

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 87 No. 8

August 2020

Whole No. 1041

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Feature Post Card

USS BIRMINGHAM Scout Cruiser 2



Edwin Hayes, Jr. (11,128) provides this month's feature post card with a Locy Type 1 cancel from USS BIRMINGHAM Scout Cruiser 2. The card is one of the illustrations for his article on the First and Last Navy Scout Cruisers which begins on page 19.

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

Another month and we are still partially locked down and on restricted movement unless we are masked. Hallmark Channel has been showing Christmas in July movies and car dealers are trying to cash in on similar sales gimmicks. For me, I had my Christmas in July with a delivery of a thumb drive with a variety of over twenty-five articles from **Jake Wilhelm**. For the last three years Jake has provided dozens of articles for the **USCS Log**. This year's supply of articles includes featured Medal of Honor Awardees, Ships named for Naval Aviators, and a variety of longer topics. For August, I selected his ship/boat tie-in to the 2012 novel *Fire of the Raging Dragon* by Don Brown.

One of the better outcomes of the COVID-19 virus shutdowns has been that members have had more free time to create articles for the **Log**. Many of our frequent writers like **Ed Hayes, Jr., Charles Bogart, Lloyd Ferrell, Jim Moses, Greg Finnegan, Phil Schreiber** and **Stewart Milstein** have consistently provided much of the content for each issue along with the monthly material provided by each of the columnists. Without their support and that research by occasional contributors, the **USCS Log** could not continue as an award winning philatelic journal. Looking forward, I have a couple of articles pending approval from sources, but that has been somewhat tricky since many folks are working from home locations and don't always have easy access to files.

Naval shipbuilding events continue to be marked by very limited attendees. USS TRIPOLI was Administratively Commissioned in the shipbuilder's yard on 15 July and will head to San Diego shortly after. Similarly, PCU ST. LOUIS (LCS 19) was to be commissioned at Pensacola and will now be commissioned at her homeport NS Mayport FL with a limited gathering. Certainly, the strike at Bath Iron Works in Maine will push shipbuilding events back even further than the six-months they were said to be behind before the strike.

Keep organizing your collections; write an article, and above all--Stay Safe,

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)

USS VELLA GULF (CG 72),

USS STOUT (DDG 55)

USS JAMES E. WILLIAMS (DDG 95)

USS TRUXTON (DDG 103)

Recently/Currently Deployed

USS SCRANTON (SSN 756) Deployed WESTPAC

USS INDIANA (SSN 789) 6th Fleet AOR June 2020

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

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 August 1952 (Korean War)

During the Korean War, USS CARMICK (DMS 33) is fired on by enemy shore guns in the vicinity of Songjin lighthouse. Returning fire, CARMICK's battery fire silences the guns.

5 August 1882 (Classic)

The first US Navy steel warships (USS ATLANTA, USS BOSTON, USS CHICAGO and USS DOLPHIN), are authorized by Congress, beginning the New Navy. Subsequently known as the A, B, C, D ships, they are built at Chester, Pa. USS DOLPHIN is commissioned first in 1885, followed by USS ATLANTA (1886), USS BOSTON (1887), and USS CHICAGO (1889).

8 August 1924 (Post WW I)

USS SHENANDOAH (ZR 1) secures herself to the mooring mast on USS PATOKA (AO 9), making the first use of the mooring mast erected on shipboard to facilitate airship operations with the fleet.

11 August 1898 (Spanish-American War)

During the Spanish-American War, USS CUSHING (TB 1), USS GWIN (TB 16), and USS MCKEE (TB 18) captured and burned the Spanish schooner JOVER GENARD at Carenas, Cuba.

16 August 1954 (Modern)

Operation Passage to Freedom begins. The operation transports refugees from Haiphong to Saigon, Vietnam.

19 August 2017 (Modern)

A team of civilian researchers led by entrepreneur and philanthropist Paul G. Allen announces they found the wreck of World War II cruiser USS INDIANAPOLIS (CA 35), which was lost 30 July 1945, in 18,000 feet of water. About 800 of the ship's 1,196 Sailors and Marines survived the sinking, but after four to five days in the water - suffering exposure, dehydration, drowning, and shark attacks - only 316 survived.

23 August 1942 (World War II)

During Operation Europe, USS TUSCALOOSA (CA 37), escorted by destroyers RODMAN (DD 456) and EMMONS (DD 457) and British destroyer HMS ONSLAUGHT, arrives at Murmansk, Russia, and disembark men and unloads equipment from two RAF Bomber Command squadrons that were transferred to North Russia.

26 August 1949 (Post WW II)

While operating in stormy seas off northern Norway, USS COCHINO (SS 345) suffers a series of serious battery explosions that result in her loss. Though COCHINO's crew is successfully rescued by USS TUSK (SS 426), the submarine loses seven of her own men during this difficult effort.

29 August 1944 (World War II)

USS JACK (SS 259) attacks Japanese convoy H3 and sinks minesweeper W28 and army cargo ship, Mexico Maru, northwest of Manado, Celebes.

Calendar of Events

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

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

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

? notes a tentative or uncertain date.

signifies a change from previously published date.

POSTPONED Formal Commissioning Ceremonies

? PCU DELAWARE (SSN 791) Commissioning, Wilmington DE

? PCU VERMONT (SSN 792) Commissioning, Groton CT

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

August 2020

#8 PCU ST. LOUIS (LCS 19) Commission, NS Mayport 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 Thad Kaczowski, Mike Brock, & Rich Hoffner for ship event updates.

2020 Ship Anniversaries

50 YEARS – BLUE RIDGE LCC-19, 11/14; **30 YEARS** DEVASTATOR MCM-6, 10/6; WEST VIRGINIA SSBN-736, 10/20; TORTUGA LSD-46, 11/17; SCOUT MCM-8, 12/15; **25 YEARS** – 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** – BAINBRIDGE DDG-96, 11/12; **10 YEARS** – GRAVELY DDG-107, 11/20; **5 YEARS** – JOHN WARNER SSN-785, 8/1; MILWAUKEE LCS-5, 11/21; JACKSON LCS-6, 12/5

FPO Updates

USS DELAWARE (SSN 791)

UNIT 100339 BOX 1

FPO AE 09583

USS KANSAS CITY LCS 22

UNIT 100434 BOX 1

FPO AP 96694

USS TRIPOLI (LHA 7)

UNIT 100429 BOX 1

FPO AP 96694

USS VERMONT (SSN 792)

UNIT 100443 BOX 1

FPO AP 96694

USS ST LOUIS (LCS 19) Upon Commissioning

UNIT 100524 BOX 1

FPO AA 34089

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

Naval News

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USS KANSAS CITY Commissioned

The U.S. Navy commissioned USS KANSAS CITY (LCS 22) 20 June 2020 administratively via naval message, due to public health safety and restrictions of large public gatherings related to the coronavirus pandemic and transitioned the ship to normal operations. The Navy is looking at a future opportunity to commemorate the special event with the ship's sponsor, crew, and commissioning committee.

Tracy Davidson, the ship's sponsor, offered congratulations to everyone who played a role in delivering USS KANSAS CITY to service.

PCU OAKLAND Delivered

The Navy accepted delivery of the future USS OAKLAND (LCS 24) 26 June during a ceremony at Austal USA in Mobile, Alabama.

OAKLAND is the 22nd littoral combat ship (LCS) and the 12th of the INDEPENDENCE variant to join the fleet. Her delivery marks the official transfer of the ship from the shipbuilder to the Navy, bringing the service's inventory up to 300. It is the final milestone prior to its scheduled **commissioning in early 2021**.

Four additional ships are under construction at Austal USA: MOBILE (LCS 26), SAVANNAH (LCS 28), CANBERRA (LCS 30) and SANTA BARBARA (LCS 32). Three additional ships are awaiting the start of construction.

PCU OAKLAND is the third LCS delivered to the Navy in 2020. The future USS ST. LOUIS (LCS 19) was delivered 6 February, and the future USS KANSAS CITY (LCS 22) delivered 12 February. Two additional ships—MINNEAPOLIS-ST. PAUL (LCS 21) and MOBILE (LCS 26)—are planned for delivery this year.

PCU OREGON Float Off

On Thursday, 25 June 2020 Electric Boat, Groton shipyard paused for a moment to mark float off of SSN 793 PCU OREGON. OREGON, the 20th ship of the VIRGINIA-class, is now more than 90% complete.

USS CARNEY Change of Homeport

USS CARNEY (DDG 64) departed Naval Station Rota, Spain, for the last time as a Forward Deployed Naval Forces-Europe (FDNF-E) asset, 27 June 2020.

USS ROOSEVELT (DDG 80), named after the 32nd President Franklin D. Roosevelt and his wife Eleanor, replaced CARNEY in the first of four scheduled homeport shifts to occur in support of the U.S. Navy's long-range plan to gradually rotate the Rota-based destroyers.

CARNEY came to C6F on 25 September 2015, as one of the first Rota-based FDNF-E destroyers under commander, Task Force (CTF). CARNEY began operational tasking in the C6F area of operation immediately upon

arrival, conducting operations in the Black Sea, Mediterranean Sea, Eastern Atlantic Ocean, Red Sea, Indian Ocean, and Persian Gulf. The ship conducted 55 port calls throughout Europe, the Middle East, and Africa. Additionally, the ship participated in 11 large-scale exercises in the European theater, improving relations with both NATO allies and partners to include exercise Sea Breeze 2019.

CARNEY is scheduled to return to her former homeport of Mayport, Florida.

COLUMBIA-Class Contracts

The U.S. Navy is poised to ink almost \$10.4 billion in contracts with General Dynamics Electric Boat to procure the first two COLUMBIA-class ballistic missile submarines, which carry more than a dozen nuclear missiles on constant deterrent patrols.

The announcement detailed an award of \$869 million to Electric Boat to complete design work on the subs as part of a contract modification. The announcement also establishes the Navy's intent to award an additional \$9.5 billion for the first two hulls, which will happen once Congress officially approves the two-boat buy and appropriates the money.

The first boat is slated for a 2028 delivery and to go on its first patrol in 2031. The total buy is planned for 12 submarines.

USS ST. LOUIS Commissioning Ceremony Changed

The Secretary of the Navy chose Pensacola as the site for the Commissioning of the USS ST. LOUIS (LCS 19). The Commissioning has been re-scheduled for **Saturday, 8 August 2020** on board Naval Station Mayport, in Jacksonville, FL due to concerns regarding Crew COVID infection potential.

The Commissioning will occur at 1000 on Charlie 2 pier with minimal crowd participation due to public gathering restrictions. The Commissioning Committee from St. Louis, Missouri includes members of the Pensacola Navy League, the Greater Pensacola Chamber of Commerce and Visit Pensacola.

USCG's 11th WMSL Named

The U.S. Coast Guard is naming the 11th LEGEND-Class National Security Cutter (NSC), (WMSL 760), in honor of Elizebeth Smith Friedman, the service announced.

Friedman was a pioneering code-breaker for the Coast Guard during the Prohibition Era and World War II, serving within the Coast Guard Cryptanalytic Unit-387.

Her work with the Coast Guard began soon after the passage of the Volstead Act, which prohibited the manufacture, sale, or trade of alcohol in the United States.

Between 1927 and 1930, she is estimated to have solved over 12,000 smuggling messages in hundreds of different code systems, all by hand, with just pencil and paper. Her work led to 650 federal prosecutions and she personally testified in 33 cases.

During World War II, she was part of the team that broke the codes generated by the formidable Enigma-machine used by the Germans.

President's Message

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Although our annual USCS Convention at MILCOPEX has been cancelled, we still plan to have a virtual Board of Directors meeting in September to take care of the USCS business that we usually deal with during our annual conventions. Members who wish to make proposals for consideration by the board can submit their motions to me by August 30, 2020.

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.

Arthur Cole, Secretary of the NS SAVANNAH Chapter #109 had an article published in *Watercraft Philately*, the bi-monthly journal of the Ships on Stamps Unit of the American Topical Association. If you would like a print copy of the issue, contact Art Cole at 11004 Louis Drive SE, Huntsville, AL 35803-1008.

While we in Florida are still seeing spikes in positive test results, for personal safety, most of our activities are shopping for groceries and going to doctors' appointments. Even USCS board activities are at a minimum at this time of the year. The further we get in the year, the more APS shows are being cancelled. CHICAGOPEX is the latest major show to be cancelled. However, they are still going to have the Philatelic Literature Exhibits which will be judged by the jury at individual judges' homes. We can only hope 2021 will be kinder to philatelic pursuits.

The Board of Directors Nominating Committee has been busy vetting new candidates to run for the board in the 2021-2022 terms.

Stay safe – there is too much unknown about this pandemic to be taking chances with our lives no matter how frustrating and inconvenient daily activities have become.

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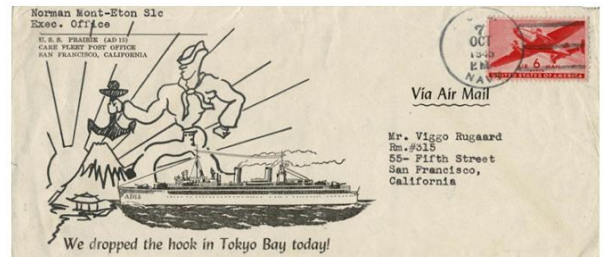
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USCS Auctions – take a look!

USS CAPELIN (SS 289) Launching Gow Ng cachet

USS PRAIRIE (AD 15) 1945 Tokyo Bay



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

DK ENTERPRISES WORLDWIDE POSTAL HISTORY

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



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

The Goat Locker

John Young (L-8219)
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The term “Independence Day” first appeared in 1791. Congress made July 4th an unpaid holiday for federal employees in 1870. The holiday is commonly associated with parades, barbecues, picnics and double-headers at the ball park. Some think of covers posted aboard naval ships on our nation’s birthday. Here’s my pick for this year!



Figure 1: Thermo-printed cachet (Robert Graham, ANCS #164) depicts battleship firing its big guns & July 4th posted aboard USS PENNSYLVANIA on 4 JUL 1935 with wording INDEPENDENCE/CELEBRATED in killers. Reverse: 3LK Official Cachet by USCS Ch 24/ 257 covers canceled/ Signed James Novae Sec.

Graham (USCS #667, ANCS #164) was the cachet director for USCS’ U.S. Fleet Chapter #24 (March-November 1935.) Artist name: Almas (lower right) may have been a member of the ship’s crew, as it appears on many of the chapter’s cachets. The chapter produced covers until Armistice Day 1935

Postcards of the Month: USS OHIO (BB 12)

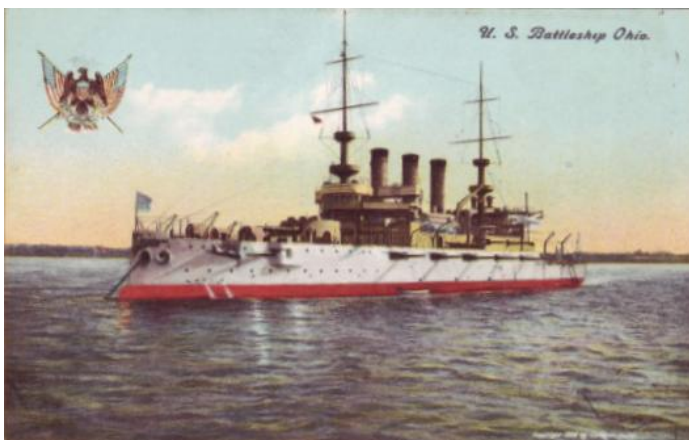


Figure 2: Divided back postcard (Illustrated Postcard Co.) depicts starboard view of USS OHIO at anchor, from photo taken by Enrique Muller during the ship's visit to New York City. Photo was taken in December 1906, as Mueller lived in Brooklyn.

Originally one of three pre-dreadnought “MAINE” class battleships built after the Spanish-American War that had their guns and masts similar to both British and Japanese warships. They were their first to use three tall funnels on the center line which became characteristic of American battleships until the arrival of USS SOUTH CAROLINA (BB 26) and USS MICHIGAN (BB 27). Originally equipped with fighting tops, she would be one of the first battleships to be equipped with the caged mast in 1909.

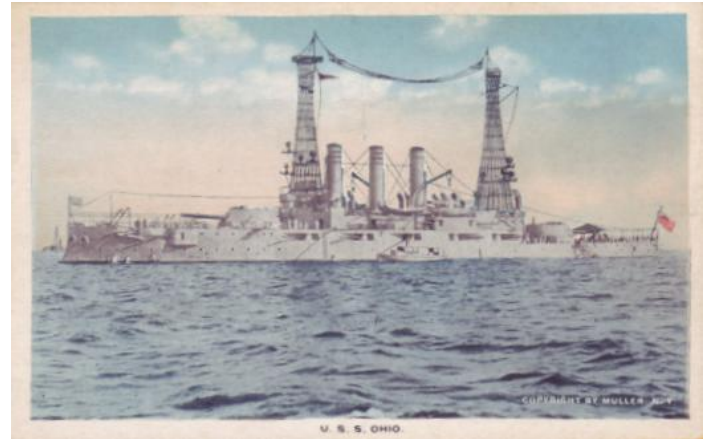


Figure 3: Divided back postcard (Stebbins, Boston) depicts OHIO with new color and caged masts, anchored with another battleship in background. Photo: copyright Mueller, New York. Mueller's son Robert, took over the family business in the early teens.

Built at Union Iron Works, San Francisco CA her keel was laid on 22 APR 1899 and the battleship was commissioned 4 OCT 1904 with Captain Leavitt C. Logan, USN in command. She was assigned to the Asiatic Fleet, departing on 1 April 1905 and upon her arrival Admiral Charles J. Train transferred his flag from USS WISCONSIN (BB 9) to USS OHIO. The seagoing coast-line battleship had a compliment of 561 officers and men. Her war-time complement: 802 officers and men, according to Ralph Lewis’ (USCS #2339) article in the *USCS Log* (1965.)

OHIO hosted William Howard Taft and Alice Roosevelt on the “Imperial Cruise” of the Orient (25 July through 13 October 1905) and was ordered to Hong Kong to aid the missionaries at Nan Chang on 27 February 1906. Ten missionaries were murdered in the riots in that city. At times, WISCONSIN operated with OHIO. Both ships were ordered back to the states (7 September 1906) OHIO, via the Suez Canal and WISCONSIN, via Honolulu. Upon her return, OHIO entered New York Navy Yard for an overhaul.

Years ago, I obtained a sailor’s scrapbook that belonged to Musician First Class Charles E. Marlow who served aboard USS OHIO (1905-06) while she was Flag, Asiatic Fleet. It contained postcards, programs, tickets and other memorabilia of his time aboard the battleship, including “Programs of Music” that lists the music played aboard by the ship’s band. The band entertained the crew, whether underway or moored in port. These programs are dated, and

lists the different tones i.e. marches, waltzes, overtures and an occasional solo and gives the ship's location.

My collection of USS OHIO Music Programs gives the ship's location:

4 OCT 1905 Yangtse Kiang River

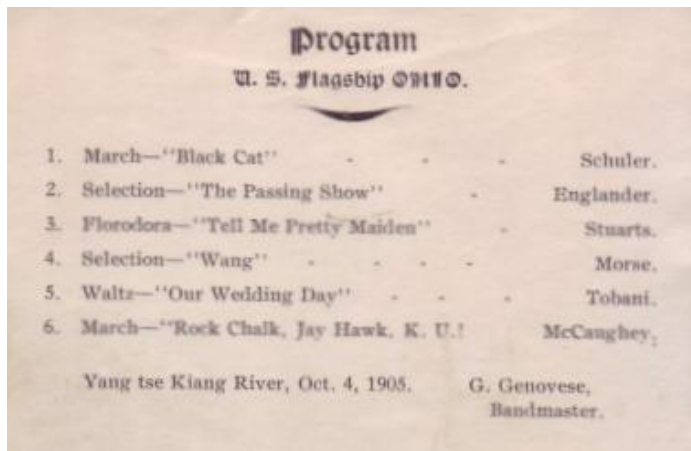


Figure 4: (program)

16 OCT 1905 Woo Sung, China
(northern section of Shanghai)

17 FEB 1906 Target Range

24 FEB 1906 Cavite, P.I.

9 MAR 1906 Hong Kong, China

24 MAR 1906 Olongapo. P.I.

3- 6 APR 1906 Woo Sung, China

20 APR 1906 Yokohama, Japan

5- 31 MAY 1906 Yokohama

4-8 JUN 1906 Kobe, Japan

11 JUN 1906 Inland Sea of Japan 9 OCT 1906 at Sea

13 JUN 1906 Nagasaka, Japan 10- 19 OCT '06 Columbo, Ceylon

10-14 JUL 1906 Cavite, P.I. 20- 26 OCT '06 at Sea

16-19 JUL 1906 at Sea 28 OCT 1906 Red Sea

20 JUL 1906 Chefoo, China 31 OCT- 1 NOV 1906 Suez Canal

26 JUL 1906 Drill Island 2 NOV 1906 Port Said, Egypt

28 JUL- 5 AUG '06 Chefoo, China 5-11 NOV 1906 Med

6-9 AUG 1906 at Sea 12 NOV 1906 Gibraltar, Spain

8 AUG 1906 Inland Sea, Japan 18 NOV 1906 at Sea

12-17 AUG 1906 Yokohama, Japan 2 DEC 1906 Tompkinsville NY
(Staten Island)

19 AUG 1906 at Sea

20 AUG 1906 Inland Sea, Japan

21-22 AUG 1906 at Sea 3- 22 DEC '06 Brooklyn

23 AUG- 5 SEP '06 Chefoo, China
(now Yantai, China)

6-7 SEP 1906 at Sea 9- 10 FEB 1907 at Sea

12 SEP 1906 Cavite, P.I. 14 FEB-14 MAR 1907
Guantanamo, Cuba

15 MAR-5 APR 1907 Cape Cruz,
Cuba

6 APR 1907 at Sea

6 MAY 1907 Hampton Rds VA

31 MAY- 4 JUN 1907 New York City

6 JUN 1907 Southern Drill Gds

7-28 JUN 1907 Hampton Rds, VA

7-8 JUL 1907 at Sea

9-13 JUL 1907 Hampton Rds VA



Figure 5: Business card

Note: business card has photo of the battleship, as their print shop used the same cut on other items printed in the shop. It appears that the print shop used whatever paper was available, as some programs were printed on the reverse of lined paper.

In January 1907, the Atlantic Fleet was re-organized with USS OHIO becoming the flagship, Division 4 and participated in the 1907 Jamestown Exposition. She was one of sixteen battleships that showed the flag on the Around the World Cruise of the Great White Fleet from December 1907 to February 1909.

TO BE CONTINUED

The Saginaw Valley Naval Ship Museum USS EDSON (DD 946) Jerry Crow (5717)

Naval Ship Museum USS EDSON (DD 946) now has a new naval cover display showing the history of Naval Covers and USS EDSON cancels. The display as shown in the photo below is now in the ship's post office located near the mess deck.

Jerry Crow (5717) put the display together for The Saginaw Valley Naval Ship Museum, Bay City, Michigan.

<https://www.ussedson.org/>



For Beginning Members

Long John Silver, Ship's Cook

What's a cachet? A cachet is a seal, design or inscription on an envelope that documents a postal, special or philatelic event. It is usually found on the front, left hand side of the envelope and its main purpose is to enhance the meaning and/ or appearance of the cover. Stamp dealers were the first to add cachets on envelopes for the first day of issue of new stamps in 1923. Early naval cover collectors sent these printed envelopes to naval ships, in a hope of getting unofficial first day covers.



Figure 1: Printed cachet by Albert Gorham, franked with the 2 cents Electric Light Jubilee issue, posted aboard USS PITTSBURGH (ex-PENNSYLVANIA) on 28 JUN 1929 with wording SHANGHAI/ CHINA in killers. Cancel is Type 3 (P-31) that was used 1927-29 and one of several listed as "C" scarce in USCS' Naval Postmark Catalogue.

We should note that the First Day of Issue was 5 June 1929 in Menlo Park, New Jersey and had been serving as Flagship, Asiatic Fleet since December 1926. Looks like mail clerk did not back-date the covers!

The first naval cachets appeared during the late 1920s. Albert Roessler, a New Jersey stamp dealer documented President-elect Herbert Hoover's 1928 Good-will cruise to Central & South America with a rubber stamp cachet. The cachet depicts a head shot of Hoover in a circle & wording denoting this event. The covers were posted aboard USS MARYLAND that carried him on the Pacific leg of the ten-week cruise.



Figure 2

Figure 2: Roessler's cachet on cover, franked with 10 centavos Peruvian stamp posted aboard USS MARYLAND on 5 DEC 1928 with CALLAO/ PERU in killers. Two other covers franked with two cents U.S. postage stamps posted aboard the battleship have the following wording LA UNION/ SANSALVADOR (26 NOV 1928) and GUAYAQUIL/ ECUADOR (28 NOV 1928.)

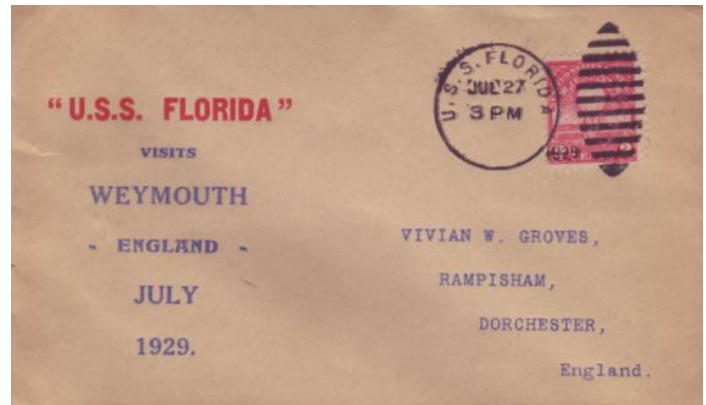


Figure 3: Printed text cachet documents USS FLORIDA visit to the English Channel coast port, posted aboard the battleship on 27 JUL 1929.

Vivian Groves, a British collector documented the 1929 Midshipman's Cruise to Weymouth, England with printed two-color text cachet, posted aboard three battleships- USS ARKANSAS, FLORIDA & UTAH. Groves' name & address are also printed and it appears that he produced more than being a mere collector. Note: each battleship's name is printed in red while the rest of the text was printed with blue ink.

The 1930s was the golden age of cachets with different techniques used by an artist, cachet sponsor or cover collector. We have the rubber stamp cachet, pictorial or lettered text; printed cachet-engraved, hectograph, mimeograph, or block; or hand-done cachets in various methods i.e. pen & ink, watercolors, paint or any combination of the different types mentioned.



Figure 4: "Doc" Hutnick used stamp letter kit & patriotic sticker to document launching of USS YORKTOWN (CV 5) at Newport News, posted aboard USS CHAUMONT on 4 APR 1936 with documenting wording between the killers by the mail clerk.

You might want to visit the USCS website www.uscs.org and take a look at Bob Rawlins' exhibit "Naval Cover Art" as it will show you the different ways of producing a cachet. Today, the most popular method is the computer.

West Coast Navy News

Ted Minter (9017)

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



USS JOHN S. MCCAIN Completes Certification

The crew aboard USS JOHN S. MCCAIN (DDG 56) successfully completed Basic Phase Certification on 2 June, following months of training and preparation to return the ship and her crew to operational status.

MCCAIN entered Basic Phase Training in November, 2019 following the completion of required maintenance. Since that time, the crew has undergone extensive in-port and underway training with teams from Afloat Training Group (ATG) and the Center for Surface Combat Systems.

Basic Phase Training and Certification is an extensive process required for all naval surface ships prior to operational tasking.

USS JACKSON Change of Command

USS JACKSON (LCS 6) Blue Crew held a change of command ceremony at Naval Base San Diego, 19 June.

CDR Stacy M. Wuthier, a native of Denver, Colorado, assumed command of the ship from CDR John P. Barrientos, a native of Brentwood, New York.

USS McCAMPBELL Heads to Portland OR

The guided-missile destroyer USS MCCAMPBELL (DDG 85) departed Yokosuka, Japan, 2 July, for Portland, Oregon, to complete a scheduled a 17-month Depot Modernization Period (DMP).

US Navy FY21 Inactivation Schedule Released

To facilitate fleet planning efforts to conduct decommissioning continuous maintenance availability (CMAV) or inactivation availability (INAC), the projected schedule for inactivating U.S. battle force and non-battle force naval vessels in FY21 is promulgated as follows:

Ship Name	Projected Inactive Date	Post Inactive Status
USS ZEPHYR (PC 8)	31 Mar 2021	Dismantle
USS SHAMAL (PC 13)	31 Mar 2021	Dismantle
USS TORNADO (PC 14)	31 Mar 2021	Dismantle
USNS SIOUX(T-ATF 171)	30 Sep 2021	Dismantle
USS FORT MCHENRY (LSD 43)	31 Mar 2021	OCIR
USS FREEDOM (LCS 1)	31 Mar 2021	OCIR
USS INDEPENDENCE (LCS 2)	31 Mar 2021	OCIR
USS FORT WORTH (LCS 3)	31 Mar 2021	OCIR
USS CORONADO (LCS 4)	31 Mar 2021	OCIR

USS BOXER Drydock

BAE Systems' San Diego shipyard has docked USS BOXER (LHD 4) in its "Pride of California" floating drydock early in July.

The shipyard team will now spend the next 18 months performing maintenance and modernization work aboard the 25-year-old ship.

The drydocking of USS BOXER was the first time the company's San Diego shipyard used its 950-foot-long "Pride of California" drydock to service a large-deck warship.

In April, BAE Systems received a \$200.3 million contract from the U.S. Navy to drydock and modernize the 843-foot-long USS BOXER. Under this contract, BAE Systems is upgrading the ship to support and operate F-35B Lightning II Joint Strike Fighter (JSF) jets on-board; perform hull, tank and mechanical work; and make other shipboard improvements.

The shipyard is expected to complete its work aboard the 25-year-old ship in December 2021.

USS BONHOMME RICHARD (LHD 6) Fire

On the morning of 12 July, a fire was called away aboard the ship while it was moored pier side at Naval Base San Diego. Base and shipboard firefighters responded to the fire. USS BONHOMME RICHARD was going through a maintenance availability, which began in 2018. As we go to print on 14 July, the fire was still being fought by base tugboats and aerial water bucket drops. The fire teams consist of more than 400 Sailors from 12 San Diego-based ships along with Federal and DOD firefighters.

Letters to the Editor

From: flynavy11@outlook.com <flynavy11@outlook.com>

To: Richard Jones

I'd like to express my sincere thanks to our Editor, Richard Jones and to long-time member **Bill Payden** for their kind responses to my article in the June 2020 **LOG**, "Interwar Convenience Covers, Part 2—Mr. Thompson's Billhead". I'm happy to report that Bill was able to amend the Latest Documented Use for both types of the address stickers used by Farmers National Bank. Let the record now reflect that the LDU for the bank's "patent" sticker with its indented lines of text has been increased by nearly **THREE** months, from 25 February 1936 to **22 May 1936**, and that the LDU for the "plain" sticker with its centered lines of text has been increased by fifteen days, from 12 June 1936 to **27 June 1936**. I'm very grateful to both men for taking time out of their lives to review their collections and share their findings with the hobby. This is what keeps USCS great!

-Steve Kovacs 10,244

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or Laser Cancel Ready 80#

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Norfolk Navy News

Darrell Millner (9859)

*106 Maxwell Lane,
Newport News VA 23606*



USS ROOSEVELT Deploys on First FDNF-E Patrol

USS ROOSEVELT (DDG 80) departed her new homeport of Rota, Spain, to execute her first Forward-Deployed Naval Forces-Europe (FDNF-E) patrol, 23 June 2020.

ROOSEVELT is replacing USS CARNEY (DDG 64) in the first of several scheduled homeport shifts to occur in support of the U.S. Navy's long-range plan to gradually rotate the four Rota-based destroyers.

ROOSEVELT is scheduled to conduct operations and exercises as directed by U.S. European Command (EUCOM) and C6F, including working directly alongside allies and partners throughout the Mediterranean Sea and Eastern Atlantic Ocean.

ROOSEVELT is the first DDG Flight IIA, AEGIS Baseline 9 ship to arrive in 6th Fleet

Prior to arriving in Rota, ROOSEVELT conducted Surface Action Group operations with USS DONALD COOK (DDG 75), USS PORTER (DDG 78), USNS SUPPLY (T-AOE-6), and Royal Navy frigate HMS KENT (F78) above the Arctic Circle and in the Barents Sea.

NORTHERN ATLANTIC OCEAN

Naval forces from Canada, France, Germany, Iceland, NATO, Norway, the United Kingdom, and the United States are participating in the NATO Allied Maritime Command-led (MARCOM) exercise Dynamic Mongoose 2020 in the northern Atlantic Ocean, 29 June to 10 July 2020.

Participating units from the United States included USS ROOSEVELT (DDG 80), USS INDIANA (SSN 789), and two P-8A Poseidon Maritime Patrol Aircraft assigned to patrol squadrons 47 and 16 based out of Naval Air Station Sigonella, Italy.

The live exercise was designed to provide intermediate and advanced Anti-Submarine Warfare (ASW) training opportunities at the unit and task group level, sharpening the ASW and Anti-Surface Warfare (ASUW) skills of participants. Dynamic Mongoose 2020 also served to build interoperability and strengthen the enduring relationships among participating allied forces.

TRUMAN Begins Shipyard Availability

USS HARRY S. TRUMAN (CVN 75) arrived at the Norfolk Naval Shipyard to begin a short maintenance period following significant underway time since 2018.

TRUMAN has had a busy last three years: In July 2017, the carrier left Norfolk Naval Shipyard to head to the nearby Naval Station Norfolk after completing a 10-month planned incremental availability. In 2018, the carrier deployed in April, came home in July for a "working port call" in Norfolk, VA., left again for the second half of the deployment in August, and finally returned home in December. The carrier

and her strike group spent the deployment in U.S. 6th Fleet, conduction operations everywhere from the Eastern Mediterranean to the Arctic Circle.

TRUMAN was then set to deploy again in September 2019, but the carrier was sidelined at the last minute due to an electrical system failure. The strike group's combatants deployed in September as a surface action group, and TRUMAN deployed in late November and joined them in the Middle East.

After all that at-sea time, TRUMAN had to stay off the coast of Virginia this spring instead of coming home after deployment. The Navy had no other certified carrier strike groups at home at the time that could respond to an emergency, and the Navy couldn't risk TRUMAN becoming non-deployable due to a COVID-19 outbreak. TRUMAN stayed safely at sea until the NIMITZ Carrier Strike Group deployed in June.

Despite all the at-sea time over the last three years, TRUMAN will be going through a short maintenance availability at Norfolk Naval Shipyard.

USS ALBANY Homecoming

USS ALBANY (SSN 753) returned to her homeport at Naval Station Norfolk from a deployment, 10 June .

Under the command of CDR Mathias Vorachek, ALBANY returned from a deployment to the U.S. European Command area of responsibility where she executed the chief of naval operations' maritime strategy by supporting national security interests and maritime security operations.

ALBANY, whose motto is "Still Making History," is the fifth U.S. Navy ship to bear the name of New York's capital city.

ARABIAN SEA ASW

The DWIGHT D. EISENHOWER Carrier Strike Group (CSG) conducted a live, non-firing advanced anti-submarine warfare (ASW) exercise in the Arabian Sea 15-17 June.

Exercise participants included the aircraft carrier USS DWIGHT D. EISENHOWER (CVN 69), USS SAN JACINTO (CG 56), USS TRUXTUN (DDG 103), embarked aviation elements from Carrier Air Wing (CVW) 3, Destroyer Squadron (DESRON) 26, and the nuclear submarine NEWPORT NEWS (SSN 750).

During the exercise, SAN JACINTO and TRUXTUN screened and protected Eisenhower while a P-8A Poseidon from the "War Eagles" of Patrol Squadron 16 conducted airborne maritime patrol and reconnaissance.

The EISENHOWER Carrier Strike Group is deployed to the U.S. 5th Fleet area of operations (AO), conducting maritime security operations in international waters alongside regional partners.

EISENHOWER and SAN JACINTO Break Record

As of 25 June the aircraft carrier USS DWIGHT D. EISENHOWER (CVN 69) (Ike) and her escort ship, USS SAN JACINTO (CG 56), have been continuously at sea for 161 days, setting a new record for the U.S. Navy.

Regards,

Darrell

Operation Highjump

Frank Strobel cachets

Dick Weber (7673)

I was looking through the January 2007 issue of the *USCS Log* and read an article by **John Young** about Operation Highjump. I was interested specifically with the Frank Strobel cachets made for that expedition. In the article John describes the 3 cachets as:

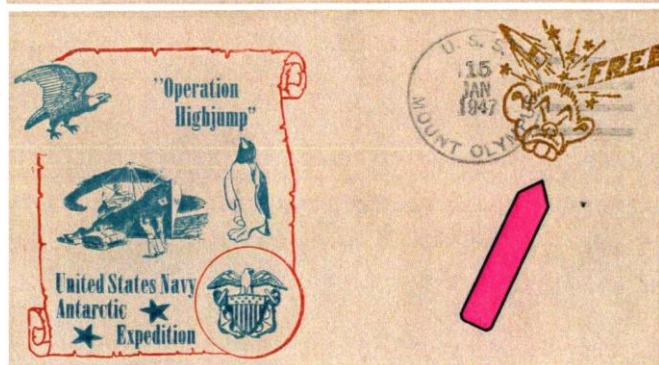
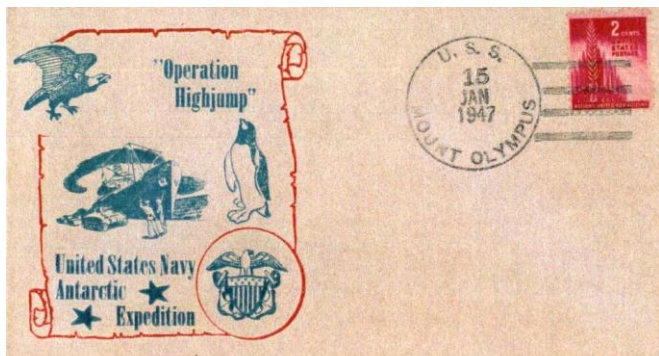
"#1 Eagle and Penguin with wording Operation Highjump (top) and United States Navy Antarctic (two stars) Expedition (bottom)"

"#2 Polar Bear and Penguin with wording United States/ Navy (two stars) (top) Antarctic Expedition (bottom)."

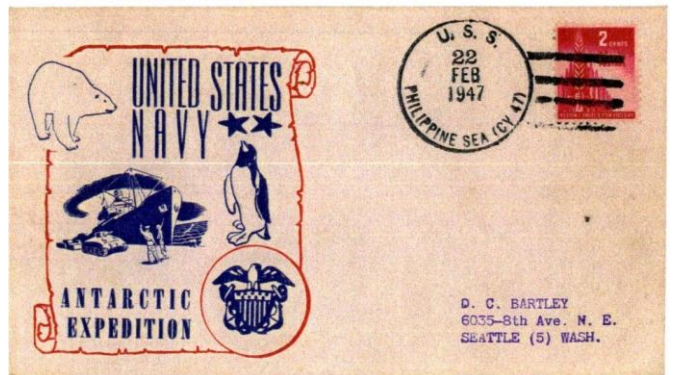
"#3 Penguin with wording United States Navy/ Operation Highjump (top) and Antarctic Expedition/ Homeward Bound (bottom)."

John also states, "Most of Strobel's covers were posted aboard Expedition ships, they usually bear a postmark after they return. Probably the only exception were covers aboard USS BURTON ISLAND (AG 88) on 22/Feb/1947"

After reading this I looked at my Highjump collection and found that I have several Strobel covers that are postmarked during the Expedition. Two #1 cachets from MT OLYMPUS with 15/Jan/1947, one #2 cachet from PHILIPPINE SEA dated 22/Feb/1947 and a #1 from BURTON ISLAND with the 22/Feb/1947 date. All are unaddressed except PHILIPPINE SEA that was sent to D C Bartley.



USS MOUNT OLYMPUS #1 cachets



Top #1 cachet USS BURTON ISLAND
Bottom #2 cachet USS PHILIPPINE SEA

I also have a different #2 Strobel cachet from MT OLYMPUS. The wording is USS/AGC 8/MT OLYMPUS Flagship (in 3 lines) (top) Antarctic Expedition (bottom) PM 10/Jan/1947 (?) **Figure #3**



Figure 3: USS MOUNT OLYMPUS New Version #2 cachet

I don't know if this a new find or not, but it is the only one I have ever seen in my 40+ years of collecting Operation Highjump.

I hope this will shed some new light on the somewhat hard to find Frank Strobel cachets.

LOG AUCTION DONATIONS

Please consider donating your excess covers to the USCS monthly auctions. Your donations are appreciated and you will receive an acknowledgement letter for your donation.

Send donations to:

Laurie Bernstein, Log Auction Manager
3145 E Chandler Blvd, #110-545,
Phoenix, AZ 85048

Operation Swift Mercy

Stewart B. Milstein (L-7205)
PO Box 1051, Cortaro AZ 85652-1051



Operation Swift Mercy was the name given to the joint US Army-Navy plan to quickly liberate all the military and civilian personnel held in Japanese prison camps during World War II. Given the acronym RAMP (Recovered American Military Personnel) these people would need to be tended to as promptly and efficiently as possible. Recovering RAMPs was a high priority item because the US military feared that the Japanese would murder all their prisoners as soon as US forces landed during an invasion. Japanese camp officers, as well as government ministers, were planning to burn documents and change their names before going into hiding. These people feared that they would be tried for war crimes. Would the kill order, based on the fear of a US invasion, still be carried if Japan surrendered and was subsequently occupied?

During the course of World War II, the Japanese operated approximately 775 POW camps. About 600 camps were located in the Japanese Empire. On the four main home islands, there were 185 camps. The location of many of these camps was unknown to the US military. Camp names and numbers were often changed, especially, in the Pacific Ocean area and the Philippines, as US forces moved closer to Japan. This seemingly large number of camps was because the Japanese were not prepared to deal with as many military or civilian personnel as they captured. Japanese soldiers and sailors were not expected to surrender, as surrender was deemed to be dishonorable. The US did know that approximately 123,000 civilians were being held in the Philippines and the Netherlands East Indies. It is believed that 27,000 US troops were captured. Of that number it is estimated that 10,800 (40%) died from mistreatment, disease, starvation, torture, and murder. An unknown number were killed by US airmen in the B-29 fire bombings of Tokyo and other Japanese cities as the prisoners were held in buildings close to the factories where they performed slave labor. At least 10 POWs were killed in Hiroshima on 6 August 1945.

The Japanese military and corporations used military and civilian transports and cargo ships, 134 in all making 156 voyages, to move military and civilian prisoners to sites where they needed slave labor. "Hell Ships" was the name given to these overcrowded vessels where men died en route from heat, thirst, and beatings. Of the 21,000 POWs that died at sea, 19,000 were inadvertently killed by 52 different US Navy submarine attacks and, in several instances by US carrier aircraft and planes from the 5th Air Force.

On 10 August 1945, Gen. Albert C. Wedemeyer, commander of all US forces in China, and Chief of Staff to Nationalist leader Chiang Kai-shek, knew that Soviet forces, which had entered the war against Japan the previous day, would soon encounter POW camps. He ordered his Office of

Special Services (OSS) teams to parachute into northern China and Manchuria and make contact with both Soviet and Chinese Communist forces. The plan was to liberate Allied POWs from the 3 POW camps in Manchuria and get them moving toward Darien where they would be evacuated by the US Navy.

Among the conditions that the Japanese agreed to when the initial surrender documents were signed in Manila in August 1945, was that no government and military records were to be destroyed. Enforcing this provision of the surrender agreement was not possible. Some records had been lost as the Japanese retreated. Others were deliberately burned by Japanese POW camp authorities just prior to US forces entering the camps.

Another provision of the surrender agreement was that the Japanese would give the location of all the POW camps. The roofs of the building were to be painted in 20-foot-high white letters. B-24s, B-29s, and carrier aircraft began overflying Korea, Manchuria, China and Japan to locate the camps. Once located these same aircraft began dropping food, medical supplies, clothing, and other essentials to the former POWs. It was a steep learning curve as supplies needed to be dropped at low levels (600 feet) and low speed so that they would not shatter on impact or injure the recipients. TBMs were specially fitted to drop supplies out of the torpedo bays.



Japanese unloading supplies dropped by air at Omori PW Camp near Tokyo, 30 August 1945.

PLATE NO. 31
 Prisoner of War Relief Missions

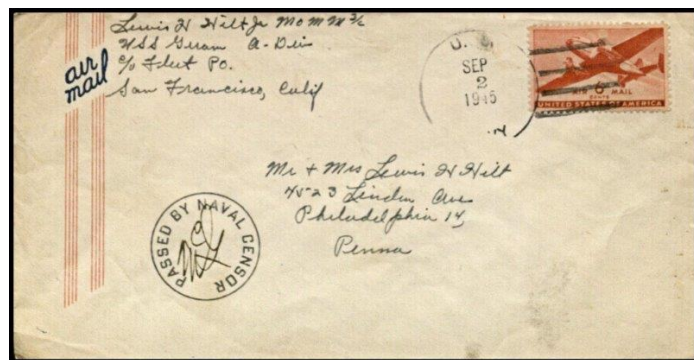
<https://history.army.mil/books/wwii/MacArthur%20Reports/MacArthur%20V1%20Sup/ch4.htm>

On 28 August 1945 as US Army Air Force transports were landing at Atsugi Air Base, the US Navy was beginning the liberation and evacuation of RAMPs in the immediate vicinity of the air base as well as Yokosuka naval base. This evacuated area was extended to the entire Tokyo Bay area. Though none of the landings, by Landing Craft, Vehicle/Personnel (LCVP) were opposed, the Navy had been ordered not to proceed more than five miles inland before the formal September 2nd surrender. Brought to Yokosuka from all over the Tokyo Bay area by LCVPs and requisitioned Japanese military and civilian vehicles of all sorts, the RAMPs were given showers, clothing, a disinfectant treatment which meant being sprayed with DDT, and food. Medical triage divided the RAMPs into one of 6 categories. **Category 1A – Strict Mental** (major psychotic) - those who

would need to be locked down and tended to with special attendants; **Category 1B – Security Mental** – locked down. **Category 1C – Open Ward Mental Patients; Category 2 – Litter cases; Category 3 – Ambulatory** – cases that would require medical services from others, and **Category 4 – Troop Class** – ambulatory and able to take care of themselves.

Some RAMPSs had to stay in on-shore facilities before being transferred to hospital ships. Others were flown to Manila or Guam for further treatment. The ambulatory were loaded aboard transports and sent to Manila which acted as a clearing house. Most RAMPs would be flown to the US, while others would travel by hospital ship or troop transport. RAMPs were de-briefed and asked to supply their names, rank, branch of service, date and place of capture. Intelligence was also gathered about the people who died in captivity. If possible, the military wanted to know where, when, how, and where the remains were buried. From these debriefings Allied intelligence was able to determine the location of other POW camps. Intelligence was also gathered for possible use in war crimes trials. This procedure would be followed at every other port, and every other ship, where RAMPs were first embarked to begin their journey to Okinawa, Manila, Guam, and then the US.

On 2 September 1945, USS HARRY E. HUBBARD (DD 748) and EVANS (DD 552) entered the Manchurian port of Darien to begin the evacuation of almost 1500 RAMPS and civilian internees that had been released from Mukden. The RAMPs were then to be transferred to USS RELIEF (AH 1). Soviet troops occupied the city. Their rampaging behavior made evacuation impossible. Adm. Thomas C. Kinkaid, C-in-C of the 7th fleet ordered an overflight of Darien by carrier aircraft from USS ANTIETAM (CV 36) and CABOT (CVL 28). Three heavy cruisers and five destroyers of TF 72 steamed off Darien. This naval presence, plus the presence of USS LOUISVILLE (CA 28), HERNDON (DD 638), FRANK E. EVANS (DD 754), McNULTY (DE 581), EUGENE E. ELMORE (DE 686), and three other destroyer escorts seemed to speed the evacuation process.



Sailor mail cover from USS GUAM 2 SEP 1945 while part of TF 71

On 3 September 1945 Task Group 77.1 was detached from a minesweeping operation and ordered to Keelung, a port city in northern Formosa (Taiwan). Led by escort carriers USS BLOCK ISLAND (Flag) (CVE 106) and

SANTEE (CVE 29), and accompanied by the sequentially numbered destroyer escorts THOMAS J. GARY, PISTER, FINCH, and KRETCHMER (DEs 326-329), battled mines and a typhoon to reach Keelung on 5 September. As there had been no communications with Japanese forces on the island, a leaflet drop, in English, was carried out over the 3 POW camps. The hope was that someone on the island would be able to translate the leaflets into Japanese for the benefit of the Japanese. Covered by aircraft from the carriers, DEs GARY and KRETCHMER made for shore. It would be an 8 ½ hour trip through shoal water, mines and other obstacles to reach dockside. As the 2 ships approached the pier, a TBF landed at the Japanese airbase. Contact with Japanese officials was made as well as with the former POWs. A list of needed supplies was radioed back to the carriers. The carriers, however, were not equipped with all the supplies they would have needed had POW liberation been their primary assignment. The crews scrounged what they could and 9,500 pounds of food and medicine were flown to the field by TBFs. Distribution was carried out via Japanese vehicles. These same vehicles, and the island's railroad, transported the RAMPs to the Port of Keelung.

Almost all of the former POWs needed medical care. The RAMPs were shifted from the DEs to the carriers. The hanger deck of USS BLOCK ISLAND became a large hospital ward. Left behind at Keelung were 82 former POWs too sick to travel and 39 US medical personnel who would tend to them. These 121 people would be removed by the Royal Navy's Task Group 111.3 which entered Keelung on 7 September. The ships of TG 77.1 having completed their mission in 36 hours made for Manila where they arrived on 9 September 1945.

On 7 September 1945 the US Navy hospital ship USS RESCUE (AH 18) arrived at Jinsen (Inchon) Korea. She initially loaded 138 US RAMPs and 30 British former POWs. When Seoul was occupied the next day, an additional 130 British former POWs boarded the hospital ship.

By mid-Sep 1945 almost every US POW had been successfully removed from Japanese control.

Philatelic Notes

I have used the 1945 place names for these would be the names that would have appeared in the killer bars. Modern place names are indicated by parentheses. In Manchuria, Korea, and Japan landings could only be made by small landing craft, most without a post office. Mines, fixed and free floating, were a continuous problem. Minesweeping operations would continue for months. Many of these ships did not have on-board postal facilities. The damage wrought by US naval gunfire and carrier aircraft on roads, bridges and tunnels made the movement of vehicles, especially the larger and heavier US equipment difficult, if not impossible. Much of the US road building equipment was off-loaded from small ships which did not have post offices. A collector would have to look for either a corner card or an Official #10 cover from a squadron or a command. It would be helpful to be able to identify these commands and

squadrons by looking up their branch number. Similarly, Underwater Demolition Teams (UDT) were employed clearing obstacles, and creating shipping lanes. Covers from these units are very seldom seen and are usually from a command.

Without access to Deck Logs and Command Reports it is difficult to accurately determine which ships were at a given location at a given time. Writers will refer to a flagship by name but mention the other ships only by type. DANFS information is often too general as to date and location to be specifically useful.

The Task Forces and Task Groups that sailed from Okinawa, Manila, and the Tokyo Bay area were often preceded by unnamed minesweepers and other small auxiliaries. Air cover was provided by fleet and escort carriers. The aircraft were available for spotting mines. Once close to a port, i.e. Keelung, they provided reconnaissance information.

The following ships are specifically cited as being part of the evacuation process. It should be noted that the lack of deep-water port facilities, war damage, or non-existent facilities, many DDs, DEs, APAs and APDs used their small boats and landing craft to take off the RAMPS. The RAMPS were then transferred to the larger ships that sat off shore.

BARR APD 39	LSM 489
BECKHAM APA 133	LSM 71
BENEVOLENCE AH 13	MAKIN ISLAND CVE 93
BLOCK ISLAND CVE 106	MARATHON APA 200
BUCHANAN DD 484	MC NULTY DE 581
CABILDO LSD 16	MONITOR LSV 5
CATON APA 71	MONTPELIER CL 57
CLEVELAND CL 55	NAOS AK 105
COFER APD 62	NICHOLAS DD 449
COLBERT APA 145	NOBLE APA 218
CONSOLATION AH 13	OCONTO APA 187
COWPENS CVL 25	OZARK LSV 2
DENVER CL 56	PANAMINT AGC 13
EUGENE E. ELMORE DD 686	PRISTER DE 327
EVANS DD 552	REEVES APD 62
FINCH DE 328	RENNVILLE APA 27
FRANK E. EVANS DD 754	RESCUE AH 18
GARRARD APA 84	RUNELS APD 65
GILMER APD 11	SAN JUAN CL 54
GOODHUE AP 107	SANCTUARY AH 17
GREENE APD 36	SANTEE CVE 29
GOSSELIN APD 126	TANEY CGC 37
HARRY HUBBARD DD 748	TATUM APD 81
HERNDON DD 638	TAYLOR DD 468
HOPPING APD 51	THOMAS J. GARY DE 326
HOWORTH DD 592	WANTUCK APD 125
HYDE APA 173	WEAVER DE 741
KITKUN BAY CVE 71	WEBER APD 75
KRETCHMER DE 329	HMAS BATAAN D191
LANDSDOWNE DD 486	HMAS WARRAMUNGA D 123
LARDNER DD 487	HMS BARFLEUR D80
LIDDLE APD 60	HMS SPEAKER D 90
LOUISVILLE CA 28	HMS TENACIOUS R45
LSM 208	HMS WAKEFUL H88
LSM 252	HMS WIZARD R 72
LSM 420	

The North China Force, (Task Force 71), and the Fast Carrier Force (Task Force 72) showed the flag and demonstrated US naval and air power over the Yellow Sea, northern China, Manchuria, western Korea, and the east coast of China from September 1-12. They also covered recovery operations in Darien, Keelung, and Jinsen.

TF 71

ALASKA CB 1
GUAM CB 2
MINNEAPOLIS CA 36
NEW ORLEANS CA 32
SAN FRANCISCO CA 38
TUSCALOOSA CA 37
DUNCAN DD 485
STEVENS DD 475

TF 72

ANTIETAM CV 36
INTREPID CV 11
CABOT CVL 28
BLACK DD 666
BULLARD DD 660
CHAUNCEY DD 667



Sailor Mail from USS COWPENS (CVL 25) at Tokyo Bay part of Evacuation Force (Courtesy Naval Cover Museum)

American Society of Polar Philatelists



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

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Floyd Bennett Field Then and Now

*Stewart B. Milstein (L-7205)
PO Box 1051, Cortaro AZ 85652-1051*



Floyd Bennett Field was named in honor of the US naval aviator who flew with Admiral Richard Byrd over the north polar regions. The airfield was created by dredging sand from Jamaica Bay and dumping the sand on Barren Island and several other small islands. Concrete runways were laid down and the field was opened to general aviation on 26 June 1930, and to commercial aviation on 23 May 1931. A Naval Air Reserve Squadron, tasked with training pilots and ground crews, was established the day that the airport opened.

The airport never met the expectations of the City of New York. The field was just too far from Manhattan to attract passengers or for a US Post Office Department air mail contract. Air mail was more easily dispatched from Newark Airport than from Floyd Bennett Field. In the 1930s the only connection to Manhattan from the field was via Flatbush Ave, a 12-mile-long northwest-southeast thoroughfare that stretches across Brooklyn to the Manhattan Bridge. The section that was closest to the airport was narrow, crooked and paved with cobblestones. Flatbush Avenue was then, and is now, an important commercial street with a traffic light at almost every intersection. In the 1930s, Flatbush Avenue also hosted a street car line. Today, several bus lines use the avenue. A connection to the nearest subway, via the bus line, became available in 1937. Even today, getting to Manhattan from the field involves either a bus or a subway ride that easily can take more than 1 hour. An automobile drive can, depending on traffic, also take more than an hour.

As the field was so close to the Atlantic Ocean it hosted many famous flights too numerous to list here, but that same distant geographic location from Manhattan strongly discouraged regular scheduled commercial aviation. The only airline with regularly scheduled flights in and out of Floyd Bennett Field was the American Airlines shuttle flight to Boston. This service only ran for a short period of time and ended before the field became the property of the US Navy.

The US Naval Air Station New York was purchased from the City of New York for \$9 million and dedicated on 2 June 1941. By this date, all non-military tenants at the field were removed. The Coast Guard, which had moved onto the field in 1936 and had established Coast Guard Air Station Brooklyn, was permitted to stay.

NAS Brooklyn was the busiest naval air station in the US during WW II. Aside from providing aerial coverage for convoys, the naval aviators conducted both neutrality and later anti-submarine patrols. The field was also the site for two Naval Air Ferry Command Squadrons, VRF-1 and

VRF-4. These squadrons trained ground crews to service aircraft and familiarized the pilots with the planes. Planes were flown into the field where they underwent acceptance testing and delivery to the fleet. By 1943 it took only three days to test and accept an aircraft before it was flown to its designated assignment. Many Grumman aircraft, manufactured on Long Island, passed through Floyd Bennett on their way to the Pacific Fleet. In all, in excess of 40,000 aircraft passed through the field. It is also interesting to note that a helicopter training facility was established at the field in 1943. After WW II, the field hosted a Naval Air Reserve squadron before the Navy vacated the facility altogether in 1983. The Coast Guard facility was closed in 1998.

In 1974, the field became a part of Gateway National Recreation Area under the jurisdiction of the National Park Service. Located on the site are National Park Service facilities, a museum in the former Administration/Control Tower Building, a recreation/sports facility, an ecology area, camp sites, and an aircraft restoration group housed in one of the original hangers. The runways have been put to use in various different ways. Part of one strip is used by people who fly remote controlled aircraft, or race remote control cars. The NYC Department of Sanitation uses another area to train drivers to use the vehicles that the department operates. Similarly, the NY Police Department teaches driving to its officers. One of the NYPD Emergency Services Unit also trains at the airport as does the Diving Unit in the off-shore waters. The NYPD aviation unit (helicopters) also uses one of the remaining hangers. Two silent visual reminders of the history of the field are the existing seaplane ramp and the grass and shrub covered ammunition bunkers.

My home is a 15-minute drive from the former naval air station. On weekends, especially in the summer, I remember seeing, and hearing, US Navy jet aircraft. I remember when Maj. John Glenn, USMC, set a transcontinental air speed record flying an F8U Crusader from CA to NY in 3 hours, 23 minutes and 8 seconds. I recall when the Collings Foundation once used the field as part of their national tour using a B-17 and a B-24. Both aircraft took off over my home. It made a wonderful racket.



The Becken printed cacheted cover was duplex cancelled at Floyd Bennett Station, NY Nav. Air Stat, on 2 June 1941, Dedication Day of the US Naval Air Station New York, aka Floyd Bennett Field.

RAGING DRAGON

USS EMORY S. LAND (AS 39), USS GEORGIA (SSBN 729), and Their Role in Fiction

Jake Wilhelm (12,411)

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Just as there are many ways to skin a cat, there are many ways to collect naval covers. One of your writer's favorite side collections is the pairing of ship covers with their appearance in fiction, primarily naval-political thrillers of the sort that were churned out in the 1980s through recent years. These books also give us a glimpse of our favorite ships in almost real-life action – and it sure beats ducking all the missiles and intrigue for real!

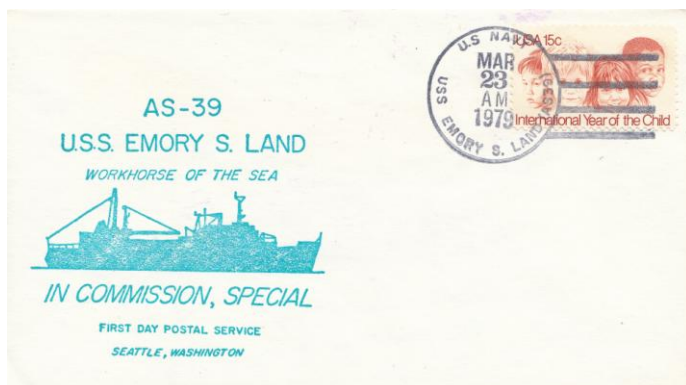
In the real world of 2019, two warships celebrated their many decades of serving the American citizens.

They also shared combat duty in the fictional world of Don Brown's 2012 naval- political thriller *Fire of the Raging Dragon*. Both vessels are key to saving the world from a crazed dictator intent on starting World War III. Though no year is stated, the novel appears to take place in the early-teens.

The Ships

In 2019, the nation's oldest serving ship EMORY S. LAND (AS 39) celebrated 40 years under commission and GEORGIA (SSGN 729) put down her mark for 35 years in service.

So, let's tackle real world stats for real world vessels before taking a much needed break into the comforts of fiction.



EMORY S. LAND was ushered into the Navy 7 July 1979 by this USS PUGET SOUND, USCS Chapter 74 cover. It's postmarked in Seattle, home of her birth at Lockheed Shipbuilding and Construction. A Locy LDC 9-1 (USN, USS) (n+u, AS39) crosses a Scott 1772 International Year of the Child stamp. (author's collection)

In the interest of age before beauty, let's hammer out EMORY S. LAND'S details. The sub tender fills the supply needs for your average American sub. Part supply ship, part

repair shop, part passenger liner (for the no-frills crowd, at least), she is one of the largest ships serving the Navy. She comes in at 649 feet with an 85-foot beam; she displaces almost 14,000 tons of water empty, 22,978 full. The floating city boasts 53 different shops, and services that range from sub crew transportation, submarine repair ability, supplies and sundries; she even has medical, dental and legal services on tap. She carries a dedicated crew of 350 Navy and 150 Military SEALIFT, with a full complement of 1300 possible. EMORY S. LAND'S keel was laid 2 March 1976 by Lockheed Shipbuilding in Seattle; she was launched 4 May 1977 and commissioned 7 July 1979. She was the lead ship of her class, which in turn will likely be the final sub tenders built for the Navy.

Her career bounced between Atlantic and Pacific Coast berthings. Since 2012, she serves the Pacific Fleet, home based out of Guam. This Pacific Ocean detail qualifies her for inclusion in Brown's book, which takes place off China.

The nuke sub GEORGIA also fits the fictional standard. Her duty mainly keeps her in the Atlantic, but extended tours have taken her all over the world, including the Pacific in the early 2010s.

The fourth OHIO-class nuclear submarine constructed, GEORGIA'S keel was laid 7 April 1979 by General Dynamic Electric Boat Division in Groton, Connecticut, launched 5 November 1982 and commissioned as SSBN 729 11 Feb 1984. As such, she carried 24 Trident ballistic nuke missiles and was sent forth to protect the nation against nuclear attack. Her first strategic patrol was in 1985. By the time of Brown's story, she had packed many missions under



her belt.

A nice little USS PUGET SOUND, USCS Chapter 74 cover featuring GEORGIA'S accomplishment of transiting the Panama Canal via an Air Force APO 34002 Panama Military Service fancy cancel. One of 14 covers by Robert Clark, it was serviced aboard the boat by LTJG Joe DiRenzo and autographed by the wardroom. The cancel crosses a Medal of Honor stamp (Scott 2045). This image and many more are part of the USS Puget Sound Chapter's catalog, which is included, along with other USCS historical type features, in USCS Reference Collections #1 and #2. (Image USS Puget Sound Chapter 84-NA-157)

In 2005, GEORGIA's missions changed. In 1990, America had agreed with the then Soviet Union to reduce nuke submarine fleets on both sides. In that effort, four OHIOs hit the shops for conversion to conventional cruise

missile haulers in the early 2000's. GEORGIA was the fourth boat picked, and \$1 billion later, 22 of her Trident tubes were modified to allow her to carry up to 154 cruise missiles. The remaining tubes were switched to swimmer lock-out chambers. One chamber carries the aptly named Advanced SEAL Delivery System, which, well, delivers special force personnel into the water Sneaky Pete style. Along with a dry dock shelter system, the former nuke tubes can deploy up to 66 commandos. In the process, GEORGIA'S communications systems were modified to enable her to be an effective first line of offense clandestine command center. Would you like to hazard a guess as to which role GEORGIA plays in Brown's book?

First, she had to get there. An almost funny but mainly frustrating accident happened to GEORGIA in 2010. During an inspection of her drive system, a bolt fell into the propeller shaft. A mighty bang was heard when the shaft fired up, but instead of shutting down the system, the folks in the engine room opted to just let the old girl run for two days, adjusting the speed to see if they could figure out what was making all the racket. Yeah. That always works. When someone finally inspected the propeller shaft, it was to the realization that a \$2 bolt had danced around for two days, destroying the shaft and drive gears. \$1,000,000 in repair later, she was good as new. Unfortunately, the repair kept her out of the game when she was needed for the NATO mission against Libya.

But she made it to Brown's novel.



Twins in literature, USS GEORGIA (SSGN 729) and EMORY S. LAND (AS 39) appear together in official US Navy photography as well. (NavSource, US Navy Photo, taken in Diego Garcia 2011 by MC2 Elizabeth Fray)

The Book

Don Brown's novel *Raging Dragon* pits America against the People's Republic of China (PRC) when new PRC leader Tang Qhichen makes a run to grab Taiwan.

Jacket of Fire of the Raging Dragon



Qhichen, also known as Raging Dragon, orders commandos to seize the disputed Taiwanese-held Itu Abu Island in the South China Sea, hoping to ignite a war with the Republic of China (ROC) as a pretext to invade ROC and reunite China. From there, he plans to spread his brand of uber-Communism throughout Asia – by force.

United States President Douglas Surber scrambles the Seventh Fleet to quell the possible naval showdown between PRC and ROC. Closest to the action is EMORY S. LAND, aboard which much of this tale takes place. Several hundred miles ahead of VINSON CV 70 Strike Group, LAND bravely forges forward, carrying with her 1300 personnel that would soon be in deep peril.

Among those aboard EMORY S. LAND is Stephanie Surber, the president's daughter. The Ensign is weapons officer – putting her in charge of four ancient .50 cal guns, four 20mm anti aircraft guns and two 40mm anti-aircraft guns. Not exactly bristling with guns, Surber and LAND prowl further into the danger zone. A fleet of bogies await, including PRCN aircraft carrier SHI LANG, which is currently shredding ROC forces on Itu Abu.

Into our tale blunders Chinese freighter M/V SHEMMONG, captained by none other than Raging Dragon's beloved half-brother. ROCN forces intercept the freighter, shooting it up and killing Raging Dragon's brother. For now, this is kept quiet as the ROC asks US forces to take custody of the ship.

Why? ROC troops discovered evidence of crimes against humanity in her cargo hold – crimes we don't need to discuss in this article. Horrifying enough on its own, the cargo also has a direct link to the PRC and Raging Dragon.

This alone is enough to start a war.

By now, VINSON STRIKE GROUP is close enough for cruiser VICKSBURG (CG 69) to take custody of the freighter. PRC responds by sending aircraft from SHI LANG to recapture the freighter, and a battle breaks out.

When Raging Dragon learns of his half brother's death and the capture of SHEMMONG, he orders a no-holds-barred attack against the ROC Navy – and he orders the capture of EMORY S. LAND to use as a bargaining chip to free SHEMMONG and its horrible evidence from US forces. Capturing LAND is easily the simplest job for PRC forces this day. The poorly armed ship is still on her own when she's pounced by a PRC attack group. The sub tender's guns are useless against the seven attack helicopters. As the choppers insert Chinese Marines, Surber realizes it's only a matter of time before she is sussed out as First Daughter. She vanishes into the mass inner belly of the ship with new friend "Gunner" McCormick.

This is an uh-oh situation for El Presidente. PRC informs President Surber they have LAND, plus they might just liquidate \$1.2 trillion held in US treasury notes, unless the US removes its soldiers from the captured freighter. The President, even with his daughter secretly aboard EMORY S. LAND, refuses to negotiate.

After a failed ROCN attempt to recapture Itu Abu results in near annihilation of its naval task force, including former American destroyers, Taiwan officially asks the US for help. US says 'what a great idea, we'll think on it some, although we are in it pretty deep already...'

Well, alrighty, then! If the US wants to get involved, Raging Dragon decides he's in the mood to retaliate with nuclear weapons. It's high on his mind as ENS Surber and McCormick fight their own battles in the labyrinth of LAND'S shops and sundry selection of services.

Alas, the enemy captures ENS Surber after she zigs when she should have zagged. The situation has now reached Stage Uh-Oh. But help is on the way. LAND stops being guarded by two PRC destroyers when missiles from SHILOH (CG 67) take them out.

As exploding ships brighten the water, SEALs are inserted from GEORGIA, one mile down stern from the sub-tender. They slip from the afore-mentioned swimmer lockout chambers in their SDV (SEAL Delivery Vehicles) (aka mini-subs). The commandos (none other than SEAL Team Six) hustled from GEORGIA just as that handy 2005 conversion envisioned.

It would appear at the EMORY S. LAND for SHEMMONG deal is off...

The SEAL entry is made, the good guys diminish the number of bad guys and ENS Surber and her crewmates are rescued in time for high tea.

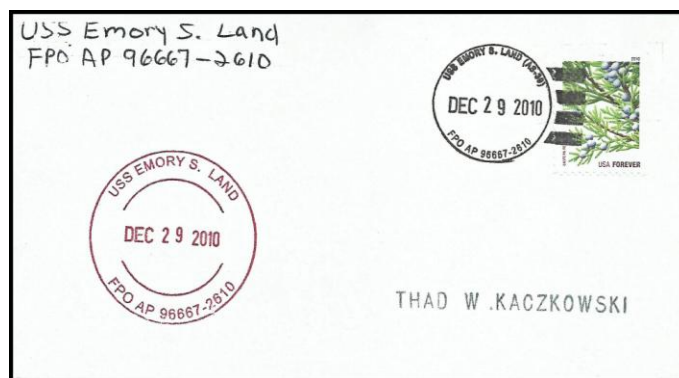
And Raging Dragon rages. When BOISE (SSN 764) sinks carrier SHI LANG, the attack on ROC is pretty much kaput and Raging Dragon orders a suicidal nuclear strike on the US. Not as hip to the scorched earth plan, his own Minister of National Defense simply assassinates the now very crazed leader, and a quick settlement is reached between the US, PRC, and ROC on China's sudden decision to stay out of the nation building business.

And EMORY S. LAND and GEORGIA sail off into the sunset together.

While Brown's novel sets no exact year for the events we have partaken in, we could say it took place in the early teens. Which makes it all that more ironic that EMORY S. LAND earned a Battle Efficiency and a Meritorious Unit Commendation in 2012...

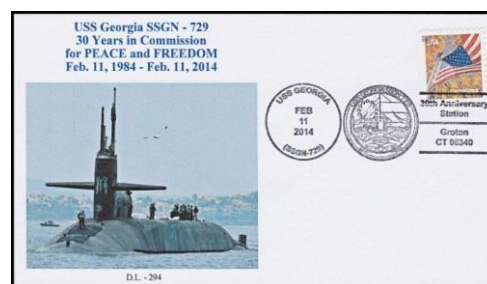
Both vessels are still with us. It's probably better that EMORY S. LAND celebrated her 40th birthday 7 July 2019 minus her war wounds, and that GEORGIA turned 35 11 February 2019 without actually having to take on China.

* **Collecting AS 39 and SSGN 729:** The *USCS Catalog of US Naval Postmarks* lists EMORY S LAND postmarks as scarcity level A and B (common and limited numbers but fairly easy to find) and GEORGIA'S examples as all B (limited numbers), commemoratives primarily from her 1984 and 1985 time period and later anniversary items, as she had no post office.



From the Thad Kaczowski collection and featured at Naval Cover Museum is a double-hit showing markings a collector might have obtained from EMORY S. LAND before her ordeal against PRC. It features a Locy 11-2(n+) (USS, FPO AP 96667-2610) crossing the stamp and a Locy 12-2c (USS, FPO AP 96667-2610) and hand written corner card.

From GEORGIA'S 30 year commission comes this Dieter Lange cover featuring a USPS postmark designed by Wolfgang Hechler. (Naval Cover Museum)



GEORGIA'S tenure with the US Navy was given the nod via this Dennis Gill cover bearing a USPS pictorial cancel from Groton, CT. The postmark was also designed by Wolfgang Hechler. (Naval Cover Museum)

An interesting artifact from the Naval Cover Museum, a circa 1985 GEORGIA Public Affairs Office rubber stamp marking, found in green, red and violet throughout the 1980s. (Naval Cover Museum)



Sources

Navysite.de USS EMORY S LAND (AS 39) and USS GEORGIA (SSGN 729)

combatidex.com AS 39:USS EMORY S Land and SSBN 729: USS GEORGIA

businessinsider.com Navy investigation reveals avoidable mishap on USS Georgia

Brown, Don *Fire of the Raging Dragon* Zondervan Books Copyright-Don Brown 2012

USS PUGET SOUND Chapter No. 74 USCS Cover Catalog USCS Catalog of US Naval Postmarks Fifth Edition

NavSource for image

Dictionary of American Naval Fighting Ships -- DANFS

Naval Cover Museum

Wikipedia

First and Last Navy Scout Cruisers (3)

Edwin J. Hayes, Jr. (USCS 11,128)
P. O. Box 1493, East Dennis, MA 02641
2indians@comcast.net

Why Scout Cruisers?

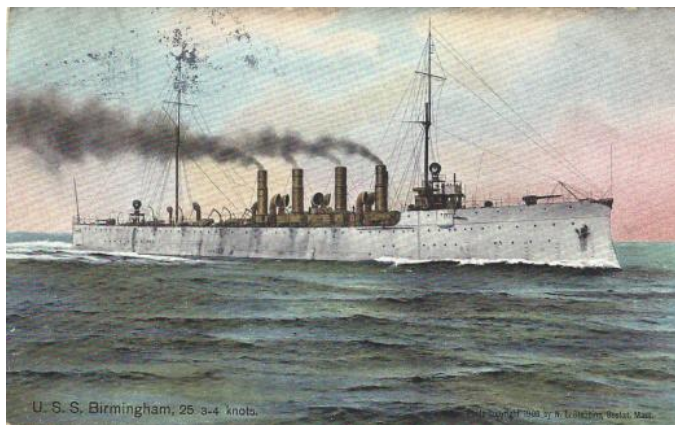
By 1908 conventional world Navy strategy, led by Britain's huge Royal Navy, planned that victory in any large war would be won at sea by one or more big battleship fleet fights, most likely with Germany.

One critical plan element was “Find the enemy battleship fleet first!” Existing destroyers were too small, with limited range for scouting. Suitable aircraft were not yet available and no aircraft carriers until 1925.

So, focus turned to a light Scout Cruiser design of circa 3750 tons, little armament, longer range and speed of circa 25 knots. Britain began construction first, closely followed by the Navy with 3 ships.

Which Ships Were They?

- ❖ USS CHESTER (CL 1): Commissioned 25 Apr 1908. Decommissioned 10 Jun 1921. Scrapped 13 May 1930.
- ❖ USS BIRMINGHAM (CL 2): Commissioned 11 Apr 1908. Decommissioned 1 Dec 1923. Scrapped 13 May 1930.
- ❖ USS SALEM (CL 3): Commissioned 1 Aug 1908. Decommissioned 16 Aug 1921. Scrapped 11 Feb 1930.



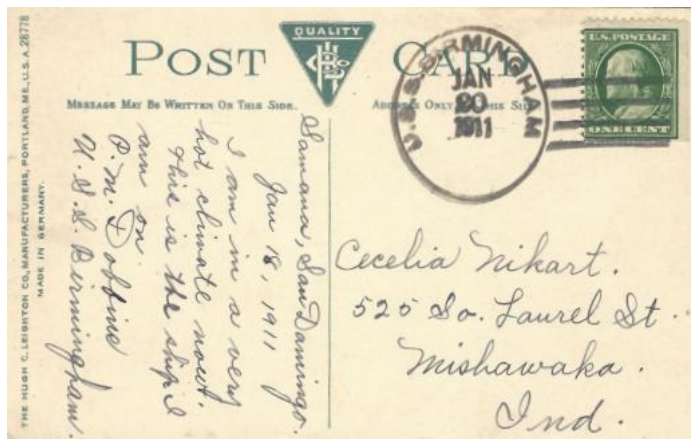
USS BIRMINGHAM (CL 2) Color postcard of ship copyright 1908

What Else Was Unique?

The Navy set up a propulsion competition giving each ship a different power plant. Two ships got new and different turbines versus one ship with standard reciprocating steam engines as listed below:

1. USS CHESTER: British designed Parsons turbines.
2. USS BIRMINGHAM: Standard triple expansion engines.
3. USS SALEM: New American Curtis turbines. SALEM had to be re-engined in 1916-17 with new General Electric turbines and then kept close to home during World War I.

The turbine test results? Both turbine-powered ships showed that their power plants needed major improvements. BIRMINGHAM with her older power plant proved best and most reliable. She was commissioned first, worked hardest, and lasted longest at 15+ years until December 1923.



Reverse of USS BIRMINGHAM (CL 2) card 20 JAN 1911 cancel

Who Built the 3 Scout Cruisers?

1. USS CHESTER: Bath Iron Works, Maine.
2/3. USS BIRMINGHAM and USS SALEM: Fore River Shipyard in Quincy, MA, which is just south of Boston. The Fore River Shipyard became the second largest shipyard in the country and was favored by the Navy for new ship types and lasted over 100 years from 1884-1986.

Quincy was my home town and is a large part of my Navy cover collection. So, this article focuses on the two Scout Cruisers built by Fore River Shipyard.

A Bit about the Fore River Shipyard

1884: It was started by Thomas W. Watson with one employee, making innovative marine engines and several yachts. By 1876 Watson was Assistant to Alexander Graham Bell, who invented the world's first telephone. The first successful phone call was "Mr. Watson, come here. I want you."

The yard's first ever Navy ship was USS LAWRENCE (DD 8), a destroyer launched on 7 Nov 1900.

1914: The shipyard was sold to Bethlehem Steel, its main steel supplier. After World War II it was sold to General Dynamics, the Navy's biggest submarine supplier, until 1986 when it closed the shipyard.

Today, USS QUINCY (CA 71), built there, is now tied up on site in Quincy, MA as a museum ship and is open to the public. The Fore River Shipyard built 782 Navy ships and employed over 30,000 during World War II in the small city of Quincy with only 80,000 residents.

One of its female welders became world famous as “Rosie the Riveter”.

USS CHESTER Highlights

In 1914 she was on duty in the Gulf of Mexico “guarding American citizens and property” during the Mexican Revolution.

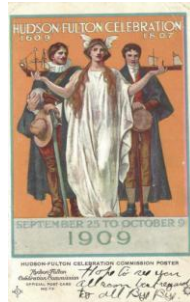
23 Aug 1917 CHESTER arrived at Gibraltar during World War I and escorted vital convoys to Plymouth, England and back. Those convoys supplied 25% of Britain's vital food supply and raw materials for her factories from the Mediterranean region.

5 Sep 1918 she sighted, rammed and ran over a German U-Boat with damage to CHESTER's right paravane. She then dropped depth charges with no further contact.

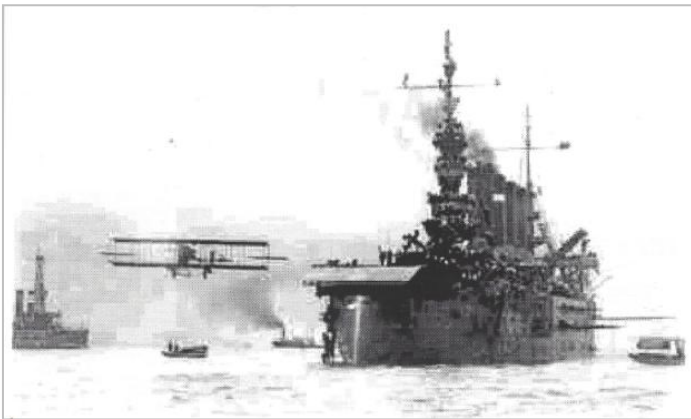
USS BIRMINGHAM Highlights

She was launched first of the 3 ships, last to be decommissioned, and made the most interesting and vital contributions.

Postcard Hudson-Fulton Celebration, by Seaman USS BIRMINGHAM 29 Sep 1909



14 Nov 1910: Eugene Ely, an early show aviator, piloted the world's first ever airplane, a Curtiss biplane, to successfully take-off from a warship, USS BIRMINGHAM, from a temporary 83-foot wooden ramp. On take-off Ely's propeller and wheels both hit the water and spray temporarily blinded Ely. Somehow he maintained power and control and landed 2 1/2 miles away, at Norfolk Bay, Virginia.



14 Nov 1910 Photo of Ely flying off USS BIRMINGHAM, 1st take-off ever

18 Jan 1911 Ely completed his journey by landing his Curtiss biplane on USS PENNSYLVANIA (ACR 4), stopped by a series of ropes tied to 100-pound sand bags. Another first. Care to try that? Ely sadly died at an air show in Georgia a year later.

13 Jul 1913: BIRMINGHAM became Flagship of Destroyer Flotilla, one of 35 destroyers under the new

Commander, Captain, later Admiral William S. Sims. He completely overhauled the Flotilla's single ship mission to one of a cooperative and interactive force with a detailed and practiced "Doctrine of Attack".

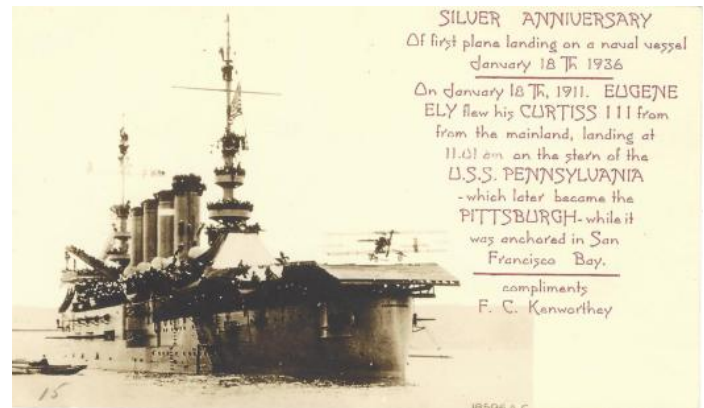
- ✓ One joint maneuver had 35 destroyers successfully executing a high speed turn in 38 seconds. The maneuver was copied by the German Navy in World War I against the British in the Battle of Jutland.

Early in World War I, BIRMINGHAM safely escorted the first convoy of American troops to France.

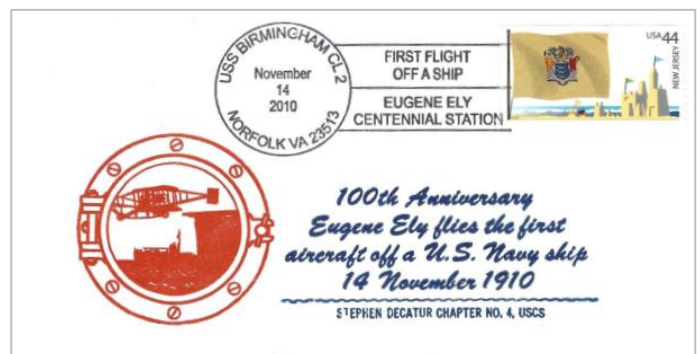
17 Aug 1917: BIRMINGHAM arrived at Gibraltar as Flagship at the new Navy base there. It quickly became the biggest convoy port in the world. The British had just installed the convoy system to Plymouth, England and back after suffering horrendous unescorted merchant ship losses to German U-boats that, if continued, would cause Britain's defeat.

US Navy ships, including BIRMINGHAM, escorted 90% of all convoys from Gibraltar to Britain and back until the end of the War. The convoy system worked with US Navy help who convoyed 200 of 225 convoys from Gibraltar to Britain involving 4,269 merchant ships totaling over 12 million gross tons! Merchant ship losses dropped precipitously below 1 per cent (0.33%). Astonishing!

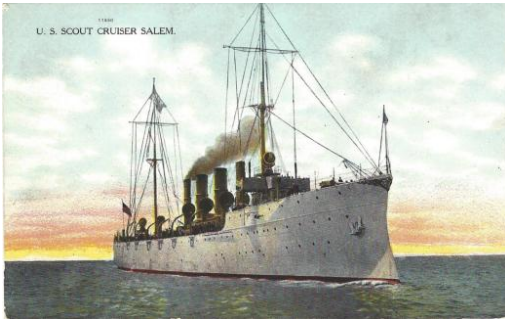
BIRMINGHAM had the most distinguished record of all 3 Navy Scout Cruisers.



18 Jan 1936 Postcard Photo of Eugene Ely 1st ever ship landing on USS PENNSYLVANIA by F C Kenworthy: Silver Anniversary



Pictorial cancel 14 Nov 2010 Cover 100th Anniversary of Ely Flight off USS BIRMINGHAM-Decatur Chapter No.4 cachet

USS SALEM: Highlights

Vintage color
photo of
USS SALEM

SALEM had the shortest and least productive career, largely due to issues with her new Curtis turbines. During 1916-17 she was completely re-engined with brand new General Electric turbines.

1912: SALEM was one of the Navy ships in search and recovery of bodies from the tragic sinking of RMS TITANIC on her maiden voyage to New York when she hit an iceberg at full speed at night and quickly sank in three hours.

Postcard 2 Jul
1919, Gibraltar
souvenir card,
Gibraltar
postage
stamps by
Seaman



During World War I SALEM served as Flagship for a group of "Sub Chasers" (85-foot motor launches) searching for German U-boats in the Gulf of Mexico and based at Key West, Florida.

Scout Cruiser Conclusions

All 3 ships were the only modern fighting ships the Navy had when we entered World War I in 1917. All the others were outdated.

No more Scout Cruisers were ever built by the Navy for several reasons:

- The theory that big battleship battles ended wars was disproven and discarded. Such battles like the "Battle of Jutland" were not decisive or war ending.
- German U-boats made big expensive battleships very vulnerable.
- So, the need for specialized Scout Cruisers largely disappeared.
- Lastly, the hundreds of new, bigger, faster Navy 4-stack destroyers that included the Famous Fifty traded to Britain at the beginning of World War II were adequate for any ship scouting and at circa 32 knots beat the Scout Cruisers' 25 knots.

Scout Cruiser Philatelics

All 3 had short lives at 12-15 years. However, their life began the exact year – 1908 – that Congress authorized Navy

ships to have on-board Post Offices. So, collectable covers and stamped postcards began the same year. All 3 Scout Cruisers have many different existing covers and postcards, as seen in the Figures. 1908 covers are quite scarce (R-3) and a bit pricey. One 1908 BIRMINGHAM cover is included in the Figures.

To help, listed below are the dates when the 3 Scout Cruiser Post Offices were open and closed:

- ❖ USS CHESTER (CL 1)
 - ✓ Open 28 Jul 1908. Closed 16 May 1912
 - ✓ Re-open 16 Aug 1917. Closed 10 Jun 1921
- ❖ USS BIRMINGHAM (CL 2)
 - ✓ Open 25 Jul 1908. Closed 30 Sep 1915
 - ✓ Re-open 26 Nov 1917. Closed 10 Aug 1923
- ❖ USS SALEM (CL 3)
 - ✓ Open 2 Sep 1908, Closed – 1912
 - ✓ Re-open – 1914, Closed 21 September 1916
 - ✓ Re-open 28 Sep 1917, Closed 16 Aug 1921

The "*USCS Catalog of United States Naval Postmarks*" indicates Level "C" (Scarce) or higher are known to exist for the 3 ships.

A just acquired vintage book, "*List of Log books of US Navy Ships 1801-1947*" published by National Archives and Records Service, General Services Administration Special List 44, 1978 Edition." Positive Log copies of all 3 Scout Cruisers are available.

- ❖ USS CHESTER (CL 1)
 - ✓ 25 Apr 1908 – 20 Jul 1912
 - ✓ 21 Jul 1912 – 10 Jun 1921
 - ✓ 19 Log Books
- ❖ USS BIRMINGHAM (CL 2)
 - ✓ 11 Apr 1908 – Dec 1923
 - ✓ 20 Log Books
- ❖ USS SALEM (CL 3)
 - ✓ 1 Aug 1908 – 2 Dec 1916
 - ✓ 25 Jul 1917 – 4 Aug 1921
 - ✓ 32 Log Books

Happy Hunting.

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- "Fore River Shipyard" by W. G. Miller, 2013
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- Dictionary of American Fighting Ships--DANFS

The Story Behind the Cover...

Flying the Yellow Flag: Smallpox on the Cruiser Washington (ACR-11)

Lloyd Ferrell (L-12082)

PO Box 2086

Beaverton, Oregon 97075

uscstreasurer@aol.com



This spring, a sailor died on the carrier THEODORE ROOSEVELT, and another 1000 were infected from an outbreak of the COVID virus. Epidemics are nothing new aboard naval vessels, but we seldom hear about them these days. Back at the turn of the century and before, sailors in seaports around the world worried about a disease sometimes referred to as the “scourge of the ages”—smallpox.

This 1910 postcard from the armored cruiser WASHINGTON (ACR 11) was mailed while the ship was under quarantine due to a smallpox epidemic. I was not familiar with the incident, and found there was nothing about it in the ship’s history. To find answers, I had to rely primarily on newspaper accounts and a few official reports.

The 1910 Postcard



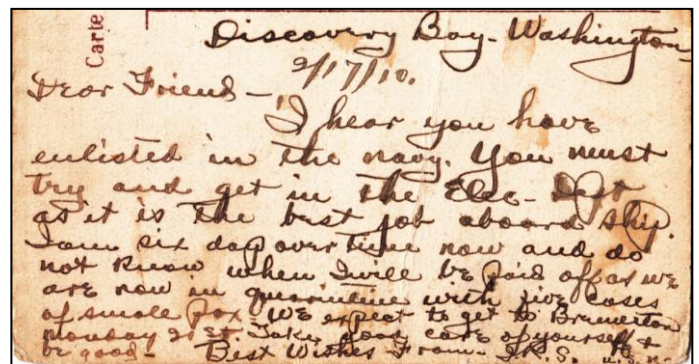
Locy Type 1, USS WASHINGTON, 18 Feb 1910, while she was in quarantine with smallpox. The writer advised new navy recruit Norman Hayden to try for the electrical department because it's “the best job aboard ship.”



The colorized photo postcard shows four Japanese young ladies. The ship was at Yokohama in January 1910, where this card was probably purchased.

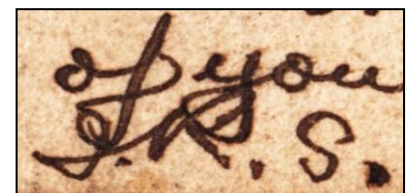
The postcard is dated 17 February 1910, while WASHINGTON was at the Diamond Point Quarantine Station, near Port Townsend, Washington. It was processed by the ship’s post office the next morning, 18 February, using the Locy Type 1 cancellation device. The card is addressed to Norman Hayden, a new recruit at the Naval Training Center, on Buena Vista Island in San Francisco. Bay:

“Dear Friend, I hear you have enlisted in the navy. You must try and get in the Elec. Dept as it is the best job aboard ship. I am six days over time now and do not know when I will be paid off as we are now in quarantine with five cases of small pox. We expect to get to Bremerton Monday 21st. Take good care of yourself & be good. Best Wishes, From I.R.S., U.S.N.”



Close-up of the note, dated 17 February 1910 from “Discovery Bay” where the Diamond Point Quarantine Station was located. The writer tells his friend that the ship “is now in quarantine with five cases of smallpox.”

The writer signed with the initials “I.R.S.” (above), and although not identified, he was probably an electrician. The note says he’s 6 days over time on his enlistment, waiting to be paid off. When the quarantine was briefly



lifted on 22 Feb, he was probably among the 88 who were discharged and sent to Seattle.

Despite much searching it’s not known who the sender “I.R.S.” was. He says he is 6 days beyond his enlistment, and expects that he’ll be paid off soon. So, most likely he was a little older than his friend Hayden, who had only recently enlisted. He may have been from the Bay area, and probably was an electrician on the ship.

Norman B. Hayden was from Oakland, California, born in 1890, the son of a salesman. He enlisted in the navy on 31 December 1909, and served as a seaman for 4 years, but further details of his service are not known. After discharge, he returned home and worked as a streetcar conductor. He died in Oakland in 1974.

The postcard Hayden received from his friend on board WASHINGTON talks about quarantine and smallpox in February 1910, but the story actually begins a few weeks earlier when the ship departed from Yokohama, Japan.

Arrival at Honolulu from Yokohama

On the morning of 31 January 1910, the cruiser WASHINGTON anchored off port at Honolulu met there by a medical officer from the quarantine station. After confirming two cases of smallpox on board, the ship was brought into the harbor to the quarantine wharf at Sand Island for isolation. Both men were immediately removed to the quarantine station, and one of them died that night. His name was never revealed, but newspapers said he was a coal passer on the ship.

The early arrival of WASHINGTON was not unexpected. She had been operating with the Pacific Fleet on a tour of the Orient for several months, with stops in the Philippines, China, and Japan. The final stop was at Yokohama, where they stayed 17 days before heading back to the west coast via Honolulu. Shortly after leaving there, two sailors on WASHINGTON began showing signs of smallpox; one with the more mild varioloid, and the other with more deadly variola strain.; both had had liberty at Yokohama. The squadron commander was notified by wireless, and WASHINGTON was permitted to break formation and steam ahead of the fleet. She arrived at Honolulu about five hours before the main group.



Locy Type 1 postmarked 27 Sept. 1909 from USS WASHINGTON. The Pacific Fleet visited Honolulu in Sept. 1909 at the beginning of the tour to the Far East. GM1/c Rocco D. Rugo wrote this note to his future wife, Grace Palumbo, on 26 Sept. when the ship returned from speed trials at Lahaina Roads. He was still with the ship in mid-1910. Rocco D. Rugo (1883-1945) left the navy in 1912, was married, and worked for the post office in Chicago. In the 1920's he became an attorney, and about the same time changed his name to Robert Rugo,

Whenever the Pacific Fleet came to Honolulu, it was welcome news for everyone. Sailors looked forward to the visits, and for the city it was good business to have all of the "Big Eight" cruisers in port. They'd been there a few months earlier in September 1909, when the fleet was just beginning

the tour. For the crew of WASHINGTON, however, the quarantine meant they were not allowed liberty. Regulations required a 14-day waiting period once smallpox was diagnosed, to make sure there were no other cases. For WASHINGTON, this period began 9 days before she arrived at Honolulu, thanks to the prompt action of the surgeon on board to immediately isolate the two smallpox cases. Vaccination of the crew was also done. With that, the quarantine at Honolulu was lifted after only a few days. It's also possible there was another factor involved with the decision: another ship with a case of smallpox had arrived, the Canadian-Australian ship SS MAKURA, and there was not enough room at the quarantine dock for both.

On 4 February, now out of quarantine, WASHINGTON was moved to the naval wharf to begin coaling, and her crew was granted liberty. The newspaper reported that "The boys from the fleet are indulging with seafaring lavishness in all the delights and attractions offered at Honolulu." The stay at Honolulu ended on Tuesday 8 February, when the fleet got underway. Admiral Giles Harbor left for Mare Island on the flagship CALIFORNIA, along with the cruisers WEST VIRGINIA, PENNSYLVANIA, SOUTH DAKOTA, MARYLAND, and COLORADO. The other two cruisers, WASHINGTON and TENNESSEE, headed directly for the navy yard at Bremerton. Both were scheduled for extensive overhaul before a scheduled voyage to Buenos Aires.

Before leaving Honolulu, two hospital corpsmen who had accompanied the smallpox patients to the quarantine station returned to the ship. This was done by request of the commanding officer with the agreement they would remain isolated for a period.

Quarantined at Diamond Point

When WASHINGTON departed, it was thought that the smallpox epidemic was behind them. Once at sea, however, new cases began to appear, and by the time she approached Puget Sound, there were now five infected.

With smallpox on board, going directly to Bremerton was no longer a possibility. Instead, they would go to the quarantine station at Diamond Point (near Port Townsend), and a wireless message was sent ahead to notify them. A few hours later the first death "occurred shortly after the WASHINGTON entered the Strait [of Juan de Fuca]..." The victim was Pvt. Elmer L. Franklin, 19, with the Marine Detachment. The ship arrived at the quarantine station the next morning on 15 February. As they prepared to move the patients, a second man died, William J. Bohning, 22, coal passer. The other patients "were landed...in serious condition" at the isolation hospital. Per research, they would have been Ens. Philip O. Griffiths; Michael Ropinski, coal passer; and William F. Graham, seaman.

Ens. Philip Griffiths graduated from the U.S. Naval Academy in 1907. He was briefly on the cruiser CALIFORNIA before being assigned to WASHINGTON. He was only 23 when he died of smallpox.



1910 Smallpox Victims aboard WASHINGTON

At Honolulu, Hawaii

Unknown (died night of 31 Jan) – he was a coal passer, died at quarantine station the night the ship arrived at Honolulu,

Unknown (survived) – had lesser form of smallpox, was taken to quarantine station on 31 Jan, was still there recovering when ship left on 8 Feb.

At Diamond Point, Washington

Pvt. Elmer L. Franklin (1887-1910) – died at sea 14 Feb., was buried at quarantine station. He was from Michigan, enlisted in Marine Corps in 1907.

William John Bohning (1889-1910) – died at quarantine hospital 14 Feb, and was buried there. He was from Junction City, Kansas, enlisted in navy in 1909, a coal passer.

Michael Ropinski (1884-1910) – died 21 Feb. at quarantine hospital, and buried there. He was from Wisconsin, a coal passer, date of navy enlistment not found.

Ens. Philip Orrin Griffiths (1885-1910) – died 22 Feb at quarantine hospital, but buried in Palo California. He was originally from Stockton, went to Annapolis in 1903 and graduated in 1907.

Frank James Graham (1891-1957) – went to quarantine hospital on 15 Feb, and was only survivor of the original 5 who were sick upon arrival. He was from Connecticut, a coal passer who enlisted in 1908. Left hospital in May 1910 and went to R/S PHILADELPHIA, discharged in 1912, and went back to Connecticut.

Edward Martin Nelson (1887-1972) – became ill on 17 Feb, and taken to station hospital. From Iowa, enlisted in 1909, a musician with navy band. Returned to ship late March 1910, stayed in navy until 1913. Worked for Bureau of Engraving in Minnesota, and later moved back to Iowa.

Bracken (unknown) – appears he was the coal passer who became ill on 26 Feb and taken to quarantine hospital. Left there in May 1910 with Frank Graham to report to R/S PHILADELPHIA. No further info found.

Besides treating the sick, there was much work to be done at the quarantine station to make the ship and her 950-man crew safe. The local newspaper said *“The crew of the WASHINGTON will be taken ashore at the station and given the regulation bath and then vaccinated...”* and a later report confirmed that *“the men were bathed and disinfected”* and that *“quarantine officials gave all parts of the ship a thorough fumigation.”* Officials also removed 150 men who had been exposed to the virus, placing them on the old quarantine ship IONIE (the ex-IROQUOIS). WASHINGTON was to remain in quarantine until *“all danger of developing new cases developing has passed”* before she would be allowed to proceed to the Navy Yard at Bremerton. Meanwhile, for the second time that month, the quarantine station was again dealing with smallpox on the cable ship BURNSIDE.

On 17 February, the day crewmember “I.R.S.” wrote the postcard to Norman Hayden, a new case of smallpox on WASHINGTON appeared. Newspapers identified him as “E. Nelson” and he was taken to the station hospital. Additional research indicates he was probably Edward M. Nelson, a musician assigned to the band. Four days after this, Michael Ropinski died at the station hospital. The last death was on 22 February, when Ens. Philip Griffiths died.

Ironically, Griffiths died on the same day WASHINGTON was officially released from quarantine. The ship was free to leave. But the captain, remembering the late developing cases from Honolulu, said they would remain at Diamond Point another week or ten days as a precaution. With the restrictions lifted though, the crew did have a bit more freedom. They had not been paid in weeks, and that afternoon *“the ghost walked among the officers and crew, distributing \$87,000 among them.”* Also that day, 88 men of the crew were discharged—which would have included “I.R.S.” who said in the postcard that his enlistment had expired. Special arrangements were made with passenger steamer WHATCOM to take these men to Seattle. They first passed through Port Townsend, and the local newspaper said when she arrived, the *“forward deck [of WHATCOM] was black with blue-jackets and marines.”*

James G. Field (1862-1927)
– He was surgeon on board WASHINGTON during the 1910 epidemic. I also discovered that he was a survivor of the 1905 BENNINGTON disaster. In Honolulu, he was well-known about town for sporting a Panama hat!!



The Quarantine Station at Diamond Point, near Port Townsend, where the cruiser WASHINGTON tied up during the February 1910 smallpox epidemic. One officer died, and 3 crewmembers also died and were buried here.

All was quiet aboard WASHINGTON for a time, but on 26 February another one of the men developed a fever. Although no name was given, it was probably Bracken, one of the coal passers. His case was still being diagnosed at this time, but the captain was taking no chances. On his own volition, the yellow flag was again hoisted on the mainmast of WASHINGTON, putting her back in quarantine status. The next day it was confirmed the new case was indeed

smallpox. A decision was made that WASHINGTON would go to San Francisco for further treatment at the quarantine station at Angel Island. It was better equipped to handle a ship and crew her size. Before leaving, however, she needed coal to fuel the boilers. A coal barge was sent from Bremerton and placed alongside. A tug then removed the men who had brought the barge, allowing crewmembers from WASHINGTON to do the loading. Afterward, the barge itself was disinfected.

The coaling operation delayed departure until 28 February when WASHINGTON finally got underway for Angel Island. She arrived on the afternoon of 3 March, and her crew was quartered on the island while the ship was again fumigated by quarantine personnel. While this was happening, plans were changed for her scheduled visit to Buenos Aires; it was announced the cruiser NORTH DAKOTA would now accompany TENNESSEE in her place. On 18 March, WASHINGTON was finally released from quarantine, and soon departed for the Puget Sound Navy Yard. She arrived on 21 March, and began the long overdue overhaul. Liberty for the crew was granted for the first time since they'd left Honolulu some six weeks earlier.

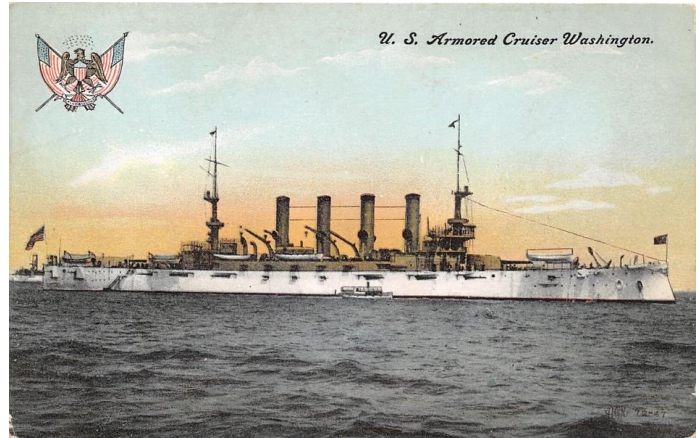
End of the Ordeal

When WASHINGTON arrived at the navy yard, there were still three crewmembers recovering from smallpox at the Diamond Point quarantine station. A later newspaper article says that someone was discharged in late March, and that would be Edward Nelson. He's listed as being on the ship in June when the 1910 census was taken. The other two men, Frank Graham and the one called Bracken, had further complications and weren't released until 4 May. The Port Townsend newspaper remarked that "As the men passed through here yesterday on their way to Bremerton they were pitiable looking objects. Their hair had nearly fallen out and their faces were badly pitted." Both men were sent to the receiving ship PHILADELPHIA at Bremerton.

Only a few days after WASHINGTON arrived at Bremerton, there was an outbreak of 8 smallpox cases in the community of Charleston, right next to the navy yard. Public gathering places such as saloons and pool rooms were closed, and students were ordered to stay away from school until further notice. Knowing the recent history of smallpox on board the ship, local residents blamed sailors from WASHINGTON for spreading the disease.

Nephew of John Philip Sousa was aboard WASHINGTON

While looking through the 1910 census listing the ships' crew, I noticed a young trumpeter in the Marine band named George R. Sousa. The name caught my eye, and I found that his uncle was the famous John Philip Sousa. Not only that, but just after the quarantine, George also received \$110,000 gift from a grateful lady he'd helped after she had fainted.



The armored cruiser WASHINGTON (ACR 11) from a postcard circa 1910.

Wrap-up

The overhaul of WASHINGTON was probably completed by mid-April, and it appears the ship remained at Puget Sound until late July before heading south to California. Navy officials back in Washington DC were concerned about the ordeal of recurring smallpox the ship had experienced, and in June new procedures were issued. Medical officers on all Army and Navy vessels were now required to do an inspection immediately after sailing, and vaccinate all passengers and crew as deemed necessary.

With regard to the four who died at Diamond Point in February 1910: one of them, Ens. Philip Griffiths, was taken to his family in Palo Alto, California where he was buried; the other three, Elmer Franklin, William Bohning, and Michael Ropinski were all buried at the quarantine hospital cemetery. In 1940 the remains of those three were moved to the San Francisco National Cemetery.

The gravestones of these four men, and the postcard mailed to Norman Hayden, are perhaps the last tangible reminders we have of the 1910 smallpox epidemic on the cruiser WASHINGTON.

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

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Hawaiian Star, 3 Feb 1910, p.8; "Washington is Clear," *Honolulu Advertiser*, 4 Feb 1910, p.1; "Two Thousand Men Ashore," *Evening Bulletin*, 5 Feb 1910, p.1; "Pacific Fleet Leaves Port," *The Boston Globe*, 9 Feb 1910, p.11; "Cruiser Washington at Quarantine Station," *Port Townsend Daily Leader*, 16 Feb 1910, p.2; "Coal Passer on Cruiser Washington Dies at Diamond Point," *Port Townsend Daily Leader*, 17 Feb 1910, p.1
 "Smallpox on Cruiser," *New York Daily*, 17 Feb 1910, p.3; "Another Smallpox Case Develops on U.S. Cruiser," *Port Townsend Daily Leader*, 18 Feb 1910, p.4; "Cruiser Washington, Which is Being Quarantined for Smallpox," *Spokane Chronicle*, 19 Feb 1910, p.17; "More Smallpox On Cruiser," *Baltimore Sun*, 20 Feb 1910, p.5; "Michael Ripinski [sic] Dies at Diamond Point Station," *Port Townsend Daily Leader*, 22 Feb 1910, p.1; "Cruiser Washington Released," and "Ensign Griffith [sic] Passes Away at Diamond Point," *Port Townsend Daily Leader*, 23 Feb 1910, p.1; "Again Placed in Quarantine," *Port Townsend Daily Leader*, 26 Feb 1910, p.1;

"Washington Goes to Angel Island," *Port Townsend Daily Leader*, 27 Feb 1910, p.1; "Carry Smallpox Clear to Frisco," *Spokane Chronicle*, 1 Mar 1910, p.11; "Under Quarantine," *Sacramento Bee*, 4 Mar 1914, p.3; "Plague-Ridden Cruiser Arrives With Stricken," *Los Angeles Times*, 4 Mar 1910, p.1; "Cruiser Washington Still Flies Yellow Flag," *Port Townsend Daily Leader*, 15 Mar 1910, p.4; "Men Left at Diamond Point by the Washington Go to Bremerton," *Port Townsend Daily Leader*, 5 May 1910, p.4; "Movements of Ships," *Tacoma Times*, 21 Mar 1910, p.8; "Warship's Crew Get Shore Leave," *Oakland Tribune*, 22 Mar 1910, p.10; "Smallpox Breaks Out In Seattle Navy Yards," *East Oregonian* (Pendleton), 2 April 1910, p.1; "Rescued Fainting Woman: Trumpeter Gets Fortune," *Star Tribune* (Minneapolis), 17 April 1910, p.52; "Logan Passengers May Feel Effect of New Ruling," *Evening Bulletin* (Honolulu), 9 June 1910, p.1; "End of Noted Warship," (IONIE ex IROQUOIS), *Los Angeles times*, 14 Sept 1910, p.3

A Father Writes to his Son

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

Just when I thought there was nothing left to be found in the remains of an estate I helped close out, this gem of a postcard turns up inside some books we were taking to Goodwill. The postcard was mailed on 3 April 1935 at Springfield, Missouri, and was sent by a father to his son to wish him a happy birthday. The postcard was sent to: "Afton B. Smallwood, USS CINCINNATI, P.M. San Francisco, Cal." The "P.M." in the address being shorthand for Post Master.

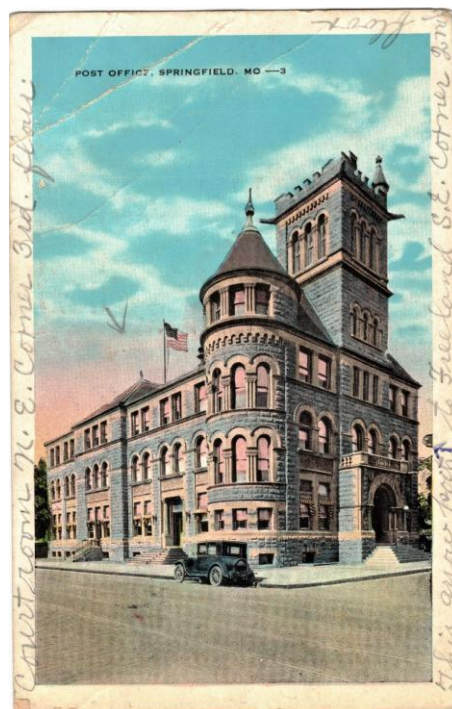
The hand written message on the back of the card read; "This being April 3rd it brings to me memories of you when were very small. I see Mr. Freeland every day and talk to him often. Wishing you a very pleasant birthday, your dad."

The front of the postcard has a view of the Springfield, Missouri, Post Office. The postcard has the following printed on it concerning the Post Office: "The Federal Building is located corner Boonville Avenue and Brower Street. The original building was completed in 1896 and remodeled and enlarged in 1914. The basement and first floor are occupied by the Post Office. U.S. Weather Bureau and other government offices, including the U.S. Court Room, also maintain offices in this building."

The front of the postcard contains two messages in the white border around the view of the Post Office Building. In the margin of the right side of the postcard is written: "This arrow points to Freeland, S.E. Corner, 2nd Floor." The arrow points to the right window above the main doorway. Written in the postcard's left-hand margin is the following: "Courtroom N.E. Corner 3rd Floor" An arrow points to the dome by the flagpole.



Post Card to Afton B. Smallwood aboard USS CINCINNATI (CL 6)



Front of card showing US Post Office in Springfield Missouri

Ships Named after Medal of Honor Awardees USS BEARSS (DD 654)

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

Hiram Iddings Bearss

Our featured hero never met a fight he didn't want to join. Born in Peru, Indiana 13 April 1875, Bearss was a rascal about town, flaunting authority and generally being that kid parents always threatened to send to military school. Even when he ended up in military school, Bearss was a scrapper best known for throwing his rifle on the ground when his drill sergeant irked him.

Yet, as a Marine, Bearss earned 19 military decorations.

His Medal of Honor came during the Philippine-American War. Captain of a force fighting Philippine rebels, he did what no other commander could do, tearing apart a cliff-dwelling nest of insurrectionists.

His Medal of Honor citation reads, in part:

For extraordinary heroism and eminent and conspicuous conduct in battle at the junction of the Cadacan and Sohoton Rivers, Samar, P. I., November 17, 1901. Colonel Bearss, then Captain, second in command of the column upon their uniting ashore in the Sohoton region, made a surprise attack on the fortified cliffs and capturing and destroying a powder magazine, 40 lantacas (guns), rice, food and cuartels. Due to his courage, intelligence, discrimination and zeal, he successfully led his men up the cliffs [by] means of bamboo ladders to a height of 200 feet. The cliffs were of soft stone of volcanic origin, in the nature of pumice and were honeycombed with caves. Tons of rocks were suspended in platforms held in position by vine cables (known as bejuco) in readiness to be precipitated upon people below. After driving the insurgents from their position which was almost impregnable, being covered with numerous trails lined with poisoned spears, pits, etc., he led his men across the river, scaled the cliffs on the opposite side, and destroyed the camps there. He and the men under his command overcame incredible difficulties and dangers in destroying positions which according to reports from old prisoners, had taken three years to perfect, were held as a final rallying point, and were never before penetrated by white troops. Captain Bearss also rendered distinguished public service in the presence of the enemy at Quinapundan River, Samar, P. I., on January 19, 1902.

World War One saw the now Colonel Bearss in charge of 102 Infantry (Army), 26 Division, a group that got jobs done under the Marines' tutelage. In September 1918, he led a charge to recapture the French towns of Marcheville and Riaville. When his group was trapped in Marcheville, this officer John Wayne must have taken notes from simply broke out his pistol and his grenade-throwing arm to get the men to safety. For this action, he earned the Distinguished Service Cross, the Army Distinguished Service medal and the Navy Cross.

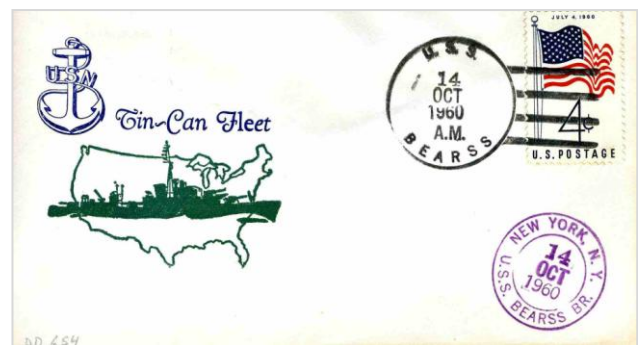
Nearly six years after his passing, the FLETCHER-class destroyer named for Bearss slipped from the ways 25 July 1943 at Gulf Shipbuilding, Chickasaw, Alabama, with widow Louise applying the champagne. **USS BEARSS (DD 654)** commissioned 12 April 1943 and operated at Pearl Harbor until July 1944. From that point on, she conducted anti-ship sweeps and shelling attacks throughout the Kurile Islands until war's end. Back in the US, she was placed in reserve 31 January 1947. Recommissioned 7 September 1951, she served along the Atlantic and Caribbean. In 1960, she shifted to the Navy Reserves, serving in that role until decommissioning 30 December 1963.



Hiram Iddings Bearss



USS BEARSS (DD 654)



Locy Type 2r and a 9efu courtesy

USS BEARSS postmarks are easy to find; her normal 2r and 2(n) (USS) rank as common in the *USCS Postmark Catalog Scarcity* scale and she has several B-rated (limited number) marks; an interesting B to find would be the Locy 9efu double-ring used 1951-63.

Locy Type 2(n) (USS)

**Images Naval Cover Museum and
NavSource.com**



USCS Auction #S-8**Closes 30 September 2020****Minimum bid stated on all lots. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to seadragons@cox.net****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

S8-01 CAPELIN (SS 289) 1-20-43 GOW NG launch cachet, PM Portsmouth, sunk, rare MB \$60

S8-02 BILLFISH (SS 286) 11-12-42 GOW NG launch cachet, PM Portsmouth MB \$35

S8-03 PRAIRIE (AD 15) 10-7-45 We Dropped the Hook in Tokyo Bay cachet, nice MB \$25

S8-04 AMBERJACK (SS 522) 3-4-46 invitation to commissioning card MB \$2

S8-05 BAINBRIDGE (DD 246) 2-9-37 Harrington data cachet for 16th B'Day MB \$2

S8-06 AARON WARD (DD 132) 4-11-35 Harrington data cachet fir 16th B'Day F50 MB \$2

S8-07 CROWNINSHIELD (DD 134) 8-6-35 Harrington data cachet for 16th B'Day F50 MB \$2

S8-08 PHILIP (DD 76) 5-20-40 Tambling sailor for Neutrality Patrol F50 MB \$2

S8-09 GRAYSON (DD 435) 2-24-42 A strong navy 2nd to none cachet MB \$2

S8-10 GOFF (DD 247) 7-18-37 Pacific Fleet Fiesta Portland MB \$2

S8-11 CONNER (DD 72) 10-10-40 nc but ships cc, PM Norfolk, F50 MB \$2

S8-12 MANLEY (DD 74) 10-27-34 r/s Navy Day cachet by Richell MB \$2

S8-13 FARRAGUT (DD 348) 3-15-34 launch by Farragut Ch, PM DUPONT MB \$2

S8-14 DUPONT (DD 152) 1-14-37 Decom by ANCS 34 MB \$2

S8-15 BIDDLE (DD 151) 11-11-36 Last Day Post Office cachet MB \$2

S8-16 DUPONT (DD 152) 1-14-37 named in memory of... MB \$2

S8-17 BLAKELEY (DD 150) 1-6-37 Decom at Phila Navy Yd MB \$2

S8-18 COLE (DD 155) 11-7-39 Recom for Neutrality Patrol, yr date spotty MB \$2

S8-19 BERNADOU (DD 163) 11-10-39 Recom by Nicholson MB \$2

S8-20 ELLIS (DD 154) 11-24-39 US Navy Recom DD's slight stutter MB \$2

S8-21 BERNADOU (DD 163) 1-8-37 Last Day Post Office cachet MB \$2

S8-22 ELLIS (DD 154) 12-16-36 named for cachet, last day commission in kb MB \$2

S8-23 BERNADOU (DD 163) 100-27-35 named for... cachet MB \$2

S8-24 FOX (DD 234) 5-17-35 Harrington data cachet for 15th b'day MB \$2

S8-25 GILMER (DD 233) 8-31-38 Decom cachet, no stamp on cover MB \$2

S8-26 GILMER (DD 233) 11-16-39 recom cachet by Cohen? MB \$2

S8-27 GILMER (DD 233) 11-16-39 Recom for Neutrality Patrol MB \$2

S8-28 WASHINGTON (BB 56) 6-14-38 keel lay slipways No. 3, PM BROOKS MB \$2

S8-29 KANE (DD 235) 2-20-36 116th Anniv of Elisha K Kane by Jagyi MB \$2

S8-30 J D EDWARDS (DD 216) 11-17-39 Navy Day cachet MB \$2

S8-31 KANE (DD 235) 4-28-38 Decom cachet by Tuchinsky MB \$2

S8-32 KENNISON (DD 138) 2-22-40 Recom by Hutnick MB \$2

S8-33 WASHINGTON (BB 56) 5-1-44 Roster of all ship's officers MB \$2

S8-34 TILLMAN (DD 135) 4-30-36 15th B'day cachet F50 MB \$2

S8-35 LAWRENCE (DD 250) 7-12-34 r/s scouting force at Provincetown MB \$2

S8-36 LAWRENCE (DD 250) 4-18-36 Harrington data cachet for 15th B'Day MB \$2

S8-37 TILLMAN (DD 135) 11-20-33 US Warships in Cuban Waters r/s cachet, F50 MB \$2

S8-38 CROWNINSHIELD (DD 134) 7-2-34 ROTC Cruise r/s cachet F50 MB \$2

S8-39 BAINBRIDGE (DD 246) 11-20-37 The Fleet's In r/s cachet, kb LDC MB \$2

S8-40 HUGHES (DD 410) 6-17-39 launch cachet by Hutnick, PM Bath, sunk MB \$2

S8-41 MONSSEN (DD 436) 7-14-39 keel lay cachet, PM WILSON MB \$2

S8-42 BIDDLE (DD 1510) 10-16-39 recom by Nicholson, PM ROWAN MB \$2

S8-43 MAYRANT (DD 402) 5-14-38 launch by Hutnick, PM Boston Navy Yd MB \$2

S8-44 ROWAN (DD 405) 9-23-39 commission by Nicholson, sunk MB \$2

S8-45 MAYRANT (DD 402) 2-23-46 Tribute to 1st line of Defense r/s cachet MB \$2

S8-46 STACK (DD 406) 11-20-39 commission by Nicholson MB \$2

S8-47 RHIND (DD 404) 11-10-39 commission by Cohen? MB \$2

S8-48 TAYLOR (DD 94) 9-23-38 Last Day post office MB \$2

S8-49 TAYLOR (DD 94) 11-11-36 Armistice Day cachet by USCS Ch 40 MB \$2

S8-50 FAIRFAX (DD 93) 12-13-38 US Navy 1st Line of Defense, F50 MB \$2

S8-51 FAIRFAX (DD 93) 11-27-36 ships embossed seal as cachet F50 MB \$2

S8-52 FAIRFAX (DD 93) 10-12-34 Columbus Day cachet by USCS 535, F50 MB \$2

S8-53 COLHOUN (APD 2) 4-14-41 r/s Recom for Neutrality Patrol, some info typed on MB \$2

S8-54 WICKES (DD 75) 4-7-37 last day in commission by ANCS 54, F50 MB \$2

S8-55 EVANS (DD 78) 12-13-39 US Navy Recom DD's eagle/shield design, F50 MB \$2

S8-56 MANLEY (DD 74) 11-28-38 conversion to AG by Tuchinsky MB \$2

S8-57 MANLEY (DD 74) 11-5-37 European Squadron change by Thompson, kb Gibr MB \$2

S8-58 MANLEY (DD 74) 5-19-34 Ships of the Fleet welcome, kb New Bedford MB \$2

S8-59 MANLEY (DD 74) 2-22-35 Washington's B'Day by USCS 151 MB \$2

S8-60 BENHAM (DD 397) 4-30-39 US Fleet visits NY World's Fair MB \$2

S8-61 SAMPSON (DD 394) 9-1-38 commission by Shaw MB \$2

S8-62 LIVERMORE (DD 429) 8-3-40 launch by Hutnick, PM Bath MB \$2

S8-63 HILARY P JONES (DD 427) 9-6-40 commission cachet MB \$2

S8-64 PLUNKETT (DD 431) 8-15-40 1st Day Postal Serv r/s cachet MB \$2

S8-65 MUSTIN (DD 413) 9-15-39 r/s commission cachet MB \$2

S8-66 RUSSELL (DD 414) 1-4-40 commission cachet by Richell/Nicholson MB \$2

S8-67 O'BRIEN (DD 415) 3-2-40 commission by Cohen MB \$2

S8-68 ANDERSON (DD 411) 6-22-46 decom r/s cachet MB \$2

S8-69 SOMERS (DD 381) 3-15-37 launch by Shaw, PM Hudson Term NYC MB \$2

S8-70 DUNLAP (DD 384) 6-12-37 commission by Shaw MB \$2

S8-71 SOMERS (DD 381) 12-1-37 commission by Hutnick MB \$2

S8-72 HENLEY (DD 391) 6-12-37 launch by Shaw, PM Vallejo, sunk MB \$2

S8-73 MUGFORD (DD 389) 10-31-36 launch by Shaw, PM Boston Navy Yd MB \$2

S8-74 BAGLEY (DD 386) 11-28-45 rising sun has set r/s cachet MB \$2

S8-75 MUGFORD (DD 389) 3-11-38 shakedown cruise, kb San Juan PR MB \$2

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S8-79 WINSLOW (DD 359) 2-17-37 comm by Tuchinsky, PM BARRACUDA MB \$2

S8-80 PORTER (DD 356) 9-4-36 1st Day Mail Serv by Tuchinsky, sunk MB \$2

S8-81 MCDUGAL (DD 358) 2-23-37 r/s shakedown cruise, kb Norfolk MB \$2

S8-82 AYLWIN (DD 355) 3-22-35 1st Line of Defense Grows MB \$2

S8-83 MONAGHAN (DD 354) 10-26-35 shakedown cruise by ANCS 10, kb Cork, sunk MB \$2

S8-84 MONAGHAN (DD 354) 5-28-36 r/s Boston/SD join PacFlt, kb Peru, sunk MB \$2

S8-85 MONAGHAN (DD 354) 5-30-35 1st memorial Day r/s cachet, sunk MB \$2

S8-86 MONAGHAN (DD 354) 6-16-36 r/s Boston/SD 1st trip, kb joined Pac Flt MB \$2

S8-87 MONAGHAN (DD 354) 3-17-37 St Patricks Day cachet MB \$2

S8-88 MONAGHAN (DD 354) 5-9-36 r/s Boston/SD 1st trip, kb joined PacFleet MB \$2

S8-89 CASE (DD 370) 10-22-36 r/s commission cachet MB \$2

S8-90 LAMSON (DD 367) 1-5-46 generic USN destroyer r/s cachet, name in KB MB \$2

S8-91 REID (DD 369) 11-2-38 comm cachet by Comm John Barry Ch, sunk MB \$2

S8-92 LAMSON (DD 367) 10-31-36 r/s commission cachet MB \$2

S8-93 SMITH (DD 378) 3-20-37 shakedown cruise by ANCS 76, kb Suva, Fiji MB \$2

S8-94 CUSHING/PERKINS (DD 376/377) 12-31-35 double launch, both sunk PM OKLAHOMA MB \$2

S8-95 PERKINS (DD 377) 2-12-37 r/s shakedown cruise, kb Pearl sunk MB \$2

S8-96 TUCKER (DD 374) 2-26-36 launch cachet, PM HERBERT MB \$2

S8-97 SHAW (DD 373) 5-25-37 shakedown cruise cachet MB \$2

S8-98 CRAVEN (DD 382) 2-18-41 j Gish and a Yard Engine cachet MB \$2

S8-99 PRESTON (DD 379) 5-18-39 NY visit cancelled, bound for W Coast MB \$2

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S8-101 HAWKINS (DD 873) 7-6-70 Welcome HMS BACCHANTE (DD) by Nicholson MB \$2

S8-102 LOGGERHEAD (SS 374) 8-13-44 launch cachet, PM Manitowoc MB \$3

S8-103 BEALE (DDE 471) 7-25-58 crossing the equator MB \$2

S8-104 JUNEAU (CL 119) 4-6-46 launch cachet by Sanders, diff from #100 MB \$2

S8-105 REPOSE (AH 16) 4-9-48 Pacific Fleet in China r/s cachet MB \$2

S8-106 GEORGE CLYMER (APA 27) 4-25-48 Pacific Fleet in China r/s cachet MB \$2

S8-107 BRONX (APA 236) 5-1-48 Pacific Fleet in China r/s cachet MB \$2

S8-108 LOUISVILLE (CA 28) 10-27-40 Navy Day cachet, kb Montevideo MB \$2

S8-109 NORTHAMPTON (CA 26) 10-12-34 Columbus Day cachet by USCS 35 MB \$2

S8-110 SAPPHERE (PYC 2) 11-27-41 1st Day Postal Serv by Czubay MB \$2

S8-111 BROOKS (DD 232) 9-9-38 Decom by Tuchinsky MB \$2

S8-112 PORTLAND (CA 33) 3-29-33 1st day in commission r/s cachet MB \$2

S8-113 RODGERS (DD 254) 2-13-40 US Navy recom DD's by Cohen? F50 MB \$2

S8-114 CUMMINGS (DD 365) 11-25-36 shakedown cruise kb 1st day in comm MB \$2

S8-115 WILLIAMS (DD 108) 9-12-40 last day cxi, Exchanged to England r/s cachet F50 MB \$2

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S8-119 MACON (ZRS 5) 4-21-33 1st Flight by Akron C of C, PM Akron, OH MB \$4

S8-120 S&S Co, 2nd Serv Bn, 2nd Marine Div 6-4-45 Marine mail cover w/censor mark MB \$2

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S8-124 Seabee 130 NCB, 8-6 11-21-44 sailor mail w/censor mark MB \$2

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S8-126 CLAMAGORE (SS 343) 3-16-44 keel lay by Herald, PM Groton MB \$3

S8-127 ALTAHAMA (CVE 18) 1-22-43 sailor mail w/censor mark MB \$2

S8-128 ANCHOR (ARS 13) 4-27-45 sailor mail w/censor mark, has been folded in half MB \$2

S8-129 BARATARIA (AVP 33) 11-27-44 sail mail w/censor mark, torn open R side MB \$2

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S8-131 MEGREZ (AK 126) 3-29-44 sailor mail w/censor mark MB \$2

S8-132 MCCracken (APA 198) 4-25-45 sailor mail w/censor mark MB \$2

S8-133 MCGINTY (DE 365) 7-18-45 sailor mail w/censor mark MB \$2

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S8-138 HOLLAND (AS 3) 12-30-42 V mail w/env MB \$2

S8-139 HOUSTON (CL 81) 11-12-44 sailor mail w/censor mark MB \$2

S8-140 DE GRASSE (AP 164) 10-17-44 sailor mail w/censor mark MB \$2

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 S8-146 QUEENFISH (SS 393) 11-30-43 launch cachet by Contraros, PM Portsmouth MB \$3
 S8-147 WARE (DD 865) 4-12-45 launch cachet, PM Staten Is MB \$2
 S8-148 BROWNSON (DD 868) 7-7-45 launch cachet, PM Staten Is MB \$2
 S8-149 CABEZON (SS 334) 8-27-44 launch by Herald MB \$3
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 S8-152 SALERNO BAY (CVE 110) 1-4-46 generic US Navy cachet MB \$2
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 S8-156 FLASHER (SS 249) 9-30-42 keel lay by Greene MB \$3
 S8-157 FLIER (SS 250) 10-30-42 keel lay, book design MB \$3
 S8-158 HARDER (SS 257) 8-19-42 launch by Greene, sub/lighthouse, sunk MB \$3
 S8-159 JACK (SS 259) 10-16-42 launch by Spader, photo of sponsor, PM Groton MB \$3
 S8-160 MINGO (SS 261) 2-12-43 commission by ANCS Argonauts, PM Groton MB \$3
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 S8-164 GAR (SS 206) 4-14-41 commission by Walton/Osborn on card MB \$3
 S8-165 GRAMPUS (SS 207) 12-23-40 launch by Hutnick, PM FALCON, sunk MB \$3
 S8-166 GRAMPUS (SS 207) 5-23-41 commission by Cohen, sunk MB \$3
 S8-167 GATO (SS 216) 10-5-40 keel lay by Spader, PM Groton MB \$3
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 S8-169 DARTER (SS 227) 9-7-43 commission cachet, sub & fish design, PM Groton MB \$3
 S8-170 DARTER (SS 227) 10-20-42 keel lay by Spader, PM Groton, Sunk MB \$3
 S8-171 CERO (SS 225) 8-25-42 keel lay by Greene, PM Groton MB \$3
 S8-172 AMBERJACK (SS 219) 6-19-42 commission, Naval Officer design, sunk MB \$3
 S8-173 AMBERJACK (SS 219) 3-6-42 launch by Streeter, sunk MB \$3
 S8-174 QUINCY (CA 39) 10-15-33 r/s keel lay cachet, PM Quincy, sunk MB \$2
 S8-175 INDIANA (BB 58) 11-21-41 launch cachet by Streeter MB \$2
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 S8-179 HMS BATTLER (CVE) 2-10-46 Returning to US Navy on card by Nicholson MB \$3
 S8-180 CORAL SEA (CVB 43) 10-1-47 r/s commission cachet MB \$2
 S8-181 MISSISSIPPI (BB 41) 5-22-35 Navy maneuvers SF to Alaska, kb black vs white fleets, MB \$2
 S8-182 MISSISSIPPI (BB 41) 2-22-37 Washington B'Day by ANCS 405 & 429, colorful MB \$2
 S8-183 NEW MEXICO (BB 40) 7-4-37 Crosby photo cachet, nmc auto MB \$5
 S8-184 NEW MEXICO (BB 40) 5-20-38 20th B'Day by Peejay MB \$2
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 S8-186 SANDS (DD 243) 9-15-38 cecom cachet by Mueller MB \$2
 S8-187 USCGC BELUGA (WPD 87325) 10-3-2000 in commission special by Everett MB \$2
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 S8-192 USCGC CONIFER (WLB 301) 6-23-2000 LDC by Everett MB \$2
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 S8-216 BATFISH (SSN 681) 7-4-94 4th of July cachet by Rogak, PM Charleston MB \$2
 S8-217 BATFISH (SSN 681) 2-17-98 Deactivation ceremony PM Groton by Decatur Ch MB \$1
 S8-218 BATFISH (SSN 681) 2-9-70 keel lay by Nuclear Ships Ch, PM Groton MB \$1
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 S8-256 USAT CHATEAU THIERRY 8-12-36 ships marking, PM Balboa CZ MB \$2
 S8-257 INDIANAPOLIS (CA 35) 8-16-36 159th Anniv of Am Revolution by Puglis, sunk MB \$2
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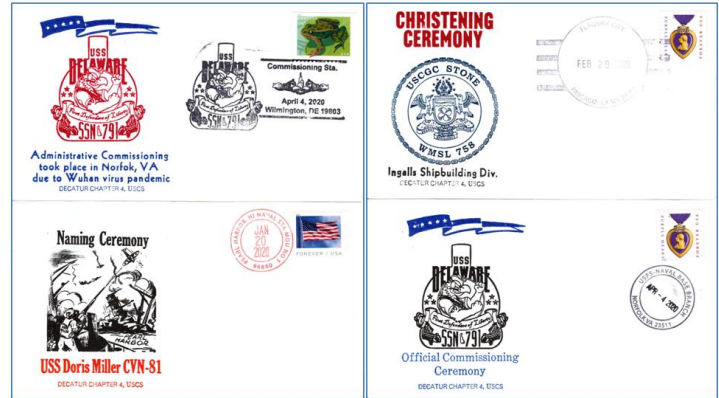
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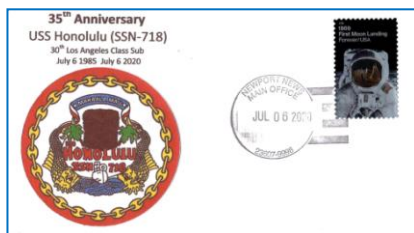
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•15. Asiatic Squadron - Asiatic Fleet

This list of ships shows all the United States Naval ships that were attached to the Asiatic Squadron (1868-1902) and then to the Asiatic Fleet (1902-1942). The list will be an alpha listing.

https://www.navalcovermuseum.org/wiki/Asiatic_Squadron_-_Asiatic_Fleet

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11/18



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FREMONT CA 94539

PERIODICAL

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Universal Ship Cancellation Society Log

August 2020

Secretary's Report July 2020

Deceased

9765 Robert Guiliano
2468 James Watt

Change of Address

10865 Robert Jank, AM Zwiebelgarten 24, 86554 Poettmes Germany

Membership on 5/31/2020..... 759
Deceased..... 2
Membership on 7/4/2020..... 757
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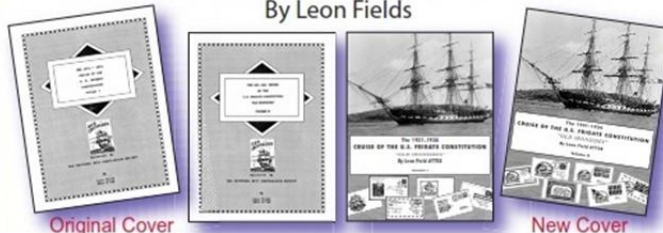
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