



# U.S.C.S. Log

*Dedicated to the Study of Naval and Maritime Covers*

Vol. 87 No. 5

May 2020

Whole No. 1038

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## Feature Cover

### USS BREWTON (FF 1086)



*May's feature cover was submitted by Richard Hoffner, Sr. as one of the illustrations for his article on Page 19 about the remains of the Vietnam Unknown Serviceman. This cover from USS BREWTON marks the departure from Pearl Harbor on 17 May 1984 as she was transporting the remains to Alameda, CA.*

***Stanton Honeyman Philatelic Literature Awards  
Announced – See Page 11***

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

As you read this issue, I hope you and your families are following the COVID-19 precautions to stay well and healthy. As I mentioned last month, many of our members fall into the high risk category and certainly need to heed the suggestions made by the medical experts to avoid large crowds and non-necessary travel.

For sure, the COVID-19 pandemic has had a huge impact on many of the early spring stamp shows and conventions. This has impacted our member-dealers since they cannot meet you face-to-face to assist you in building your collections. However, most of our dealers have email of **Facebook** links and stand by to assist you to fill in gaps in your collection.

Found duplicates in your holdings? Like I mentioned in April, why not consider selling off these extra covers through an ad on page 31 of a future **Log**. You may also send your better covers on consignment to the Bernsteins for one of the Special Auctions. Either way, the covers get back into circulation to help other members build out their collections.

One of the great joys of being the editor of the **USCS Log** is receiving the news from **Mike Vining** with the **Stanton Honeyman Selection Committee's** selection of the best articles from the previous year's **Log** run. The list is detailed on Page 11 of this issue. I want to offer my congratulations to this year's group of authors now - **Greg Finnegan, Jake Wilhelm and Al Raddi**. Additionally, I offer my sincere thanks to the committee Chair **Mike Vining** and members **John Beirne and John Young** for their many years of service on this selection task.

A look at page 32 for the Secretary's Report shows that we regained 23 members from the drop list as late renewals. We hope we gain more members on the May report. In the mean time, please recruit a new member for 2020.

Stay safe!

**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 DWIGHT D. EISENHOWER CARRIER STRIKE GROUP**

USS DWIGHT D. EISENHOWER (CVN 69) Deployed 18 February

USS SAN JACINTO (CG 56)

USS VELLA GULF (CG 72),

USS STOUT (DDG 55)

USS JAMES E. WILLIAMS (DDG 95)

USS TRUXTON (DDG 103)

## Recently/Currently Deployed

USNS SUPPLY (T-AOE 6) Fifth Fleet AOR

USS TENNESSEE (SSBN 734) Deployed December 2019

USNS WALLY SCHIRRA (T-AKE 8) 5<sup>th</sup> Fleet AOR

USS MINNESOTA (SSN 783) Deployed NAVFOR Europe

USS LEWIS B. PULLER (ESB 3) 5<sup>th</sup> Fleet AOR

USS FLORIDA (SSGN 728) 5<sup>th</sup> and 6<sup>th</sup> Fleet AOR

USNS ARCTIC (T-AOE 8) 5<sup>th</sup> Fleet AOR

USS ALASKA (SSBN 732) Eastern Atlantic

USS KEY WEST (SSN 722) WESTPAC

USS ROOSEVELT (DDG 60) Deployed to Rota Spain-Homeport

USS NORTH CAROLINA (SSN 777) Deployed 25 March

USS JOHN WARNER (SSN 785) Deployed 26 March

USS HERCHEL "WOODY" WILLIAMS (ESB 4) Ops

USS NEW MEXICO (SSN 779)

**JOIN A USCS CHAPTER IN 2020**



## Out of the Past

Naval History and  
Heritage Command

### 1 May 1951 (Korean War)

During the Korean War, AD-4 Skyraiders from Squadron VA-195, USS PRINCETON (CV 37), attack Hwachon Dam using aerial torpedoes, the only use of these weapons during the Korean War.

### 5 May 1944 (WW II)

The hospital ship, USS COMFORT (AH 6), is commissioned at San Pedro, CA, and is the first ship to be manned jointly by U.S. Army and U.S. Navy personnel.

### 8 May 1919 (Post WW I)

Seaplane Division One, comprised of three NC flying boats, takes off from Naval Air Station, Rockaway, New York for Halifax, Nova Scotia, on the first leg of a projected Transatlantic flight.

### 11 May 1898 (Spanish-American War)

During the Spanish-American War, Marines and Sailors from USS MARBLEHEAD (C 11) and USS NASHVILLE (PG 7) cut the trans-oceanic cable near Cienfuegos, Cuba, isolating Cuba from Spain. For heroism during this action, 54 Marines and Sailors received the Medal of Honor.

### 15 May 1930 (Inter War)

The streamlined submarine (V 5) is commissioned, then named NARWHAL in February 1931, and receives the hull number (SS 167) that July. During World War II, NARWHAL participates in 15 war patrols, serving in the Pacific Theatre, earning 15 battle stars.

### 19 May 1855 (Classic)

The screw ship POWHATAN lands her Marine guard at Shanghai, China, to protect the lives and property of Americans during a period of unrest.

### 23 May 1944 (WW II)

USS BROOKLYN (CL 40), USS KEARNY (DD 432) and USS ERICSSON (DD 440) shell enemy positions in the vicinity of Ardea, Italy, with good results. The three ships repeat bombardment of troop concentrations and supply dumps on May 24 and 26 with equal success.

### 25 May 1952 (Korean War)

USS IOWA (BB 61) begins shelling industrial and rail centers at Chongjin, Korea. For her Korean War service, she receives two battle stars. USS IOWA is decommissioned in 1990 and is struck from the Navy's list in 2006. IOWA is currently a museum ship..

### 27 May 1942 (WW II)

Mess Attendant 2nd Class Doris Miller receives the Navy Cross for his heroism at Pearl Harbor, Dec. 7, 1941. Adm. Chester W. Nimitz presents the medal to Miller on board USS ENTERPRISE (CV 6). He is killed when his ship is torpedoed 24 November 1943, during the invasion of the Gilbert Islands.

### 31 May 1900 (Classic)

Sailors and Marines from USS NEWARK and USS OREGON arrive at Peking, China, to protect U.S. and foreign diplomatic legations during the Boxer Rebellion.

## 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](mailto:bmcmjones@yahoo.com)

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

? notes a tentative or uncertain date.

# signifies a change from previously published date.

### POSTPONED

? PCU LENA H. SUTCLIFFE HIGBEE (DDG 123) *Christening*

? PCU DELAWARE (SSN 791) *Commissioning*, Wilmington DE

? PCU VERMONT (SSN 792) *Commissioning*, Groton CT

### May 2020

#2 PCU FORT LAUDERDALE (LPD 28) *Christening*, Pascagoula

### June 2020

?? PCU HARVEY MILK (T-AO 206) *Keel Laying*

13 PCU TRIPOLI (LHA 7) *Commissioning*, NAS Pensacola FL

### August 2020

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

### Summer 2020

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

?? PCU DELBERT D BLACK (DDG 119) *Comm*, Port Canaveral

*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

**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** – 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** – 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** – HALSEY DDG-97, 7/30; BAINBRIDGE DDG-96, 11/12; **10 YEARS** – 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



Some of you have never spent months doing the same exact thing, with the same exact people, while eating the same exact food, every day.  
And it shows.

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## Naval News

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### **PCU DELBERT D. BLACK Acceptance Trials**

The future guided-missile destroyer USS DELBERT D. BLACK (DDG 119) successfully completed acceptance trials on 12 March, returning to Huntington Ingalls Industries (HII), Ingalls Shipbuilding Division after spending two days at sea in the Gulf of Mexico.

During acceptance trials, the ship's crew performed a series of demonstrations for review by the U.S. Navy's Board of Inspection and Survey (INSURV). These demonstrations are used to validate the quality of construction and compliance with Navy specifications and requirements prior to delivery of the ship to the U.S. Navy.

The future USS DELBERT D. BLACK is expected to be delivered to the Navy later this year. Commissioning will be at Port Canaveral, FL and her homeport will be Mayport, FL.

### **PCU FORT LAUDERDALE Launched**

The future USS FORT LAUDERDALE (LPD 28) was successfully launched at the Huntington Ingalls Industries (HII) Ingalls Division shipyard in Pascagoula, Mississippi, 28 March. Fort Lauderdale is the Navy's 12th SAN ANTONIO-class amphibious transport dock ship.

On 7 March 2020, the ship was transferred from the land level facility to the drydock in preparation of floating off. During the launch, the drydock was slowly flooded until the ship floated off the blocks. Christening is tentatively set for 2 May 2020.

### **USNS Hospital Ships Activated**

The Secretary of Defense said 18 March that he has ordered the U.S. Navy to prepare its two hospital ships for activation to take pressure off the nation's hospitals battling the COVID-19 virus pandemic.

At a Pentagon news conference, Secretary Mark T. Esper referred to the two hospital ships — USNS COMFORT (T-AH 19) and USNS MERCY (T-AH 20), based at Norfolk, Virginia, and San Diego, respectively — operated by the Military Sealift Command.

COMFORT was sent to New York City arriving on 30 March.

### **USS ROOSEVELT Moves to Rota**

USS ROOSEVELT (DDG 80) deployed from Mayport FL on 21 March to shift her homeport to Rota, Spain where she will replace USS CARNEY (DDG 64) with the Forward Deployed Naval Forces-Spain. ROOSEVELT is going to be the first Flight IIA destroyer based in Rota.

### **PCU VERMONT Completes ALPHA Trials**

PCU VERMONT (SSN 792) completed her ALPHA Sea Trials 15-18 March 2020. According to the VERMONT Commissioning Committee web page, VERMONT's commissioning has been delayed from the original date because of the COVID-19 pandemic.

PCU VERMONT conducted a change of command Monday, 30 March, at the General Dynamics Electric Boat shipyard in Groton, Connecticut.

CDR Chas Phillips relieved Capt. Henry Roenke as commanding officer of PCU VERMONT.

### **T-ATS Contract Award**

Gulf Island Shipyards LLC, Houma, Louisiana, was awarded a contract on 25 March to exercise options for the construction of two additional towing, salvage and rescue ships (T-ATS) and for the performance of unique item identification on the T-ATS 6-class program. Work will be performed in Houma, Louisiana. The contract also includes options for associated support efforts related to the ship design and construction for special studies, engineering and industrial services, provisioned items orders, unique item identification and data rights license. Work is expected to be complete by October 2022.

### **Two Rota-Based Ships Deploy**

Two forward deployed guided-missile destroyers got underway for regularly scheduled patrols from Rota, Spain in support of regional maritime security, 22-23 March.

USS PORTER (DDG 78) and USS DONALD COOK (DDG 75), departed from their forward deployed berths in Rota.

After completing a weapons onload, PORTER deployed on her 8th patrol from Rota; DONALD COOK began her 10th patrol. While deployed to the waters around Europe and Africa, the ships will ensure freedom of navigation and serve as part of Europe's comprehensive ballistic missile defense network.

PORTER and DONALD COOK comprise half of the Forward Deployed Naval Forces-Europe destroyers. USS CARNEY (DDG 64) and USS ROSS (DDG 71) comprise the remainder of CTF 65/ DESRON 60.

CARNEY is currently circumnavigating Africa and recently participated in a historic port visit to Cape Town, South Africa.

ROSS completed her 9th patrol March 14, after sailing as part of the CHARLES DE GAULLE Carrier Strike Group, Task Force (CTF) 473, and operating in the Black Sea with Turkey, Bulgaria, and Romania.

### **LPD 31 Contract**

Huntington Ingalls Industries' (HII) Ingalls Shipbuilding division has received a contract for the procurement of the detail design and construction of amphibious transport dock LPD 31 on 3 April.

The ship will be the 15th in the SAN ANTONIO-class and the second Flight II LPD.

### **DDG 128 Fabrication Started**

HII Ingalls Shipbuilding division officially started fabrication of the ARLEIGH BURKE-class (DDG 51) destroyer TED STEVENS (DDG 128) on Monday. Start of fabrication signifies the first 100 tons of steel have been cut.

The ship's name honors former U.S. Sen. Ted Stevens, who served as a pilot in World War II and later as a senator representing Alaska. At the time he left office in 2009, he was the longest-serving Republican U.S. Senator in history.



## President's Message

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As you read this issue, most of us have been restricted to our homes for almost a month except for occasional trips to get necessary food and groceries. My wife's last doctor's appointment was via video conference on her cell phone. At least she didn't have to wait in the office to be seen. Easter dinner for friends and family was quite different—we cooked and my wife and our daughter dined at home. Then we delivered dinners to the other 3 sets of friends we normally have for special dinners. Good food, good friends—just apart for the time.

With the potential return to fewer restrictions in many parts of America in May, please continue to follow safety guidelines and stay safe.

As I mentioned on page 2, the only real news this month was the release of the Stanton Honeyman Philatelic Literature awards. The Honeyman Award recognizes our *USCS Log* authors for their best works during a year run of the *Log*. Please consider contributing an article or two in your area of interest or expertise during the year. We still have a need for articles for the remaining 7 months of this year.

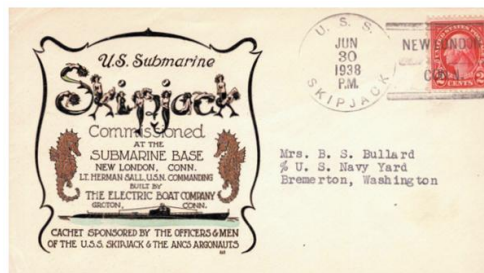
In response to my note last month on the need for nominations for our USCS named awards, I have received a few nominations. Please check page 27 of the March issue of the *Log*, for an overview of the named annual awards USCS presents to members who meet the criteria in each of the categories. **Please** 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. Send nominations to [bmcmjones@yahoo.com](mailto:bmcmjones@yahoo.com).

USCS functions best when our members take an active part in sharing their resources, knowledge and skills with our membership. We are always looking to our younger members to step up and take leadership roles either as a committee volunteer or as on the board of directors. Some of us have been on the board for over 20 years. It is always good to have new ideas and voices in any organization. Please consider running for a position on the board of directors. Normally, the Nominating Committee does much of its work during face-to-face meetings at conventions and stamp shows. With so many shows postponed or cancelled in the early months of this year, it has been difficult to do some of their vetting work. Nevertheless, let one of the members of the Board of Directors Nominating Committee know of your interest:

David Kent-Chair  
 Ted Bahry  
 Paul Huber  
 John Johnson

## USCS Auctions – take a look!

USS SKIPJACK Commissioning  
 Japanese Pearl Harbor FDC 12-8-42 1st Anniversary



Mrs. B. S. Bullard  
 % U. S. Navy Yard  
 Bremerton, Washington



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

## DK ENTERPRISES WORLDWIDE POSTAL HISTORY

Our specialty is military, Naval, POW (Prisoner of War) and internment camp postal history, but we also offer a wide range of United States and worldwide stamps, collections, covers, postal history, state and federal revenues, and Dick Keiser postcards.



We set up at many shows around the country and are active buyers of all material. We also offer professional appraisal services for collections.

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

## The Goat Locker

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Herb Rommel once wrote "On Collecting" in the April 1963 *Log* after his wife, Mary once said "grown boys playing with used envelopes." Why do we collect? Because it is not only used envelopes people collect- match books, coins, postcards, spoons (her weakness), shells (my wife), etc. Partly, this collecting reflects the acquisitive instinct in us. Call it greed, if you will, but it's not entirely greed---In a sense we are reflecting nature's drive for orderliness. We sort our covers, classify them, and file or mount them.

Then there is the competitive spirit, a desire to win in a show, or just to complete against the problem of completeness and rarity." I sense the captain feels sorry for a man who can't relax and has no hobby. He justifies the time used on the bobby, when it could be used on other endeavors i.e. reading, helping others but mentions the satisfaction he's received by meeting new friends or finding an elusive cancel. We don't have to justify it, only enjoy the time spent on the hobby

### Lady Lex (continued)



Figure1: Benj. DeBoice (USCS #32) Springfield IL received 1932 Armistice Day "Lady Lex" cover with stamped Minuteman cachet and signature of Captain Charles A. Barkley, USN. Wording between killer bars indicate location & holiday ARM-DAY



Figure 2: Printed cachet (Harry Ioor) depicts battleship cut & wording that honors U.S. Navy as "the Nation's Life Buoy" posted aboard on 22 FEB 1933 with words CRUISE TO HONOLULU TH between the killers. Address to Mr. W. Hornbeck, cover was sent by someone aboard "Lady Lex" as he usually typed his name and address.

William Hornbeck was a film editor and navo-philatelist who helped "Doc" Locy with his classification of naval postmarks. Reference was given to Hornbeck for an article on "Battleship" Cancellations, published in *Stamp Collectors Magazine* (FEB 1928.) He would later join the USCS, decades later and he passed away in 1982. I luckily found his collection at a Nyack stamp dealer's 50 cents box around that time.

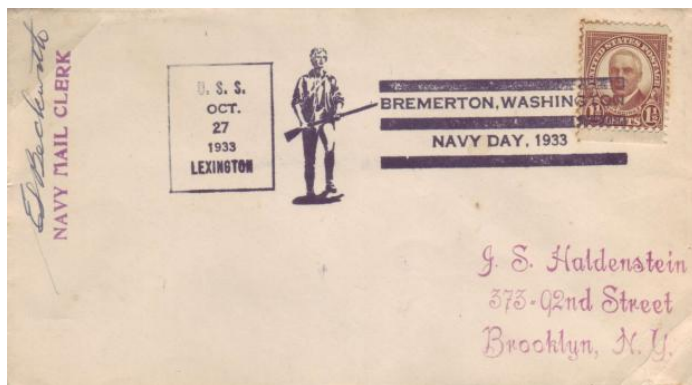


Figure 3: Haldenstein's cover, posted with fancy cancel (L-11a) on Navy Day 1933 has the signature & SLK/NAVY MAIL CLERK of Beckwith. Reverse has stamped cachet that documents the nation's 11th Navy Day that was established (1922) to honor "Our Navy." Note: cancel has longer killer bars and the cachet was later cut-down and used on covers

In the *USCS Log* (May 1935), the LEXINGTON postmarks were referred to as "Wulff cancellations" and described as the first ornate designed cancels. It should be noted that USCS #795 was assigned to Karl Wulff, Fort Thomas, Kentucky and listed in *Bulletin #61* (June 1935) and may have done the fancy cancels. The Kentucky colonel was expelled from the society in February 1939.

While the *Naval Postmark Catalogue* only shows three cancels (L-11, 11a & 11b), there are actually nine separate fancy cancels commemorating holidays and events. These cancels have shorter bars (L-11) were made for Armistice Day (11/11), Thanksgiving, the ship's Commissioning Day (12/14) and ship's departure on East Coast Cruise (April 9, 1934), while cancel (L-11b) has aviator's wing on top of box for Christmas, New Year's Day, Lincoln & Washington Birthdays.

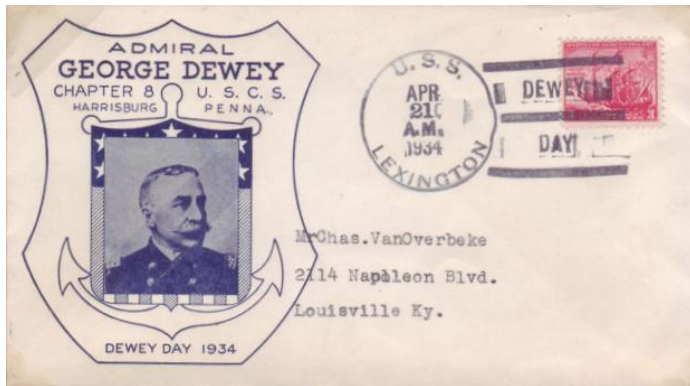
Each cancel has its own holiday cachet and they can be seen in the *Naval Cover Museum*. Visit [www.navalcovermuseum.org](http://www.navalcovermuseum.org) when you get a chance, as our N. C. Pirate is doing a great job with keeping it up to date.



Figure 4



**Figure 4: Stamped cut-down Navy Day cachet used by Beckwith & Co. (Wm. B. Parker, USCS 239A) to service cover, posted aboard 30 JAN 1934 with words ROOSEVELTS/ BIRTHDAY between killer bars. Reverse has mail clerk's signature & stamp.**

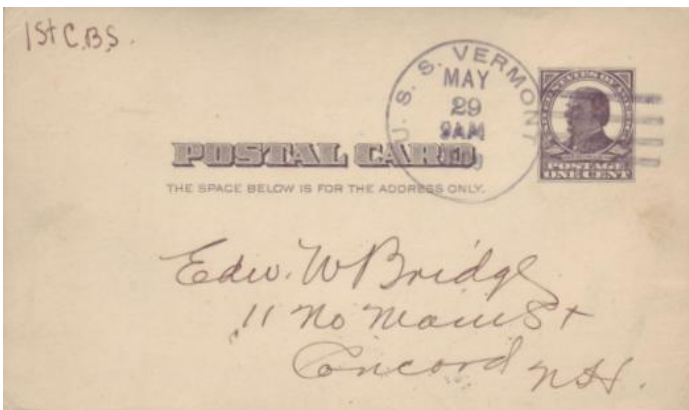


**Figure 5: Printed Dewey Day cover (Dewey Chapter #8, Harrisburg PA) posted aboard "Lady Lex" on 21 APR 1934 with DEWEY DAY between killers. Why? when Dewey Day was celebrated on May 1st with the rest of the fleet. Years ago, I asked why Bones Crosby and others produced Dewey Day covers posted aboard ships on April 26, 1932. Nobody had an answer!**

Other Dewey chapter covers were serviced aboard BLACK HAWK, BRAZOS, CONSTITUTION & WYOMING with the May 1st date. Dewey Date was celebrated on May 1st because the communists in America celebrated May Day during the 1930s.

Some BRAZOS covers were canceled on 30 APR 1934 because the Chester (PA) Stamp Club sent its May meeting notice. They met twice a month at the Y.M.C.A. B'ldg. in Chester on the Second & Fourth Tuesday. I will continue with Lady Lex and her East Coast Cruise next month.

#### Postcard of the Month



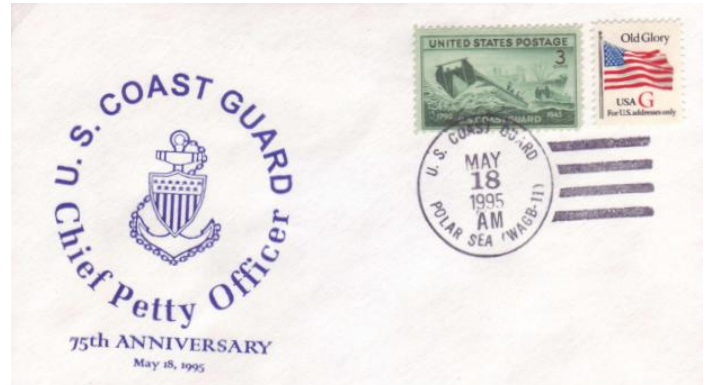
**Figure 6: Edward Bridge, Concord NH an early navo-philatelist used postcards to obtain examples of battleship cancellations. One cent McKinley postcard (Sc #UX 19) used by him was posted aboard USS VERMONT (BB 20) with Type 1 cancel on 29 MAY 1909**

#### Coast Guard News

May 18, 2020 will mark the 100th anniversary of the U.S. Coast Guard Chief Petty Officer. Approved by the Sixty-sixth Congress on May 18, 1920, the grade of C.P.O. was officially adopted and would be the same as in the U.S. Navy. The initial ratings of the Chief Petty Officer, as they

first appeared in the *Coast Guard Headquarters Regulations, General Order No. 43, Article 817*, were as follows:

Seaman Branch	Artificer Branch	Special Branch
Chief Boatswains' Mate	Chief Machinists' Mate	Chief Commissary Mate
Chief Gunners' Mate	Chief Electricians	Chief Yeoman
Chief Quartermasters	Chief Carpenters' Mate	Chief Pharmacists' Mate
	Chief Water Tender	
	Chief Storekeepers	



**Figure 7: Printed cachet (Dan Piper, USCS #5774) depicts Coast Guard CPO cap device or collar insignia & words commemorates the 75th Anniversary of the E-7 pay grade, posted aboard USCGC POLAR SEA (WAGB 11) on 18 MAY 1995. Similar cover franked with 50 cents Antarctic Treaty stamp were canceled with cutter's Type 9 cancel.**

Chief Piper was a plank-owner of POLAR SEA and helped with earlier covers from Bldg #11 and a visit to my old "Hooligan News" column reveal that only 75 covers were produced by him. It should be noted that the above two paragraphs concerning G.O. 43 appears on the reverse of his covers. Rest in peace, old friend!

As Charlie Noble used to say "Happy is a man (woman) that has a hobby, for he (she) has two worlds to live in. Enjoy the chase for the unicorn.

#### USCS Reference Collections No.1 and No.2

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Stored on computer flash drives

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Reference Collection No. 1 = \$9.00 postpaid within the U.S.  
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Both Collections on one flash drive = \$13.00 postpaid within the U.S.  
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Payment, in U.S. funds only, may be made via cash, check,  
Or via [Paypal](https://www.paypal.com) to [receipts@uscs.org](mailto:receipts@uscs.org)



#### MILCOPEX

Location: Crowne Plaza Milwaukee Airport  
6401 South 13th Street  
Milwaukee, Wisconsin

Sponsor: Milwaukee Philatelic Society, Inc.

Next Show: September 25-27, 2020  
Fri. & Sat. 10 a.m.-5 p.m., Sun. 10 a.m.-4 p.m.



## For Beginning Members

*Long John Silver, Ship's Cook*

### Classic Postmarks: Check List

Back in the Sixties (1962) **Frank Boylan** wrote about collecting postmarks of the classics - ships of the line (battleships, cruisers & destroyers) to auxiliaries (colliers, store ships, receiving ships.) Boylan, then **Log** Editor listed 98 ships, including receiving ships that had postmarks or other markings. Here's his listing as of March 31, 1914.

ALBATROSS	DELAWARE	LOUISIANA	NEW ORLEANS
ALERT	DES MOINES	MAINE	NORTH CAROLINA
ANNAPOLIS	DIXIE	MARYLAND	NORTH DAKOTA
ARKANSAS	EAGLE	MASSACHUSETTS	OHIO
BIRMINGHAM	ELCANO	MAYFLOWER	OZARK
BUFFALO	FLORIDA	MICHIGAN	PADUCAH
CALIFORNIA	GALVESTON	MINNESOTA	PETREL
CELTIC	GEORGIA	MISSISSIPPI	PITTSBURGH
CHESTER	HANCOCK	MISSOURI	POMEY
CHEYENNE	HARTFORD	MOHICAN	PRAIRIE
CINCINNATI	HELENA	MONADOCK	PRINCETON
CLEVELAND	IDAHO	MONTEREY	RAINBOW
COLORADO	ILLINOIS	MONTGOMERY	RALEIGH
CONSTELLATION	IRIS	NASHVILLE	REINA MERCEDES
CUMBERLAND	JUPITER	NEBRASKA	RHODE ISLAND
CONNECTICUT	KANSAS	NEW HAMPSHIRE	SALEM
CULGOA	LEBANON	NEW JERSEY	SAN FRANCISCO



**Figure 1: Fred aboard battleship WISCONSIN sent Beulah Holdsworth, South Lawrence, MA this penny postcard depicting Norfolk Naval Hospital, posted 7 SEP 1909 inquiring if she received his letter. Rated "C" scarce, it was found recently (3/15/20) on Hip Stamp/ postcards while spending quality time during the pandemic shutdown.**

SARATOGA	TACOMA	VILLALOBOS	YORKTOWN
SCORPION	TALLAHASSEE	WASHINGTON	R.S. BOSTON
SOLACE	TENNESSEE	WHEELING	R.S. NEW YORK
SOUTH CAROLINA	TEXAS	WEST VIRGINIA	R.S. PHILA
SOUTH DAKOTA	UTAH	WILMINGTON	R.S. NORFOLK
SOUTHERY	VERMONT	WISCONSIN	R.S. MARE ISLAND
ST. LOUIS	VESTAL	WYOMING	R.S. CAVITE
SUPPLY	VIRGINIA	YANKTON	R.S. PUGET SOUND
R.S. OLONGAPO P.I.	R.S. SAN FRANCISCO		

The rest of the classic postmarks listed include: Reserve Torpedo Divisions (3); Atlantic Torpedo Flotillas (7); Atlantic Sub Flotillas (2); Pacific Torpedo Fleet, 1<sup>st</sup> DIV; Pacific Fleet, 1<sup>st</sup> SUB DIV; Asiatic Torpedo Flotilla and First Sub Division.

Boylan mentions that he was missing only 27 cancels. Who had all of them?

## West Coast Navy News

*Ted Minter (9017)*

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



### USS CARL VINSON Undocking

USS CARL VINSON (CVN 70) departed Dry Dock 6, on 6 April, after spending 14 months undergoing a Docking Planned Incremental Availability period at Puget Sound Naval Shipyard & Intermediate Maintenance Facility.

While every availability poses challenges to the PSNS & IMF team, depending on the scheduled maintenance and growth work for the platform, the COVID-19 pandemic is posing a unique challenge for everyone involved in getting CARL VINSON back to the operational fleet.

The CARL VINSON project team got a head start on the DPIA by ensuring certain work was done in San Diego before the ship came to Bremerton in January 2019. The team conducted multiple ship visits and assessments to fully scope the work required before the ship arrived.

Some of the work completed included:

- Upgrades to electrical system.
- Maintenance on rudders, shafts and tanks.
- Upgrades to crew living spaces.
- Work to preserve the ship's hull.
- Upgrades to combat systems.

The shafts, rudders and bearings had significant material deficiencies that delayed the undocking, while both rudders, rudder bores and struts also required extensive repairs. Due to the massive amount of growth work, the availability is currently projected to finish three weeks late.

## Foreign Navy News

*Phil Schreiber (9110)*

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



The French navy's carrier support group FOCH deployed to the eastern Mediterranean Sea, Atlantic Ocean and North Sea supported by elements of the navies of Portugal, Spain, Greece, Germany, Belgium and Netherlands. The P.A. CHARLES DE GAULLE (P.A.-"Porte Avion" =aircraft carrier) (**Figure 1**) cover shows its MISSION FOCH 2020 cachet used for its anti-terrorism and NATO activities. In addition to France/La Poste spray cancel it is stamped with a military V SPID / HUB ARMEES postmark. Accompanying CHARLES DE GAULLE was the French Navy frigate FDA CHEVALIER PAUL (FDA=air defence frigate) (**Figure 2**). Her cachet shows a map of her deployment in the eastern Mediterranean Sea, Atlantic Ocean and North Sea. The stamps are cancelled with the military postmark V SPID / HUB ARMEES.

Also with this carrier strike group was the French Navy frigate FREMM AUVERGNE (FREMM=multi-mission frigate) (**Figure 3**) which has no postmarks, just a cachet

used during her previous, very action filled deployment on Operation Medor near Syria. While on this deployment, the Russian government accused her of shooting down a Russian Air Force ILYUSHIN-20 maritime patrol aircraft. Later on it was determined the plane was shot down by Syrian anti-aircraft batteries thought to have been firing at attacking Israeli aircraft.

For those who would like to service your own covers, the mailing addresses appear on those mailed from FDA CHEVALIER PAUL and FREMM AUVERGNE.

A very nice cachet was received from the German Sicherungsboot (life-saving boat) TOLENDORF based at her station in Putlos, near Kiel. (**Figure 4**) and is also stamped with her mailing address. Very nice cachets are used by Germany's ships of all of its services. I would welcome more news of this kind from *USCS Log* readers who obtain them.

I want to thank **Walter Ernst, Jr.** who sent me copies of all of the above items; and, also to compliment him on his ability to obtain them. For those also interested in news from the French Navy, France's philatelic naval group offers a great website: MARCOPHILIE NAVALE.

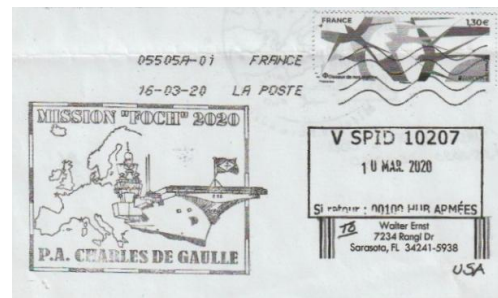


Figure 1

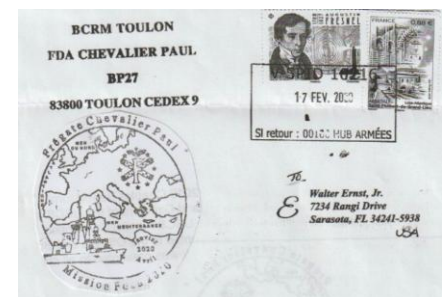


Figure 2

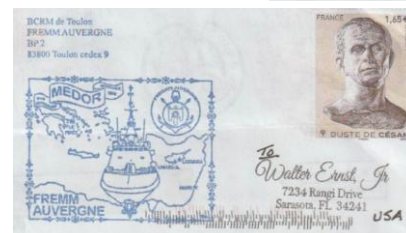


Figure 3

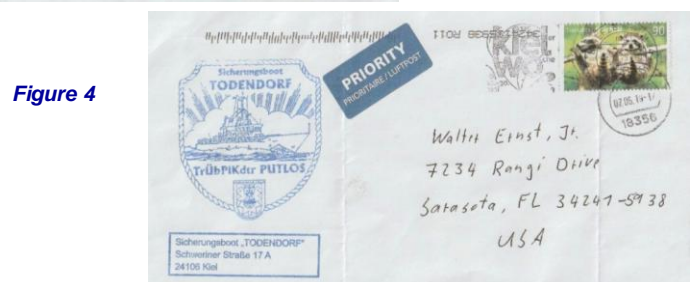


Figure 4

## Norfolk Navy News

*Darrell Millner (9859)*

*106 Maxwell Lane,  
Newport News VA 23606*



### USS RAMAGE Returns from Deployment

USS RAMAGE (DDG 61) returned to Norfolk Naval Station on 26 March marking the end of a deployment to the U.S. 2nd, 5th, and 6th Fleet areas of operation.

She deployed 20 August 2019, to conduct maritime security operations and provide ballistic missile defense for U.S. Navy fleet and combatant commanders.

Throughout the deployment, RAMAGE performed numerous training exercises to develop tactical competencies.

Their historic visit to Beirut, Lebanon, was the first time a U.S. Navy ship had visited the country in over 36 years and demonstrated the Navy's continuing regional commitment to EUCOM and CENTCOM areas of responsibility by hosting a reception for over 80 guests and foreign media outlets, including political and military leaders from eight ally and partner nations.

While in 6th Fleet, she also represented the United States at the 75th Anniversary of the Liberation of the Netherlands, sailing in the naval parade and hosting a reception on board attended by Commander, U.S. Marine Forces Europe, as well as senior Dutch naval officials.

### USS WASHINGTON (SSN 787) Conducts Change of Command

CDR Eric Astle relieved Capt. Gabriel Cavazos as commanding officer of USS WASHINGTON (SSN 787) during a change of command ceremony at Naval Station Norfolk, 12 March.

### Post-Delivery Test and Trials USS GERALD R. FORD

#### First Vertical Replenishment

After 14 days at sea conducting flight operations and multiple certifications, USS GERALD R. FORD (CVN 78) completed her first vertical replenishment (VERTREP) with MH-60S Sea Hawk helicopters, attached to the "Tridents" of Helicopter Sea Combat Squadron (HSC) 9 while alongside USNS JOSHUA HUMPHREYS (T-AO-188) in the Atlantic Ocean, 24 March.

FORD is executing an 18-month phase of operations known as Post-Delivery Test and Trials (PDT&T) to ensure her overall deployment readiness.

#### Ford Completes Flight Deck, CATCC Certifications

"Man all flight quarters stations!" These words were heard across every space on USS GERALD R. FORD (CVN 78) last week as she prepared to launch "cat" and recover "trap" aircraft from Carrier Air Wing EIGHT (CVW 8), in order to complete Flight Deck Certification (FDC) and Carrier Air Traffic Control Center (CATCC) Certification, 20 March.

In order to certify FORD's flight deck and carrier air traffic control center, the ship was required to complete a Precision Approach Landing Systems (PALS) certification, and conduct two consecutive days of flight operations with 50 day traps on day one, followed by 70 day traps and 40 night

traps on day two. Together, the crews of FORD and CVW 8 exceeded those minimum requirements.

#### FORD Achieves 1000th Aircraft Arrestment, Launch

An F/A-18E Super Hornet, attached to "Blue Blasters" of Strike Fighter Squadron (VFA) 34, landed aboard USS GERALD R. FORD's (CVN 78) flight deck marking the 1,000th recovery of a fixed wing aircraft using FORD's Advanced Arresting Gear (AAG) 19 March 2020.

Minutes later, the crew celebrated a second milestone launching an F/A18 E Super Hornet attached to "Warhawks" of Strike Fighter Squadron (VFA) 97 from FORD's Electromagnetic Aircraft Launch System (EMALS) catapults for the 1,000th time.

Lt. Scott Gallagher, assigned to VFA 34, has landed on five other carriers, but became a part of FORD's history with his, and the ship's 1,000, recovery.

#### FORD's Portside Anchor Makes Splash for First Time

USS GERALD R. FORD (CVN 78) conducted an inaugural anchoring evolution during her independent steaming event on 15 March. It was the first time FORD conducted the evolution using its portside anchor.

FORD now has two tested anchors ready for all sea and anchor evolutions.

#### Cross-Deck Aircraft Launches and Recoveries

USS DWIGHT D. EISENHOWER (CVN 69) and the French nuclear-powered aircraft carrier FS CHARLES DE GAULLE (R91) participated in cross-deck inter-operability exercises in the Mediterranean Sea 3 March.

The unique opportunity allowed pilots from both navies to land and launch on the two flight decks while the leaders of each strike group met aboard both carriers for a tour and an opportunity to observe their respective pilots operate aboard a foreign naval vessel.

In total, two U.S. naval aviators flying the F/A-18E Super Hornet and four French aviators, flying the French Rafale and an E-2C Hawkeye, conducted carrier operations including touch-and-go's and one trap and recovery on each carrier. Additionally, each country moved people and parts between the two ships via helicopter throughout the duration of the exercise.

#### USS DELAWARE (SSN 791) Administratively Commissioned

Although the traditional public commissioning ceremony was canceled for public health safety and due to restrictions on large public gatherings, the Navy commissioned USS DELAWARE administratively and transitioned the ship to normal operations on 4 April. Meanwhile, the Navy is looking at a future opportunity to commemorate the special event with the ship's sponsor, crew and commissioning committee.

The ship's sponsor, Dr. Jill Biden, offered congratulations to everyone who played a role in delivering USS DELAWARE to service.

DELAWARE's commanding officer is CDR Matthew Horton.

*Regards,  
Darrell*



## Stanton Honeyman Awards

**Mike R. Vining, SGM USA (Retired)**  
 635 Blackhawk Road  
 South Fork, CO 81154-9609  
 Email: [sgmmvining@gmail.com](mailto:sgmmvining@gmail.com)

The Stanton Honeyman award's committee has made their decision on the recipients of the 2019 Stanton Honeyman Award.

### For Best Postal History/Philatelic:

**Gregory A. Finnegan's**, The Joy of Collecting: NAVY 128 Box Numbers and The Joy of Collecting NAVY Number 128 Sidebar articles (October).

### For Best Naval/Maritime History:

**Jake Wilhelm's** The Vengeful Virgin - USS VESTAL (AR 4) (September).

### For Best Optional Article/Series:

**Al Raddi's**, USS VELLA GULF (CVE 111) in World War II (October).

As for choosing the best of the best 2019 article to submit to the *American Philatelic Society* (APS) "Articles of Distinction" program, that honor goes to **Gregory A. Finnegan's** article "The Joy of Collecting: NAVY 128 Box Numbers" and "The Joy of Collecting: NAVY Number 128 Sidebar" articles. We feel this article will have a greater appeal to the APS readership.

**Summary:** The Stanton Honeyman Awards Committee was composed of **John Young**, **John Beirne**, and **Mike Vining** (Chairperson). This year there were again many excellent articles to choose from and it was hard to pick the best of the best. The committee would like to thank all those who have written articles over the years and the new contributors to the *Log*. A society's magazine is the glue that holds the membership together. **Gregory A. Finnegan** wrote an excellent article on Navy Box Number 128, which was assigned to Pearl Harbor, Hawaii. **Jake Wilhelm** wrote a great article with a lot of research on USS VESTAL (AR 4). The repair ship VESTAL was one of the ships that survived the Pearl Harbor, Hawaii attack and service throughout the war. **Al Raddi**, wrote an excellent article on USS VELLA GULF and her World War II service. I want to thank John Young and John Beirne for their help in selecting the Honeyman recipients for this past year.

Respectfully,  
 Mike

### S.A.S.E.

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

## Final Membership Renewal Things

**Lloyd Ferrell (L-12082), USCS Treasurer**

The membership drive is over now—always a good thing for the treasurer and the secretary. From November through March is always a busy time, sending notices, handling finances, and keeping track of membership information.

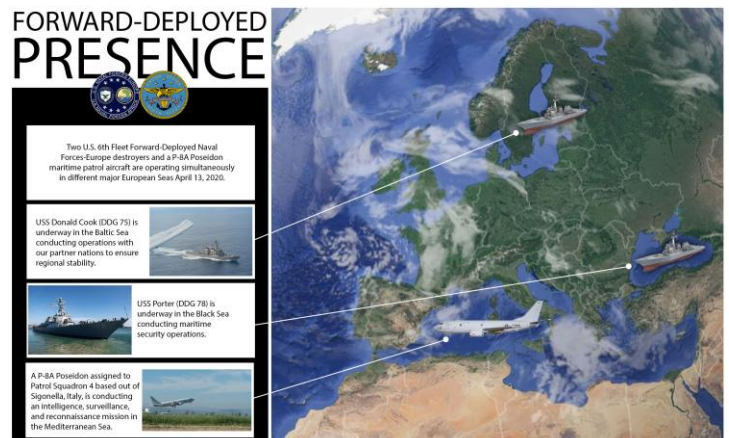
Some 700 notices were mailed out in November, and in February about 200 follow-up notices were sent. Overall, the response was good, but still the "drop list" always has quite a few. In the notices we send, it gives a deadline of 1 March for payment. The reason for this is simple. For the *Log*, the shipping list has to be submitted early in the month. When membership renewals come in late, it creates a number of problems. So, we especially really appreciate the renewals that come in early.

Just to wrap up the membership renewals, I'd like to thank those who included something extra as a donation. Since the last update, the following members made donations: **Alice Fitzgerald, William Lowe, Ike J. Vlieland, Matthew Zorn, Joseph Grasela, Ronald F. Davis, Harold Kalkwarf, Robert Clark, Rich Hoffner, and Anne Shissler.**

Also, **Rik DeWit, Tom Armstrong, Reiner Boehm, Thomas W. Lane, Stephan Buettel, Philip Sager, Daniel Ryterband, Paul D. Goebel, Tarry Lee Nazak, Charles W. Crowe, Jr., Adam Francis, Paul R. Sayles Jr., Paul Helman, Richard M. Jorgensen, George Daniel, and C.J. Mattison.**

Thank you all.

## Forward-Deployed



**NAPLES, Italy (13 April 2020)** An infographic showing ships and aircraft from U.S. Naval Forces Europe-Naval Forces Africa/U.S. 6th Fleet operating forward in the U.S. 6th Fleet area of responsibility. U.S. Naval Forces Europe-Africa/U.S. 6th Fleet, headquartered in Naples, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners in order to advance U.S. national interests and security and stability in Europe and Africa.

(U.S. Navy graphic by Mass Communication Specialist 1st Class Jonathan Nelson/Released)





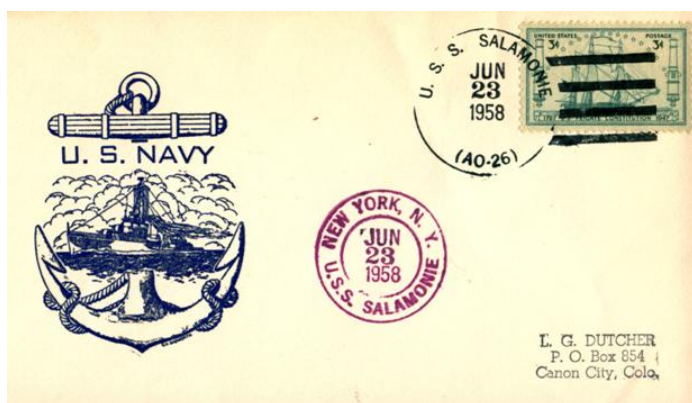


Figure 6: SALAMONIE Cover, During CAPT. Beach's Command

TRITON's shake-down submerged circumnavigation, following Magellan's route, earned him a third Presidential Unit Citation, added to those from TRIGGER and TIRANTE. The voyage also resulted in another of his 13 books. TRITON's PUC was one of only two awarded for non-combat service, alongside NAUTILUS' for the first voyage to the North Pole. When LCDR. Beach was XO on TIRANTE's first patrol (under CO LCDR. George Street, who was awarded the Medal of Honor for the patrol; Beach received the Navy Cross,) another officer was LT. Endicott Peabody, in 1963-64 Governor of Massachusetts.



Figure 7: USS TRITON First Day In Commission, autographed by CO Beach

When not at sea, Captain Beach had staff duty in Washington, including as Naval Aide to General Omar Bradley when the latter was the first Chairman of the Joint Chiefs of Staff. Most significantly, he was Naval Aide to President Dwight Eisenhower from 1953-57. Beach was passed over for selection as Rear Admiral in 1963 (Eugene Parks Wilkinson, first CO of both NAUTILUS (SSN 571) and LONG BEACH (CGN 9), prevailed.) Captain Beach was reportedly the only Presidential Naval Aide not to advance to Flag rank. He retired in 1966, years after his wartime decorations no longer would have brought a 'tombstone promotion.'

After retirement, says *Wikipedia*, "Beach retired from active duty in the Navy in 1966, and was appointed as the Stephen B. Luce Chair of Naval Science at the Naval War College in Newport, Rhode Island — the first person to hold that position. During his tenure he was the editor of the

*Naval War College Review*. Subsequently, Beach served for seven years as staff director of the United States Senate Republican Policy Committee, and for one year as chief of staff for Senator [RADM. and ex-POW] Jeremiah Denton (R-Alabama)."

### Bibliography

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1994 "Submarine Heroes Return." [Associated Press] Lebanon, NH *Valley News*, 8 August 1994, p. A3. [re 50th anniversary of launching of TIRANTE, at Portsmouth Naval Shipyard.]

*Wikipedia*.

[https://en.wikipedia.org/wiki/Edward\\_L.\\_Beach\\_Jr](https://en.wikipedia.org/wiki/Edward_L._Beach_Jr).



### Special Collections

Looking for an interesting collection to focus on? This topic has a reasonable number of ships to look for cover samples to build your new collection.

#### #4: Ships Named for Pearl Harbor Heroes

The goal of this view is to display the ships named in honor of the men regarded as Heroes during the Japanese attack on Pearl Harbor on December 7th, 1941. Most of these men received awards ranging from Naval Commendations to Medals of Honors. Most of these men were killed during the attack. While most ships in the destroyer class are named for Naval Heroes...this single battle produced the most named ships.

[https://www.navalcovermuseum.org/wiki/Pearl\\_Harb\\_or\\_Heroes](https://www.navalcovermuseum.org/wiki/Pearl_Harb_or_Heroes)



## 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 4 – Fancy Type F Cancels and Type 6 Security Cancels –Branch Numbers and Navy Numbers

Phillip Nazak (10620)

nazakfamily@aol.com

In the many years of collecting duplex handstamps, I have found very few examples of a Type F cancel. I believe the reason is the making of a steel imprint plate prohibitive.



MarDet Camaguey, Cuba



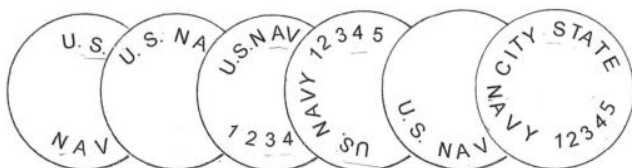
USS SCORPION (SS 278)

The following cancels are unusual only in the fact that the "AM / PM" metal slugs were replaced with an "AT SEA", "CARRIBEAN SEA" and "NAVY DAY" metal slug.



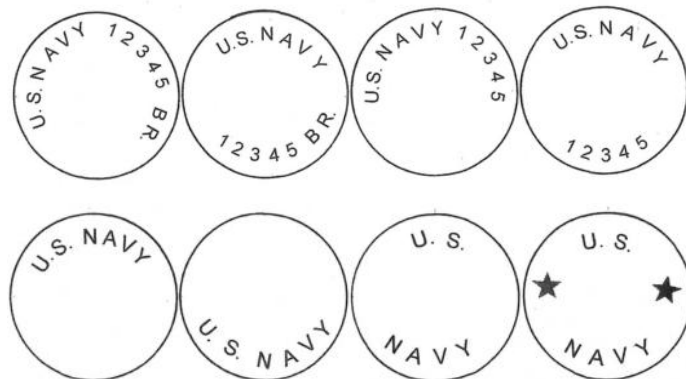
### Locy Type 6z Security Cancel

Due to the war in 1941, it had become necessary to expand mail service for Navy personnel and to inaugurate methods of handling mail which would maintain the secrecy of movement and location of sea-going units and forces. There was a continuing liaison between the Navy and the Post Office Department for the purpose of devising new methods of mail handling and improving old one. In conjunction with the present instructions of the Navy Department which required that personnel of the Navy afloat or outside the continental United States to have their mail addressed to a fleet post office [San Francisco, New York, Seattle], such numbers were to be included in the address or return card sent to or by naval personnel. In this system, a Navy number was assigned to a specific geographic location. All shore based units in that location employed the name of the unit followed by the Navy number. These post offices used in most part a standard "U.S. NAVY" omnibus type of cancel.



As part of the Postal Agreement between the USPOD and the Navy Department, all mail was required to have a correct return address for mail processing and directory services. The Navy assigned "NAVY NUMBERS" for secrecy and the POD assigned "BRANCH NUMBERS" for financial accounting purposes. Each had their specific mission for secrecy; these requirements in many cases did not provide the intended security that the Navy and Post Office wanted. Post Office Branch Numbers and Navy Numbers that were assigned to commands, units, NCB. Marines, naval vessels and other units had limited impact. These security numbers could easily be identified to a ship or command etc. by linking the return address with the assigned security number. The good and saving feature in this system was keeping locations secret by using FPO's as routing points.

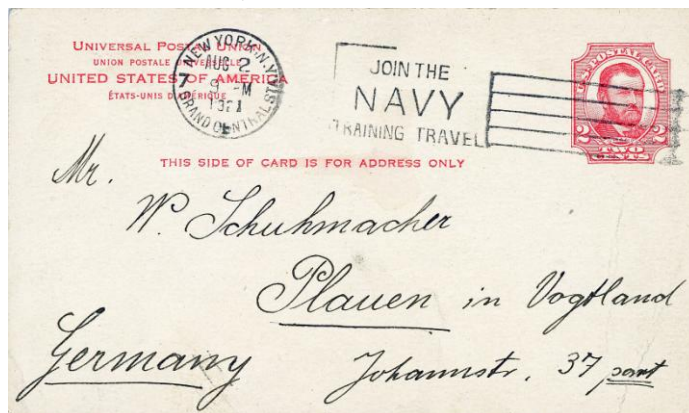
The Navy had eight styles of the Type 6z CDS's used between 1942-1946. These CDS's all contained the wording "U.S. NAVY" or U.S. / NAVY" while some also had the Post Office assigned "Branch Number". Some of the branch numbers included the abbreviation "BR", after them.



### Another 'JOIN THE NAVY' Cancel

Elgin Sink

Several of these "Navy Travel" cancels have been shown in recent **Logs**, so I thought I would send this one from 1921 re-located recently. Worth noticing, is the UPU post card and addressee in Germany.



## COVID-19 and the Sales Circuit

*Stewart B. Milstein (L-7205)*

The insidious virus Covid-19 has caused many disruptions. For many of us, having a philatelic hobby has helped pass the time, and given a measure of calm in a chaotic world.

The rules of the Sales Circuit include a notice that a circuit must be moved on within 10 days of receiving it. Since many of you either by choice or by government decree or not able to get out to the Post Office to either pick up or dispatch mail, I am suspending that rule. I do not want anyone to be unnecessarily exposed because they believe that they just have to take care of a circuit.

If you find that you cannot either receive or send circuits, please let me know and I will temporarily suspend you from the Sales Circuit.

By chance if you want to be added to the Sales Circuit just let me know. I am at sbmilstein@gmail or PO Box 1051, Cortaro AZ 85652, or at 917-453-4612 to answer all your questions. Contact me if you are a first-time seller on the circuit.

Above all, please keep your distance and stay safe.

## Pictorial Cancellations

*Rich Hoffner, Sr. (H-4456)*

*Wolfgang Hechler (9392)*



USS NIMITZ (CVN-68)  
45th Anniversary Sta.



May 3, 2020  
Newport News, VA 23607



30th Anniversary Sta.



April 7, 2020  
Norfolk, VA 23513



30th Anniversary Sta.



May 25, 2015  
Groton CT 06340



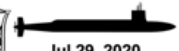
35th Anniversary Sta.



Jul 27, 2020  
Groton CT 06340



25th Anniversary Sta.



Jul 29, 2020  
Groton CT 06340



10th Anniversary Station  
USS MISSOURI  
(SSN 700)

July 31, 2020  
Groton, CT 06340



5th Anniversary Sta.



August 1, 2020  
Newport News, VA 23607

## Donations Needed for Convention Auction at MILCOPEX

*Auction Coordinator:*

*Lloyd Ferrell (L-12082)*

*PO Box 7237*

*Aloha, OR 97007-7237*



A lot has happened since the first call for donations. Most notably, we've seen the cancellation of stamp shows around the country due to the outbreak of COVID-19. However, as I'm writing this in late March, the USCS convention being held September 25-27 at MILCOPEX in Milwaukee, Wisconsin is still on. Our convention will still take place.

With that, the need for donations remains the same, and hopefully more will be coming in soon. The live auction is one of the highlights of the convention, and the money it brings helps cover expenses. So, your donations really do make a difference. Since the last report, donations have been received by: **Dick Weber**, Coupeville, WA; **Philip R. Edwards Sr.**, Elyria, OH; **Dr. Irwin P. Ting**, Cathedral City, CA; and **Dennis Pack**, Winona, MN. Much appreciated.

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 WW II 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.

no. 63/4 (35/8" x 6 1/2")

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## The Story Behind the Cover...

Lighthouse Tender AZALEA – 1911 from  
Crewmember Chester E. Morris

Lloyd Ferrell (L-12082)

PO Box 2086

Beaverton, Oregon 97075

uscstreasurer@aol.com



**Chester E. Morris and his wife Elizabeth Morris, both photos from 1920.**



Back in the day when I was in the Coast Guard, my first duty station was on an old lighthouse tender. Well, that's how she was originally commissioned, but to me she was just a buoy tender—just one of many changes that took place after 1939 when the Lighthouse Service merged with Coast Guard. For collectors, it's not often you find covers associated with a lighthouse tender, and that's why this 1911 postcard from a someone named "Chet" on the tender AZALEA caught my eye.



**The front of the post card shows "U.S.L.H.E. ALZALEA" undergoing renovation in New York. Until 1910, light stations and vessels were officially Lighthouse Establishments. Although this card was mailed in March 1911, the sender is still using the older term.**

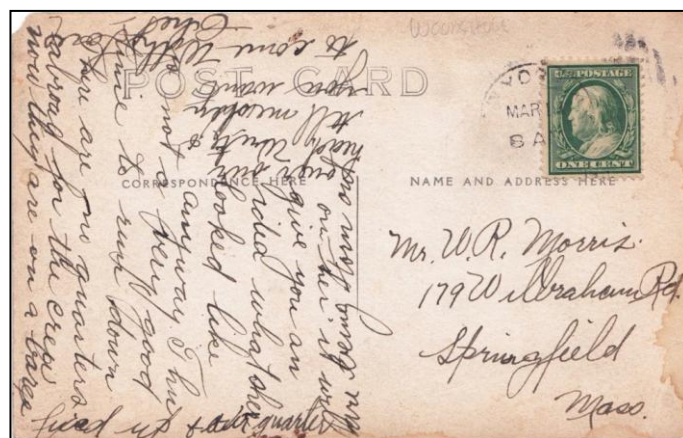
Doing research on covers from this era is a little out of my comfort zone, but it didn't take long to identify the sender as Chester E. Morris. At the time, he was just young man at the beginning of a long, and ultimately tragic, maritime career.

### Chester Morris and the Lighthouse Service

In 1911, the 154-foot lighthouse tender AZALEA was stationed out of Woods Hole, Massachusetts, on the south side of Cape Cod. She'd been a working tender in the area for 20 years, from when she was built in 1891. Her primary duties centered around Nantucket, making supply runs to lightships and light stations, in addition to changing or replacing buoys. All of it important, and often unnoticed, routine work. On occasion, AZALEA was called on to work further up the coast, and sometimes even towed lightships or other vessels. She was kept very busy by the Lighthouse Board, as seen in the 1907 annual report that says AZALEA was under steam 365 days that year. The 1911 report mentions that AZALEA assisted three disabled schooners that year, towing them to New Bedford and Hyannis.

Chester Morris first reported to AZALEA about the fall of 1910, around six months before he mailed this post card. He was born in Nantucket in 1891, where his family had made their living on the sea for several generations. His grandfather was a fisherman his entire life, and his father, Walter R. Morris, also worked as a sailor for a time before moving his family to Springfield in the late 1890's. It was here that Chester spent most of his childhood. But the sea was in his blood, and it appears he may have already been working on boats in New Bedford at age 15.

In August 1906, Morris was on a 35-foot catboat that was struck by a passenger steamer departing New Bedford for Martha's Vineyard. The impact split the smaller boat in two, sending him and the owner, 75-year-old Captain Horace B. Cash, into the water. Both were drawn under the steamer and nearly drowned, but came to the surface a few feet from the stern where they were rescued. Captain Cash had serious injuries, and although newspapers initially said Morris was uninjured, a few months later he sued the steamboat company for injuries related to the incident.

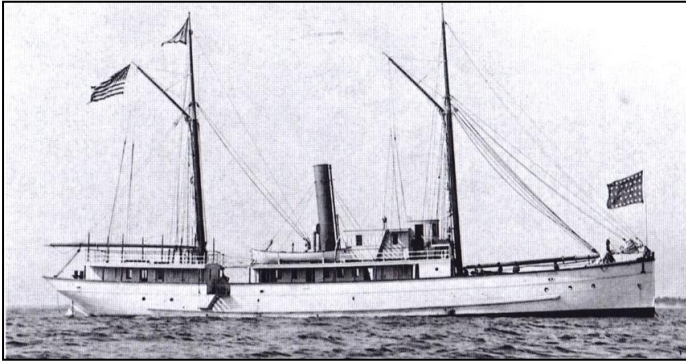


**Duplex cancel, postmarked 11 March 1911 at New York, mailed by AZALEA officer Chester Morris to his father. While she is being worked on, Morris says the crew is being housed on a barge, but the officers, however, are apparently still on board the ship**

Chester Morris began formal training as a mariner about 1907/1908 when he enrolled at the Massachusetts Nautical Training School, then based on board ex-USS ENTERPRISE in Boston. For students, the high point each year was the annual cruise, usually to the Azores, Portugal, France, and other ports in Canada and the United States. Morris graduated with the class of 1910, the first year ex-USS RANGER was used as the academy ship. In May 1910,



shortly before the cruise, RANGER anchored in Boston for ceremonies and inspection by Governor Draper and other dignitaries. Listed among the senior cadet deck officers was "C.E. Morris, Springfield." The cruise began in early June, and lasted until mid October. It was just after this that Morris began working for the Lighthouse Service. He was just one of quite a few academy graduates, over the years, who ended up on lighthouse tenders.



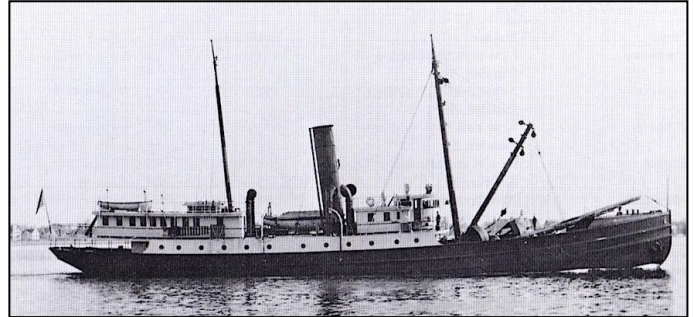
Another photo of USLHS tender ALZALEA. She was assigned to Woods Hole in 1891, and worked as a tender until 1932.

The tender AZALEA would have been the first lighthouse vessel that Chester Morris served on. As a new graduate, he would also have been one of the junior officers. So far, the post card itself is the only direct evidence found linking him to the ship. Most likely he was only on board a year or so. The card is dated 11 March 1911, and is postmarked from New York where AZALEA was undergoing modifications. Writing to his father, Chester says the photo was taken one week after work on the ship began. *"There are no quarters aboard for the crew now,"* he says, and explains the men are on a barge that was fixed up for them. He adds that *"our quarters are being torn out over our head,"* probably meaning the officers were still on board AZALEA even while work was being done. Exactly what work was done is unknown. The Lighthouse Service annual report only says that in 1911 AZALEA was "extensively overhauled." By early April 1911, she was back in service, and is mentioned in a newspaper as setting up a beacon at Stonington, Connecticut.

Back at Woods Hole, where AZALEA was based, the tender ANEMONE arrived about the summer of 1911 to help share the workload.<sup>1</sup> She was much newer, having been built in 1908, and at 174-feet in length was also larger. Having two tenders working together solved some problems, but also created others. The facilities at the Woods Hole Depot and nearby New Bedford were not equipped to properly handle both vessels at the same time, and it wasn't efficient having one at the dock while the other waited. The Lighthouse Service did eventually get funding to have dredging done, fix the wharf and construct a new storehouse.

At some point, probably 1912/1913, Morris transferred to ANEMONE as second officer. In October 1913, he is mentioned in a newspaper article that says a rope had become entangled in the propeller of ANEMONE, and that *"Morris*

*grabbed a hatchet and jumped overboard and cut the line away when he was fully ten feet under water."* He had a gash on his wrist that required five stitches. The incident is also mentioned in the annual report for the Lighthouse Service. He likely received some sort of commendation for his actions.



USLHS tender ANEMONE

#### Proves Himself a Hero.

Another tale of heroism on the water has come to the Department of Commerce. This time it is Second Officer Chester E. Morris of the lighthouse tender Anemone, at Woods Hole, Massachusetts, who distinguished himself.

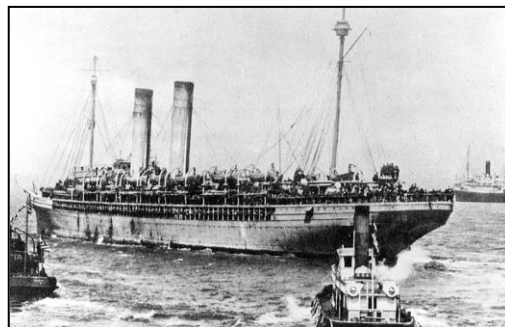
According to the report received, a rope had become entangled in the propellers of the ship. Morris grabbed a hatchet and jumped overboard and cut the line away while he was fully ten feet under water. However, he has a serious gash in his wrist, which necessitated taking five stitches in the wound.

This October 1913 article names Chester Morris as a hero for his actions on the tender ANEMONE.

Morris is next seen on the tender MYRTLE out of Tompkinsville, New York, and about 1916 was transferred to the tender LILAC in Puerto Rico as first officer.

#### Later Life and Career

When the United States entered into the World War in 1917, it also marked the end of Chester Morris's career with the Lighthouse Service. In June that year he received his Master's License, and not long after that began working on the merchant ship SS COAMO, operating between New York and Puerto Rico. On 15 May 1918, Morris was commissioned as a lieutenant in the U.S. Naval Reserve Force and served in USS HARRISBURG (ID-1663). She was a former passenger liner, which made a number of trips to England and France carrying troops. Morris was in the navy until May 1919, and then resumed his career as a civilian in the merchant marine.



USS HARRISBURG, about 1919 – Chester Morris served as a naval officer in her during WW I. The ship made several trips to England and France carrying troops. —NavSource

There were changes in his personal life as well. In 1918, at the age of 27, Chester was married to Elizabeth Goethel. She was originally from Germany, and immigrated to the U.S. about 1913. After their marriage, they lived in Brooklyn, New York, for a time, but by 1920 had moved to New Jersey. He was captain of the steamer ALEDO, out of Tompkinsville at this time.

Over the next 15 years, Morris continued to work as an officer on merchant vessels. In 1928 he began with the Roosevelt Line, and his last ship was the M/S CITY OF ELWOOD, a 395-foot freighter built in 1921. Morris was Chief Officer aboard CITY OF ELWOOD as she departed New York in December 1935 with cargo destined for ports in Australia. When she arrived at Brisbane in 7 January 1936, the local newspaper had a nice write-up about the ship, including brief biographical information and photos of Capt. L.B. Adams and Chief Officer Chester Morris. After delivering car parts and other cargo, CITY OF ELWOOD continued on to other ports south, and on Friday 7 February she pulled into Sydney.



**M/S CITY OF ELWOOD – the last ship Chester Morris served aboard before he died in 1936. This photo, taken in 1943, shows added gun platforms. —NavSource**

Tragically, Chester Morris died at Sydney only two days later. He took a room at a hotel in town, and that night fell from a window 100 feet to his death. Australia newspapers reported every grisly detail. An inquest was held, and following that, Morris was buried at a local Cemetery in Sydney. On Monday, 10 February, CITY OF ELWOOD quietly departed Sydney for New York and Boston.

**February 1936  
Australian  
newspaper article  
(partial), about the  
death of Chester  
Morris.**

**SHIP'S OFFICER'S  
DEATH**

After Albert Clifford Thomson, second officer on the motorship, City of Elwood, had given evidence, the City Coroner, Mr. Oram, yesterday, adjourned the inquest into the death of Chester Earle Morris, 44, of New Jersey, U.S.A., and first officer aboard the vessel, until February 24.

Morris crashed 100 feet to his death from a window in the Hotel Morris, in Pitt Street, on Sunday morning.



**Newspaper photo of Chester Morris from 7 January 1936, when CITY OF ELWOOD arrived at Brisbane. This was just a month before he died in Sydney, Australia.**

### Wrapup

Back home in New Jersey, Elizabeth Morris was notified right away that Chester had died, but it took a few days before she learned the details. He left two teenage daughters. Elizabeth continued to live in New Jersey after that, and worked as a secretary for the Steuben Society of America. She never remarried, and passed away in February 1964 at the age of 71.

William R. Morris, who the card was written to, passed away in 1944. Luckily, the card was saved and has survived. It's not just a photo of the lighthouse tender AZALEA, it's also a touchstone about the interesting life and career of Chester E. Morris.

### Main Sources

Various resources at *Ancestry.com*, *Newspapers.com*, *Fold3.com*, *Trove.nla.gov.au* (for Australian newspapers), *NavSource.org*. and *Wikipedia*

Douglas Peterson, *U.S. Lighthouse Service Tenders, 1840-1939* (Annapolis: Eastwind Publishing, 2000)

*Merchant Vessels of the United States (various 1908 – 1915)*

*Report of the Commissioner of Lighthouses*, Dept. of Commerce, 1911 (GPO, Washington), p.19

*Report of the Secretary of Commerce, 1914* (GPO, Washington, 1914), ppg. 125, 532, 549

*Annual Report, Massachusetts Nautical Training School*, various 1913-1920, (Boston, various 1913-1920)

### Newspaper Articles (main ones)

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<sup>1</sup>The Peterson book (used as a source by many) erroneously says ANEMONE was in 11<sup>th</sup> District at San Francisco, and transferred to Boston District about 1915. Actually, the 11<sup>th</sup> Lighthouse District was in Michigan, and my research confirms ANEMONE was there until October 1910 when she was sent to Philadelphia, and by mid-1911 was stationed at Woods Hole, Massachusetts.



## An Interesting Turn of Events

*Rich Hoffner (Gold Member) (H-4456)*

This program indicates departure from Pearl Harbor of the Vietnam Unknown soldier aboard USS BREWTON (FF 1086) (1984).



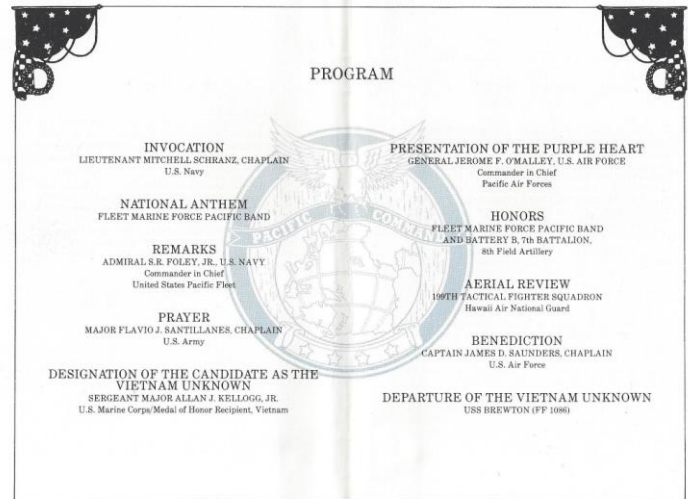
**USS BREWTON** Departure cover while transporting remains of Vietnam Era Unknown Serviceman with Locy Type 2tnu (USS) and Locy Type 9-1nu.

However, family members of 1st Lt Michael J. Blassie, USAF somehow determined that the USAF had "misplaced" his remains. They later learned that he had been interred as the Vietnam War Unknown Soldier.

The family was relentless claiming that it was their MIA and after disinterment the unknown was taken to the Armed Forces Institute of Pathology at Walter Reed Army Medical Center for the DNA testing.

On 28 June 1998, the test results confirmed that the Vietnam War Unknown Soldier was indeed 1<sup>st</sup> Lt Michael J. Blassie, USAF. On 10 July 1998, an Air Force MC-130E aircraft from his former unit, the 8th Special Operations Squadron, flew his remains back to his home state of Missouri. He was then re-interred at Jefferson Barracks National Cemetery in Saint Louis County, Missouri.

The program was postmarked on the back cover on the date of the ceremony at Pearl Harbor.



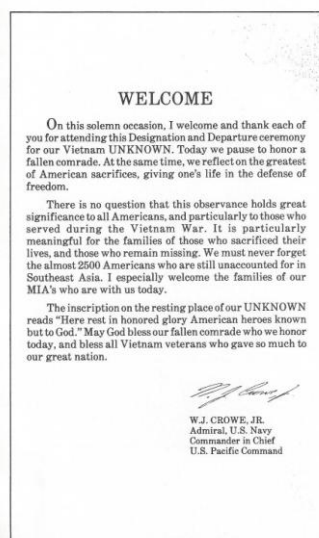
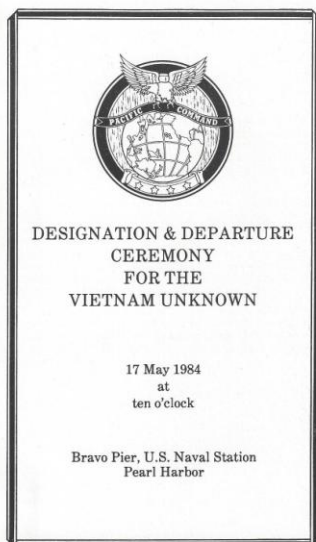
### THE STATE FUNERAL PLAN FOR THE INTERMENT OF THE UNKNOWN SERVICEMAN OF VIETNAM

The Designation Ceremony for the UNKNOWN AMERICAN SERVICEMAN killed in Vietnam will take place in Hawaii on 17 May 1984. Following the Designation Ceremony the UNKNOWN will be transported by USS BREWTON (FF 1086) to Alameda Naval Air Station, California, arriving on 24 May 1984. After an Arrival Ceremony, the UNKNOWN will be transported to the Base Chapel, Travis Air Force Base, California, where the UNKNOWN will lie in repose until 25 May 1984. A Guard of Honor will attend the UNKNOWN while in repose.

On 25 May 1984, the deceased will depart Travis Air Force Base and be transported to Andrews Air Force Base, Maryland. The UNKNOWN of Vietnam will arrive at Andrews Air Force Base on the afternoon of 25 May 1984 and be escorted to the United States Capitol.

The deceased will be received at the U.S. Capitol and will lie in state in the Capitol Rotunda for approximately three days, until Memorial Day, 28 May 1984. A Guard of Honor will attend the UNKNOWN until departure from the U.S. Capitol, on a caisson in funeral procession, to Arlington National Cemetery. A flyover will be conducted as the caisson is centered on the Memorial Bridge.

The funeral service will be held in the Amphitheater, Arlington National Cemetery, followed by interment at the Tomb of the Unknown Soldier, joining the UNKNOWNs from World War I, World War II and the Korean War.



**Air Force 1st Lt. Michael Joseph Blassie, a decorated pilot, was 24 when he died in May 1972. His 138th combat mission ended near An Loc, South Vietnam, when the wing was blasted off his plane by enemy fire. The aircraft went down in flames.**

**JOIN A USCS CHAPTER IN 2020**

## Interwar Convenience Covers, Part 1 – Business Reply Mail

Steve Kovacs (10,244)

4751 S. Bird Lake Rd. Osseo, Michigan 49266

On 7 June 1928, the Postmaster General announced that the U.S. Postal Laws and Regulations would be amended to include a section that detailed the provisions of a new service. Offered as a courtesy to businesses, but even more so as a convenience to their customers, this new service was called Business Reply Mail (BRM).

Any company that wished to take advantage of this service was required first to apply to its local Postmaster for a permit. Once a permit was issued (there was no fee), that company was then eligible to make mass mailings to customers who could—conveniently—respond to the company via a card or envelope that 1] was supplied to them at no charge, 2] was self-addressed, and most importantly, 3] was postpaid. The simple premise was that, by making it easy for a customer to reply to a business's solicitation, the customer would be inclined to do just that. The business, in turn, would thereby get more business!

For its end of the bargain, a business had to meet several requirements. First of all, the address side of its cards/envelopes had to conform to a very specific format—the permit number, the name of the post office/state issuing the permit, and various inscriptions/indicia had to be precisely worded and located on each envelope. Secondly, it was necessary for the business to submit a Statement of Mailing prior to sending off any solicitation. This merely totaled the number of items in a mailing, the minimum requirement being 1000. Lastly, it was mandatory that a cash deposit be made with the Postmaster. Which brings us to the oh-so confusing part.

So as to entice businesses into using its new BRM service, the Post Office made them an offer they could hardly refuse. It generously decreed that they would be responsible to pay only for those envelopes that customers actually *returned* to them, not for every envelope that they *mailed*. Unfortunately, its magnanimity immediately backed the Post Office into a corner. It now had to devise a method—based entirely upon an unknown variable—for calculating how much cash it would require a permit holder to deposit in advance. And the solution that it contrived was beyond bizarre. The postal regulations came to state that the amount of a deposit would be “determined on the basis of the number of cards/envelopes that were *likely to be returned*.”

Realizing, perhaps, the difficulty of explaining how a ‘likelihood’ is determined (!), the Post Office was quick to clarify its edict. It next announced that “a deposit of not less than 10% of the postage chargeable on all envelopes comprising each lot distributed by the permit holder shall be required.” That was easy enough to understand. However, the regulation was made as clear as mud once again in the

sentence that followed. It proclaimed that the amount of the deposit could be *higher* if “*in his judgement*” a Postmaster had “*reason to believe* that the percentage of returned envelopes is likely to exceed 10% of the number mailed.” One can only stand back, scratch his head, and wonder at how permit holders ever bought into such an arbitrary and enigmatic system.

In addition to being clairvoyant, Postmasters were required to maintain a record of the number of envelopes returned along with a running total of the postage they collected. Naturally, the permit holder was to be charged for the bookkeeping. The Post Office therefore assessed a one penny fee for each returned envelope, which was added to the current rate for First-Class postage. On 1 July 1928, the date when BRM went into effect, the rate for a one-ounce piece of First-Class mail was 2-cents. The total amount to be collected from a permit holder for a single envelope was, therefore, 3-cents. Because the rate for a postcard was 1-cent, the amount to be collected for a card was 2-cents.

BRM was considered to be First-Class mail. Consequently, any envelopes that entered the mail stream were to be postmarked and dispatched promptly. But it is important to note that BRM was *never* rated Postage Due at the originating post office, *only* at the destination post office where the business's permit was kept.

On the chance that a business would receive multiple envelopes on any given day, whenever a Business Reply envelope was encountered while the day's mail was being sorted it was set aside until the sorting was finished. Prior to its going out for delivery, Postmasters were instructed to affix Postage Due stamps representing the amount of postage/fees to be collected to “one or more” of the envelopes. To offset the ‘sale’ of the Due stamps, the Postmaster withdrew—or ‘received’—an amount equal to the stamp's value from the cash deposit that the permit holder made at the time of mailing. The deposit was held in a trust fund until such a time. See **Figure 1**.



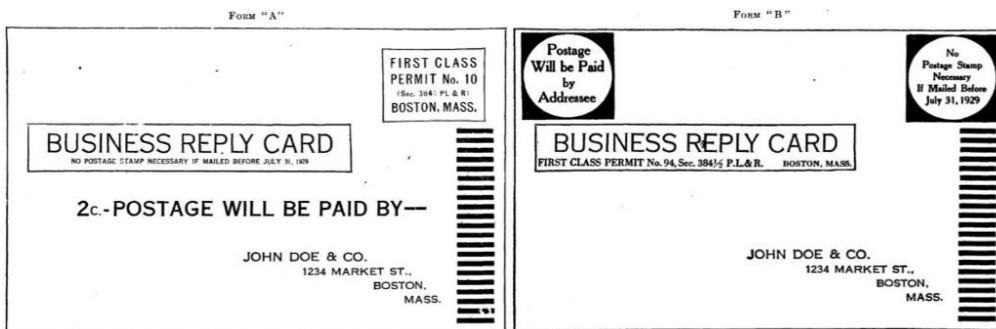
**Figure 1:** Sailors were quick to take advantage of the Business Reply service extended to them by naval uniform tailor Julius Horowitz, who became a permit holder very early on. Surely, he offered these free envelopes just to encourage sailors to continue making their monthly payments! This one, posted aboard the battleship FLORIDA, illustrates proper postal procedure for a single piece of BRM in 1930. The 3-cent Postage Due stamp (2-cents for First-Class postage plus a 1-cent fee) was affixed to the envelope at Brooklyn, NY. Paul Helman collection.



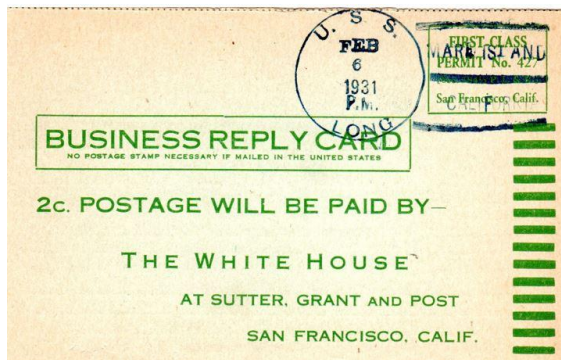
**All Engines Back Full!**

Just as Postmasters were getting accustomed to handling BRM, the regulations were suddenly changed. Surprisingly, the Post Office did a stunning reversal. Effective 1 October 1928, only 3 months after the inauguration of the service, the stipulation that any Business Reply mailing must contain a minimum of 1000 pieces was flat out rescinded. From that day forward, BRM could be distributed in any quantity the permit holder desired. Even more astounding, the requirement that a cash deposit be made prior to any mailing was abruptly dropped. Permits were now to be issued in good faith, "with the understanding that the permit holder guarantees to pay the postage" on all returned envelopes. Postmasters were instructed simply to ensure that postage was collected on each piece of BRM before it was delivered. All deposits on hand as of 1 October 1928 were refunded.

New instructions regarding the specific format to be used in the printing of Business Reply envelopes were issued on 1 October 1928, as well. Inscriptions such as 'Business Reply Mail', 'No Postage Necessary', and 'Postage Will Be Paid By Addressee', along with detailed Permit information were to be "prominently printed and not obstructed or surrounded by any other matter." A space of "at least 1 1/8 inches" was to be reserved for postmarking to the left of the indicia in the upper right corner. Permit holders were offered the option of arranging these requirements in one of two different formats. See **Figure 2**.

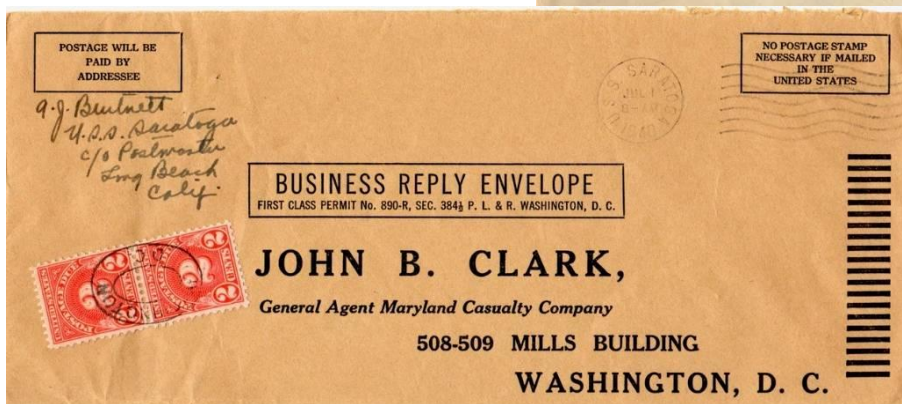


**Figure 2:** These were the only two formats that were approved for BRM. Cards and/or envelopes were to be furnished by the user, without cost to the Post Office.



**Figure 3:** This card, posted in 1931 aboard the recently-recommissioned four-stack destroyer LONG, correctly adheres to the 'Form A' format for Business Reply postcards. As it states on the card, a penny for postage and another penny for the BRM fee would be collected from the permit holder, a prominent San Francisco dry goods store.

**Figure 4:** This cover also conforms to the Form 'A' format as shown in Figure 2. Mailed by Naval Aviator LTJG Albert H. "Jocko" Wilson in Scouting Squadron One-B to his insurance company while RANGER was at sea off Hawaii during Fleet Problem XVI, it reveals that the use of #10 envelopes was permissible.



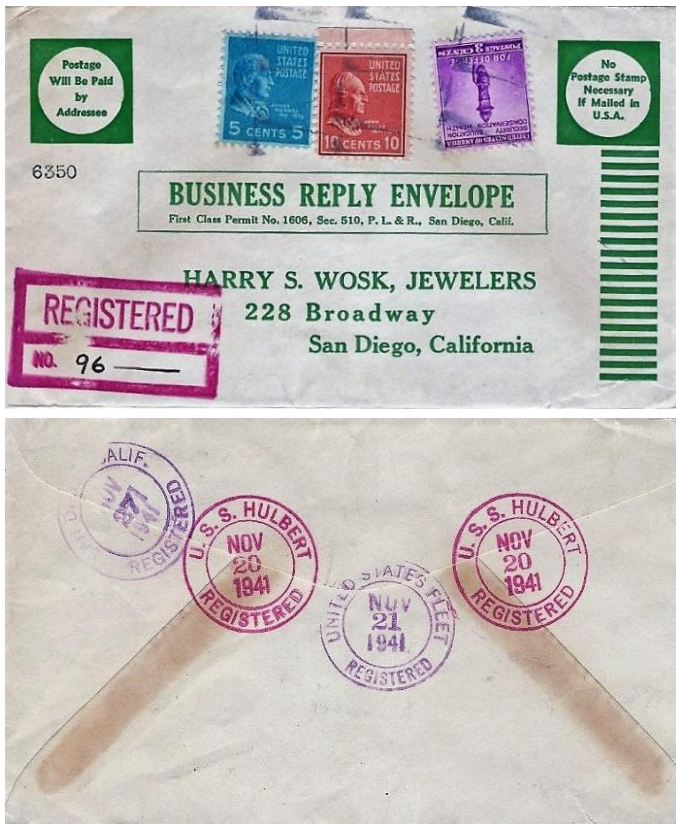
**Figure 5:** According to the non-standard design of the boxed indicia on this envelope mailed aboard SARATOGA in 1940 by Chief Pay Clerk Albert J. Burnett, the Post Office did not always demand absolute adherence to the Form 'B' format.



### Associated Services

On 1 October 1928, it also became possible to send BRM via Registered Mail. However, the *sender* was liable to prepay the registry fee. As proof of payment of that fee, stamps were to be affixed to BRM envelopes at the originating post office. As always, the postage and BRM fee would then be paid by the permit holder at the destination post office, just as if it were an ordinary piece of BRM. See Figure 6.

Curiously, prior to World War II the postal regulations made no provision for sending a piece of BRM Special Delivery.

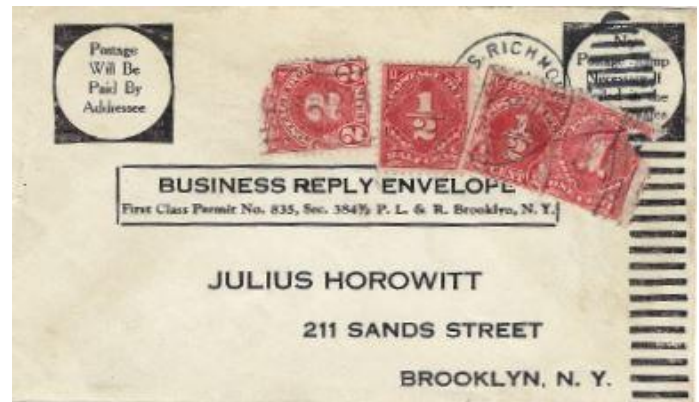


**Figure 6:** In order to safeguard the contents of this BRM envelope, the sender, stationed aboard the seaplane tender HULBERT (AVD 6) at Pearl Harbor, sent it via Registered mail. Because he declared the value of the contents to be between \$5.01 and \$25.00, he was required to pay an 18-cent indemnity fee at the time of mailing in case of loss. Proof that the fee was paid is shown by the stamps totaling that amount. Notice how dated postmarks were applied only to the reverse of the envelope, one across each seam, by each post office that handled it during transit. This was a requirement for all Registered mail, done in order to reveal signs of tampering. Jim Myerson collection.

### "BUSINESS" as Usual

Business Reply ran as smooth as clockwork for the next 4 years under the revised regulations. It saw no changes again until 6 July 1932. But on that date the cost for the service to all permit holders jumped by a penny. This was not because the Post Office raised its BRM fee. Rather, it was because of an across-the-board increase in the rate for First-Class postage. A 3-cent stamp was now needed to satisfy the rate for a one-ounce letter. Meaning that a single piece of BRM would henceforth be returned to a business

with 4-cents worth of Postage Due stamps affixed to it. See Figure 7.



**Figure 7:** Postmarked aboard the cruiser RICHMOND (CL 9) on 30 September 1932, this piece of BRM reflects the overall increase in the cost of First-Class postage which had gone into effect less than 3 months earlier. Notice the variety in the denominations of Due stamps, which can add to the enjoyment of collecting this type of mail. Not to mention the different issues that can be found. Here, the 2-cent stamp is from the 1931-32 issue. Left half-cent/1925 issue. Right half-cent/1931-32 issue. 1 cent/1917 issue. Paul Helman collection.

### Exceptions to the Rule

Ever since its inception, the instructions that governed BRM contained one, curious clause. Envelopes were "accepted for return mailing from all post offices in the U.S. and its possessions—*except* the Canal Zone and the Philippine Islands." Why those two geographical areas alone were excluded from forwarding BRM is anyone's guess, especially since both locations had historically maintained a sizeable U.S. Navy presence. Although a bluejacket whose duty station was ashore in either location was outright denied the convenience of using BRM, it was easy to circumvent the regulation. See Figure 8.

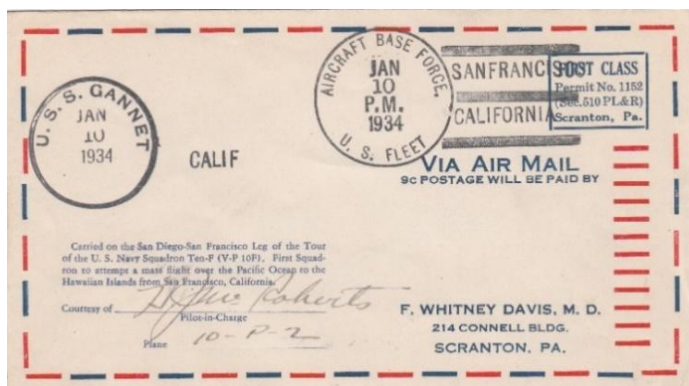


**Figure 8:** In looking at the postmarks, had this cover not been cancelled aboard the sub tender CANOPUS (AS 9) 3 days earlier, technically it could not have been accepted in Manila for delivery to the U.S. However, a post office in a Navy ship was considered to be U.S. soil. Even though a ship may have been moored in a foreign port, U.S. postal regulations, not foreign, applied to any mail that was posted aboard. Thus, a sailor ashore could legally send BRM simply by mailing it aboard any U.S. flagged ship with a post office, be it naval or civilian. Notice the continuous, wavy cancellation lines on the stamps. To save time for postal clerks, entire sheets of Due stamps were often roller-cancelled prior to use. Notice also the 's' now missing in Sands Street in this later printing of Horowitz envelopes.



***A Need for Speed?***

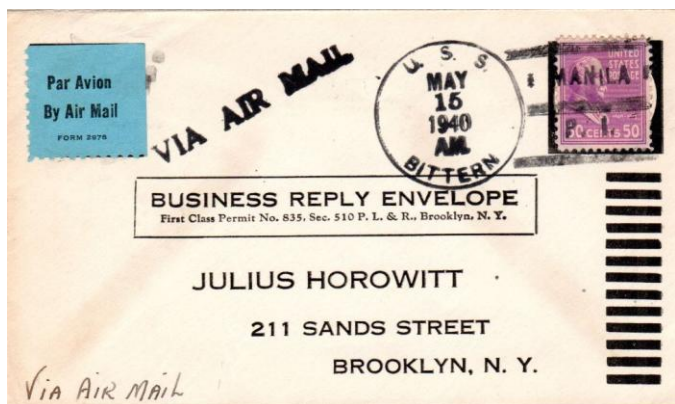
Effective 8 June 1929, the Post Office allowed BRM envelopes to be returned by air mail. The only stipulation was that each envelope bears the wording 'Via Air Mail' and be bordered with alternating red and blue parallelograms. The 1-cent BRM fee remained but, of course, the permit holder had to pay a greater amount of postage on each returned piece in order to satisfy the higher rate for air mail. See **Figure 9**.



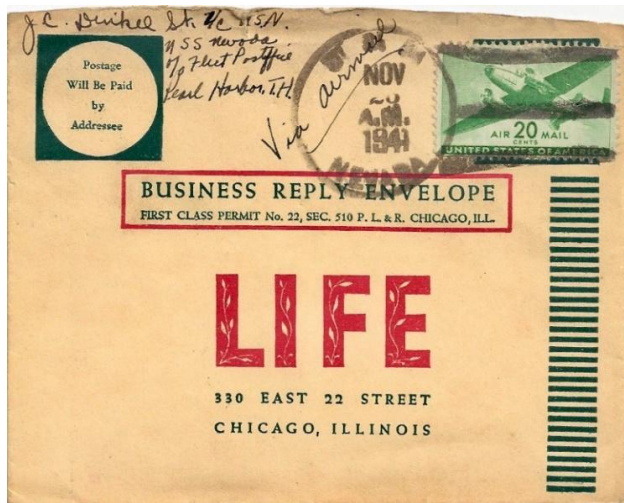
**Figure 9:** The fee for air mail within the U.S. from 6 July 1932 to 30 June 1934 was 8-cents. Dr. Davis, the permit holder and a member of the American Airmail Society, was therefore required to pay 9-cents prior to receiving this commemorative flight cover. (Perhaps as a kindness so as not to deface this philatelic envelope, a postal clerk affixed the Due stamps to the reverse.) Note the non-standard red/blue straight-line border.



**Figure 10:** It was entirely legal for a private citizen to obtain a BRM permit. A handful of cover collectors did just that, using their permits when writing to Navy ships in order to create philatelic oddities. This one, from the four-stack destroyer PHILIP (DD 76), which had just begun operating in reduced commission with the Rotating Reserve at Mare Island, was mailed less than two months before the 5-cent rate jumped to 8-cents (refer back to Figure 9). Note the correct red/blue parallelogram border. Frank Hoak collection.



**Figure 11:** A matter of apparent urgency caused a sailor in the minesweeper BITTERN (AM 36) at Manila to disregard the wording within the boxed indicia in the upper right corner of this envelope—No Postage Stamp Necessary—and paste an expensive stamp over it instead. Opting for speed in place of gratuity, he paid 50-cents out of his own pocket to have this envelope flown all the way across the Pacific and then across the U.S., an 11,000-mile journey. His substantial outlay of cash—equivalent to \$9.20 today—turned what might have been a 30-day ocean voyage into a 7-day trip. Steve Shay collection.

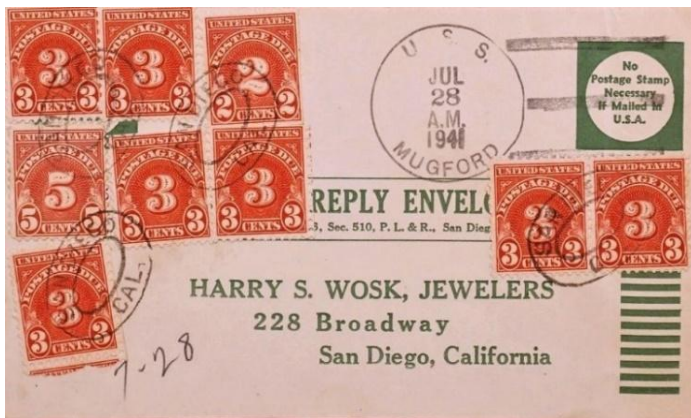


**Figure 12:** The authorization to use "two or more light colors" on envelopes was another change that came with the 1 October 1928 revisions, although those used on this oversized cover hardly qualify as "light". This is another instance in which the sender, Storekeeper 1/c Julius C. Dinkel, declined the offer to mail his envelope for free. He chose to pay 20-cents himself to get it from the battleship NEVADA (BB 36) in Hawaii to the U.S. more quickly, by air. Air mail stamps on BRM like this and as shown in Figure 11 are not often seen. When coupled with the fact that NEVADA would be bombed by the Japanese at Pearl Harbor just eleven days later, this cover becomes even more desirable. Frank Hoak collection.

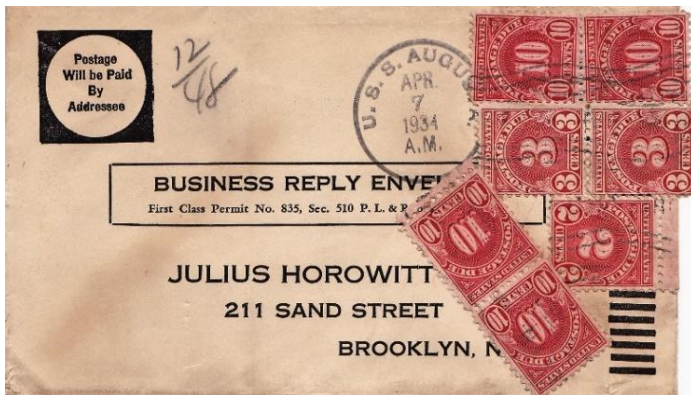


**Often Overlooked**

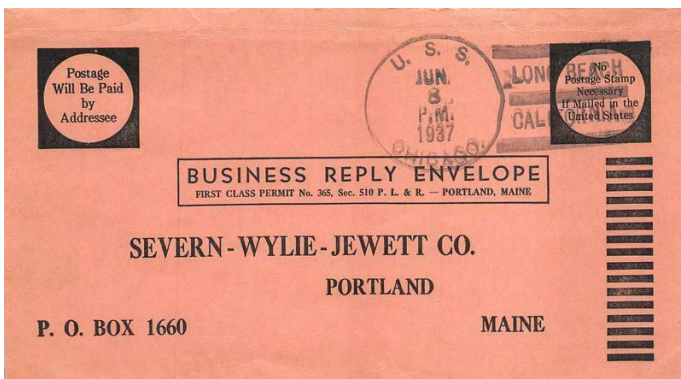
According to the regulations, Postmasters were to use “stamps of the highest denominations available” when they rated BRM Postage Due. This was intended as a measure to conserve low-denomination stamps, which would tend to be used up in quantity far more rapidly than high-denominations. And yet, many Postmasters ignored the rule. See **Figures 13 and 14**.



**Figure 13:** The Post Office issued Due stamps in denominations of ½, 1, 2, 3, 5, 10, 30, and 50 cents, plus \$1 and \$5. It's difficult to believe that no 10-cent Due stamps were “available” in the San Diego post office when this envelope from the destroyer MUGFORD (DD 389) arrived. According to the regulations, a pair of them should have been used here in order to lessen the number of 3-cent stamps that had to be removed from stock. Referring back to Figure 8, note how these stamps were cancelled by hand. Steve Shay collection.



**Figure 14:** This cover was returned to New York from the cruiser AUGUSTA (CA 31) at Shanghai, China in 1934 to receive this mixture of low-denomination stamps. Technically, a 30-cent stamp should have been used in place of three 10's. Note the penciled notation, “12/48”. This was jotted down by a postal clerk to indicate that 12 pieces of BRM were returned to Julius Horowitt on this day which, together, required 48-cents in postage/fees. Rather than affix 4-cents in stamps to each of the pieces—a labor-intensive task—48-cents worth of stamps was applied to this particular cover only. It was then placed on top of the other 11 covers and all were banded together for delivery. In Figure 13, the notation “7-28” is visible on the cover to indicate that 7 covers had been returned on that day. 7 x 4-cents each = 28-cents total. Collectors should never erase such a notation from BRM in the belief that it disfigures the cover!



**Figure 15:** CAPT. Herbert B. Riebe, Commanding Officer of the cruiser CHICAGO (CA 29) from June 1936-June 1938, was a stamp collector. He used this envelope to renew his subscription to Mekeel's Weekly Stamp News (\$1 for 1 year). So, why were no Postage Due stamps whatsoever affixed to it? Simply because multiple envelopes addressed to the paper's publisher arrived simultaneously in the Portland, ME. post office one day and this piece was bundled within the group of arrivals. The cover on the top of the stack received all of the Due stamps that were necessary for the entire bundle, as explained in Figure 14.

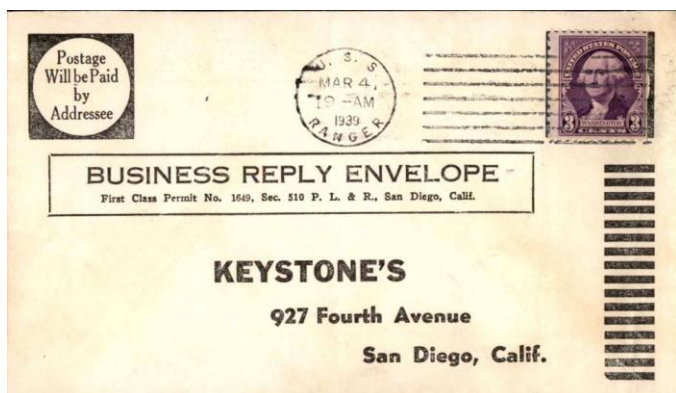


A 1937 letterhead from the Severn-Wylie-Jewett Co. reveals that it was the publisher of Mekeel's Weekly Stamp News.

**Close, but no Cigar**

BRM envelopes bearing stamps that needlessly satisfied the rate for First Class postage are found more frequently than might be supposed. Technically, a cover franked in this manner was no longer a piece of BRM. It moved through the mail as nothing more than an ordinary envelope with a pre-printed address. No fee at all would be collected on it at the destination post office. See **Figure 16**. This same rule applied to **Figures 11 & 12**.





**Figure 16:** *RANGER (CV 4) dropped anchor off Bridgetown, Barbados on 4 March 1939, the day this cover was mailed. It was completely unnecessary for the sailor who posted it to pay the postage on it himself. One reason for his mistake might be that the Equatorial heat had gotten to him (!). A better explanation might be that he was confused by the wording inside the boxed indicia—No Postage Necessary If Mailed in U.S.A. He may have assumed that by his being in a foreign port, not in the U.S.A. proper, the postpaid privilege was invalid.*

**KEYSTONE'S CREDIT CLOTHIERS** (Jacob Kastavman) Uniforms and Civilian Clothes, "The Home of Cheerful Credit," 927 4Th Av, Tel Franklin 4741

*The listing for Keystone's as it appeared in the 1939 San Diego City Directory.*

#### An All-Around Success

In 1928, no one could have imagined how brilliant the concept of allowing a business to reach potential customers by providing a simple, postpaid envelope would turn out to be. But, then, how could it have proven otherwise when it cost a customer nothing to respond to a business and it cost a business nothing until a response was received? That Business Reply Mail was a profitable venture for the Post Office, as well, is evidenced by the fact that, after 92 years, the service is still being used.

All illustrations are from the author's collection unless otherwise credited. Postage/Registry rates are from the 2<sup>nd</sup> Edition of *"U.S. Domestic Postal Rates, 1872-1999"* by Beecher and Wawrukiewicz. All other information was derived from the following issues of the *Postal Bulletin*, located at: <http://www.uspostalbulletins.com>.  
No.14714, 13 June 1928.  
No.14792, 14 September 1928  
No.14957, 2 April 1929  
No.15016, 11 June 1929.

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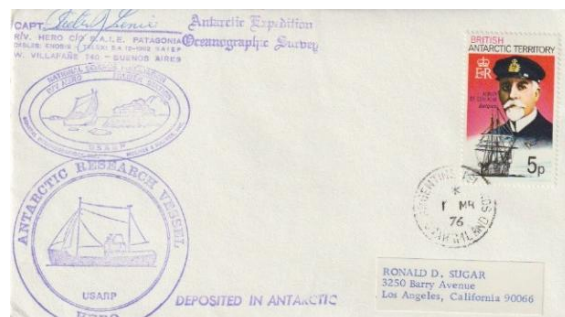
#### USCS Sales Circuit "Treasures"

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



While locked up at home during the Corona Virus pandemic, I received a box of covers for USCS SALES CIRCUIT subscribers. I was the last name on a list of six recipients who collect Polar Ship covers. The people ahead of me had bought most of them and left me the dregs. I bought all of them. Never mind what I paid. It was a tiny fraction of what it would have been from a dealer, or even if I had sent for them myself when they were first available. I'm showing here just two of the covers.

The cover with the British Antarctic Territory postage stamp commemorating Antarctic explorer Adrien de Gerlache and his polar exploration ship BELGICA is postmarked in Antarctica's Argentine Islands of Graham Land. (Figure 1) It is also graced with five very nice cachets from the research vessel HERO: (1) R/V HERO return address stamper includes captain's autograph. (2) ANTARCTIC EXPEDITION OCEANOGRAPHIC SURVEY cachet. (3) Cachet of National Science Foundation R/V HERO - PALMER STATION. (4) Cachet of ANTARCTIC RESEARCH VESSEL HERO - USARP (U.S. Antarctic Program). (5) DEPOSITED IN ANTARCTIC straight line cachet.



**Figure 1**

The cover with the New Zealand Christmas postage stamps is postmarked 17 January 1969 at New Zealand's Antarctic post office at SCOTT BASE, ROSS DEPENDENCY. It also is stamped with the cachet of the New Zealand Navy Antarctic Resupply ship HMNZS ENDEAVOUR, flanked by two penguins. The back of the envelope is postmarked July 6, 1969 ROME, Italy--its ultimate destination. (Figure 2)

I can't imagine a more welcome gift from the USCS SALES CIRCUIT! Especially while isolated by the Corona Virus.



**Figure 2**

## Evolving Bermuda Censor Mark

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



The [Destroyers for Bases Agreement](#), forerunner of the [Lend-Lease Agreement](#), placed the defense of some British territories in the hands of the neutral US, freeing up British forces to be sent to other fronts. Although not part of this exchange the US was also granted base rights in [Bermuda](#) although no destroyers or other war material were received by Britain in exchange.

The colony was unprepared. It came as a surprise when US engineers arrived in 1940 to begin surveying for the construction of an airfield that was envisioned as taking over most of the West End of the Island. After protests by the colonial government and political leaders, plans were revised.

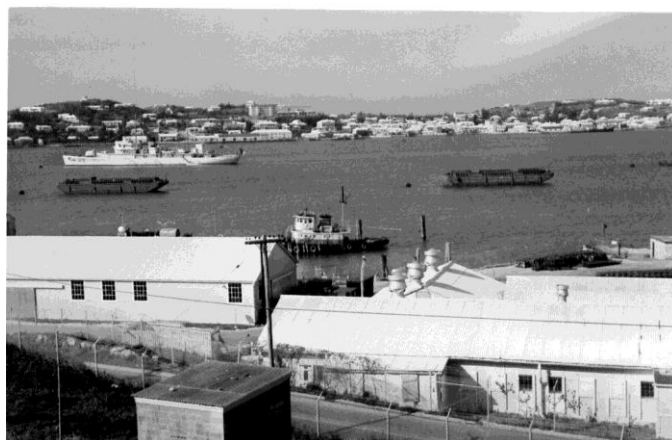
Construction was approved for two new US bases, one on St. David's Island at Fort Bell for the USAAF and the other at what became the US Navy Operating Base. They were on a no-rent 99-year lease basis involving over 693 acres of both Crown-held and private lands. In Castle Harbour, entire islands were bull-dozed and destroyed, including the largest, Long Bird Island. All existing buildings were destroyed, with the exception of the easternmost house, which became the home of the commandant of Fort Bell, and later US Naval Station Bermuda. To the east of Long Bird, the islands of Pudding, Cave, Little Round, Sandy, Jones, Round, Long, Graces, and Westcott were buried under the Station and airfield. Stocks Harbour, which provided for access between Castle and St Georges Harbours, via a channel between Stokes Point on St Georges Island and The Needles and Stocks Point on St David's Island, was reduced by reclamation to half its original size. A portion of St David's Island disappeared by bulldozing and the eastern end of the Fort Bell airfield appeared in place of Easter Lily fields and ancestral homes of a number of Bermudian families.<sup>[1]</sup>

Soon after construction began (29 March 1941), it was determined essential that naval air patrols be placed in operation as quickly as possible. Initial operation of Navy anti-submarine patrols by an Inshore Patrol squadron (flying



Vought OS2U floatplanes), began operating from the Royal Air Force station, which were actually existing facilities owned by British Imperial Airways on Darrell's Island. Because of the island's location in the mid-Atlantic and the specter of imminent American involvement in the war, the Bermuda base(s) were on a fast track. On 1 July, the Naval Operating Base was opened but was essentially still a construction site. For all intent's construction was 'completed' in March 1942.<sup>[2]</sup>

*Vought OS2U  
Kingfisher floatplane*



*US Navy Submarine Base, Ordnance Island, Town of St. George, from 1942-45. No traces remain.*

As a more positive aside: American presence introduced to Bermudans to trade unionism and civil, human and political rights (for Bermudians). Employment the bases generated and exchanges with builders and military personnel of all races led to a lifting of the local color bar and end of discrimination against Jews, Catholics and other minorities.<sup>[3]</sup>

In researching of Navy censored marks of World War II, I found several instances where a mark evolved into several variants. Most noticeable and familiar are the C1.1-26, types A through D, used in Bermuda.<sup>[4]</sup>

The source mark, C1.1-26, is a single 30 mm circle. The letters are 2 mm, upper case, and both sans serif (along the arc) and serif (the internal letters and number). The Passed by U.S. Naval Censor phrase is unbroken. The space between the P of Passed and R of Censor is 15mm and there is an 8 point star/asterisk within the P:R. The Naval Censorship Regulations 1942 mandated a circular censorship mark one and a quarter inches in diameter, or approximately 30 mm. Inasmuch as C1.1-26 met that criterion, it is reasonable the mark be retained with only minor changes.





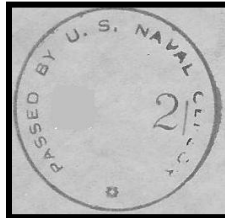
**C1.1-26 is easily recognized as Bermuda because of the upper-case BE. in the center of the ring, followed by a number. Numbers seen have been 1, 2, 3, often with a manuscript number added by the censor. This mark has been seen from early 1942.**



**C1.1-26A is the same mark with the serif upper case B but the smaller E removed. This and the preceding mark had overlapping usage. Once again there is a manuscript number added by the censor.**

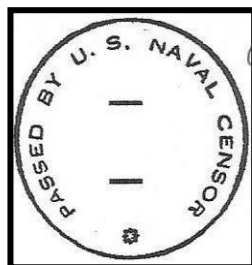


**C1.1-26B is once again the same source mark but now with the B removed. I have only seen one of this type mark but unfortunately it was lost in transit from the dealer. At the time I did not make copies of items on which I'd bid so there is no further information to be had from a cover. The mark illustrated is digitally modified to remove the B.**



**C1.1-26C removes all interior identification. It has been found on the mine sweeper USS YMS 208 [26 August 1943] which was transferred to France 27 March 1944, and the ACCENTOR-class coastal mine sweeper USS HEROIC (AMC-84) [18 December 1944], both of which were in Bermuda at the time of mailing. Undoubtedly this was used on many ships in transit.**

**C1.1-26D has not been seen by me personally but is listed by Russ Carter.<sup>[9]</sup> This marking has (2) 4 mm lines within the ring. The measurements are exact to the previous marks suggesting it too was used in Bermuda.**



This is by no means the only mark found that has evolved, but it is the most easily tracked.

## References

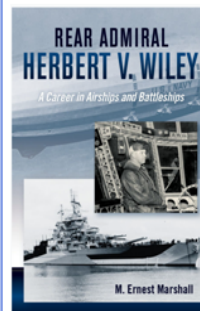
1. Forbes, Keith Archibald, *Bermuda's History from 1939 World War 2 to 1951* <http://www.bermuda-online.org/history1939-1951.htm>
2. Forbes, Keith Archibald, *American Military Bases in Bermuda from 1941 to 1995*, <http://www.bermuda-online.org/milquit.htm>
3. Forbes, Keith Archibald, *American Military Bases in Bermuda from 1941 to 1995*, <http://www.bermuda-online.org/milquit.htm>
4. Moses, James, *U.S. Navy Censorship Markings, 1940-1945*, unpublished manuscript
5. Carter, Russ, *Navy Censor Markings*

In this instance the basic mark is circular (C), a single circle (1), the wording is in one unbroken phrase (.1) and has been assigned the number 26 = C1.1-26. Significant alterations to the original mark are indicated by upper case letters. Minor changes or types are indicated by lower case letters.

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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](http://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.

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5-01 AGERHOLM (DD 826) 11-12-74 United Nations Day by Beck B967  
 5-02 BARBEY (DE 1088) 9-17-74 Citizenship Day by Beck B949  
 5-03 BLUE RIDGE LCC 19) 7-4-74 July 4 by Beck B921  
 5-04 CALIFORNIA (DLGN 36) July 4 by Beck B917  
 5-05 CARL VINSON (CVN 70) 10-11-75 keel lay by Beck B1000  
 5-06 COCHRANE (DDG 21) 10-22-68 Apollo 7 Recovery by Beck B757  
 5-07 CORAL SEA (CVA 43) 8-15-74 VJ Day by Beck B934  
 5-08 DEWEY (DLG 14) 5-18-74 Armed Forces Day by Beck B903  
 5-09 DIXON (AS 37) 5-27-74 Memorial Day by Beck B911  
 5-10 DONALD B BEARY (DE 1085) 10-14-74 Columbus Day by Beck B957  
 5-11 DUPONT (DD 941) 4-4-68 Apollo unmanned flight by Beck B752  
 5-12 DUBUQUE (LPD 8) 10-14-74 Columbus Day by Beck B954  
 5-13 DWIGHT D EISENHOWER (CVN 69) 10-11-75 christening by Beck B964  
 5-14 DYESS (DD 880) 10-11-74 199th Anniv USN by Beck B961 PM Brooklyn  
 5-15 ENTERPRISE (CVAN 65) 5-27-74 Memorial Day by Beck B907  
 5-16 FORT FISHER (LSD 40) 10-13-74 199th Anniv USN by Beck B963  
 5-17 FRANKLIN D ROOSEVELT (CVA 42) 10-27-74 Navy Day by Beck B970  
 5-18 HEWITT (DD 966) 9-14-74 launch cachet by Beck B932 PM Pascagoula  
 5-19 HORNE (DLG 30) 10-14-74 Columbus Day by Beck B958  
 5-20 INDEPENDENCE (CVA 62) 5-18-74 Armed forces Day by Beck B902  
 5-21 JAMES C OWENS (DD 776) 8-25-68 Apollo Unmanned Flight by Beck B700  
 5-22 JOHN F KENNEDY (CVA 67) 10-13-74 199th Anniv USN by Beck B959  
 5-23 JOSEPH STRAUSS (DDG 16) 10-13-74 199th Anniv USN by Beck B960  
 5-24 KALAMAZOO (AOR 6) 10-14-74 Columbus Day by Beck (B955)  
 5-25 LONG BEACH (CGN 9) 10-24-74 United Nations Day by Beck B965  
 5-26 LYNDE MCCORMICK (DDG 8) 10-24-74 United Nations Day by Beck B966  
 5-27 MAHAN (DLG 11) 4-1-75 Recommissioned by Beck B938  
 5-28 MCCLOY (DE 1038) July 4 cachet by Beck B919  
 5-29 MISSISSIPPI (DLGN 40) 2-2-75 keel lay by Beck B879  
 5-30 O'BANNON (DD 450) 8-25-68 Apollo unmanned flight by Beck B675  
 5-31 OKINAWA (LPH 3) 10-02-74 United Nations Day by Beck B969  
 5-32 OLDENDORF (DD 972) 11-8-75 christening by Beck B994  
 5-33 ORION (AS 18) 8-15-74 VJ Day by Beck B936  
 5-34 PEORIA (LST 1183) 9-17-74 Citizenship Day by Beck B951  
 5-35 PHARRIS (DE 1094) 7-15-75 Armed Forces Day by Beck B904,  
 PM Kennedy Space Center  
 5-36 PLYMOUTH ROCK (LSD 29) 9-2-74 VJ Day by Beck B935  
 5-37 ROBERT A OWENS (DD 827) 8-25-68 Apollo unmanned flight by Beck B699  
 5-38 SABINE (AO 25) 11-9-67 Apollo Unmanned flight by Beck B731  
 5-39 SARATOGA (CVA 60) 6-14-74 Flag Day by Beck B912  
 5-40 SEATTLE (AOE 3) 6-14-74 Flag Day by Beck B914  
 5-41 SPROSTON (DD 577) 8-25-66 Apollo unmanned flight by Beck B678  
 5-42 SPRUANCE (DD 963) 9-20-75 commission by Beck B953  
 5-43 STEIN (DE 1065) 10-13-74 199th Anniv USN by Beck B962  
 5-44 TEXAS (DLGN 39) 8-9-75 launch by Beck B940  
 5-45 TRIPPE (DE 1075) 3-29-74 Veterans Day by Beck B901  
 5-46 TRUXTUN (DLGN 35) 8-15-74 VJ Day by Beck B933  
 5-47 VOGUE (DE 1047) 5-27-74 Memorial Day by Beck B909  
 5-48 VULCAN (AR 5) 5-18-74 Armed Forces Day by Beck B906  
 5-49 WILLIAM H STANDLEY (DLG 32) 6-14-74 Flag Day by Beck B913  
 5-50 YELLOWSTONE (AD 27) 5-27-74 Memorial Day by Beck B908  
 5-51 YORK COUNTY (LST 1175) 4-4-68 Apollo unmanned flight by Beck B751  
 5-52 Apollo 7 Recovery Force by Beck B762 PM Jacksonville  
 5-53 Flag Day By Beck B915 PM Kennedy Space Center  
 5-54 ANTELOPE (PG 86) 10-1-77 LDC by Nicholson, PM LAWRENCE  
 5-55 HMS ARK ROYAL (CV) 4-16-75 Welcome by Nicholson PM AINSWORTH  
 5-56 ARKANSAS (CGN 41) 10-21-78 launch by Nicholson, PM BLANDY  
 5-57 AMERICA (CVA 66) 3-24-72 Welcome Home from Vietnam by Nicholson  
 5-58 AMERICA (CVA 66) 8-3-74 Welcome Home delayed by Cyprus Crisis  
 by Nicholson  
 5-59 BASILONE (DD 824) 10-15-77 LDPS by Nicholson  
 5-60 BEACON (PG 99) 4-22-77 LDC by Nicholson PM DONALD B BEARY  
 5-61 DOUGLAS (PG 100) 10-1-77 LDC by Nicholson, PM SHENANDOAH  
 5-62 DWIGHT D EISENHOWER (CVN 69) 10-18-77 commission by Nicholson  
 5-63 ELMER MONTGOMERY (DE 1082) greetings by Nicholson  
 5-64 EMDEN (German FF) 3-17-78 Welcome by Nicholson, PM DUPONT  
 5-65 EMORY S LAND (AS 39) 7-7-79 commission by Nicholson  
 5-66 FNS FRANCIS GARNIER (amphib) 2-24-75 Welcome by Nicholson,  
 PM IWO JIMA  
 5-67 FRANKLIN D ROOSEVELT (CV 42) 6-30-77 LDPS by Nicholson  
 5-68 GLENNON (DD 840) 3-21-75 welcome by Nicholson  
 5-69 GRAND CANYON (AR 28) 9-1-78 Decom today by Nicholson, PM BIDDLE

5-70 GRAND RAPIDS (PG 98) 10-1-77 LDC by Nicholson, PM TEXAS  
 5-71 GREEN BAY (PG 101) 4-22-77 LDC by Nicholson, PM SOUTH CAROLINA  
 5-72 HMS HAMPSHIRE (DD) 4-18-75 Welcome by Nicholson PM SYLVANIA  
 5-73 HAWKINS (DD 873) 1-12-78 LDC by Nicholson  
 5-74 HMCS HURON (FF) Welcome by Nicholson, PM MOINSTER  
 5-75 JOHN F KENNEDY (CVA 67) 12-1-73 Welcome Home delayed by  
 Arab/Israeli war by Nicholson  
 5-76 Greek DD KANARIS 10-31-72 Welcome by Nicholson PM ARCTURUS  
 5-77 LOS ANGELES (SSN 688) 4-7-78 Farewell, to new home port by Nicholson,  
 PM MILLER  
 5-78 LUTJENS (German DD) Welcome by Nicholson, PM SAIPAN  
 5-79 RFA LYNESS (Aux) 4-21-75 Welcome by Nicholson PM SUMTER  
 5-80 MILLER (DE 1091) 6-30-73 commissioning by Nicholson  
 5-81 MISSISSIPPI (CGN 40) 8-5-73 commission by Nicholson  
 5-82 MISSISSIPPI (CGN 40) 2-22-75 keel laid by Nicholson, PM BASILONE  
 5-83 MITSCHER (DDG 35) 4-23-78 LDC by Nicholson  
 5-84 NEOSHO (AO 143) 5-25-78 LDC by Nicholson  
 5-85 NIMITZ (CVAN 68) 5-13-72 launch by Nicholson, PM HERMITAGE  
 5-86 NIMITZ (CVAN 68) 5-3-75 commission by Nicholson  
 5-87 RFA OLNA (AO) 4-5-78 Welcome by Nicholson, PM CANISTEO  
 5-88 RFA OLWEN (AO) 4-16-75 welcome by Nicholson PM LAWRENCE  
 5-89 ORION (AS 18) 11-11-70 Farewell to Norfolk by Nicholson  
 5-90 HMS PHOEBE (FF) 3-20-78 Welcome by Nicholson PM FRANCIS MARION  
 5-91 HMCS PRESERVER (AOR) Welcome by Nicholson, PM MITSCHER  
 5-92 READY (PG 87) 10-1-77 LDC by Nicholson, PM FARRAGUT  
 5-93 RFA RESOURCE (Aux) 4-21-75 welcome by Nicholson  
 PM SPARTANBURG CTY  
 5-94 HMS RESURGENT (Aux) 3-20-78 Welcome by Nicholson, PM PHARRIS  
 5-95 SALINAN (ATF 161) 3-1-75 welcome by Nicholson PM BIDDLE  
 5-96 SAN FRANCISCO (SSN 711) 100-27-79 launch by Nicholson, PM L Y SPEAR  
 5-97 SIRAGO (SS 485) 6-1-72 LDC by Nicholson PM CANISTEO  
 5-98 TEXAS (CGN 39) 9-10-77 commission by Nicholson  
 5-99 WACCAMAW (AO 109) 2-18-75 LDC by Nicholson  
 5-100 BASILONE (DD 824) 11-1-77 LDC by Nicholson PM JOHN KING  
 5-101 CATFISH (SS 339) 3-19-45 commission by Spader, PM Groton sunk in  
 Falklands  
 5-102 COD (SS 224) 6-21-43 commission by Spader, PM Groton  
 5-103 CUTTLEFISH (SS 171) 6-8-34 r/s commission by officers & men  
 5-104 CUTTLEFISH & CACHALOT (SS 171/170) Navy Day by Richell  
 5-105 DOLPHIN (SS 169) 6-1-37 5th Anniv by ANCS Argonauts  
 5-106 GAR (SS 206) 4-14-41 commission, uncle Sam w/sub in hands  
 5-107 GURNARD (SS 254) 9-18-42 commission by Spader, PM Groton  
 5-108 MUSKALUNGE (SS 262) 3-15-43 commission by Spader, PM Groton  
 5-109 NAUTILUS (SS 168) 11-29-34 Thanksgiving Day by Richell  
 5-110 PORPOISE (SS 172) 4-24-36 shakedown cruise, kb arrived New Orleans  
 5-111 SAILFISH (SS 192) 5-15-40 commission, surface sub design  
 5-112 SAURY (SS 189) 4-3-39 FDPS by Hutnick  
 5-113 SHARK (SS 174) 10-27-36 T Roosevelt, Nation's Life Buoy, sunk  
 5-114 WHALE (SS 239) 6-1-42 FDPS by ANCS Argonauts  
 5-115 BONHOMME RICHARD (CV 31) 4-29-44 christening  
 5-116 CORAL SEA (CVB 43) 10-1-47 FDPS  
 5-117 FRANKLIN (CV 13) 12-25-46 Season's Greetings, famous CV  
 5-118 FRANKLIN D ROOSEVELT (CVB 42) 10-27-46 Navy Day 1946  
 5-119 NTREPID (CV 11) 4-26-43 launch by Nicholson PM Portsmouth Navy Yd  
 5-120 RANGER (CV 4) 2-25-33 launch cachet, PM Newport N  
 5-121 RANGER (CV 4) 10-17-45 LDPS marking, no cachet  
 5-122 AUGUSTA (CA 37) 6-4-36 JP Jones r/s cachet by Ch 7 USCS  
 5-123 NEW ORLEANS (CA 32) 2-15-34 commission w/ many US Flags  
 5-124 NORTHAMPTON (CA 26) 3-17-35 St Patrick cachet sunk  
 5-125 ASTORIA (CA 34) 4-28-34 r/s commission cachet

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S5-50 FRANKLIN D ROOSEVELT (CVA 42) 3-1-?? Crosby-like photo cachet, date has no yr in cxl MB \$2

S5-51 GRAVELY (DDG 107) 5-16-2009 christen by Everett, PM Pascagoula MB \$2

S5-52 USCGC MANTA (WPB 20) 5-9-2000 launch by Everett, PM Lockport MB \$2

S5-53 USCGC HAMILTON (WMSL 753) 10-26-2013 christening by Everett, PM Pascagoula MB \$2

S5-54 USCGC KITTIWAKE (WPB 16) 1-26-2000 In commission special by Everett, PM Lockport MB \$2

S5-55 USCGC BLACKTIP (WPB 87326) 10-31-2000 In commission special by Everett MB \$2

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S5-89 BERGALL (SS 320) 5-13-43 keel lay cachet, sailor holding ships wheel, PM Groton MB \$3

S5-90 8th Anniv Battle of Guadalcanal 11-12-50 USS SAN FRANCISCO memorial, PM SF MB \$1

S5-91 OREGON (BB 3) 10-27-34 Bulldog of Navy salutes Navy Day, PM Portland MB \$1

S5-92 MAURY (DD 401) 2-24-38 launch by ANCS 40, PM San Fran MB \$2

S5-93 MINDORO (CVE 120) 1-16-51 Crosby-like photo cachet of PRUITT (DM 22) MB \$2

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

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### New Member Collecting Interests

**Mark Montgomery, 5361 Elm St. Millbrook, AL 36054.** I collect Beck, Walter Crosby, Space, Submarines and Nicholson.

**Looking for Texas-related named ships with Texas-themed stamps.** Also, USS TEXAS on 4/30/1932 in San Francisco with Washington Bi-Centennial stamps. Contact Houston Moore--[Houstonmoore3@yahoo.com](mailto:Houstonmoore3@yahoo.com)

## Please support our Member-Dealers

### Universal Ship Cancellation Society A Navy, Society and Hobby – second to none!

I hereby apply for membership in the Universal Ship Cancellation Society and enclose \$\_\_\_\_\_ for my dues and a subscription to the USCS Log. I also agree to abide by the Philatelic Code of Ethics and the By Laws of the USCS.

Full Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip+4 \_\_\_\_\_

E-mail \_\_\_\_\_

Sponsored by \_\_\_\_\_ USCS # \_\_\_\_\_

Month Joined	Regular U.S. Address	First Class	International	eLog (PDF) by e-mail only
Apr, May, June	\$24.00	\$46.00	\$47.00	\$16.00
July, Aug, Sept	\$19.00	\$35.00	\$36.00	\$13.00
Oct, Nov, Dec	\$13.00	\$24.00	\$25.00	\$9.00
Jan, Feb, March*	\$30.00	\$57.00	\$58.00	\$20.00

\*fee for 15 months Membership year begins April 1. Table above includes \$2.00 for registration / initial mailing.  
**Life Membership:** To age 45, \$500; ages 46-55, \$400; ages 56-65, \$350; ages 66-75, \$250; age 76 and older, \$100. Renewal invoices sent each December for membership year beginning April 1. All payments must be in U.S. funds or check/ money order drawn on a U.S. bank or a USPS money order payable to USCS or to [Receipts@USCS.ORG](mailto:Receipts@USCS.ORG) from a PayPal account.

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

11/18



STEVE SHAY  
747 SHARD CT  
FREMONT CA 94539

PERIODICAL

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Universal Ship Cancellation Society Log

May 2020

## Secretary's Report April 2020 Welcome New Members

12592 Richard M Zuber, Sr, 408 Temple Ave, Woodbury Heights NJ  
08097-1239

Y-12593 Kyle Athayde, 300 E 39<sup>th</sup> St Apt 5D, New York NY 10016-2163

12594 Joseph De Rogatis, 3 3<sup>rd</sup> St, Budd Lake NJ 07828-1614  
by Steve Shay (L-10821)

12595 Gary Hendren, 12737 Glenage Dr, Maryland Heights MO  
63043-2811

### Late Renewals

11350 Brian Berry	12352 Nancy Clark
10017 Donald Cote	11639 Bob Emrick
10497 Ralph Gulko	7913 Michael Hebert
10113 John Holt	12525 Richard Kaczor
10292 Ron Krisman	12523 Joshua McGee
12462 Felix Perez-Folch Jr	11557 Michael Piscetelli
11451 Dave Shaw	12164 Dr. Nikolaus Sifferlinger
7645 Paul Silverstone	5633 Elgin Sink
10192 Joseph Steinberg	12347 Matthew Stoll
12225 Mike Tacha	9895 Howard Tiffner
12407 Andrew Urushima (Secretary error)	
10918 Karl Weyland	S-8400 William Zikias Jr

### Change of Address

11690 Ross Beedle, 115 E Apple St, Kirkwood IL 61462-5022  
S-12372 Keith Reccius, 1 Wickham Way, Hendersonville NC  
28791-1732

Membership on 2/7/2020.....	764
New Members.....	4
Late Renewals.....	23
Membership on 4/4/2020.....	748
Membership on 3/30/2019.....	783

Steve Shay,  
Secretary

### USCS Reference Collections No.1 and No.2

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P.O. Box 7237

Aloha OR 97007

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Jim Forte

P.O. Box 94822

Las Vegas, NV 89193 800-594-3837

## Future USCS Convention Schedule

2020 September 25-27 – MILCOPEX – Milwaukee WI

2021 September 3-5 - BALPEX – Hunt Valley MD

## The USCS Has Reprinted THE CONSTITUTION BOOK

By Leon Fields



Original Cover



New Cover

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