's getting soft-hearted. —courtesy Carol Gladys

Albert Babish (1910-1961) was from Pennsylvania, the son of Russian immigrants, and at age 11 he was already working in the coal mines with his father. During his navy

years, Albert was best known for being the fleet light-heavyweight wrestling champion. His nickname was "Trotsky," and some shipmates would cheer him on in Russian during matches. He was a tough customer. In 1937 newspapers reported that while on shore leave in San Francisco, Babish was a bit exuberant and it took 15 policemen to subdue him. He got out of the navy about 1939, and then lived in the bay area.

The second drawing that Carol Gladys found shows a dapper 1930's artist sitting at a stool, apparently with revenge of some sort on his mind. He's sketching out a face and saying "This ought to get his goat." The easel is tagged "No Mail" and the stool is tagged "Twenty Years Active." The artist depicted is in uniform, and might even be a self-portrait of Lyle Jack. Exactly what the tags mean is anyone's guess.



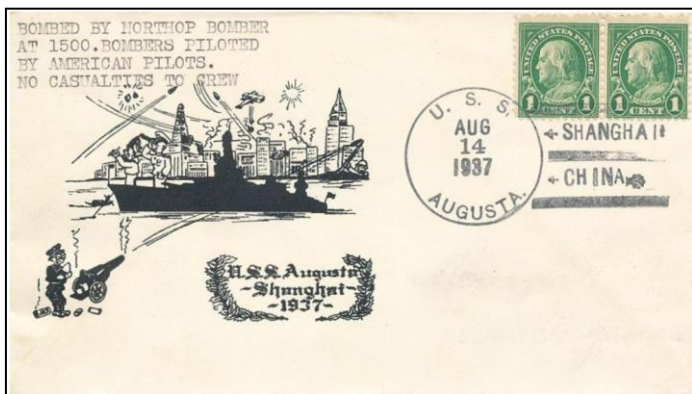
This drawing also was with Joy Beezley's navy things, and might even be a self-portrait of Lyle Jack. The easel is tagged "No Mail" and the sailor is sketching a face saying "This ought to get his goat." Note the picture on the wall of a battleship at sea. — courtesy Carol Gladys

Aboard USS AUGUSTA

As for Lyle Jack, it appears that he was only aboard ARIZONA for about a year, and then transferred to the cruiser AUGUSTA. He was a Seal/c when he reported to his new ship, probably in the fall of 1936, about the time he was promoted. Duty would have been much different than ARIZONA, as AUGUSTA was the flagship of the Asiatic Fleet, and regularly stopped at various ports in China and the Philippines.

It was while Jack was in AUGUSTA that most of his known artwork was produced. Several examples have been documented by Steve Kovacs. At least two cachets with illustrations by Jack were done, the earliest being an illustration done for AUGUSTA's November 1936 Equatorial Cruise. In 1937, his artwork was used on the ships Christmas Menu, and he also did the illustration for the Christmas card that year.

Tragically, that same month, December 1937, Japanese planes unexpectedly attacked the river gunboat PANAY, killing two crewmembers. At the time, AUGUSTA was at Shanghai, and after the attack she temporarily housed most of the PANAY survivors. I found reference to an illustration Lyle Jack did for *Life Magazine* about the Panay Incident, but have not actually yet seen it.

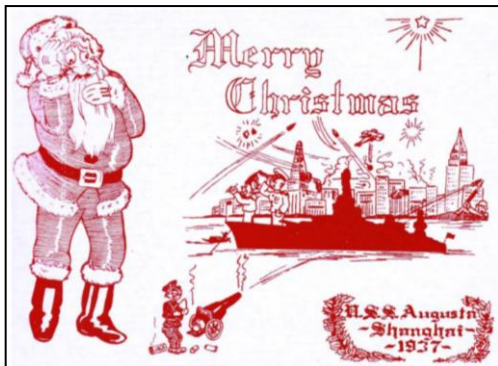


This Lyle Jack drawing shows AUGUSTA anchored off the Bund in Shanghai while Japanese artillery shells the city. The image, probably added later, was also used for the ships 1937 Christmas Card. —from August 2013 LOG article by Bob Rawlins

One of the Navy's most famous cartoonists. Warrant Officer Lyle W. Jack, son of Mrs. Elsie Davern, 351 N. Lockwood, was home on leave. His most famous cartoon was drawn after the gunboat Panay was sunk by Japanese planes. It appeared in Life magazine, became the official Christmas card of the Asiatic fleet and showed the flagship Augusta lying off Shanghai while Jap bombs fell on the city

This appeared in a Nov. 1944 Chicago Newspaper article, saying that one of Lyle Jack's drawings was used in Life Magazine after the Panay Incident. The comment about him being one of the most famous navy cartoonists is an exaggeration.

The 1937 Christmas card of AUGUSTA. Jack apparently just added the Santa figure to the earlier drawing made when Shanghai was being shelled by the Japanese.

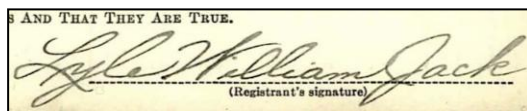


Two of Lyle Jack's drawings were used on the 1937 Christmas Menu. One he signed "Lyle" and the other is signed "Jack." —courtesy Steve Kovacs



In early 1938, while still aboard AUGUSTA, Lyle Jack was promoted to storekeeper third class. He remained on board for another year, and on 9 July 1939 boarded the transport HENDERSON (AP 1) headed for San Francisco, arriving on 24 August. Not long after this, Jack was assigned to the cruiser BOISE (CL 47), and promoted to storekeeper second class. During the approximate 18-months he was assigned to BOISE, it's not known whether he did any illustrations. Mostly likely he did, but no examples of his work have surfaced. In May 1941, after six years in the navy, Lyle Jack was detached from BOISE and went to the Receiving Station at San Diego where he discharged.

One of the first things Lyle Jack did, just a few days after leaving the navy, was to sign up for the draft. For the time being, he stayed with his older brother Veston Jack, a machinist in Long Beach. Exactly what Lyle did during this period is not known, but only a few days after the attack on Pearl Harbor, on 19 December 1941 he went back into the navy. He was apparently assigned to a shore station, but I was not able to locate which one. In September 1943, he became a warrant officer, and remained in the navy until 1945.

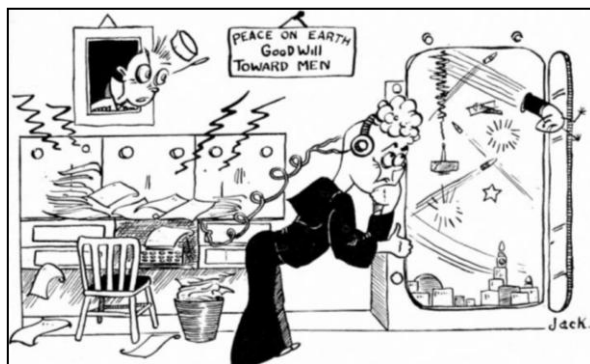


Signature of Lyle William Jack from the draft registration card he signed in June 1941.



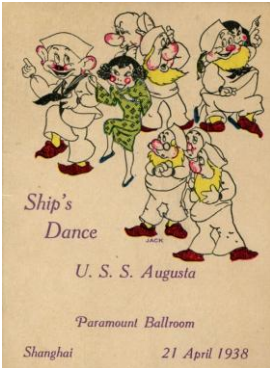
U.S.S. AUGUSTA—FLAGSHIP—ASIATIC FLEET ON SOUTHERN CRUISE "KING NEPTUNE'S COURT"

This drawing by Jack is from 1939, and was used for a cachet of AUGUSTA's southern cruise that year. —courtesy Steve Kovacs



Another 1937 Christmas card illustration by Jack, this time specifically for the communication section on board AUGUSTA. —courtesy Steve Kovacs

After the war, Jack settled in San Francisco, and the city directory lists “cartoonist” as his occupation. He also got married about this time. His wife’s name was Constance (Connie), but like much of Jack’s later life, not much is known about her. In 1948, he was working as a draftsman, and later is listed as a bottler for Burgermeister Brewing Co. in San Francisco. It appears he worked for them the remainder of his career. Lyle Jack was only 50 years old when he passed away in San Francisco in June 1965. His obituary does not mention any children.



While aboard AUGUSTA, Lyle Jack used images of Disney's new movie Snow White and the Seven Dwarfs to illustrate a dance program. The ship was based in Shanghai, and the lady in the drawing is Chinese. –courtesy Steve Kovacs

Final Thoughts

This has been a particularly interesting project for me. It began as a question about the identity of the artist for some cartoon drawings on ARIZONA, which led me to “Jimmy” Leopard, and in turn to Lyle Jack. I would like to thank **Carol Gladys** for sharing the drawings. Also, I would like to thank **Steve Kovacs** for sharing his illustrations and information about Lyle Jack during his time aboard AUGUSTA.

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U.S. Navy Reinstates Norfolk, Virginia-Based 2nd Fleet

Ken Pearson (12,173)

According to a *Defense News* article, the U.S. Navy announced that the “newly reinstated Norfolk, Virginia-based 2nd Fleet, which was opened for business in 2018, is now fully operational. The fleet will oversee and control operations in the Atlantic and Arctic oceans, as well as having a limited role in training and certification of East Coast-based forces deploying around the globe, the release said. The declaration of ‘full operational capability’ certifies that 2nd Fleet’s command-and-control infrastructure is capable of running its assigned operations.” (Larter, December)

The Second Fleet is based in Norfolk, Virginia with a balanced mix of capabilities including aircraft carriers, surface combatants, submarines, surveillance assets, amphibious forces, marine landing and mobile logistic units. (2nd, n.d.)



Left-US Second Fleet historical crest. (Bosbotinis, 2018)
 Right-Second Fleet crest from US Navy website. (2nd, n.d.)



History – After World War II in December 1945, the US Navy reorganized its fleet structure with the creation of the US Eighth Fleet. In February of 1950, the command was redesignated to the US Second Fleet as part of the US Atlantic Command. (2nd, n.d.) Second Fleet was disestablished in 2011 and many of its personnel, assets and responsibilities were merged into U.S. Fleet Forces Command (USFF). “The re-establishment of the U.S. Navy’s 2nd Fleet is a tangible sign of the seriousness with which the United States regards the growing Russian maritime threat, in particular in the North Atlantic and adjacent waters, such as the Norwegian Sea. It is also an indication of the shift in U.S. strategy from its post-9/11 focus on countering terrorism to an emphasis on deterrence amidst renewed great power rivalry.” (Bosbotinis, 2018)

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USS FRANCIS MARION (APA/LPA 249)**The Swamp Fox***Jake Wilhelm (12,411)**PO Box 481, Coquille, OR 97423**jakewilhelm@mail.com*

Her career was spent in peace, but once, stationed off Cuba during 1962's Cuban Missile Crisis, FRANCIS MARION (APA/LPA 249) came close to fighting World War Three.

She stood off shore with a load of Marines, and that's what she had been designed for.

However, hauling troops was not in her original set of design blueprints...

The vessel that would become our featured ship began life in 1954 as cargo ship SS PRAIRIE MARINER, coming out of the New York Shipbuilding Corporation yard in Camden, New Jersey as part of the Maritime Administration fleet until 1955 when she was shifted over to mothball status in the National Defense Reserve Fleet.

In 1959, a changing world that was officially enmeshed in the Cold War demanded more troop and potential war material shipping. PRAIRIE MARINER joined a number of Defense Fleet in a bulk transfer to the US Navy. From 1959 to 1961, she was converted to a PAUL REVERE-class attack transport. Built into the 16,800-ton vessel was the capability to carry up to 1500 troops and their equipment.

The new ship commissioned into the Navy 6 July 1961 as FRANCIS MARION (APA 249), named after Revolutionary War hero Francis Marion, also known as the Swamp Fox.



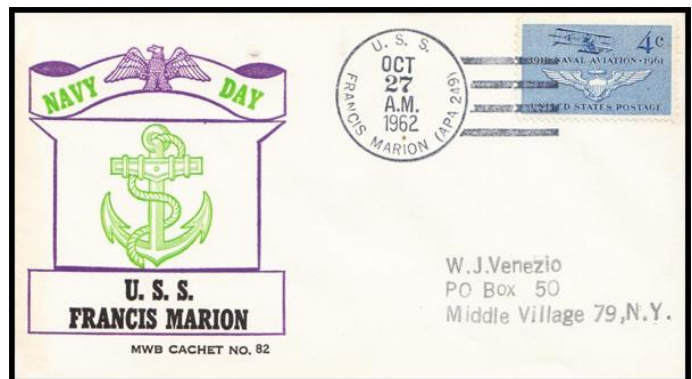
USS FRANCIS MARION (APA 249) underway. U.S. Navy photo

Good timing. Not long after her release into the waters, FRANCIS MARION was tapped to help in the post-Hurricane Carla cleanup in Galveston. Following that, she embarked on a career of conducting major military exercises in Atlantic waters.

However, one event at didn't quite qualify as a war game. When Castro gave the Soviet Union the go ahead to load his island with nuclear missiles, as long as the rocket scientists pointed them at the US, the US responded with force. When the naval blockade of Cuba was ordered,

FRANCIS MARION was just one of the huge Navy vessels standing off shore ready to fight. Aboard her was the 3rd Battalion of the Tenth Marines; the rest of the Tenth and a bunch more Marines were on stand-by in other ships scattered through the fleet. FRANCIS MARION and her Marines waited as a Soviet "merchant" fleet approached with even more nukes. The Marines weren't sure what their orders were – help attack ships or even hit the Cuban shores – so they spent their time just like the rest of the world – holding their breath. Smooth talk between JFK and Khrushchev ended the crisis in late November, but the blockade continued through much of December.

Then peace was beheld by all.



USS FRANCIS MARION celebrates Navy Day 1962 with a Locy 2 (n) crossing a Naval Aviation stamp (Scott 1185) on a Martin Beck (MWB cachet 82). The year before, FRANCIS MARION, naval aviation and the US military in general came close to nuclear annihilation in the standoff against Cuba and the USSR.

Not for long. When Vietnam lit off, FRANCIS MARION was tasked like so many other American assets to serve her country. Her tour of duty with WESTPAC off Vietnam ran from December of '68 through 1973.

In 1969, 'Swamp Fox' was re-designated an LPA for Amphibious Transport. After Vietnam duties, she returned to the Atlantic side of the fleet with deployments to the Caribbean, Mediterranean and North Africa.

Her brief Atlantic Fleet reunion ended when she was switched to the Naval Reserve Forces in 1975. Her most dignified moment was yet to come... In 1977, she was picked as flagship for the American Navy delegation to Queen Elizabeth II's Silver Jubilee. FRANCIS MARION served as headquarters for RADM John C. Dixon and his staff as they coordinated the seven-ship task force across to England. 1400 US sailors, including 400 middies, took part in the first Naval Review put before the Queen since her coronation. 30,000 sailors from around the world took part in the event. In the Review itself, America was represented by the guided missile cruiser CALIFORNIA (CGN 36) and the sub BILLFISH (SSN 676), forming part of a seven-mile-long line of ships standing in line as the Queen motored by in the royal yacht.

While in Jolly Olde England, the crew of FRANCIS MARION found time to save lives. Two days before the

Naval Review, FRANCIS MARION's gig crew was transporting VIPs to an event aboard BILLFISH when they spotted an overturned boat. The transport mission was scrapped as they raced to save four people, including a four-year-old girl.



A FRANCIS MARION cover from 1977 comes on the heels of her visit to England as part of the Naval Review for the Queen's Jubilee. A Locy 2t (n+u) (USS, LPA) crosses Scott 1726; the also cover bears the ship's CHARGE! seal with stylized Swamp Fox mascot. The ship's rubber type seal stamper appears to have first shown up in 1966 and came in violet, black or blue and bears a cartoon fox as nod to her namesake, Francis Marion, the Swamp Fox.

FRANCIS MARION's final major mission came in 1978 when she took part in OPERATION SOLID SHIELD, a major war drill that closely resembled the circumstances of the Grenada invasion not that many years later – and for that matter, what could have happened in Cuba. Camp Lejeune took center stage in the exercise as “Atlantis” a country under threat by terrorists and guerrillas. With JOHN F KENNEDY (CV 67) as group leader, the rapid response amphibious task force inserted a force of Marines and evacuated ‘US civilians.’

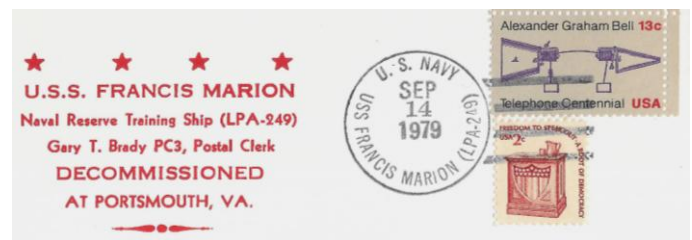
FRANCIS MARION'S career in the US Navy ended in 1979, but not the way anyone planned. In pea soup fog on the morning of 4 March 1979, she was returning to Norfolk after taking part in the Mardi Gras Review in New Orleans. While transiting through the Thimble Shoals into the Chesapeake, out-bound Greek freighter STAR LIGHT broadsided her just on the starboard side, crushing the ship from the deck up. The two officers running FRANCIS MARION at the time were severely injured. LCDR Robert Leary, Operations Officer, and LCDR Donald Miller, XO, were on the starboard bridgeway when STAR LIGHT impacted. Both men suffered severe leg damage and Miller's foot was almost sliced away.

The accident had many causes, the bulk of which were charged to STAR LIGHT. Since fog had reduced visibility to near zero conditions, both ships were operating by radar. In a radio conversation before the accident, STAR LIGHT and FRANCIS MARION had agreed to a starboard-to-starboard passing, but the navigation watch aboard STAR LIGHT misread their radar data, realizing this only when FRANCIS MARION loomed from the fog. Both vessels were charged with speeding, but the oddest thing to come out of the near tragedy was the fact that STAR LIGHT was operating

without a pilot. At that time, local pilots could leave the vessel just before entering the shoals. That's what STAR LIGHT's pilot had done, leaving the freighter to manage unfamiliar waters on her own. That little allowance soon ended...

The end result? FRANCIS MARION was left with \$1.5 million in damage. She was already on the short list to be decommissioned as a surplus vessel, but the damage shot her straight to #1. The still viable ship was passed on to the Spanish Navy, who used her as the troop transport ARAGON until 2000.

Yet another career awaited the Swamp Fox. When the Spanish Navy put her out to pasture, they found her a decent pasture. ARAGON nee FRANCIS MARION ended up with the Spain's special force unit, Unidad de Operaciones Especiales. One of Europe's top special operation groups, the UOE used ARAGON to sharpen their ship boarding skills. When they had sharpened their skills too much, ARAGON'S remnants were scrapped in 2010.



The end of a long road for USS FRANCIS MARION (APA/LPA 249) was only the beginning when this cover was processed. She was transferred to the Spanish Navy, serving until 2000 as the troopship ARAGON and 2010 as a training hulk. Graphically cropped, a Locy 2-1 (n+) crosses both a Scott 1683 (Alexander Graham Bell) and 1582, the two-cent Speaker's Stand. (Author's Collection)

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Wikipedia

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Naval Cover Museum



St. Louis Stamp Expo

Location: St. Louis Renaissance Airport Hotel
9801 Natural Bridge Road
St. Louis, Missouri

Next Show: March 27-29, 2020

USS ARKANSAS (BB 33)
Naval Midshipmen's and Reserve Officers'
Training Cruises
Ken Pearson (12,173)
8660 E Hobart St., Mesa, AZ 85207

This is a follow-up article to one I authored that was published in the July 2019 issue of the *USCS Log*, on page 12. Subsequent to that article, **John Young** (L-8219) graciously shared several covers from his personal collection reflecting USS ARKANSAS (BB 33) participation in Naval Midshipmen and Naval Reserve Officers' Training Cruises in 1937 and 1938. John suspects that these three envelopes were U.S. Navy envelopes that were aboard USS ARKANSAS that were printed in the ship's print shop. The cover presented in my previous article would fall into that category as well.

Figure 1 below reflects the same cachet printed on the cover in my previous article with the ship cancel. My previous cover had a Habana, Cuba postmark.



Figure 1:
USS
ARKANSAS
Summer of
1938 Naval
Reserve
Officers'
Training
Corps
Cruise

Figure 2 reflects a slightly different cachet for the Summer of 1938 Cruise which does not list the participating University Naval Units.

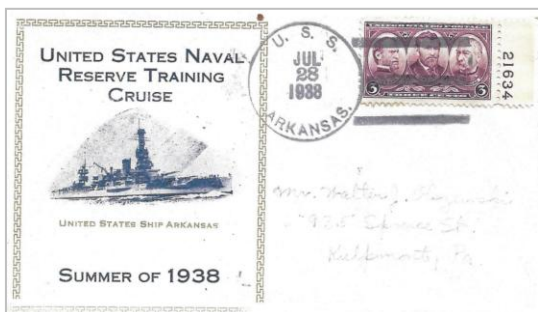


Figure 2:
USS
ARKANSAS
Summer of
1938 Naval
Reserve
Training
Cruise

Figure 3 reflects the USS ARKANSAS 1937 Midshipmen's Cruise. The cachet includes USS NEW YORK (BB 34) as the Flagship, USS ARKANSAS (BB 33), and USS WYOMING (BB 32). The cachet also displays the itinerary of the cruise: Hampton Roads, VA – Kiel, Germany – Torbay, England – Funchal, Madeira (Portugal's Autonomous Region of Madeira) – Norfolk, VA. It included Annapolis, MD, home of the U.S. Naval Academy. As with USS ARKANSAS, USS NEW YORK and USS WYOMING served as training ships for Midshipmen and other new

sailors during the interwar period. (Banks, 2002) Information about the 1937 Midshipmen's' Cruise for each ship is discussed below.

USS ARKANSAS – “1937 saw ARKANSAS make a midshipman practice cruise to European waters, visiting ports in Germany and England, before she returned to the east coast of the United States for local operations out of Norfolk. During the latter part of the year, the ship also ranged from Philadelphia and Boston to St. Thomas, Virgin Islands, and Cuban waters. During 1938 and 1939, the pattern of operations largely remained as it had been in previous years, her duties in the Training Squadron largely confining her to the waters of the eastern seaboard.” (Arkansas, 2015)

USS NEW YORK – “Returning to the Atlantic in 1937 NEW YORK sailed to Great Britain for the coronation of King George VI of England, and took part in the Grand Naval Review of 20 May 1937. NEW YORK was used to train Naval Academy midshipmen and other prospective officers with cruises to Europe, Canada, and the Caribbean.” (New York, 2017)

USS WYOMING – “Putting to sea on 4 June from Hampton Roads, WYOMING reached Kiel, Germany, on 21 June 1937, where she was visited by officers from the ill-fated German ‘pocket battleship’ ADMIRAL GRAF SPEE. Her embarked midshipmen subsequently toured Berlin before WYOMING sailed for home on 29 June, touching at Torbay, England, and Funchal, Madeira, before returning to Norfolk on 3 August 1937.” (Wyoming, 2009)



Figure 3: USS
ARKANSAS
1937
Midshipmen's
Cruise
Locy Type 7dr

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Send for Your Own Covers-Results

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



The bottom of the second page of each USCS Log reports the names of deployed navy ships. A follow upon the computer's Google, gives interesting information on just what is happening with these ships. It reveals naval history taking place today and provides the story behind the covers mailed from these ships. Here are a few recent examples.

USNS COMFORT, navy hospital ship, recently completed a five month humanitarian and medical assistance deployment to South and Central America and the Caribbean Sea Area where she visited Columbia to aid Venezuelan refugees, Costa Rica, Dominican Republic, Ecuador, Grenada, Haiti, Jamaica, Panama, Peru, St. Lucia, St. Kitts & Nevis, Trinidad & Tobago and also Curacao for a shore leave visit for the crew. A notice on COMFORT's website asks for civilian volunteers to assist the crew and its other helpers. Perhaps if an available USCS member offered assistance in the postal office a better relationship with the philatelic community and the public would result, especially of the volunteer enjoyed creating cachets with the computer or otherwise.

USNS COMFORT on Central and South American and Caribbean cruise



USS LEWIS B. PULLER, (ESB 3), an "expeditionary transfer dock ship" that is a descendant of the World War II landing ship tank and the other large ocean-going amphibious vessels. This 78,000 ton, 964 foot long, 164 foot wide behemoth is currently deployed with the Fifth Fleet in the Persian Gulf and Hormuz Straits loaded with combat ready U.S. Marines responding to Iranian threats in the area.



USS LEWIS B. PULLER (ESB 3) Locy Type 12-2c (USS, FPO AE 09591) Locy Type 11-2 (USS, FPO AE 09591)

USS ARLINGTON (LPD 24) 'FREE' cancel Locy Type 11-2 (USS, FPO AE 09564)



USS ARLINGTON (LPD 24) embarked with elements of the 22nd MARINE EXPEDITIONARY UNIT assigned to both the KEARSARGE AMPHIBIOUS READY GROUP and the

ABRAHAM LINCOLN STRIKE GROUP deployed in the eastern Mediterranean Sea and the Persian Gulf responding to threats in those areas.

USNS MEDGAR EVERS (T-AKE 13) a dry cargo ammunition ship deployed with the 5th Fleet with the LINCOLN STRIKE GROUP in the Persian Gulf. The FPO 09625 (Italy) postmark date indicates that the post card was mailed near Heraklion, Greece, as determined by checking its location from the internet Sailwix data maps. Un-seen in the photo is a nice impression of the vessel's embossed seal on the right side of the card.

USCGC ADAK (WPB 1333), a U.S. Coast Guard patrol boat deployed in the northern Persian Gulf security operations with Combined Task Force 152 with the Australian frigate HMAS BALLARAT and the Iraq Navy Patrol Boat #309. Task Force Commander: Colonel Mohammad Aleid, Kuwait Naval Force. May post card was returned to me under cover. The card had no postmark, but was stamped with the Commanding Officer USCGC ADAK return address stamper and ADAK's embossed seal. The cover shown here was postmarked at FPO AE 09834 Naval Support-Fleet Logistics Center-Bahrain.

I am very appreciative of the USCS Log's posting of these deployments and providing me with the ability to add these artifacts of maritime history to my collection. Bravo Zulu! to the USCS Log for its efforts.



US Navy 4-bar Cancel FPO AE 09834 Naval Support Fleet Logistics Center BAHRAIN

American Society of Polar Philatelists



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

The U.S.P.O.D. Metal Duplex Handstamp History and its use in the U.S. Navy Post Office through the Years 1908 - 1958

Phillip Nazak (10620)
nazakfamily@aol.com

For collectors of the U.S.P.O.D. steel duplex handstamp post marker it has not been an easy task. This cancel impression has been categorized as a Locy T-6 cancel style, as used in the naval postal service. These cancels have been the most underrated type collected by our group since the establishment of the USCS in 1931. The only interest in this cancel was given to the big boys of the fleet such as carriers, battleships and some cruisers and the like and naval activities were taboo. There can be many reasons why this cancel type was not collected, such as the style of the cancel impression, bad cancel impressions from metal a plate, or simply that there was little interest in the few members that formed the club then and that new Type 2 cancels were being introduced in the mid 30's. Because of this, it's time to give the duplex handstamp its history, correctly identify the cancels and bring interest to their collectability.

The first postage stamps were issued in our country in 1847 and brought with them the concern that citizens might reuse the stamps on the mail they received. To prevent this, the postmaster or clerk marked usage on each stamp by hand, indicating that it could not be used. This method of cancellation "manuscript" consisted usually of the name of the post office, state and date was very common on early stamped mail. Postmarks were developed long after postage stamps, mostly to indicate the point of origin for a specific mail piece, sometimes referred to a town cancels.

Most post offices used their postmark as a cancelling device, and in most cases, the postmark did not always sufficiently deface the stamp of its reuse. In 1860 the Postmaster General issued orders prohibiting the use of postmarks as a means to kill or obliterate a stamp. Mail had to be postmarked and then postage had to be cancelled, slowing down a clerk's production as he had to apply two strikes on each piece.

With volume in the larger cities increasing, the need to protect its revenue and a speedier way to postmark and cancel mail was rushed on to reach a more reliable and durable canceller in which it would apply a clear postmark impression and kill the stamp to prevent its reuse. During the 1850's, the British began testing postmark styles to increase faster methods to postmark mail. Many were tried and rejected, but the circular duplex system quickly became the most popular and widely used.

The U.S. Post Office Department went into the postmarking business in 1799. The circular design chosen by the P.O.D. closely resembled a stamp used in Philadelphia in 1798. In 1799, inventors and manufacturers entered the scene.

Benjamin Chambers, Sr. seems to be the first major supplier to the Post Office Department as early 1830. Chambers Sr., was a self-taught cooper plate printer, die sinker, and engraver, who had a shop on Pennsylvania Ave., in Washington, D.C.



In the list of "Patents for Inventions and Design" issued in the United States from 1790-1847, only two patents are listed for handstamps. They are "stamps for post and other offices, Benjamin Chambers, Sr. Washington, DC, September 9, 1835" and "Asa White of Templeton, Mass. dated February 27, 1839. Benjamin Chambers, Sr. was also issued a patent in 1851 for a letter stamp with removable type telling the day, the month and date.

Duplex handstamps that were used on a trial basis in both Troy, N.Y. (in 1859) and at New York City (in 1860) were made for Marcus P. Norton and produced by Edmund Houle of Mount Vernon, N.Y.

In 1859, Marcus P. Norton of Troy, N.Y. a patent attorney patented a handheld duplex style stamp cancelling device. This circular date stamp (CDS) imprinted the town stamp and the obliterating killer with a single motion, and created adjoining marks that both identified the sending office and obliterated the stamp. These handstamps had removable slugs so that the month, day and hour time could be changed. The handstamp was constructed of a metal die attached to a wooden handle. Sometimes the name of the office appeared at the center dial with the state centered at the bottom, and sometimes the office and state, separated by a comma was both positioned in the center at the top of the dial.



These devices have become known to collectors as duplexes, and were made from various materials and arranged in various patterns during the experimental years from 1860 to 1890. By the mid 1890's the Post Office Department had settled on two basic designs of steel handstamps. Handstamps of one design were to be issued to first and second-class post offices at the beginning of 1895. Satisfied that they had found the solution to the problem of providing the large post offices with a duplex handstamp, the Post Office Department began issuing a duplex handstamp of a different design to third and fourth-class offices in 1898. The contract for the duplexes was awarded to Benjamin Chambers of Washington, D.C. The Chambers almost solely held the contract awards until June 30, 1931.

The Chambers duplex for first/second class offices became known as the "Barrel Duplex". The postmark is the standard postal CDS with removable slugs for the date, time and year. In some of the devices, the year is between the postmark and the cancel and not within the CDS itself. The cancel portion takes the form of an ellipse with a long

vertical axis. The ellipse has a central section which is barrel shape with a center section hollowed out and in the center, a single line circle with in the circle. The inner circle usually contains a number. The upper and lower portions of the ellipse are composed of three tapered bars. Classified as a Locy T-6c (**Figure 1**).

Figure 1

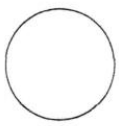
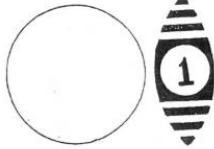
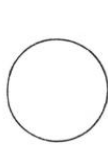


Figure 2



Figure 3



The "Ovate Bar" duplex used at third and fourth-class offices have a design of the own. The postmark is the standard postal CDS with removable slugs for date, hours and years. The cancel consists of eight to ten short horizontal bars tapered at their ends to form an ellipse, giving rise to the name ovate bar duplex. Classified as Locy T-6 (**Figure 2**).

The Chambers family held the monopoly of the U.S. Post Office Department metal duplex hand canceller. Benjamin B. Chambers, Sr. started his firm and producing metal handstamps in Washington, D.C. in 1847. In 1851 he obtained a patent on an improved steel canceller and started supplying the Post Office Department prior to the Civil War. He maintained his business with the Post Office until 1863, when he realized that he was too old to manufacture and his son was fighting as a Captain in the Second Pennsylvania Regiment in the Civil War. During these four years, the contracts were awarded to William Fairbanks of the Fairbanks Co. of Connecticut. Mr. Fairbanks was glad enough to give up the contract, as it was realized that it could not deliver the goods, and the Department was paying fully five times more for an inferior steel stamp and the fact that during 1866, he sub-contracted work to the Benjamin Chambers, Jr. firm of Washington D.C. Benjamin, Sr. died in 1871 and his son Benjamin, Jr. took over. Benjamin, Jr. died in 1908 and his son Henry was the next in line. In 1927, Henry took control of the family business, when cancelling machines came into general use. Chambers began cutting plates for them. With a broader use of cancelling machines and rubber handstamps and the onset of the Great Depression, the Chambers Co. eventually went out of business in 1932. The Chamber legacy of steel hand held duplex postmarking stamp ended. Much of the success in the stamp was the secret formula and process in which this high grade hardened steel was made and that the formula was guarded from the public. The steel for the stamps was made by the ton from a Pittsburg company and was of superior quality.

In 1907, a new style of duplex was introduced and continued for nearly half a century. This new style was a redesigned Locy T-6, as described earlier, this new version had a CDS of 31 mm's and the ovate cancel had nine horizontal I bars and a 27mm in height. He standardized the 20th century duplex handstamp and it was the last style of

the Chamber devices. Classified as a Locy T-g (**Figure 3**).

This article was written in the last 1980's and the valiant "c" from the Locy variant listing chart was empty at that time. I had used the "c" to distinguish the differences between a "c" cancel (not identified) and a "g" cancel being used to represent both a "c" cancel and a "g" cancel.

References

Postmarks on Postcards by Richard Helbock I 1987 LaPosta Publications

Chicago Postal Markings and Postal History, Chapter 7, Steel Duplex Handstarnps, by Leonard Piskiewicz 2006 Chicago Philatelic Society

Herbert Rommel's file on T-6 cancels with correspondence with Stan Honeyman, John Zaleski, Robert Mathews, Edward Gabrick and many more. This file contained descriptions, hand drawings and tracings from the 1920/s into the late 1950/s. It seemed to be an unofficial study/research groups. Also, were the description and prices received from his various auctions including his special shore stations auctions. He threw this in on a very large purchase of covers bought from him.

Herb Rommel's auction of T-6 cancels "Shore Stations: Rare but worthless". Jul 2002 *USCS Log*.

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S2-10 TURNER (DD 648) 2-28-43 launch DD TURNER, THORN, KIDD, BULLARD sunk by Neumann MB \$3
S2-11 SEAL (SS 183) 8-25-37 launch, sub w/two seals, PM CUTTLEFISH MB \$3
S2-12 FLIER (SS 250) 10-18-43 commission by Hebditch, PM Groton, sunk MB \$3
S2-13 SAURY (SS 189) 10-27-39 Navy Day by ANCS Argonauts, NMC auto MB \$3
S2-14 BASS (SS 164) 6-9-37 commission by ANCS Argonauts MB \$3
S2-15 SALMON (SS 182) 3-15-38 commission by ANCS Argonauts MB \$3
S2-16 BATAAN (CVL 24) 9-28-43 sailor mail w/cartoon, PM Camden, no censor MB \$2
S2-17 MONTEREY (CVL 26) 3-7-44 sailor mail w/censor mark MB \$2
S2-18 POLLACK (SS 180) 5-30-39 Memorial Day w/fish cachet MB \$3
S2-19 CUTTLEFISH/CACHALOT (SS 171/170) 12-25-37 PM CACHALOT & 1-1-38 PM CUTTLEFISH Christmas and New Year by ANCS Argonauts MB \$3
S2-20 WHIPPOORWILL (AM 35) 9-3-34 colored bird design MB \$3
S2-21 LARK (AM 21) 2-29-34 colored bird design MB \$3
S2-22 COLUMBUS (CA 74) 6-8-45 commission by ICG #6 & 10 MB \$2
S2-23 HELENA (CA 75) 3-18-63 ships data cachet by Luckett MB \$2
S2-24 SCHROEDER (DD 501) 11-11-42 launch cachet, PM Kearny MB \$2
S2-25 PICKEREL (SS 177) 1-26-37 commission by ANCS Argonauts MB \$3
S2-26 GUDGEON (SS 211) 5-16-41 commission on card, sunk MB \$3
S2-27 GRAMPUS (SS 207) 5-23-41 commission by Osborne/Walton on card, sunk MB \$3
S2-28 BONITA (SS 165) 6-4-37 decom cachet in color by ANCS Argonauts MB \$3
S2-29 TAUTOG (SS 199) 1-27-40 launch, surfaced sub at night, PM SEARAVERN, on card MB \$3
S2-30 SEAL (SS 183) 5-25-36 keel lay by Employees Assoc Elec Boat, PM SHARK, on card MB \$3
S2-31 SEAL (SS 183) 6-6-38 shakedown cruise by Walton, colored on card, kb New London MB \$3
S2-32 NAUTILUS (SS 168) 12-25-35 Merry Christmas by ANCS 75, 81, 136 MB \$3
S2-33 SHARK (SS 174) 5-30-39 Memorial Day w/shark cachet, sunk MB \$3
S2-34 GAR (SS 206) 4-14-41 1st Day Postal Serv by Shaw MB \$3
S2-35 GAR (SS 206) 4-14-41 1st Day Postal Serv by Walton/Osborn MB \$3
S2-36 JOHN R PIERCE (DD 753) 9-1-44 launch cachet, PM Staten Is MB \$2
S2-37 SHEA (DD 756) 5-20-44 launch cachet, PM Staten Is MB \$2
S2-38 VOGELGESANG (DD 862) 1-15-45 launch cachet, PM Staten Is MB \$2
S2-39 YELLOWSTONE (AD 27) 7-4-62 Independence Day by Beck B106 MB \$2
S2-40 CLEVELAND (CL 55) 7-1-40 keel lay cachet by ICG 9 & 124 PM BEAR MB \$2
S2-41 CORPORAL (SS 346) 4-27-44 keel lay by Herald, PM Groton MB \$3
S2-42 CUBERA (SS 347) 5-11-44 keel lay by Spader, PM Groton MB \$3
S2-43 CUSK (SS 348) 5-25-44 keel lay, crane hoisting section of sub MB \$3
S2-44 DIODON (SS 349) 12-29-44 keel re-laid at North Yard MB \$3
S2-45 DIODON (SS 349) 6-1-44 keel lay, stork carrying girder MB \$3
S2-46 DIODON (SS 349) 3-18-45 commission by Herald MB \$3
S2-47 DOGFISH (SS 350) 6-22-44 keel lay by Spader, PM Groton MB \$3
S2-48 GREENFISH (SS 351) 6-29-44 keel lay by Streeter MB \$3
S2-49 HALFBEAK (SS 352) 7-6-44 keel lay by Streeter MB \$3
S2-50 CAPITAINE (SS 336) 10-1-44 launch by Spader, PM Groton MB \$3
S2-51 CAPITAINE (SS 336) 1-20-45 commission by Herald, PM Groton MB \$3
S2-52 TENNESSEE (BB 43) 6-14-37 Flag Day by Linto MB \$2
S2-53 TENNESSEE (BB 43) 5-9-37 Mothers Day by Linto, stain left edge MB \$2
S2-54 TEXAS (BB 35) 4-12-36 Easter Greetings w/rabbit MB \$2
S2-55 TEXAS (BB 35) 10-2-36 Gonzales, the "Lexington" of Texas by Jagy MB \$2
S2-56 TEXAS (BB 35) 10-27-33 Navy Day USS TEXAS MB \$2
S2-57 TEXAS (BB 35) 7-4-38 Independence Day cachet MB \$2
S2-58 TEXAS (BB 35) 5-9-36 US Fleet Maneuvers April-June 1936, kb Panama, stain MB \$2
S2-59 TRENTON (CL 11) 4-12-36 Crosby photo cachet, Easter Greetings MB \$4
S2-60 TRENTON (CL 11) 7-28-37 Portland Welcome US Fleet by Linto MB \$2
S2-61 TRENTON (CL 11) 4-26-37 TRENTON r/s cachet, stain MB \$2
S2-62 TRENTON (CL 11) 4-19-36 Crosby photo cachet, 12th B'Day MB \$4
S2-63 TRENTON (CL 11) 4-1-37 Joker's Day by Linto MB \$2
S2-64 TUSCALOOSA (CA 37) 5-20-36 Crosby photo cachet, kb crossing the equator MB \$4
S2-65 TUSCALOOSA (CA 37) 5-28-36 Crosby photo cachet, kb Callao, Peru MB \$4
S2-66 TUSCALOOSA (CA 37) 3-28-37 Crosby photo cachet, Easter Greeting MB \$4
S2-67 TARBELL (DD 142) 5-9-36 Fleet Maneuvers Panama Area, Problem 17 MB \$2
S2-68 TARBELL (DD 142) 4-12-36 Easter Greetings from Scouting Force MB \$2
S2-69 TARBELL (DD 142) 1-15-37 Harrington Last Day in Commission MB \$2
S2-70 UPSHUR (DD 144) 4-27-36 Easter Greetings from Scouting force MB \$2
S2-71 UPSHUR (DD 144) 12-21-36 ship silhouette and ships wheel MB \$2
S2-72 UPSHUR (DD 144) 5-9-36 Fleet Maneuvers Panama Area, Problem 17 MB \$2
S2-73 WORDEN (DD 352) 5-10-37 Galleon firing cannon as cachet, kb Pearl MB \$2
S2-74 WORDEN (DD 352) 6-6-37 Galleon firing cannon cachet, kb San Diego MB \$2
S2-75 WORDEN (DD 352) 8-7-36 Fleet week Portland by Linto, also cxl of SOUTHARD MB \$2
S2-76 WICKES (DD 75) 4-6-37 Crosby photo cachet, last day in commission, F50 MB \$4
S2-77 WICKES (DD 75) 4-7-37 signing Declaration of Independence F50 MB \$2
S2-78 TANAGER (AM 5) 5-30-36 Schlechter bid cachet, Memorial Day MB \$3
S2-79 TANAGER (AM 5) 12-25-37 Greetings Dec 25, 193 by into MB \$2
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S2-81 TWIGGS (DD 127) 11-26-36 Thanksgiving Day cachet, F50 MB \$2
S2-82 TWIGGS (DD 127) 5-15-36 Fleet Maneuvers Panama area, Problem 17, F50 MB \$2
S2-83 TWIGGS (DD 127) 4-5-37 Crosby photo cachet, last day in commission, F50 MB \$4
S2-84 TWIGGS (DD 127) 7-4-36 Signing of Declaration of Independence, F50 MB \$2
S2-85 SAN FRANCISCO (CA 38) 5-20-36 Crosby photo cachet, kb domain of Neptunus Rex MB \$4
S2-86 AARON WARD (DD 132) 4-1-37 Crosby photo cachet, last day in commission, F50 MB \$4
S2-87 TARPON (SS 175) 6-16-36 shakedown cruise by ANCS Argonauts, kb Annapolis MB \$3
S2-88 POLLACK (SS 180) 9-15-36 r/s launch cachet by ANCS 160 & 339, PM TARPON MB \$3
S2-89 SALMON (SS 182) 4-15-36 Keel Lay by Employees Assoc Elec Boat, PM TARPON MB \$3
S2-90 WHITNEY (AD 4) 5-10-37 US flag as cachet, kb Pearl MB \$2
S2-91 WHITNEY (AD 4) 5-10-37 Galleon firing cannon as cachet, kb Pearl MB \$2
S2-92 WOODCOCK (AM 14) 10-27-37 Wentz bird cachet, Navy Day, colored MB \$3
S2-93 WOODCOCK (AM 14) 9-6-37 Wentz bird cachet, Labor Day MB \$3
S2-94 STINGRAY (SS 161) 6-14-36 Flag Day by Linto, stain on left side MB \$2
S2-95 SEA GULL (AM 30) 5-30-36 Schlechter bird cachet, Memorial Day MB \$3
S2-96 TATTNALL (DD 125) 5-9-36 3rd Int'l Philatelic Exhibition NY MB \$2
S2-97 TURKEY (AM 13) 2-22-39 Geo Washington President 1789-97 by Linto MB \$2
S2-98 SHAW (DD 373) 11-11-38 Armistice Day by Linto, kb Guantanamo MB \$2
S2-99 ENTERPRISE (CV 6) 10-3-36 Launch by Hutnick, PM TUCKER MB \$2
S2-100 SWALLOW (AM 4) 5-30-36 Schlechter bird cachet, Memorial Day, sunk MB \$3
S2-101 SIRIUS (AK 15) 1-1-37 Crosby photo cachet, limited overcxl by NavSta cxl MB \$2
S2-102 TREVER (DD 339) 7-4-36 Galleon firing cannon as cachet MB \$2
S2-103 WHIPPOORWILL (AM 35) 7-4-38 Independence Day cachet by Wentz, nmc auto MB \$3
S2-104 TERN (AM 31) 5-30-36 Schlechter bird cachet, Memorial Day, small stain bottom L MB \$2
S2-105 ZANE (DD 337) 7-4-36 July 4 r/s cachet by ANCS 170 MB \$2
S2-106 WATERS (DD 115) 7-15-36 Declaration of Independence cachet, spotty stain at top MB \$2
S2-107 SELFRIDGE (DD 320) 11-25-36 commissioning cachet, glue stain MB \$2
S2-108 2-nc covers: UMPQUA (AT 25) SL cxl 4-16-36 & SMITH (DD 378) FDC odd cxl w/no yr MB \$2
S2-109 SF BAY Naval Shipyard 5-9-69 SF Bay Navy Shipyard commission, PM Mare Is MB \$2
S2-110 FARENHOLT (DD 491) 11-19-41 launch cachet by Hutnick MB \$2
S2-111 TATUM (DE 789) 1-16-44 #10 penalty w/printed cc MB \$2
S2-112 TEMPTRESS (PG 62) 6-30-44 #10 penalty w/typed cc MB \$2
S2-113 SUSTAIN (AM 119) 6-23-44 #10 penalty w/typed cc MB \$2
S2-114 SYMBOL (AM 123) 7-10-44 #10 penalty with r/s cc MB \$2
S2-115 MACHIAS (PF 53) 6-25-44 #10 penalty with r/s cc MB \$2
S2-116 XENIA (AKA 51) 2-15-46 sailor mail MB \$2
S2-117 YMS 7 6-29-44 #10 penalty with r/s cc MB \$2
S2-118 QUINCY (CA 71) 7-11-44 #10 penalty with r/s cc marine detach MB \$2
S2-119 RANGER (CV 4) 3-5-45 #10 sailor mail MB \$2
S2-120 REUBEN JAMES (DE 153) 6-27-44 #10 penalty with r/s cc MB \$2
S2-121 BOGUE (CVE 9) 5-4-44 #10 penalty with r/s cc MB \$2
S2-122 BLUE RIDGE (AGC 2) 6-3-44 #10 penalty with r/s cc MB \$2
S2-123 BRISTER (DE 327) 7-19-44 #10 penalty w/printed cc MB \$2
S2-124 CATES (DE 763) 7-8-44 #10 penalty with r/s cc MB \$2
S2-125 PILOT (AM 104) 7-21-44 #10 penalty with r/s cc MB \$2
S2-126 POLARIS (AF 11) 3-11-44 #10 penalty with r/s cc MB \$2
S2-127 POPE (DE 134) 5-6-44 #10 penalty with typed cc MB \$2
S2-128 OWL (AM 21) 5-6-44 #10 penalty with r/s cc, PM FPO Washington DC MB \$2

- S2-129 PADUCAH (PG 18) 7-1-44 #0 penalty with r/s cc, became Israeli Haganah ship GEULA MB \$2
- S2-130 PELIAS (AS 14) 12-28-41 #10 sailor mail, note DATE of cover MB \$2
- S2-131 GANDY (DE 754) 7-2-44 #10 penalty with r/s cc MB \$2
- S2-132 TRUMPETER (DE 189) 4-12-44 #10 registered cover with r/s cc MB \$2
- S2-133 WARREN (APA 53) 4-4-44 #10 sailor mail w/printed cc & censor MB \$2
- S2-134 WALTON (DE 361) 9-14-45 sailor mail w/enc letter MB \$2
- S2-135 TRIPOLI (CVE 64) 5-5-44 #10 penalty with r/s cc MB \$2
- S2-136 ORDRONAUX (DD 617) 6-8-44 #10 penalty with r/s cc MB \$2
- S2-137 WILLHOUTE (DE 397) 6-24-44 #10 penalty with r/s cc MB \$2
- S2-138 WHITESIDE (AKA 90) 10-10-44 #10 registered cover with typed cc MB \$2
- S2-139 SACRAMENTO (PG 19) 5-23-30 #10 penalty, kb Trinidad MB \$2
- S2-140 SEAWOLF (SS 197) 3-12-40 deep dive cachet, kb Isle Shoals 263' MB \$3
- S2-141 GAR (SS 206) 11-7-40 launch cachet, surfaced sub, anchors & tridents, PM Groton MB \$3
- S2-142 RANGER (CV 4) 2-25-33 lau cachet, PM Groton, CV sliding into war MB \$2
- S2-143 ARGONAUT (SS 166) 4-2-41 13th B'Day by Muridge, sunk MB \$3
- S2-144 BUGARA (SS 331) 7-2-44 launch cachet by Spader MB \$3
- S2-145 STURGEON (SS 187) 10-27-38 Navy Day by Aden MB \$3
- S2-146 BARBEL (SS 316) 4-3-44 commission by ANCS Argonauts, PM Groton, sunk MB \$3
- S2-147 BLUEFISH (SS 222) 6-5-42 keel lay by Greene, PM New London MB \$3
- S2-148 SPEARFISH (SS 190) 10-27-39 shakedown cruise, kb Newport RI MB \$3
- S2-149 BRILL (SS 330) 6-25-44 launch by Greene, PM Groton MB \$3
- S2-150 BRILL (SS 330) 6-25-44 launch by Spader, PM Groton MB \$3
- S2-151 DOLPHIN (AGSS 555) 6-8-68 launch cachet by Employees Dev Assn MB \$3
- S2-152 ARCHERFISH (SSN 678) 9-5-97 Scicex 1997, kb surfaced at N Pole, ships PM MB \$5
- S2-153 BOSTON (CA 69) 8-26-42, launch cachet, PM Quincy MB \$2
- S2-154 WISCONSIN (BB 64) 12-7-43 launch cachet by Streeter MB \$2
- S2-155 WICKES (DD 75) 4-7-37 Crosby photo cachet, last day in commission, F50 MB \$4
- S2-156 COLORADO (BB 45) 5-6-34 maneuvers w/MACON in Southern waters by USCS Ch 7 MB \$5
- S2-157 CROWNINSHIELD (DD 134) 4-8-37 last day in commission, Crosby photo cachet MB \$4
- S2-158 BON HOMME RICHARD (CVA 31) 9-6-55 r/s recom cachet MB \$2
- S2-159 MELVILLE (AD 2) 2-18-1917 slight stutter in ships PM on PC MB \$3
- S2-160 DELAWARE (BB 28) 8-7-1911 clear ships cxi on PC MB \$4
- S2-161 LAKE CHAMPLAIN (CV 39) 6-3-45 christened & commissioned on same day, PM Portsm MB \$2
- S2-162 COD (SS 224) 6-21-53 crosby-like photo cachet, SL cxi, PM New London MB \$2
- S2-163 PASADENA (CL 65) 7-20-49 With our Navy 1949 by South Bay Philatelic Soc MB \$2
- S2-164 ENGLISH (DD 696) 2-16-49 5th anniv of attack on Truk MB \$2
- S2-165 O'BANNON (DD 450) 9-15-66 Gemini 11 r/s US Navy Recov Force MB \$2
- S2-166 CORAL SEA (CVB 43) 10-1-47 FDPS by Nicholson MB \$2
- S2-167 CHEWINK (ASR 3) 1-20-40 FDPS/Recom by Hutnick MB \$2
- S2-168 VEGA (AK 17) 2-23-35 birth of George F Handel (composer) MB \$2
- S2-169 NAS Upham CZ 10-1-42 sailor mail w/censor mark MB \$2
- S2-170 WICHITA (CA 45) 2-16-39 commission cachet by Tuchinsky MB \$2
- S2-171 HALSEY POWELL (DD 686) 7-9-51 re-established by Nicholson MB \$1
- S2-172 RALEIGH (LPD 1) 9-8-62 commission by Byrd Ch MB \$2
- S2-173 ROSS (DD 563) 11-28-51 re-established by Nicholson MB \$1
- S2-174 O'HARE (DDR 889) 6-18-60 Welcome Spanish LSM 3 Nicholson MB \$1
- S2-175 SCHENCK (DD 159) 3-5-35 r/s New Orleans cachet by Thurman/Canaday MB \$2
- S2-176 WALLER (DD 466) 3-2-60 Welcome HMCS IROQUOIS (DD) Nicholson MB \$1
- S2-177 PUTNAM (DD 757) 4-28-62 Welcome Argentine DD ROSALES Nicholson MB \$1
- S2-178 HENLEY (DD 762) 2-18-61 Welcome Norway DM BRAGE Nicholson MB \$1
- S2-179 MCNAIR (DD 679) 4-8-46 USS Navymen Gave All cachet MB \$2
- S2-180 CHIPOLA (AO 63) 2-11-61 Welcome HMS AUROCHS (SS) Nicholson MB \$1
- S2-181 DAVIS (DD 937) 9-17-61 Welcome Turkish DD GAZIANTEP Nicholson MB \$1
- S2-182 KILTY (DD 137) 2-16-40 US Navy Recom Wartime DD by Neumann MB \$2
- S2-183 TRIPOLI (CVE 640) 12-28-53 Warrior and Guardian cachet MB \$2
- S2-184 BREESE (DM 18) 12-16-39 Recom by Hutnick, light glue stain MB \$2
- S2-185 MONTGOMERY (DM 17) 10-10-37 Decom by Tuchinsky MB \$2
- S2-186 BABBITT (DD 128) 10-24-40 name in memory of MB \$2
- S2-187 EDISON (DD 4390) 2-21-41 commission by Horton MB \$2
- S2-188 GEORGE E BADGER (AVP 16) 2-10-40 recom by Cohen MB \$2
- S2-189 BREESE (DM 18) 11-12-37 Last Day Postal Serv by Hutnick MB \$2
- S2-190 WICHITA (AOR 1) 6-7-69 commission by Old Ironsides Ch MB \$2
- S2-191 TALUGA (AO 62) 7-26-58 ready for sea cachet MB \$2
- S2-192 PERKINS (DD 377) 2-11-37 shakedown cruise by Richell, kb Lahaina, sunk MB \$2
- S2-193 PERKINS (DD 377) 2-12-37 shakedown cruise Richell, kb Pearl, sunk MB \$2
- S2-194 PERKINS (DD 377) 3-8-37 shakedown cruise by Richell, kb La Paz, sunk MB \$2
- S2-195 PERKINS (DD 377) 3-12-37 shakedown cruise by Richell, kb San Diego, sunk MB \$2
- S2-196 BALCH (DD 363) 3-4-37 r/s shakedown cruise by ANCS 394, kb Boston MB \$2
- S2-197 MOFFETT (DD 362) 9-4-36 Post Office Day, 1st day of postal serv MB \$2
- S2-198 MOFFETT (DD 362) 8-28-36 commission cachet MB \$2
- S2-199 CHARLESTON (PG 51) 7-8-36 commission by Woolsey MB \$2
- S2-200 CGC GLACIER (WAGB 4) 6-7-87 Decom by USS Oregon Ch MB \$2
- S2-201 USMC 1st Corps, Med B 10-4-43 soldier mail, Co 7, 1st MCorps Med Bn, naval censor, ltr MB \$2
- S2-202 FLUSSER (DD 368) 10-29-36 commission cachet MB \$2
- S2-203 USNS BONDIA (TAF 42) 7-28-62 1959 Arctic Ops, Master signed, PM AO 23 MB \$2
- S2-204 EDISTO (AGB 2) 5-26-65 Evacuation Op, Arlis II MB \$3
- S2-205 SAGITTA (TAK 87) 11-10-59 1959 Arctic Ops, PM APO 677 MB \$2
- S2-206 ERNEST G SMALL (DD 838) 12-25-45 ink silhouette & fancy Santa cxi MB\$3
- S2-207 MONAHAN (DD 354) 1-9-36 r/s anniv of launch by ANCS 10 MB \$2
- S2-208 ROWAN (DD 405) 9-23-39 FDPS by Nicholson, sunk MB \$2
- S2-209 SAMUEL B ROBERTS (DD 823) 12-25-48 Christmas greetings from Men in Blue MB \$2
- S2-210 SOLEY (DD 707) 11-22-54 generic destroyer cachet MB \$2
- S2-211 PAWCATUCK (AO 108) 12-25-59 Merry Christmas Oil Cans of Fleet by Neumann MB \$2
- S2-212 USNS PT BARRROW (TAKD 1) 12-1-61 1961 Arctic Ops, PM APO 23 MB \$2
- S2-213 PATTERSON (DD 392) 9-22-37 FDPS by Hutnick MB \$2
- S2-214 DALE (DD 353) 1-23-35 launch cachet, PM HULL MB \$2
- S2-215 MUGFORD (DD 389) 8-16-1937 commission by Scatchard, sunk PM BALCH MB \$2
- S2-216 LEXINGTON (CV 2) 10-027-33 Navy Day by JP Jones Ch, nmc auto MB \$2
- S2-217 MAUMEE (TAO 149) 1-19-78 20th Anniv and location cachets, PM USN Br 17038 MB \$2
- S2-218 SAVANNAH (AOR 4) 12-5-70 commission by General Dynamics MB \$2
- S2-219 BUCK (DD 761) 10-30-60 ships r/s cachet MB \$2
- S2-220 CHENANGO (AO 31/CVE 28) 10-1-41 1st Day Postal Serv by Hutnick MB \$2
- S2-221 HULBERT (DD 342/AVD 42) 6-5-40 recommissioned by Cohen? MB \$2
- S2-222 MCDUGAL (DD 358) 1-22-37 commission by ANCS 15 MB \$2
- S2-223 WINSLOW (DD 359) 6-18-37 shakedown cruise, kb Phila MB \$2
- S2-224 MEREDITH (DD 434) 3-1-41 commission by Horton, PM Boston, sunk MB \$2
- S2-225 CLARK (DD 361) 6-12-36 commission cachet by Peejay MB \$2
- S2-226 PORTER (DD 356) 9-4-36 commission by ANCS 34, sunk MB \$2
- S2-227 WILLIAM V PRATT (DLG 13) 11-4-61 r/s commission cachet MB \$2
- S2-228 DOWNES (DD 375) 1-15-37 commission cachet, PM BABBITT MB \$2
- S2-229 COWELL (DD 547) 8-12-52 cachet dolphin & DD MB \$2
- S2-230 RUSSELL DD 414) 10-3-39 commission cachet PM ROWAN MB \$2
- S2-231 BEARSS (DD 654) 3-5-61 Greetings by Nicholson MB \$1
- S2-232 NORTH CAROLINA (BB 55) 4-9-41 souvenir cachet, Uncle Sam's Newest MB \$2
- S2-233 MUGFORD (DD 389) 8-16-37 commission cachet by USCS 997, PM BALCH MB \$2
- S2-234 PELICAN (AVP 6) 10-14-38 Woodblock cachet design MB \$2
- S2-235 WICHITA (CA 45) 2-16-39 commission cachet by Crosby MB \$2
- S2-236 SAVANNAH (CL 42) 5-2-38 shakedown cruise kb Guantanamo MB \$2
- S2-237 GREBE (AM 43) 5-12-35 Mothers Day cachet MB \$2
- S2-238 CUMMINGS (DD 365) 12-25-36 Christmas Day cachet by Horton, glue stain MB \$2
- S2-239 NITRO (AE 2) 1-29-37 Christmas Day by Horton, glue stain, date wrong MB \$2
- S2-240 BRIDGE (AF 1) 6-20-37 Golden Gate bridge design by Aiglou MB \$2
- S2-241 MEDUSA (AR 1) 12-25-39 Merry Xmas by Fighting Bob Evans Ch, nmc auto MB \$2
- S2-242 INDIANAPOLIS (CA 35) 11-15-36 Harrington data cachet, sunk MB \$2
- S2-243 Navy #3913 3-6-47 Chinese Training Group Tsingtao, shotgun wedding cachet MB \$2
- S2-244 COLORADO (BB 45) 10-27-37 Navy Day cachet by Parshale MB \$2
- S2-245 POMPANO (SS 181) 6-12-37 commission by Richell, PM USN Hospital Vallejo, sunk MB \$3
- S2-246 POMPANO (SS 181) 6-12-37 commission by USCS Ch 40, PM CUTTLEFISH, sunk MB \$3
- S2-247 POMPANO (SS 181) 10-27-37 Our first Navy day by Richell, sunk MB \$3
- S2-248 FLYING FISH (SS 229) 2-18-53 crosby-like photo cachet, SL cxi, PM New London MB \$3
- S2-249 CHICAGO (CG 11) 5-2-64 Recom by Beck B444 MB \$2
- S2-250 KILAEUA (AE 4) 7-3-41 FDPOS by Nocholson MB \$1
- S2-251 CGC NEAH BAY (WTGN 105) 10-25-80 commission by USS Michigan Ch, PM Cleveland MB \$2
- S2-252 CGC ESCANABA (WMEC 907) 8-29-87 commission by USCS 80 MB \$2
- S2-253 HUDSON/CHARRETTE (DD 475/581) 6-3-42 Twin launch by Bakula, PM Boston MB \$2
- S2-254 HONOLULU (CL 48) 7-9-39 1st trip to HI by The Honolulu Advertiser, stain MB \$2
- S2-255 LEARY (DD 879) 9-30-73 Last Day Postal Serv by Hoffner, H016 MB \$2
- S2-256 WATTS (DD 567) 7-31-82 Last Day Postal Serv by Beck B59 MB \$2
- S2-257 HICKOX (DD 673) 7-4-43 launch cachet, PM Kearny MB \$2
- S2-258 MCKEAN (DD 90) 3-4-41 recom by Hutnick, sunk MB \$2
- S2-259 STRINGHAM (DD 838) 4-10-41 US Navy recom Wartime DDs by Neumann MB \$2
- S2-260 CHARLES J BADGER (DD 657) 5-27-44 sailor mail w/censor mark and letter MB \$2
- S2-261 Theodore Roosevelt dam 3-18-61 Golden Jubilee by Salt River Proj, Roosevelt, AZ MB \$2
- S2-262 MISSION BAY (CVE 59) 3-28-44 sailor mail w/censor mark MB \$2
- S2-263 IOWA (BB 61) 8-27-42 launch cachet by NCS #1, PM NY MB \$2
- S2-264 DOBBIN (AD 3) 7-4-37 Crosby photo cachet MB \$451-01 HADDOCK (SS 231) 3-29-41 Keel Lay by GOW NG, PM FALCON MB \$15

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Stephen Decatur Chapter #4

c/o Rich Hoffner
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pauscg@gmail.com

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- USS INDIANAPOLIS (LCS 17) Commissioning, 10-26-2019, Burns Harbor STA., pictorial, \$2.50
- USS NEW JERSEY (SSN 796) Keel laying, 3-25-2019, Newport News, \$2.50
- USS PAUL IGNATIUS (DDG 117) Type F FPO AA pmk, 7-27-2019, \$2.50
- USCGC KIMBALL (WMSL 756) Commissioning, 8-24-2019, Honolulu HI, pictorial, \$2.50
- USCGC MIDGETT (WMSL 757) Commissioning 8-24-2019, Honolulu HI pictorial, \$2.50

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

Leonhard Venne

3000 Earls Court, Unit 1308
Williamsburg VA 23185

- USS JOHN F KENNEDY (CVN 79) Christening, 12-7-2019, Newport News pictorial, cachet 1, \$2.50
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Prices as marked each plus SASE



FLOTSAM & JETSAM

PHIL SCHREIBER (9110)

Admiralty law defines "flotsam and jetsam" as "useless and discarded items." The item shown here with the postmarks and embossed seal of USS HANSON (DD 832) for many years was considered one such item. Until it was given to me by fellow USCS member **Rich Hoffner**, to whom I now offer my sincere thanks for reasons that follow.

This item is not a cover or postcard, just a piece of paper which was trimmed from something else and shows a rubber stamp address with USCS logo of member 6225 who was expelled from the USCS. For many years Ron Reeves was a very active and devoted member of the USCS who is remembered fondly by those who knew him. Unfortunately, he became involved in activities which led to his expulsion, but not to his friendship to many old time USCS members.

The USS HANSON item shown here is dated August 10, 1972 when this 3516-ton GEARING-class destroyer was engaged in the Vietnam War destroying enemy targets just south of the demilitarized zone. As with the addressee of this item, the vessel itself had a very active career for which it was awarded seven Battle Stars for its Vietnam service, in addition to eight more Battle Stars for service during the Korean War.

Eventually she was transferred to the name of the Republic of China and re-named "LIAO YANG" for serving in the conflict with mainland Communist China. When newer class ships became available LIAO YANG was decommissioned and scrapped. And what I have is this artifact.

The addressee of this item is also long gone and no longer alive. However, I still remember him accompanying me to the commissioning day of USS DONALD COOK in his hometown of Philadelphia and Fleet Weeks in New York as well as many other Navy events.

But this piece also reminds me of my World War II service on USS LST 991 which at war's end was also transferred to China and wound up in the Chinese Navy as "KUN YEEP" and was sunk by Communist China Navy torpedo boats near the island of Quemoy, between Taiwan and mainland China.

Although this piece of flotsam and jetsam was useless and discarded for years, it has now found a home in my collection and with it restores memories of a long forgotten past. So I want to say Thanks! to **Rich Hoffner**, not only for holding on to it, but also giving it to me.



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Philatelic Material Donations. Since the VA has eliminated administration of the Veterans National Stamp and Coin Club, your donations can be made to the Postal History Foundation, 920 N. 1st Ave., Tucson, AZ 85719.

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

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Items Wanted

Wanted Aleutian Island covers with Michael Hebert (MhCachets) dated 1932-1940, would prefer postmarks with Alaska Killer Bar locations. Will buy or trade. Contact dweber001@gmail.com (4/20)

Looking for April 1970 USS Bordelon, Forest Royal, William Lawe, America, Ganville Hall; RFA Tarbatness, Tideflow; HMS Nubian, Phoebe; MS Cap Blanco, Cap Vilano, Libanon. Contact Tom Steiner, 48185 Nine Mile, Northville MI 48167-9706 tsteiner@umich.edu

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Looking for August/September 1947 USS Midway, Everett Larson, Hanson, Goodrich, Herbert, Thomas Hall, Operation Sandy material, March/July 1949 Norton Sound, July 1950 Foss, Sarsfield, August 1952 Eastwind. Contact Tom Steiner, 48185 Nine Mile, Northville MI 48167-9706 tsteiner@umich.edu

Looking for August 1958 Norton Sound, May 1959 Kiowa, Snowden, Brough, Severn, American Mariner, October 1960 to June 1963 Rose Knot, Coastal Sentry. Contact Tom Steiner, 48185 Nine Mile, Northville MI 48167-9706 tsteiner@umich.edu

2018 USCS Log Index Available

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STEVE SHAY
747 SHARD CT
FREMONT CA 94539

PERIODICAL

**Secretary's Report
January 2020
Welcome New Members**

- 12580 Thomas B Hayman, 58 Henry St, Hampton VA 23669-4322
by Lloyd Ferrell (L-12082)
- 12581 Arthur Wuerth, 2409 Sapp Rd SW, Tumwater WA 98512-6237
by Stewart Milstein (L-7205)
- 12582 Charles Satkewich, 2041 Ashleigh Woods Ct, Rockville MD
20851-1281 by Anthony O'Brien (12420)
- S-12583 Dennis J Rich, PO Box 2573, Shelton CT 06484-8573
- S-12584 Karl H Mehlig, 8225 Stub Hwy, Eaton Rapids MI 48827-9319
by Rich Hoffner (H-4456)

Reinstated

- 8040 Obediah Hill, 1500 Route 12 Lot 11, Gales Ferry CT 06335-1839
by Lloyd Ferrell (L-12082)

Converted to Life Membership

- | | |
|----------------------------|--------------------------------|
| L-7812 Dr. Joseph Connolly | L-10505 Bernard Eddy |
| L-8739 Jerry Foote | L-8287 Larry Johnson |
| L-6198 Michael Knautz | L-11866 CDR Jim Looby, USN RET |
| L-12402 David Lorms | L-11724 Kenneth Moffitt |
| L-12400 Harold Towlson | L-7671 Dr. Chien Tsai |
| L-11547 Robert Stoldal | |

Resigned

- | | |
|-------------------------|-----------------------------|
| 10326 Celestin Brisseau | 12492 Harmony Cook-Therault |
| 11978 David Green | 12517 Frank Grimore |
| 11098 Arnold Kalan | 5978 Franz-Karl Lindner |
| 6788 William Preston Jr | 8554 Richard Smith |
| 12569 Shar Wilkey | |

Deceased

- 6494 Ronald Eschweiler 12302 John Byrnes

Mailing Suspended-No Forwarding Address

- 12080 Michael Mussi 12478 Carl Muller

Change of Address

- 12539 Howard Hamel, 19800 Kenswick Dr Apt 1023, Humble TX
77338-2164
- 12367 Darrell Kinzler, 5115 Farm House, San Antonio TX 78253-6286
- 12486 Wade Lucas, 330 E Lake Ave, Barberton OH 44203-3013
- 12092 Harry Marshall, PO Box 42, Orient NY 11957-0042
- 13304 Gene Stutzensten, 726 E Shoreline Dr, Holland OH 43528-9354

Membership on 11/30/2019	800
New Members	5
Reinstated	6
Resigned	9
Deceased	2
Membership on 1/3/2020	795
Membership on 1/5/201	824

Steve Shay,
Secretary



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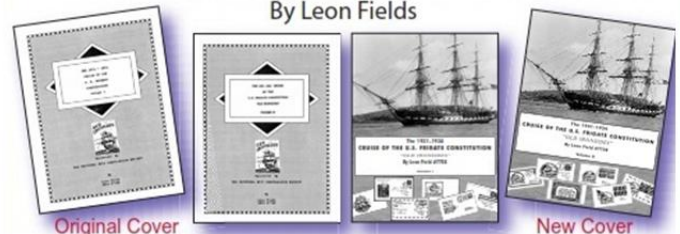
Jim Forte
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