

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 87 No. 3

March 2020

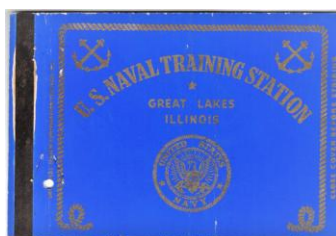
Whole No. 1036

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Feature Cover

US Naval Training Station Great Lakes, Illinois



March's rather unique cover was submitted by Charles Bogart (8489) as one of the illustrations for his article on Page 21 about matchbooks that were set up to be used as postcards after the matches were used.

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

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From the Editor's Desk

This is the March 2020 **USCS Log**. While I am writing this column as we barely get into February, I am reminding our monthly columnists that I will need your material for the April issue early—like before March 6th. I plan to send the pdf for printing on March 10th prior to going on vacation to Canada. Thanks for your help.

From **Lloyd Ferrell's** and **Steve Shay's** reports a second round of dues renewals has been sent to members who had not responded to the December renewal reminder. Maybe this year we will see a decline in dropped memberships.

Member **John Milewski** sent a note in reference to the USS S-44 "cover" used as an illustration on the cover of the February **Log**. John noted that while the cover was in full color, the stamp was in black and white. The scanned images in the **Naval Cover Museum** from the series were included to show the artwork of Bud Arrington. Therefore, as John noted, this "cover" is not a cover at all, just a high quality copy.

Ship deployments are picking up after the holiday season ended. For those who send for their own covers, be sure to keep the January **Log** handy as it contains the most current FPO addresses of the fleet. Additionally, shipbuilding events are increasing as noted on Page 3. The January issue also has USPS addresses of the cities most often used for shipbuilding events.

While members who were up for renewal this year have updated their mailing and email addresses with the secretary, those members in the out-cycle may have changes to mailing or email that need to be updated. Please send any changes or updates when you move or change internet providers to Steve Shay - shaymur@flash.net – so we can keep your **USCS Log** arriving on time.

The majority of the USCS Board approved the funding for the rebuilding/updating of the USCS Website. Please check out Pages 24 and 25 for an overview of the new features. The Website Redesign Chair **John Germann** also lays out some areas that will need your help or support to keep the new system updated. Can you assist?

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)

USS THEODORE ROOSEVELT CARRIER STRIKE GROUP

USS THEODORE ROOSEVELT (CVN 71) Deployed 17 January
 USS BUNKER HILL (CG 52),
 USS RUSSELL (DDG 59),
 USS PAUL HAMILTON (DDG 60),
 USS PINCKNEY (DDG 91)
 USS KIDD (DDG 100)
 USS RAFAEL PERALTA (DDG 115)

Recently/Currently Deployed

USNS SUPPLY (T-AOE 6) Fifth Fleet AOR
 USS TENNESSEE (SSBN 734) Deployed December 2019
 USNS WALLY SCHIRRA (T-AKE 8) 5th Fleet AOR
 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 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 March 1953 (Korean War)

During the Korean War, USS VALLEY FORGE (CVA 45) aircraft raid the No.1 power plant at Chosen, Korea and heavily damage the strongly defended industrial site.

4 March 1925 (Inter War Period)

Congress authorizes the restoration of frigate USS CONSTITUTION, which had launched in 1797. In July 1931, amid a 21-gun salute, CONSTITUTION is recommissioned and sails on a tour of 90 US ports along three coasts.

9 March 1849 (Classic)

An Army-Navy force begins the siege of Veracruz, Mexico. Approximately 12,000 U.S. troops land on the beaches, along with their horses, mules, artillery, and supplies. Veracruz surrenders March 29, and the forces make their way to Mexico City.

12 March 1904 (Russo-Japanese War)

The Marine detachment from USS CINCINNATI (C 7) provides protection and assistance during the evacuation of Americans from Chemuplo (Inchon) and Seoul, Korea, when they are endangered by the Russo-Japanese War.

15 March 1889 (Classic)

A typhoon strikes Apia, Samoa, where American, German and British ships are protecting their national interests. The typhoon drives USS TRENTON, USS VANDALIA, and USS NIPSIC ashore, killing 51 crew members, and sinks all three German ships with the loss of 150 crew.

19 March 1945 (WW II)

As Fast Carrier Task Force 58 planes bomb Kure and Kobe Harbors, Japanese aircraft single out the US Navy carriers for attack. USS WASP (CV 18), USS ESSEX (CV 9), and USS FRANKLIN (CV 13) are hit. After struck by a second bomb, FRANKLIN suffers explosions on the flight and hangar decks. Heroic work by her crew, assisted by nearby ships, bring the fires and flooding under control. For their actions during this occasion, both LCDR Joseph T. OCallaghan and Lt.j.g. Donald A. Gary receive the Medal of Honor.

24 March 1986 (Modern)

The first operational use of a Harpoon missile in combat is used by A-6A aircraft from VA-34 against a Libyan Combatant II G-class fast-attack missile craft. The engagement occurs after Libyan armed forces fire missiles at U.S. Navy forces operating in the Gulf of Sidra. Retaliatory strikes by A-7E Corsair II aircraft put the SA-5 missiles out of action at Surt and VA-85 aircraft then sink the missile craft.

27 March 1975 (Vietnam)

The evacuation by sea of Da Nang, Vietnam begins a four-day effort by Military Sea Command ships that carry more than 30,000 refugees from Da Nang until 30 March, when the North Vietnamese troops overrun the city and harbor.

Calendar of Events

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

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

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

? notes a tentative or uncertain date.

signifies a change from previously published date.

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

June 2020

#?13 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** – ALABAMA SSBN-731, 5/25; PROVIDENCE SSN-719, 7/27; **30 YEARS** – 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** – 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** – 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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Commissioning Sta.



April 4, 2020
Wilmington, DE 19803

Naval News

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TICONDEROGA-class Update

The first of seven TICONDEROGA-class guided-missile cruisers entered into the Cruiser Modification Program has been returned to the U.S. Navy's fleet for service.

USS COWPENS (CG 63) went through the modification at the NASSCO shipyard in San Diego over the last four years, Capt. Kevin Byrne, the Navy's program manager for surface ship modernization, said 15 January at the Surface Navy Association symposium in Arlington VA.

Under the modification, the major addition is the Baseline 9A upgrade to the Aegis Combat System with ballistic-missile defense (BMD) capability, along with the addition of the SPQ-9B radar, the Navy Integrated Fire Control capability and the SQQ-89(V)15 anti-submarine warfare system and the Multifunction Towed Array.

Also going through modernization are USS GETTYSBURG (CG 64) at the BAE Systems yard in Norfolk, Virginia, and USS CHOSIN (CG 65), which soon will be towed to the Vigor shipyard in Portland, Oregon. USS CAPE ST. GEORGE (CG 71) will follow at Vigor later in 2020, and USS VICKSBURG (CG 69) enters the BAE yard in Norfolk this month. USS HUE CITY (CG 66) is the next to be inducted.

The seven cruisers are part of the 11 that the Navy decided to take out of service for modernization, but the Navy is keeping four in service for the time being to maintain a robust BMD force structure.

Navy to Commission all Expeditionary Sea Base Ships

The Navy will now commission all of its Expeditionary Sea Base ships to allow them to conduct a broader and more lethal mission set, compared to original plans for them as Military Sealift Command ships with a USNS designation.

The USS warship designation will now allow these platforms to move beyond transporting Special Forces, mine countermeasures teams or Marines to actually employing their lethal capabilities – pushing SOF teams ashore for operations, blowing up a mine in the water, launching helicopters for strikes, and more.

The Navy originally planned to operate the ships as USNS support ships under MSC, with the ability to temporarily commission them as warships if needed for a specific operation. When USS LEWIS B. "CHESTY" PULLER (ESB 3) deployed to U.S. 5th Fleet in 2017, the Navy decided to commission that one seabase as a warship while en route to the Middle East due to expected missions and conditions in that particular region.

The decision now applies to the entire class.

"They were initially envisioned to be USNS ships, but we already commissioned Puller, and we're going to commission Woody Williams here in another couple weeks

The future USS HERSHEL "WOODY" WILLIAMS (ESB 4) is finishing her post-shakedown availability maintenance period in Norfolk, VA, ahead of a deployment later this year, and that the future USS MIGUEL KEITH (ESB 5) delivered in November and was undergoing post-delivery trials now off the West Coast.

USS TENNESSEE Deploys with new Trident Warheads

The US Navy has now deployed the new W76-2 low-yield Trident submarine warhead. The first submarine to deploy with the new warhead was USS TENNESSEE (SSBN 734), which deployed from Kings Bay Submarine Base in Georgia during the final weeks of 2019 for a deterrent patrol in the Atlantic Ocean.

Reports estimate that one or two of the 20 missiles on USS TENNESSEE and subsequent subs will be armed with the W76-2, either singly or carrying multiple warheads. Each W76-2 is estimated to have an explosive yield of about five kilotons. The remaining 18 missiles on each submarine carry either the 90-kiloton W76-1 or the 455-kiloton W88. Each missile can carry up to eight warheads under current loading configurations.

<https://fas.org/blogs/security/2020/01/w76-2deployed/>

PCU COOPERSTOWN Launched

PCU COOPERSTOWN (LCS 23) was launched on 19 January 2020 at Marinette Marine in Marinette WI. She will be christened on 29 February.

USS FITZGERALD Begins Sea Trials

USS FITZGERALD (DDG 62) returned to Ingalls Shipbuilding on 4 February after conducting comprehensive at-sea testing, marking a significant step in her return to warfighting readiness.

The ship departed Ingalls's Pascagoula shipyard to conduct a series of demonstrations to evaluate that the ship's onboard systems meet or exceed Navy performance specifications. Among the systems tested were navigation, damage control, mechanical and electrical systems, combat systems, communications, and propulsion.

The underway reflects nearly two years' worth of effort in restoring and modernizing the warship after she was damaged during a collision in 2017 that claimed the lives of seven Sailors.

CDR Scott Wilbur is FITZGERALD's commanding officer.

PCU LENA H SUTCLIFF HIGBEE Launched

PCU LENA H SUTCLIFF HIGBEE (DDG 123) was launched on 27 January 2020 at Ingalls Shipbuilding.

PCU ST. LOUIS Delivered

The Navy accepted delivery of the future USS ST. LOUIS (LCS 19) during a ceremony at the Fincantieri Marinette Marine (FMM) shipyard 6 February.

It is the final milestone prior to commissioning, planned for later this year. The ship's homeport will be Naval Station Mayport, Florida.

Several more FREEDOM-variant ships are under construction at FMM. MINNEAPOLIS-SAINT PAUL (LCS 21) was christened in June 2019 and COOPERSTOWN (LCS 23) will be christened 29 February.

President's Message

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Website update: The results of the vote are 7 Yes votes, 4 votes to Defer to the Board meeting. There was one request to table the motion.

The motion passes and funding is approved.

Steve Shay

Secretary

With this message from Secretary Steve Shay, the long path to getting the USCS Website got shorter as we now have the funding approval to pay for the rebuild. **John Germann**, Chair of the Website Rebuild Committee has outlined the key elements that will be included in the new website. (See Pages 24 and 25 for details) Once the framework is built and tested, many of the data elements will be updated and posted under the appropriate link buttons. While most of the USCS Board members have agreed to assist with updating and/or ongoing maintenance of topic areas, we will still need assistance from within the membership to help with data updating. See the areas of need in **John Germann's** article.

Another item that received approval during February was an update to the value of donations to USCS that required Board approval from \$500.00 to \$750.00 dollars. Over the years members and estate administrators have donated covers and cash bequeaths for the benefit of USCS. With this increase in the threshold, donations up to the value of \$750.00 will not require board approval.

On page 27, I have an overview of the named annual awards USCS presents to members who meet the criteria in each of the categories. Please take the time to review the awards and criteria. Nomination letters should detail why you believe your nominee should be selected for the award with specific examples of how the member is an outstanding candidate for the selection.

While I am talking about candidates, NOW is the time to consider running for a position on the USCS Board of Directors. Last election, three new board members were seated including two females. I believe we need to continue bringing younger members aboard in leadership roles to bring new ideas and refreshing insights to continue moving USCS forward into the 2020s. Please share your interest in becoming a candidate to any of the Nomination Committee members or one of the USCS Officers.

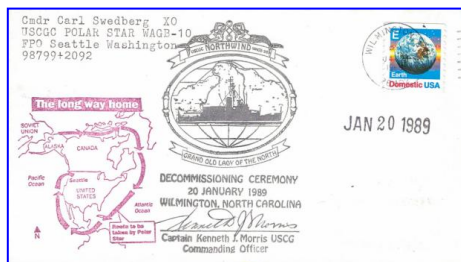
Board of Directors Nominating Committee:

David Kent-Chair
Ted Bahry
Paul Huber
John Johnson

USCS Auctions – take a look!

USCGC NORTHWIND (WAGB 282) Decommission

USS PIKE (SS 173) Welcome to Bermuda



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

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The Goat Locker

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Au Revoir, Mighty MIDGETT

The Cutter MIDGETT was the twelfth and last 378-foot high endurance cutter built by Avondale Shipyards, New Orleans during the last century. She was the third of her class to be named for Coast Guard heroes, the other two being JARVIS (724) and MUNRO (725.) Renamed JOHN MIDGETT because of the new "Legend" class cutter (WMSL 756), the former will be decommissioned in Seattle on 26 March 2020. She will join MORGENTHAU (722) in the Viet Nam Navy sometime this year.



Figure 1: Printed Coast Guard envelope (Rich Hoffner) with typed 4LK (red ribbon) documents keel laying of MIDGETT, machine canceled Westwego, LA on 5 APR 1971. Only five covers produced by him. Shall we give it a R4 scarcity code?

Launched on 4 September 1971, MIDGETT was delivered to the Coast Guard on St. Patrick's Day 1972 in New Orleans. That's her In Commission, Special date, as that's the day the cutter opens her galley and issuing "rations in kind" for enlisted men - women would first serve aboard cutters MORGENTHAU and GALLATIN in September 1977.

Note: "rations-in-kind" was the daily allowance (\$1.17 per day, per member in 1960) that provided three meals a day in the general mess. To feed the crew of my 83-footer (five in port section & four in starboard) I had a monthly allowance of \$315.90 or \$10.53 a day. You would get the allowance when they were on liberty, but not when a member was on annual leave or TAD to another unit.

MIDGETT was in Baltimore (4/19/72) and Norfolk (6/11/72) before heading to her first homeport at Government Island, Oakland. I have covers with either her embossed seal or her corner card addressed to collectors. She was formally commissioned on 21 August 1972, as indicated on a postcard and information in a "Welcome Aboard" pamphlet.

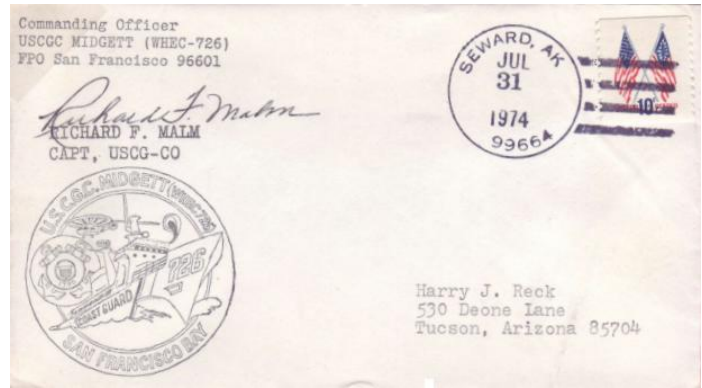


Figure 2: Collector's cover with cutter's OSC, corner card, signature of skipper & typed. 2LK/ Richard F. Malm/ Capt, USCG - CO, posted at Seward, AK on 31 JUL 1974. A similar cover to another collector was posted at Kodiak, AK on 13 AUG. 1974.

MIDGETT performed Ocean Station November in FEB-MAR 1973 and made seven Alaskan Patrols between 1974 and 1978 enforcing U.S. laws and Search & Rescue missions. She performed her first Central - South American Drug Law Enforcement Patrol off Costa Rica, Panama, and Columbia in 1984 and a Hawaiian Patrol in 1989.



Figure 3: Printed cachet (Puget Sound Chapter #74) documents cutter MIDGETT being decommissioned for FRAM (fleet renovation and modernization) at the Todd Shipyard, Seattle, posted aboard USCGC POLAR SEA on 13 SEP 1990. Note: chapter produced similar cover documenting the re-commissioning cutter BOUTWELL (719) with cross-decking of MIDGETT crew.



Figure 4: Stamped cachet (cutter, USCG commissioning pennant & First Day in Commission) by addressee has cutter's embossed seal & corner card, m.c Seattle WA on 22 JUN 1992. It is one of two covers sent to MIDGETT by this author.

It should be noted that above to covers are in conflict with the FRAM dates that's listed in cutter's "Welcome Aboard" pamphlets - decommissioned 7 January 1991 while re-commissioning date 2 April 1992.

She shifted homeport to Seattle and performed her regular missions that keep her underway for about 180 days a year. The cutter MIDGETT participated in SAR exercises with the Russian Navy (1993); saved Cuban - Haitian lives during 1994 Operation Able-Manner & Restore Hope and conducted a Hawaiian Patrol in 1995.

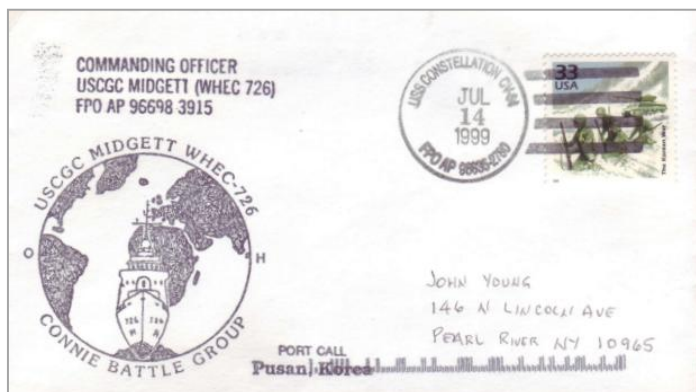


Figure 5: Stamped cachet documents MIDGETT being deployed with U.S. Navy's Connie Battle Group, posted aboard USS CONSTELLATION (CV 64) on 14 JUL 1999. One of five covers sent by the late Don Abrahamson that documents port call: Pusan, Korea.

The other covers with 2LK/ Port Call/ Pinang, Malaysia posted at FPO 96534 (Singapore) on 29 JUL 1999; no port K at FPO 09834 (Manama, Bahrain); signature and 2K/ P.D. Luppert, Capt, USCG/ Commanding Officer at APO AE 09890 on 1 NOV 1999 & no port K at FPO 96522 (Hong Kong, China) on 2? NOV 1999.



Figure 6: Stamped cachet (Puget Sound Chapter #74) with printed 3LK/ Returned Home Today- Seattle, posted aboard cutter POLAR SEA on 18 DEC 1999. The add-on printed label covers a 2LK/ Australia port call.



Figure 7

Figure 7: Stamped cutter's new cachet, corner card & signature of skipper m.c. Seattle WA on 3 NOV 2000. Reverse has second signature & 2LK/ J.A. Schott, Capt, USCG/ C...O spelled out, in capital letters. Cachet has cutter's motto "Dedication-Service-Excellence" in ribbon beneath ship's crest.

After 48-years of Coast Guard service, MIDGETT will join MORGENTHAU (now CSB 8020) in the "Canh Sat Bien (Viet Nam Coast Guard)" on the other side of the Pacific. Known as the "Sea Police of Viet Nam" is part of the Viet Nam People's Army and was established in August 1998. Have fair winds and following seas.

Highjump Covers- Recent Discovery



Figures 8-9: A pair of covers posted aboard USCGC NORTHWIND (WAGB 282) on 20 JAN 1947 during Operation High Jump. It appears that the cutter serviced outgoing mail from other ships within her task group. The collector, Leslie C. Nadler (USCS #2415) sent both covers to the ships on 25 November 1946, as indicated by penciled date and ship's name. No indication as to their arrival in Augusta MO.

While both were canceled aboard cutter, there are two differences between the two with NORTHIND using magenta ink and YANCEY personnel used black ink when applying the "Highjump" cachet. As YANCEY had no post office aboard, all requests for covers have SLK/ U.S.S. Yancey (AKA-93) applied either above or below stamp - on this cover it was over-canceled with cutter's cancel.

Other known "Highjump" covers from YANCEY are canceled at Pago Pago, Samoa (12 MAR 1947); m.c. San Francisco (16 MAR 1947), and U.S. Navy Br #10088, Pearl Harbor (21 APR 1947.) All three covers have black "Highjump" cachet.

Continued on Page 9 Column 2

For Beginning Members

Long John Silver, Ship's Cook

U.S. Navy ZEBRA cancels made their first appearance during World War One. The reason was to protect the identity of ships by using a standard postmark on out-going mail from sailors to family or friends, as there were German spies or sympathizers eager to gather information on ship movements. Loose lips sink ships!



Figure 1: A WW I postcard from USS ARIZONA on Thanksgiving postcard

As the "War in Europe" went into its second year, it was evident by April 1941 that the Post Office Department was issuing Type Z cancels to the ships of the Atlantic Squadron. It should be noted that ANCS members had been sending in information on these cancels in July 1941. The *USCS Log* had stopped publishing in February 1941.



Figures 2-3: Type 3z cancels used aboard USS RANGER (top) and USS McCORMACK in May 1941. Gow Ng typed ship's name on reverse, while mail clerk placed ship's name between killer bars for USCS President, Chester Knowlson. Note: spacing in NAVY.

It was John C. Gillespie that wrote about the cancels in *ANCS' Navigator* in August 1941. Gillespie identified two specific types: (1) with U.S. at the top and NAVY on the bottom of the dial and (2) with U.S. NAVY at the bottom. USCS now identifies latter cancel (2) as CD-Z 3 while (1) is just a Type 3z cancel.



Figure 4: Distinctive CD-Z 3 cancel has rubber stamped date 27 AUG 1941 used aboard USS INGRAHAM (DD 444) and it appears that addressee wrote the ship's name above the generic cachet. At least 36 ships used this "Z" type cancel.

He also lists fancy U.S. Navy (FZ) cancels used by specific ships. Within the FZ cancels- one style has serified letters, three short thin bars, medium spacing shown today as CD-Z2 cancels that appears to be used by 32 ships. The ships of the Asiatic Fleet used a cancel with larger letters during the summer of 1941, identified as CD-Z1 cancels.



Figures 5-6: Type FZ cancels used aboard USS QUINCY (top) 7 MAY 1941 with PASSED BY CENSOR and USS LANSDALE (bottom) 9 OCT 1941 and ship's Censored stamp.

Love the add-on dancing sailors!

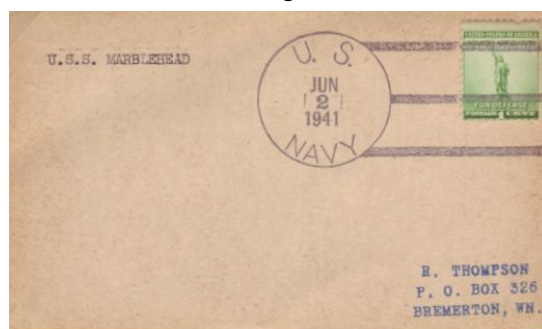


Figure 7: Large lettering and longer killer bars that touch the dial was used aboard USS MARBLEHEAD (2 JUN 1941) from Flagship, Asiatic Fleet to collector in Bremerton WA. Unknown if mail clerk or addressee typed ship's name on card.

Enjoy the chase for "Zebra" cancels!

West Coast Navy News

Ted Minter (9017)

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THEODORE ROOSEVELT CSG Deploys

The THEODORE ROOSEVELT Carrier Strike Group (TRCSG) departed San Diego for a scheduled Indo-Pacific deployment, 17 January.

TRCSG consists of Carrier Strike Group 9, USS THEODORE ROOSEVELT (CVN 71), Carrier Air Wing (CVW) 11, USS BUNKER HILL (CG 52), Destroyer Squadron 23, and destroyers USS RUSSELL (DDG 59), USS PAUL HAMILTON (DDG 60), USS PINCKNEY (DDG 91), USS KIDD (DDG 100) and USS RAFAEL PERALTA (DDG 115).

THEODORE ROOSEVELT's embarked air wing consists of the "Tomcatters" of Strike Fighter Squadrons (VFA) 31, "Golden Warriors" of VFA-87, "Blue Diamonds" of VFA-146, "Black Knights" of VFA-154, "Liberty Bells" of Carrier Airborne Early Warning Squadron (VAW) 115, "The Gray Wolves" of Electronic Attack Squadron (VAQ) 142, "Wolf Pack" of Helicopter Maritime Strike Squadron (HSM) 75, "Eight Ballers" of Helicopter Sea Combat Squadron (HSC) 8 and "Providers" of Fleet Logistic Support Squadron (VRC) 30 Detachment 3.

The TRCSG last deployed for a seven-month deployment supporting Operations Inherent Resolve and Freedom's Sentinel, as well as maritime security cooperation efforts in U.S. 5th and 7th Fleet areas of operations October 2017 to May 2018.

ABRAHAM LINCOLN CSG Arrives at NAS North Island

The ABRAHAM LINCOLN Carrier Strike Group arrived at Naval Air Station North Island 20 January 2020, marking the end of a 10-month deployment to the U.S. 6th, 5th, and 7th Fleet areas of operation.

The strike group deployed 1 April 2019 from Norfolk, Virginia, in support of maritime stability and security. With flagship USS ABRAHAM LINCOLN (CVN 72), embarked airwing Carrier Air Wing (CVW) 7, and the staffs of Carrier Strike Group (CSG) 12 and Destroyer Squadron (DESRON) 2, the strike group steamed east all the way around the world.

The 295-day deployment is the longest carrier deployment in the post-Cold War era.

Over the 10-month deployment, ABECSG travelled over 64,000 nautical miles and completed multiple strait and choke point transits, including the Strait of Gibraltar, the Suez Canal, the Bab-el Mandeb, the Strait of Hormuz, the Strait of Malacca, and the Surigao Strait.

The conclusion of deployment also marks an important milestone for ABRAHAM LINCOLN, completing a homeport shift from Naval Station Norfolk to Naval Air Station North Island. This deployment is the ship's first since completing her Refueling Complex Overhaul, a standard period of a carrier's lifecycle designed to prepare her for the second half of her lifespan.

The destroyers USS BAINBRIDGE (DDG 96), USS MASON (DDG 87), and USS NITZE (DDG 94), and the cruiser USS LEYTE GULF (CG 55), which deployed as part of ABECSG in April, completed their deployment and returned to their homeport of Naval Station Norfolk in late 2019 and early 2020.

USS PITTSBURGH Inactivation

The crew of USS PITTSBURGH (SSN 720) held an inactivation ceremony at the U.S. Naval Undersea Museum in Keyport, Washington, 17 January, to celebrate the boat's 35 years of service.

The occasion marked the crew's final public event before the submarine is officially decommissioned in the controlled industrial area at Puget Sound Naval Shipyard in Bremerton, Washington.

Pittsburgh completed the last deployment 25 February 2019. Then the boat and her crew made their first Arctic transit for a final homeport change from Groton, Connecticut, to Bremerton, arriving 28 May 2019 to commence the inactivation and decommissioning process.

Goat Locker Continued

St. Patrick's Day 2018



Figures 10-11: Roger Wentworth celebrated St. Patrick's Day 2018 by applying hand drawn cachets- 1) pipe-smoking leprechaun and 2) a cold pint of "Guinness" on Groton pictorial cancel 17 MAR 2018 commemorating FDC- USS COLORADO (SSN 788.) Reverse indicates that Roger produced three of each design.

The "Guinness" cachet has the 82 cent Irish stamp depicting Arthur Guinness, issued in 2009 to commemorate the 250th Anniversary of Guinness Brewery, St James' Street, Dublin, Ireland. Nice job, Roger and thanks for the holiday covers.

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

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 DORIS MILLER (CVN 81) Named

Acting Secretary of the Navy Thomas B. Modly named a future GERALD R. FORD-class aircraft carrier in honor of World War II hero Ship's Cook Third Class Doris Miller during a ceremony in Pearl Harbor, Hawaii, 20 January.

This will be the second ship named in honor of Miller, and the first aircraft carrier ever named for an African American. This will also be the first aircraft carrier to be named in honor of a Sailor for actions while serving in the enlisted ranks.

On December 7, 1941, Miller was collecting laundry on the battleship WEST VIRGINIA (BB 48), when the attack from Japanese forces commenced. When the alarm for general quarters sounded he headed for his battle station, an anti-aircraft battery magazine, only to discover that torpedo damage had wrecked it. Miller was ordered to the ship's bridge to aid the mortally wounded commanding officer, and subsequently manned a .50 caliber Browning anti-aircraft machine gun until he ran out of ammunition. Miller then helped move many other injured Sailors as the ship was ordered abandoned due to her own fires and flaming oil floating down from the destroyed ARIZONA (BB 33). WEST VIRGINIA lost 150 of its 1,500 person crew.

Miller's actions during the attack earned him a commendation from then Secretary of the Navy Frank Knox and the Navy Cross, which was presented to him personally by Adm. Chester Nimitz, commander of the U.S. Pacific Fleet at the time.

In 1943, Miller died aboard USS LISCOME BAY (CVE 56) when the ship was hit by a torpedo and sank off Butaritari Atoll in the Gilbert Islands.

LEYTE GULF Returns to Norfolk

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

The ship deployed 27 March 2019 from Norfolk as part of Carrier Strike Group (CSG) 12. 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.

While underway, LEYTE GULF also commemorated the 75th anniversary of its namesake, the Battle of Leyte Gulf. The largest sea battle in modern history, Leyte Gulf was a decisive turning point for U.S. efforts in the Pacific during World War II.

Additional ships of CSG 12, including USS BAINBRIDGE (DDG 96), USS MASON (DDG 87) and USS NITZE (DDG 94), deployed with the strike group in April and returned to Norfolk in November.

Norfolk Naval Shipyard Drydock 4 Renovation

Norfolk Naval Shipyard (NNSY) held a groundbreaking for the renovation of its historic Dry Dock 4 on 23 January.

This \$200 million renovation, spanning nearly three years, marks NNSY's biggest initiative yet in the realization of Naval Sea Systems Command's (NAVSEA) Shipyard Infrastructure Optimization Program (SIOP). SIOP is a 20-year, \$21 billion program dedicated to completely refurbishing the nation's four public shipyards by modernizing equipment, improving workflow and upgrading drydocks and facilities.

The Dry Dock 4 renovation will meet the Navy's needs for submarine overhaul during the 2020s and decades into the future, supporting OHIO, VIRGINIA and COLUMBIA-class boats.

FORD Collects Vital Data for the Fleet

The aircraft carrier USS GERALD R. FORD (CVN 78) brought vital information to the fleet from her Aircraft Compatibility Testing (ACT) that began off the East Coast 16 January.

ACT allowed the crew of FORD to further test her Electromagnetic Aircraft Launch System (EMALS) and Advanced Arresting Gear (AAG), two Aircraft Launch and Recovery Equipment (ALRE) systems unique to FORD. It also allowing the crew and embarked test personnel to rigorously evaluate the effect of the CVN 78 air wake, or burble, and its compatibility with all types of fleet aircraft the Navy utilizes on an aircraft carrier.

FORD's ACT saw the first arrestment and launching of E-2D Hawkeye, C-2A Greyhound, EA-18G Growler, and the T-45 Goshawk aircraft on these new systems unique to FORD-class carriers.

USS GERALD R. FORD (CVN 78) completed Aircraft Compatibility Testing (ACT) 31 January, following 16 days at sea, during which the crew launched and recovered 211 aircraft, testing five different airframes, using first generation, state-of-the-art flight deck systems.

At-sea periods for this first-in-class aircraft carrier are part of a current 18-month phase of operations known as Post-Delivery Test and Trials (PDT&T), scheduled to continue through mid-2021.

*Regards,
Darrell*

Membership Dues

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



As I'm writing this, I'm getting ready to mail out follow-up notices for membership renewals. The exact number being mailed isn't yet final, but it will probably be about 180 or so. Most members, I think, will renew. But by the time this is published in the **Log**, we'll be right at the deadline date.

If you get a renewal notice but have already sent in payment, it may be that the letters crossed in the mail. If so, you can ignore the notice, or you can double check with me or **Steve Shay** to make sure your payment was recorded. Any time you're uncertain of your status, feel free to contact us. The membership year for USCS runs from April 1 to March 31 of the following year. 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.

Many of the renewals I received also included something extra as a donation, and with that I'd like to thank the following members: **William Nestor, Kenneth Moffitt, Joel L. Bromberg, David L. Shields, John E. Pitron, Barry J. Lusser, Munro Hagino, F. Gurley Sellers, Stanley Moskowitz, Robert Hurst, Bob Helms, Kevin Colton, and Andrew Mitchell.** Thanks everyone.

Cover Donations Needed for Convention Auction at MILCOPEX

Auction Coordinator:
Lloyd Ferrell (L-12082)
PO Box 7237
Aloha, OR 97007-7237



The USCS Convention is coming up soon, and it's time to begin organizing the auction. It's hard to believe it's been almost a year ago we had the last one. This year the convention is being held September 25-27 at MILCOPEX in Milwaukee, Wisconsin. The traditional live auction at the convention is always a lot of fun, but more than that, it also helps defray some of the costs. The key to success, of course, are the covers that are donated. It's the generosity of USCS members that makes the difference.

This is my sixth year as the auction coordinator, and although it entails a bit of work, I enjoy doing it. It's always interesting to see the covers that come in, and to hear from USCS members. All donations are important, no matter the size. For MILCOPEX, even without my asking, donations have already been received from **Mike Brock**, Lake Oswego, OR; **Joseph Connolly**, Orange CT; **Chris Scotti**, El Monte,

CA; **Dick Thomas**, Bountiful, UT; **Jon Howard**, Hedgesville, WV; **Bill Payden**, Estes Park, CO; **Julio Pestalardo**, Buenos Aires, Argentina; **Harold Towlson**, Buffalo, NY; and **Clifton ("Pete") Peters**, Onalaska, WA. Thanks to all of you. We're off to a nice start, but there's a long way to go still.

When a donation is received, you can expect to get a letter from me on behalf of USCS acknowledging receipt. Any naval cover you care to donate is fine, and last year we had an excellent variety of material, including classic ships, cachets (both old/new), and even some interesting WW2 items. Hopefully we'll have a similar response this year, even with the short time frame. Donations can be mailed to me as the auction coordinator:

Lloyd Ferrell, USCS Auction
PO Box 7237
Aloha, OR 97007-7237

No specific categories are targeted, but generally we are looking for individual covers or a grouping worth about \$10 or more. Historically, USCS members have been quite generous, and it would be great to have similar success for the MILCOPEX auction. Thanks for your help.

MILCOPEX 2020

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When Army Met Navy Censorship

Jim Moses (12,317)
 201 NE Granduer Avenue
 Port St Lucie FL 34983
 jhcmoses@bellsouth.net



In researching U.S. Naval censor marks of World War II, I came across a cover censored by both the Army and Navy which piqued my interest on several levels. Another case of one cover, many stories.



A cover censored by both the Army and Navy

The marks were found on a 30 November 1943 cover from the headquarters' Joint Intelligence Center, Africa (JICA) of the United States Armed Forces in the Middle East (USAFIME) Cairo, Egypt (APO 787). Although bearing a Navy censor mark, the letter was opened and re-censored by the Army base censor at Camp Huckstep, Heliopolis, and re-censored and sent through the Army postal service at Heliopolis, Egypt, a Cairo suburb. APO 616 was also located at Camp Huckstep on 1 October.[1]



Enlarged view of Naval Censor Mark

The Naval censor's mark is a single 31 mm circle. The letters are 3.5 mm, upper case, serif, and notable for being very thin. Unusual for a Navy mark is that the words are evenly spaced making the usual break in the phrase PASSED BY NAVAL CENSOR a moot point. [2]

The Army censor is a common form of base censor marking, widely used on mail originating on APO mail in the Middle East and overseas.[3]

Camp Huckstep was named in honor of Russell Benjamin Huckstep (1906-1943) who joined the United States Military Mission to North Africa on 16 November 1941. During a trip to Cairo his plane encountered a storm and crashed into a mountain on 23 February 1943.

The camp was used by Allied forces at least as early as 1941. By 1943, the camp was the largest military supply depot in the Middle East, including among other things an 1100-bed hospital and an American-run radio station while at the same time functioning as an air base. In post war years the camp was used by the Egyptian Armed Forces and other Egyptian government bodies. Currently, the 55 square mile facility is used for recruitment in the Cairo area, and as a prison. The name "Huckstep" and is still used by Egyptians today.[4]



Major Russell B. Huckstep



Camp Huckstep, Cairo

The sender, Captain J. A. Thornton, served at JICA (Joint Information Collection Agency) Headquarters, USAFIME (United States Army Forces in the Middle East). JICAs were operational in four theaters attached to their respective theater headquarters as separate staff sections composed of Army and Navy officers, civilians and enlisted personnel. The process by which joint intelligence was produced yielded quality results with limited resources and disseminated it quickly and appropriately thus reducing unnecessary duplication.

For a short background we will have to jump into the pool of military acronyms. The United States declared war in 1941 with two separate agencies gathering and distributing intelligence for operational planning. Interservice rivalry prevented formation of a Joint Intelligence Agency (JIA) although one was suggested by the Marines early in the war. Combined intelligence collection began as US forces went on the offensive in 1943 and 1944. Formation of Joint Intelligence Collection Agencies (JICA) began in August 1943. North Africa (JICANA) later became Mediterranean (JICAMED). Africa-Middle East was (JICAME). China-India-Burma (JICACIB) later split into China (JICAC) and India-Burma. JICAs transmitted information to the Joint

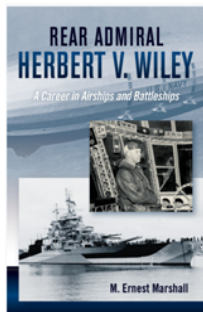
Intelligence Agency Reception Center (JIARC) in Washington DC where a Joint Electronic Information Agency (JEIA) utilized coded radio transmissions to reduce dissemination time for important intelligence from 60 days to 16 hours. This concept of rapidly sharing information and intelligence is a critical segment of all emergency responses and is still referred to as a JIC. [5]

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2. Moses, James H., *U.S. Navy Censorship Markings, 1940-1945*, unpublished manuscript
3. *Helbock, Richard W.*, Chapter 14, James E. Lee Publishing, 2006
4. https://en.wikipedia.org/wiki/Camp_Huckstep
5. *Wikipedia*,
https://en.wikipedia.org/wiki/Joint_Intelligence_Center

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 gauge readily available to any collector. My articles on naval censorship will be using this system.

In this instance the mark is a single circle (C), with equal spacing between words (.), and assigned the number 1 =C1.0-1



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.

A Report on the USCS Auctions and a Request

David Bernstein, 3145 E. Chandler Blvd, #110-545,
Phoenix, AZ 85048
Email: nataska1@cox.net

Laurie and I have now managed the USCS auctions since August 2017 during which time we have raised some \$9,650 for the society, with nearly \$50,000 forwarded to our vendors. The auctions have become the second largest source of funds for the USCS, and the quality of material offered in the auctions has been vastly improved.

There are, however, several areas that need to be improved. Our society has some 800 members, why then do only 10% compete in the auctions each month? Very few of our members have submitted covers to the Special Auction for resale to the general membership, why? We have strived to provide an opportunity to the membership to acquire better quality covers in these auctions and would really like greater participation by the membership. We ask you to try a bid or two; you may actually win which is becoming less and less likely on *eBay*.

We are also seeking good quality covers from our members to offer in the Special Auctions. The auction provides great access to all our naval cover collecting members and you have the satisfaction of knowing you are receiving top dollar for your unwanted covers and that they will be enjoyed by other members in future.

Should you have questions about how the auctions work, I would be happy to explain. As always, we are willing to provide potential bidders with scans of any of the items listed in either the Special or Regular auctions. You may write us or email me at the above addresses and we will be happy to assist you with scans or any questions you might have.

Laurie and I, along with Stewart Milstein and Bob Reisinger, are also members of the Heirs and Estates Committee. Our purpose is to assist members in liquidating their collections or to assist their dependents in selling unwanted collections. We can enter the collections in the Special Auctions or the Sales Circuit, or we can refer you to our various dealers who would be happy to assist you. We can also look at accepting your collection as a donation which could possibly be tax deductible. Please let us know if we may assist you.



Rocky Mountain Stamp Show

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Sponsor: Rocky Mountain Philatelic Exhibition, Inc.
Next Show: May 22-24, 2020

The Story Behind the Cover...

Incoming to Pearl Harbor – 23 July 1943
EM3/c Robert M. Kelly was later KIA in USS TRIGGER
Lloyd Ferrell (L-12082)
PO Box 2086
Beaverton, Oregon 97075
uscstreasurer@aol.com



When I first spotted this cover, it struck me as odd. It's not every day that you see wartime mail from Mexico to Pearl Harbor. It was sent to EM3/c Robert M. Kelly at the Receiving Station, and then forwarded to a submarine squadron. It didn't take a lot of research to figure out that he was later assigned to the submarine TRIGGER (SS 237), which was tragically sunk in 1945 with the loss of all hands.



Air Mail stationery from Mexico dated 23 July 1943, addressed to EM3/c Robert M. Kelly, R/S Navy 128 (Pearl Harbor), then forwarded to the Sub Base (SUBRON 10) where he was in training. He was later aboard TRIGGER (SS 237), and KIA when she was lost in 1945.

Even with this information about the cover, I wanted to know more. Who wrote the note, what was their connection to Robert Kelly, and why was it mailed from Mexico?

Rumblings in Mexico

In February 1943, a farmer tending a cornfield in central Mexico was surprised to find the ground had suddenly cracked and swollen upward. It then began to rumble and hiss, followed by smoke and the stifling smell of sulfur filled the air. From below, rocks and ash began spewing outward, forming a cone that grew to over 150 feet in one day. Within a week it was three times that height and still growing.



After emerging from a farmer's field in Mexico in February 1943, tourists flocked to see the new volcano called Paricutin. Betty Flaherty, who mailed the letter, saw it in July. This photo was taken during a nighttime eruption that same year.

The new volcano, later named Paricutin, drew the attention of scientists from all over the world, allowing them, for the first time, to study the development and cycle of a volcano. The sudden appearance of this volcano also spurred an influx of tourists from the United States. One of those was a young lady from Green Bay, Wisconsin named Elizabeth ("Betty") Flaherty, who traveled to Mexico in July 1943 with three companions. It was Betty who wrote and mailed the letter to Robert ("Bob") Kelly.

In the note, dated 22 July, Betty says she went to see "the new volcano" last weekend. Traveling from Mexico City, where they were staying, to the volcano was no small feat at the time. It was about 200 miles away, and she said it was quite a trip. "The worst part was on an ox trail thru the woods for two hours – then another couple miles on horseback." But she adds that the fireworks were wonderful, and the volcano "was really spouting and making noise." She got a kick out of the kid traveling with them who, in Spanish, nicknamed her "the little blonde." Now back in Mexico City, she says they're going to see the canals at Xochimilco, and then go by bus to see the pyramids (probably Teotihuacan) before heading home.

From the way she writes, it's clear that Betty and Bob knew each other well and that they corresponded regularly. She even mentions buying some jewelry for his mother, and is also planning on a gift for him. The letter ends with small talk, and she then signs it "Loads of Love, Liz."



Elizabeth (Betty) Flaherty and Robert (Bob) Kelly went to high school together in Green Bay, and corresponded after he joined the navy.



The back cancel of 1 Aug 1943 documents the arrival and forwarding date at Pearl Harbor. Only remnants of the censor tape remain. The image shows the pyramids of San Juan Teotihuacan, Mexico.

His Early Years

Bob Kelly and Betty Flaherty both grew up in Green Bay, Wisconsin, which at the time was mostly an industrial town of about 40,000 people. They graduated from West High School with the class of 1940.

Robert Michael Kelly was born in 1922, the oldest child of Giles W. and Ida (Willard) Kelly. His father had served in the army during WWI, and for a time was stationed in Siberia. He then worked in real estate, and during prohibition he owned and operated a soft drink parlor. After Bob's parents went their separate ways in 1931, his mother worked as a saleslady for a clothing store to support the family.

At West High School, Bob was an average student. He was a member of the Boys Club, and helped out with little jobs such as monitor and attendance officer. By contrast, Betty was on the honor roll, was an editor for the school paper, belonged to the Quill and Scroll Society, and participated in many other activities. On 2 October 1939, near the beginning of Bob's senior year, he enlisted in the Navy Reserve, but stayed in school until after graduation. At the senior prom, Robert Kelly and Betty Flaherty were among those leading the grand march.

Navy Career of Robert Kelly

After high school, Robert worked for Kraft Foods in Green Bay for about a year. His Navy Reserve unit was activated in May 1941 and sent to Norfolk for training. Three months later, Robert broke away from the group and sent to St. Louis for electrician training. He was still there on 7 December 1941 when the United States was suddenly thrust into war.



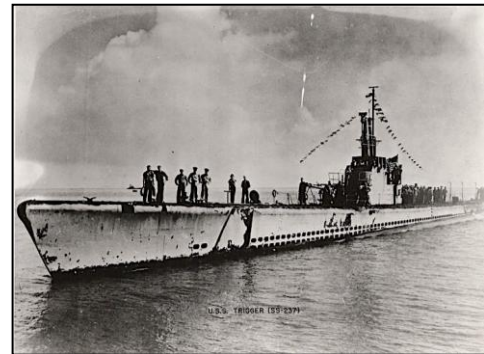
Robert M. Kelly (1942)

It's not known whether his electrician training was fully completed or was cut short. But Robert was quickly sent to the Receiving Station at Norfolk, and on 18 December 1941 reported to the battleship IDAHO (BB 42) for duty. The ship had been in the Atlantic a short time, and was in Iceland when Pearl Harbor was attacked. She was quickly given orders to return to the Pacific, and stopped briefly at Norfolk on her way to the Panama Canal. During most of 1942 until early 1943, IDAHO was at the navy yards in San Francisco and Puget Sound to undergo repair, modifications, and an upgrade of her main battery. Robert Kelly was promoted to EM3/c and, at some point, he volunteered for assignment to the submarine service.

His request was granted, and on 18 February 1943 while IDAHO was tied up in Los Angeles Harbor, Robert transferred to the submarine base at New London for training. By July 1943, he was at Pearl Harbor to continue training with Sub Division 102 (SUBDIV 102), under the umbrella of Sub Squadron 10 (SUBRON-10). It was at this

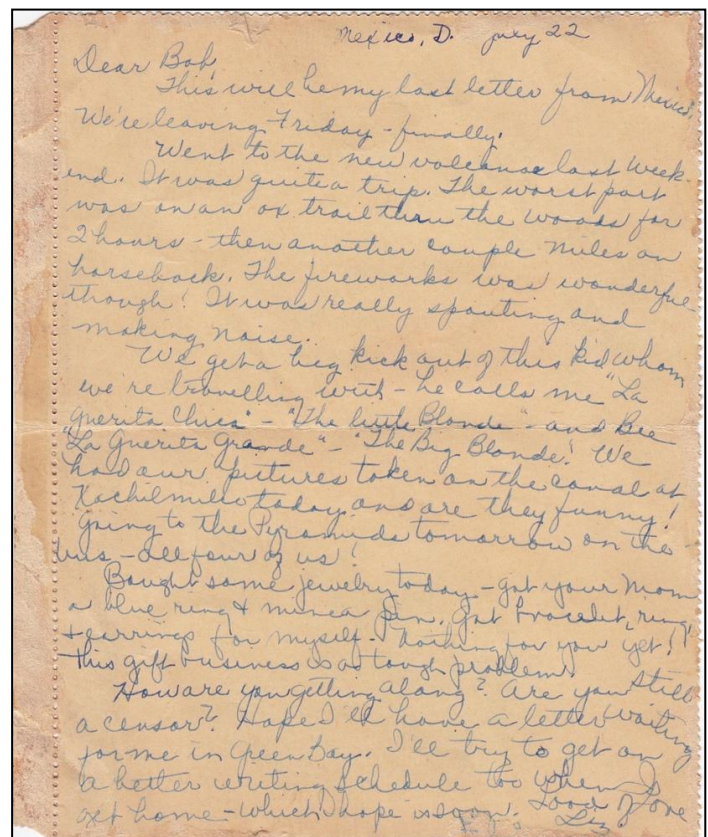
time that Robert received the letter Betty Flaherty had mailed from Mexico. In the note, she asks him if he's still working as a censor, probably a task he did only briefly. Interestingly, Robert Kelly's name appears on the muster of SILVERSIDES (SS 236), the flagship for Sub Division 102. It was for administrative purposes however; he was not a member of the submarine crew.

During the next four months, Kelly and the others in the group received advanced and practical training to prepare them for assignment to an actual fleet submarine. Once completed, on 18 December 1943 Robert Kelly was assigned to the submarine TRIGGER.



**USS TRIGGER
(SS 237) in 1944 —NavSource**

Robert Kelly was assigned to her in Dec. 1943 with a group of 33 men who had just completed training. At least 9 of them were still on the crew when TRIGGER was sunk in March 1945.



In the note, Betty Flaherty describes going to see the "new volcano" in Mexico. She says "It was really spouting and making noise."

The boat had just returned from her seventh patrol, and had a crew with experience in the grim reality of war. Now back at Pearl Harbor, TRIGGER switched out about half her crew, with most of the replacements coming from Sub Division 102. I counted 33 total they provided, including Robert Kelly. The tender SPERRY (AS 12) did a normal refit of TRIGGER, and on 1 January 1944, the sub departed Pearl Harbor on her eighth war patrol.

For Robert Kelly, this was the first of five patrols he did on board TRIGGER. After his second patrol, in June 1944 he was promoted to EM2/c. During the fifteen months he was on board, they operated in waters off Guam, Palau, the Ryukyu Islands, and off the coast of Japan. They sunk several enemy ships during this time, rescued a navy pilot who had crash landed, were targeted and hunted by a Japanese submarine hunting them, and several times found themselves subjected to depth charge attacks. Robert had been through a lot and, so far, had been lucky.

That all changed in March 1945 when TRIGGER departed Guam heading for the Ryukyu Islands on her twelfth and final patrol. Things went well at first, and on 18 March she reported spotting a convoy, sinking one ship and damaging another. On 26 March, TRIGGER was ordered further west to a new patrol area. She transmitted a weather report that same day, but after that all was silent. The navy waited for a month, but finally, on 1 May, her status was listed as presumed lost. It wasn't until after the war, scrutinizing both U.S. and Japanese records, that it was determined TRIGGER had been sunk on 28 March 1945 from combined attack of bombs and depth charges. There were no survivors.

The Aftermath

Families of the men were notified, but it wasn't until July that newspapers were allowed to report that TRIGGER was missing and presumed lost. The first mention I saw in the papers about Robert Kelly's fate was in December 1945, when he was awarded the Submarine Combat Patrol Insignia and a letter of commendation for "splendid performance of duty" from vice admiral Lockwood.

Robert M. Kelly Presumed Dead

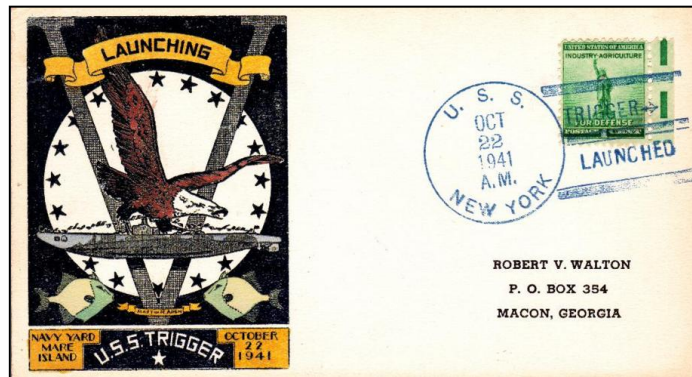
Headline of the Green Bay newspaper in May 1946, after the navy officially declared Kelly dead.

Word of Robert's death would have been devastating for family and friends. In May 1946, the navy officially confirmed what everyone already knew, that all on board TRIGGER had died. That same month, a memorial mass was held for Robert Kelly at St. Joseph Church in Green Bay. His mother, now Ida Kelly Waters, helped form a chapter of American Gold Star Mothers, and was honored at the ceremony in memory of her son. Ida passed away in 1962. Robert's father, Giles Kelly, died in 1965.

At the time that Betty Flaherty wrote the letter to Robert in July 1943, she was attending college. She later

became a special education teacher in Milwaukie. About a year after Robert had been declared dead, Betty married Thomas Corcoran. She passed away in Milwaukee in 2011.

The passing of time has dimmed the memory of Robert Kelly and so many others. He was only 22 when he died, but his life made a difference.



Pre-war philatelic covers for TRIGGER document events like keel laying or launching. The sub was commissioned in January 1942, just after the U.S. entered the war. She never had a cancellation device of her own. —courtesy Phil Fetting

Main Sources

Various resources at Ancestry.com, Newspapers.com, and Fold3.com

Muster Rolls (various), IDAHO; SILVERSIDES; TRIGGER War Diary: COMSUBRON10 (Dec 1943); TRIGGER 8th War Patrol

Websites utilized: Wikipedia.org (Paricutin); unmuseum.org (Paricutin); oneternalpatrol.com; honorstates.org

Newspaper Articles (main ones)

"Stardust Is Prom Theme," *Green Bay Press-Gazette*, 18 May 1940, p.10

"Departure of Reservists...", *Green Bay Press-Gazette*, 3 May 1941, pp1-2

"Green Bay Naval Reservists Taking Training in St. Louis," *Green Bay Press-Gazette*, 22 Aug. 1941, p.6

"On Guard and off duty," *Green Bay Press-Gazette*, 3 Oct 1942, p.9

"Tourists Bloom as Volcano Booms," *Daily News* (New York), 18 Mar 1943, p.127

"On Guard and off duty," *Green Bay Press-Gazette*, 1 May 1943, p.5

"Another U.S. Sub is Overdue, Presumed Lost," *News-Record*, 6 July 1945, p.1

"Commendation for Robert M. Kelly," *Green Bay Press-Gazette*, 6 Dec 1945, p.24

"Robert M. Kelly Presumed Dead," *Green Bay Press-Gazette*, 3 May 1946, p10



Philatelic Show

Location: Boxboro Regency
Boxborough, Massachusetts
Sponsor: Northeastern Federation of Stamp Clubs
Next Show: May 1-3, 2020

Puget Sound and Columbia Chapters Combined Meeting February 2020

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



Puget Sound Chapter, our February meeting marked a time of transition in leadership. After more than 40 years of leading the chapter, **Bob Clark** passed the reins to **Denny Gill** as our new president. Thankfully, Bob will still be involved, and continues to be supportive of chapter activities.

The Puget Sound Chapter was formed in 1975, and although Bob wasn't the first president, it wasn't long afterward that he took over. **Dick Weber**, who wasn't able to attend the meeting, was one of the original members. Over the years, the chapter has sponsored many activities and produced more than 3000 cachets (documented in the *USCS Reference Collection #1*). Some well-known members from the past include **Howard Roloff** and **Gus Lund**—names you still see on many covers. For producing cachets, members **Tom Armstrong**, **Dick Weber**, **Bob Clark**, and **Denny Gill** have all actively been involved. Many thanks to Bob for his dedication in leading the Puget Sound Chapter these many years.



From the other end (l-r): Bob Clark (again, his wife Shirley is mostly hidden) Gene Fosheim, Mike Brock, Lloyd Ferrell, Pete Peters, Tom Armstrong, Bill Gijbeek, and Alex Hamling.

A Certificate of Appreciation, signed by USCS President **Richard Jones** and Secretary **Steve Shay**, was presented to **Bob Clark** for his many years of faithful leadership. Another certificate had been prepared for Capt. **Gene Davis** of the Coast Guard Museum, who made special efforts for some 30 years for the USCS meetings held there. Since he was not able to attend, the certificate was mailed to him. Kudos to both of them.



At our catered lunch (l-r): Denny Gill, Alex Hamling, Bob Clark (his wife Shirley is mostly hidden) Gene Fosheim, and Mike Brock.

Our meeting, this time, was held in Issaquah, Washington at the complex where Bob lives. A lunch was provided (courtesy of Bob) in a private dining room, and afterward we went to the auditorium. Residents there joined us, and Bob gave an interesting talk on the undersea laboratory **TEKTITE I** project from 1969. He was one of the scientists on the project, and in between he sponsored and produced cachets for the event—he even had slides showing how they did it! Attending the meeting were: **Bob Clark** and his wife **Shirley**, **Tom Armstrong**, **Alex Hamling**, **Gene Fosheim**, **Bill Gijbeek**, **Denny Gill**, **Pete Peters**, and driving up from Oregon **Mike Brock** and **Lloyd Ferrell**.

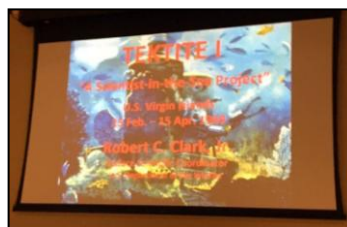


Our new Chapter president Denny Gill with Bob Clark

Bob Clark (left) receiving a Certificate of Appreciation from Lloyd Ferrell, on behalf of USCS.



A combined meeting of the Puget Sound, Columbia, and Pearl Harbor Chapter will be at PIPEX in Portland, Oregon on Saturday, May 11, 2020 at 11-12 in the morning. **Bill Nix** will do the main presentation about covers related to ships visiting Portland and vicinity, and Lloyd will also have a short presentation. Hope to see you there.



Bob Clark giving his presentation on the 1969 TEKTITE I project



The Journey of the USS OAHU

By Greg Chang

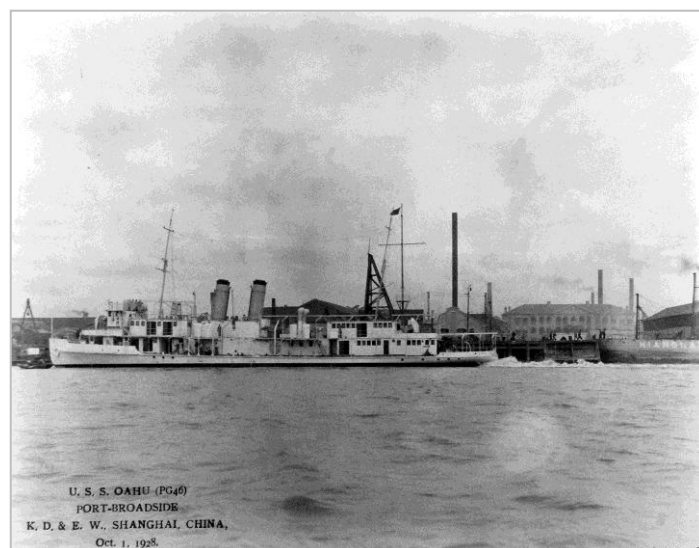
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PO'OLEKA O HAWAII Number 84

For nearly a century, the United States Navy patrolled China's Yangtze River to protect American interests in the region from deadly War lords and ruthless pirates. This was known as the Yangtze River Patrol Force or YangPat that operated from 1854 to 1942. YangPat cruised the waters of the Yangtze River from Chungking (Chongqing) to Shanghai (more than 1,300 miles).



Treaty Port Stamps

One of the US Navy vessels to patrol these waters was the **USS OAHU**, named after one of the Hawaiian Islands. Designed as a 191 foot long shallow-draft river gunboat, with two 3"/50 cal. gun mounts, eight .30 cal machine guns and a crew of 55 sailors. The **OAHU** was laid down in the Kiangoan Dockyard and Engineering Works in Shanghai on December, 18, 1926 and was classified as **PG-46**. She was later reclassified as **PR-6**, launched on November 26, 1927 and commissioned on October 1928.

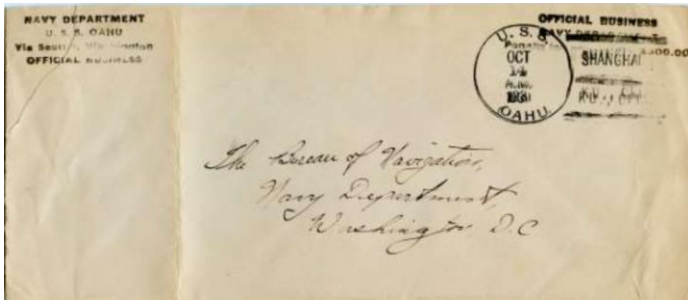


USS OAHU October 1928

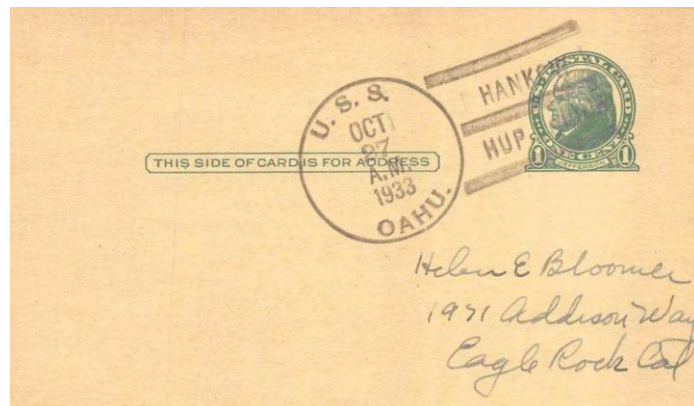


Map of the Yangtze River and Treaty Ports

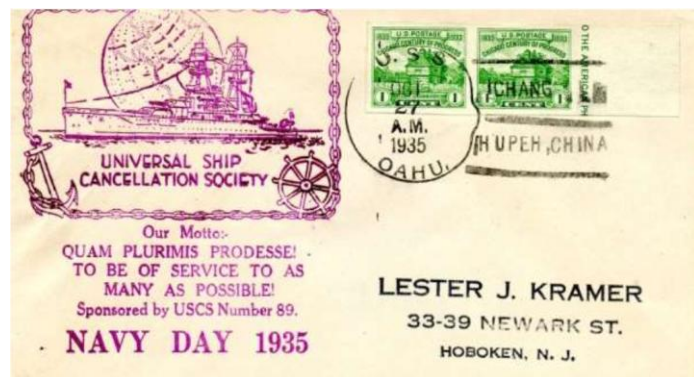
During this time, the US Navy along with other foreign forces such as the United Kingdom, France, Germany, Japan, were allowed to cruise China's rivers under an unequal treaties act with Imperial China.



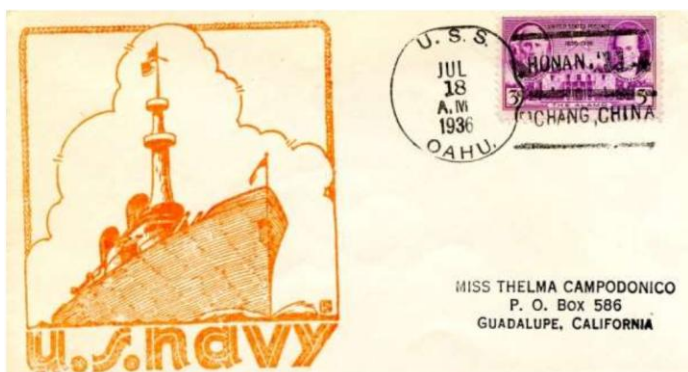
1931 Official Business Envelope with Shanghai Postmark



1933 Post Card with Hangchow Postmark



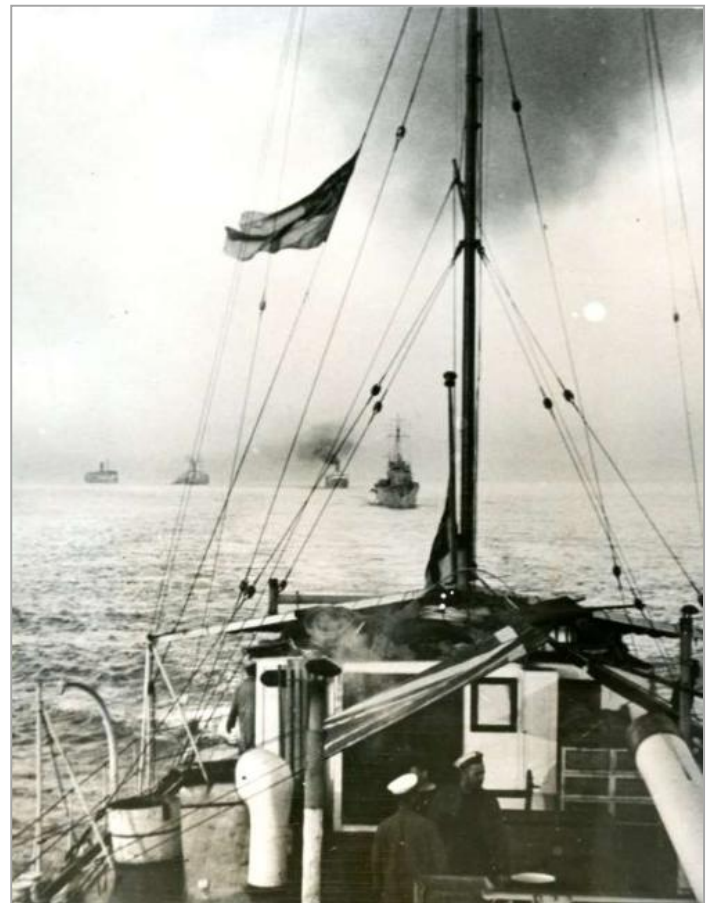
1935 Navy Day with Ichang Postmark



1936 US Navy with Honan Postmark

For the first nine years, she performed routine patrols along the Yangtze River such as escorting American vessels, transporting diplomatic personnel, and engaging in an occasional firefight.

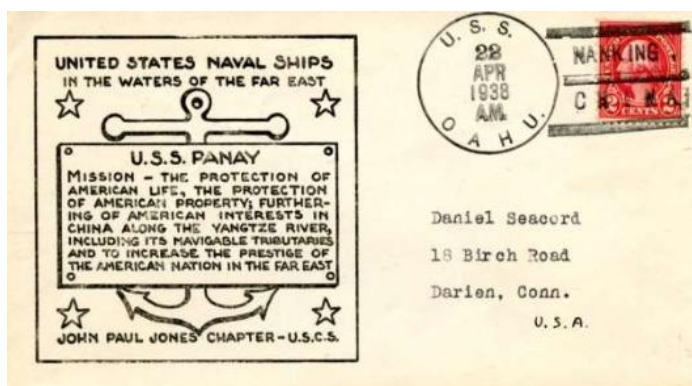
On December 12, 1937, off Nanking, the OAHU was on hand to rescue the survivors of her sister ship, USS PANAY, PR-5, that was sunk by Japanese airplanes.



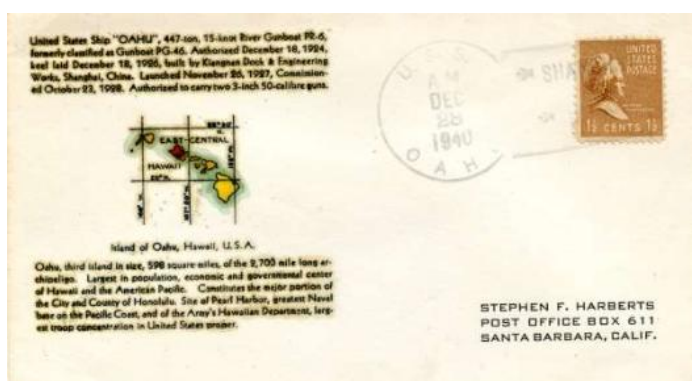
1937 ACME NEWSPICTURES press photo aboard the USS OAHU with Naval Escort with the victims of the USS PANAY



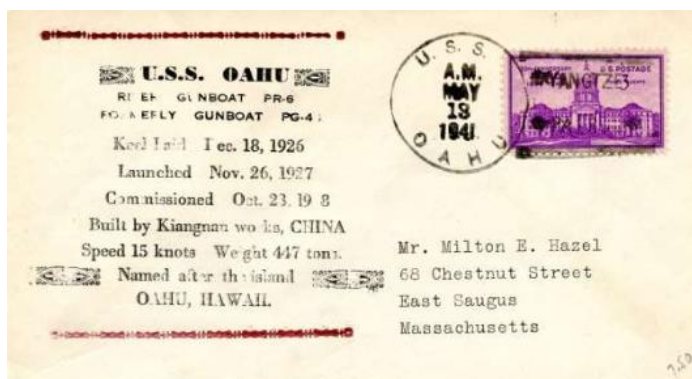
1938 On Patrol with Remember Panay postmark



1938 USS Panay Cachet with Nanking Postmark



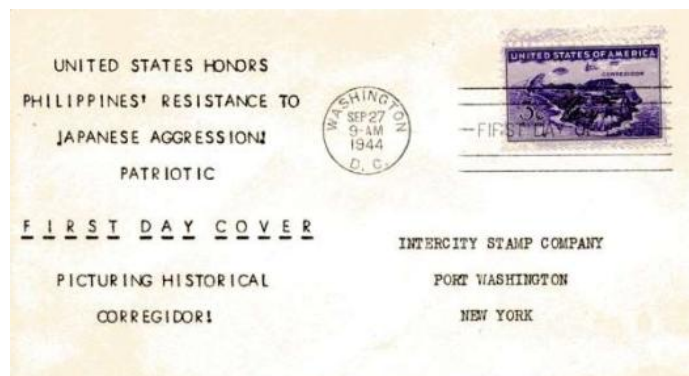
1940 Cached Cover with Shanghai Postmark



1941 Cached Cover with Yangtze Postmark

Japanese barges that were bringing supplies and reinforcements to Bataan. She was sunk off Corregidor Island on May 5th.

In the end, the USS OAHU was one of the few United States Navy ships to never have been or served in US waters.



1944 Corregidor FDC

In 1944, a new USS OAHU, ARG-5, was commissioned as a LUZON-Class repair ship to serve in the Pacific for three years before being decommissioned. She was assigned to the mothball fleet in California Suisun Bay in 1963.

References:

George Saqqal (2004) *Short Philatelic History of The Yangtze February, March, April and May, 2004 volumes of the LOG, the monthly journal of the [Universal Ship Cancellation Society](#)*

Randy Pence (2012) *Yangtze Patrol USS OAHU (PR 6) August, 2012 volume of the LOG, the monthly journal of the [Universal Ship Cancellation Society](#)*

Wikipedia.Org *USS OAHU (PR-6)*

For close to 14 years the USS OAHU patrolled the rivers and coasts of China. On December 5, 1941, two days before the Imperial Japanese attack on Pearl Harbor, the YangPat was formally dissolved. In early May of 1942, along with the USS LUZON, OAHU was on duty off the waters of Corregidor Island in the Philippines in an effort to fight off

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PO'OLEKA O HAWAII Number 84

United States Naval Station Great Lakes

Matchbook Cover

Charles H. Bogart (8489)

201 Pin Oak Place

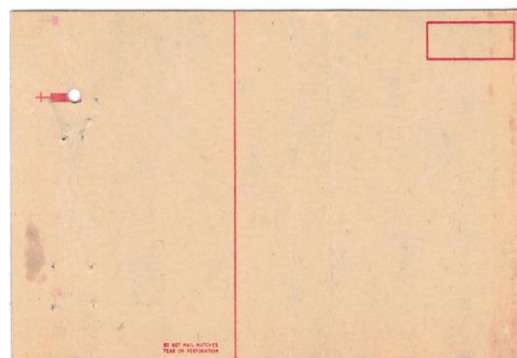
Frankfort KY 40601-4250

During the 1930s and 1940s everyone smoked. Tobacco product tax during this period was one of the largest sources of tax revenue for the Federal government. The common way to light up a cigarette, cigar, or pipe was by using a match torn from a matchbook. During World War II matchbooks were produced that had on their cover the name of a stateside military or naval base. These matchbooks were sold in the post or naval exchange or handed out at the base's clubs. These matchbooks served an additional purpose from just holding matches. Once the matches were used the matchbook cover could be used as a postcard. The interior of the matchbook cover was printed as if it was a full-size postcard. The soldier, sailor, or airman tore off the strike plate, wrote 'FREE' where the stamp would have been placed and then addressed and wrote a message. In these pre-computer sorting days the United States Post Office (USPO) was happy to move any item that entered the mail stream from the writer to its intended recipient.

Below are two matchbook covers from United States Naval Training Station Great Lakes. One cover entered the USPO mail stream and the other did not. Interestingly the one that entered the mail stream instead of a 'FREE' frank has on it a \$.03 stamp and the strike plate was not removed.



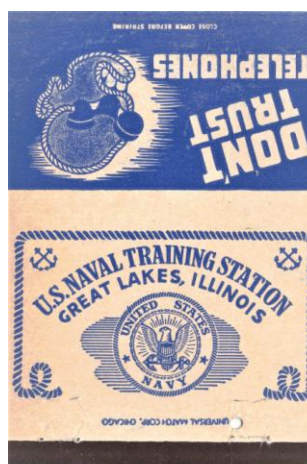
Matchbook cover



Inside of matchbook set up to become a postcard. Note reminder to remove matches before mailing

Outside of matchbook

DO NOT MAIL MATCHES
TEAR ON PERFORATION



Matchbook from US Naval Training Station, Great Lakes

FROM: W. K. Altaucbrink AS, Bn 19301 Batt. 8th Reg.,
USNTS Great Lakes, Ill
TO: Mr. Adolf Altaucaubrink, 1943a 65th St, Cleveland, Ohio
DATE: February 22, 1943
MESSAGE: Dear Dad, Here's something for your stamp collection. I think you'll like it. It should be one unusual postcard.
Son

The Baldest 'Bad Fish' on the Ocean USS BREMERTON (SSN 698)

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

After 37 years, the LOS ANGELES-class attack submarine BREMERTON (SSN 698) officially hung up her spurs when deactivated in 2018. On the oceans since 1981, BREMERTON, nicknamed 'Bad Fish' by her crew, paid her multi-million dollar cost in spades via 17 deployments, a majority of them in the Pacific.

She even sank a civilian ship off the American coast...

Before we get to that, let's tackle the stats. BREMERTON was the tenth LOS ANGELES-class nuke sub, coming to life with a keel laying ceremony 8 May 1976. Built by General Dynamic Corporation's Electric Boat Division at their Groton, Connecticut shipyard, BREMERTON was launched 22 July 1978 and commissioned 28 March 1981.



An unaddressed but very cacheted commissioning cover for BREMERTON with a machine cancel from the Submarine Base at Groton, CT, home of her builders. A Donald Wilson cachet with a joyful bad fish for the 'Bad Fish' gets the point across in bright pink and it bears a then very recent B-rate Eagle coil stamp (Scott 1820). (Author's collection)

She was part of the then state-of-the-art class of nuclear attack submarines. The LA-class was intended to escort aircraft carriers in action against the Soviet Union, conducting anti-ship and anti-sub missions. However, their innate stealth and speed soon saw this class add a few more things to the honey-do list. They were found to be quick to dispatch to trouble areas, standing off station for months at a time if need be; while there they could insert special force troops, lay mines, even fire on land based targets. The 362-foot long boats carry a crew of 130 and could submerge nearly 1500-feet - at least that's what the Navy claims - many LA-class details remain classified.

BREMERTON belongs to the first series of LOS ANGELES boats. As such, she was equipped with what made all the early LAs tick - a light-water nuclear reactor with a

General Electric PWR S6G core and ten-year fuel cells. The sub was designed carefully around the nuke powerplant. The LA-class was built in two lethal portions; a separate forward section carrying the living quarters, weapons systems, control center and computers, and a rear section that contains the powerhouse and everything else needed to make the sub move.

LA boats also pack deadly weapons. They carry up to three dozen Mark 48 torpedoes and an array of Tomahawk cruise missiles - for many years they also carried the Harpoon anti-ship missile.

The submarines were designed for a thirty-year life cycle, but steps developed after BREMERTON was built can extend your average LA-class another 12 years. That step was taken some years ago for BREMERTON, but she won't make it to the then-projected 42-year lifespan. Actually, many LAs won't. Of the 62 LOS ANGELES subs built, only 30 remain. Twelve were laid up before they made it twenty years; another five had their mid-life overhaul cancelled. Today, the boats are slowly being replaced by the VIRGINIA-class.



BREMERTON (SSN 698) in her glory days when she reported for duty at Joint Base Pearl Harbor-Hickam in 2003. She home ported there until 2018. (Image NavSource Online, USN photo by JO3 Corwin Colbert, courtesy of COMSUBPAC & submitted by Bill Gonyo)

After her launch in '81, BREMERTON embarked on a career filled with deployments around the world, but primarily she only needed to use her Pacific-area charts. From '81 to '98, she floated out of Pearl Harbor. 1998 came with a posting to San Diego.

While stationed in San Diego, though, she did something not very many active-duty submariners have accomplished lately. She torpedoed a ship.

Well, part of one.

In 1999, the civilian container ship NEW CARISSA was heading into Coos Bay, Oregon when a storm blew her off course to ground on a beach just inside the port entrance. The bow section carried 130,000 gallons of fuel oil, prompting fears of a major ecological disaster if her tanks sprang a leak. After a purposely set fire failed to eradicate the fuel but helped the ship crack into two giant chunks, the next simplest method was accomplished the hard way.

NEW CARISSA'S 420-foot fuel laden bow section was towed 250 miles off the coast and given to high explosive experts to punch her first-class ticket to Davey Jones' Locker.

The 400 pounds of explosives packed in her holds failed to do the trick. The hulk floated well above the surface, daring the Navy to do something about it. DAVID R. RAY (DD 971) was kind enough to lend a hand. But sixty-nine (not sixty-eight or seventy, mind you) five-inch rounds from the RAY'S guns barely made the sturdy hulk shudder.

Thence came 'Bad Fish'. The simplest way to send NEW CARISSA to the bottom, it turned out, was to just have BREMERTON fire a single torpedo and watch the old girl sink. One \$1.2 million Mark 48 Advanced Capability torpedo later, NEW CARISSA'S defiant bow heeled over and sank. So excited was he to have fired a warshot, BREMERTON's skipper claimed he would gladly pay for the torpedo himself if need be. There goes the pension plan...



BREMERTON scores a \$1.2 million torpedo hit on the sturdy bow section of the container ship NEW CARISSA. (Image Submarine Force Museum)

BREMERTON was posted back to Joint Base Pearl Harbor-Hickam in 2003 and went into the shop the following year. For three years, she underwent her mid-life Engineered Refueling Overhaul. It was at this time that the improved D2W found in later LA boats was installed. This was meant to give her another 12 years of life on top of her original 30. The ERO took three years. In 2007, she was back playing about on the ocean.



Patrolling during the depths of the Cold War in 1991, BREMERTON (SSN-698) at duty somewhere in the Pacific. (Image NavSource Online, Official USN photo # DN-ST-91-05712, by General Dynamics, from the Department of Defense Still Media Collection, courtesy of dodmedia.osd.mil)

In 2010, she became the oldest active-duty sub in the US fleet, taking over the honor from the retiring LOS ANGELES (SSN 688), originator of the class they share. BREMERTON also took on board a high honor. For decades, America's longest serving subs have carried a lucky charm, the cribbage board belonging to Richard O'Kane, the most successful sub commander of the Second World War. While O'Kane was XO aboard WAHOO (SS 238), he had a habit of winning games on that board on the nights before WAHOO sunk or destroyed a ship or two. The crew hung onto it as an obvious good luck charm. O'Kane went on to be CO of TANG (SS 306), orchestrating the sinking of 24 vessels. He probably wished he had the cribbage board on TANG'S last day – that's when a torpedo circled back and sunk the boat.

Now the oldest sub in the fleet, BREMERTON set out on four more deployments. She was slated to be decommissioned at the end of 2017, but her life was extended to conduct a final mission. She left Pearl late 2017 and returned April, 2018 after a 42,000 mile six month mission with five port visits. She performed perfectly, considering the nearly forty years she spent in the depths.

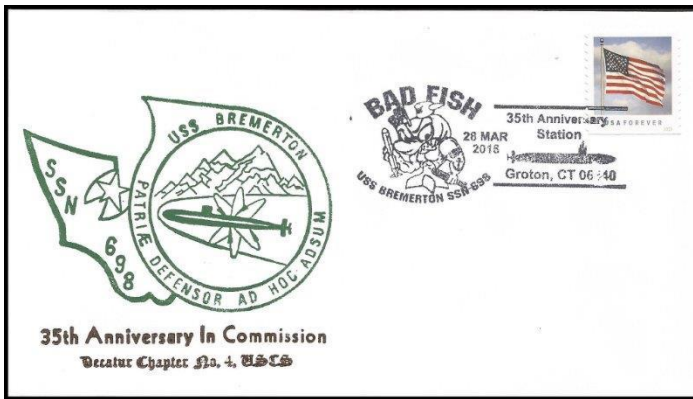
On 20 April 2018 she left Pearl a final time, sailing to her new, grim posting in her namesake city. Aboard was a special guest, her first CO, Captain (Ret) Thomas H. Anderson, commander from 1981 to 1982.

BREMERTON sailed into Naval Base Kitsap-Bremerton, Washington to undergo complete deactivation and decommissioning at Bremerton's Puget Sound Naval Shipyard, the place all faithful old Navy nuke vessels go when their service life ends. So far, eleven LA boats have met their fate there. BREMERTON was parked in line behind DALLAS (SSN 700), BUFFALO (SSN 715), and JACKSONVILLE (SSN 699).

Officially listed as "in commission, in reserve (stand down) prior to commencement of inactivation availability" at the time of writing, BREMERTON will eventually undergo a \$58 million deactivation process. The bulk of that petty cash goes towards plucking out and recycling the nuke reactor. In addition, hazardous materials and classified equipment, plus anything that might keep her LOS ANGELES sisters on the road, will be pulled. It'll take a couple years, but at least she'll show NEW CARISSA how it really is to fight to stick around!

AUTHOR'S NOTE: The impetus for this article is pure nostalgia. I once lived and worked in Bremerton, Washington, well within eyeshot of Naval Base Kitsap-Bremerton's nuke ship dismantling yard, which got me interested in the histories of the vessels going under the hammer. Actually, I mean to say I felt sad watching the proud warriors scrap out. Later, I was in the Coos Bay area during the NEW CARISSA grounding. I didn't mind seeing that wreck go bye-bye...

Do you have a similar connection to a ship or boat? How about writing an article in the *Log*?



A USCS Stephen Decatur Chapter No. 4 cachet handles a 35th Anniversary for BREMERTON in 2018. A Groton, CT pictorial cancel handles the duties across a Scott 5053 Flag coil stamp. Despite the Connecticut origin of the marking, BREMERTON resided in her hometown awaiting dismantling. (Naval Cover Museum).

Main Sources

www.uscarriers.net USS Bremerton (SSN 698) history

Dictionary of American Fighting Naval Ships

US Naval Security [SSN-688 Los Angeles-class](#)

Wikipedia

NavSource Online

Cole, William *USS Bremerton Sails for Asian Hot Spots on Last Patrol The Honolulu Star-Advertiser* 2 Jan 2018

Kitsap Sun [USS Bremerton to return to namesake city later this month](#)

Commander Submarine Force:

USS Bremerton Returns to Pearl Harbor for Final Time

By Mass Communication Specialist 1st Class Daniel Hinton
USS Bremerton Departs Pearl Harbor for Final Time

By Mass Communications Specialist 2nd Class Shaun Griffin

USCS Naval Cover Museum

Pictorial Cancellations

Rich Hoffner, Sr. (H-4456)

Wolfgang Hechler (9392)



15th Anniversary Sta.

Feb 19, 2020
Groton, CT 06340



Arriving at Baltimore
USCG Yard
Curtis Bay, MD
for MMA



Commissioning Sta.

April 4, 2020
Wilmington, DE 19803



THE
USCS
NEEDS
YOU



A NEW WEBSITE IS UNDER WAY!

The USCS online website is absolutely vital to the wellbeing of our society. It is, for one, our principal "face" to the public and as such is key to the growth of our membership. It is also the lifeline for members who can gain instant access to all sorts of information and, indeed, to each other. Without the website we will be hard pressed to prosper, much less survive, for any length of time. With those kinds of thoughts in mind the USCS Website Revision Committee has spent the last eight months deliberating about how we could make our website as up-to-date, as friendly, as helpful, and at the same time as secure as possible.

Our first task was to choose a website developer. After sounding out several candidates who were familiar with societies of our type; we chose Brian Kreck of Kreck Design. Then we discussed at length what all we wanted our website to be able to do. Finally, we took a look at every facet of our current website, trying to determine what to keep, what to drop, what to add, and what to alter. We relayed all that information to Brian as we went along, and in early January Kreck Design submitted a proposal to us. The Committee approved it and passed it on to the USCS Officers and Board, who in turn gave their blessing to the plan. So, at last, it is "all systems go!" And here's what we would like to see happen.

Among the *new* features of our redesigned website will be:

- 1) A **slideshow** of covers on the home page to catch the eye of a browsing public and hopefully entice them with an array of covers showing some of the many intriguing facets of ship cover collecting.
- 2) A **forum** in which members can not only engage in conversation but which will also allow and encourage anyone who happens upon our website to in turn engage with us and ask whatever questions they might have.
- 3) Our **monthly auction listings** will be posted for all to see and perhaps entice newcomers to join the USCS in order to partake.
- 4) A **directory** which will list the names, collecting interests, and email addresses (and nothing more) of members who wish to be included and would like to correspond with fellow members.
- 5) New and improved **membership and financial sections**, including the ability to easily join the USCS, pay annual dues, and purchase from our store.
- 6) Inclusion of back issues of the *Log* (except for the recent issues) for the public to enjoy reading and researching.
- 7) A powerful, comprehensive **search engine** for the site.

In addition, there is a lot of interesting and valuable information already on our website. Much of it needs **updating**. We will begin migrating those updates to the redesigned site when it is ready, which should be in a couple of months.

Perhaps it would be better said that all of these new elements and updates are what we sincerely hope our redesigned website will be, because to make our website top-notch, enticing, and fully up-to-date is a no less than massive undertaking. Kreck Design will implement the new elements, but it needs to know what we want. It is up to us to advise them of that. The updates too must, of course, be done by USCS members; no one else has the knowledge. And once we do have our new website in good shape, we will then need to maintain it and monitor it - to keep it so. I'm sure all of us have gone to philatelic websites that are woefully out of date or that have inactive links. That speaks volumes about the quality of the society, and it is almost guaranteed to discourage any viewer from joining.

Bottom Line: This is OUR website and it will be no better than what its members want it to be and are willing to contribute. The Committee, the Officers, and the Board made this major commitment of time and money while fully aware that it would require a goodly number of members to pitch in. If it devolves upon just a couple of individuals, no matter how dedicated they may be, the result will fall well short of what it needs to be and ultimately we will wind up, despite our efforts and expenditures, right back where we started from. So this is an exciting and exceedingly important opportunity. *Will you take an active part in helping to make our website the best that it can be, now and in the future?*

Don't worry about not being a "techie." I myself don't even come close to being one. Much of the updating is simply a matter of working up a Microsoft Word document, incorporating the changes, and then submitting that document for posting. Kreck Design has offered its help in making all of this easier to accomplish, as have the Officers, Directors, and the Managers of specific areas. If ever in doubt, just ask.

Here are some of the areas where we need help:

On the new additions assistance is needed for:

Establishing and maintaining the Forum

Establishing and maintaining the Directory

Adding and maintaining the addition of **Log** issues

On revising/updating already existing material:

One way to start playing a role would be to look at the various elements underneath the headers on our current website to find some thing(s) of special interest or importance to you, and offer to "adopt" it for revision, updating, and maintaining. I have, for example, "taken on" the "Home Page" and the "About Us" section. Here are just a few of the many possibilities:

"Web Sites of Interest to the Naval Cover Collector" under the header "Cover Collecting: What is a Naval Cover"

"15 Decades of Collecting Naval Covers" under the header "Resources"

The books listed in the "Online Store" under the header "Shop"

+ others that you will recognize while browsing.

If you would be willing to help out or have any questions about doing so, please email me at **jghist@comcast.net**. We are a long established and very proud organization. Let's have an impressive 21st century website to be proud of as well.

Thanks very much.....

John Germann

(Chair, Website Revision Committee)



THE ATOMIC MARINER



NEWSLETTER OF THE N.S. SAVANNAH CHAPTER #109 OF THE UNIVERSAL SHIP CANCELLATION SOCIETY

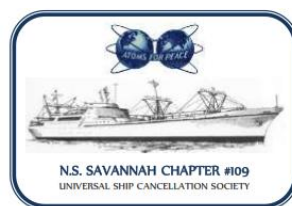


Please visit the chapter's Facebook page for interesting news items and cover scans between newsletter issues.
<https://www.facebook.com/groups/1653130051614905/>

Sample monthly newsletter topics below:

IN THIS ISSUE

- 50 Years Ago This Month
- Covers with NS Savannah Personnel Signatures
- MARAD Vessel Status Cards for NS Savannah



Secretary: Arthur Cole
artcole@att.net 256-842-0233

Interested in collecting covers from NS SAVANNAH? Check out the Facebook page for ongoing information or contact Arthur Cole to receive the Chapter's monthly emailed newsletter.



St. Louis Stamp Expo

Location: St. Louis Renaissance Airport Hotel
9801 Natural Bridge Road
St. Louis, Missouri
Sponsor: Area clubs
Next Show: March 27-29, 2020

**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
Part 2 -- International Postal Supply Co.**

*Phillip Nazak (10620)
nazakfamily@aol.com*

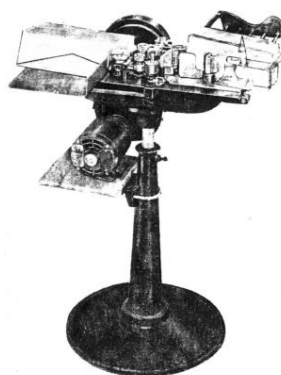
The International Postal Supply Company (IPSC) had a very short role in the making of the steel duplex handstamp; however, it has a very long history in the Navy Postal Service with their postal cancellation machines. In 1883, George W. Hey, an attorney and counselor in patent cases became interested in postmarking methods used by the Post Office after meeting a friend George Mott. Both men together investigated the post marking needs of the New York Post Office and submitted ideas to them after inspecting the Thomas and Martin Leavitt cancelling machine then in operations.

George W. Hey teamed up with M. J. Dolphin in August 1893 and formed the International Postal Supply Co. located at 643 Prospect Place in Brooklyn, New York. It was in this year that Mr. Hey stepped forward with his knowledge and contacts to produce his business interests in manufacturing and selling the best postal cancel machine device.

On 1 July 1885, Mr. Hey submitted prototype machines to the New York Post Office for testing and IPSC received their initial order for test machines in 1888. The IPSC also furnished the General Post Office in London in 1893 with post marking machines for testing which took place between 25 August and 14 September in 1893.

These electrically operated machines functioned very well and effectively, but were rejected by the London General Post Office because of its need for regular maintenance for letters of different thickness and size as well as its high rental costs.

The first contract by the Post Office Department for the Hey-Dolphin machines was made in September 1891 by Postmaster General Wanamaker for 100 machines at a rental of \$400.00 per annum. These machines could stack and postmark 400 postal cards per minute. This was the forerunner to the late "Hey-Dolphin High-Speed Flyer (Flier) Machine".



*IPSC "International Model M" Flyer
electrical operating cancelling
machine.*

By the year 1895, the International Flier would be recognized as the fastest and most dependable machine in the world. The Flier would not be matched in speed test, accuracy and dependability until the arrival of the Universal Model G after World War One.

Hey and Dolphin also had patents on a hand mechanical cancelling machine known as the HD-2 which also sold under the IPSC name.

From 1900 and for the next twenty years, the IPSC had three models to offer. The "Flier", The model "S" and the model "L". The Flier was a rapid, electric machine that had a 600+ letter per minute production rate. The model "S" was also electrified but slower at 250 letters per minute. The model "L" was a hand operated machine. For the year of 1906-07 the POD had about 254 International "Flier", 50 model "S" and 100 model "L"

The IPSC of Brooklyn, NY successfully won the fiscal year 1 July 1934 thru 31 June 1935 Post Office bid. This contract was for steel duplex hand cancelling stamps for postmarking domestic mail. This award also included the postmarking devices used by US naval ships, stations and installations which had a valid Navy Post Office. IPSC did manage to produce one new metal duplex handstamp during this period.

Two similarly large duplexes with different canceller appeared on scene in the later years of 1934-35 by the International Postal Supply Co. and the Pitney Bowes Co.

The Pitney Bowes duplexes have a shorter and more rounded lettering in the CDS (**Figure 4**). The International Postal Supply Co. had a one year POD contract for the fiscal year 1934-35 and saw limited use. It is easily misread to be a Pitney Bowes with its similar style. The IPSC letters are tall and narrow (**Figure 4a**). Many of the Pitney Bowes duplexes have one, two and at times three ornaments in the lower CDS (**Figure 5**). A complete listing of known duplexes with ornaments can be found in (**Figure 6**).



Figure 4



Figure 4a



Figure 5

During the 1920's, 1930's and 1940's the IPSC had rental contracts with the Post Office and with the U.S. Navy for their International, model "M" electric cancelling machine and the hand driven Hey-Dolphin model "L" cancellers with an established Navy Post Office.

Mr. James purchased IPSC, which is now known as International Peripheral Systems and does have an operation known as International Postal Supply Co. in Vero Beach, Fla. making rubber and metal postmark stamps.

Listing of naval ship cancels that contain CDS ornaments

USS ALTAIR	6ep(2)	USS VULCAN	6ep(2), 6ep(3)
USS ARIZONA	6ep(2)	USS WASP	6ep(2)
USS AUGUSTA	6ep(1)	USS Yorktown	6ep(2)
USS BARNETT	6ep(1), 6ep(2)		
USS BEAVER	6ep(3)		
USS BLUE	6ep(2)		
USS BOISE	6ep(1), 6ep(2)		
USS BROOKLYN	6ep(2), 6ep(3)		
USS CALIFORNIA	6ep(2)		
USS DIXIE	6ep(2)		
USS ENTERPRISE	6ep(2), 6ep(3)		
USS GOFF	6ep(2), 6ep(3)		
USS HENDERSON	6ep(2)		
USS HOLLAND	6ep(2)		
USS HONOLULU	6ep(3)		
USS LANGLEY	6ep(3)		
USS LOUISVILLE	6ep(2), 6ep(3)		
USS MACLEISH	6ep(1), 6ep(2)		
USS MCCORMICK	6ep(2)		
USS NASHVILLE	6ep(3)		
USS OKLAHOMA	6ep(2)		
USS OMAHA	6ep(3)		
USS PYRO	6ep(2)		
USS QUINCY	6ep(2), 6ep(3)		
USS RALEIGH	6ep(3)		
USS RANGER	6ep(3)		
USS RICHMOND	6ep(3), 6ep(2), 6ep(3)		
USS SAINT LOUIS	6ep(2), 6ep(3)		
USS SARATOGA	6g(1), 6gp(1)		
USS SAVANNAH	6dep(3)		
USS SELFRIDGE	6ep(3)		
USS TUSCALOOSA	6ep(2)		



U.S. Navy Postal Service

50 years of the metal duplex hand stamp

July 08, 1908 thru 1958 +/-

1908 – 1931	Chambers Stamp Factory	T-6c
1908 – 1931	Chambers Stamp Factory	Locy T-6
1908 – 1931	Chambers Stamp Factory	Locy T-6g
1931 – 1958 +/-	Pitney Bowes	Locy T-6g
1932 – 1958 +/-	Pitney Bowes	Locy T-6
1934 – 1934	International Postal Supply	Locy T-6g
1935 – 1958 +/-	Pitney Bowes	Locy T-6d

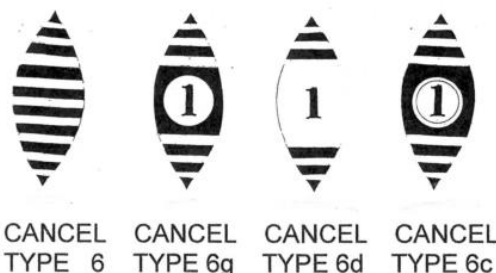


Figure 6

Time for USCS Award Nominations!

Richard D. Jones, Chair--Awards Committee

Several decades ago, the USCS Directors established an awards program consisting of these awards: **York Bridell Award**; **Walter Crosby Award**; and the **Joseph Hale Award**. These awards were to be given yearly to members based upon specific criteria and judged by an Awards Committee.

At the present time, the committee is chaired by **Richard D. Jones (3933)**.

York Bridell Award:

Named for the founder of the USCS, this award is for excellence in leadership in organization, recruitment and promotion of the collecting of naval covers. This may be either at the chapter or national level.

Walter Crosby Award:

Named for the noted cachet sponsor, this award is for excellence in developing or producing cacheted covers that depict naval history or naval events.

Joseph Hale Award:

Named for the founder and first editor of the *Catalog of United States Naval Postmarks*, this award is for excellence in research on different aspects of this hobby.

Recipients of these awards receive a certificate presented at the USCS annual convention General Membership meeting. Anyone may nominate someone for any of these awards by sending the nominee's name and a **specifically detailed outline** of the reasons for the nomination to:

Richard Jones, 137 Putnam Ave, Ormond Beach, FL 32174 or email to bmcjones@yahoo.com prior to 30 June 2020. A person may only receive an award once for the exact same item. The nominees will be presented to the committee for consideration in early July 2020 and the winners will be announced at the USCS General Membership Meeting at the MILCOPEX Stamp Show in Milwaukee, Wisconsin on 26 September 2020.

Please take time to submit a detailed nomination that will convince the committee to agree with your reasoning on your choice. We truly would like as many submissions as possible. Let's honor those members who continue to make positive contributions to USCS and our hobby.

USCS Auction #3**Closes 30 April 2020****Minimum bid \$1.00. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to seadragons@cox.net****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

- 3-01 KAWISHIWI (AO 146) 7-21-66 Gemini 10 Recovery Force r/s cachet
 3-02 CGC NORTHWIND (WAG 282) 9-14-77 1977 America's Cup
 3-03 CGC WOODRUSH (WLB 407) 6-9-80 ships r/s cachet, PM Sitka
 3-04 MIDWAY (CV 41) 4-11-92 Last Day in Commission by Aircraft Carrier Study Gr
 3-05 2-CV r/s cachet covers: FORRESTAL (CVA 59) 1970 & CORAL SEA (CVA 43) 25th Anniv 1972
 3-06 2-CV r/s cachet covers: CONSTELLATION (CVA 64) 1962 /ESSEX (CVS 9) 1966
 3-07 BLUE RIDGE (LCC 19) 7-4-74 Lest We Forget by USCS Ch 51
 3-08 SPIEGEL GROVE (LSD 32) 2-9-71 Apollo 14 Recovery Force r/s cachet
 3-09 CGC FIR (WLM 212) 6-11-82 Portland Rose Festival PM MONTICELLO
 3-10 BARNSTABLE COUNTY (LST 1197) 4-18-88 ships stationary cover, slit at top
 3-11 WALWORTH COUNTY (LST 1164) 10-27-70 Welcome French CL DE GRASSE Nicholson
 3-12 HUE CITY (CG 66) 7-4-93 cachet by Artopages
 3-13 2-r/s cacheted covers: CALIFORNIA (CGB 36) 1989 & STERETT (DLG 31) 1970
 3-14 PRINCETON (CG 59) 9-6-93 sailor mail on ships stationary envelope
 3-15 LY SPEAR (AS 36) 9-7-67 christening by Gen Dynamics, PM Quincy
 3-16 KALAMAZOO (AOR 6) 12-4-70 Keel Laid unannounced, PM Quincy
 3-17 2-r/s cacheted covers: SHENANDOAH (AD 26) 1979 & SEVERN (AO 61) 1970
 3-18 2-r/s cacheted covers: DENEbola (AF 56) 1970 & MONTROSE (APA 212) 1967
 3-19 COONTZ (DLG 9) 12-3-70 r/s Tonkin Gulf AAW/SAR r/s cachet
 3-20 WRIGHT (CC 2) 8-21-67 ships r/s cachet
 3-21 2-r/s cacheted covers: KINKAID (DD 965) 1980 /SOUTHERLAND (DD 743) 1970
 3-22 2-printed anniv cachet covers: PLUNGER (SSN 595) 1982 & FLASHER (SSN 613) 1986
 3-23 2-printed anniv cachet covers: TAUOG (SSN 639) 1983 & TREPANG (SSN 674) 1980
 3-24 2-printed anniv cachet covers: GREENLING (SSN 614) 1982 & SKATE (SSN 578) 1982
 3-25 ETHAN ALLEN (SSN 608) 3-31-83 last day com-Decatur Ch, PM CONSTELLATION
 3-26 2-Nuc Sub r/s cacheted covers: TECUMSEH (628) 1964 & BARB (596) 1966
 3-27 2-Nuc Sub r/s cacheted covers: SARGO (583) 1961 & ABE LINCOLN (602) 1964
 3-28 2-Nuc Sub r/s cacheted covers: CASIMIR PULASKI (633) 1981 & STONEWALL JACKSON (634) 1965
 3-29 2-printed anniv cachet covers: LAPON (SSN 661) 1982 & GROTON (694) 1983
 3-30 2-Nuc sub commission cachets: BILLFISH (676) 1971 /B FRANKLIN (640) 1965
 3-31 2-printed Nuc Sub launch cachets: PORTSMOUTH (707) 1982 & SANTA FE (763) 1992
 3-32 SEAWOLF (SSN 575) 3-30-87 Decom by Kenick #57 PM Mare Is
 3-33 2-Nuc Sub printed keel lay cachets: OHIO (726) 1976 & HONOLULU (718) 1981
 3-34 2-Nuc Sub printed launch cachets: SCRANTON (756) 1989 & MIAMI (755) 1988
 3-35 2-Nuc Sub printed launch cachets: WHALE/SUNFISH (638/649) & SIMON BOLIVAR (641) 1964
 3-36 2-Nuc Sub printed commission cachets: ARCHERFISH (678) 1971 & SILVERSIDES (679) 1972
 3-37 2-Nuc Sub printed commiss'n cachet: BILLFISH (676) 1971/ATLANTA(712) 1982
 3-38 2-Nuc Sub printed commiss'n cachets: RICHARD B RUSSELL (687) & TOLEDO (769) 1995
 3-39 2-Nuc Sub printed commiss'n cachets: LOUISVILLE (724) 1986 & KEY WEST (722) 1987
 3-40 2-Nuc Sub printed commiss'n cachets: NEWPORT NEWS (750) 1989 & GREENEVILLE (772) 1996
 3-41 2-Nuc Sub printed commiss'n cachets: OKLAHOMA CITY (723) 1988 & NORFOLK (714) 1983
 3-42 2-Nuc Sub printed deactivation cachets: DRUM (667) 1995/TULLIBEE (597) 1988
 3-43 SOUTHARD (DD 207) 1-14-33 #10 penalty with r/s cc, PM San Diego
 3-44 LAFAYETTE (SSBN 616) 4-4-69 Polaris A2 test fired, PM Cape Canaveral
 3-45 HERALD (AM 101) 11-3-44 #10 Registered cover with r/s cc
 3-46 TOUCEY (DD 282) 8-18-1927 #10 penalty with r/s cc, PM Newport RI
 3-47 THOMPSON (DD 305) 8-11-27 #10 penalty with printed cc, PM Tacoma
 3-48 ROBIN (AM 3) 7-19-32 #10 penalty with r/s cc, PM San Diego
 3-49 STODDERT (DD 302) 1-15-29 #10 penalty with printed cc, PM San Diego
 3-50 LARK (AM 21) 5-4-1927 #10 penalty withr/s cc, PM Newport RI
 3-51 ARKANSAS (BB 33) 8-18-1927 #10 penalty with printed cc, PM Belfast
 3-52 2-Nuc Sub printed launch cachets: PLUNGER (595) 1961 & GATO (615) 1964
 3-53 2-Nuc Sub printed christen c: ASHEVILLE (758) 1989 / ANNAPOLIS (760) 1991
 3-54 2-Nuc Sub printed laun cachets: NEVADA (733) 1985 & STURGEON (637) 1966
 3-55 2-Nuc Sub printed different laun cachets of HYMAN G RICKOVER (709) 1983
 3-56 2-Nuc Sub printed commiss'n cachets: BALTIMORE (704) 1982 & MONTPELIER (765) 1993
 3-57 2-Nuc Sub printed commiss'n cachets: CHARLOTTE (766) 1994 & QUEENFISH (651) 1966
 3-58 2-Nuc Sub printed commiss'n cachets: BREMERTON (6989) 1981 & PHOENIX (702) 1981
 3-59 2-Nuc Sub printed commiss'n cachets: NEWPORT NEWS (750) 1989 & ATLANTA (712) 1982
 3-60 2-Nuc Sub printed comm.cachets: ALASKA (732) 1986 & ALABAMA (731) 1985
 3-61 2-Nuc Sub printed commiss'n cachets: PENNSYLVANIA (735) 1989 & ALBUQUERQUE (706) 1983
 3-62 2-Nuc Sub printed comm cachets: STURGEON (637) 1967 & OHIO (726) 1981
 3-63 2-Nuc Sub printed comm cachets: HELENA (725) 1987 & NEVADA (733) 1986
 3-64 2-Nuc Sub printed decom cachets: SARGO (583) 1988 & SKIPJACK (585) 1990
 3-65 2-Nuc Sub printed deactivation cachet: JACK (605) 1989 & WHALE (638) 1995
 3-66 MC CALL (DD 400) 11-28-45 last day postal serv by Nicholson
 3-67 2-Nuc Sub printed anniv cachets: KEY WEST (722) 2002 & PARGO (650) 1983
 3-68 2-Nuc Sub printed anniv cachets: R B RUSSELL (687) 1985 & GATO (615) 1983
 3-69 2-Nuc Sub printed anniv cachets: BREMERTON (698) 1986 & SAN FRANCISCO (711) 1986
 3-70 HORNET (CV 12) 9-10-94 towed for scrapping, Puget Sd Navy Shipyard r/s cachet on back
 3-71 THEO ROOSEVELT (CVN 71) 12-28-90 Deploy to Persian Gulf by Nicholson
 3-72 2-r/s cachet CV covers: INTREPID (CVS 11) 1962/ BENNINGTON (CVS 20) 1961
 3-73 CGC NORTHWIND (WAGB 282) 1-20-89 Decom & Long Way Home cachets, CO auto PM Wilmington, a beautiful cover SEE Page 5
 3-74 CGC WALNUT (WLM 252) 7-1-82 Decom by Decatur Ch
 3-75 CGC VIGILANT (WMEC 617) 7-10-86 ships r/s cachet
 3-76 BARNEY (DDG 6) 12-17-90 last day postal serv by Nicholson
 3-77 GRAY (DE 1054) 4-4-70 commission by Beck B829
 3-78 AINSWORTH (FFT 1090) 5-27-94 Decom by Decatur Ch PM Norfolk
 3-79 JESSE L BROWN (FFT 1089) 7-27-94 Decom by Decatur Ch, PM Pensacola
 3-80 REASONER (FF 1063) 8-28-92 Decom by USS Los Angeles Ch
 3-81 2-DE printed commiss cachets: LOCKWOOD (1064) 1970 & STEIN (1065) 1972
 3-82 2-FF r/s cacheted covers: CONNOLLE (1056) 1987 & TRIPPE (1075) 1984
 3-83 2-DE r/s cacheted covers: GRAY (1054) 1970 and PATTERSON (1061) 1974
 3-84 2-FF r/s cacheted covers: GARCIA (1040) 1980 & TRIPPE (1075) 1982
 3-85 2-FFG r/s cacheted covers: GEO PHILIP (12) 1982 & UNDERWOOD (38) 1989
 3-86 2-DD r/s cacheted covers: CONOLLY (978) 1983 & PETERSON (969) 1980
 3-87 2-DD r/s cacheted covers: FIFE (991) 1980 & HEWITT (966) 1977
 3-88 2-DD printed commission cachets: THORN (988) 1980 & HEWITT (966) 1976
 3-89 2-DLG r/s cacheted covers: HARRY E YARNELL (17) 1972 & JOUETT (29) 1974
 3-90 2-DDG r/s cacheted covers: COCHRANE (21) 1970 & JOHN P JONES (32) 1979
 3-91 BUCHANAN (DDG 14) 10-1-91 Last Day in commission by Nitchman
 3-92 COONTZ (DLG 9) 6-30-75 Last Day Hull designation DLG by Hoffner
 3-93 HAWKINS (DD 873) 1-12-78 ships r/s cachet
 3-94 VIRGINIA (CGN 38) 12-28-90 Deploys to Persian Gulf by Nicholson
 3-95 EATON (DD 510) 8-8-64 Welcome CHEWAUCAN (AUG 50) by Nicholson
 3-96 USNS MIRFAK (TAK 271) 7-15-59 1959 Arctic Ops for MSTs, PM APO, master auto
 3-97 2-AO r/s cacheted covers: TOLOVANA (64) 1974 & CHIKASKIA (54) 1969
 3-98 CALIFORNIA (DLGN 36) 6-30-75 Last Day hull designation CLGN by Hoffner
 3-99 JOSEPH HEWES (FFT 1078) 6-30-94 Decom by Decatur Ch
 3-100 CLAMAGORE (SS 343) 10-26-61 Unitas II cachet PM NORFOLK (DL 1)
 3-101 2-Nuc Sub printed commission cachets: NEWPORT NEWS (750) 1989 & FLORIDA (728) 1983
 3-102 2-Nuc Sub printed commission cachets: INDIANPOLIS (697) 1975 & CAVALLA (684) 1973
 3-103 BREAM (SS 243) 9-1-60 ships r/s cachet PM USN Br 17012
 3-104 2-Nuc Sub anniv printed cachets: WM H BATES (580) 1983/MEMPHIS (691) 2002
 3-105 2-Nuc Sub christening cacheted covers: GEORGIA (729) 1982 & RHODE ISLAND (740) 1993
 3-106 2-Nuc Sub lau printed cachets: LA JOLLA (701) 1979 & BUFFALO (715) 1982
 3-107 USS FLASHER/USS TECUMSEH (SSBN 613/628) Twin Launching by Gen Dynamics PM Groton
 3-108 2-DLG r/s covers w/ships cachet: REEVES (24) 1966 & DALE (19) 1969
 3-109 2-FF printed decom cachets: ROBERT E PEARY (1073) 1992 & BLAKELY (1072) 1994
 3-110 2-FF shipboard USN post Office r/s cachets: HEPBURN (1044) '89 & MEYERKORD (1058) '91
 3-111 CGC TANEY (WHEC 37) 12-7-86 decom cachet by Decatur Ch
 3-112 CGC EASTWIND (WAGB 279) 9-25-66 ships r/s cachet of Antarctic map
 3-113 CGC POLAR SEA (WAGB 11) 12-30-86 ships r/s cachet & DF 87 r/s cachet
 3-114 R L PAGE (FFG 5) 6-18-86 Welcome Ecuador sail ship GUAYAS Nicholson
 3-115 RICHARD L PAGE (DEG 5) 8-5-67 commission by Beck B737
 3-116 2-FFG printed comm. cachets: INGRAHAM(61) 1989/ BRONSTEIN (1037) 1975
 3-117 2-FFG r/s cachets w/Port Everglades visit mark: STARK (31) 1983 & MOINESTER (1097) 1981
 3-118 2-FFG r/s ships cachet covers: FORD (FFG 54) 1989/ CAPODANO (1093) 1987
 3-119 2-FFG r/s ships cachet covers: HAROLD E HOLT (1074) & CLARK (11) 1983
 3-120 HAWES (FFG 53) 2-18-84 launch by Decatur Ch
 3-121 FANNING (DE 1076) 4-2-75 Posted at Sea aboard USS FANNING cachet
 3-122 TEXAS (DLGN 39) 8-9-75 launch cachet by Bieda
 3-123 TEXAS (DLGN 39) 8-18-73 r/s launch cachet, PM Newport N
 3-124 SOUTH CAROLINA (CGN 37) 12-22-80 Welcome from IndianOcean Nicholson
 3-125 2-CG r/s ships cachet covers: COWPENS (63) 1991 & FOX (33) 1987
 3-126 2-AD r/s ship cachet covers: YELLOWSTONE (41) 1980 & CAPE COD (43) 1982
 3-127 LAWRENCE (DDG 4) 12-10-76 Welcome HMS TARTAR (FF) by Nicholson
 3-128 SPRUANCE (DD 963) 11-10-73 lau cachet USS America Ch, PM Pascagoula
 3-129 WHITE PLAINS (AFS 4) 3-25-85 w/two different r/s cachets
 3-130 KITTY HAWK (CV 63) 4-14-83 75th anniv of Great White Fleet

USCS Auction #S-3**Closes 30 April 2020****Minimum bid stated on all lots. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to seadragons@cox.net****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

- S3-01 WEST VIRGINIA (BB 48) 6-14-36 Flag Day cachet MB \$2
 S3-02 BARRACUDA (SS 163) 10-27-35 Navy Day by Richell MB \$3
 S3-03 CACHALOT (SS 170) 10-27-35 Navy Day by Richell MB \$3
 S3-04 DORSEY (DD 117) 10-27-34 Navy Day cachet MB \$2
 S3-05 BORIE (DD 215) 10-27-34 Navy Day cachet MB \$2, sunk
 S3-06 VEGA (AK 17) 1-1-35 Birth of Paul Revere 200th Anniv MB \$2
 S3-07 SEATTLE (Rec'g Ship) 2-21-35 50th Anniv Washington Monument MB \$2
 S3-08 UPSHUR (DD 144) 8-4-35 Fleet Week Seattle by Comm John Perry Ch MB \$2
 S3-09 SANDS (DD 243) 7-4-36 Independence Day cachet by Nicholson MB \$2
 S3-10 REUBEN JAMES (DD 245) 9-25-35 15th Anniv cachet. Sunk MB \$2
 S3-11 RAPPAHANNOCK (AF 6) 8-30-1924 ships R2 cxl, slight stutter, seized German POMMERN MB \$4
 S3-12 NEW YORK (ACR 2) 1-2-1911 clear ships cxl on PC MB \$4
 S3-13 DES MOINES (C 15) 1-18-1909 clear ships cxl on PC MB \$4
 S3-14 NEWARK (C 1) 1-17-1911 clear ships T-1 cxl on PC MB \$4
 S3-15 BAINBRIDGE (DD 246) 2-9-36 15th Anniv cachet by Steven Anderson, fancy cxl MB \$2
 S3-16 OKLAHOMA (BB 37) 11-4-35 Will Rogers B'Day, r/s cachet, sunk MB \$2
 S3-17 USCGC ONONDAGA (WPG 79) 6-7-35 print photo of ship by Diesing, PM Portland & ship MB \$2
 S3-18 OWL (AM 2) 7-11-36 18th B'Day cachet, PM USS RALEIGH MB \$2
 S3-19 COLORADO (BB 45) 11-11-35 Buffalo Bill kills Chief of Sioux r/s cachet MB \$2
 S3-20 NEW MEXICO (BB 40) 11-4-35 Will Rogers B'Day, r/s cachet MB \$2
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 S3-23 REID (DD 369) 11-2-36 commission cachet by Capt Reid Ch, sunk MB \$2
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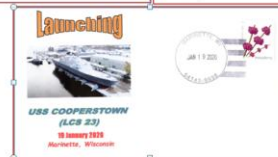
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11/18



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PERIODICAL

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Universal Ship Cancellation Society Log

March 2020

Secretary's Report February 2020 Welcome New Members

- 12585 Jack Helm, 2202 Scottwood Dr, Gastonia NC 28054-4856
(25 year nomination by Bill Mitchell (9437))
12586 George Miller, 1916 Riveria Dr, East Lansing MI 48823-1450
(25 year nomination by Fred Schmitt (10799))
12587 Marc D'Angelo, PO Box 16330, Wilmington NC 28408-6330
(25 year nomination by James Jordan (10253))

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- L-12565 Carol Gladys L-10137 William Lowe
L-11494 Tom Kean L-12541 Thomas Sis

Mailing Suspended-No Forwarding Address

- 12512 Bill Urban

Change of Address

- 7091 William Dike, 7407 Willow Rd Unit AL240, Frederick MD 21702-2500
12478 Carl Muller, 3484 Shepherd Ct Bldg 1, Canton MI 48188-3308
12559 Catherine O'Connor, 7600 S Jones Blvd Apt 2120, Las Vegas NV
89139-0536
10759 John Pitron, 6815 Riverview Park Cir, Gloucester VA 23061-3361

Membership on 1/3/2020.....	795
New Members.....	3
Membership on 2/2/2020.....	798
Membership on 2/2/2019.....	823

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