

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 87 No. 6

June 2020

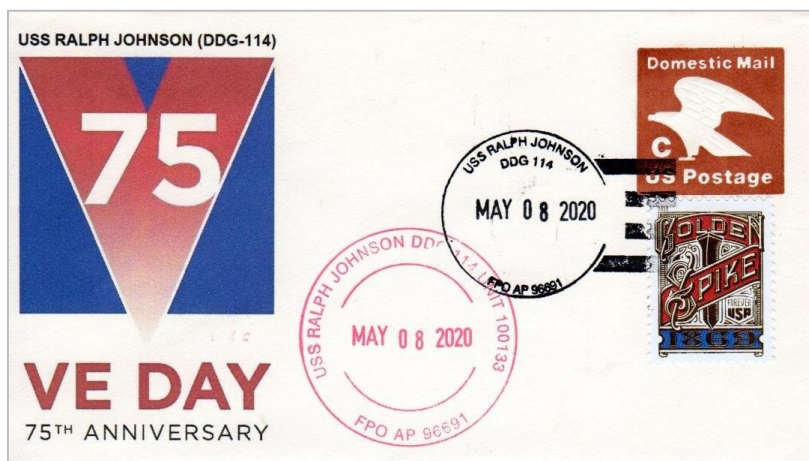
Whole No. 1039

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Feature Cover

USS RALPH JOHNSON (DDG 114)



Mike Brock (11,060) submitted June's feature cover with his 75th Anniversary of VE DAY cachet. The cover is clearly cancelled with a Locy Type 11-2n (USS, FPO AP 96691) and a Locy Type 12-2cny (USS, FPO AP 96691)(Unit 100103) postmark.

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 we reach the mid-year, many of our members are still in lock-down mode. Florida is just now beginning to open certain businesses to reduced capacity. We have still not opened schools, bars and gyms. Gasoline is at the lowest price in many years and traffic is really reduced since the theme parks are closed and many people are working from home. When this pandemic passes, teachers will certainly be much more appreciated than in the past. I saw a bumper sticker last week that read: "My son's teacher lied to me. He is not a joy to have in class!" So much for home schooling.

For those who send covers to ships during the bi-annual RIMPAC exercises, the Navy is still going to have RIMPAC 2020, but most events will take place at sea and will be later in the summer. The usual fleet gathering of ships at Pearl Harbor will not occur due to the pandemic.

When you look at the shipbuilding dates on page 3, you will notice that several events have been postponed. Both USS DELAWARE and USS VERMONT commissionings were done administratively. The formal events may be conducted later in the year. The same situation is happening with christenings at Pascagoula MS where events have been pushed back for LENA H. SUTCLIFFE HIGBEE (DDG 123) and PCU FORT LAUDERDALE. All shipbuilding event dates are fluid for this year.

While several early year philatelic shows have been cancelled or pushed back. We are monitoring our USCS Convention with MILCOPEX in Milwaukee later this year. So far, the planning is continuing for our convention.

Now that many of you have had about two months to sort and organize your collections, you may have found a treasured cover that you could share with the membership through an article for the **USCS Log**. I am always looking for new authors and unique material to feature in the **Log**. I still need six more months of material to take us through this year. What do you have to share?

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)

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

USNS WALLY SCHIRRA (T-AKE 8) 5th Fleet AOR

USS TEXAS (SSN 775) 5th Fleet AOR

USS MINNESOTA (SSN 783) Deployed NAVFOR Europe

USS LEWIS B. PULLER (ESB 3) 5th Fleet AOR

USNS ARCTIC (T-AOE 8) 5th Fleet AOR

USS ALASKA (SSBN 732) Eastern Atlantic

USS KEY WEST (SSN 722) WESTPAC

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

USS PINCKNEY (DDG 91) Counter illicit drug Pacific

USNS LARAMIE (T-AO 203) Counter illicit drug Pacific

USCG JAMES (WSML 754) Counter illicit drug Pacific

JOIN A USCS CHAPTER IN 2020



Out of the Past

Naval History and
Heritage Command

1 June 1813 (Classic)

HMS SHANNON, commanded by Capt. Philip Broke, captures USS CHESAPEAKE, commanded by Capt. James Lawrence off the coast of Boston, MA. During the battle, Capt. Lawrence is mortally wounded, but as he is carried below deck, he orders the iconic phrase: "Tell the men to fire faster! Don't give up the ship."

3 June 1942 (WW II)

The Japanese start a two-day attack at Dutch Harbor, Aleutian Islands, Alaska, in an attempt to distract America from the Midway Island invasion. During the two-day invasion, 43 Americans die.

7 June 1944 (WW II)

The construction of artificial harbors and sheltered anchorages, also known as Mulberries, begins off the Normandy coast.

11 June 1927 (Inter-War Years)

USS MEMPHIS (CL 13) arrives at Washington, D.C., with Charles Lindbergh and his plane, Spirit of St. Louis, after his non-stop flight across the Atlantic. Later that day, Lindbergh becomes the first person to receive the Distinguished Flying Cross when President Calvin Coolidge presents the award at the Washington Monument grounds.

16 June 1953 (Korean War)

During the Korean War, USS PRINCETON (CVS 37) launches 184 sorties against enemy front-line positions, a new record for offensive sorties flown from a carrier during the Korean War in a single day.

19 June 1942 (WW II)

USS BALLARD (AVD 10) is directed by a PBY (VP 11) to rescue 35 survivors (one dies shortly after rescue) from Japanese carrier, HIRYU, which is scuttled by destroyers KAZEGUMO and YUGUMO on 5 June during the Battle of Midway. The men are members of the engineering department and were presumed dead by the Japanese.

24 June 1952 (Korean War)

During the Korean War, aircraft from USS PHILIPPINE SEA (CV 47), USS BON HOMME RICHARD (CV 31), USS PRINCETON (CV 37), and USS BOXER (CV 21) continue attacks on hydroelectric plants in North Korea from the previous day.

25 June 1917 (World War I)

During World War I, the first Navy convoy of troopships carrying the American Expeditionary Forces arrives in France. The 14 troopships depart on June 14 from New York, which includes the 5th Marine Regiment.

30 June 1943 (WW II)

In Operation Toenails, Task Force 31, commanded by Rear Adm. Richmond K. Turner, lands the New Georgian Occupation Force, consisting of the U.S. Army's 172nd Infantry, 43rd Division on Rendova Island. Task Force 31 is supported by land-based aircraft and destroyer gunfire. The troops land without opposition.

Calendar of Events

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

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

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

? notes a tentative or uncertain date.

signifies a change from previously published date.

POSTPONED Formal Commissioning Ceremonies

? PCU DELAWARE (SSN 791) Commissioning, Wilmington DE

? PCU VERMONT (SSN 792) Commissioning, Groton CT

May 2020

?? PCU FORT LAUDERDALE (LPD 28) Christening, Pascagoula

June 2020

20#USS KANSAS CITY (LCS 22) Commissioning, San Diego, CA

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

27# PCU TRIPOLI (LHA 7) Commissioning, NAS Pensacola FL

August 2020

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

September 2020

26? PCU DELBERT D BLACK (DDG 119) Comm. Port Canaveral

Summer 2020

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

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

2020 Ship Anniversaries

50 YEARS – BLUE RIDGE LCC-19, 11/14; **35 YEARS** – 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** – 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

USCS needs a Volunteer to be a Chapter Coordinator

The Chapter Coordinator helps groups interested in forming a new chapter by providing lists of members living within the target area, offers organizational materials and other assistance to form a chapter.

The Chapter Coordinator also helps with the annual Chapter reports and with the awards program.

Willing to Volunteer? Let the USCS President know of your interest. bmcjmjones@yahoo.com

Naval News

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PCU HARRISBURG (LPD 30) Start of Fabrication

Huntington Ingalls Industries' Ingalls Shipbuilding division recently started fabrication of the U.S. Navy's newest SAN ANTONIO-class amphibious transport dock HARRISBURG (LPD 30). The start of fabrication signifies that the first 100 tons of steel have been cut. 4-16-2020

The start of fabrication for HARRISBURG marks the beginning of the LPD Flight II program.

Ingalls has delivered 11 SAN ANTONIO-class ships to the Navy and has three more under construction including LPD 30. PCU FORT LAUDERDALE (LPD 28) launched in March and is scheduled to deliver in 2021.

LPD 30 will be the second Navy vessel named after the city of Harrisburg, Pennsylvania. The first was a troopship acquired by the Navy during World War I that served in commission from 29 May 1918 to 25 September 1919.

VERMONT Delivered and Commissioned Administratively

General Dynamics Electric Boat delivered the nuclear-powered attack submarine VERMONT (SSN 792) to the U.S. Navy on 17 April 2020 and administratively commissioned her on 18 April.

Although the traditional public commissioning ceremony was canceled due to public health restrictions on large public gatherings, the Navy commissioned USS VERMONT administratively and transitioned the boat to normal operations. 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, Gloria Valdez, former Deputy Assistant Secretary of the Navy (Ships), offered her gratitude to everyone who played a role in delivering USS VERMONT to service.

PCU DELBERT D. BLACK Delivered

The Navy accepted delivery of the guided missile destroyer DELBERT D. BLACK (DDG 119) from Huntington Ingalls Industries Ingalls shipbuilding division, on 24 April.

Accepting delivery of DDG 119 represents the official transfer of the ship from the shipbuilder to the Navy. Prior to delivery, the ship successfully conducted a series of at-sea and pier-side trials to demonstrate its material and operational readiness.

The 68th ARLEIGH BURKE class destroyer honors Delbert D. Black, the first Master Chief Petty Officer of the Navy, and will be the first naval ship to bear his name. Black is known for guiding the Navy through the Vietnam conflict and ensuring enlisted leadership was properly represented Navy-wide by initiating the Master Chief program.

In addition to DELBERT D. BLACK, HII's Pascagoula shipyard is also currently in production on the future

destroyers FRANK E. PETERSEN JR. (DDG 121), and LENA H. SUTCLIFFE HIGBEE (DDG 123), as well as the Flight III ships, JACK H. LUCAS (DDG 125), and TED STEVENS (DDG 128).

USS ZUMWALT Combat Systems Delivered

The Navy accepted delivery of USS ZUMWALT (DDG 1000), the lead ship of the Navy's next-generation of multi-mission surface combatants, on 24 April.

Following this delivery, the ship will transition from Combat Systems Activation to the next phase of developmental and integrated at-sea testing.

This event marks a major milestone of the dual delivery approach for USS ZUMWALT, which achieved Hull Mechanical & Electrical delivery from shipbuilder General Dynamics' Bath Iron Works in May 2016. Raytheon Integrated Defense Systems was the prime contractor for the ZUMWALT Combat System, and has lead activation and integration for ZUMWALT-class ships both in Bath, Maine and San Diego.

With delivery, USS ZUMWALT joins the U.S. Pacific Fleet battle force and remains assigned to Surface Development Squadron One.

Guided Missile Frigate (FFG(X)) Contract Awarded

Navy awarded a contract to design and produce the next generation small surface combatant, the Guided Missile Frigate (FFG(X)). The contract for detail design and construction (DD&C) of up to 10 Guided Missile Frigates (consisting of one base ship and nine option ships) was awarded to Marinette Marine Corporation (MMC) of Marinette, Wisconsin, officials announced.

The FFG(X) will have multi-mission capability to conduct air warfare, anti-submarine warfare, surface warfare, electronic warfare, and information operations. Specifically FFG(X) will include an Enterprise Air Surveillance Radar (EASR) radar, Baseline Ten (BL10) AEGIS Combat System, a Mk 41 Vertical Launch System (VLS), communications systems, MK 57 Gun Weapon System (GWS) countermeasures and added capability in the EW/IO area with design flexibility for future growth.

LHA 9 Long-Lead-Time Material Contract

Huntington Ingalls Industries announced that its Ingalls Shipbuilding division has received a advance procurement contract from the U.S. Navy to provide long-lead-time material and advance procurement activities for amphibious assault ship LHA 9.

Ingalls is currently the sole builder of large-deck amphibious ships for the Navy. The shipyard delivered its first amphibious assault ship, the IWO JIMA-class USS TRIPOLI (LPH 10), in 1966. Ingalls has since built five TARAWA-class (LHA 1) ships, eight WASP-class (LHD 1) ships and the first in a new class of amphibious assault ships, AMERICA (LHA 6), in 2014. The second ship in that class, TRIPOLI (LHA 7), was delivered to the Navy earlier this year. BOUGAINVILLE (LHA 8) is currently under construction.

PLEASE SUPPORT OUR MEMBER/DEALERS

President's Message

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USSC Treasurer **Lloyd Ferrell** reports he received a package donated by **Gerald Myers** (11,784) with 29-33-cent postage stamps. The estimated face value is about \$300 and will be used for ongoing USCS mailings. Mr. Myers' donation is greatly appreciated.

As I mentioned in the May issue, we were looking at a potential return to fewer restrictions in many states. However, some states are projecting even longer restrictions. Therefore, it is good to have a hobby to help fill the days when we are restricted because normal daily routines are restricted.

I am looking for a volunteer to take over the position of **USCS Chapter Coordinator**. Our current coordinator, **George Marcincin**, has resigned the position and has offered to help transition the material to a new coordinator. I wish thank George for handling the duties of coordinator for the past two years and look forward to assisting him in the transition to a new volunteer.

The Chapter Coordinator basically assists groups of USCS members in an area to come together to seek a charter for a new chapter in their region. For the established chapters, the coordinator directs new members to the availability of a chapter in their area and offers contact information. Additionally, the coordinator surveys each chapter at the end of the year and develops the annual report for the board along with the recommendations for the chapter awards for chapters meeting the award criteria.

If you wish to volunteer for this position, please contact me at bmcjmjones@yahoo.com.

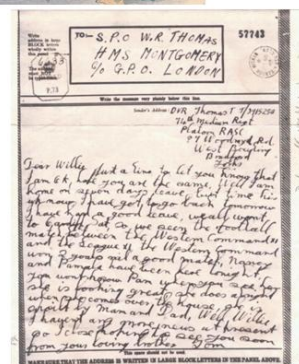
Since every day seems like the movie "**Groundhog Day**", here is a repeat from previous months.

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!

HMS MONTGOMERY (Ex-WICKES) V-Mail
Japanese FDC Bataan Stamp



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

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

The Goat Locker

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My original column will be published next month. I just learned of the passing of a great friend to the naval cover community and to the Coast Guard units within the Ninth Coast Guard District. Have fair winds and following seas Bob Quintero!

My Tribute to a friend Robert D. Quintero, USCS (L-3983)

Bob was the best, first as one of the original founders of the USS MICHIGAN Chapter #80 and then, as the prime movers to see that all Coast Guard units on the Great Lakes have their own rubber stamp cachets. The chapter even produced submarine covers and he was also a big fan the nuclear submarine USS MICHIGAN. Now you know how the chapter got its name in July 1977. They produced a set of seven envelopes (different colors) with the Ninth Coast Guard District logo with the names of each of the lakes.



Figure 1: Commissioning cover on printed envelope (Lake Erie) with CGC KATMAI BAY corner card & cancelled with dated "Received" stamp on 8 JAN 1979. Note: corrected c/c changing cutter's classification from WYTM (Harbor Tug) to penned WTGB (Icebreak'g Medium Tug). These tugs replaced the 110-foot harbor cutters (WYT) built during WWII named after Indian tribes.

Bob documented events (commissioning, birthdays) for the new 140-foot class of icebreaking tugs named for bays (Katmai, Bristol, Mobile, Biscayne & Neah) that were built in Tacoma WA. Launched on the west coast, the cutters traveled to their homeports for commissioning. The chapter (Bob) produced "First Day Cachet Use" for all the 180-foot Buoy-tenders (WLB) and most Coast Guard units within "Land of Hiawatha" He loved to use that name!



Figure 2

Figure 2: Printed chapter envelope (C-35) with cachet that depicts a drawing of 140-foot cutter (artist un-readable) documenting the commissioning of CGC NEAH BAY (WTGB 105), canceled by USPS, Cleveland on 25 OCT 1980. Cutter's corner card, upper left



Figure 3: Printed chapter envelope (C-45) with cachets of five cutters participating in CON 140 (Annual Tug Conference) at Saint Ignace, MI on 21 OCT 1982. One of five covers in a set, this one bears the cachet & corner card of CGC BRISTOL BAY



Figure 4: Printed chapter envelope (C-53) with line-drawing of 140-footer documents the 1983 Icebreaker Conference, posted at Saint Ignace, MI on 21 OCT 1982. Cover bears a corner card of CGC BISCAYNE BAY



Figure 5: Stamped cachet documents a tug boat race on the Detroit River between "Motor City" and Windsor, Ontario. Cover was posted on 30 JUN 1984 at Detroit River Station and another cover with Canadian postage was cancelled across the river. Note the usage of 20 cents "Official" stamp on this cover, as it was perfect ally legal.

Looks like CGC BRISTOL BAY was policing the race, as its homeport and both covers have its corner card. The bridge in the cachet is the Ambassador Bridge that was built in 1928 and is scheduled to be replaced by Gordie Howe Bridge in 2024.

We became friends through the years, first as subscriber of chapter covers and then after meeting him at a USCS convention in Kalamazoo MI ('83 or '88.) We shared the same interest in Navy and Coast Guard icebreakers. Bob was also a member of the American Society of Polar Philatelists and had an interest in Canada, NWT & Yukon, Alaska, U.S. & Russian Drifting Stations and Trans-polar Expeditions.

We talked about the icebreakers and about our desire to find out which covers were canceled while within a polar region. Bob stated that he had something that might help, as he had been Xeroxing MSTs/ Arctic Operations reports and he would send copies.

Needless to say, about two months later a banker box arrived with Task Force 6 reports from 1956 to 1972. The data obtained from these reports helped produce *Data Sheet #26* concerning American Polar Operations with **Ned Harris**.

Bob was a big fan of CGC MACINAW (WAGB 83) and gave "Big Mac" several stamped cachets during the 1980s. The chapter (Bob) produced C and they were used for various events.



Figure 6: Printed cachet depicts USCG officer and civilian shaking hands during a Coast Guard Festival, held in Grand Haven MI and posted there on Coast Guard Day 1983. The Chapter envelope C-51 bears special cachet made for MACKINAW and its corner card.

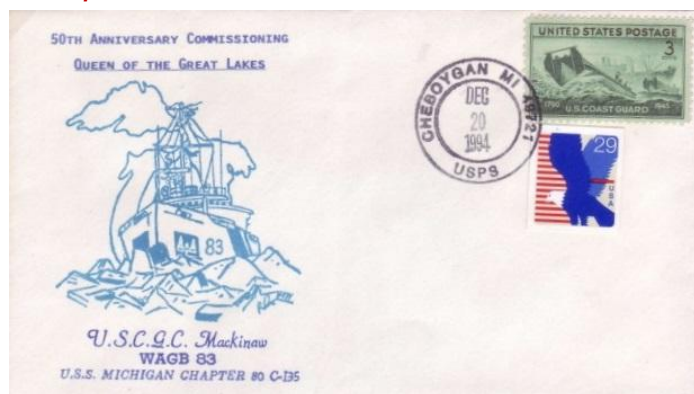


Figure 7: Printed cachet depicts the "Queen of the Great Lakes" breaking ice on the 50th Anniversary of her commissioning, cancelled at Cheboygan MI on 20 DEC 1994. Cachet artist initials R.Q. & a four digit number is part of the broken ice (lower right)

Yes, Bob did most of the artwork for chapter's cachet. He was big on mermaids for the submarine covers and an

occasional hound dog for one of Coast Guard tugs. You might want to visit the Naval Cover Museum and see his "mermaid" covers. Go to cachet maker and look up "Robert Quintero." We'll have to send Greg his Coast Guard covers!



Figure 8: The chapter (Bob) stopped producing covers in 1996, but he covered the last day of "Big Mac" and commissioning of WLB 30 with computer printed covers. Produced in a limited edition (30) and cancelled with a pictorial postmark that commemorates both events at USCG Ceremony Station, Cheboygan MI on 10 June 2006.

Bob crossed the bar on 30 April 2020 at the ripe old age of 92. No, he was not another victim of the current CONVID 19 problem. Say hello to fellow hooligans John Wager, Walter Grabowy, Hy Rosman and the other hooligans at that great cover show in the sky.

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

U.S. Coast Guard Authenticates Keel for First Offshore Patrol Cutter Future USCGC ARGUS

The U.S. Coast Guard and Eastern Shipbuilding Group (ESG) authenticated the keel for the first offshore patrol cutter (OPC), the future USCGC ARGUS (WMSM 915), in Panama City, Florida, on 28 April 2020.

The keel authentication, a time-honored tradition in shipbuilding, was conducted by Joey D'Isernia, president of ESG and Capt. Andrew Meverden, commanding officer of Coast Guard Project Resident Office Panama City. Bradley Remick, a welder with ESG, used a welding torch to apply the initials of the sponsor, retired U.S. Coast Guard Capt. **Beverly Kelley**, to the ceremonial plate, which declares the keel of ARGUS to be "truly and fairly laid".

The sponsor of ARGUS, Kelley, received her commission in 1976. In 1979, she became the first woman to command a military vessel, Coast Guard Cutter Cape NEWHAGEN, a 95-foot Cape Class patrol boat. During her distinguished career, Kelley also served as commanding officer of Coast Guard Cutters NORTHLAND in 1996 and BOUTWELL in 2000, also making her the first woman to command a medium endurance cutter and high endurance cutter. Kelley retired from military service in 2006.

The first OPC is named for the Revenue Cutter ARGUS, which was one of the first ten ships assigned to the United States Revenue Cutter Service, a predecessor service to the United States Coast Guard.

For Beginning Members

Long John Silver, Ship's Cook

Classic Postmarks: Specific Types

Basically before the Great War, Navy Mail Clerks used four types of cancels on the mail- the Type 1, 2, 3 and an all-purpose Type 9 on registered mail (usually on reverse) or its registered receipts that were given to the sender. I doubt many a sailor saved them.



Figure 1: Postcard (divided back) from Clyde aboard USS RHODE ISLAND to Miss Miller, Dayton Ohio, posted with ship's Type 1 cancel on 23 FEB 1909. Card (front) depicts the Queen's Park & Stirling Terrace, Albany, Western Australia. Cancel rated "C"

Before we discuss the types, let's discuss the "scarcity code" found in the *USCS' Naval Postmarks Catalog*. We have seven: common (A), limited number (B), Scarce (C), and R-1 (25 to 100 reported copies), R-2 (10 -25 copies), R-3 (6-10 copies) and R-4 (five or fewer copies). These letters or rarity codes replace the old monetary value that was in previous editions. A common (A) cancel was listed as 10 cents.



Figure 2: Real-photo postcard depicts sailors & marine standing in front of a monument in Vera Cruz, Mexico from A.V.B. aboard USS TEXAS with half of the ship's Type 3br (A) cancel on 13 JUN 1914.



Figure 3: Facing Slip from USS TEXAS with Type 3br (A) cancel dated 21 JUN 1914 with ship's location LOBOS/ ISLAND. MEX between killer bars. Note: small "b" indicates a missing bar.

What's a facing slip? That's a piece of paper that the mail clerk puts with a bundle of letters that are destined to a particular city or state. Many years ago, I obtained a bunch of them from a stamp dealer because he was going into coins.

Going back to Boylan's check-list of postmarks that was in May's Beginners' column, they are from the American Steel Navy that was built under the administrations of William McKinley and Theodore Roosevelt. Several battleships and armed cruisers are not mentioned i.e. ALABAMA, IOWA, INDIANA, KEARSARGE, KENTUCKY, PENNSYLVANIA, OHIO, OREGON and for years back in the 1960s there was no known cancels from OREGON.

Missing is Armed Cruiser #4 PENNSYLVANIA was renamed PITTSBURGH in April 1912 and was designated (CA 4) in July 1920. The Navy Department went into a Two-letter designation; followed by a number i.e. PITTSBURGH was designated heavy cruiser (CA 4) until her decommissioning in July 1931. Other designations: battleships (BB) and light cruiser (CL) for CHESTER, BIRMINGHAM and SALEM.



Figure 4: Postcard (divided back) depicts town square, Torvet, Norway (black & white) probably sent by a midshipmen aboard USS IOWA to Miss Vosburg, Canajoharie NY, posted with ship's Type 1u (C) cancel on 17 JUL 1911. Note: u indicates ship's name at bottom of dial. Rated C (scarce).

The battleship was part of the Naval Academy Practice Squadron and took the midshipmen to Europe during the summer of 1910 & 1911.

You may want to visit the Naval Cover Museum www.navalcovermuseum.org and enter the main collection. Then you can look up the ship, either under designation & hull number or under its name. It's a good way for a new collector to look up what type cancels a particular ship had used or what's missing from your collection.



Robert Quintero

Paul Anderson (USCS #10830)

In the midst of life, there is death; and in death, there is life. As a fellow member of the USCS and Motor City Stamp and Cover Club/USS MICHIGAN Chapter #80, it is my duty to inform the membership that fellow member **Robert Quintero**, USCS #3893, passed into history on the morning of Thursday, April 30, 2020, due to complications of age (non-COVID related). He was 91 years old.

Robert Quintero



Bob was born in 1928 in Upper Michigan. Bob graduated from Northwestern High School in Detroit and attended Wayne State University, graduating with a Bachelor of Arts degree in Geography. He served in the Army with the 19th Infantry Regiment, 24th Division in Japan 1946-1948, and with the 398th Military Police Battalion 1949-1952 stationed in the US, achieving the rank of Staff Sergeant. Bob started at Parke-Davis & Company in 1949; he moved to the General Motors Institute in 1968 and retired from there in 1998.

His father introduced him to the world of philately when he gave him his first stamp album at age 12. Bob joined the USCS in September 1960 exposing him to the naval hobby. Bob founded the USS MICHIGAN Chapter #80 of the USCS and was a founding member of Motor City Stamp and Cover Club. Until about 4 years ago, he served as the Club Secretary for many years. He was also a major supporter for the J.W. WESTCOTT mailboat in Detroit, Michigan, (the only mailboat with its own ZIP code, 48222) producing her yearly opening and closing covers until recently. He was a life member of a long list of stamp and philatelic organizations across the globe. Bob was also a life member of the Yankee Air Museum at Willow Run Airport in Michigan, and a member of the United States Naval

Institute. Any excess magazines and other material he had, he would bring to the monthly club meetings and pass it out to anyone who wanted it.

Bob has exhibited at local shows where he received 4 Grand and 15 Gold medals, and 17 Most Popular Awards. At their annual awards banquet on December 9, 2007, Bob was honored by the Motor City Stamp and Cover Club for his many years of service to the club and his involvement in their annual stamp show, and was the December 2007 USCS Member Of the Month. His interests include Arctic operations, particularly Arctic above the 60th parallel, submarines, worldwide subs on stamps, military APOs, First Day Covers, tanks and military on stamps/covers/cancels, and Norman Rockwell on stamps/covers/cancels. Bob was particularly famous for making Mermaid "Qovers" commemorating modern nuclear submarine launchings, commissionings, and anniversaries, some of which no more than 25 were made. Many of these now sell for upwards of \$30 each. He had not produced cachets in many years, but he maintained an interest in the Navy and in philately.

He has not been in good health for a few years, and has had mobility issues. After his wife Patricia died a year ago, he has been divesting himself of his collection, books, and other materials. There will be no funeral as such, but there will be a memorial service in late July, delayed because of the COVID-19 situation.

His December 2007 Member of the Month write-up can be found at <https://www.uscs.org/society-archives/member-of-the-month/archive/robert-quintero/>. Pictures of some his covers can be found on the Naval Cover Museum website at https://www.navalcovermuseum.org/wiki/Cachet_Maker_Robert_Quintero and https://www.navalcovermuseum.org/wiki/Cachet_Maker_USCS_Chapter_80_USS_Michigan.

A full obituary can be found at:

<https://www.hopcroftfuneraldirectors.com/obituaries/Robert-Quintero-4/>.

West Coast Navy News

Ted Minter (9017)

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



RIMPAC 2020 Set for August

The United States Navy will sponsor the 27th Rim of the Pacific exercise, 17-31 August.

Hosted by Commander, U.S. Pacific Fleet, this biennial maritime exercise will be an at-sea-only event in light of COVID-19 concerns. The theme of RIMPAC 2020 is "Capable, Adaptive, Partners."

The at-sea-only construct for RIMPAC 2020 was developed to ensure the safety of all military forces participating by minimizing shore-based contingents.

USS NIMITZ Underway for COMPTUEX

USS NIMITZ (CVN 68) departed Naval Base Kitsap, Bremerton 27 April 2020.

While underway, NIMITZ will participate in a composite training unit exercise (COMPTUEX). COMPTUEX is an intensive exercise designed to fully integrate units of a carrier strike group (CSG), while testing a strike group's ability as a whole to carry out sustained combat operations from the sea.

In addition to NIMITZ, NIMITZ Carrier Strike Group ships and units scheduled to conduct COMPTUEX are USS PRINCETON (CG 59), USS JOHN PAUL JONES (DDG 53), USS STERETT (DDG 104), and USS RALPH JOHNSON (DDG 114), Destroyer Squadron 9; and Carrier Air Wing 17.

Norfolk Navy News

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

**USS EISENHOWER CSG**

The USS DWIGHT D. EISENHOWER Carrier Strike Group (CSG) and the French Navy conducted a bilateral, interoperability exercise in the North Arabian Sea 25-26 April 2020.

The aircraft carrier USS DWIGHT D. EISENHOWER (CVN 69) (IKE), guided-missile cruiser USS SAN JACINTO (CG 56) and FS FORBIN (D 620), operating under national tasking, participated in formation steaming, an air defense exercise and a surface gunnery exercise.

Earlier this year, IKE and the French nuclear-powered aircraft carrier FS CHARLES DE GAULLE (R 91) and her escorts participated in cross-deck interoperability exercises in the Mediterranean Sea.

IKE Strike Group is deployed to the U.S. 5th Fleet area of operations conducting maritime security operations in international waters alongside our allies and partners.

CHURCHILL Waterborne Hub Replacement

Mid-Atlantic Regional Maintenance Center's (MARMC) Dive Team successfully completed a rare underwater hub replacement on USS WINSTON S. CHURCHILL (DDG 81) on 8 April at Naval Station Norfolk, completing the repair two weeks faster than ever previously performed.

Hub replacements are depot-level repairs typically conducted in drydock, however; with the expertise of Naval Sea Systems Command (NAVSEA) and the assistance of Rolls Royce; Emergency Ship Salvage Material (ESSM) and Norfolk Port Operations, the team was able to complete the job waterborne in just 23 days. This is only the third time MARMC has completed an underwater hub replacement.

USS VERMONT IN SERVICE

The U.S. Navy commissioned USS VERMONT (SSN 792), the 19th VIRGINIA-class attack submarine, April 18.

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

VERMONT's commanding officer, CDR Charles W. Phillips III, highlighted VERMONT's accomplishments over the past several weeks getting through initial sea trials. The hard work and dedication of the entire team the past few years was evident in the successful execution of at-sea testing, he said.

VERMONT is the first of 10 VIRGINIA-class Block IV submarines. Block IV submarines incorporate design changes to reduce total ownership cost, as well as allow the Navy to increase the time between maintenance stops and the number of deployments

USS BOISE Preps for Engineered Overhaul

USS BOISE (SSN 764) has begun pre-maintenance "smart start" activities in preparation for the submarine's engineered overhaul (EOH).

The submarine moved from her homeport Naval Station Norfolk, Virginia, to Huntington Ingalls Industries' (HII) Newport News Shipbuilding division in Newport News, Virginia, where the overhaul would take place, on 8 May.

An EOH is a major multi-year overhaul near the mid-point of a submarine's service life to perform necessary repairs, maintenance and modernization, to certify the submarine for unrestricted operations and to ensure the submarine is operating at full technical capacity and mission capability.

The contract to build her was awarded to Newport News Shipbuilding and Dry Dock Company in Newport News, Virginia on 6 February 1987, and her keel was laid down on 25 August 1988. She was launched on 23 March 1991 sponsored by Mrs. Louise McClure and commissioned on 7 November 1992 with CDR D. Mericle in command.

Norwegian Sea Operations

U.S. 6th Fleet (C6F) conducted a bilateral naval anti-submarine warfare (ASW) exercise with the U.K., above the Arctic Circle, 1 May 2020.

Four ships from two nations, a U.S. submarine, and a U.S. P8-A worked together, in the Norwegian Sea, to conduct training in the challenging conditions in the Arctic.

For the exercise, USS DONALD COOK (DDG 75) and USS PORTER (DDG 78), and fast combat support ship USNS SUPPLY (T-AOE 6), were joined by the Royal Navy's HMS KENT (F 78). Additionally, a U.S. submarine, as well as a P8-A Poseidon multi-mission maritime patrol and reconnaissance aircraft from Patrol Squadron (VP) 4 supported the training. This exercise reinforces the combined training that the nations received last month while participating in the U.K's Submarine Command Course (SMCC).

The United States is an Arctic nation and has enduring security interests in the Arctic Region. We work with our Arctic and European partners to ensure an open Arctic by continuing freedom of navigation and overflight through the region, as well conducting land, air, and sea operations required for deterrence, presence, and Arctic security.

Changes of Command

USS NEW HAMPSHIRE (SSN 778) conducted a change of command at Naval Station Norfolk, 10 April.

CDR Bennett Christman relieved CDR Brandon Todd as commanding officer of the submarine.

USS GEORGE H. W. BUSH (CVN 77) held a change of command at Norfolk Naval Shipyard in Portsmouth, VA on 1 May. Capt. G. Robert Aguilar relieved Capt. Sean R. Bailey and assumed duties as the ship's commanding officer.

*Regards,
Darrell*

Cover Donations Needed for USCS Convention Auction

AUCTION COORDINATOR:

Lloyd Ferrell (L-12082)

PO Box 7237, Aloha, OR 97007-7237

uscstreasurer@aol.com



For the upcoming convention auction, we're making good progress, which is encouraging. We're still early though, and will need quite a bit more before we're ready. As I'm writing this in early May, despite all the current worries about COVID-19, our convention is still scheduled to be held September 25-27 at MILCOPEX in Milwaukee, Wisconsin. The USCS Convention is still scheduled as planned.

Last year our auction was particularly successful, and that was entirely because of the generosity of our members. The quality of covers and material donated is especially important. The old adage is that good covers sell, and I've found that to be true in my experience coordinating these auctions. We make use of everything, but the best stuff sells best. During the past month, donations have been received from: **Michael Grossfeld**, Jupiter, FL; **Lee McNabb**, Walker, LA; **Art Cole**, Huntsville, AL (his 2nd and 3rd donation); **Roger Wentworth**, Lexington, SC; **Dennis Pack**, Winona, MN (his 2nd donation), and **Eugene Stern**, Santa Monica, CA. Included are a couple of very interesting WWI covers, autographed covers, original art cachets, a variety of mid-1930's cancels, as well as quite a few more modern covers. Thank you all.

When a donation is received, you can expect to get a letter from me on behalf of USCS acknowledging receipt. 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.

Letters to the Editor

"Ineffective Censorship"

A comment re my July 2018 *Log* article re "Ineffective Censorship:" while I stand by my views on the Guam/KB cover and the Sydney-bridge postcard, I may have found an explanation for the Aleutians card. Was checking something in Vol. XII, Leyte, of S.E. Morison's monumental history when I noticed that, in discussing "the preliminaries," he notes, re the boredom of much of war, "[the troops originally slated to invade Yap] found no pleasure in writing letters

since military censorship forbade their saying where they were, or indeed anything interesting. Men of the Northern Group were better off in this respect, since they had been in New Guinea for some time and had been allowed to say so." (p.115) RADM. Morison seems to be saying that banning mentioning location was not absolute, but was context-specific. So that doctor in the Aleutians may not have violated rules in his self-censored card.

Trust you're well!

Greg Finnegan 9677

The cover shown here was addressed to a USCS member who subscribed to many USCS cachet sponsored events. What event was this item issued for? The cachet just shows a smiling Eskimo and the British postage stamps are postmarked 27 NOV 1968 MARITIME MAIL LONDON. I would guess that the sponsor of the cachet was noting an Arctic voyage of a British ship, but no sponsor identification appears on it. Perhaps a *USCS Log* reader has an explanation. Phil Schreiber USCS 9110

LST9911943@OPTIMUM.NET



Pictorial Cancellations

Rich Hoffner, Sr. (H-4456)

Wolfgang Hechler (9392)



35th Anniversary Sta.

May 25, 2020
Groton CT 06340



Commissioning Sta.
June 20, 2020

NAS North Island
San Diego CA 92110



35th Anniversary Sta.

Jul 27, 2020
Groton CT 06340



25th Anniversary Sta.

Jul 29, 2020
Groton CT 06340



10th Anniversary Station

U.S.S. MISSOURI
SSN-780
July 31, 2020
Groton, CT 06340



5th Anniversary Sta.

August 1, 2020
Newport News, VA 23607

**'BIG E' Goes Dark
USS ENTERPRISE (CVN 65)**

*Jake Wilhelm (12,411)
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jakewilhelm@mail.com*

A little more than half a decade following her final mission, ENTERPRISE (CVN 65) finally went dark in April 2018. Called Big E by generations of her crews, she entered the final stage of her career with the final steps being taken to defuel the decommissioned aircraft carrier's nuclear reactors and preparing her hulk for final processing.

When ENTERPRISE came into service almost sixty years ago, she was the world's first nuclear-powered aircraft carrier and the largest warship on the planet. What made her not your average aircraft carrier were the eight nuclear reactors that were installed to take place of conventional boilers. Instead of keeping ship stocked up on fuel oil, she was designed to go ten years without refueling.

The power came from eight pressurized-water (PSW) style Westinghouse A2W reactors fueled by nearly pure uranium-235. Sets of Hafnium control rods were "shimmed" in and out of the water filled reactors with deft precision to generate steam to power four sets of geared Westinghouse geared shaft turbines and the rest of the ship's equipment. Top of the technical heap when ENTERPRISE was new, PSW style reactors have been improved and compacted to such a state that two smaller units can power today's aircraft carriers.

Back then, those eight reactors made ENTERPRISE the fastest vessel going – she exceeded 37 knots on her speed trials in 1962. In fact, "Eight Reactors, None Faster" is part of the ship's motto.

They also make disposing of this old warrior a pain in the neck.

Today those eight reactors, 2021-tons in total, only make the disassembly of the carrier a controversial subject. Simply put, a nuclear-powered ship can't be taken apart by your average ship breaker. The only US Navy-approved game in town is the Puget Sound Navy Yard's Intermediate Maintenance Facility at Naval Base Kitsap in Bremerton, Washington. Since 1986, they've plucked the radioactive hearts from over 120 vessels.

A transportation problem became glaringly evident. ENTERPRISE is on the East Coast, Bremerton on the Left Coast. It would cost millions to tow her the 14,000 miles around Cape Horn in South America to deliver the carrier to the knackers. The Navy balked. In 2013, they decided to take the first step locally by having the reactor defueling process done at the Huntington Ingalls Industries Newport News, Virginia yard – the same yard ENTERPRISE was built in

and where all of America's nuclear carriers are designed, built, and refueled.

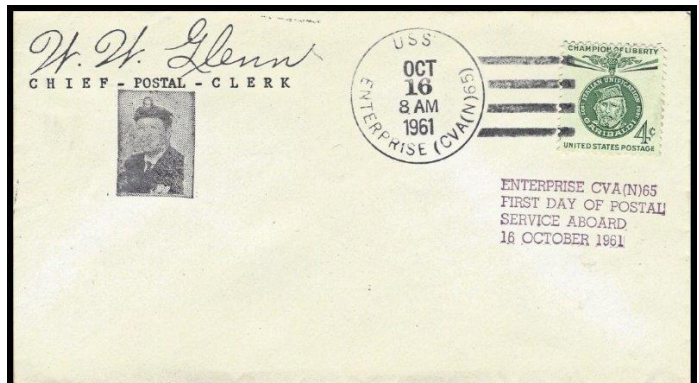
Four years and the work of 1100 workers later, a nuke ship's propulsion system and reactors were deactivated for the first time outside Puget Sound. The hull was also prepared for towing to Hampton Roads, Virginia to await the final disposition – namely extraction and disposal of her radioactive waste.

It's a blunt end to a ship that served the nation for 51 years – 26 years past her designed service life.



*Seen here in much more agile days, ENTERPRISE (CVN-65).
(Image US Navy)*

The world's first nuclear-powered aircraft carrier came to life when the contract was awarded to Newport News Shipbuilding and Drydock Company in 1957. Her keel was laid 4 Feb 1958, and she was launched 24 September 1960. She was commissioned 25 November 1961 as USS ENTERPRISE (CVA (N) 65). Intended to be the namesake of a six-ship class, she was instead the sole ENTERPRISE-class built. Perhaps it had something to do with her \$451.3 million price tag, equivalent to about \$4 billion today.



Postal Service on the Big E began 16 October 1961 with a Locy FDPS 2(n) across a Champion of Liberty – Garibaldi stamp (Scott 1168). ENTERPRISE (CVA (N) 65) would become a champion of liberty in her own right for 51 years. Item was signed by her first chief postal clerk. (Image Naval Cover Museum)

She came in at 93,000 tons spread throughout her 1123-foot length (nearly as tall as the Empire State Building) and measured 257 feet at her widest point. 1700 tons of welding rods were expended assembling her. And, if all the tubes and pipe strung throughout her were laid out, they'd cover 230 miles. She had a ship's company of 3000 and could also carry up to 1800 air wing personnel and up to 90 planes.

In other words, this ship wasn't built to mess around. She was brand new when she helped the nation respond to the Cuban Missile Crisis as one of several carriers launching patrol and blockade aircraft. Her first combat tour was in 1965-7 off Vietnam. 13,400 battle missions were flown from her decks over 132 combat days. Later that decade, she saw action off Korea in the tense situation following North Korea's seizure of the spy ship PEUBLO and the shooting down of an US reconnaissance airplane.

In the early '70s, she was sent back to Newport News for refueling. She returned to Vietnam for another tour, including the massive bombing of North Vietnam in 1972's Operation Linebacker II. Later, she was crucial to the evacuation of Saigon. She spent the remainder of the 1970s and most of the '80s with WESTPAC. She also had the misfortune to run aground off San Francisco in 1983 with, of all people to have aboard, special guest George Takei of Star Trek fame, taking a ride on the namesake of the starship ENTERPRISE.

USS ENTERPRISE was refueled in 1990, breaking the record for largest refit in the Navy's history. She remained on the Atlantic, based out of Norfolk, Virginia. She completed her 15th deployment in 1998, supporting operations in Bosnia. Also in 1998, she spearheaded Operation Desert Fox, attacking military targets in Iraq.

Days before 11 September 2001, she was in the Persian Gulf area. ENTERPRISE had replaced CONSTELLATION in August 2001 for Operation Southern Watch, launching sorties against ships attempting to run the Iraq trade blockade. ENTERPRISE was heading home on 9/11 when she was told to return to the Persian Gulf. She outran her escorts to arrive back on station. Throughout October, she helped attack Al-Qaeda and Taliban targets in Afghanistan. 700 missions were flown with 800,000 pounds of bombs expended.

As the decade carried on, she supported the war in Iraq and Afghanistan, along with other missions around the world. In 2008, she went in for a controversial refit. The job was supposed to take 18 months but ran three months late and well over budget – for a ship the Navy had already decided to decommission after her next deployment, this was not money well spent. ENTERPRISE left Newport News in January of 2011, towing a \$662 million price tag.

As it turns out, two more deployments were left in her. In her six-months of fun on the oceans in 2011, she helped curb the Somali pirate menace. Big E's final day in the sun came in 2012 when she stood with ABRAHAM LINCOLN

(CV 72) in the Persian Gulf, launching 2000 sorties in the process. She took the long way home, making a heartfelt visit to Naples, Italy on the way – her first foreign port call back in '62.

Her last port of call was Norfolk. There, the plug was pulled and the ship put on idle while the Navy figured out what to do with her. She was deactivated 1 December 2012 and officially became America's first nuke carrier needing to be dismantled - safely.

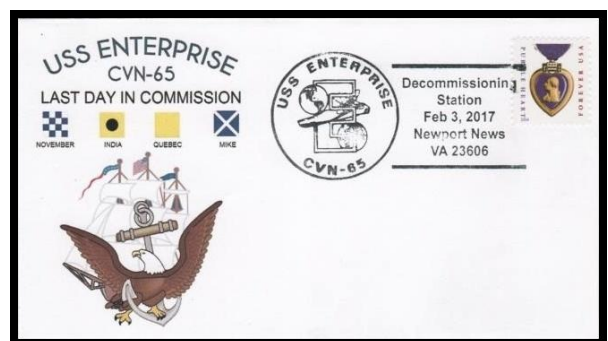
So began a long process to scrap the old giant. Initially, a long haul to Puget Sound seemed the obvious choice. There, her reactors would be pulled and disposed of at the Department of Energy's "nuke dump" in Hanford, Washington.

Sure seemed like a great idea... Then the estimates came in. The tow bill just cost too much. Initially, the brass opted to put everything on hold until 2016 when the Panama Canal finished going through renovations. The canal's increased width of 180-feet combined with efforts to whittle ENTERPRISE'S breadth to 130-feet would equal a much less expensive journey to Bremerton.

By 2012, there were even plans to convert the carrier to a museum; plans thwarted when it was pointed out significant parts of the ENTERPRISE would have to be removed in order to yank the eight reactors loose.

Those darn reactors continued to get in the way of getting funding for the scrapping project – not to mention the realization that the ENTERPRISE project would tie up even more of Puget Sound's already strained resources for six to eight years, affecting the facility's ability to keep up with fleet maintenance. Plus, she would hog up PSNS's largest dry dock, denying the space for big ships still serving the nation.

So, reality bites. The Navy began brainstorming a more immediate solution. With 2014 came crazy ideas, such as unloading the entire carrier on a private scrapper, nuclear waste and all, to more rational ideas like having someone cut free the reactor section and ship it to Puget Sound. In the short term it was decided Huntington Ingalls would defuel ENTERPRISE with direction from Puget Sound.



The final bell tolled for the old warrior Big E on 3 Feb 2017, as evidenced by a Michael Brock decommissioning cachet. The USPS Newport News Decommissioning Station pictorial cancel crosses a Purple Heart definitive stamp Scott 5035. (Naval Cover Museum)

Mission accomplished. In the process, the Navy nixed ENTERPRISE from the service, decommissioning her 3 February 2017. She was the oldest commissioned vessel in the Navy next to USS CONSTITUTION.

After 2018's defueling process, the question was - what should be done with ENTERPRISE's final remains? The Navy has promised to not even chime in with a plan until at least 2021. There needs to be one; ENTERPRISE is still somewhat hot despite defueling thanks to the fifty-plus years of radioactivity that seeped into the walls of her reactors.

Prevailing opinions suggest Big E's midsection, which contains the eight reactors (none faster!), will be separated from the hulk, sealed and delivered for ultimate breakdown at Puget Sound. Another option is awarding the entire scrapping job to someone, such as Huntington Ingalls. The firm has a full service nuclear operation and recycling program, although they have not recycled for the US Navy. The hulk could also be towed intact to ship breakers at Brownsville, Texas where someone like Huntington Ingalls could take care of the nuclear end of the scrapping effort and leave what's left for the scrap man to peel apart.

After all, there are over 60,000 tons of profitable steel to parse through. In fact, Huntington Ingalls plans to use much of that steel in their latest project - the super carrier ENTERPRISE (CVN 80).



Finally, a fitting end to a proud warrior!

A cover by Leonhard Venne paid homage to the "going dark" of America's first nuclear powered aircraft carrier. It also notes the first time a retired Navy nuke vessel was defueled outside the Navy's usual nuclear scrapping facility in Bremerton, WA. A Norfolk, VA 4-bar postmark crosses a Lena Horne stamp, Scott (5259). (Author's Collection)

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Naval Cover Museum

American Society of Polar Philatelists



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

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Russian Antarctic Fishing Fleet

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



Ever since reading "MOBY DICK" whale fishing expeditions have been fascinating. Although not practiced today as it was then, it remains an activity pursued into this era. Shown here are three covers from Russian "whalers" while whaling in the Antarctic area.

Two covers with similar cachets showing different "whalers" and are both entitled (in Russian) as "Whaling ship SOVIET UKRAIN" on the "37th Whaling Trip to Antarctica."



Figure #1 printed cachet shows a small vessel clearly identified with the number 42. However, the purple circular cachet identifies its mailing from WHALE CATCHING VESSEL NO. 36 "VIDERGZANNYI" - Operated in Antarctica by the USSR Ministry of Fisheries / Production Management Division of Black Sea and the Sea of Azov. A second purple rubber stamp cachet identifies the vessel's captain, who autographs it.



Figure #2 cover shows two separate purple circular

cachets. The top left side cachet announces its origin from the Flotilla Flag Ship, and its sponsorship as with the Figure 1 cachet. The center stamped cachet identifies its point of origin as Harpoon Trawler "ZERVA" NO. 0251. A third purple cachet in the lower right announces the "meeting of the trawler Zerva with the factory ship SOVIET UKRAIN on 4 April 1983 at the latitude and longitude placing them between the Kerguelen Islands and St.Paul/Amsterdam Islands in the French Antarctic Area. Both covers have Soviet Russian postage stamps which are cancelled at the Russian Black Sea port Odessa.



Figure #3 cover is franked with a postage stamp issued for use in the French Antarctic and is cancelled with the postmark of PORT AUX FRANCAISE, KERGUELEN, T.A.A.F. The round Russian cachet is similar to those above, but identifies it as being mailed from the Refrigerator Trawler ARTEK NO. 7119.

Although whaling is discouraged by international agreements, it is permitted to certain limited factors. Whale products can be very profitable and desirable, sufficiently enough to sustain whaling operations as in the days of "Moby Dick."

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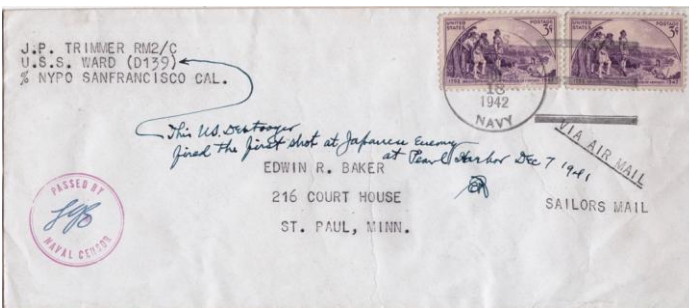
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The Story Behind the Cover...

USS WARD (DD 139)
July 1942 from RM2/c Judson P. Trimmer
Lloyd Ferrell (L-12082)
PO Box 2086
Beaverton, Oregon 97075
uscstreasurer@aol.com



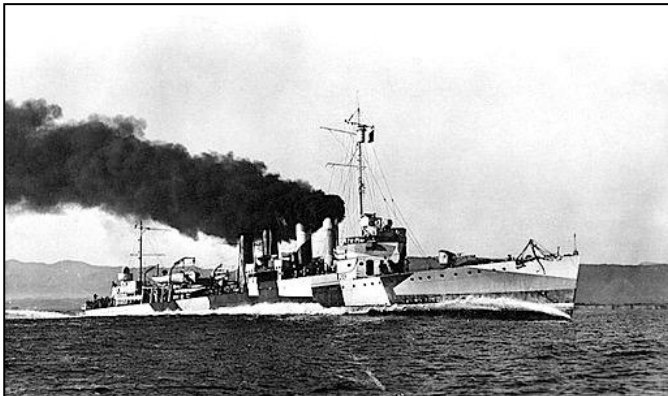
Not long ago, I was fortunate to acquire this July 1942 cover, mailed just a few months after the attack on Pearl Harbor from a sailor aboard the destroyer WARD. The address to St. Paul, Minnesota, also caught my eye, a city with a special connection to the ship (more about that later). For the next couple of days, I pleasantly enjoyed researching the cover, and from that a story slowly began to emerge.



Locy Type 3z (A-BBT) cancel, 18 July 1942, mailed by RM2/c Justin P. Trimmer, USS WARD, to St. Paul, Minnesota.

USS WARD

Of the many destroyers present at Pearl Harbor, WARD is arguably the most famous. Built at Mare Island in 1918, she was placed in commission just before the end of WWI. However, the ship operated only until 1921, and was then placed in reserve status, laid up at the Destroyer Base in San Diego for twenty years. Then, in January 1941, with world tensions igniting, WARD was brought back to life, recommissioned, and moved to Pearl Harbor. Arriving there in March, she joined ALLEN (DD 66), CHEW (DD 106), and SCHLEY (DD 103), three other "4-stackers" recently placed back into service. Together, the four older destroyers comprised Destroyer Division 80, sharing responsibility for inshore patrol duty.

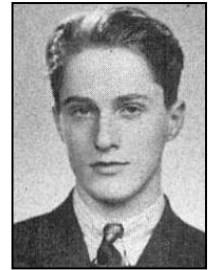


USS WARD in wartime paint

The story of WARD on the morning of 7 December 1941 is legendary. About an hour before the attack she was on patrol near the channel entrance, and was alerted that an unescorted submarine was operating in the restricted area. The commanding officer, LT William W. Outerbridge, who had been in charge only two days, was brought to the bridge. When the intruder was spotted, the crew was called to general quarters and the attack on the sub began. Outerbridge briefly considered ramming, but instead fired on the sub with their powerful 4-inch guns. The second shot hit its mark, puncturing the conning tower, and as the sub began sinking, WARD followed up with a depth charge attack. A radio message was immediately dispatched to the 14th District, but unfortunately this early warning did not prevent the larger Japanese attack that followed. For her actions that morning, WARD is often credited for firing the "first shot" in the war by U.S. forces.

Judson Trimmer and the St. Paul Reservists

As mentioned, WARD and the other three destroyers in the division were older ships, all recently placed back in service. Interestingly, all four had crews that were primarily naval reservists. Reserve units from St. Louis were assigned to ALLEN, CHEW and SCHLEY, but for WARD, the reservists came from St. Paul, Minnesota.



Judson P. Trimmer

Reserves to Report
Eighty St. Paul men and four officers of the 47th division of the ninth battalion, naval reserve, were ordered Monday night in Washington to be ready for active service aboard the destroyer WARD, sometime in January.

From Minneapolis Newspaper, 25 Dec 1940, about two weeks before Judson Trimmer and the reservists left for San Diego

Radioman Judson P. Trimmer was with the Minnesota reservists who reported on board WARD at San Diego on 29 January 1941. He was just 19-years old at the time, born in 1921, and raised in St. Paul. His father, Paul C. Trimmer, was a civil engineer in the public works department for the city, and for a time was also city comptroller. On 10 May 1938, when Judson was still in high school, he enlisted in the local naval reserve —the day after his 17th birthday. He graduated from high school in 1940, and remained living at home for only a few months before his reserve unit was activated.

The 47th Division of the naval reserve that Trimmer was assigned to in St. Paul was comprised of about 80 men and 4 officers. Their only experience on an actual naval vessel had been in old gunboat PADUCAH at Duluth. Trimmer trained as a radioman, and was already an RM3/c when they got word in December 1940 that their division would soon be activated for duty in WARD. On 14 January 1941, they departed for San Diego. Interestingly, the navy left the entire reserve unit intact, including the officers. Most were still on the crew of WARD at the time of the attack on Pearl Harbor.

In 1944, former CO William Outerbridge was interviewed, and he was nothing but complementary about the reservists from St. Paul. He said that, other than himself, all the officers on board were reservists, including the executive officer Hartwell T. Doughty. Back in Minnesota, Doughty had been CO of the reserve unit, and had accompanied his men to the ship in San Diego. By the time Outerbridge became CO of WARD in December 1941, the crew had been together for almost a year. He found they were “full of enthusiasm and energy,” and that the officers “seemed to know exactly what to do and when to do it.” About the reservists, Outerbridge said: “They, of course, as you know, joined the Navy to win the war. There were no reservations at all. They weren’t exactly sure of how they were going to win it, but they were all ready and willing to win the war.”

The personal story of Judson Trimmer for 7 December is not known. I like to think that he might have been the radioman who transmitted the message to the 14th District immediately after the sinking the Japanese sub, but the truth is I don’t know. Parts of the radio log of WARD are preserved in the investigation papers, but they don’t show who the radioman was.

The July 1942 Cover

Following the dramatic events of 7 December 1941, WARD continued with patrol and escort duties for another year. It was on 18 July 1942 that Judson Trimer, now RM2/c, wrote this letter to St. Paul, Minnesota. At that time, records show WARD was at the Navy Yard Pearl Harbor for alteration work, which was completed the next day.

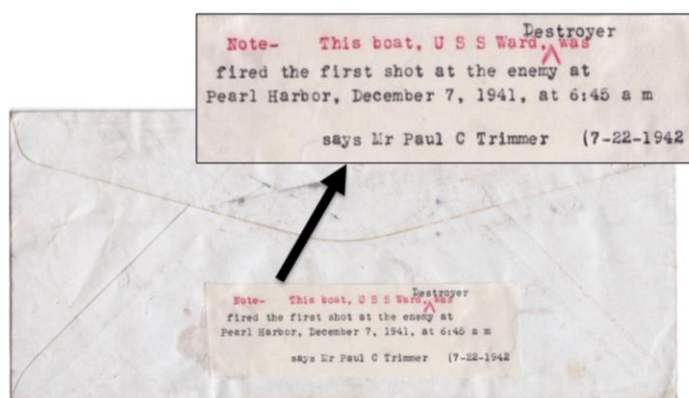


(Close-up) Radiomen such as Judson Trimmer often sent mail typed in all capital letters. Also, instead of c/o “FPO” San Francisco, he put c/o “NYPO” San Francisco, probably meaning Navy Yard Post Office.

The letter is addressed to Edwin R. Baker in St. Paul, at the location of the City/County Courthouse. Considering this, I was not surprised to find that Baker was a city employee. He worked as an accountant for one of the public

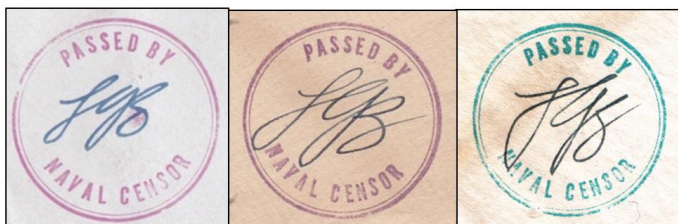
utilities. My first thought was that the letter probably dealt with some unfinished business Judson Trimmer had with the city. But later I changed my mind when I realized that his father, Paul Trimmer, also worked for the city. It seems more likely that Edwin Baker was a family friend. Interestingly, Baker was 77 years old and still working when he received the letter.

The back of the cover has an informational note typed and pasted on, stating WARD “fired the first shot at the enemy at Pearl Harbor....says Mr. Paul C. Trimmer.” This note was probably added by Edwin Baker, and since it refers to information provided by Paul Trimmer, it’s also further evidence the two men knew each other. I did not find anything that indicated that Baker was a collector, but the envelope was saved, either for himself or someone else.



Back of cover (with close-up) – Edwin Baker is probably the person who typed and pasted this tag, explaining that WARD fired the first shot at Pearl Harbor. Most interesting is that it says this information came from “Mr. Paul C. Trimmer” on “7-22-1942.” Paul was Judson’s father, and worked for the City of St. Paul with Edwin Baker.

I also did research on the initials “LGB” in the censor mark. Usually that chore was assigned to a junior officer, and in this case that person was LTJG Lloyd G. Benson. He was a naval reservist from Cincinnati, Ohio who had only been in WARD since June 1942. He was nearly 29 at the time. Although in the reserves, Benson was a graduate of the U.S. Naval Academy (1936), but was not commissioned due to vision requirements. That changed with the U.S. being at war, and Benson was now offered a commission, finally starting a career in the navy. At one point, Benson was briefly XO of WARD before moving on to other assignments in early 1944. Besides this cover, I found two other censored covers from WARD with his initials.



(L-R) Censor marks from WARD covers dated 18 July 1942, 18 Aug 1942, and 19 Jan 1944. All show the initials “LGB”, who I identified as LTJG Lloyd G. Benson. He was assigned to WARD in June 1942, and left in early 1944.



Photos of Lloyd Benson from 1936 and 1944

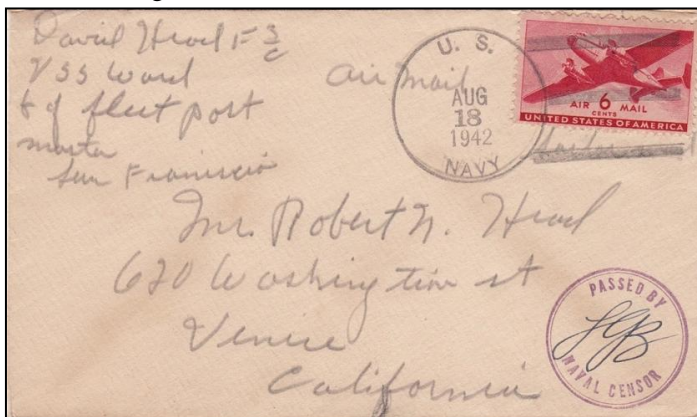
L.G. Benson
L.G. BENSON, Lt.(j.g.), U.S.N.R.,
Executive Officer.

Lloyd G. Benson's signature for comparison, from the muster of WARD.

Wrap Up

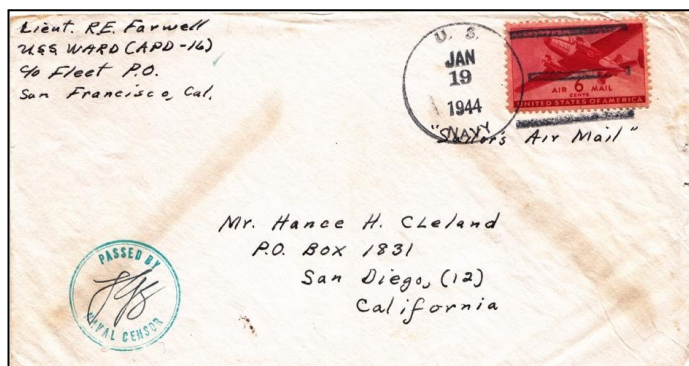
In August 1942, Judson Trimmer was transferred, but the saga of WARD continued even after he left. In December 1942, the ship was sent to the west coast and converted to a high-speed transport, redesignated APD-16. She quickly returned to service, mostly operating in the South Pacific Area in 1943-1944. By now, nearly all of her crew from the Pearl Harbor attack was gone. By strange coincidence, WARD was sunk on 7 December 1944 following a kamikaze attack—exactly three years after Pearl Harbor. Survivors were picked up by the destroyer OBRIEN, whose CO was William Outerbridge, formerly in command of WARD on 7 December 1941.

After leaving WARD, Judson Trimmer served on the net layer ALOE (YN-1), and the carrier TULAGI (CVE 72). Later he was assigned to an air station in Pensacola, Florida before being discharged from the navy in August 1945. He returned to St. Paul and worked as an engineer for WTCN at least into the 1960's. His father, Paul Trimmer, passed away in 1948, and Edwin Baker died in 1953. Judson Trimmer eventually moved to California, where he passed away in 2008 at the age of 87.



Dated 18 August 1942, this WARD cover was mailed by F3/c David Head (1923-2002). Note the censor initials are same as the others. Head joined the crew in February 1942 just after the attack on Pearl Harbor, and left in November 1944 a week before the ship sank. So, although he spent 3 years on board, he missed the two biggest events in the ship's history.

For years after the war, the St. Paul reservists who had served on WARD continued to get together. They also maintained a close bond with their former skipper, William Outerbridge until his death in 1988. During the 1942 conversion of the ship, the 4" gun that sank the submarine on 7 December 1941 was removed, and is now mounted on the grounds of the State Capitol in St. Paul. The legacy of WARD lives on.



LT Richard E. Farwell (1917-1996) mailed this letter from WARD on 19 January 1944. He became CO a few months later, just before the ship was sunk (see May 2017 Log article). The censor mark is initialed by Lloyd G. Benson.

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"84 Get Naval Reserve Call," *Minneapolis Star*, 24 Dec 1940, p.3

"Reserves to Report," *Star Tribune*, 25 Dec 1940, p.16

"Baker, Edwin R." (obit), *Minneapolis Star*, 19 Jan 1942, p.24

"Small But Comfortable! That's Officer's Quarters On Four-Stack Destroyer," *Cincinnati Enquirer*, 20 Aug 1944, p.18

Navy Research Ships

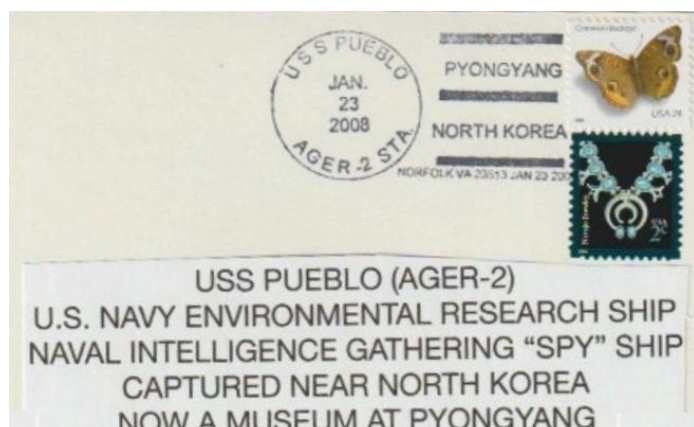
*Phil Schreiber (9110)
123 S. Adelaide Ave., Apt 3B
Highland Park, NJ 08904*



Navy research ships are among the un-heralded ships afloat, but do go in harm's way and sustain casualties and damage resulting in conflict with other nations. Some are confronted by hostile forces and some by friendly, but with disastrous results.

Following a brief, but deadly, encounter 7.6 miles from North Korea's Ryo Island, USS PUEBLO (AGER 2) was captured 23 January 1968 by North Korean naval forces and sailed to its capital at Pyongyang. PUEBLO survivors were held prisoner for eleven months and PUEBLO is now docked at Pyongyang's Victorious War Museum. Also, it still remains as a commissioned U.S. NAVY ship (in captivity).

As with many navy research ships, PUEBLO never had a post office or a postmark. The Locy Type 3 postmark seen here is a USPS authorized pictorial postmark issued at Norfolk VA as part of an event sponsored by the USS NEW JERSEY CHAPTER 90 forty years following her capture.

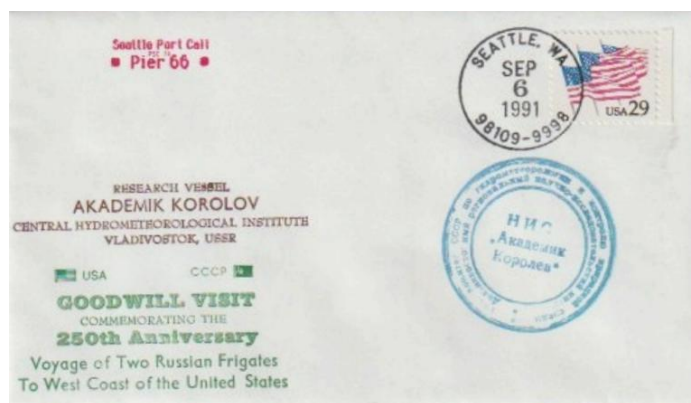


USS LIBERTY (AGTR 5), perhaps the most widely remembered U.S. Navy research ship, went in harm's way off of the north Sinai Desert's Mediterranean coast early during June 1967. The Arab-Israel Six Day war placed that area in what some would call "no-man's land." LIBERTY was attacked by Israeli Air Force and Navy forces and sustained very heavy casualties and damage.



Much has been published reporting the LIBERTY event giving various viewpoints. But like the PUEBLO event, it clearly illustrates the meaning of navy research ships going in harm's way. A year before the attack, LIBERTY was at the Navy Yard in Norfolk VA where USCS member Taze Nicholson created the cachet shown here and probably applied the USS LIBERTY postmark in the ship's own post office.

As with the U.S.A., Russia maintains a large fleet of research ships, some of which probably go in harm's way also. The official "stamper" of the Russian Research Vessel "AKADEMIK KOROLOV" is shown here on a cover sponsored by PUGET SOUND CHAPTER #74 USCS during a Good Will Visit to Seattle. As with the Good Will Visit cachet commemorates the 250th Anniversary of two Russian frigates to the U.S. west coast in 1741. As with research ships of the world, not all are operated by the navy. Many are operated privately such as the ADMIRAL KOROLOV which is identified (in her stamper) as owned by Russia's Central Hydrometeorological Institute of Vladivostok, USSR.



And somewhere in Spain is a cover mailed 250 years before that to the Queen of Spain who sponsored the "research trip" of Christopher Columbus to America. Probably as long as there have been ships, they have engaged in research of all kinds--sometimes hazardous. Local

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Interwar Convenience Covers, Part 2 – Mr. Thompson's Billhead

Steve Kovacs (10,244)
4751 S. Bird Lake Rd. Osseo, Michigan 49266

On 13 September 1918, one Henry L. Thompson of Melrose Park, Pennsylvania submitted to the U.S. Patent Office an application for a 'Billhead', which he claimed to be "a new article of stationery for the invoicing of merchandise." He felt that his invoice was unique because it incorporated 1] a main section for the itemization and cost of merchandise purchased, which served as a Statement, 2] a second section bearing the name/address of the recipient to be returned with his payment to the merchant, and 3] an auxiliary section, gummed on one side and pre-printed with the return address of the merchant on the other, for the recipient's use as an address sticker. Thompson stated that his invoice was novel for the fact that, although it would be mailed as a single sheet, it was perforated to allow the recipient to separate the three sections easily.

Thompson's premise was that the main section—the Statement—could be filed and retained as a permanent record by the recipient. The second section—to be returned with the payment—eliminated the need for the merchant to send a receipt. The cancelled check would serve as a receipt and no further acknowledgment was required from the merchant, thereby economizing both time and postage. As for the auxiliary section, the gummed address sticker saved the recipient the time and inconvenience of addressing an envelope, while simultaneously sparing the merchant the expense of furnishing a self-addressed return envelope. Furthermore, it ensured that the merchant's mailing address was correct and enabled the payment to be returned to a specific person or department.

Thompson was convinced that his invention offered convenience and economy to both the merchant and the recipient. He claimed that it would create "a tendency to produce prompt payment of bills because of the reduced amount of trouble incurred in so doing." Evidently, the folks at the Patent Office were in agreement. On 10 February 1920, they granted Mr. Thompson Patent No. 1330730.

And how, the reader may be wondering, does any of this apply to the collecting of Navy covers? Interestingly enough, one portion of Thompson's newfangled 'Billhead' actually survived in numbers that were sufficient to warrant a place within our hobby. That portion was his detachable 'auxiliary section'—his gummed address sticker—located with red arrows in Figure 1.

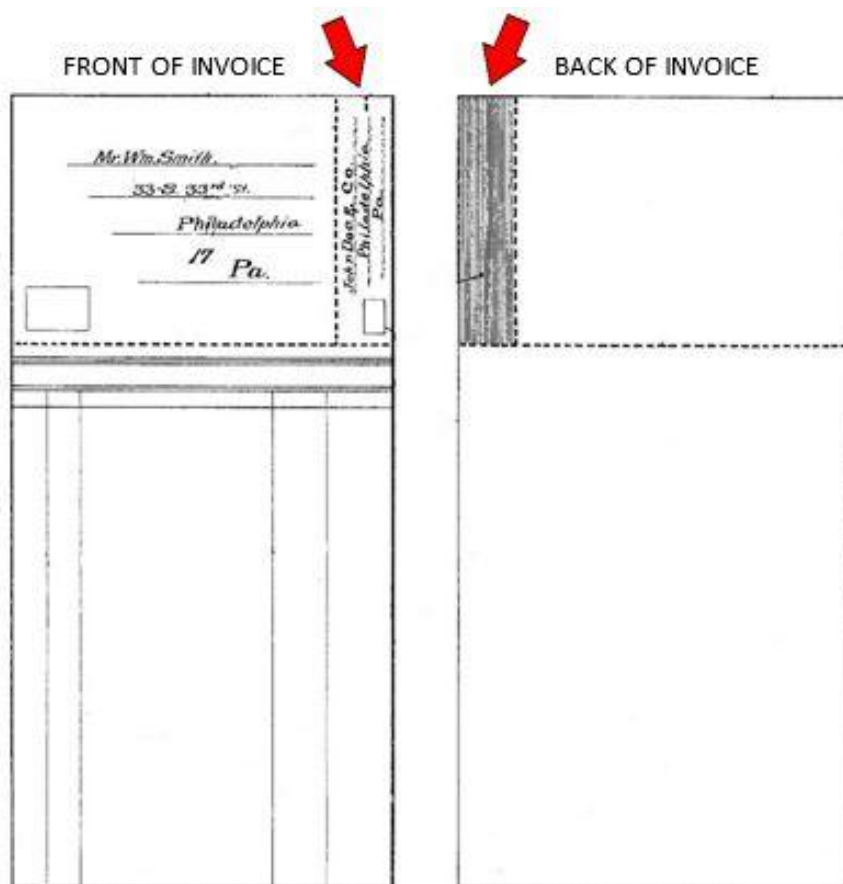


Figure 1: The face of Thompson's patented invoice is shown at the far left. The reverse, on the right, shows its perforated lines to better advantage. The Main section with its lined columns was to number, itemize, and detail the cost of merchandise sold, and then be retained by the recipient. The Second section, above it, provided the name/address of the recipient plus the amount of the invoice, and was meant to be returned to the merchant with the recipient's payment. The slender address sticker, whose gummed side is shown in gray on the back of the invoice, is the one portion of Thompson's invention that made its way into the world of Navy covers.

Stick Around

At least as early as 15 July 1932, Thompson's address stickers began appearing on covers that were being returned by naval officers to the Annapolis Banking and Trust Company in Annapolis, Maryland, home of the U.S. Naval Academy. Without question, the stickers were detached from a Thompson invoice. For one thing, their lower and right-hand edges were perforated exactly like those in the drawing that Thompson had submitted with his patent application. But if there was still any lingering doubt, the fact that his patent number was plainly printed along one edge would certainly dispel it!

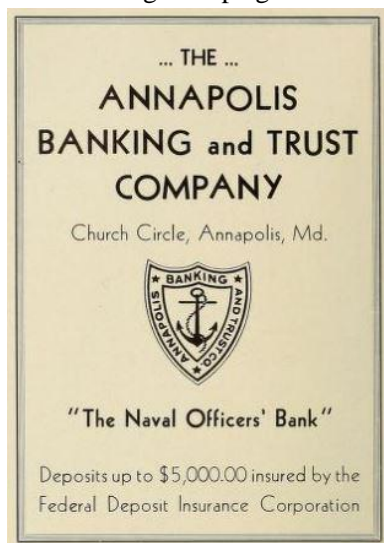
Curiously, the name, “Return Address Company” appeared beneath the patent information on the stickers, as well. The true identity of this company remained cryptic until covers began appearing on Annapolis Banking stickers early in 1935 with an additional line of text. It revealed that the company was located in “Perkasie, PA.” By doing so, it raised one, nagging question. Since Perkasie is a suburb of Philadelphia and since Thompson’s residence in 1918 was Melrose Park, a town situated 35 miles north of Philadelphia; might their close proximity indicate that Henry Thompson owned the Return Address Company? Or could it be that Return Address had purchased the rights to Thompson’s patent? The answer is unknown.



Figure 2: The slight difference between the 1932 (top) and 1935 (bottom) versions of Thompson’s patented return address stickers as used by Annapolis Banking & Trust is apparent when both are placed side by side. Notice the absence and presence of “Perkasie, PA” along the right edge of the two designs. Note also the telltale perforations on each sticker.

Annapolis Banking and Trust first opened its doors in 1905. It was located within easy walking distance of the Naval Academy and for decades regularly placed a large ad in each edition of the Academy’s annual yearbook, *The Lucky Bag*. In fact, the bank actually declared itself “The Naval Officers’ Bank” and made an anchor a part of its logo. Its proximity to the Academy, in combination with a continual and aggressive advertising campaign that was aimed specifically at the Midshipmen, explains why every known naval cover addressed to the bank was mailed by an officer. See Figures 3 and 4.

Figure 3: This ad from the 1937 *Lucky Bag* vividly portrays the close association between Annapolis Banking and Trust and the Naval Academy.



SINCE its Foundation this Bank has handled the money of the Midshipmen and Officers of the United States Navy. Today we carry more Individual Naval Officers accounts upon our books than any bank in this Country. We invite you to make this Bank your Business Headquarters throughout your Naval Career.

To Officers on sea duty we suggest the convenience of making us a monthly allotment, which is placed to their credit on the first of each month, and is at once subject to check.

Figure 4: Examples of the sales pitches that were used to cultivate a financial partnership with a Midshipman—and maintain it after he was commissioned.

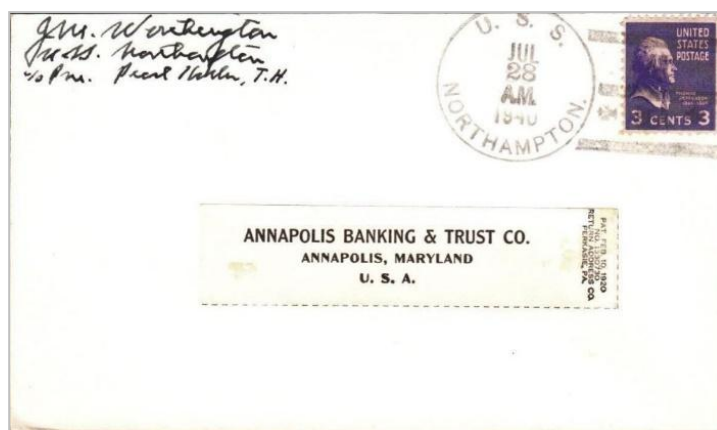


Figure 5: Posted aboard the heavy cruiser *NORTHAMPTON*, this cover demonstrates all of the advantages the Thompson address sticker was said to have afforded its users. With its 28 July 1940 date (the last known use), this envelope mailed by LCDR Joseph M. Worthington, USNA Class of 1924—a participant in the Battle of Midway and a future Rear Admiral—indicates that Annapolis Banking & Trust offered the Thompson invoice as a convenience to naval officers for a span of at least 8 years.

Bank On It

A second bank provided the Thompson invoice to its customers during the 1930’s, the Integrity Trust Company. Not surprisingly, it was situated in Philadelphia, the home of the Return Address Company. As one of the largest financial institutions in that city, Integrity Trust had two different physical locations. Its oldest building was located at 4th and Green Streets. Another was on Chestnut Street, less than two blocks west of the Liberty Bell.



Figure 6: Shown is the ornate interior and the formidable exterior of the bank on Chestnut Street built in 1929.



The Integrity Trust Company prospered after it was founded in the 1880's but during the Great Depression it underwent a series of mergers and had to rely on a credit pool formed by stronger Philadelphia banks in order to survive. In 1938, after it had recovered, it became embroiled in a financial scandal. Although it was cleared of any wrongdoing its reputation was irreversibly tarnished and, in 1940, the company was dissolved. See **Figure 7**.

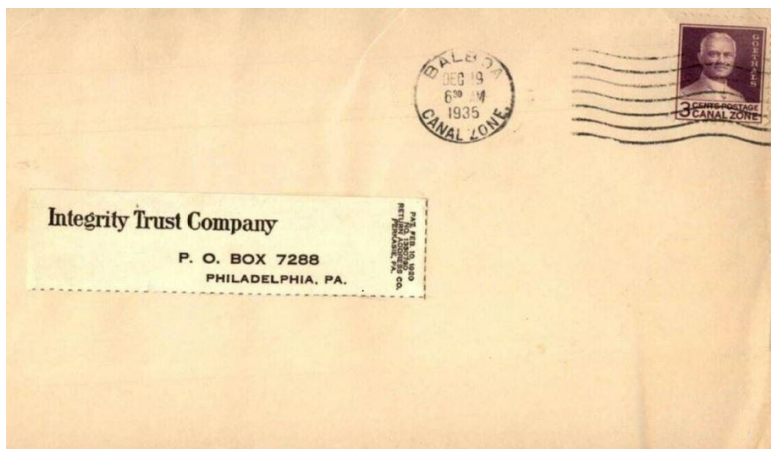


Figure 7: This is the only naval cover known to the author to be mailed to the Integrity Trust Company. The corner card on its reverse reveals that it was posted by the Navigator in the cruiser TRENTON, LCDR John O. Richmond, USNA Class of 1917, who hailed from Philadelphia. Since the bank used a P.O. Box address, there is no way to tell to which of its two physical locations this cover was delivered.

Annapolis Revisited

Naval Officers used Mr. Thompson's billhead quite extensively in their dealings with a third bank. This was because it, too, was located near the Naval Academy. Actually, it was situated just a stone's throw west of its competitor, Annapolis Banking & Trust. The two financial institutions sat on opposite sides of an oval-shaped roundabout known as Church Circle and actually shared the name of that street in their addresses. However, our 'third' bank was actually the 'first' bank.

The Farmers National Bank was incorporated in January 1805, "just a few months after Napoleon Bonaparte came to the throne" as it liked to boast, and an astonishing 100 years *before* Annapolis Banking & Trust welcomed its first customer! To add some historical perspective, at that time there were but 17 states in the Union. Thomas Jefferson had just been elected to his second term as President. Lewis and Clark were only halfway to the Pacific in their exploration of the west. And the U.S. Marines had yet to land upon 'the shores of Tripoli'. That being said, it's easy to see why the claim that Farmers National Bank made as to it being the oldest bank in Maryland was never disputed.

However, if we look to the address stickers to learn which of the banks was the first to use the Thompson invoice, apparently the honor would go to Annapolis Banking & Trust. Of all the covers studied by the author over the years, the earliest which has been found addressed to Farmers National is dated some 8 months *after* Annapolis Banking's first known use. See **Figure 8**.

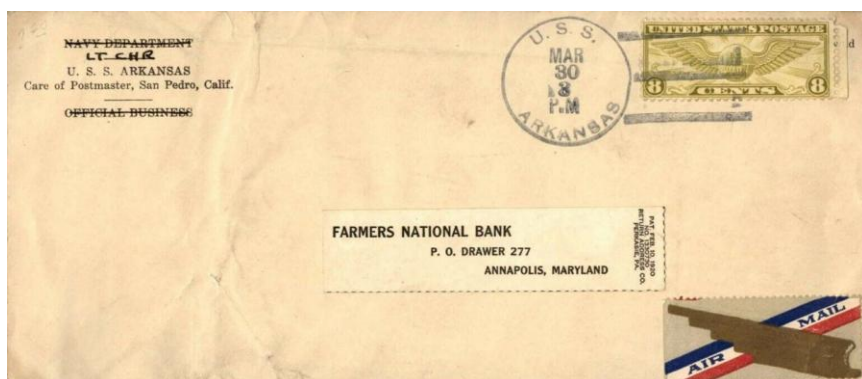


Figure 8: This is the earliest cover known by the author to bear a Thompson sticker addressed to Farmers National. Being unclear as to whether the '3' in the cancel indicated the year or the time of day, a bit of detective work was performed to determine just when this envelope was mailed. The franking was helpful—the 8-cent airmail rate was effective for only two years, from July 1932 to June 1934. Obviously, this cover could not have been mailed in 1932, since March preceded the July date on which the rate took effect. Fortunately, the corner card narrowed things down further. Only one Lieutenant with the initials "CHR" was aboard ARKANSAS during the 8-cent time frame, Charles H. Rockey, USNA Class of 1919. His name appears in 1932 and 1933 rosters of the ship's

officers, but does not appear in 1934. By then, Rockey was commanding Naval Unit Edgewood Arsenal in Maryland. Without question, then, this cover dates to 1933. This is also the earliest known use of the four-line address of the Return Address Company (in which 'Perkasie PA' is named) on a sticker addressed to any of our three banks.

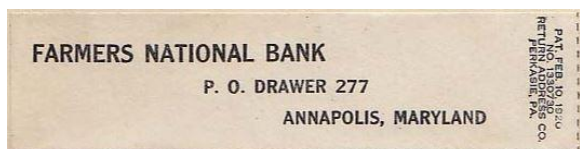


Figure 9: According to known covers, Farmers National used this Thompson sticker from at least 30 March 1933 to 25 February 1936. Notice how each line of the address is indented.

The Surprise in '35

A new Farmers National sticker design appeared in mid-1935 with *no* patent or manufacturer's information printed on it. It was a millimeter wider but its length, the location of the perforations on it, and their gummed backings were otherwise exactly the same. Presumably, Farmers obtained these stickers when their original stock of Thompson invoices had begun to run low. Legally, the design should have acknowledged the patent which still protected it. And yet no such information

appears along the right-hand edge. Do these stickers indicate a printing oversight, a complete departure from the Thompson Billhead in favor of a brand-new invoice, or an outright patent infringement? See **Figure 10**.

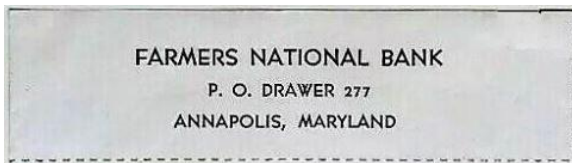


Figure 10: These stickers, with no patent information along the right-hand edge, appeared at least as early as 9 June 1935, overlapping the time frame in which the **Figure 9** stickers were used. Note that Farmers' address is centered on this sticker, not indented.

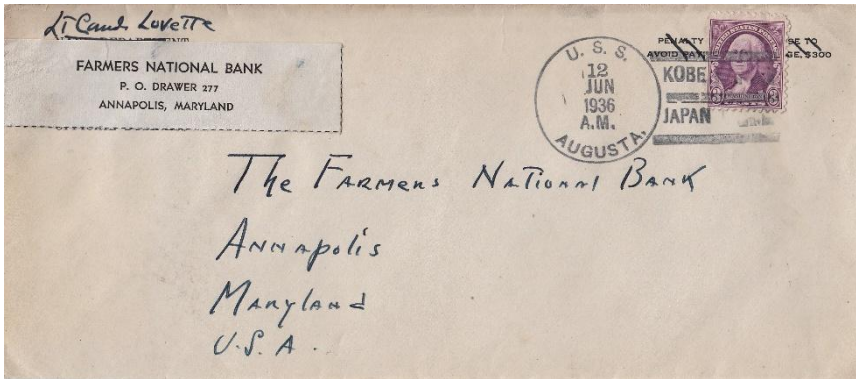


Figure 11: Future Vice Admiral Leland P. Lovette, USNA Class of 1918, had just relinquished command of USS BARKER (DD 213) to become Fleet Intelligence Officer in AUGUSTA (CA 31) when he mailed this cover, using his gummed sticker as his return address. Its 12 June 1936 date makes this the latest known use of the 'blank' sticker design, where no patent number appears on the right-hand edge.

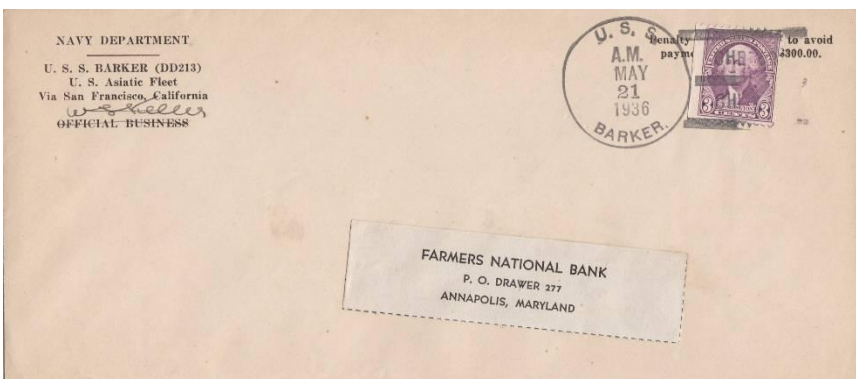


Figure 12: A more conventional use of the 'blank' sticker. The sender, LT Walter S. Keller, USNA Class of 1921, was LCDR Lovette's Executive Officer and Navigator in BARKER (see **Figure 11**) when this cover was mailed from Chefoo, China. He remained aboard as XO after Lovette left the ship.



Figure 13: Covers were mailed by naval officers in ships all over the world to this tiny brick building. This is Farmers National Bank as it appeared in the mid-1930s.

While naval covers bearing a Thompson address sticker are by no means common, neither are they so scarce as to make a study of them impractical. The patent on Mr. Thompson's 'Billhead' expired on 10 February 1937, precisely 17 years after it was granted. While it seems apparent that Farmers National Bank stopped using the invoice before that date, numerous covers testify that Annapolis Banking & Trust continued to distribute the original Billhead to patrons long after it had become part of the public domain. Readers are invited to check their holdings for dates that will broaden the ranges of use given in this article and asked to submit their findings to either the author or the **Log** Editor.

All covers illustrated in this article are from the author's collection.

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Operation Blacklist

Stewart B. Milstein (L-7205)

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In 1943 the Joint Chiefs of Staff began planning for the possibility that Japan would surrender and/or collapse prior to an actual invasion. This planning was the quintessential “if, then” conditional statement. If, and/or when, Japan surrendered what would be the priorities of the U.S. and its Allied Powers? The plans, Blacklist and Campus, were developed by the staffs of Gen. Douglas MacArthur and Fleet Admiral Chester W. Nimitz respectively. Both plans were presented to senior commanders on Guam on 20 July 1945. The plans formulated by MacArthur’s staff, Operation Blacklist, were adopted. As the occupation would primarily be an army responsibility, MacArthur was named SCAP (Supreme Commander for the Allied Powers). The US Navy, aside from supporting the occupation forces, was assigned other specific duties.

On 6 August 1945, the B-29 “Enola Gay” dropped the first atom bomb on Hiroshima. Three days later, “Bockscar”, dropped a second atom bomb on Nagasaki. On that same day, the Soviet Union invaded Manchuria as per the agreements reached at Yalta in February, 1945. On 14 August, the Japanese government said that it would accept the terms of the Potsdam Statement. The Japanese surrender was announced on 15 August 1945. The war had ended almost as suddenly as it had begun on December 7, 1941.

In Leyte Gulf, US forces were rehearsing for the invasion of Japan. USCS member **Phil Schreiber** was a radioman aboard USS LST-991 anchored in Leyte Gulf. Phil described to me the noise made by all the horns, whistles, and bells being rung in celebration of the news of Japan’s cease fire and surrender. That evening all manner of illumination lit the night sky. There were flares, star shells and searchlights. The US soldiers and sailors preparing for the invasion of Japan knew that they were going to live or at least not die because of an invasion. They knew that they would soon be going home. Those thoughts were also shared by the personnel making their way westward toward Asia from Europe. However, a small number would stay in the Far East as occupation troops. An even smaller number would see combat once again.

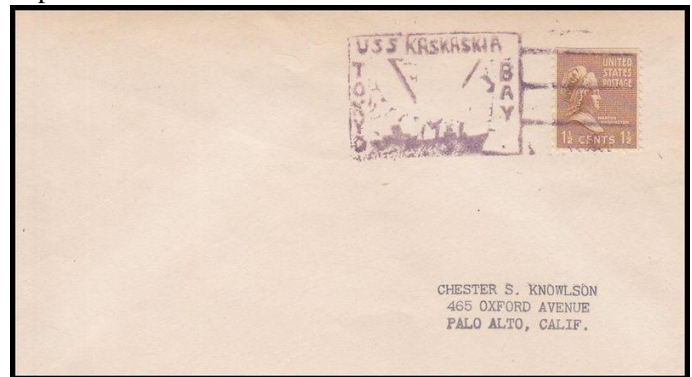
For the military planners who were finalizing the plans for Operation Downfall, the invasion of Japan, there was both relief and consternation. The expected two-year bloody struggle to conquer Japan would not take place. Operation Blacklist would have to address a host of political, military and humanitarian questions prior to the formal surrender on 2 September 1945.

Among the questions that had to be answered were:

- ❖ How would an invasion force, with its naval support, become an occupying force? How would the US Navy support the occupation?

- ❖ How would the former US and Allied prisoners-of-war be located and protected against Japanese reprisal? How would they be repatriated?
- ❖ Which powers would take the surrender of the Japanese military forces in Southeast Asia, the Philippines, China, Manchuria, Formosa, Korea, and spread across the Pacific Ocean on all the islands that had been bypassed as the US leapfrogged its way toward Japan? How would these military forces and millions of Japanese civilians be repatriated?

These large general questions were complicated by the fact that the US Navy’s logistical train reached from San Francisco and Honolulu across the Central and Southwest Pacific Theatres. The combat and amphibious assault ships that were steaming toward Japan in preparation for a cancelled invasion were not the types of vessels that would be needed to support and maintain an occupation. The emphasis would now be on transports, oilers, and cargo ships.



When Japan capitulated, USS Kaskaskia (AO 27) steamed into Tokyo Bay 10 September with ships of the Occupation Forces. She continued refueling operations in Japan, China, and Formosa for an entire year before arriving San Pedro, CA, 28 September 1946.

Initially the U.S. forces that had been slated to specific combat zones found that these zones became the areas of occupation. Japanese forces had to be disarmed, and the Japanese Army aircraft destroyed. The US Navy would initially be charged with mine clearing in Tokyo Bay and would then occupy the naval bases at Yokosuka, Sasebo, and Kure clearing them of suicide craft, destroying Japanese naval aircraft, and securing the few Japanese ships that were still left afloat. The US Navy was also tasked with assisting the Japanese in removing the thousands of sea mines that had been laid by US Navy submarines and US Army Air Force B-29s.

Operation Blacklist initially called for the US military occupation of Japan and Korea. However, the Joint Chiefs of Staff were also concerned about the situation in China. The forthcoming end of the war would rekindle the power struggle between the Chinese Nationalists and the Chinese Communists. On 26 July 1945 the Joint Chiefs of Staff notified Adm. Nimitz, that in addition to occupying Japan, it would be also be necessary to occupy critical parts of the Asiatic mainland especially Shanghai, Pusan, Chefoo and Chinwangtao. US Marines would be sent to North China to

separate the opposing Chinese forces until there were sufficient Nationalist forces in North China to receive the Japanese surrender. The Marines were also expected to arrange for the repatriation of Japanese and Korean civilians, and protect US lives and property.

It is ironic that even though Japan had surrendered, armed Japanese troops were required after 15 August, to fill the power vacuum in China, Manchuria, Korea, and parts of Southeast Asia until enough Allied forces, often from the former colonial powers, could be brought into the area.

These “temporary arrangements” are now flashpoints in today’s world, i.e. the two Koreas, and the tensions between the People’s Republic of China and Taiwan.

The answers to many of these questions will be discussed in subsequent articles. The final article will contain a bibliography as well as a checklist of the US naval forces that took part in most of these operations.



USCGC Vigorous (WMEC 627)

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I collect “BERMUDA”: stamps, and postal history. One topic of Bermuda postal history I particularly enjoy is warships visiting the country. Prior to the closure of U.S., Canadian, and British bases in Bermuda many ships stopped there. Even today Bermuda’s position in the Atlantic makes it a convenient stop for any number of reasons.

For the past twenty years my wife and I have made Bermuda an annual visit – it was very convenient from our home in the Boston area, and still easy to get to from Florida. Over the years I have been lucky to be there when a passing naval ship stopped, and luckier still to have covers serviced aboard visiting ships. Many visiting ships either had an “Open-House” during their visit, or were vary agreeable to apply the ship’s handstamp as a cachet on covers I was mailing. That process became significantly harder after 9-11, as cooperative crew became hard to find.

Our 2019 trip to Bermuda was in November, and as we headed into Hamilton on our trusty scooters I saw USCGC VIGOROUS (WMEC 627) tied up along Front Street in Hamilton. I was happy to park my scooter near the ship, and head toward the gangplank, covers in hand.



Figure 1: USCGC VIGOROUS in Hamilton, Bermuda.

USCGC VIGOROUS is a 210 foot long, medium endurance cutter, commissioned in May 1969. VIGOROUS was decommissioned for a while, modernized, and re-commissioned in 1992. She is based in Little Creek, Virginia.

Needless to say, I was stopped from boarding the ship by the armed guards on deck, and questioned about my intentions regarding their vessel. I explained why I was there, and requested that they apply their handstamp to a few envelopes. The sailor I first spoke to told me that they did not do that. However, an officer then came down the ramp and questioned me about what I wanted.

After explaining that I was a collector, just trying to postally document the ship’s visit to Bermuda, he took my stamped envelopes back aboard and applied their handstamp as requested. The covers were franked with Bermuda postage, and were mailed at the Hamilton GPO that day. One of those covers is illustrated in **Figure #2**.



Figure 2: USCGC VIGOROUS official ship’s cachet mailed from Hamilton, Bermuda on 8 NOV 2019.

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One Censor, Many Stories

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True history is human. The covers that make up a collection are more than envelopes with stamps and cancellations, artifacts of the past, but small pieces of human history presented on a human scale. While some of the covers may be to or from people of note or notoriety, the overwhelming number are from relatively ordinary people with relatively ordinary lives suddenly thrust into a worldwide conflict not of their making, but theirs to endure, and survive, ...or sometimes not. Those who returned were not the same men and women who left those relatively ordinary lives, but as in wars before and since, were infinitely changed for better or worse by where they had been and what they had seen and done.

Figure 1: The cover shown here is more than a delight to the collector's eye. The 20 September 1941 cover from the Lindo Brothers & Company, Ltd at Kingston, Jamaica to the US Marine Detachment (Quartermaster Dept) at Portland Bight is a small window into history.

The cover was directed to the major U.S. Naval Air Station on Little Goat Island. Little Goat Island, along with Great Goat Island, are the cays that make up the Goat Islands, located less than a mile off the coast of Jamaica, southwest of the Hellshire Hills in Old Harbour Bay. On 2 September 1940, the United States obtained a 99-year lease on Little Goat Island under the *Destroyers for Bases Agreement* with the United Kingdom. This agreement was ratified on 27 March 1941 after which the United States built a seaplane base on the island. The Americans ran submarine training maneuvers from the base. ^[1]

The sender, Lindo Brothers & Co. Ltd., purchased the Appleton Estate in 1916, the oldest and most famous of all of Jamaica's sugar estates. During World War II, whiskey was hard to come by and after much experimentation they produced a rum that would serve as a substitute, Appleton Estate Special (now Appleton Special), a smooth, light rum that proved extremely popular. It is now owned by Compari ^[2]

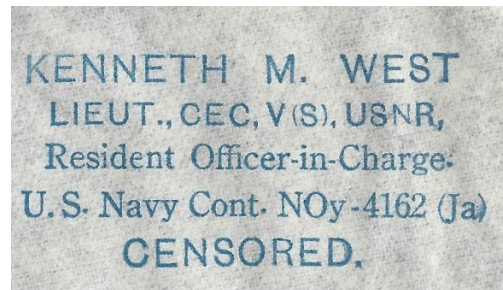
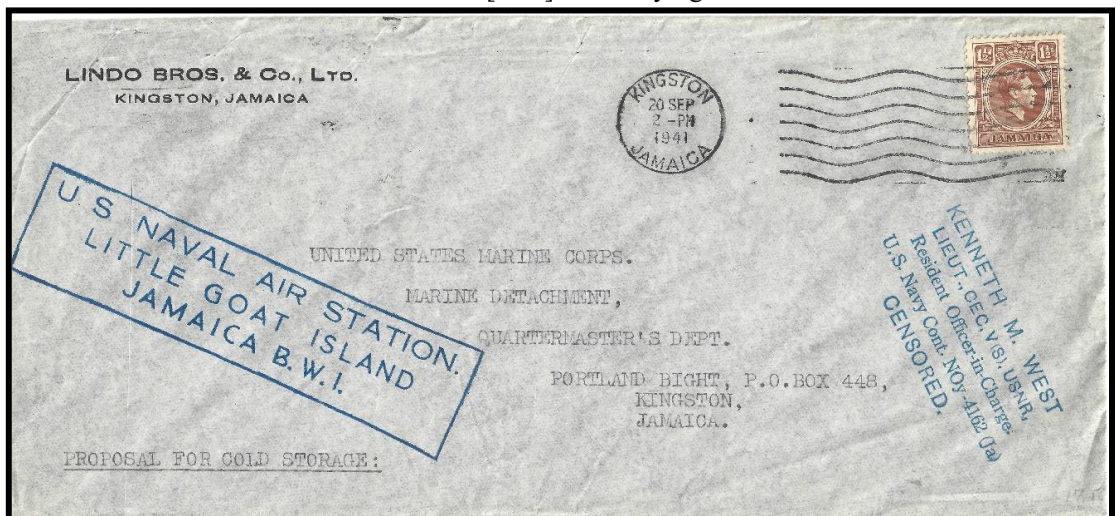


Figure 2: The 5-line personalized censor's mark is 50 by 23 mm, with mixed upper- and lower-case letters in both serif and san serif, ranging in size from 2.5-4 mm (S5-2.) ^[3]

The story behind the censor -- The Frederick Snare Corporation, a private company, won the U.S. government contract to enlarge the naval bases at Guantanamo, Puerto Rico, and Jamaica. The Snare Corporation ferried workers back and forth between the docks at Caimanera, Cuba on its own private launches. However, frustrated unemployed workers had attacked a Snare operator, creating disruptions leading to the U.S. Navy agreeing to assist by carrying workers on a "Navy boat manned by two unarmed marines with [U.S.] colors flying".

On 17 December 1941, Lt. Kenneth M. West was the ranking officer in charge of the ferry transporting workers. Having worked for United Fruit Company in Cuba he was considered well suited for the job. Although more than 400 workers applied only 29 were selected. Angry that they had not been chosen, the unemployed men reportedly rushed at Lt. West. The Navy lieutenant led his contingent to dock several hundred feet away and helped his chosen workers onboard. One of the unauthorized workers, Lino Rodríguez Grenot, an out of work boxer known as 'Kid Chiclé, leapt into the boat. As the launch pulled away from the dock, the officer struck the man with a blackjack and threw him out of the boat and into the bay where he died.

Rodríguez's death caused public outrage and unprecedented protests against the naval base throughout eastern Cuba. The crime had taken place in Guantánamo Bay, and hundreds of workers on the docks had witnessed it.

Local unions and the Communist Party argued that Lt. West must be tried for murder in Cuban territory under Cuban law. Workers wore black arm bands in protest; locals marched to the cemetery demanding justice; and several newspapers predicted strikes. Four Guantánamo doctors performed an autopsy and concluded that Rodriguez's lungs were not filled with water ruling out drowning as the cause of death, a conclusion not accepted by the US. After determining, under the agreements of 1903 and 1934, that the death occurred aboard an American vessel (the boat), it thus came under US jurisdiction. The subsequent court-martial tried Lt. West for "involuntary manslaughter" and "conduct to the prejudice of good order and discipline." He was found not guilty.^[4]

GORDON W. BATTEY
LIEUT. (jg), CEC, USNR,
Resident Officer-in-Charge.
U. S. Navy Cont., NOy-4162 (GX)
CENSORED

[Russ Carter notes a very similar personal mark (S5-3)⁵ used by Gordon W. Battey (1905-1998). Born in Brooklyn, New York, and graduating from the Hotchkiss School and Yale University, he served as an officer in the Civil Engineering Corps of the U.S. Navy during World War II and retired as a Commander]

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3. Moses, James H., *U.S. Navy Censorship Markings, 1940-1945*, unpublished manuscript
4. <https://content.ucpress.edu/chapters/11120.ch01.pdf>, *The Case of Kid Chicle, Military Expansion and Labor Competition, 1939-1945*
5. Moses, James H., *U.S. Navy Censorship Markings, 1940-1945*, unpublished manuscript

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

In this instance it is straight line (S), 5 lines (5), and has been assigned the number 2 = S5-2.

I chose the designation 'S' for straight line rather than 'L' since, to collectors, the latter often designates labels/sealing tapes.

North Korean Sea Story

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The North Korean 27,000 ton Dry Cargo ship MV HONEST WISE (**Figure 1**) made the news briefly when she was cited for violating a United Nations international sanction for being involved in a coal deal with Russia. It seems that MV HONEST WISE was transporting a cargo of coal from Russia to Nanpo, North Korea, and was on the High Seas when she was seized by unnamed U.S. forces.



MV HONEST WISE

I thought it would be interesting if I could get covers from the un-named U.S. forces and maybe even HONEST WISE herself. So I Googled some of the satellite tracking systems on the internet like Salwix and spotted HONEST WISE, USS CURTIS WILBUR (DDG 54) and USCGC BERTHOLF (WSML 750) pretty near each other somewhere at sea between Russia and North Korea. I didn't expect a reply from the North Korean shipping company listed as her operator, but I was curious of what results my efforts would produce. So far there have been none. I still haven't heard anything from CURTIS WILBUR or BERTHOLF, which is also not unusual for naval cover collectors who contact U.S. ships.

Follow up news of MV HONEST WISE appeared in the news media announcing that she had been seized and brought to PAGO PAGO, AMERICAN SAMOA. So I sent a double USPS postal card (**Figure 2**) to her and requested that they send back to me the attached card with any stamper, cachet or written return address. My card was received back with the USPS yellow label 'RETURN TO SENDER.'

Since part of my navy cover collecting activity includes learning what's what on the various maritime websites, I learned from the COAST GUARD's website that USCGC WALNUT was headed for Pago Pago for 'ATON' which is coast guard lingo that translates to "Aid to Navigation" duty. And by luck, WALNUT's skipper had been a USS NEW JERSEY CHAPTER 90 member when he had commanded a nearby cutter. So I sent him a USPS double postal card (**Figure 3**) and asked his help. He replied that he had seen her, but that was all.

So, what you see here is what I got. And you get another sea story. Just like old timers who swap stories on the fantail of their own ship.



Figure 2 **Figure 3**

USCS Auction #S-6

Closes 31 July 2020

Minimum bid stated on all lots. Please send bids to:

Laurie Bernstein, Log Auction Manager

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Or email to seadragons@cox.net

Prices realized are always available with an SASE or as a reply to an email request

Winning price is \$.50 over second highest bid

- S6-01 Japanese FDC Bataan stamp 12-8-42 painting of BB row w/special FDC cxi on card MB \$35
- S6-02 Japanese FDC Pearl Harbor stamp 12-8-42 cachet of Japan paper headline Pearl attack MB \$35
- S6-03 DELPHY (DD 261) 9-13-1922 #10 penalty sailor mail, PM San Diego, Honda Pt disaster MB \$40
- S6-04 HMS MONTGOMERY (ex USS WICKES) V mail from ship as RN F50 DD MB \$40
- S6-05 SC 1314 4-4-44 sailor mail w/censor mark, Okinawa typhoon damage MB \$2
- S6-06 SC 686 6-22-44 #10 penalty with r/s cc, destroyed Okinawa typhoon 10/1945 MB \$10
- S6-07 LAGARTO (SS 371) 10-14-44 comm cachet, PM Manitowoc, sunk MB \$3
- S6-08 NORTHAMPTON (CA 26) 6-10-35 Calif-Pacific Int'l Expo cachet, sunk MB \$2
- S6-09 DORSEY (DD 117) 10-3-35 Calif-Pacific Int'l Expo cachet, Presidential review MB \$2
- S6-10 TRENTON (CL 11) 1-15-38 In the Domain of Neptune Rex cartoon cachet MB \$2
- S6-11 SKIPJACK (SS 184) 10-23-37 launch cachet by Hutnick, PM Groton MB \$3
- S6-12 SKIPJACK (SS 184) 7-22-36 Keel lay cachet by ANCS 54, PM Groton MB \$3
- S6-13 CALIFORNIA (ACR 6) 2-1-1909 clear ships cxi on color PC, sunk MB \$4
- S6-14 AUGUSTA (CA 31) 10-27-45 Navy Day at anchor on Hudson River MB \$2
- S6-15 MINDANAO (PR 8) 12-12-38 in memorial USS PANAY by Hutnick, kb Canton MB \$3
- S6-16 MACON (ZRS 5) 2-14-35 The Log Book is closed by Fatout, PM Long B MB \$15
- S6-17 GREBE (AM 43) 2-12-35 ships r/s cachet, 2 cxls, kb MACON sinks off Point Sur MB \$10
- S6-18 PENNSYLVANIA (BB 38) 12-17-34 MACON sighted by flagship, kb MACON over Golden Gate MB \$5
- S6-19 BARRACUDA (SS 163) 1-15-35 Fleet Maneuvers w/MACON by Los Angeles Cover Club MB \$5
- S6-20 BASS (SS 164) 12-7-34 Fleet Maneuvers W/MACON by Los Angeles Cover Club MB \$5
- S6-21 SALMON (SS 182) 3-15-38 commission by ANCS Argonauts MB \$3
- S6-22 Submarine S-17 (SS 122) 3-29-35 nc but very unusual fancy cxi for LDC MB \$5
- S6-23 DUBUQUE (PG 17) 2-20-1910 clear ships cxi on color PC MB \$4
- S6-24 PIKE (SS 173) 5-30-39 Schlechter fish cachet for Memorial Day MB \$3
- S6-25 HMS ATHELING (CVE) 5-26-43 typed launch cachet for British CVE MB \$3
- S6-26 NS SAVANNAH (nuc merchant) 11-28-62 NS cachet M4, visit to Long Beach/LA, PM LB MB \$2
- S6-27 NS SAVANNAH (nuc merchant) 6-8-64 1st trans-Atlantic voyage, PM New York MB \$2
- S6-28 to USS ESSEX (sloop) 1-9-1899 env w/ltr to Lt Leiper on training ship, PM Phila MB \$4
- S6-29 YP 317, Navy #121 12-19-43 sailor mail from Balboa, CZ w/censor mark MB \$2
- S6-30 Nav Adv Base, Navy #145 10-22-43 sailor mail from Koli Pt, Guadalcanal w/censor MB \$2
- S6-31 Navy #231, NSD Oran, Algeria 11-14-43 sailor mail from Oran, Algeria w/censor mark MB \$2
- S6-32 LST 1 6-11-45 sailor mail on Red Cross env w/censor mark MB \$2
- S6-33 LST 137 6-11-45 sailor mail w/censor mark MB \$2
- S6-34 Std Landing Craft Unit 32 7-30-44 sailor mail w/censor mark MB \$2
- S6-35 LST 703 12-5-44 sailor mail w/censor mark MB \$2
- S6-36 MACON (ZRS 5) 4-20-34 Trip to Miami for Fleet Maneuvers, PM Moffett Fld MB \$7
- S6-37 MACON (ZRS 5) 3-20-34 Training flight at Sea, PM Moffett Fld MB \$7
- S6-38 MACON (ZRS 5) 6-23-33 r/s cachet MACON leaves Akron for Lakehurst, PM Akron MB \$7
- S6-39 Marine HQ Squadron 14 8-25-45 Marine soldiers mail w/censor mark MB \$2
- S6-40 H&S Co, 1st Motor Trans Bn 4-7-44 1st Marine Div soldiers mail w/censor mark MB \$2
- S6-41 H Co., 2nd Bn, 21st Marines 12-15-?? WW2 Marine cover w/censor mark, yr in PM illegible MB \$2
- S6-42 Scouting Squadron 5 1-10-40 cmd cxi on 1 cent PC MB \$2
- S6-43 Patrol Wing 1 11-13-41 cmd cxi on 1 cent PC MB \$2
- S6-44 LST 212 7-5-44 sailor mail w/censor mark MB \$2
- S6-45 Torpedo Squadron 6 10-12-39 FDPS by Czubay MB \$2
- S6-46 NASHVILLE (CL 43) 6-6-38 FDPS, Revolutionary man ringing bell design MB \$2
- S6-47 NORTHAMPTON (CA 26) 10-15-34 Flagship change for Cruiser Div 4 to CHESTER MB \$2

- S6-48 HMS YORK (CA) 6-27-38 E to W transit of Panama Canal, sunk at Crete MB \$2
- S6-49 WRIGHT (AV 1) 5-9-41 Wings of the Navy cachet MB \$2
- S6-50 SAVANNAH (AS 8) 3-21-22 PM on ship to Adm. Clarence S Williams MB \$4
- S6-51 GOLET (SS 361) 8-1-43 launch cachet w/US Flag, PM Manitowoc, sunk MB \$3
- S6-52 CABEZON/DENTUDA (SS 334/335) 11-16-43 twin keel lay by Hebditch, PM Groton MB \$3
- S6-53 BULLHEAD (SS 332) 7-16-44 launch cachet, Uncle Sam & V, sunk MB \$3
- S6-54 SAURY (SS 189) 6-28-37 keel lay, fish & I beam, PM Groton MB \$3
- S6-55 SPEARFISH (SS 190) 10-29-38 launch, spearfish & sub, PM Groton MB \$3
- S6-56 GROWLER (SSG 577) 4-5-58 launch cachet by Shipyard Dev Assoc PM Portsmouth MB \$3
- S6-57 QUICK (DD 490) 5-3-42 launch by Neumann, PM Kearny MB \$2
- S6-58 MERVINE (DD 489) 5-3-42 launch by Neumann, PM Kearny MB \$2
- S6-59 STRIBLING (DD 867) 9-29-45 commission cachet MB \$2
- S6-60 CONNER/HALL (DD 582/583) 7-18-42 launch cachet by Q&L Assoc, PM Boston MB \$2
- S6-61 LEXINGTON (CV 2) 4-7-34 r/s ships cachet, kb Lex captures Edwards, sunk MB \$2
- S6-62 LEXINGTON (CV 2) 1-1-34 r/s New Years Day 1934 cachet, fancy cxi, sunk MB \$2
- S6-63 GRAYBACK (SS 574) 1-15-84 LDC by Everett MB \$2
- S6-64 CUSHING/PERKINS (DD 376/377) 12-31-35 double launch by ANCS 6/10, PM SARATOGA MB \$2
- S6-65 LEXINGTON (CV 2) 5-31-34 r/s E Coast Cruise 1934, kb arrive NY MB \$2
- S6-66 TARAWA (CV 40) 5-12-45 launch by Nicholson, PM Portsmouth Navy Yd MB \$2
- S6-67 LAKE CHAMPLAIN (CV 39) 10-18-46 LDPS by Cohen MB \$2
- S6-68 ARIZONA (BB 39) 8-13-35 Oakland wishes best of luck, kb 4th day in Frisco MB \$15
- S6-69 O'BRIEN (DD 975) 9-24-04 LDC by Everett MB \$2
- S6-70 FLETCHER (DD 992) 7-12-80 commission by Everett MB \$2
- S6-71 CARL VINSON (CVN 70) 3-15-80 launch cachet, PM Newport N MB \$2
- S6-72 WICHITA (CA 45) 11-16-37 launch by USCS 697, PM WHIPPOORWILL MB \$2
- S6-73 YMS 355 7-8-44 #10 penalty with r/s cc MB \$2
- S6-74 YMS 405 6-23-44 #10 penalty w/printed cc MB \$2
- S6-75 CLEVELAND (CL 55) 2-21-44 #10 penalty w/printed cc MB \$2
- S6-76 BARNETT (APA 5) 12-10-41 #10 penalty with r/s cc MB \$2
- S6-77 COLORADO (BB 45) 8-6-45 sailor mail w/censor mark MB \$2
- S6-78 COLE (DD 155) 11-22-43 V mail w/env MB \$2
- S6-79 ESSEX (CV 9) 1-25-44 sailor mail w/censor mark MB \$2
- S6-80 FLORENCE NIGHTINGALE (AP 70) 10-10-42 sailor mail w/censor mark MB \$2
- S6-81 ALABAMA (BB 60) 6-10-45 sailor mail w/censor mark MB \$2
- S6-82 CAIMAN (SS 323) 7-17-44 commission by Greene MB \$3
- S6-83 CARP (SS 338) 2-28-45 commission, surfaced sub/eagle MB \$3
- S6-84 DACE (SS 247) 7-23-43 commission, sub across DACE, PM Groton MB \$3
- S6-85 HADDO (SS 255) 10-9-42 commission w/Uncle Sam/sub, PM Groton MB \$3
- S6-86 HAKE (SS 256) 10-30-42 commission, surfaced sub & fish in star design, PM Groton MB \$3
- S6-87 HAKE (SS 256) 10-30-42 commission, eagle & US Flag, PM New London MB \$3
- S6-88 HOE (SS 258) 12-16-42 commission, surfaced sub design MB \$3
- S6-89 JOHN C CALHOUN (SSBN 630) 6-22-63 launch by Beck B350 MB \$2
- S6-90 JACK (SS 259) 1-6-43 commission by Hebditch, PM New London MB \$3
- S6-91 MUKSELLUNGE (SS 262) 3-24-43 commission by Spader, PM Groton MB \$3
- S6-92 PARGO (SS 264) 4-26-43 commission, surfaced sub & Uncle Sam, PM Groton MB \$3
- S6-93 UNICORN (SS 436) 4-25-45 keel lay by Spader, PM Groton MB \$3
- S6-94 LONG BEACH (CGN 9) 9-9-61 #10 printed commission cachet MB \$4
- S6-95 RICHMOND (CL 9) 9-17-34 r/s Special Serv Sq, fancy cxi MB \$4
- S6-96 TEXAS (BB 35) 2-1-27 #10 penalty, printed cc, folded L side, tear R MB \$5
- S6-97 PENNSYLVANIA (BB 38) 10-27-33 Welcome MACON on Navy Day MB \$10
- S6-98 PENNSYLVANIA (BB 38) 10-24-33 r/s Sec of the Navy flag MB \$5
- S6-99 SIMPSON (DD 221) 7-4-34 Welcome ships of the fleet r/s cachet MB \$3
- S6-100 DALLAS (DD 199) 8-17-34 Scouting Force Cape Cod r/s cachet, overcxi MB \$4
- S6-101 QUINCY (CA 39) 10-16-33 r/s keel lay cachet, sunk MB \$4
- S6-102 HERBERT (DD 160) 2-12-35 ships r/s cachet, nmc auto, kb Macon crashes MB \$10
- S6-103 BROOME (DD 210) 5-28-35 Our Navy blueprint by John Rodgers Ch MB \$5
- S6-104 LEXINGTON (CV 2) 8-17-35 Mt Rainier Nat'l Park r/s, sunk MB \$4
- S6-105 NEW YORK (BB 34) 5-21-37 King George VI coronation MB \$5
- S6-106 CRAVEN (DD 382) 9-2-37 commission by Mueller, PM VINCENNES MB \$4
- S6-107 BROOKLYN (CL 40) 11-30-37 launch by ANCS Brooklyn crew, PM MOFFETT MB \$3
- S6-108 NASHVILLE (CL 43) 9-3-38 shakedown cruise /Czubay, kb Stockholm MB \$4
- S6-109 THRESHER (SS 200) 10-27-40 Navy Day 1940 by Pace MB \$5
- S6-110 THRESHER (SSN 593) 7-9-60 launch cachet, PNS Devel Assoc, sunk MB \$5
- S6-111 GILMER (DD 233) 4-12-36 Easter Greetings by Powell MB \$2
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- S6-118 CANOPUS (AS 9) 8-21-36 r/s JP Jones cachet by USCS Ch 2 sunk MB \$2

- S6-119 EDSALL (DD 219) 8-24-36 r/s JP Jones cachet by USCS Ch 2 sunk MB \$2
 S6-120 POPE (DD 225) 8-22-36 r/s JP Jones cachet by USCS Ch 2 sunk MB \$2
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 S6-134 SC 1473 undated #10 penalty, ship lend/leased to England MB \$2
 S6-135 WD PORTER (DD 579) 11-13-44 sailor mail w/ltr, torn open bottom, sunk MB \$3
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 S6-137 SS TEXACO CARIBBEAN (tanker) 1-10-87 3 diff ship marks, master auto, Brit postage MB \$2
 S6-138 MS DANA MAXIMA (merchant) 11-1-90 en route Esbjerg, master auto, Brit postage MB \$2
 S6-139 SILVERSIDES (SSN 679) 6-4-71 launch by DPS 59, PM Groton, 100th nuc sub launch MB \$2
 S6-140 SILVERSIDES (SSN 679) 6-4-71 launch Nathan Hale Ch, PM Groton MB \$2
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 S6-209 TARPON (SS 175) 5-1-36 shakedown cruise by Pace, kb "Hello Miami" MB \$3
 S6-210 ARGONAUT (SS 166) 5-3-36 Aloha Hawaii Clipper by Aiglon, sunk MB \$3
 S6-211 NORTHAMPTON (CA 26) 2-22-34 Honor G Washington, fancy cxi, PM Groton sunk MB \$2
 S6-212 MARBLEHEAD (CL 12) 9-8-35 11th B'Day by ANCS 191 MB \$2
 S6-213 SKIPJACK (SS 184) 10-23-37 lau w/shell, mermaid. Fish. PM Groton MB \$3
 S6-214 SKIPJACK (SS 184) 8-25-38 shakedown cruise by Hacker, kb Guantanamo MB \$3
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 S6-217 GUDGEON (SS 211) 11-22-39 keel lay by Aden PM Vallejo sunk MB \$3
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 S6-219 GREBE (AM 43) 3-11-35 MACON lost but not forgotten MB \$4
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 S6-222 NORTHAMPTON (CA 26) 2-12-35 Bon Voyage MACON, kb MACON afire/sinking MB \$4
 S6-223 SARATOGA (CV 3) 2-12-35 r/s cachet MACON goes down to the sea MB \$4
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 S6-226 KANAWHA (AO 1) 4-12-40 Map of WV showing Kanawha River sunk MB \$2
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 S6-228 POTOMAC (AG 25) 12-25-40 map showing location of Potomac River MB \$2
 S6-229 RALEIGH (CL 7) 11-1-40 map of NC showing location of Raleigh MB \$2
 S6-230 SACRAMENTO (PG 19) 8-26-41 map of CA showing location of Sacramento MB \$2
 S6-231 BLUEFISH (SSN 675) 1-10-70 launch by Wright, PM Groton MB \$1
 S6-232 BLUEFISH (SSN 675) 1-8-71 commission by DPS 56, PM Groton, MB \$1
 S6-233 BLUEFISH (SSN 675) 1-8-71 commission by USS Nathan Hale Ch, PM Groton MB \$1
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 S6-235 BLUEFISH (SSN 675) 12-25-91 Christmas 1991 by Rogak MB \$1
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 S6-237 TREPANG (SSN 674) 8-14-70 comm by Nathan Hale Ch, PM Groton MB \$1
 S6-238 TREPANG (SSN 674) 8-14-70 commission by DPS 55, PM Groton MB \$1
 S6-239 BILLFISH (SSN 676) 7-4-84 Rogak JULY 4 cachet, PM Charleston MB \$1
 S6-240 BILLFISH (SSN 676) 6-14-87 Arrival after trip to N Pole by Decatur Ch MB \$1
 S6-241 MIRFAK (TAK 271) 7-23-74 ships r/s MSC cachet, PM USAF Post Serv MB \$2
 S6-242 GLACIER (WAGB 4) 1-9-75 ships Deep Freeze '75 r/s cachet MB \$2
 S6-243 45th Anniv Byrd Flight 11-29-74 by Antarctic Devron 6 (VXE 6), PM USN Br#17038 MB \$2
 S6-244 VXE 6 2-2-77 cover flown from McMurdo to Siple DF 77 MB \$2
 S6-245 SCHUYLER OTIS BLAND (TAK 277) 1-25-77 ships r/s Antarctica '77 cachet, master auto MB \$2
 S6-246 WHIPPOORWILL (AM 35) 10-27-37 hand colored Navy Day cachet by RCD 123 MB \$2
 S6-247 OMAHA (CL 4) 2-9-32 fleet maneuvers HI by HI Philatelic Assoc MB \$2
 S6-248 SARATOGA (CV 3) 2-22-32 fleet maneuvers HI by HI Philatelic Assoc MB \$2
 S6-249 VINCENNES (CA 44) 1-1-38 Happy New Year handdrawn cachet, sunk MB \$2
 S6-250 ENTERPRISE (CV 6) 9-16-38 shakedown cruise, kb Guantanamo MB \$2
 S6-251 HORNET (CV 8) 10-20-41 1st Day Postal Serv by Nicholson, sunk MB \$2
 S6-252 MINGO (SS 261) 2-12-43 commission by Spader, PM Groton MB \$3
 S6-253 LAPON (SS 260) 1-23-43 commission by Hebditch, PM New London MB \$3
 S6-254 SAN FRANCISCO (CA 38) 4-12-36 Easter Greets w/rabbit & egg MB \$2
 S6-255 TRENTON (CL 11) 6-16-35 Flagship Spec Serv Squadron, rambler of tropic seas MB \$2
 S6-256 USNS AMERICAN EXPLORER (TAO 165) 7-24-75 r/s cachet, ships SL marking MB \$2
 S6-257 USNS PVT JOHN R TOWLE (TAK 240) 2-7-?? r/s cachet, master auto, PM USN Br# 17038 MB \$2
 S6-258 USNS ELTANIN (TAK 270) 2-13-74 ships r/s cachet, PM USN Br# 17038 MB \$2
 S6-259 USCGC BURTON ISLAND (WAGB 283) 1-1-75 ships r/s cachet for Deep Freeze '75 MB \$2
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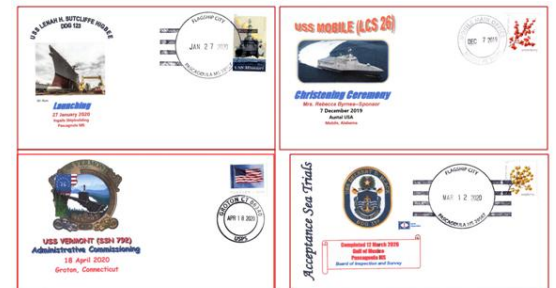
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The Chapter Coordinator helps groups interested in forming a new chapter by providing lists of members living within the target area, offers organizational materials and other assistance to form a chapter.

The Chapter Coordinator also helps with the annual Chapter reports and with the awards program.

Willing to Volunteer? Let the USCS President know of your interest. bmcmjones@yanoo.com

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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.

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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

June 2020

Secretary's Report May 2020 Welcome New Members

12596 Ron Breznay, 18 Cist St, Hanover Township PA 18706-5106
12597 Daniel Doss, 2319 11th St, Silvis IL 61282-2822
by Paul Huber (8004)
12598 Mary Ledington, 3500 4th Ave N, Great Falls MT 59401-3016

Reinstated

S-12498 Joseph Campbell, 25 Old Kings Hwy N, Ste 13 No 206,
Darien CT 06820-4608
11445 Frederick Dehmer, 46 Phillip Dr, Bellingham MA 02019-1112
12420 Anthony O'Brien, 6664 Seagull Ct, Frederick ME 21703-9544

Deceased

L-3983 Robert Quintero

Change of Address

12347 Matthew Stoll, 29 Cherry Hill Rd, Livingston NJ 07039-2435

Membership on 4/4/2020.....	748
New Members.....	3
Reinstated.....	3
Deceased.....	1
Membership on 5/1/2020.....	753
Membership on 5/5/2019.....	793

Steve Shay,
Secretary

Future USCS Convention Schedule

2020 September 25-27 – MILCOPEX – Milwaukee WI

2021 September 3-5 - BALPEX – Hunt Valley MD

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