

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 87 No. 7

July 2020

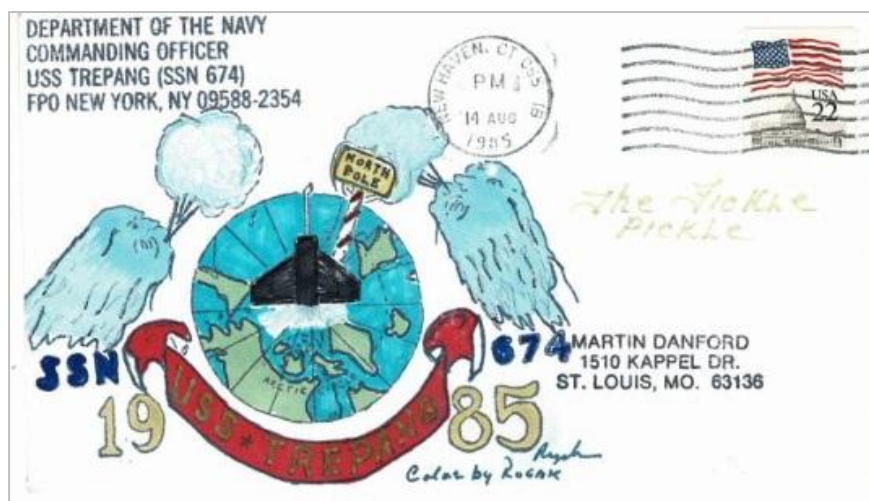
Whole No. 1040

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Feature Cover

USS TREPANG (SSN 674)



This month's feature cover is available in the July Auction showing a hand-colored cachet by Gary R. Rogak marking the 1985 Arctic Operations of USS TREPANG (SSN 674). See this and many other covers for bidding on pages 28 and 29.

MILCOPEX Cancelled

The USCS Annual Convention in conjunction with MILCOPEX has been cancelled

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

Well, if the pandemic lockdown wasn't enough, we received word as I was finalizing this issue that MILCOPEX Philatelic Show has been cancelled for this year. I was really looking forward to a trip to Milwaukee and meeting with our member-dealers from that area. Additionally, we were planning on going up to Canada to continue a vacation. As of this writing, Canada's border is closed to non-essential visitors-tourists.

Well, we can still have our USCS board meeting via some form of electronic communication to handle our business.

One of the features of a convention is meeting members face-to-face and recruiting new members to write for the **USCS Log**. SO, I take this time to ask members to review their collections and share their research and knowledge about their favorite aspect of their collections. We still have five (5) more months of the **Log** that I need articles for. What do you want to share with the membership? Need help? Email me.

One of the aspects of the efforts to take precautions to stay well and healthy is that there is no reading material in any medical offices. I used to take old **USCS Logs** to the doctor's office when I went and left the copy for others to read. It is a bad idea now.

For members who have been sending covers for shipbuilding events, several last minute changes have been made because of the distancing recommendations during the pandemic. Both USS DELAWARE and USS VERMONT formal commissioning ceremonies were cancelled and the boats were commissioned by Naval Message. Additionally, christening ceremonies for USS FORT LAUDERDALE and DDG 123 have been postponed. Commissioning of USS TRIPOLI at Pensacola, Florida is cancelled and the ship will be commissioned at the building shipyard. I believe more of the shipbuilding ceremonies that normally draw large crowds will be cancelled during the year. This certainly is not my idea of Naval Cancellations!

Collect-Share-Enjoy your hobby.

Send for Your Own Covers

USS NIMITZ CARRIER STRIKE GROUP

USS NIMITZ (CVN 68) Deployed 8 June 2020

USS PRINCETON (CG 59) 6 June

USS STERETT (DDG 104) 4 June

USS RALPH JOHNSON (DDG 114) 9 June 2020

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

USS HAMPTON (SSN 767) Deployed 15 May 2020

USS ALEXANDRIA (SSN 757) Deployed 5 May 2020

USS ASHEVILLE (SSN 758) Deployed 27 April

USS TOPEKA (SSN 754) Deployed 22 April 2020

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

USS FLORIDA (SSGN 728) 5th and 6th 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

JOIN A USCS CHAPTER IN 2020



Out of the Past

Naval History and
Heritage Command

1 July 1931 (Inter-War Years)

USS CONSTITUTION is re-commissioned after a four-year, nearly \$1 million restoration. The next day, the ship and crew began a three-year, three-coast tour of the U.S., visiting 76 ports and hosting 4.6 million people; the tour, known as the "National Cruise", was intended to thank U.S. citizens who had supported "Old Ironsides'" restoration.

4 July 1991 (Modern)

USS ARLEIGH BURKE (DDG 51) is commissioned at the waterfront of downtown Norfolk, VA. The guided-missile destroyer is the lead ship of her class and named for the former Chief of Naval Operations Adm. Arleigh Burke, who attended the ship's commissioning ceremony.

8 July 1879 (Classic)

USS JEANNETTE departs San Francisco to explore the Arctic, but becomes frozen in the ice pack by September. On 13 June 1881, the bark-rigged wooden steamship sinks after she is crushed in an Arctic ice pack during an attempt to reach the North Pole through the Bering Strait. Of the 33 who set off after the ship went down, only 13 of JEANNETTE's men survive their adventures and return to civilization.

17 July 1975 (Modern)

U.S. Apollo (Apollo 18) and Soviet Soyuz (Soyuz 19) space craft dock in space, making the first manned space flight conducted jointly by the 2 nations. The Apollo craft remains for 9 days, 1 hour, and approximately 28 minutes. USS NEW ORLEANS (LPH 11) later recovers the Apollo craft.

20 July 1970 (Modern)

In the first launch of the Polaris missile, USS GEORGE WASHINGTON (SSBN 598) successfully fires two operational Polaris missiles while submerged off Florida.

26 July 1912 (Pre-WW I)

The first tests of an airborne wireless are conducted near Annapolis, MD. using the Wright (B 1) piloted by Lt. John Rodgers. On one flight, Ensign Charles H. Maddox, who is giving technical assistance to the aviators, sends messages to USS STRINGHAM (TB 19) at a distance of about one and a half miles.

28 July 1945 (World War II)

USS CALLAGHAN (DD 792) is the last ship sunk by a Japanese kamikaze attack when she hits a radar picket station approximately 50 miles southwest of Okinawa, 25X 43N, 126X 55E. USS PRITCHETT (DD 561) is also damaged by a near hit from a kamikaze as she assists the destroyer. The kamikaze that hits USS CALLAGHAN is carrying Willow (a primary training biplane), revealing the desperation level of the Japanese. USS CALLAGHAN is named in honor of Medal of Honor recipient, Rear Adm. Daniel J. Callaghan, who died during the naval Battle of Guadalcanal, 12-13 November 1942.

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

June 2020

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

July 2020

#15 PCU TRIPOLI (LHA 7) **Administrative** Commissioning, HII Shipyard, Pascagoula MS

August 2020

?#8 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 Dale Hargrave, 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** – 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** – 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

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

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

Contact Mel Dick, USCS Chapter Coordinator.

84 Bradford Ave

Camarillo CA 93010-1703

POLLODELMAR143@YAHOO.COM

**Please support our member dealers.
They can help complete your want lists via email
or phone calls**

Naval News

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PCU OAKLAND Completes Acceptance Trials

The future USS OAKLAND (LCS 24) successfully concluded acceptance trials 20-22 May following a series of in-port and underway demonstrations in the Gulf of Mexico. During trials, the final milestone prior to the ship's delivery, the Navy conducts comprehensive tests of systems, including those essential to a ship's performance at sea such as the main propulsion, auxiliaries and electrical systems.

The ship also performed critical capability tests, including a full-power demonstration, steering and quick reversal, anchor drop test and combat system detect-to-engage sequence.

Following delivery and commissioning, USS OAKLAND will sail to California to be homeported in San Diego.

Four additional INDEPENDENCE-variant ships are under construction at Austal USA in Mobile, Alabama. The future USS MOBILE (LCS 26) is undergoing final assembly. The modules for the future USS SAVANNAH (LCS 28) and future USS CANBERRA (LCS 30) also are being erected, and modules for the future USS SANTA BARBARA (LCS 32) are being fabricated. Additionally, Austal USA is preparing for construction of the future USS AUGUSTA (LCS 34), USS KINGSVILLE (LCS 36) and USS PIERRE (LCS 38).

Southern Command Forces Increased

USS DETROIT (LCS 7) is working with destroyers USS LASSEN (DDG 82), USS PREBLE (DDG 88) USS FARRAGUT (DDG 99) and a P-8A multi-mission aircraft assigned to Patrol Squadron (VP) 26 while conducting maritime security operations in the Caribbean. The forces are deployed to the U.S. Southern Command area of responsibility to enhance anti-drug enforcement.

NIMITZ CSG Deploys

USS NIMITZ (CVN 68) and elements of the NIMITZ Carrier Strike Group (CSG), deployed from San Diego on 8 June in support of global maritime security operations.

Prior to deploying, the strike group completed a composite training unit exercise (COMPTUEX), de-signed to fully integrate units of a carrier strike group, while testing a strike group's ability as a whole to carry out sustained combat operations from the sea.

All personnel assigned to NIM CSG completed a minimum, 14-day quarantine ashore and were tested for COVID-19 prior to getting underway with their respective units. Sailors assigned to NIMITZ completed a 27-day fast cruise aboard the ship which also included their COVID-19 testing period.

Leading up to and throughout COMPTUEX, NIM CSG units conducted aggressive mitigation measures to minimize

potential exposure to COVID-19, including the wearing of face coverings, social distancing, minimizing meetings and gatherings, and thorough cleaning of spaces multiple times each day.

In addition to NIMITZ, NIMITZ CSG deploying units include Carrier Air Wing (CVW) 17, USS PRINCETON (CG 59) and Destroyer Squadron (DESRON) 9, which includes destroyers USS STERETT (DDG 104), and USS RALPH JOHNSON (DDG 114). CVW-17 consists of the Lemoore, California-based "Kestrels" of Strike Fighter Squadron (VFA) 137, "Mighty Shrikes" of VFA 94, "Fighting Redcocks" of VFA 22; the San Diego-based "Death Rattlers" of Marine Fighter Attack Squadron (VMFA) 323, the Whidbey Island, Washington-based "Cougars" of Electronic Attack Squadron (VAQ) 139, the Point Mugu, California-based "Sun Kings" of Carrier Airborne Early Warning Squadron (VAW) 116, and the San Diego-based "Indians" of Helicopter Sea Combat Squadron (HSC) 6, "Battlecats" of Helicopter Maritime Strike Squadron (HSM) 73 and "Providers" of Fleet Logistics Support Squadron (VRC) 30.

STERETT departed Naval Base San Diego 4 June, PRINCETON departed Naval Base San Diego 6 June, and RALPH JOHNSON departed San Diego 9 June.

USNS MERCY Overhaul Contract

Vigor Marine LLC, Portland, Oregon, was awarded a contract for a 210-calendar day split shipyard availability for the regular overhaul and drydocking of the hospital ship U.S. NAVAL SHIP MERCY (T-AH 19). Work will be performed in Portland, Oregon, and is expected to be complete by August 2021.

USCG Cutter EDGAR CULBERTSON Commissioned

The US Coast Guard held a commissioning ceremony for the cutter EDGAR CULBERTSON (WPC 1137), the service's 37th fast response cutter at Sector Field Office Galveston, Texas, on 11 June.

Built by Bollinger Shipyards, the USCGC EDGAR CULBERTSON was delivered to the navy in early February 2020. It is the second of three fast response cutters to be homeported in Galveston.

Edgar Culbertson, the cutter's namesake, was a Coast Guard petty officer 1st class and Coast Guard Medal recipient who died 30 April 1967, while attempting the rescue of three brothers during a storm in Duluth, MN. He was a 31-year-old native of Ferndale, MI, a veteran of the Korean War and had served in the Coast Guard since 1952.

USS FITZGERALD Sail Away

USS FITZGERALD (DDG 62) departed Ingalls Shipbuilding's Pascagoula shipyard 13 June to return to her homeport in San Diego.

The sail away reflects more than two years' worth of effort in restoring and modernizing one of the Navy's most capable warships after it was damaged during a collision in 2017 that claimed the lives of seven Sailors.

Due to the extent and complexity of the restoration, both repair and new construction procedures were used to accomplish the restoration and modernization efforts.

President's Message

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MILCOPEX website indicates that the 2020 show has been cancelled.

Therefore, the USCS Annual Convention that was to take place in Milwaukee Wisconsin September 25-27 2020 has been cancelled.

Plans will be developed over the next month to have the annual board meeting via some form of virtual connection to take care of the USCS business that we usually deal with during our annual conventions.

Several of the Awards that normally are presented at the convention have been forwarded to the awardees earlier.

Reminder: If you had booked hotel reservations for the Milwaukee convention, don't forget to cancel them so you don't get charged as a no-show.

Stay tuned for updates as we plan to take care of this year's USCS business.

Of course, one of the biggest down-sides of not having a convention is being unable to interact with our naval cover dealers. However, please remember they are still in business and will really try to accommodate your want lists and other needs. Your favorite dealer has email, **Facebook** and other communication methods to support you.

I was quite surprised by the response to my call for a volunteer to chair the USCS Chapter Coordinator position. I had five responses. I am pleased to announce that Mel Dick has been appointed to the Coordinator position and he has been very busy completing the review of the Chapter Award nominations for 2019. You can see his report on Page 13 of this issue.

As we move through the year, we have had to adjust to many changes in our lives that some call the "new normal". What started out as extra time to tidy up our collections and prepare new exhibits has mostly run its course. With cancelled philatelic shows we no longer have the opportunity to enter exhibits for judging. However, some societies are suggesting their members to take the time to convert their exhibits to an electronic format so they can be shared via the internet. For you more technical members, you might want to give it a try. Collections are meant to be shared. Be proud of what you have collected.

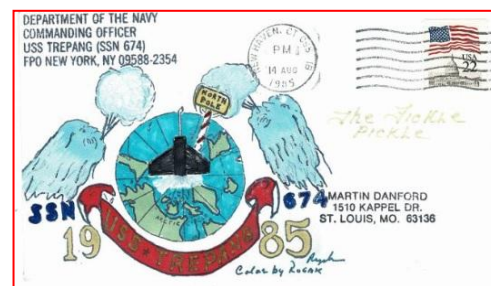
The Board of Directors Nominating Committee is still seeking new candidates to run for the board. Postponed or cancelled philatelic shows this year has made it difficult to do some of their vetting work. Nevertheless, let one of the members of the Board of Directors Nominating Committee know of your interest:

David Kent-Chair
Ted Bahry
Paul Huber
John Johnson

USCS Auctions – take a look!

USS WILKES-BARRE Tokyo Bay

USS TREPANG (SSN 674) at North Pole



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

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The Goat Locker

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First of all, I may have been mistaken that Karl Wulff was responsible for the fancy LEXINGTON cancels. While the cancels were mentioned in the May 1935 *Log* as “Wulff” cancels, I was reminded by **Bill Payden** (10,783) that his collection of “Lady Lex” covers are addressed to and from John Thayer Wulff. Bill believes that Wulff was transferred to USS RANGER in 1934, probably because LEXINGTON had minor overhaul at Norfolk until October.

Well thanks to Bill, I went on a search for Mr. Wulff. A check of the 1933 Navy’s Officer Register lists John Thayer Wulff (5461) as an Ensign aboard “Lady Lex.” It lists his DOB 14 AUG 1908 and entry into Navy as 11 JUL 1931. A Google search reveals a Captain John Thayer Wulff married LCDR Mildred Elizabeth Sutton in February 1956 at the chapel on Treasure Island, San Francisco. Thanks, Smokey!

“Lady Lex & her 1934 East Coast Cruise

An announcement in the 31 March 1934 *USCS Log* offered members 18 events that would be documented on covers serviced aboard LEXINGTON from April 6th until 1 June by William Brooks Parker (USCS #239A) and mail clerk, E.L. Beckwith (240A). USCS members would send 18 SASE that had penciled numbers 1-18 on the front and this explains why covers bear the penciled numbers on the front of the covers.

The listed events includes North Pole Discovery (4/6); LEX captures EDWARDS (4/7); ship’s Departure on East Coast Cruise (4/9/34); Navy captures Fort Pulaski (4/12); MACON flight above (4/17); Battle of Lexington (4/19); Arrival at Canal Zone (4/21) and includes #15 Mother’s Day (5/13); #17 Memorial Day (5/30) and #18 Fleet Review (6/1/34). It should be noted that FDR had his fleet review which occurred on 31 May 1934.



Figure 1: Printed cachet (Long Beach Chamber of Commerce) depicts MACON flying over carrier posted aboard “Lady Lex” on 11 APR 1934. The 3LK documents that she sighted USS MACON off the coast of lower California. Reverse has Byrd Powell’s boxed stamp and a “We Want a Stamp for Old Ironsides” sticker. & Beckwith’s USCS stamp. On the inside flap of the envelope is Walter Crosby’s courtesy rubber stamp.

Most of the event dates were serviced but there were changes: Beckwith and his assistants used the ship’s Type 9 cancel with a large letter type kit to document events i.e. Lexington Sights/ USS Macon/ Lat 22°39 Long 111 (4/11); Navy Captures Fort Pulaski (4/12/34); LEX leads fleet/ Rapid transit/ Panama Canal (4/23/34); Enroute Miami/ MACON attacks Lexington (5/8/34); Lindberg Flight/ seventh/ Anniversary (5/12/34); Arrive Gonaives/ Haiti (5/14/34) and Departs/ Gonaives/ Haiti (5/23/34).



Figure 2: Printed USCS Chapter #5 (Oliver Hazard Perry) depicts two Minutemen & text documenting the first conflict of the War of Independence posted aboard “Lady Lex” on 19 APR 1934. Marshall Hall was chapter cachet director. A year later, he would establish the American Naval Cancellation Society.

The following wording were inserted between the killer bars of their Type 3s cancel i.e. April 21, 1934 has three different events Dewey/ Day, Arrive/ Panama CZ and Anchored/ Balboa CZ; Seen/ Panama CZ (4/22/34); Arrive/ Cristobal CZ (4/24/ 34); Half Holiday (4/25); Swimming Call & Field Day on April 27, 1934. They even documented Captain Blakely’s inspection on April 28th. A Full Moon on April 29th and Pay Day on May 5th. The next day must be Sunday, as the wording Church/ Services is between the killer bars.

All of the covers bear the ship’s departure cachet with wording departure date and date (9 APR 1934) removed and the reverse has Beckwith’s stamped USCS cachet.

Fleet Problem XV consisted of three phases- each with a lettered exercise L, M and N. The main part of the fleet maneuvers was held in the Caribbean from 19 APR thru 12 MAY 1934. The fleet anchored in Gonaives Bay, Haiti for the next two weeks before heading to New York City and FDR’s fleet review. It was Roosevelt’s plan to have the fleet stay on the east coast largely to get the commercial benefit of the Navy’s million dollar payroll.

The parade of ships lead by USS PENNSYLVANIA (flag) passed FDR aboard USS INDIANAPOLIS, anchored off Ambrose Lightship. The carriers came next USS SARATOGA & LEXINGTON- the giants of the Navy and their guard ships. Both ships were moored at Pier 90, North River until their departure on 18 June 1934. She arrived at the Norfolk Navy Yard on 23 June 1934.

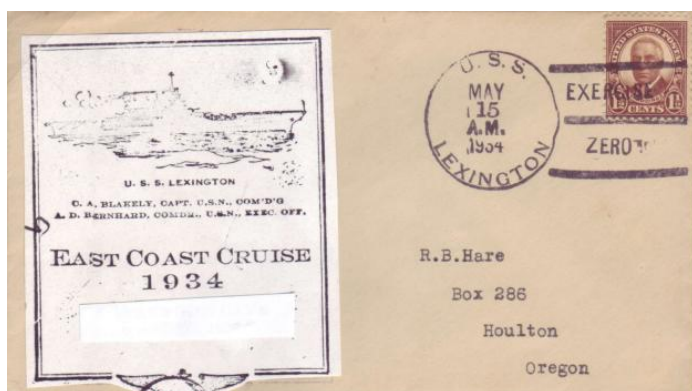


Figure 3: USCS member, R.B. Hare's request depicts ship's departure cachet with wording removed, posted aboard the carrier on 15 MAY 1934 with wording EXERCISE/ ZERO between the killers. Looks like Exercise Zero was a little R&R in Haiti before heading to the "Big Apple."



Figure 4: Printed USCS Farragut Chapter #3 cachet has "Lady Liberty" welcoming the U.S. Fleet, m.c. (Type 7qt cancel) aboard LEXINGTON on 31 MAY 1934. Note: cachet is not mentioned in USCS Cachet Catalogue, Part II.

The parade of ships lead by USS PENNSYLVANIA (flag) passed FDR aboard USS INDIANAPOLIS, anchored off Ambrose Lightship. The carriers came next USS SARATOGA & LEXINGTON - the giants of the Navy and their guard ships. Both ships were moored at Pier 90, North River until their departure on 18 June 1934. She arrived at the Norfolk Navy Yard on 23 June 1934.

During this period, Beckwith & Company made application for a USCS chapter and number 20 was assigned to "Lady Lex." *USCS Bulletin #42* (30 JUN 1934) lists six new members (#549-54) including C.L. Boehler. Robert Delf (A554) remains a member after his transfer to become mail clerk aboard USS UMPQUA. The chapter never got off the ground, probably because of transfers during the ship's overhaul in Norfolk.

The last mention of Mail Clerk Beckwith in *the USCS Bulletin #48* was that he was transferred to the Philadelphia Navy Yard and he was going to service covers for the decommissioning of the destroyers USS HULBERT, NOA & WM. B. PRESTON. There is no indication that Beckwith handled these last day covers.

The only other known covers posted aboard LEXINGTON during its east coast visit was cancelled on

Navy Day 1934 where the wording NAVY DAY/ BALBOA C.Z. documented their return to the west coast.



Figure 5: Desmond Jagyi's cover, cancelled with carrier's Type 6 cancel on 17 AUG 1934 and bears the ship's corner card. The Ol' Skipper (USCS #810) is listed in the June 1935 Log, as a new member and he had started numbering his requests on the reverse.



Figure 6: Ray Freshwater's request for USCS Chapter #12 cachet commemorating the 1934 Navy Day was sent to "Lady Lex" for cancellation & mail clerk documented the date and ship's location with wording. This cover has stamped cachet in purple.

Reverse has "Peejay" that indicates that Paul J. Ickeringill (USCS #4) applied the stamped cachet, as he was the Constellation Chapter's cachet director. Information in the *USCS Cachet Catalogue (Part II)* reveals that the chapter produced 500 envelopes with a stamped cachet (red & blue ink.) The same chapter cachet was also posted aboard USS MEDUSA (red) and USS HAMILTON (blue.)

Postcard of the Month



Figure 7: Divided back postcard (Edw. Mitchell, San Francisco) depict port view of USS KENTUCKY, m.c. at Santa Ana, Cal on 16 APR 1908 (missing 8) but penna message of C.L. gives April 16, 1908. Front has penna Happy Easter Greetings from Santa Ana.

For Beginning Members

Long John Silver, Ship's Cook

Neo-classic or quasi-classic cancels, that is pre-battleship 31 (UTAH), the old cruisers or armored cruisers were harder to find today, or as it was back in 1980. So says, R. Clifton Campbell who wrote an article on his views on naval cover evaluation. When the hobby took off, the Navy had about 350 ships in commission. The "O" and "S" subs, the submarine chasers, the Eagle (boats) and half the Ocean tugs had no post offices. The postmark collectors of yesterday only wanted to secure the cancel from the ship.

They would read about an upcoming naval event in some philatelic publication and send for a cover. For a 2-cents stamp on an unsealed envelope they received a ship's cancel or as many did use, a penny postal card and 2 cents, and later 3 cents (July 1932) postage to the ship. Even good quality envelopes were less than a penny. Their requests were sent to the ship c/o Postmaster, New York, San Pedro, San Diego, San Francisco or Seattle. Just think for a dollar, a collector could send to twenty ships assigned in the Asiatic Fleet.

The period from 1923 through 1931 was commonly referred to as the neo-classic period by some USCS auction managers during the 1980's and 1990's. By the mid-1920s collecting naval cancels was becoming popular. An exhibit "Battleship Cancellations" by William Hornbeck at the 1927 Minneapolis Stamp Show probably got some people interested in navo-philately. Here's some cancels of the period, but they're not from battleships.



Figure 1: Dr. Evans' USS KITTEERY (AK 2) Type 9 cancel --16 APR 1924 Over-canceled Portsmouth VA, same date



Figure 2: Everett Erle's USS SHAWMUT (CM 4) Type 3 (A) cancel 20 OCT 1927. Note: renamed OGLALA in January 1928

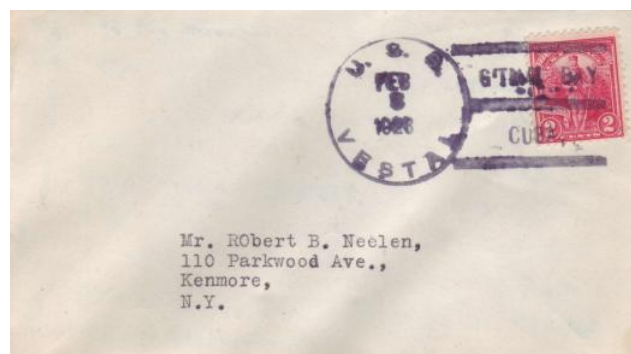


Figure 3: Robt Neelen's USS VESTAL (AR 4) Type 3r (A) cancel 8 FEB 1929 with wording G'TMO BAY/ CUBA between killers



Figure 4: Perham Nahl's USS KANAWHA (AO 1) Type 9 cancel 18 SEP 1929

The first three cancels have a "C" rating (scarce) while KANAWHA has (R-2) rating.

The Goat Locker—Continued from Page 7

A Google search of Easter Sunday 1908 - it was celebrated on April 19th and the Sheffield, IL postmark is dated 6:00 AM 20 APR 1908. The battleships arrived in San Diego on 14 April 1908 and remained along the California coast for the next 38 days before crossing the Pacific. KENTUCKY and the rest of the Great White Fleet returned to Norfolk, after completing a 26-month, 43,000 mile circumnavigation of the globe on 22 February 1909.

Remember fly the American flag on holidays.

USCGC MYRTLE HAZARD (WPC 1139) Delivered

Bollinger Shipyards has delivered the 39th Fast Response Cutter (FRC), the future USCGC MYRTLE HAZARD (WPC 1139), to the U.S. Coast Guard (USCG) in Key West, Florida.

Electrician's Mate 1st Class Myrtle Hazard, the cutter's namesake, was the first active-duty female to serve in the Coast Guard. Approximately three weeks before the United States entered into World War I, Secretary of the Navy Josephus Daniels ordered the recruitment of the first women into the naval reserves.

USCGC MYRTLE HAZARD is the first of three FRCs to be homeported in Apra Harbor, Guam, increasing the presence for the U.S. Coast Guard in the Indo-Pacific theater.

West Coast Navy News

Ted Minter (9017)

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



USS EMORY S. LAND Contract.

Mare Island Dry Dock LLC was awarded a contract for a 150-calendar day shipyard availability for the regular overhaul and drydocking of U.S. Navy submarine tender USS EMORY S. LAND (AS 39).

The contract work will be performed in Vallejo, California, and is expected to be complete by January 2021.

USS PORTLAND Disables UAV with Laser Weapon

USS PORTLAND (LPD 27) successfully disabled an unmanned aerial vehicle (UAV) with a Solid State Laser - Technology Maturation Laser Weapon System Demonstrator (LWSD) MK 2 MOD 0 on 16 May.

LWSD is a high-energy laser weapon system demonstrator developed by the Office of Naval Research and installed on PORTLAND for an at-sea demonstration. LWSD's operational employment on a Pacific Fleet ship is the first system-level implementation of a high-energy class solid-state laser. The laser system was developed by Northrup Grumman, with full System and Ship Integration and Testing led by NSWC Dahlgren and Port Hueneme.

The U.S. Navy has been developing directed-energy weapons (DEWs), to include lasers, since the 1960s. DEWs are defined as electromagnetic systems capable of converting chemical or electrical energy to radiated energy and focusing it on a target, resulting in physical damage that degrades, neutralizes, defeats, or destroys an adversarial capability.

Navy ships face an increasing number of threats in conducting their missions, including UAVs, armed small boats, and adversary intelligence, surveillance and reconnaissance systems. The Navy's development of DEWs like the LWSD, provide immediate warfighter benefits and provide the commander increased decision space and response options.

USS BLUE RIDGE Port Visit

U.S. 7th Fleet flagship USS BLUE RIDGE (LCC 19) and embarked 7th Fleet staff pulled into Okinawa, 24 May, making the ship's first port visit in more than 70 days.

While on liberty, Sailors had limited access to specific designated areas on the pier and neighboring beach. This type of "safe haven" liberty allowed for quality of life and readiness, while strictly mitigating the risk of contracting COVID-19. Ship's personnel and 7th Fleet staff did not physically interact with anyone who was not part of the crew, including people from the base and local community.

This port visit paved the way for future ships to do "safe haven" liberty in a manner which Sailors' morale and quality of life is considered while mitigating the risk of COVID-19.

BLUE RIDGE' MWR committee worked diligently to ensure that, Sailors had access to areas of the base and had entertainment available while in Okinawa, all while inside the designated safe zone or "bubble."

Wi-Fi was installed on the pier so that Sailors could use their phones and laptops. The beach was open for Sailors to swim and lounge out on the beach, and sporting events like softball, soccer, kickball, volleyball, and basketball were available at the facilities on base.

The visit to Okinawa came after BLUE RIDGE recently broke her record of consecutive days at sea, which had previously been 64, last set during the summer of 1972 during the Vietnam War.

BLUE RIDGE is the oldest operational ship in the Navy, and as the 7th Fleet command ship, is responsible for fostering relationships within the Indo-Pacific region.

Letters to the Editor

To: bmcjmjones@yahoo.com

Fri, Jun 5 at 4:49 PM

Thank you for another interesting issue.

I am writing to add some information about the cover in **Figure 1 on page 8** (June 2020).

The USS RHODE ISLAND was one of the battleships that sailed as part of the Great White Fleet (1907-1909).

That post card is described as being from Albany, Western Australia. That was one of the ports visited by the Fleet, from 11 to 17 September 1908.

The postmark is 23 February 1909, after the Fleet had returned to Hampton Roads on 22 February, which indicates that the sailor had acquired the card during the port visit in Albany, and carried it back to the U.S. and mailed it here, so this should be considered a "Great White Fleet" card.

I have several cards acquired during the voyage and postmarked after the return home.

I have a small collection of covers connected with the voyage: from 9 of the 18 ships, and from (or connected with) 17 of the 44 ports visited by the fleet (or part of it; not all ships visited every port). Some of them were acquired at one port and mailed from a subsequent port, such as the one attached below, which was acquired in Auckland, N.Z. (fleet there 9-15 August 1908), and mailed in Sydney, Australia (fleet there 20-27 Aug.) with a U.S. stamp. It must have been treated like a "Paquebot" cover.



Dick Larkin
Vienna, Va.

Norfolk Navy News

Darrell Millner (9859)

*106 Maxwell Lane,
Newport News VA 23606*



USS TRUMAN CSG

Elements of the HARRY S. TRUMAN Carrier Strike Group began returning home 5 June, marking the end of their deployment after operating in the 2nd, 4th, 5th and 6th Fleet areas of operation.

USS NORMANDY (CG 60) and USS FORREST SHERMAN (DDG 98) returned to Norfolk Naval Station, after nine-months underway, while more than more than 100 U.S. Navy aviators from nine squadrons from Carrier Air Wing One (CVW)-1 returned to their home bases at Naval Air Station (NAS) Oceana in Virginia Beach, Virginia, Norfolk Naval Station, Norfolk, Virginia; Naval Air Station Whidbey Island, Washington; Naval Air Station Lemoore, California; and Naval Air Station Jacksonville, Florida.

Following a return from deployment in March after operating in 5th and 6th Fleet areas of operations, the HSTCSG remained underway in the western Atlantic during their sustainment phase of the OFRP cycle as a certified and ready carrier strike group force ready for tasking. As the COVID-19 pandemic spread across the globe, the HSTCSG continued to conduct operations underway, minimizing the potential spread of the virus aboard the ships, in order to maintain maritime stability and security and ensure access, deter aggression, and defend U.S., allied and partner interests.

The ships each sailed over 55,000 nautical miles, deploying dynamically through multiple Surface Action Groups (SAGs), Arctic operations, dual-carriers operations, and exercises with allies and partners.

USS GEORGE WASHINGTON RCOH

USS GEORGE WASHINGTON (GW) (CVN 73) achieved another significant milestone on 26 May in her refueling complex overhaul (RCOH) period as her ship's force reached the 75 percent completion point of the Ship's Force Work Package (SFWP).

She entered dry dock 11 at Newport News Shipbuilding (NNS) on 4 August 2017 to start her RCOH, the sixth NIMITZ-class carrier to undergo this major mid-life milestone. In the 34 months since, her Sailors have contributed more than 1.3 million work-hours out of the 2,306,996 planned work-hours in the completion of over 196,000 out of 261,340 tasks assigned to the ship's force.

GW's RCOH is a multi-year project performed only once during a carrier's 50-year service life that includes refueling the ship's two nuclear reactors, as well as significant repairs, upgrades, and modernization. The upgrades and modernization performed during RCOH will take the ship through the second half of her service.

Atlantic Ocean-- USS GERALD R. FORD

USS GERALD R. FORD's (CVN 78) full pallet capable stores elevators design significantly reduces crew workload

and provides access to almost all of supply department's storage compartments which reduces the time it takes to on-load stores. These elevators were put to the test during a replenishment-at-sea (RAS) with USNS PATUXENT (T-AO 201), 15 May.

FORD's first-in-class design uses 10 programmable logic-controlled, machinery driven elevators, over centralized supply storage spaces through multiple levels arrayed fore to aft. This vertical integration of centralized storerooms significantly increases storage capabilities and eliminates the need for large ship-force working parties.

Sailors that have served aboard other ships find it shocking that large 50-man or 100-man working parties are not used during a logistical resupply aboard FORD. A receiving team can place full pallets on an elevator, send to the proper level, off-load pallet, and then store the entire pallet in the storage space.

During FORD's RAS with PATUXENT, FORD received 425 thousand gallons of aircraft fuel (JP5) and 143 pallets of food. The entire evolution took several hours, but the stores on-load of pallets was conducted in 2 hours with only 18 supply personnel on the flight deck. Once on-loaded, all pallets were transported from the flight deck to their respective storage compartments, and all 83 food service pallets were stowed within 75 minutes of receipt.

Changes of Command

USS GEORGE H. W. BUSH (CVN 77) held a change of command at Norfolk Naval Shipyard in Portsmouth on 1 May

Capt. G. Robert Aguilar relieved Capt. Sean R. Bailey and assumed duties as the ship's commanding officer in a small ceremony aboard the ship.

The ship is currently in Norfolk Naval Shipyard for her Docking Planned Incremental Availability (DPIA).

USS ROOSEVELT - CDR Ryan Kendall relieved CDR Matthew Molmer as commanding officer of USS ROOSEVELT (DDG 80) during a small change of command ceremony onboard at Naval Station Rota, Spain, 18 May.

USS WEST VIRGINIA (SSBN 736) (Blue) held a change of command ceremony onboard the submarine, 5 June. CDR Jared Wyrick was relieved by CDR Joseph Pisoni as commanding officer during a ceremony at Naval Submarine Base Kings Bay, Georgia.

Welcome New Member

Tony Montgomery recently joined the USCS. He was introduced by a friend who collects space covers. The Space Cover group helped him obtain his first lot of covers. Within the selection of covers, he found Beck covers, a favorite of many. Since then he has enjoyed the acceptance and the gifting of Naval Covers from USCS Members. I had the pleasure of signing Tony up as a **Nicholson Chapter** member and have helped him fill a few spots in his quest for a Beck collection. Being a fast study, he has sent to numerous vessels with good results. **Welcome aboard Tony**. I hope this is the beginning of an enjoyable future as a naval cover enthusiast.

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



As was just announced, the USCS convention planned in September at MILCOPEX has been cancelled. Sadly, that means that there will be no live auction this year.

Back in mid-March when our lives began to change due to the pandemic, it seemed that things would return to normal within a couple of months. No one imagined it would continue so long, or the effect it would have on the stamp collecting world. At this point, all we can do is plan for next year.

Over the past four months, I have received cover donations for the auction planned for MILCOPEX. Most of this material will be held over for next year, but a few items will be sent to either the **Log** Auction or the Sales Circuit. In other words, USCS will still benefit. In earlier notes, I mentioned the names of members who have donated covers, and in the past month there have been donations received from: **Lawrence Fusselman**, Tucson, AZ; **Eugene Stern** (2nd donation), Santa Monica, CA; **Graeme J.W. Smith**, Newport, RI; **Paul H. Sayles**, APO in Misawa, Japan; **Joseph Connolly**, Orange, CT (2nd donation); **Robert D. Callier**, Springdale, AR; **Dick Weber**, Coupeville, WA; and **Allen P. Fisher**, West Palm Beach, FL.

Thank you all. I'll see you next year for the 2021 auction.

Pearl Harbor Chapter 112 News and Updates—

Lloyd Ferrell (L-12082)
PO Box 2086, Beaverton, OR 97075
uscstreasurer@AOL.com



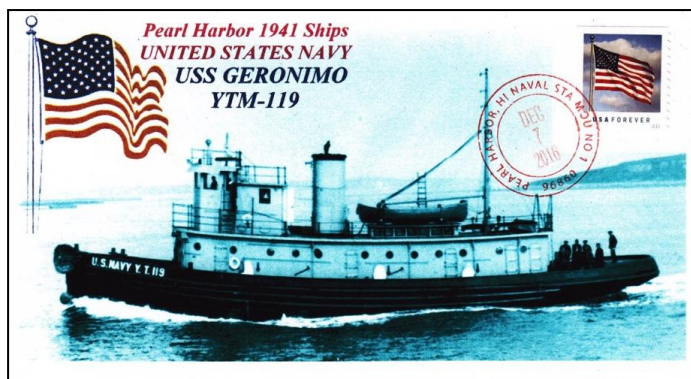
The past few months have not exactly gone as expected, with all the social distancing and such, but a few things are still moving along. We had a meeting planned at PIPEX last May and at MILCOPEX in September, but both shows were cancelled. Looking forward, a meeting is currently planned at SEAPEX on Saturday, September 12 at 11:00 AM. As of this writing, the show is still scheduled.

In the last Chapter update, a couple of new Pearl Harbor cachets were featured. Since then, I heard from two other talented USCS members who do cachets. One is **Randy Pence**, Albuquerque, New Mexico, who sent a beautiful hand-drawn and painted cachet he did in 1991 for the 50th Anniversary of Pearl Harbor. Although I knew that Randy has written articles for the **Log**, I had no idea he was also a talented artist. It's an amazing cachet, showing a Japanese torpedo plane emerging from the smoke in a chaotic

battle scene. Well done! The other member I've corresponded with recently is **Al Eckert** of Fairfield, California. Over the past couple of years, Al has done cachets on a number of Pearl Harbor ships, including some of the smaller vessels, such as harbor tugs and net tenders. His latest is of the tug **GERONIMO** (YT 119), that I believe may be the first cachet ever done for the ship. Great job!



This amazing and beautiful hand-drawn and painted cachet was done by USCS member Randy Pence in 1991 for the 50th Anniversary of Pearl Harbor. Only 5 were done.



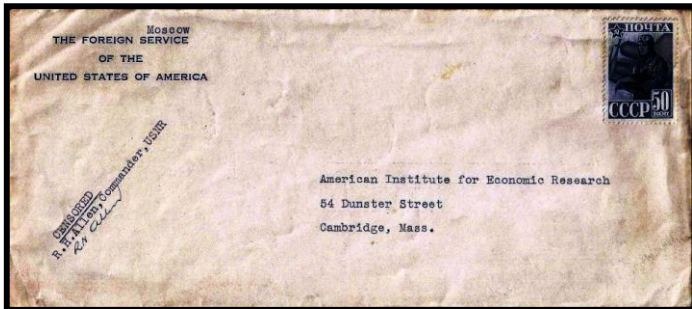
This cachet by Al Eckert shows the tug GERONIMO (YT 119) at Pearl Harbor. The cancel is dated 7 December 2016, commemorating the 75th Anniversary of Pearl Harbor. This is thought to be the first cachet ever done for this ship.

The **Late Date Pearl Harbor Ship Project**, which documents postmarks 1 Nov – 7 Dec 1941, is still making progress. This is an ongoing project, and we have a special section on the **Naval Cover Museum** (NCM) website to display cover scans. Recently I was trained how to upload scans to the NCM by **Paul Bunter**, and have since started posting scans to the site myself. It's kind of fun to do. The **Navy 128 Project** is also supported by the Chapter, and is being handled by **Gregory Finnegan**. The "Navy 128" postal code designated the location for Pearl Harbor during WWII, and the project is attempting to solve some of the mysteries about box numbers that were added in the address. Please contact me or Greg (g.finnegan@comcast.net) if you have scans to share for these projects.

I hope to see you at one of the upcoming meetings. Thanks.

Censored Message from Moscow

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



In researching U.S. Naval censorship in World War II some of the most interesting covers, both before and after U.S. involvement, have been related to missions and delegations in the Soviet Union. The cover above is a case in point.

This undated cover from the American Legation in Moscow USSR was posted sometime after 28 February 1941 as determined by the date the sender was cleared by the Soviets as an assistant naval attaché (named first naval assistant attaché 27 July).^[1]

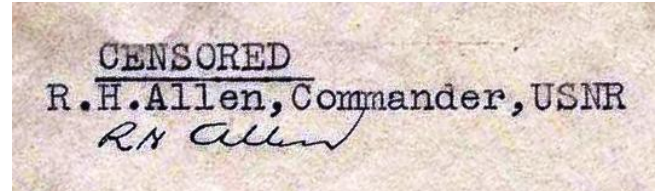
That sender, Lt Commander Ronald H Allen USNR, was described in "*Caviar and Commissars*" as "...six foot one, black haired, erudite, urbane diplomatic type," He served as a reserve ensign in World War I assigned to Eastern Europe after the war where he picked up a speaking knowledge of Russian and an understanding of the Russian language and culture. He also acquired an "intimate understanding of the ballet, and opera and a deep appreciation of the Slavic soul."^[2]

Throughout his time in the USSR, Allen traveled across the country from Moscow to the Russian Pacific coast as a special disbursing agent for the Navy office. In June 1942, after the German invasion of Russia, he was sent to Kuibishev (USSR) to crack and decipher Soviet ambassadorial messages since naval attaches were very involved in intelligence gathering.

The recipient, American Institute for Economic Research (AIER), was established in 1933. It was/is an independent economic research institute founded by economist Edward C. Harwood with the intention of protecting individual rights and advocating personal freedom, free enterprise, property rights, sound money, and committed to advancing peace, prosperity, and human progress. It was initially housed in an office at the Massachusetts Institute of Technology but moved to other facilities in Cambridge MA. America's entrance into the war affected the institution greatly, and by 1941, only four

faculty members remained. One wonders about the relationship between the government and this institution.^[3]

The censor's mark, while appearing to be the same font as the address, it is typed at an angle, a difficult, time consuming, and unnecessary process especially since the cover was self-censored. The typed 'Moscow' in the indices appears to be from a different machine. There is neither ribbon shadow nor some sort of embossed imprint into the paper as would be expected from a typewriter.



The mark is two lines, 61 x 7 mm in overall size, with 3 mm upper and lower case, serif letters. (P-17)^[4]

The censor's mark is classified as Provisional because it was obviously intended for short term use and/or to meet an immediate need. Most Provisional marks were made of short-lived materials. This may have included cork, scrap rubber, linoleum or whatever suitable materials were available to the ship or station. This also means their useful life was inherently limited.

After American involvement in the war the legation's mail censorship was usually marked with a C1.2-28 28a, 28b type marks of the Office of Naval Intelligence (ONI).^[5]

References

¹ Tolley, Kemp, *Caviar and Commissars: The experiences of A U.S. Naval Officer in Stalin's Russia*, Naval Institute Press, Annapolis MD, 1983 [Tolley was USCS member #8090]

² Tolley, Kemp, *Caviar and Commissars: The experiences of A U.S. Naval Officer in Stalin's Russia*, Naval Institute Press, Annapolis MD, 1983 [Tolley was USCS member #8090]

³ https://en.wikipedia.org/wiki/American_Institute_for_Economic_Research

⁴ Moses, James H., *U.S. Navy Censorship Markings, 1940-1945*, unpublished manuscript

⁵ Moses, James H., *U.S. Navy Censorship Markings, 1940-1945*, unpublished manuscript

In this instance the mark is Provisional (P) as explained above, and has been assigned the number 17 = P-17.

The paragraph referencing other marks used by the ONI and subsets indicate circular (C), single circle (1), separation of phrasing (.2) and assigned the number 28 = C1.2-28 the b and c are identifiable subsets of that mark.

USCS Chapter Awards for 2019

Mel Dick (11,911)
Chapter Coordinator
pollodelmar143@yahoo.com

For many years I have advocated for greater recognition of chapter activities, accomplishments, and efforts that celebrate collecting navo-philately while furthering the virtues of USCS. The appearance of chapter news articles in the *Log* did a lot to further that goal. It is with great pleasure that I am now able to serve as Chapter Coordinator. As such, I inherited the responsibility of assessing chapter nominating forms. Thus, I have created three levels of recognition for "excellence in furthering the interest in Naval Cover Collecting, promoting community awareness in our hobby, and increasing membership in USCS". They are the Gold, Silver, and Bronze Anchor Awards.

Gold Anchor Award - Pearl Harbor Chapter

Silver Anchor Awards - Alvin Chapter
Coast Guard Chapter
Saginaw Chapter

Bronze Anchor Award - USS Ronald Reagan Chapter

Award certificates will be mailed to chapter contacts since the annual convention has been cancelled for this year.

Please feel free to contact me for any assistance in forming a new chapter at the email address above.

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

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

Contact Mel Dick, USCS Chapter Coordinator.
84 Bradford Ave
Camarillo CA 93010-1703
POLLODELMAR143@YAHOO.COM

Pictorial Cancellations

Rich Hoffner, Sr. (H-4456)
Wolfgang Hechler (9392)



FLEET WEEK NEW YORK
CANCELLED DUE TO
CORONA VIRUS
STATEN ISLAND NY 10304



35th Anniversary Sta.
Jul 27, 2020
Groton CT 06340



25th Anniversary Sta.
Jul 29, 2020
Groton CT 06340



10th Anniversary Station
USS MISSOURI
SSN-780
July 31, 2020
Groton, CT 06340



5th Anniversary Sta.
August 1, 2020
Newport News, VA 23607

Website Revision Update

John Germann-Chair

The Website Revision Committee has shifted out of the discussion rounds where we discussed wants/needs and do's/don'ts. We are now in the process of putting our wishes into practice by working on the website format itself. **Lloyd Ferrell** has kindly offered to join the Committee for this phase of the process. In the last week of May, we had a Zoom meeting with Budbreak, our website developer, in which we hashed out links on the home page - where, how many, etc. We also took a major step in agreeing upon a template for the website.

The next step is for Budbreak to begin to insert some of the USCS information into that template; it will then arrange another Zoom meeting for us to critique these initial "deployments." After almost a year of deliberations, it will be a delight to see some of our thoughts actually materialize on a website mock-up.

Covers Received



**NIMITZ Meter
Locy Type
Meter PB6
(#0001936962)
ZIP 96620
Elgin Sink
Collection**

**USNS MERCY
(T-AH 19)**

**Locy Type 11-
2n (USNS,
FPO AP
96672)**



**Mike Brock
cachet
Locy Type
11-2 (USS,
FPO AE 09592)
Locy Type
12-2c (USS,
FPO AE 09592)**

An Antarctic Cruise

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



While locked in my apartment during the Corona Virus quarantine I took an Antarctic cruise on the Little Red Tourist Ship LINDBLAD EXPLORER (Figure 1). It was conducted by covers in my collection sent from her various ports, beginning with her launching in UUSIK, FINLAND (Figure 2). From which she proceeded to one of her frequent ANTARCTIC tourist starting ports at Hobart, Tasmania (Figure 3) or Port Stanley, Falkland Islands (Figure 4). After plowing through the Drake Passage to the Antarctic, the 2400-ton vessel with her 40 tourists and crew of 35 visited the Argentine Base Esperanza at Hope Bay (Figure 5), the Chilean Base Eduardo Frei on King George Island (Figure 6), the Russian Bellingshausen Base also on King George Island (Figure 7) and the British Argentine Islands of Grahamland (Figure 8).



Figure 1: Postcard of LINDBLAD EXPLORER



Figure 2: M/V LINDBLAD EXPLORER Christening cover.

Figure 3: 1971 Port visit to Hobart, Tasmania

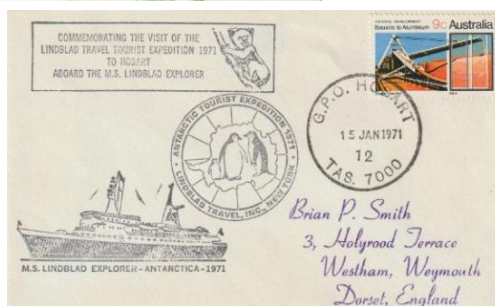


Figure 4: 1977/1978 Cruise - Port visit Falkland Islands

Figure 5: Argentine Base

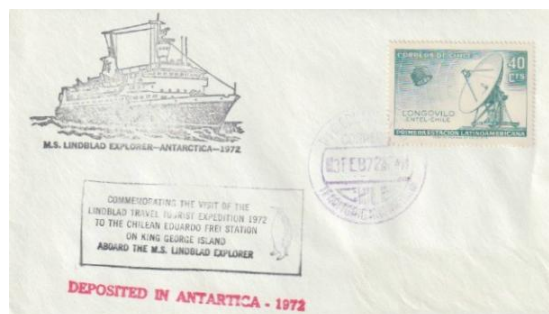


Figure 6: King George Island



Figure 7: Port visit to Russian Bellingshausen Base also on King George Island



Figure 8: British Argentine Islands of Grahamland

My album assembled Antarctic cruise never made it back to anywhere. That's because the little Swedish owned, Finland built, Panama flagged, Netherlands Antilles home-ported Little Red Ship hit an iceberg and sank late in 2007 near the South Shetland Islands. The tourists and crew were all saved, but the spirit of LINDBLAD EXPLORER (**Figure 9**) remains alive with me and in the collections of her other cover collector fans.



Figure 9: MS EXPLORER listing severely on 23 November 2007

2020 USCS COMMITTEES

USCS Volunteer Appointees:

Log Editor: Richard Jones
Sales Circuits: Stewart Milstein
Log Auction: Laurie Bernstein
Chapter Coordinator: Mel Dick
Envelopes Sales: Karl Zurn
USCS Liaison to APS: Nancy Clark

USCS Volunteer Committees:

Donations and Heirs Committee: David Bernstein, Chair
 Laurie Bernstein
 Robert Reisinger

Hall of Fame Award Committee: Richard Jones, Chair
 Paul Helman, Secretary
 Rich Hoffner
 Dick Morain

Annual Society Awards: Richard Jones
 Steve Shay

Ray and Helen St. John Award Committee: John Germann
 Dave Kent
 Richard Jones

Stanton Honeyman Award Committee: Vacant-Chair
 John Young
 John Beirne

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 David Kent-Chair
 Ted Bahry
 Paul Huber
 John Johnson

Election Ballot Counting Committee:
 Greg Mikulka
 Andrew Lloyd
 Jim Lloyd
 Dick Morain

Future Planning Committee: Jay Milewski
 Paul Helman
 Jim Myerson
 Paul Huber

Investment Committee: Lloyd Ferrell-Treasurer
 Dick Keiser
 Steve Shay

New Cancel Coordinator: Greg Ciesielski
Convention Coordinators: Steve Shay/John Germann
Convention Auction Manger: Lloyd Ferrell
Back Issues and Catalogs: Arthur Cole

Other USCS Working groups:

USCS Ship Cachet Donation Project: Rich Hoffner
USCS Cover Service: Rich Hoffner
USCS Funded Pictorial Cancellations: Rich Hoffner
 Wolfgang Hechler

Website Revision Committee:

Website Revision Chair: John Germann
Revision Team
 Rich Hoffner
 Paul Huber
 Stewart Milstein
 Adam Francis

Naval Cover Museum:

Museum Curator: Greg Ciesielski
Assistant Curator: Jon S. Burdett
Paul Bunter-NCM Creator-Technical Updates

USCS Catalog of Naval Postmarks

Greg Ciesielski –Editor
 Dave Kent
 Rich Hoffner

USCS Reference Collections No.1 and No.2

*Reference materials for the naval cover collector
 Stored on computer flash drives*

The flash drives are available at these prices:

*Reference Collection No. 1 = \$9.00 postpaid within the U.S.
 = \$19.00 to non-U.S. locations*

*Reference Collection No. 2 = \$9.00 postpaid within the U.S.
 = \$19.00 to non-U.S. locations*

*Both Collections on one flash drive = \$13.00 postpaid within the U.S.
 = \$23.00 to non-U.S. locations*

Order from:

USCS Treasurer
P.O. Box 7237
Aloha OR 97007

Payment, in U.S. funds only, may be made via cash, check,
 Or via **Paypal** to receipts@uscs.org

The Story Behind the Cover...

Navy Yard, Pearl Harbor – 9 January 1942
from Capt. Howard D. Bode of USS OKLAHOMA

Lloyd Ferrell (L-12082)

PO Box 2086

Beaverton, Oregon 97075

uscstreasurer@aol.com

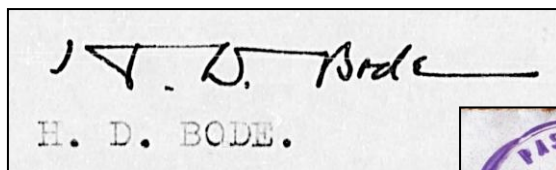


Sometimes, even covers mailed from shore stations can have hidden surprises, and this one, for me, is near the top of the list. It is official mail from the Commandant's Office at Navy Yard, Pearl Harbor, postmarked 9 January 1942, about a month after the attack.

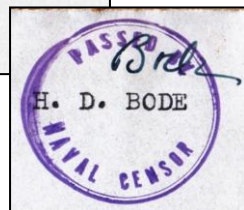
It was the date that first caught my eye, and it was some time later that I noticed the name "H.D. BODE" typed under the censor mark. I figured he was probably a supply officer at the Navy Yard. It turned out he was Captain Howard D. Bode, commanding officer of the battleship OKLAHOMA during the attack on Pearl Harbor—quite an unexpected discovery!

As I was busy with other projects, further research on this one had to wait. When I finally got back to it, I noted that this was an official envelope that had been modified for personal use. That's why it has postage stamps and a censor mark.

As for the initials above the typed name, I couldn't quite make them out. Officers were allowed to censor their own mail, but the first initial looked like "B" instead of "H", so maybe he had delegated the chore to a junior officer. Or did H.D. Bode perhaps sign just his last name? With that thought, I found several examples of his signature and there is no doubt. In his distinctive style, he signed "Bode" above the typed name.



Usually only initials are found in censor marks. However, when you compare the signature of Howard D. Bode from a 1942 report to the censor mark, you can see he actually signed his last name.



At this point, I knew who Howard Bode was, but still had questions. Why was this letter mailed from the Commandant's Office, and what he was doing there? Also, what happened to him afterward? What I found was that Bode's career began a downward spiral after Pearl Harbor, and less than a year and a half later, his life would end in tragedy.

Early Background

Howard Douglas Bode was from Cincinnati, Ohio, born in 1889, the youngest child of August H. and Augusta (Pruess) Bode. His father was originally from Germany, and worked as a civil engineer at the shipyards in Philadelphia after immigrating to the U.S. Later he changed careers, and became an attorney and city judge in Cincinnati. Howard's much older brothers and sisters were also accomplished; his brother August, like his father, was an attorney, and his sister Mildred was a medical doctor.

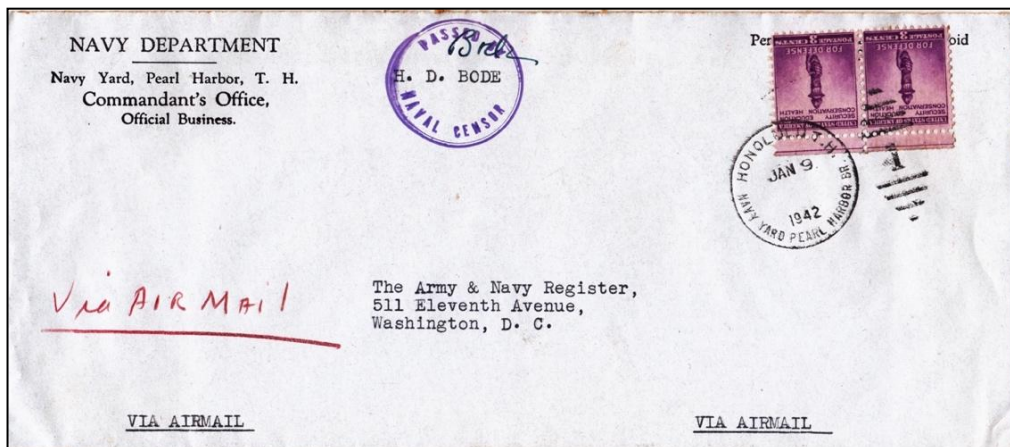
In June 1907, the newspaper announced that Howard Bode had been admitted to the Naval Academy. He graduated with the Class of 1911, and began his career as an ensign on board armored cruiser CALIFORNIA. During a stop at Honolulu in 1912, he met Helen Spalding, the daughter of Edward I. Spalding, a well-known and successful banker. They were engaged in 1914, and married in June 1915.

By then, his career had become focused on submarines, and as a LTJG,

Bode was already in command of the sub K-7. In October 1915, several of the K-boats were transferred from San Francisco to Honolulu. While en route, the liner MATSONIA slowed down to meet K-7, and lowered a ladder for Helen Bode to briefly grasp the hand of her husband as they went by.



Howard D. Bode (1911) and his wife Helen (Spalding) Bode (1922). He was from Ohio, and she was born and raised in Honolulu.



Official envelope from the Commandant's Office, NYPH, postmarked 9 January 1942, modified for personal use by Capt. Howard D. Bode. His yeoman probably did the typing, but Bode himself signed as censor.

Over the next 15 years, Bode had several assignments related to submarines. In the early 1920's he spent some time in the Philippines on the sub tender RAINBOW (AS 7), and then transferred to Washington DC with the Bureau of Ordnance. From 1932-1934 he was Naval Attaché in Berlin, Germany, probably a sensitive assignment. It's likely that Bode spoke German, especially considering that his father came from there. From 1935-1938, Bode returned to the Asiatic Fleet, commanding both TULSA (PG 22) and BLACK HAWK (AD 9), and then went to Naval Operations in Washington D.C. His career was on the rise, and in October 1941 it was announced that he would take command of the battleship OKLAHOMA at Pearl Harbor.



The battleship OKLAHOMA as she looked about the time of the attack on Pearl Harbor.



*Captain Howard D. Bode
(probably 1930's)*

Captain Bode at Pearl Harbor in 1941

Most sources say that Howard Bode took command of OKLAHOMA in October 1941. Although orders had been issued, I found that he did not even arrive at Honolulu until 5 November 1941 via the liner LURLINE. It was probably a day or two later that he reported to OKLAHOMA and assumed command.

Early in the attack of 7 December 1941, OKLAHOMA was targeted by Japanese torpedo planes, causing her to capsize. Captain Bode had been on board that morning, but departed on liberty about a half hour before.¹ When the attack started, he made his way to the general vicinity of OKLAHOMA, joining his officers and men along Ford Island. There was nothing he could do. According to reports, OKLAHOMA capsized within about 20 minutes after she was first hit, taking with her the lives of more than 400 men.

Only three days after the attack, Captain Bode was transferred to the Navy Yard. The reason for the reassignment is found in the following war diary entry of

CINCPAC: "*Captain H.D. Bode, USN, reported for duty as Assistant to the Captain of the Yard on December 10 and was assigned as defense officer in connection with the defenses of the Pearl Harbor water area.*" It goes on to explain this entailed the rapid procurement of materials needed for harbor defense, and taking care of the details for inner harbor patrol. The plan, among other things, included utilizing the PT boats currently at Pearl Harbor, the manufacture of anti-torpedo nets, and a special interlocking floating steel curtain to protect the drydocks.

It was on 9 January 1942, during this brief assignment, that Bode mailed this letter to the Army and Navy Register in Washington DC. Speculatively, he may have been sending notification that he'd just received orders to report to the cruiser CHICAGO as the new commanding officer.



The cruiser CHICAGO (CA 29) in February 1942, just after Captain Bode took command. —NavSource

Commanding CHICAGO

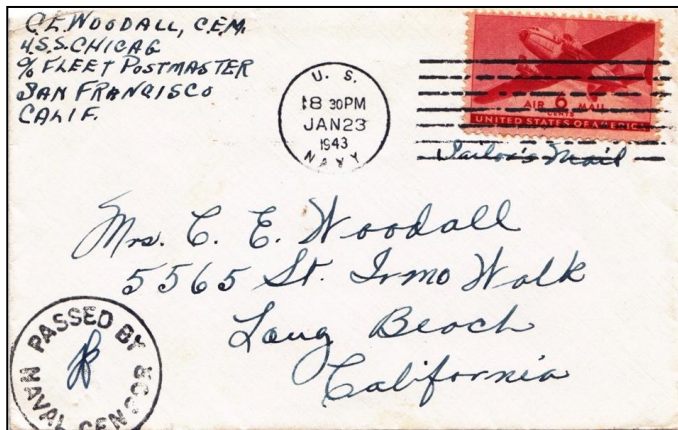
Since the 7 December attack, CHICAGO (CA 29) had been underway almost continuously. She came into to Pearl Harbor only a couple of times that month, just long enough to receive fuel, stores, and provisions. On 17 January 1942, while on another brief stop, CHICAGO noted that "*Captain H.D. Bode, U.S.N., assumed command.*"

Shortly after Bode took command, CHICAGO moved south to Australian waters. In early May, she fought in the Battle of the Coral Sea, part of the ANZAC and Task Force 44, supporting the carrier YORKTOWN (CV 5). Later that month, she was anchored at Sydney Harbor when Japanese midget submarines penetrated harbor defenses and fired two torpedoes at her. Both missed.

At the Battle of Savo Island in August 1942, allied ships were taken completely by surprise by a task force of Japanese Navy—resulting in a disaster second only to Pearl Harbor. It happened at night, and CHICAGO was struck in the bow by a torpedo early in the attack. She survived, but the cruisers ASTORIA (CL 90), QUINCY (CA 39), and VINCINNES (CA 44) were all sunk, along with other U.S. and Australian ships. There was a great deal of confusion that night, and errors were made at all levels. In the investigation that followed, however, official censure was recommended only for Captain Bode, for not sending out a warning to other ships after CHICAGO had been attacked.

Transfer to the Canal Zone

Even before the report was issued, the navy had transferred Bode from CHICAGO to the Naval Station at Balboa in the Canal Zone. He left the ship in December 1942, not long before she departed San Francisco for the Solomon Islands. Bode reported to Balboa the next month, his arrival noted on 30 January 1943: "*Captain H.D. Bode, U.S. Navy, relieved Captain T.A. Symington, U.S. Navy, as commanding officer.*" By strange coincidence, this is exactly the same day CHICAGO was sunk at the Battle of Rennell Island.



Locy Type 7, postmarked 23 Jan 1943 from CHICAGO, mailed by CEM Clarence E. Woodall (1906-1962), a week before the ship was sunk. Captain. Bode had been transferred the month before, and by strange coincidence he reported to the Canal Zone on 30 Jan. 1943, the same day CHICAGO was lost. —personal collection

The war had taken its toll on Bode. It was only just over a year earlier that he'd reported to OKLAHOMA as commanding officer. A month later he lost his ship at Pearl Harbor. Reassigned to CHICAGO, his actions at Savo Island were now criticized, and he was being singled out for censure. Any hope for promotion was gone, and Bode was, in effect, relegated to shore duty in the Canal Zone. Up to now, he'd had a stellar and successful 30-year career.

The disgrace was more than he could take, and on 19 April 1943, Captain Howard Bode shot himself. He died the next morning, as is shown in this war diary entry: "*Captain H.D. Bode, U.S.N., died, 0850, at U.S. Naval Hospital, Balboa. Cause of death – wound, gunshot, head. Suicide indicated.*" It went on to say that a Board of Investigation regarding his death was being appointed.

There is a gravestone for Captain Bode at a cemetery in Panama, but there has long been some question whether his remains are actually there. I found the answer in my research. After his death in Panama, Bode was cremated and his ashes were brought to San Francisco for funeral ceremonies. On 6 May 1943, the patrol yacht ARGUS got underway from Treasure Island, passed under the Golden Gate Bridge, and proceeded to an area near the Farallon Islands. At 1642, ARGUS recorded that "*the ashes of Howard D. Bode, Captain, U.S.N., were cast into the sea by his widow assisted by Harvey Haislip, Captain, U.S.N. (ret.).*"

Almost nothing about Bode's death was released at the time; I found only one newspaper article that even mentioned it. Helen Bode was living in San Francisco at the time he died, and later moved to Washington D.C. After that, her paper trail mostly disappears, other than a record of her death in 1972. They had no children.

Final Thoughts

As collectors of ship cancellations, it's easy to ignore covers from shore stations. But as seen here, stories are sometimes hidden in the details. This one reveals the compelling story of Captain Howard D. Bode, shortly after the attack on Pearl Harbor.

¹ The Goodyear book says Bode left the ship and was ferried ashore for liberty. The Oklahoma State Historical Society (okhistory.org) says he'd gone over to MARYLAND for Sunday services.

Main Sources

Various resources at *Ancestry.com*; *Newspapers.com*; *Fold3.com*; *NavSource.org*; *Wikipedia* (various); okhistory.org

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War Diaries: CINCPAC, Dec. 1941 (Section for 14th District); CHICAGO, Jan. 1942; NOB Balboa, CZ, Jan. 1943; ARGUS, May 1943; COM Panama Sea Frontier, April 1943; COM Western Sea Frontier, May 1943.

Navy Directory (various); *Naval Register* (various); DANFS *The Lucky Bag*, Class of 1911 (Naval Academy yearbook)
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Foreign Navy News

Phil Schreiber (9110)
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Highland Park, NJ 08904



Royal Navy amphibious landing ship HMS ALBION (L-14) participated in EXERCISE COLD RESPONSE above the Arctic Circle together with ships and forces from U.K., U.S.A., Netherlands, France, Germany, Belgium, Denmark, Finland, Sweden and Norway. The 14,000-man multinational group was composed of naval vessels, marines, Green Berets, Commandos and various other troops mastering cold weather operations in minus 30 degree Centigrade temperatures in Norway's Arctic areas. The 19,560-ton ALBION carries a complement of over 400 Royal Marines and their vehicles with her own crew of 325 sailors. She has a flight deck for two helicopters and launches utility landing craft from her dock. In 2018 ALBION was deployed near North Korea to enforce sanctions.



HMS ALBION Postal Response Card with Captain's stamp and add-on cachets.

German Navy frigate MECKLENBURG-VORPOMMERN (F-218) deployed in the Aegean Sea with NATO Standing Mine Group 2.



MECKLENBURG-VORPOMMERN (F-218) cachet while deployed in Aegean Sea with NATO Mine Group 2.

Although both items were received with ship's cachets they had no postmarks other than the USPS bar code.

China's People's Liberation Army Navy (PLAN) aircraft carrier SHANDONG operating in the South China Sea demonstrating China's sovereignty over disputed islands did not receive my request as noted in the Return Label as Insufficient Address. I addressed it to her Naval Base at Sanya, Hainan. But like many of my similar requests to U.S. Navy ships, they are returned to me. An un-checked box on the Chinese return label says "Gone Away." Perhaps the USPS should also stamp covers GONE AWAY when they are returned to senders; especially when they are addressed to their published mailing addresses.



Returned undelivered cover to PLAN SHANDONG

no. 6³/₄ (35/8" X 6 1/2")

25% Cotton Rag ENVELOPES 24#

or Laser Cancel Ready 80#

No Glue on Flaps

\$12/100 plus \$5.30 Shipping
\$50/400 plus \$12.35 Shipping
\$200/2500 plus \$43 Shipping

Preferred method: Order on www.karlscovers.com
or, +15% by check, mailed to Florida Research Instruments,
1980 N. Atlantic Ave., Suite 520, Cocoa Beach, FL 32931
or, +15% by paypal orders to: floridaresearchinstruments@gmail.com

no. 6³/₄ (35/8" X 6 1/2")

100% Cotton ENVELOPES 24#

Premium Quality

No Glue on Flaps

\$20/100 plus \$5.30 Shipping
\$85/500 plus \$12.35 Shipping
\$399/2500 plus \$43 Shipping

Preferred method: Order on www.karlscovers.com
or, +15% by check, mailed to Florida Research Instruments,
1980 N. Atlantic Ave., Suite 520, Cocoa Beach, FL 32931
or, +15% by paypal orders to: floridaresearchinstruments@gmail.com

Next National Frontier: The Deep Ocean

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P. O. Box 1493, East Dennis, MA 02641
2indians@comcast.net

Looking Ahead

In mid-20th century, NASA's Space Program became the major scientific-military frontier and continues. Now, Deep Ocean Exploration is the new 21st century frontier for both science and military and has already begun.

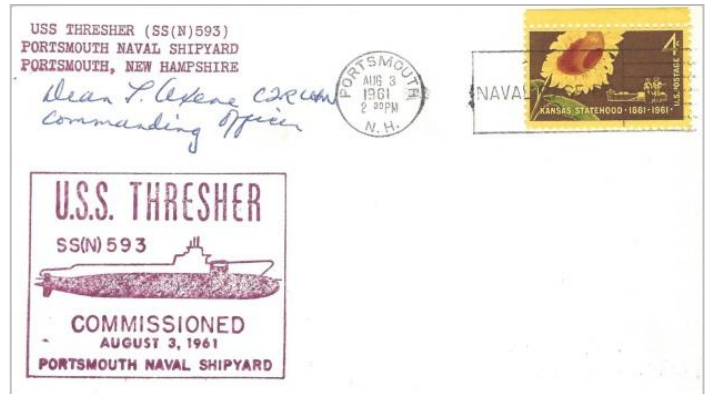
1. Defense Department Agency (DARPA) has a new project named "Ocean of Things". It will wire up high seas with 50,000 floating connected monitoring sensors in one million kilometres of sea - larger than the State of Texas - for continuing analysis. It is a big first. Data will be freely available to scientific and commercial US users.
2. Woods Hole Oceanographic Institution (WHOI) on Cape Cod, the largest oceanic institution in America is a leader in a new \$94 million dollar private/public cooperative set-up with support of National Oceanic and Atmospheric Administration (NOAA). It will survey 3 billion acres of US ocean territory in the next five years, focusing on mid-depth ocean "Twilight Zone" where 95% of ocean living creatures live. Also WHOI has ALVIN (DSV2), its deep diving manned submersible in a year-long major upgrade, almost doubling its dive capability from 12,300 to 21,325 feet or 98% of the ocean.
3. The world's vital seafood supply is rapidly diminishing caused by commercial over fishing, all captured near the surface. Mid-ocean levels have a huge untapped supply of edible species that await new, better commercial fishing gear. A big new opportunity to help feed the world.



THRESHER launch photo

A Tragedy in 1963

Deep ocean visits really began 10 April 1963 when USS THRESHER (USS-593) "The most advanced and powerful attack submarine in the world" sank without warning to 8,400 feet in a test dive 220 miles off Cape Cod and just beyond the Continental Shelf. THRESHER's maximum depth capability was a new low of 1,300 feet down. It became the world's biggest submarine loss ever, including all 129 crew and observers.



USS THRESHER 1st day commissioned signed cover

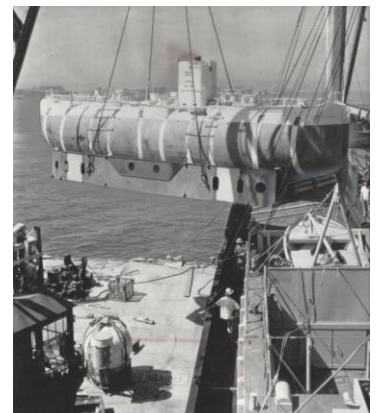
THRESHER was lead boat of a vital new class of Navy attack submarines already under construction. The Navy urgently needed to quickly find THRESHER's wreck, determine the cause of the disaster, and fix the 13 other THRESHER-Class submarines being built.

How did the Navy Respond?

ALVIN is the astonishing manned ocean vehicle, which is 55 years old, still diving, with over 5,000 dives and counting. The Navy had only one asset that could safely dive to 8,400 feet, which was almost 10 times previous Navy submarines dive limit.

Enter TRIESTE (DSV-1)

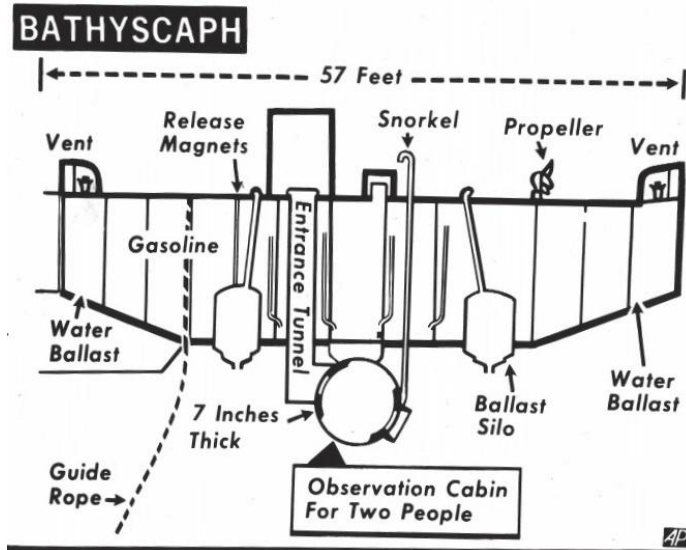
TRIESTE was launched 1 August 1953, designed and operated by Auguste Piccard, a Swiss/Belgian Professor of Physics at the University of Brussels. He was an established genius who previously designed, built, and flew manned balloons to study cosmic rays, which set a world record height of 55,800 feet in 1932. His final record was 75,549, having done 27 balloon flights. Piccard launched TRIESTE in 1948 as the world's first bathyscaphe, with the manned part of TRIESTE in a balloon shaped sphere. Very roundness best withstands major deep ocean pressure.



TRIESTE ship photo

When did the Navy Acquire TRIESTE?

In 1958 the Navy paid Piccard \$250,000 as he was short of cash for expensive operations. A bathyscaphe was a manned, untethered vehicle, an ocean “elevator” that could only go up and down. But a long way down. On 23 January 1960 TRIESTE set a world record never to be beaten, in the Marianna Trench of the Pacific Ocean, by diving to the world’s deepest point of 35,800’. That depth is 20% deeper than Mount Everest, the world’s highest mountain is high.

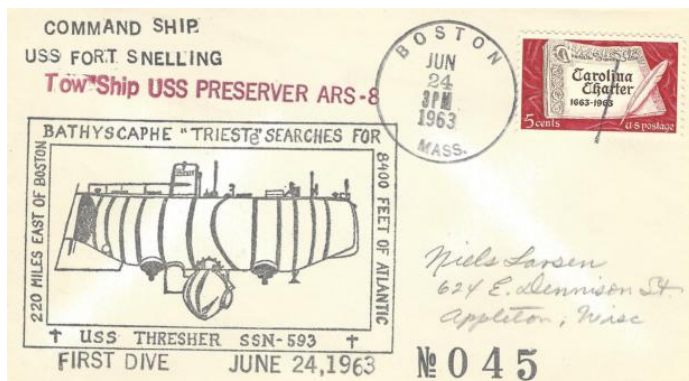


TRIESTE component photo

How did TRIESTE Perform at THRESHER's wreck?

It helped find THRESHER's wreckage, making 5 dives in 1963 and 10 dives in 1964. For 1964 a critical, novel remote handling arm and basket system was added to an upgraded TRIESTE II so it could positively identify THRESHER and hopefully explain both the cause of disaster and remediation by recovering small wreckage pieces.

This remote handling system was provided by another engineering genius, Harold “Bud” Froehlich, a General Mills design engineer. He previously invented a similar system for the Government's top-secret Atomic Energy and Bomb Program. More on Froehlich later.



1st TRIESTE dive on THRESHER cover 24 June 1963



Photo of identifying THRESHER piping

What were the Navy's Conclusions about TRIESTE?

- Too big and heavy (150 tons)
- Too slow to respond to such search and rescue missions. It took a month to be towed to the THRESHER site.
- Was neither road nor air transportable.
- Frequent breakdowns: no back-up systems or spare parts.
- Required 30,000 gallons of aviation fuel for buoyancy as it is lighter than sea water. It had to be added and removed after each dive, taking 10 hours each!

The Navy Decision

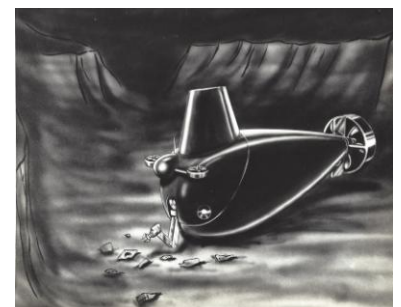
It quickly needed a much better vehicle for search and rescue operations. After the last dive a small team met in San Diego at the Navy Electronics Lab that operated TRIESTE. Included were Commander “Swede” Momsen, Director of the Navy's Research Office; Dr. Andy Rechnitzer, TRIESTE's Scientific Manager, and “Bud” Froehlich, The General Mills design engineer who created TRIESTE's remote control handling system. New vehicle design elements emerged:

- Much lighter and smaller than TRIESTE: circa 14 tons versus TRIESTE's 150 tons. No wider than 8 feet so road and aircraft transportable for much faster response of hours not months.
- Maneuverable: 2 to 4 knot speed underwater.
- Simplicity: on-board back-up for all key systems.
- View Ports: 5 large integrated versus TRIESTE's 2 small ones.
- Strong lighting and photographic capability.
- 6,500 foot operating capability with collapse/lost @ 12,000 feet.

How is that for a challenge!

Next

Flying home to Minneapolis from the meeting “Bud” Froehlich sketched a design that met all criteria. He called it Sea Pup, later renamed ALVIN by WHOI for its veteran oceanographer Al Vine.



Graphic of Sea Pup

The Navy View

Commander Momsen liked the Sea Pup idea. He had \$575,000 in his budget but only for one year. Momsen quickly directed WHOI to put out a bid request to 7 likely firms including General Mills. The most likely bidder was Electric Boat Company of Groton, CT. It was the Navy's lead submarine builder (over 50%) ever since its first one. But Electric Boat refused to bid, calling the idea "CRAZY".

Hmmm, not so crazy.

Who Won the bid?

General Mills won with its Sea Pup and a \$575,000 fixed price bid, soon raised to \$750,000 for 2 additional personnel spheres. How do I know all this? At that time I worked in General Mills Electronic/Mechanical Division as Assistant to Vice President and General Manager James A. Summer and was part of the Sea Pup group. Summer signed the fixed price bid – quite gutsy. He said it was "the best business decision of his life", and later was President of General Mills for 10 years. We became lifelong friends.

How Complicated was Sea Pup?

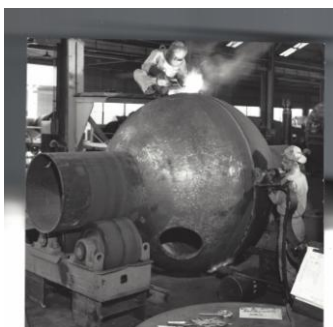
Everything was newly engineered by "Bud" Froehlich and his team, including back-ups for all vital systems on board, with available supply of spare parts. But the Navy Bureau of Ships demanded major complexity. "Use HY-100 steel for the crew sphere!" THRESHER was first to use HY-80 steel! HY-100 had no commercial production. It had only been made in 2 or 3 lab runs by Lukens Steel, the inventor, and was known to be extremely difficult to weld due to its hardness. Lukens grudgingly agreed to run enough HY-100 sheet steel to make 3 spheres. Next, the sheet HY-100 steel had to be "spun" into ½ spheres (6). Lukens agreed. Finally those ½ spheres had to be welded together with no weld faults in one continuous weld and brought within tight specs both inside and outside the spheres. Lukens said "no way Jose" but suggested contacting Hahn & Clay in Houston, Texas, who had solved several previous Lukens problems.

Enter Hahn & Clay

Their first comment: Wow, these are really tough specs!" Long pause: "But we will give it a try."

- Hand finish 6 half spheres both inside and out to beat the specs in temperatures up to 160 degrees.
- They first heated the spheres, then welded the half spheres together making 3 whole personnel spheres. Any weld moisture would be an immediate failure. Each weld must be done in one continuous flow.

Welding of a Sea Pup Sphere

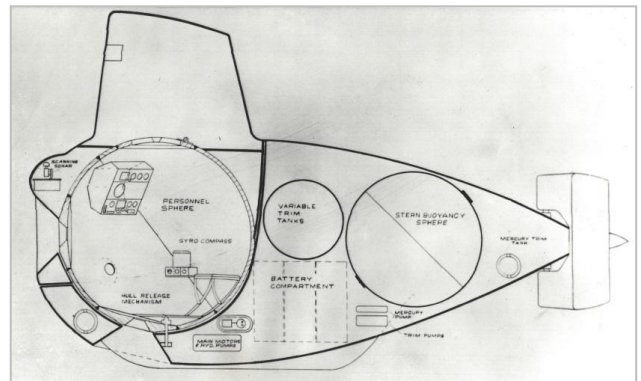


- To do this Hahn & Clay designed a whole new weld system including baking brand new weld guns overnight to eliminate all moisture. They reheated the spheres during welding. They assigned their best welder to do the entire job. Nail biting time.
- Miraculously it worked. All 3 completed spheres beat super tight specs!



ALVIN launch photo

Below – Schematic of ALVIN components



Next, One More Critical Design Issue

Sea Pup had 5 large windows in each sphere versus 2 small ones in TRIESTE. Any holes in the sphere were a high personnel risk issue. "Bud" Froehlich had to pick the type of glass – Plexiglas, and its thickness. More chilling he had to design a system to seat the windows so ocean pressure did not implode them, killing all crew instantaneously. His solution has worked.

A Unique Navy Demand

Before accepting Sea Pup/Alvin they mandated unmanned chamber pressure tests to 12,000 feet deep. Only one such chamber existed in the world, a brand new one at Southwest Research Institute in Texas. On test day the massive test chamber gradually increased pressure. All was going well to 7,200'. An explosion. The very heavy test chamber blew. A large chunk flew ¼ mile across the parking lot and wrecked a pick-up truck. The chamber lid shot straight up, came back down on the chamber and drove it 3 feet deeper in the ground. We quickly snuck out of town. Our sphere was unharmed. It later became TURTLE (DSV-3) with a successful 30-year Navy career until retirement in 1998.

Summary

ALVIN has led all Deep Ocean Research since its 1964 launch, with numerous amazing results.

- Found a lost H-bomb at 3,000 feet deep in the Mediterranean 3 different times and aided its successful recovery in 1966.



Photo of H-Bomb recovery in the Mediterranean 1966

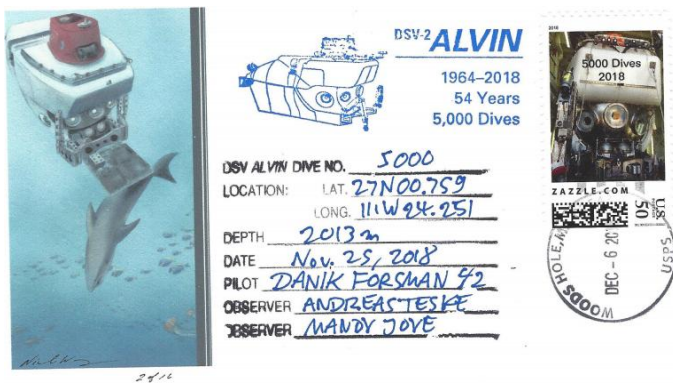
- In 1986 finally found the long lost passenger liner HMS TITANIC, sunk on its maiden voyage from Southampton to New York by hitting an iceberg at night at full 22 knot speed with loss of over 1,400 lives in 1912.

ALVIN is currently in a year-long major upgrade. It will be able to dive to 21,325 feet (from 12,300 feet), which is 98% of all oceans and will continue to lead the Next National Frontier. "Bud" Froehlich would be proud.

Vintage TITANIC post card



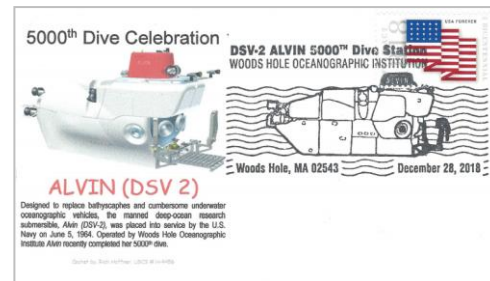
A Few Philatelic Comments



ALVIN cover with unique ALVIN/Zazzle postage stamp

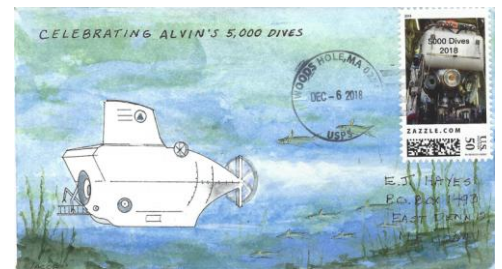
Since ALVIN's first dive WHOI has often issued a few cacheted covers for many dives. Included on the covers are dive number and date, mission, depth, and signatures by all three crew. ALVIN's pilot completes the covers and mails them at the next port of call. The figures show examples. Recently commercial cachet cover makers are producing

wonderful ALVIN covers, usually celebrating specific ALVIN achievements: 5000th Dive, 50 years of dives, finding HMS TITANIC, finding a lost H-Bomb at sea, etc. as you can see in the figures.



A Rich Hoffner commemorative ALVIN cover

An award winning ALVIN watercolor painted cover (only 14 made),



USS THRESHER also has both dive covers and many commemorative covers. As do both TRIESTE I and II.

It is a fascinating, continuing hobby. Why not join in?

This article is dedicated to my lifelong and close friend Herbert Hillman. Herb is my number one article booster for all 23 articles. Thanks Herb!

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Current view of ALVIN painted by Kenn Berry

The U.S. Navy in Operation Blacklist

*Stewart B. Milstein (L-7205)
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Operation Blacklist was the name given to the planned, phased, and orderly occupation of Japan following the signing of the surrender on 2 September 1945. The North Pacific Fleet would support the 8th Army in the occupation of Honshu and Hokkaido. The 3rd Fleet would play a similar role in eastern Japan and especially the Tokyo Bay area. The 6th Army in southwest Japan, the Inland Sea, and Kyushu could call upon the 5th Fleet for aid and assistance. The Joint Chiefs of Staff in July 1945 had called for US military landings in China and Korea. Operations Blacklist 40 and Beleaguer had evolved out of the basic Blacklist Plan and would be supported by the 7th Fleet. While the physical occupation would mainly be carried out by the US Army, both the US Navy and US Marines were to play an important preliminary pre-surrender role and a smaller role in the post-surrender occupation.

A Japanese delegation flew to Manila on 19 August 1945 where Gen. Douglas MacArthur, acting as the Supreme Commander for the Allied Powers, laid out the terms of the surrender. This article will focus on the conditions that applied directly to the US Navy.

The goals of the US Navy were the demobilization of Japanese naval forces and the demilitarization of Japanese naval installations. In addition, all Japanese naval material was to be rendered militarily useless, diverted to the use of US occupation forces, or Japanese civilian use. US Naval personnel were to occupy and take control of the Imperial Japanese Naval bases at Kure, Yokosuka, Sasebo, and Maizuru. It was at Kure that USS STEWART (DD 224) was recovered.

USS STEWART
(DD 224)



USS STEWART DD 224 had been assigned to the Asiatic Fleet, and, once the war had started, a part of the ABCD Command. Severely damaged at the Battle of Bandung Strait, 19 February 1942, she went into a floating drydock in Surabaya in the Netherlands East Indies. Improperly supported, she rolled in the drydock and was believed to have been lost when the drydock was scuttled on 2 March 1942. The Imperial Japanese Navy salvaged the ship

and commissioned her into the Imperial Japanese Navy on 20 September 1943 as Patrol Boat No. 102. She was located in Kure when the US Navy took over the naval base. On 29 October 1945 the ship was re-commissioned into the US Navy as USS DD 224, her name having been given to the destroyer escort USS STEWART (DE 238). Unofficially known to her crew as USS RAMP 224 (Recovered Allied Military Personnel) she was ultimately towed back to San Francisco. Decommissioned on 23 May 1946 and sunk the next day as a target.



USS STEWART (DD 224) cover dated 21 Feb 1941 with Locy Type 3 (A-TBT) "MANILA / P.I."

As a part of the terms of surrender all Japanese vessels were to remain in port. Those vessels that were armed were to fix their weapons to point fore-and aft with the breech blocks removed. Torpedo tubes were to be emptied. All submarines were to surface and were instructed to fly a black pennant. To this end, the Japanese submarine A-14 was intercepted by USS DASHIELL (DD 659) and USS MURRAY (DD 576) on 27 August 1945. A boarding party from the latter took control of the sub. Similarly, the I-400 was boarded by sailors from USS BLUE (DD 744) on 27 August 1945 with USS MANSFIELD (DD 728) standing by. I-401 was intercepted on 29 August 1945 by the submarine USS SEGUNDO (SS 398). I-401 was accompanied into Tokyo Bay by USS SEGUNDO.

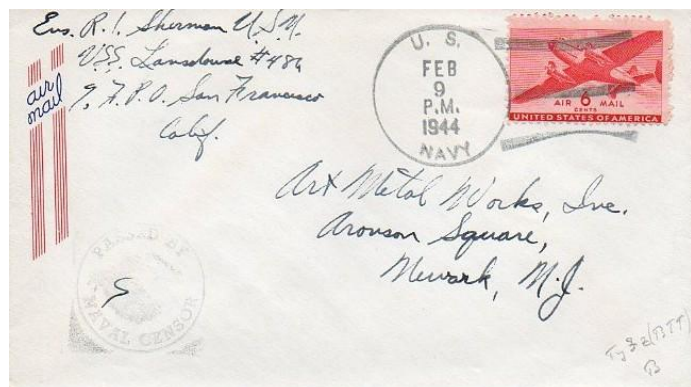
The Japanese were also told to deactivate all controlled minefields and to mark safe channels. All aids to navigation were to be turned on, and all documents related to navigation were not to be destroyed. Harbor pilots were to remain on duty.

Minesweeping would be a major issue from the time of the surrender and for months afterwards. The Japanese, using 100 vessels from the remnants of their fleet, were charged with clearing the mines that they had laid. The US Navy would have 510 minesweepers to clear the 285 mines laid by US submarines and the 12,000 mines dropped from US Army Air Force (USAAF) B-29s. The mines were magnetic, acoustic, pressure-magnetic, and low frequency configuration. It took between two and seven passes to successfully sweep a channel. A special squadron, the Special Sweep Squadron, also known as 'The Guinea Pigs', was formed. The ships were manned and operated by

volunteer skeletal crews through the allegedly cleared channels. These ships were USS MARATHON (APA 200), PENOBSCOT (ATA 188), PGM 24, LCI 817, PCER 858, SS JOSEPH HOLT, and SS PRATT VICTORY. None of these ships were damaged or lost.

Another aspect of the surrender agreement dealt with the issue of the POWs and interned civilians. The barbaric treatment of Allied prisoners-of-war was known in Washington DC. The US military was aware that the Japanese had executed POWs. There was a legitimate fear that even though the Emperor had ordered Japanese forces to cooperate with the Allies; it was believed that extremist elements in the Japanese armed forces would begin killing prisoners as soon as US forces landed on the Home Islands. Therefore, the Japanese who attended the Manila Conference were asked to identify the location of all POW camps and to inform their subordinates that the US would be reaching out to these camps with air dropped supplies. Any actions taken against the POWs by the Japanese would be considered and prosecuted as a war crime. In the days that followed the Manila meeting, USAAF B-24s and B-29s, as well as US Navy carrier-launched aircraft began over-flying China, Manchuria, Formosa, and Japan itself, locating these camps.

The US military was fearful of Japanese subterfuge and militants. The suicidal resistance at Okinawa, accompanied by kamikaze attacks against the US Fleet off Okinawa, had left US naval leaders extremely wary of Japanese intentions. Could Japanese extremists be relied upon not to stage fanatic last-ditch suicide attacks against the 257 Allied naval vessels that would be in Tokyo Bay for the 2 September 1945 surrender ceremony? USS LANSDOWNE (DD 486) would ferry the Japanese delegation to and from the surrender ceremony. This was partly a safety precaution and recognition that there was not a seaworthy Japanese vessel in the Tokyo Bay area. The fear of treachery explains the absence of the fleet carriers from Tokyo Bay. The CVs were often the target of kamikaze attacks and it was felt that they should not be placed in jeopardy.



USS LANSDOWNE (DD 486) censored wartime (WW II) cover with Locy Type 3z (BTT) cancel. LANSDOWNE ferried the Japanese delegation to and from the surrender ceremony.

Task Force 31 was charged with determining whether the Japanese would adhere to the terms of the surrender agreement. On 27 August, led by 14 US Navy minesweeping

vessels, USS SAN DIEGO (CL 53) led Task Force 31 into Yokosuka Bay. The next day, at 0900, US Naval landing parties, US Marines and US Army personnel began an uncontested landing from the nine troop carrying vessels that were a part of TF 31. These ships were USS GRIMES (APA 172), BRAXTON (APA 138), LANIER (APA 125), MERIWETHER (APA 203), WAUKESHA (AKA 84) and MELLETTE (APA 156). Following the initial landings, 64 officers and 818 sailors from the battleships MISSOURI (BB 63), WISCONSIN (BB 64), SOUTH DAKOTA (BB 57), INDIANA (BB 58), MASSACHUSETTS (BB 59), NORTH CAROLINA (BB 55), and IOWA (BB 61) came ashore from USS OZARK (LSV 2) and USS RUNELS (APD 85). The Army, Navy and Marine personnel were to secure Yokosuka Naval Base, and Atsugi Airfield. All possible suicide craft in these areas were to be removed and/or neutralized. The roads and bridges around the naval base and the airfield were to be secured. The landing forces met no resistance and had the cooperation of the Japanese officials as ordered by the Emperor. The occupation had begun.

The landing parties also encountered hundreds of Allied POWs who clamored for their freedom and repatriation. Tending to them and their needs will be detailed in a subsequent chapter.

From a philatelic point of view, the initial landings used many small landing craft such as LCVs, LCMs, LCVs and LCPs. These ships did not have an on-board post office. Other small auxiliaries, landing craft, and support ships whose hull designation began with the letter "Y" were similarly without a post office. Many of the minesweepers did not have a post office. Finding mail from the hundreds of small amphibious and support ships is very difficult. While there still might be some personal, non-philatelic mail to be had, the opportunity to find covers from these ships would probably be found on Official #10 covers. The mail would have a return address from the ship, but the cancel would be from a larger support vessel with a post office or from a shore station. A collector would also have to pay attention to branch cancels as the US Navy did not return to name cancels until 27 October 1945.



Locy Type F USCS Postmark Catalog Illus. M-93b

All covers courtesy of USCS Naval Cover Museum

<https://www.navalcovermuseum.org/wiki/>

TASK FORCE 31

SAN DIEGO (FLAG)	CL 53
IOWA	BB 61
TWINING	DD 540
YARNALL	DD 541
STOCKHAM	DD 683
WEDDERBURN	DD 684
HALSEY POWELL	DD 686
SOUTHERLAND	DD 743
THOMAS E. FRASER	DM 24
GWIN	DM 33
HOPKINS	DMS 13
ELLYSIN	DMS 19
HAMBLETON	DMS 20
MACOMB	DMS 23
FITCH	DMS 25
JEFFERS	DMS 27
GHERARDI	DMS 30
PICKET	ACM 8
WAUKESHA	AKA 84
REVENGE	AM 110
TOKEN	AM 126

TUMULT	AM 127
POCHARD	AM 375
LANIER	APA 125
BRAXTON	APA 138
MELLETTE	APA 156
GRIMES	APA 172
MERIWETHER	APA 203
GARRARD	APA 84
RUNELS	APD 85
OZARK	LSV 2
PGM ??	
PGM 32	
YMS 177	
YMS 268	
YMS 276	
YMS 343	
YMS 362	
YMS 390	
YMS 415	
YMS 426	
YMS 441	
YMS 461	
YMS 467	

The Royal Viking Star

Stewart B. Milstein (L-7205)

The ROYAL VIKING STAR was one of three ships of the Royal Viking Line. She was built in 1971 with only First-Class accommodations. She appealed mainly to wealthy retirees as she cruised year-round through the Panama Canal.

The ship was sold to Norwegian Cruise Line in 1984 and was renamed WESTWARD. In 1993 she was sold to the Royal Cruise Line and sailed as STAR ODYSSEY. In 1986 she became the property of Fred Olson and was renamed BLACK WATCH.

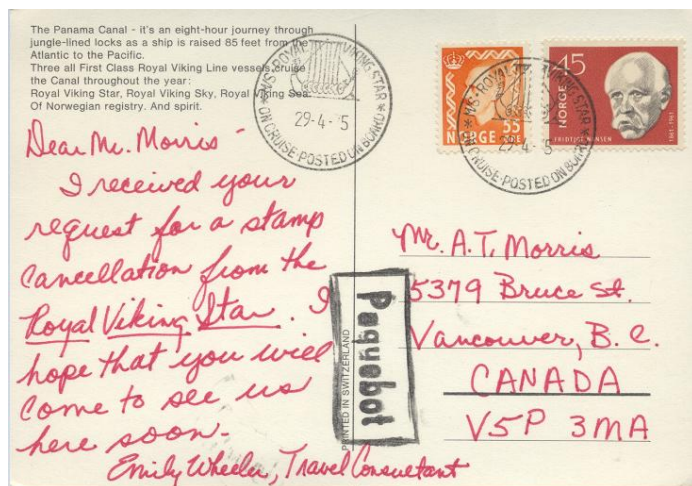
The message on the card would suggest that this card was akin to a cancel-to-order. The postmark was obtained from the Purser aboard the ROYAL VIKING STAR on 29 April 1974. There is no indication where the "Paquebot" rubber stamp was applied though I would think that since the ship regularly sailed through the Panama Canal, that the rubber stamp was probably applied in Colon.



Royal Viking Star in the Panama Canal



Enlarged view of ship's markings

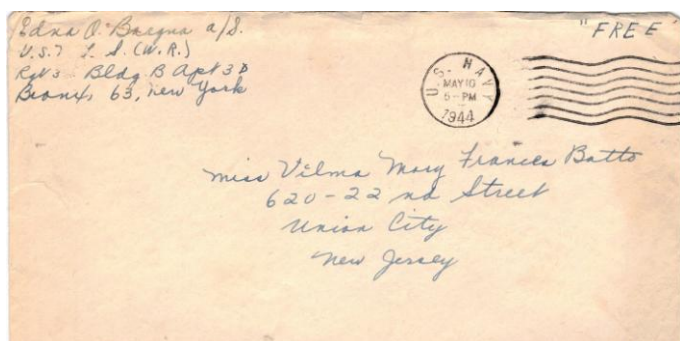


Reverse of post card with ship's marking

A Waves Letter

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

Among the material I sorted through in helping to close out a friend's estate was the following letter. The three sheets, six-page letter was written by; Edna O. Bargna a/s; U.S.N. L. S. (W.R.); Rgt. 3, Bldg. B, Apt. 3D; Bronx, 63, New York. It was sent to: Miss Vilma Mary Francis Batts, 620 22nd Street, Union City, New Jersey. The envelope in place of a stamp carries the hand written notation "Free." The cancellation was: U.S. Navy; May 16, 1944; 6 PM. The letter as written is transcribed below. I will refrain from commenting on the letter and let each of the USCS members who read the letter draw their own conclusion.



The envelope.

May 16, 1944, Tuesday

Dear Vilma – Happy Birthday to you; Happy Birthday to you; Happy Birthday dear Vilma; Happy Birthday to you! Signed, Your pal Edna.

I don't know if you will get this letter on time, I hope so, but I wanted to wish you the happiest birthday ever and wish I were home to give my dearest pal a kiss and a hug. They don't have many cars up here Vilma so I doubt if I can send you one but I'll keep thinking about you as I always do.

My Mom wrote me a letter and told me that you go up there quite often and she said it so very wonderful of you because she feels good. Thanks loads, Vilma. I'll never forget you. She says I have a dear friend in you and I know that. I really don't know what I would do if I didn't have such a good friend Vilma, your wonderful. Guess I sound dramatic but I couldn't help it.

How are you? Taking care of the men at the Service Club? Maybe Ray will be in this week – its his night to. See I even keep track of what is going on down there while I'm here. Keep praying that I get stationed near home so I can get home on weekends once in a while – okay.

We just came back from gym and my legs are all sore, boy you never know how tight your mussels are until you start exercising. I like it a lot tho' I thought Alba was getting snobbish, I hadn't received a letter from her until yesterday. Naturally Larry was mentioned, I can't

get away from him even here ha ha. I wonder if she could spare the time to write to me. Nice of her, eh what?

Lee received cookies yesterday and did they go fast. WOW one minute they were here and the next minute we were full. I should get mine from Daddy today. I haven't heard from that fellow Joe Petty yet, oh well who cares. It would have been nice to write to him. Did you get to see the "Song of Bernadette"? Gone to any shows lately?

We got our uniforms yesterday our things consist of 3 navy blue shirts, two white shirts, 2 navy blue suits (100% wool) 2 seersuckers uniforms, a bag, gloves, hat and different hat covers, and a raincoat. Boy we were strutting around last night like we were queens, they look swell. We are going to get some more shots this week, oh how I dread them, they make me faint. I never did that until now. See what the Navy is teaching me.

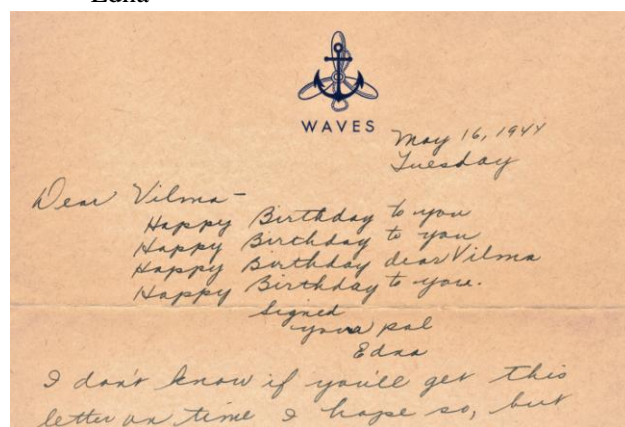
Have you heard from any of the gang? I heard from Porky. I wrote to Matty, Johnny, Corky, Porky, Eddie, and Georgie. I didn't have any of the others addresses. By the way Vilma will you send me your brothers address I'd like to drop him a card.

When we get up to go downstairs to muster (thar 's having roll call to see that no one sneaked out) one of the girls from the fourth floor fell and sprained her back. She had to go to sick bay. The ambulance came for her and there were 2 MEN SAILORS with them. They had to bring up a stretcher and carry her down. It was so good to see them ??? We aren't allowed to talk to them in the past. Isn't that awful? Any way they aren't much to look at.

How is the store? I have the picture of you and me in my wallet. I like that one of you. Do you have any others Vilma? Guess I've bored you long enough so I'll close for now. O' did Mary lose any weight yet?

Love to your family and Mary and you. Your pal forever,

Edna



A portion of the first page of the letter.



Cut of the cancellation.

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07-01 TIRU (SS 416) 7-1-75 ships r/s cachet, LDC, PM ORION
 07-02 SEGUNDO (SS 398) 11-1-50 ships printed cachet PM SPERRY
 07-03 CAIMAN 9SS 323) 10-20-69 ships r/s cachet, PM San Diego
 07-04 BREAM (SS 243) 8-3-62 ships r/s cachet, PM Honolulu
 07-05 2-printed SSN keel lay cvrs: JACKSONVILLE (699) 1976 & PHOENIX (702) '77
 07-06 2-printed SSBN christen cvrs: HM JACKSON (730) 1983 & ALASKA (732) 1985
 07-07 2-printed SSN comm'n covers: JACKSONVILLE (699) 1981 & PASADENA (752) 1989
 07-08 2-printed SSN comm'n covers SPRINGFIELD (761) 1993 & PORTSMOUTH (707) 1983
 07-09 2-printed SSN comm covers: R B RUSSELL (687) 1976 & DALLAS (700) 1981
 07-10 2-printed SSN comm'n covers: BALTIMORE (704) 1982 & ALBUQUERQUE (706) 1983
 07-11 2-printed SSN comm'n covers: AUGUSTA (710) 1985 & PHOENIX (702) 1981
 07-12 2-printed SSN comm covers: ANNAPOLIS (760) 1992 & OLYMPIA (717) 1984
 07-13 2-printed SSN comm'n covers: DRUM (677) 1972 & PHOENIX (702) 1981
 07-14 2-printed SSBN comm'n covers: ALASKA (732) 1986 & GEORGIA (729) 1984
 07-15 2-printed SSN Decom cachets: SEADRAGON (584) 1984/GURNARD (662) '95
 07-16 2-printed SSN Decom cachets: BOSTON (703) 1999 & G P LIPSCOMB (685) 1990
 07-17 2-printed deactivation cachets: PUFFER (652) 1995 & CINCINNATI (693) 1994
 07-18 PEGASUS (PHM 1) 12-7-82 3 diff r/s cachets, in Port Everglades
 07-19 USCGC POLAR STAR (WAGB 10) 1-30-85 Service @ weather sta on Inexpressible Is
 07-20 CORRY (DD 817) 11-22-74 Welcome to Norfolk Nicholson
 07-21 MANITOWOC (LST 1180) 1-23-70 commission by Beck B812
 07-22 USCGC MACKINAW (WAGB 83) 12-20-79 35th Anniv cachet by USS Michigan Ch PM Detroit
 07-23 MCCANDLESS (FF 1084) Welcome S/S MAJ. STEPHEN W PLESS 8-4-86 by Nicholson
 07-24 ABRAHAM LINCOLN (CVN 72) 2-13-88 christen JOHN F KENNEDY (CV 67)
 07-25 USCG Radio Sta Barrow Alaska 4-6-74 station r/s cachet, PM Barrow AK
 07-26 WILLIAM M WOOD (DD 715) Welcome home by Nicholson
 07-27 McMurdo Sta Nuclear Power Plant cachet, CO auto, PM USN Br 17038
 07-28 HARTFORD (SSN 768) 12-1-95 chg of cmd PM Groton by Decatur Ch,
 07-29 2-printed sub Sea Trials cachets: SANTA FE (1993) by DRW 183 & OHIO (&26) 1981 by Hoffner
 07-30 FLYING FISH (SS 673) 9-11-86 Top of the Force, Top of the World N Pole r/s cachet, PM Tacoma
 07-31 KOELSCH (DE 1049) 8-1-67 comm by Beck B692 note O&E in cxi missing
 07-32 ANCHORAGE (LSD 36) 8-6-69 commission by Beck B777
 07-33 TRIPPE (DE 1075) 6-30-75 last day as DE designation by Hoffner H045
 07-34 CONNOLE (DE 1056) 9-16-69 commission by Beck B811
 07-35 US Naval Antarctic Support Activities HALLETT STA r/s cachet, PM USN Br 17038 w/note
 07-36 US Naval Support Force Antarctica DF 73 Winter Over r/s c, PM Pole Sta
 07-37 O'CALLAHAN (DE 1051) 10-20-85 launch cachet by Beck B570
 07-38 VANGUARD (TAG 194) 1-22-86 ships r/s cachet, PM Orlando
 07-39 MT VERNON (LSD 39) 7-4-74 Spirit of '76 wood block cachet by USCS Ch 51
 07-40 GEORGE K MACKENZIE (DD 836) 3-29-75 ships r/s cachet
 07-41 MULLINIX (DD 944) 1-24-78 ships r/s cachet
 07-42 BASILONE (DD 824) 3-24-75 ships r/s cachet
 07-43 JOHNSTON (DD 821) 10-23-80 ships r/s cachet PM Phila
 07-44 GLOVER (FF 1088) 6-11-90 last day in commission PM CONYNGHAM
 07-45 CAPODANNO (FF 1093) 7-30-93 Decom cachet by Nitchman
 07-46 MOINSTER (FFT 1097) 7-28-94 decom cachet by Decatur Ch
 07-47 TRUETT (FF 1095) 7-31-94 Decom cachet by Decatur Ch
 07-48 BAGLEY (FF 1069) 9-26-91 decom cachet by Nitchman
 07-49 FRANCIS HAMMOND (FF 1097) decom cachet by Nitchman
 07-50 KINKAID (DD 965) 7-10-76 commission cachet by USS America Ch
 07-51 OUELLET (FF 1077) 7-7-76 leaving Singapore Today ships r/s cachet
 07-52 GOLDSBOROUGH (DDG 20) 7-1-76 Welcome to Singapore/celebrate Coral Sea
 07-53 SAN JOSE (AFS 7) 10-23-70 printed commission cachet by Adm Ch. Lockwood Ch
 07-54 2-printed SSN launch covers: STURGEON (637) 1966 & H G RICKOVER (709) 1983
 07-55 2-printed SSN launch covers: H G RICKOVER (709) 1983 & ALEXANDRIA (757) 1990
 07-56 2-printed SSN launch covers: ASHEVILLE (758) 1989 & PASADENA (752) 1987
 07-57 2-printed SSN comm'n covers: PASADENA (752) 1989 & HAMPTON (767) 1993
 07-58 2-printed SSN comm cvrs: ALBUQUERQUE (706) 1983 & CHICAGO (721) 1986

07-59 2-printed SSN comm'n covers: SALT LAKE CITY (716) 1984 & NORFOLK (714) 1983
 07-60 2-printed SSN comm'n covers: KEY WEST (&22) 1987 & LA JOLLA (701) 1981
 07-61 2-printed SSN comm'n covers: OKLAHOMA CITY (723) 1988 & OLYMPIA (717) 1984
 07-62 2-printed SSN comm'n covers: PROVIDENCE (719) 1985 & PITTSBURGH (720) 1985
 07-63 2-printed SSN decom covers: FLYING FISH (673) 1996 & GATO (615) 1996
 07-64 2-printed SSN decom covers: SEAHORSE (669) 1995 & BERGALL (667) 1996
 07-65 2-printed SSN decom covers: STURGEON (637) 1994 & ETHAN ALLEN (608) 1983
 07-66 WAHOO (SS 565) 6-27-80 decom cachet by USS Nathan Hale Ch. PM Phila
 07-67 RANGER (CV 61) 10-9-94 decom of Top Gun, the Stealth Carrier of W Pacific
 07-68 DUNCAN (DDR 874) 3-3-65 20th Anniv ships r/s cachet
 07-69 KINKAID (DD 965) 7-10-76 commission by Hoffner H086
 07-70 WHIPPLE (FF 1062) 2-14-92 decom cachet by Nitchman
 07-71 CORAL SEA (CV 43) 9-9-85 Welcome USNS POTOMAC (TAOT 181) Nicholson
 07-72 USCGC CAPE HEDGE (WPB 95311) 5-17-76 The Rescue Experts cachet, PM Morro Bay
 07-73 MAHAM (DDG 42) 6-15-93 decom printed cachet
 07-74 STICKELL (DDR 888) 3-5-61 Greetings by Nicholson
 07-75 PIEDMONT (AD 17) 9-30-82 decom by Nicholson PM YELLOWSTONE
 07-76 BELKNAP (CG 26) 6-13-86 Farewell off to Med cachet by Nicholson
 07-77 MOINSTER (FF 1097) 10-25-76 Welcome by Nicholson
 07-78 THEODORE ROOSEVELT (CVN 71) 10-25-86 commission by Decatur Ch
 07-79 MILLER (FF 1091) 1-16-82 Placed in Reserve Status today r/s cachet
 07-80 MISSOURI (BB 63) 7-6-88 Change of Cmd cachet
 07-81 LYNDE MCCORMICK (DDG 8) 10-1-91 decom cachet by Nitchman
 07-82 MCCANDLESS (FFT 1084) 5-6-94 decom cachet by Decatur Ch
 07-83 DONALD B BEARY (FFG 1085) 5-20-94 decom by Decatur Ch
 07-84 ELMER MONTGOMERY (FF 1082) 6-30-93 decom cachet by Decatur Ch
 07-85 Siple Station, Antarctica 11-24-79 cmd r/s cachet, PM FPO 96692 MEM Antarctica
 07-86 ALBERT DAVID (FF 1050) 9-18-89 Decom cachet by Nitchman
 07-87 EDSON (DD 946) 12-16-80 ships r/s cachet & op Sail 1980 cxi
 07-88 US Antarctic Research Program, S Pole Sta 6-22-75 r/s cachet & auto
 07-89 JESSE L BROWN (DE 1089) r/s commission cachet
 07-90 MISSISSIPPI (CGN 40) 1-3-80 Greetings USS WELCH (PG 93) Nicholson
 07-91 USS IOWA (BB 61) 4-28-84 Recommission cachet, silhouette
 07-92 SS MONTANA (merchantman) 2-24-75 States Line PM Calif
 07-93 TARAWA (LHA 1) 5-29-76 commission by USS America Ch
 07-94 MARVIN SHIELDS (FF 1066) 7-2-92 decom by Nitchman
 07-95 ROBIN (MHC 54) 5-11-96 commission by Decatur Ch, PM Ingleside, TX
 07-96 McMurdo Air Route Traffic Control Center, cmd r/s cachet, 11-9-83, auto
 07-97 COMTE DE GRASSE (DD 974) 7-10-83 Welcome Nicholson
 07-98 PAUL F FOSTER (DD 964) 3-8-76 Welcome to San Diego
 07-99 SIMON LAKE (AS 33) 2-8-64 launch by Beck B417, PM Bremerton
 07-100 GUADALCANAL (LPH 7) 12-17-87 Welcome Home from Persian Gulf
 07-101 NEW JERSEY (BB 62) 4-4-83 ships r/s cachet
 07-102 BARRY (DD 933) 8-31-76 20th Anniv cachet by Hoffner H088
 07-103 OUELEET (FF 1077) 2-8-93 Naval Sta Everett printed cachet
 07-104 DAHLGREN (DDG 43) 2-28-77 Welcome USS AFFRAY (MSO 511) Nicholson
 07-105 TACOMA (PG 92) 3-24-80 En route Nassau, in Port Everglades, PM Ft Lauderdale
 07-106 DOWNES (FF 1070) 6-6-92 Decom by Nitchman
 07-107 CANISTEO (AO 99) 11-30-74 Welcome HMCS ATHABASKAN (DD) Nicholson
 07-108 MT WHITNEY (LCC 20) 7-8-76 Welcome S African PRESIDENT KRUGER (FF) Nicholson
 07-109 RICHARD E BYRD (DDG 23) 11-26-76 Welcome HMCS FRASER (DD) Nicholson
 07-110 MT WHITNEY (LCC 20) 6-30-86 Welcome Argentine sail training ship LIBERTAD Nicholson
 07-111 RICHARD L PAGE (FFG 5) 6-18-86 Welcome Ecuador sail training ship GUAYAS Nicholson
 07-112 YELLOWSTONE (AD 41) 10-19-81 Welcome RFA BLACK ROVER (AO) Nicholson
 07-113 STEPHEN W GROVES (FFG 29) 7-4-82 In Port Everglades, from Bahamas etc Nicholson
 07-114 2-SSBN 1st Sea Trials printed cachets: MICHIGAN (727) 1982 & WOODROW WILSON (624) 1963
 07-115 CORRY (DD 817) 1-23-78 ships r/s cachet, PM Brooklyn
 07-116 CORAL SEA (CVA 43) 10-8-67 20th Anniv 2 different r/s cachets
 07-117 FAHRION (FFG 22) 5-1-82 return from Guantanamo, at Port Everglades
 07-118 SPIEGEL GROVE (LSD 32) 2-9-71 Apollo 14 rec'y Force r/s cachet
 07-119 AUSTIN (LPD 4) 11-24-69 Apollo 12 rec'y force r/s cachet
 07-120 JACK WILLIAMS (FFG 24) 12-2-81, r/s commission cachet- wrong date
 07-121 JOHN F KENNEDY (CV 67) 99-7-68 commission cachet printed
 07-122 KILAUEA (AE 26) 8-10-68 commission by Beck B754
 07-123 AW RADFORD (DD 968) 5-31-82 USS ENGAGE (MSO 433) Memorial Day in FL
 07-124 OPPORTUNE (ARS 41) 7-4-82 Enroute Little Creek PM SW GROVES
 07-125 SOUTHERLAND (DD 743) 12-22-64 20th anniv r/s cachet
 07-126 SHENANDOAH (AD 26) USS DOUGLAS (PG 100) last Day in commission
 07-127 BLUE RIDGE (LCC 19) 11-17-70 commission by Beck B860, PM Phila
 07-128 USN Support Force Antarctica Terminal Ops, 12-02-84 auto
 07-129 TALBOT (DEG 4) 4-22-67 commission by Beck B724
 07-130 CLEVELAND (LLPD 7) 4-21-67 commission by Beck B6955-01 AGERHOLM (DD 826) 11-12-74 United Nations Day by Beck B967

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S7-01 WILKES-BARRE (CL 103) 9-5-34 TOKYO BAY ships cachet on sailor mail MB \$30

S7-02 ARIZONA (BB 39) 11-11-35 Armistice Day, life preservers & AZ state seal MB \$30

S7-03 RAPPAHANNOCK (AF 6) 3-9-24 nc, ship was seized WW1 German SS POMMERN MB \$15

S7-04 SCORPION (PY 3) 4-22-27 nc but clear cxi MB \$4

S7-05 TREPANG (SSN 674) 8-14-85 1985 TREPANG at N Pole by Rogak MB \$5

S7-06 BOBOLINK (AM 20) 10-27-35 Schlechter bird cachet for Navy Day MB \$3

S7-07 TURKEY (AM 13) 10-11-38 Schlechter bird cachet for recom MB \$3

S7-08 TANAGER (AM 5) 5-30-35 Schlechter bird cachet for Memorial Day MB \$3

S7-09 SWALLOW (AM 4) 5-30-36 Schlechter bird cachet/Memorial Day, sunk MB\$3

S7-10 CALIFORNIA (BB 44) 4-20-35 #10 penalty w/printed cc, kb Long Beach MB \$2

S7-11 ARKANSAS (BB 33) 5-8-no yr #10 penalty w/printed cc MB \$2

S7-12 HOUSTON (CA 30) 4-18-35 #10 penalty w/printed cc, sunk MB \$2

S7-13 CONCORD (CL 10) 1-16-38 #10 penalty with r/s cc, kb San Diego MB \$2

S7-14 LEXINGTON (CV 2) 11-10-29 #10 penalty w/printed cc, addr to USS CA, sunk MB \$2

S7-15 PORTLAND (CA 33) 3-12-37 #10 penalty with r/s cc, kb Long Beach MB \$2

S7-16 SIRIUS (AK 15) 9-4-36 Crosby photo cachet MB \$5

S7-17 TREPANG (SSN 674) 6-2-85 North Pole cxi (overcxi by Portsmouth NH PM) MB \$3

S7-18 PARCHE (SSN 683) 10-19-2004 last day in comm.-Wentworth, a beauty MB\$5

S7-19 TAUTOG (SS 199) 1-27-40 launch by Hutnick, PM Groton MB \$3

S7-20 TRITON (SS 201) 8-5-40 FDPS by Hutnick, sunk MB \$3

S7-21 BITTERN (AM 36) 9-19-41 with the Asiatic Fleet by JP Jones Ch, sunk MB \$3

S7-22 MALLARD (ASR 4) 10-27-45 Navy Day 1945 bird cachet & emb seal MB \$3

S7-23 CORAL SEA (CVB 43) 10-1-47 commission cachet, no stamp applied MB \$2

S7-24 SUB S-26 (SS 131) 3-31-39 placed in reserve commission by Tuchinsky, PM New London MB \$3

S7-25 SUB S-30 (SS 135) 3-31-39 placed in reserve commission by Tuchinsky, PM New London MB \$3

S7-26 POTOMAC (AG 25) 6-9-40 Crosby photo cachet MB \$4

S7-27 SOUTH DAKOTA (ACR 9) 5-6-1911 clear ships cxi on color PC MB \$4

S7-28 SAIDOR (CVE 117) 3-17-45 launch cachet autographed -Tacoma Cof C MB\$3

S7-29 USCGC ONONDAGA (WPG 79) 6-7-35 visit to Portland, printed photo of ship MB \$2

S7-30 PORPOISE (SS 172) 7-4-38 sub PORPOISE sponsored by ANCS MB \$3

S7-31 SWORDFISH (SS 193) 4-1-39 launch by Hutnick, PM POMPANNO, sunk MB \$3

S7-32 SEADRAGON (SS 194) 4-16-38 keel lay, uniform dolphins & fish design, PM Groton MB \$3

S7-33 SEADRAGON (SS 194) 4-11-39 launch by Dewolfe, PM Groton MB \$3

S7-34 SEADRAGON (SS 194) 100-23-39 FDC by Hutnick MB \$3

S7-35 SNAPPER (SS 185) Schlechter fish design for Memorial Day MB \$3

S7-36 SNAPPER (SS 185) 6-15-38 shakedown cruise by ANCS Argonauts, kb Valparaiso MB \$3

S7-37 STINGRAY (SS 186) 3-15-38 commission by Buchwald MB \$3

S7-38 STINGRAY (SS 186) 3-15-38 FDPS by ANCS #54 MB \$3

S7-39 STINGRAY (SS 186) 8-3-38 shakedown cruise by ANCS Argonauts, kb New York MB \$3

S7-40 STURGEON (SS 187) 10-31-39 shakedown cruise-Hacker, kb Balboa CZ MB\$3

S7-41 STURGEON (SS 187) 5-30-39 Schlechter fish design for Memorial Day MB \$3

S7-42 SARGO (SS 188) 5-12-37 keel lay by USCS #997, PM Groton MB \$3

S7-43 SARGO (SS 188) 2-7-39 commission by ANCS Argonauts MB \$3

S7-44 SARGO (SS 188) 3-26-39 shakedown cruise by Walton on card, kb San Juan MB \$3

S7-45 SARGO (SS 188) 9-1-41 nc but named ships cxi used MB \$3

S7-46 SAURY (SS 189) 6-28-37 keel lay by Hutnick, PM Groton MB \$3

S7-47 SAURY (SS 189) 4-3-39 commission by ANCS Argonauts MB \$3

S7-48 SPEARFISH (SS 190) 9-9-37 keel lay by ANCS D 210, PM CACHALOT MB \$3

S7-49 SPEARFISH (SS 190) 9-22-39 shakedown cruise by Buchwald kb Guantanamo MB \$3

S7-50 SUB S-29 (SS 134) 10-27-39 Navy Day by Buchwald, 2 nmc auto, PM SEADRAGON MB \$3

S7-51 SEALION (SS 195) 11-27-39 commission by Walton/Muridge, sunk MB \$3

S7-52 SEALION (SS 195) 5-25-39 lau, sub between 2 candles, PM Groton sunk MB\$3

S7-53 FALCON (ASR 2) 11-12-40 2nd b'day, ship w/bird design MB \$3

S7-54 TUSCALOOSA (CA 37) 2-12-35 in calm or stormy waters by Herrick MB \$2

S7-55 FLUSSER (DD 289) 2-11-30 printed photos of 3 ships as cachet MB \$2

S7-56 CANOPUS (AS 9) 2-11-30 safeguarding American rights in China r/s cachet, sunk MB \$2

S7-57 CANOPUS (AS 9) 1-11-40 Harrington data cachet, 18th b'day MB \$2

S7-58 BOGGS (AG 19) 9-23-37 19th B'Day by Aiglon MB \$2

S7-59 NARWHAL (Sub V-5) (SS 167) 1-13-31 nc but two V-5 clear cxls MB \$3

S7-60 TREPANG (SSN 674) 9-27-69 launch cachet by Wright, PM Groton MB \$1

S7-61 PARCHE (SSN 683) 12-10-70 keel by Nathan Hale Ch, PM Pascagoula MB \$1

S7-62 PARCHE (SSN 683) 1-13-73 lau by Nathan Hale Ch, PM Pascagoula MB \$1

S7-63 PARCHE (SSN 683) 1-13-73 launch by Ingalls, Adm Rickover request enc card MB \$1

S7-64 PARCHE (SSN 683) 7-18-2005 decom by Decatur Ch, PM Bremerton MB \$1

S7-65 PARCHE (SSN 683) 6-9-74 Builders Sea Trials by Nuc Ships Ch #39, PM Pascagoula MB \$1

S7-66 PARCHE (SSN 683) 8-17-74 comm Nuc Ships Ch #45, PM Pascagoula MB \$1

S7-67 PARCHE (SSN 683) 1-1-2000 Happy New Year by Wentworth, emb seal MB\$1

S7-68 PARCHE (SSN 683) 10-19-2004 deactivation by Decatur Ch, PM CARL VINSON MB \$1

S7-69 TREPANG (SSN 674) 8-14-97 1,000th Dive, PM Groton MB \$1

S7-70 R RUSSELL (SSN 187) 10-19-71 keel lay by Inner/Outer Space 17, PM NN MB\$1

S7-71 R RUSSELL (SSN 187) 10-19-71 keel lay by Vesper, PM Newport News MB \$1

S7-72 RICHARD B RUSSELL (SSN 187) 10-19-71 keel lay by Nicholson, PM COLUMBUS MB \$1

S7-73 R B RUSSELL (SSN 187) 1-12-74 launch by Nicholson, PM DETROIT MB \$1

S7-74 R B RUSSELL (SSN 187) 1-12-74 launch by Nathan Hale Ch, PM NN MB \$1

S7-75 R B RUSSELL (SSN 187) 8-16-75 comm by Adm Byrd Ch, PM ALBANY MB \$1

S7-76 RICHARD RUSSELL (SSN 187) 8-16-75 comm USS America Ch, PM NN MB\$1

S7-77 RICHARD RUSSELL (SSN 187) 8-16-75 comm Nicholson, PM ALBANY MB \$1

S7-78 R B RUSSELL (SSN 187) 8-16-75 commission Nathan Hale Ch, PM NN MB \$1

S7-79 R B RUSSELL (SSN 187) 8-16-90 15th Anniv by Rogak, PM Mare Is MB \$2

S7-80 R B RUSSELL (SSN 187) 7-4-82 4th of July by Rogak, PM Mare Is MB \$2

S7-81 R B RUSSELL (SSN 187) 6-24-94 decom by Rogak, PM Mare Is MB \$2

S7-82 Naval Constr Bn 121 12-24-44 sailor mail from Tinian addr to NCB 1210 MB\$2

S7-83 Naval Constr Bn 118 7-6-44 sailor mail from Milne Bay, New Guinea w/censor mark MB \$2

S7-84 Naval Constr Bn 62 7-24-43 sailor mail from Co D, Platoon 3 w/censor mark MB \$2

S7-85 Naval Constr Bn 42 7-2-45 sailor mail from Leyte w/censor mark MB \$2

S7-86 Navy #3247 (Tinian) 3-22-45 sailor mail from Military Govmnt Section MB \$2

S7-87 NS SAVANNAH 1-21-65 visit to San Juan PR, PM San Juan MB \$2

S7-88 NS SAVANNAH 10-1-66 visit to Bremerhaven, fancy cxi w/purser r/s MB \$2

S7-89 VP 72 (Patrol Sq) 3-10-42 sailor mail w/censor mark MB \$2

S7-90 VP 101 (Patrol Sq) 6-25-41 squadron PM on US 1 cent PC MB \$2

S7-91 Fleet Air Wing 15 2-18-44 detach 1 sailor mail w/censor mark MB \$2

S7-92 VB 16 (bombing sq) 1-4-44 sailor mail w/censor mark MB \$2

S7-93 NAS Dutch Harbor 6-16-42 registered sailor mail w/censor mark MB \$2

S7-94 MACON (ZRS 5) 7-18-34 training flgt at Sea by Oakland C of C, PM Moffett Fld MB \$4

S7-95 MACON (ZRS 5) 8-22-34 Ft Lewis greets MACON r/s c, PM Ft Lewis MB \$4

S7-96 MACON (ZRS 5) 11-21-34 1st visit to Avalon, CA by Aviation Businessmen Assoc MB \$4

S7-97 MACON (ZRS 5) 11-29-34 greetings from Moffett Fld Thanksgiving Day, PM Moffett Fld MB \$4

S7-98 WOODROW WILSON (SSBN 624) 10-15-69 Polaris 3 launch, PM Cape Canaveral MB \$2

S7-99 JOHN C CALHOUN (SSBN 630) 2-11-65 Blue Crew Polaris launch by Beck B488 MB \$2

S7-100 JOHN ADAMS (SSBN 620) 1-12-65 launch by PNS Devel Assoc, CO auto, PM Portsmouth MB \$2

S7-101 JOHN ADAMS (SSBN 620) 7-9-64 Gold crew Polaris launch, PM Cape Canaveral, CO auto MB \$2

S7-102 DUBUQUE (LPD 8) 9-1-67 commission by Beck B734 MB \$2

S7-103 DUBUQUE (LPD 8) 8-6-66 launch by Beck B643, PM Pascagoula MB \$2

S7-104 JOSEPHUS DANIELS (DLG 27) 5-8-65 commission by Beck B531 MB \$2

S7-105 JOSEPHUS DANIELS (DLG 27) 12-2-63 lau by Beck B409, PM Bath MB \$2

S7-106 DENVER (LPD 9) 10-26-68 commission by Beck B743 MB \$2

S7-107 DENVER (LPD 9) 1-23-65 launch by Beck B507, PM Seattle MB \$2

S7-108 ALBERT DAVID (DE 1050) 12-8-68 commission by Beck B690 MB \$2

S7-109 ALBERT DAVID (DE 1050) 4-29-64 keel lay by Beck B427 PM Seattle MB \$2

S7-110 ALBERT DAVID (DE 1050) 12-19-64 launch by Beck B494, PM Seattle MB \$2

S7-111 DULUTH (LPD 6) 8-14-65 launch by Beck B550, PM Brooklyn MB \$2

S7-112 DULUTH (LPD 6) 12-18-63 keel lay by Beck B415, PM Brooklyn MB \$2

S7-113 VALLEY FORGE (CV 45) 11-3-46 commission cachet MB \$2

S7-114 ORISKANY (CV 34) 9-25-50 commission cachet MB \$2

S7-115 PENGUIN (AM 33) 7-4-37 bird cachet by Schlechter for Mem Day, sunk MB \$3

S7-116 FAIRFAX (DD 93) 5-3-36 named for RADM Donald Fairfax r/s c, F50 MB \$2

S7-117 FAIRFAX (DD 93) 5-10-36 same cachet as above, fancy Mothers Day cxi, F50 MB \$2

S7-118 FAIRFAX (DD 93) 5-15-36 same cachet as above, kb Venezuela F50 MB \$2

S7-119 TARPON (SS 175) 5-7-36 shakedown cruise by ANCS Argonauts, kb Howdy Houston MB \$3

S7-120 MACDONOUGH (DD 351) 3-17-36 St Patricks Day cachet by ANCS 78 MB \$2

S7-121 PRESTON (DD 379) 4-22-36 launch c at Mare Is, PM OMAHA, sunk MB \$2

S7-122 DOWNES (DD 375) 4-22-36 launch by Nicholson, PM HENDERSON MB \$2

S7-123 ARGONAUT (SS 166) 2-12-36 1st Anniv MACON loss by Aiglon MB \$3

S7-124 BEAVER (AS 5) 2-12-36 1st Anniv MACON loss by Aiglon MB \$2

S7-125 SMITH (DD 378) 2-20-36 launch at Mare Is, PM ARCTIC MB \$2

S7-126 PERKINS (DD 377) 2-12-37 r/s shakedown cruise Richell, kb Pearl Hrbr MB\$2

S7-127 S TACK (DD 406) 6-25-37 keel lay cachet, PM VEGA MB \$2

S7-128 LARK(AM 21) 5-30-36 r/s Mem Day by John Rodgers Ch, kb at Tutuila MB\$2

S7-129 MOFFETT (DD 362) 9-4-36 commission by Moffett Ch, nmc auto MB \$2

S7-130 YORKTOWN (CV 5) 9-30-37 commission by Schupp MB \$2

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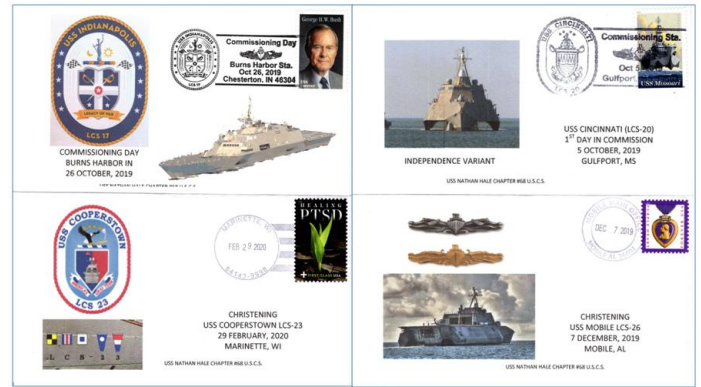
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USS INDIANAPOLIS (LCS 17) Commissioning, 10-26-2019, Burns Harbor IN, pictorial, \$2.50

USS COOPERSTOWN (LCS 23) Christening, 2-29-2020, Marinette, USPS, \$2.50

USS MOBILE (LCS 26) Christening, 12-7-2019, Mobile AL, USPS, \$2.50

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c/o Alvin Eckert

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USS JIMMY CARTER (SSN 23) 15th Anniversary, 2-19-2020, Groton, pictorial, \$2.00USS PLUNGER (SSN 595) 25th Anniversary, 11-21-1987, Mare Island CA USPS, \$2.00USS POLLACK (SSN 603) 20th Anniversary, 5-26-1984, Camden NJ, USPS, \$2.00

USS POLLACK (SSN 603) Inactivated, 11-16-1988, Mare Island CA USPS, \$2.00

USS POLLACK (SSN 603) Last Day Commission, 3-1-1989, Mare Island CA USPS, \$2.00

USS RICHARD B RUSSELL (SSN 687) Last Day Commission, 6-24-1994, Mare Island pictorial, \$2.00

USS SAGINAW (LST 1188) Last Day Commission, 6-28-1994, Ship's cancel, \$2.00

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Williamsburg VA 23185

USS GERALD R. FORD (CVN 78) Merry Christmas, 12-25-2019, ship's cancel, \$2.50

USS HAMPTON (SSN 767) 20th Anniversary, 11-6-2013, Norfolk pictorial, \$2.50**Prices as marked each plus SASE****Richard D. Jones**

137 Putnam Ave.

Ormond Beach FL 32174-5331

USS VERMONT (SSN 792) Administrative Commissioning, 4-18-2020 Groton USPS cancel, \$2.50

USS OAKLAND (LCS 24) Acceptance Trials, 22 May 2020, Mobile USPS cancel, \$2.50

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11/18



STEVE SHAY
747 SHARD CT
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Universal Ship Cancellation Society Log

July 2020

Secretary's Report June 2020 Welcome New Members

12599 Matthew Kirchner, 12549 28th Ave NE Apt 303, Seattle WA
98125-4393 by Mike Piscetelli (11557)
S-12600 George Beringer, 6432 Brookway Dr, San Antonio TX 78240-4901
by Rich Nallenweg (10385)

Converted to Life Membership

L-9303 Helen Fowler

Reinstated

11628 Ronald Greenwood, 5667 Ambassador Dr, Rocklin CA
95677-4419
12307 Michael Kemp, 10 Thatcher Stanfords Close, Melbourn Royston
Herts SG8 6DT United Kingdom
12309 Dr. Marion Rollings, 101 New Amwell Rd, Hillsborough NJ
08844-5516
7726 George Wildes, 34 Riverdale Rd, Westerly RI 02891-2824S-12498
L-3983 Robert Quintero

Membership on 5/1/2020.....	753
New Members.....	2
Reinstated.....	4
Membership on 5/31/2020.....	759
Membership on 6/1/2019.....	782

Steve Shay,
Secretary

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2021 September 3-5 - BALPEX - Hunt Valley MD

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