

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 87 No. 9

September 2020

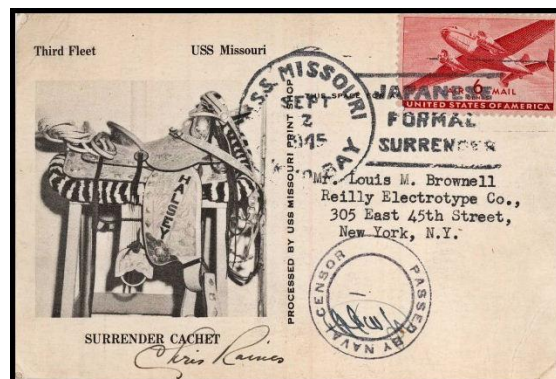
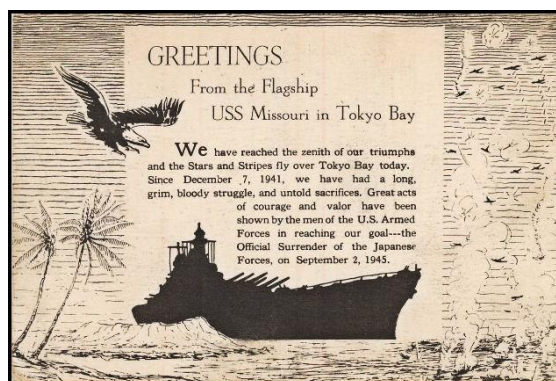
Whole No. 1042

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Feature Cover

USS MISSOURI (BB 63)



As we mark the 75th Anniversary of the Japanese Formal Surrender on 2 September 1945 in Tokyo Bay, I have selected the card printed by the USS MISSOURI print shop. This month's feature item is found in the USS MISSOURI section of the Naval Cover Museum.

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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USCS Log Staff

Editor: Richard D. Jones, 137 Putnam Ave, Ormond Beach FL 32174; bmcmljones@yahoo.com --Phone-386-672-2112

Associate Editor:

Printer: Minuteman Press, a Teelok Print Group Company, 5847 Secor Road, Toledo, OH 43623-1421.

Society Officers

President: Richard D. Jones, 137 Putnam Ave, Ormond Beach FL 32174; bmcmljones@yahoo.com

Vice-President: John Germann, 12102 Whittington Dr. Houston, TX 77077-4911; jghist@comcast.net

Secretary: Steve Shay, 747 Shard Ct., Fremont CA 94539; shaymur@flash.net

Treasurer: Lloyd Ferrell, PO Box 7237, Aloha OR 97007-7237 uscstreasurer@aol.com

Immediate Past Pres: Don Tjossem; Tjossem@wavecable.com

Directors:

David Bernstein	nataska1@cox.net
Laurie Bernstein	seadragons@cox.net
Larry Brennan	lawrence.brennan7@gmail.com
Greg Ciesielski	liiski@ec.rr.com
Nancy Clark	nbc@meganet.net
Richard Hoffner, Sr.	pauscg@gmail.com
Stewart Milstein	sbmilstein@gmail.com
John P. Young	rkhoolligan@aol.com



From the Editor's Desk

Thanks for the National Hockey League returning to play for the Stanley Cup series with the playoff teams in a quarantine “bubble”. It certainly gives me a break from watching the 456 repeat episodes of *Law and Order* and binge watching Dr. Pol birthing distressed calves. After working on the naval cover collection and developing cover exhibits with no shows to exhibit at, the last month or so has becoming too much like *Groundhog Day* repeats.

Nevertheless, I hope you are being productive in whatever isolation constraints you have in your area. I have been receiving a good supply of articles for future issues. Most of them have been laid out in advance of the month they will be used. However, I can always use small articles to help finish off pages.

Paul Bunter sent a note that he planned to perform the annual *Naval Cover Museum* wiki software upgrade starting Friday, 28 August and concluding Saturday, 29 August. The process involves performing a backup beginning of the current system and then the software upgrade.

We appreciate Paul’s technical expertise to keep this most valuable USCS asset current and working well. If you are a new member and haven’t checked out the *Naval Cover Museum*, you are missing a key resource to your collecting knowledge.

https://www.navalcovermuseum.org/wiki/Naval_Cover_Museum

As I reported last month, naval shipbuilding events continue to be marked by very limited attendees. On page 3, you will note that there has actually been advanced notice the PCU MONTANA will be christened at Newport News Shipbuilding on 12 September, again with limited audience.

Additional concerns center on an extraordinary amount of time it is taking to get event covers back from shipbuilding cities. For example, USS TRIPOLI commissioning covers from 15 July and USS KANSAS CITY commissioning covers from San Diego in June have not been returned as of mid August. Good news is Bath Iron Works in Maine is close to settling a contract and will get back building ships with a full crew of shipbuilders.

Collect-Share-Enjoy your hobby.

Send for Your Own Covers

USS NIMITZ CARRIER STRIKE GROUP

USS NIMITZ (CVN 68) Deployed 8 June 2020 5th Fleet AOO

USS PRINCETON (CG 59) 6 June

USS STERETT (DDG 104) 4 June

USS RALPH JOHNSON (DDG 114) 9 June 2020

JOIN A USCS CHAPTER IN 2020

Recently/Currently Deployed

USS WINSTON S. CHURCHILL (DDG 81) Ind Deployment 10 August

USS MAINE (SSBN 741) Deployed May 2020

USS GEORGIA (SSGN 729) 6th Fleet AOR

USS HERSHEL “WOODY” WILLIAMS (ESB 4) Deployed 27 July

USS CHEYENNE (SSN 773) Deployed WESTPAC 15 July 2020

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 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



Out of the Past

Naval History and Heritage Command

1 September 1925 (Post WW I)

CDR John Rodgers and a crew of four in a PN-9 aircraft run out of fuel on the first San Francisco to Hawaii flight. Landing at sea, they rig a sail and set sail for Hawaii. On 10 September, they are rescued by the submarine USS R-4, 10 miles from Kauai, then Territory of Hawaii.

5 September 1923 (Post WW I)

The U.S. Asiatic Fleet arrives at Yokohama, Japan, to provide medical assistance and supplies after the Great Kanto earthquake, occurs just days prior. On 1 September, during the earthquake, Lt. j.g. Thomas J. Ryan rescues a woman from the burning Grand Hotel in Yokohama. For his "extraordinary heroism" on that occasion, he is awarded the Medal of Honor.

9 September 1924 (Modern)

USS LONG BEACH (CG(N) 9) is commissioned at Boston as the first nuclear-power surface warship in history and is assigned to the Atlantic Fleet and home ported at Norfolk, VA.

13 September 1944 (WW II)

USS WARRINGTON (DD 383) sinks off the Bahamas in a hurricane. After a prolonged search, numerous Navy vessels rescue only five officers and 68 men of the destroyer's 20 officers and 301 men.

17 September 1852 (Classic)

A party of Marines from USS JAMESTOWN land at Buenos Aires, Argentina, to protect Americans during a revolution. During this time, USS JAMESTOWN serves as part of the Brazil Squadron.

19 September 1952 (Korean War)

USS ALFRED A. CUNNINGHAM (DD 752) takes fire from three guns, estimated 105 to 155 mm in the Wonsan area of Korea. Thirteen personnel casualties, none fatal, were suffered. She expended 75 rounds of 5 inch and 84 of 3 inch in return counter battery fire. After emergency repairs, USS ALFRED A. CUNNINGHAM was able to continue her combat operations.

23 September 1931 (Inter-War Years)

The first landing of an autogiro on board an aircraft carrier is made by Lt. Alfred M. Pride, USN, in a (XOP 1), onboard USS Langley (CV 1) while underway.

25 September 1943 (WW II)

USS SKILL (AM 115) is sunk by German submarine (U 593) in Gulf of Salerno. Only 32 of her men survive from the 103 officers and men on board.

28 September 1957 (Modern)

After reconfiguration and reclassification, the former LST-32 becomes USS ALAMEDA COUNTY (AVB 1), an advance aviation base ship. The first of her class, she is designated to provide fuel, spare parts, technicians, and facilities necessary to establish and operate an airstrip for patrol and carrier aircraft in locations where there are no base facilities.

Calendar of Events

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

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

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

? notes a tentative or uncertain date.

signifies a change from previously published date.

POSTPONED Formal Commissioning Ceremonies

? PCU DELAWARE (SSN 791) Commissioning, Wilmington DE

? PCU VERMONT (SSN 792) Commissioning, Groton CT

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

September 2020

12 PCU MONTANA (SSN 794) Christening, Newport News VA

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

Spring 2021

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

Thanks to: Bob Lamb for providing the 2020 Anniversary Updates. Thanks to Thad Kaczkowski, 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), 9/9 *Correction*; 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** – ROOSEVELT DDG-80, 10/14; **15 YEARS** – BAINBRIDGE DDG-96, 11/12; **10 YEARS** – GRAVELY DDG-107, 11/20; **5 YEARS** – MILWAUKEE LCS-5, 11/21; JACKSON LCS-6, 12/5



Newport News Shipbuilding will christen MONTANA (#SSN794) over a live webcam on Saturday, 12 September.

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

Naval News

Richard D. Jones (3933)
137 Putnam Ave., Ormond Beach FL 32174
bmcmjones@yahoo.com

USS ST. LOUIS Commissioned

The newest littoral combat ship, the FREEDOM-variant the future USS ST. LOUIS (LCS 19) arrived in Mayport, FL, 17 July.

ST. LOUIS officially joined the fleet 8 August when she commissioned in Mayport.

Homeported in Mayport as the Navy's 22nd littoral combat ship and the 10th FREEDOM-variant, ST. LOUIS was designed for operation in near-shore environments yet capable of open-ocean operation, to defeat asymmetric "anti-access" threats such as mines, quiet diesel submarines and fast surface craft.

ST. LOUIS honors Missouri's largest city. It is the seventh ship to bear the name.

USS BELOIT (LCS 29) Keel Laying

Lockheed Martin and Fincantieri Marinette Marine marked the beginning of construction on Littoral Combat Ship (LCS) 29, the future USS BELOIT, with a ceremony in Marinette on Wednesday, 22 July 2020. As part of a shipbuilding tradition dating back centuries, a shipyard worker welded into the ship's keel plate the initials of retired Army **Maj. Gen. Marcia M. Anderson**, USS BELOIT ship sponsor and a Beloit, Wisconsin, native. This plate will be affixed to the ship and travel with BELOIT throughout her commissioned life.

LCS 29 will be the 15th FREEDOM-variant LCS and will join a class of more than 30 ships. LCS 29 is the first Navy ship to be named after Beloit, Wisconsin.

USNS NEWPORT Sea Trials

The U.S. Navy's twelfth Expeditionary Fast Transport (EPF) vessel, USNS NEWPORT (EPF 12), successfully completed Integrated Sea Trials, 30 July.

Integrated Trials combine Builder's and Acceptance Trials, allowing for the shipyard to demonstrate to the Navy's Board of Inspection and Survey the operational capability and mission readiness of all the ship's systems during a single underway period. During trials, the shipbuilder conducted comprehensive tests to demonstrate the performance of all of the ship's major systems. USNS NEWPORT is the second EPF ship to undergo the Integrated Trial, signifying the stability and maturity of the shipbuilding program.

USNS NEWPORT is on track to deliver later this year. Austal USA has also started construction of the future USNS APALACHICOLA (EPF 13) and is under contract to build the future USNS CODY (EPF 14).

Keeping the Fleet Ready

BAE Systems Jacksonville Ship Repair LLC, Jacksonville, Florida, is awarded a contract for the execution of USS CARNEY (DDG 64) fiscal 2020 extended dry-docking selected restricted availability and the USS

WINSTON CHURCHILL (DDG 81) fiscal 2021 depot modernization period. These availabilities will include a combination of maintenance, modernization and repair for both USS CARNEY and USS WINSTON CHURCHILL. Work will be performed for both in Jacksonville, Florida, and is expected to be complete by July 2022.

NAVSTA Newport RI to get OPCs

The Coast Guard has picked the homeport for the service's first pair of Offshore Patrol Cutters on the East Coast, the service announced on 12 August.

The two OPCs will be based at Naval Station Newport, R.I., home of the Naval War College, Navy Officer Candidate School and Surface Warfare Officers school.

The Coast Guard has four buoy tenders stationed in Newport while the Navy's Coastal Riverine Squadron 8 is also based at the naval station.

The Coast Guard announced the first two cutters would be stationed at Coast Guard Base Los Angeles-Long Beach, CA, with the second two set for Coast Guard Base Kodiak, Alaska.

The service has declared the OPC program the service's top acquisition priority. Eastern Shipbuilding won a \$110 million contract to build the first ship with options for eight more in 2016. However, the yard in Florida suffered extensive damage from Hurricane Michael in 2018, prompting the service to recompet the last four options with a second yard.

The Coast Guard awarded eight industry contracts to shipyards interested in the work. A \$1.1 million award went to Eastern, along with \$2 million awards each to Austal USA in Mobile, AL; Bath Iron Works in Bath, Maine; Bollinger Shipyards Lockport, LLC in Lockport, LA; Fincantieri Marinette Marine in Marinette, WI; Ingalls Shipbuilding in Pascagoula, MS; Philly Shipyard, Inc. in Philadelphia, PA; and VT Halter Marine, Inc. in Pascagoula.

The keel for the first-in-class ARGUS (WMSM 915) was laid earlier this year.

ESB 4 Arrives in Naples, Italy

The Expeditionary Sea Base USS HERSHEL "WOODY" WILLIAMS (ESB 4) arrived in port Naples, Italy, for a routine logistics stop, 13 August 2020.

The ship, which is the second of a new class of sea-basing ships, departed Naval Station Norfolk, Virginia, on 27 July, for her inaugural deployment following her commissioning in March. The crew consists of a mix of U.S. Navy Sailors and Military Sealift Command civilian mariners.

At 784 feet long (230 meters), the ship features a 52,000 square-feet (4,830 square-meter) four-spot flight deck. Further features include a hangar, mission deck, and work and living spaces for hundreds of embarked personnel. Additionally, for the U.S. Navy crew, there is a Blue Crew and a Gold Crew, which will turn over periodically to allow for continuity while the ship remains forward deployed.

HERSHEL 'WOODY' WILLIAMS is on a regularly scheduled deployment to the U.S. Naval Forces Africa area of responsibility.

President's Message

Richard D. Jones (3933)
 137 Putnam Avenue
 Ormond Beach FL 32174-5331
 (bmcmjones@yahoo.com)



As noted over the last several months, the Board of Directors Nominating Committee has been busy vetting new candidates to run for the board in the 2021-2022 terms.

Officially, nominations for the coming election open on 1 September 2020. Applicants shall make their availability known to the Chairman of the Nominating Committee (**DAVID KENT**—kentdave@aol.com) and shall certify that he or she will serve if elected. The nominee shall submit a short biographical sketch to the Secretary of the Nominating Committee by 1 November 2020. The biographical sketch will be part of the ballot flier which is disseminated to the members in December.

Candidates for all offices must have been members in good standing of the USCS for a minimum of two years. Candidates for President must have been at one time elected national office holders in the USCS.

The Secretary of the Nominating Committee shall forward the list of nominees to the Log Editor for publication in the December *Log*. Nominees should submit a head/shoulders photo to the USCS Secretary, **Steve Shay** for inclusion on the ballot flier.

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. Long-time members have heard tales of three-hour board of directors meetings. I anticipate that this year, Board business will be handled very efficiently and rapidly. I will be completing the meeting agenda during the first week of September in time to allow board members time to review the motions.

I wish to thank **Phillip Nazak** for contacting the postal advisor in the San Diego area to plead the case for collectors of naval covers. Ever since the Postal Clerk rating was converted to Logistics Specialists, there has been very little training for the needs of collectors. That along with increased automation of shipboard postal services has resulted in mixed returns from the ships. Phillip reports they touched on many topics during their 35 minute discussion and he plans a follow-up phone meeting. Thanks again, Phillip.

Most of the year has been spent learning new habits such as wearing masks and staying away from crowded situations. Please continue to follow local guidelines for safety even if you are tempted to ignore them. Stay Safe for your sake and your family's sake!

Recruit a new member in 2020.

USCS Auctions – take a look!

USS CISCO (SS 290) Launching Gow Ng cachet
USS FULTON (AS 1) Lawrence photo cachet



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

DK ENTERPRISES WORLDWIDE POSTAL HISTORY

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



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

For quality postal history, visit our store at 10 NE Silver Pine Drive #110 in Bremerton, Washington, see us at a show, or visit our website.

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

The Goat Locker

John Young (L-8219)
146 North Lincoln Street
Pearl River, NY 10965-1709
rkhooligan@aol.com



Well another month of chasing covers on eBay has gone by and I came up with a second Type 3z (BBT) cancel, dated 11 FEB 1941. It too has Hutnick's corner card on the reverse of the cover, but franked with a 3-cents Vermont Statehood stamp. The addressee, L.V. Schermerhorn used a stamp that had first day of issue on 4 March 1941.

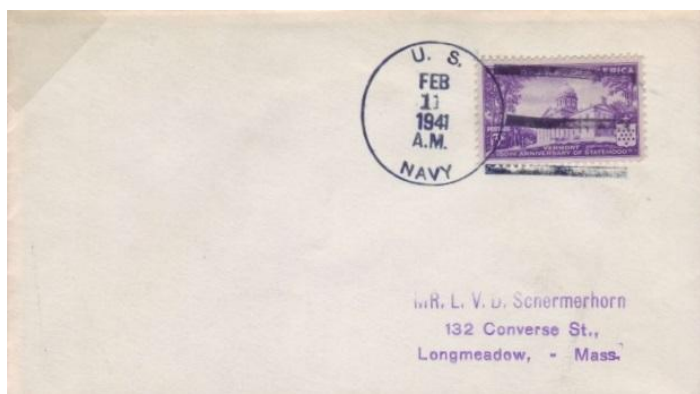
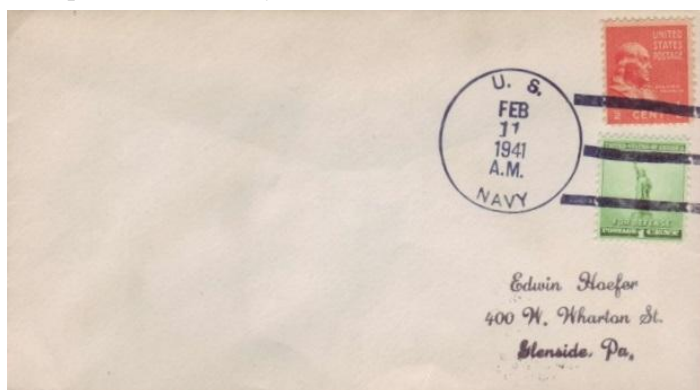


Figure 1-2: While my first unidentified "Hutnick" cover (franked 1½ cents postage) bears the same postmark. Its reverse has a straight-line date stamp AUG 17, 1941 probably the date Haefer got his return. Looks like Doc Hutnick sent uncanceled covers to unidentified ship and the mail clerk back-dated the cancel. One wonders why the mail clerk picked 11 FEB 1941?

Charles Marlow's Scrapbook (USS OHIO con't)

Something interesting occurred on the pages, Marlow must have transferred to USS WISCONSIN (Battleship #9) for a short period of time, as he had an assortment of Music Programs from March 26th to May 4th 1906. Their bandmaster was G. Genovese, who had been bandmaster aboard OHIO when Marlow first came aboard the latter. The programs give the ship's location and the music played by the band.

26 MAR 1906 at Sea
 27 MAR 1906 at Sea
 29 MAR to 7 APR 1906 Woosung, China
 9 APR 1906 at Sea

10 APR to 15 APR 1906 Kobe, Japan
 16 APR 1906 at Sea
 17 APR to 27 APR 1906 Yokohama, Japan
 4 MAY to 14 MAY 1906 Yokohama, Japan
 Badger Band played at Naval Hospital Yokohama, Japan
 10-22 JUN 06 Yangtze River

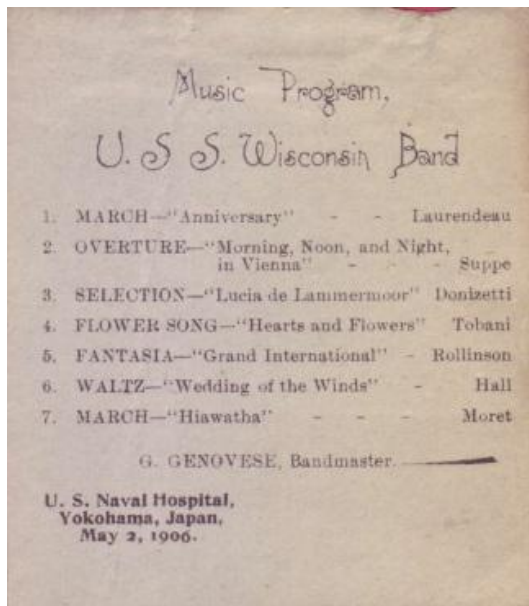


Figure 3

A program gives the ship's last performance of their Minstrel performer at the Forecastle Theatre in Chefoo, China on 24 August 1906. USS WISCONSIN had been deployed with the Asiatic Fleet since June 1903, and served as its flagship until Admiral Charles Train moved his flag aboard OHIO, shortly after her arrival to Yokohama.



Figure 4: Unused divided back postcard (Edward Mitchell, San Francisco) depicts Starboard side view of WISCONSIN at anchor. The card lists the following data: length- 365-feet; main battery- 18 guns; compliment: 750 officers and men.

WISCONSIN had won a gunnery trophy for 1906 and she hoisted a "Homeward Bound" pennant in Yokohama on 20 September 1906. She arrived in San Francisco on 18 October 1906 and was decommissioned upon entry into Puget Sound Naval Yard on 15 November 1906. Re-commissioned on 1 April 1908, WISCONSIN replaced USS ALABAMA (BB 8) as flagship, Division 4 of the Great

White Fleet in San Francisco. She would complete the 'round the World Cruise' in February 1909.

Marlow's scrapbook had the obituary of Rear Admiral Charles J. Train. He had commanded the Asiatic Fleet from 1 March 1905 until his death on 4 August 1906. He was aboard OHIO upon the admiral's return to Chefoo, China from Manila and caught a severe cold. Some said because of change in climate. To be more comfortable, Train took a suite of rooms at the Beach Hotel, Chefoo (now Yantai), where he remained until his death. *Wikipedia* has uremia (blood poisoning) as the admiral's cause of death.

As a mark of respect to his memory, flags were displayed at half mast by the vessels in the harbor, including the French fleet, and the German and Chinese men-of-war. On Sunday morning, a battalion of blue-jackets from his own ships, and another battalion from the French fleet, and a representation from German and Chinese ships in the harbor went ashore and escorted the body to the chapel, where services were held.

After the services, launches and boats of the various warships formed a floating funeral procession to OHIO. While his remains were carried to his flagship, a salute of thirteen minute guns was fired from the men-of-war in the harbor. On August 5th, OHIO sailed for Yokohama, with the remains. Where she arrived on August 10th and after more honors from the Japanese Navy, the body was placed aboard S.S. EMPRESS OF CHINA for conveyance to the United States. Train is buried at the U.S. Naval Academy.

The scrapbook continued several photos of the floating procession, including the placing of the casket aboard OHIO, as well as other memorabilia of his days aboard the battleship. We have dance cards, a ticket to an OHIO minstrel show (12 May 1906) with the ship's embossed seal and minstrel shows programs. It seems that these shows were the major entertainment for the officers, blue-jackets and marines of the Asiatic fleet. The fleet would be dissolved in 1907, but reestablished three years later.

Coast Guard News

The first of the new Offshore Patrol Cutters (WMSM) had her keel laid on 28 April 2020 at Eastern Shipbuilding, Panama City FL. Named ARGUS (915) after one of the ten revenue cutters that saw service for Alexander Hamilton during the administration of George Washington. The ship's sponsor was Captain Beverly Kelly, USCG (retired) and some might remember her as being the first woman to command a Coast Guard cutter in 1979. She even autographed cover requests - check a USCGC CAPE NEWHAGEN cover and you'll find LTJG Kelly's signature.

The Coast Guard is planning to acquire at least two dozen 360-foot "Heritage" Class cutters. They will be replacements for the 210-foot & 270-foot medium endurance cutters. A tentative list of names include CHASE, INGHAM, RUSH, PICKERING, ICARUS, ALERT, ACTIVE, DILIGENCE, VIGILANT and RELIANCE.

Eastern started the steel cutting for the second cutter with her keel laying in early 2021.

U.S. Coast Guard Cutter Oliver Henry Delivered

Bollinger Shipyards has delivered the U.S. Coast Guard Cutter OLIVER HENRY (WPC 1140) in Key West, Florida, the company said in a 30 July 2020 release.

This is the 163rd vessel Bollinger has delivered to the Coast Guard over a 35-year period and the 40th fast-response cutter (FRC) under the current program.

CGC OLIVER HENRY is the second of three FRCs to be homeported in Apra Harbor, Guam, increasing the presence for the Coast Guard in the Indo-Pacific theater. Additionally, later in 2020, Bollinger will deliver the first of six FRCs that will be based in Manama, Bahrain, which will replace the Island-class patrol boats supporting the Patrol Forces Southwest Asia, the Coast Guard's largest unit outside of the U.S.

Each FRC is named for an enlisted Coast Guard hero who distinguished himself or herself in the line of duty. OLIVER HENRY was the first minority service member to move from the wardroom to the engine room and rose rapidly through the ranks of enlisted mechanics.

He was one of the Coast Guard's first minority warrant officers and served over 15 years of his 26-year career as a warrant. As a leader and role model, he mentored many of the next generation of service leaders, including officers and enlisted men.

The homeporting of three FRCs in Guam is part of the Coast Guard's "doubling down on Oceania," allowing more frequent and longer patrols in an area where the Coast Guard has increased its presence over the past 18 months.

Remember fly the flag (half mast) on Patriot's Day.

USCS Reference Collections No.1 and No.2

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

The flash drives are available at these prices:

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

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

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

Order from:

USCS Treasurer

P.O. Box 7237

Aloha OR 97007

Payment, in U.S. funds only, may be made via cash, check,
Or via [Paypal](https://www.paypal.com) to receipts@uscs.org

S.A.S.E.

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

For Beginning Members

Long John Silver, Ship's Cook

Looking for cachets! How about these typed cachets that tell a Story?

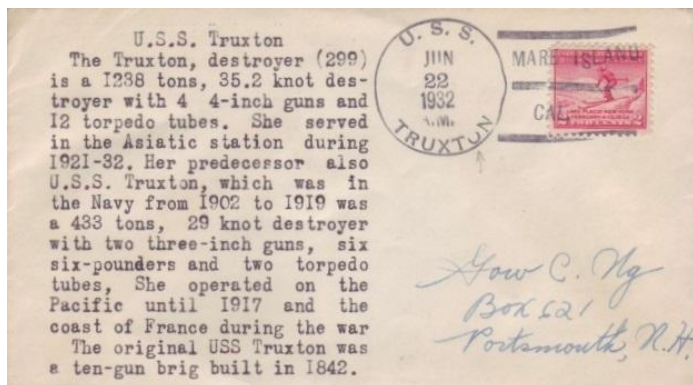


Figure 1: Early Gow Ng cover without his hand-drawn cachet but a typed history of three ships named after naval hero, Commodore Thomas Truxton. Since the 1960s, we've had two other ships named after him.

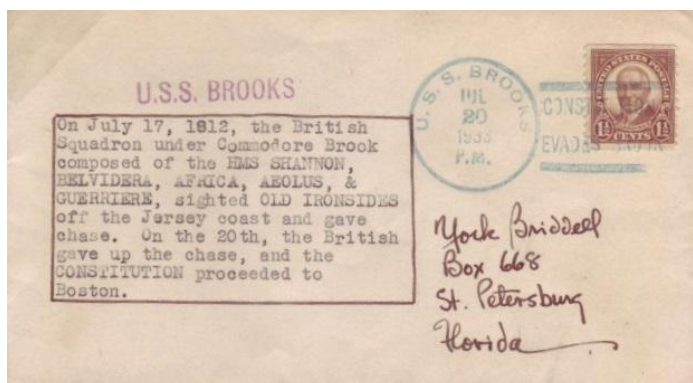


Figure 2: Typed cachet by ship's writer aboard, Charles Olasky (USCS #45) matches the words between killer bars CONSTITUTION/EVADES BROOK. A minor error, it was Sir Philip Broke who commanded the British Squadron that chased "Old Ironsides"



Figure 3: Mail clerk Jeff Delano, USS PORTLAND documents the names of naval and Coast Guard cutters that participated in the search for survivors of the ARKON crash, off the New Jersey coast. Typed cachet "Scene of Akron Disaster/ 35'25" North 73'53" West/ First Day/ ships searching and list those on scene.

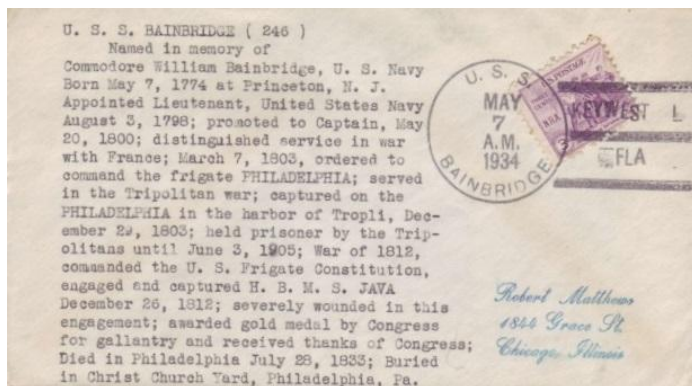


Figure 4: A twenty line typed biography of Commodore Bainbridge, naval hero of America's Navy during the early part of the 19th century, posted aboard USS BAINBRIDGE on the 150th anniversary of his birth. Robert Matthews was early naval cover collector.



Figure 5: Someone aboard USS ELLIS (154) documents her collision with another flush-deck destroyer with typed cachet giving location (off-shore Southern California). Wording in killers AT SEA/ ENROUTE fails to mention that ELLIS lost most of her bow, back to the number 5 of its hull number. Mare Island grafted a new bow of another decommissioned "Wickes" class destroyer

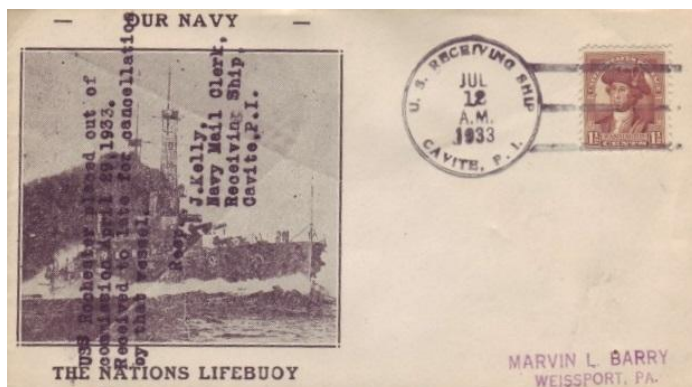


Figure 6: Mail clerk J. Kelly aboard Receiving Ship, Cavite, P.I. typed a note to collector, Marvin Barry that his request for USS ROCHESTER (CA 2) decommissioning covers arrived too late for cancellation.

That's all folks until next month!

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

West Coast Navy News

Ted Minter (9017)

18765 Florida St., Apt #312

Huntington Beach CA 92648



USS NIMITZ Enters 5th Fleet AOO

USS NIMITZ (CVN 68), the flagship of the NIMITZ Carrier Strike Group (CSG), entered the U.S. 5th Fleet area of operations (AOO), 24 July 2020.

Deploying ships and aircraft of the strike group, commanded by Rear Adm. Jim Kirk, include NIMITZ, the nine squadrons and staff of Carrier Air Wing (CVW) 17, staffs of CSG 11 and Destroyer Squadron (DESRON) 9, USS PRINCETON (CG 59) and USS STERETT (DDG 104) and USS RALPH JOHNSON (DDG 114).

Since leaving homeport 27 April 27, NIMITZ CSG has completed a composition training unit exercise, conducted dual-carrier operations with USS THEODORE ROOSEVELT (CVN 71) and USS RONALD REAGAN (CVN 76), made a successful Safe Haven port visit to Guam while observing strict COVID-19 restrictions and participated in cooperative exercises with the Indian Navy in the Indian Ocean.

USS ESSEX Delivers Vintage Warbirds

Historic World War II aircraft made it to Pearl Harbor, Hawaii in early August to commemorate the 75th anniversary of the end of the war.

The aircraft, which were hauled from San Diego aboard the amphibious assault ship USS ESSEX (LHD 2), arrived in Hawaii on Sunday, 9 August for multiple flyovers this month and next month.

According to organizers of the 75th Commemoration of the End of WWII, an "Around Oahu" flyover is slated for 29 August and a "Connecting the Military Bases" flyover is scheduled on 30 August.

The flyovers will close with a "Fly Over the Battleship MISSOURI Memorial, Pearl Harbor to Waikiki" on 2 September as part of an official commemoration aboard the Battleship Missouri Memorial's deck.

The Warbirds will be flying over the deck of USS MISSOURI where the Instrument of Surrender was signed on 2 September 1945 ending the global conflict, to honor all WWII veterans.

Notes from the USCS Chat Site

Darlene Hall #12547 (11 Aug 2020 10:37am EDT):

In the August 2020 issue, the photo on page 20, with the caption identifying the ship as the USS BIRMINGHAM, is not correct. That photo is actually of the USS PENNSYLVANIA; a comparison with the photo right next to it makes that clear. For a photo showing the flight from the USS BIRMINGHAM, Please visit--

<https://warriorgirl3.wordpress.com/2014/06/26/trial-run-the-worlds-first-aircraft-carrier-in-action/>

or scroll through--

<http://www.navsourc.org/archives/04/002/04002.htm>

One can see that the superstructure of the BIRMINGHAM is very different from that of the PENNSYLVANIA.

Just thought I'd point that out.

Letters to the Editor

From: Larry Nelson <[email]comcast.net>

To: bmcjmjones@yahoo.com

Fri, Aug 14 at 5:17 PM

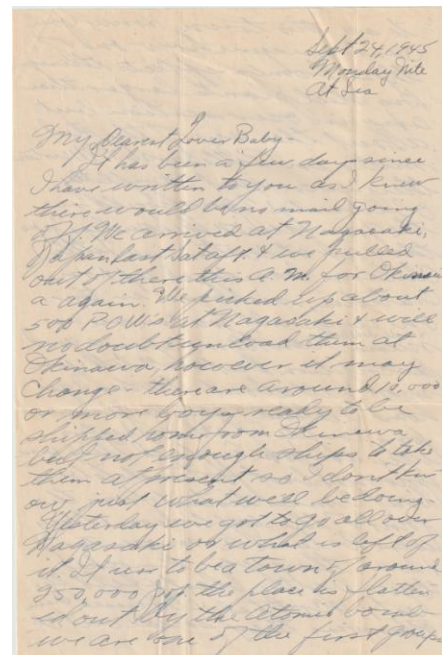
Richard:

I enjoyed the Operation Swift Mercy Article in the August **Log**. Attached is a scan of a cover and the first page of a letter dated September 24, 1945 sent by officer in the Optical Service Unit on the hospital ship SANCTUARY (AH 17).

In the letter he describes "picking up about 500 POW's in Nagasaki, Japan". He wrote "We arrived at Nagasaki, Japan last Sat. aft. & we pulled out of there this A.M. for Okinawa again. We picked up about 500 POW's at Nagasaki & will no doubt unload them at Okinawa, however it may change - there are around 10,000 or more boys ready to be shipped home from Okinawa but not enough ships to take them at present so I don't know just what we'll be doing. Yesterday we got to go all over Nagasaki or what is left of it. It used to be a town of around 250,000 pop. The place is flattened out by the Atomic bomb. We are one of the first groups to see this town..."

Perhaps our readers would be interested in this follow on to the article.

Larry



First Page of letter and cover from crewmember aboard SANCTUARY



Norfolk Navy News

Darrell Millner (9859)

*106 Maxwell Lane,
Newport News VA 23606*



USS NEWPORT NEWS Returns to Hampton Roads

USS NEWPORT NEWS (SSN 750) returned to her homeport at Naval Station Norfolk from deployment, 18 July.

Under the command of CDR Dave Fassel, NEWPORT NEWS returns from a deployment where she reached an incredible milestone of 1,000 dives and spent 137 continuous days underway.

USS HERSHEL "WOODY" WILLIAMS (ESB 4) Deploys

Expeditionary Sea Base USS HERSHEL "WOODY" WILLIAMS (ESB 4) kicked off her first deployment 27 July, leaving Virginia for an extended deployment primarily to U.S. Africa Command.

The Blue Crew departed Naval Station Norfolk on the second-in-class ESB, which features a flight deck with four helicopter spots and a large reconfigurable mission deck for launching small craft, unmanned vehicles or other tools that embarked crews may bring with them. The 100 sailors and 44 civilian mariners will conduct missions that include counter-piracy and partner-training operations – two of the key missions the Navy typically conducts in the AFRCOM area of operations – and special operations forces support, one of the two missions the ESB platform was originally built for.

In U.S. 5th Fleet, sister ship USS LEWIS B. "CHESTY" PULLER (ESB 3) has been operating in theater since she first arrived in August 2017.

(ESB 4) will focus her time on AFRICOM but could conduct operations in the EUCOM or U.S. Central Command areas of operations as well.

PCU MONTANA Christening Scheduled

The christening or ceremonial naming of Montana's namesake warship in connection with her launching is now scheduled for **12 September!**

This is the ceremony during which our Ship Sponsor, **Sally Jewell**, is expected to break a bottle of sparkling wine against the hull of PCU MONTANA (SSN 794), proclaiming the traditional words, "In the name of the United States, I christen thee MONTANA. May God bless her and all who sail in her."

Confirmation of the event date was received from Newport News Shipbuilding in Virginia, where the christening will take place prior to MONTANA being floated. Work and dockside testing will then continue until she is ready for sea trials in 2021.

Acceptance of the MONTANA by the Navy and her commissioning into the fleet is still likely late 2021.

USS GERALD R. FORD Sixth Weapons Elevator Certified

Program Executive Office (PEO) Aircraft Carriers announced the on-schedule certification and turnover of a sixth Advanced Weapons Elevator (AWE) aboard USS GERALD R. FORD (CVN 78), 22 July.

Designed to move ordnance efficiently from the ship's forward magazine to the flight deck, via the forward weapons handling and transfer area, Lower Stage Weapons Elevator (LSWE) 1 augments the exceptional lift capability of LSWE 5, enhancing the speed and effectiveness of combat system and flight deck training operations at the midpoint of the ship's Post Delivery Test and Trials (PDT&T) phase of operations.

Since November 2019, GERALD R. FORD has been conducting a series of independent steaming events (ISEs) interlaced with shore-based maintenance Windows of Opportunity (WOOs). To date, the ship has launched and recovered more than 3,450 aircraft.

The remaining five elevators are on track to be certified by the time GERALD R. FORD undergoes Full Ship Shock Trials, scheduled for the third quarter of FY21.

USS WINSTON S. CHURCHILL Deploys

USS WINSTON S. CHURCHILL (DDG 81) departed Naval Station Norfolk on 10 August, for an independent deployment. All personnel assigned to the ship completed a minimum, 14-day quarantine and were tested for COVID-19 prior to getting underway.

Changes of Command

Carrier Air Wing Seven (CVW-7) conducted a change of command at Naval Station Norfolk, Chambers Field on 23 July. Capt. Nathan Ballou relieved Capt. William Reed during an in-flight ceremony featuring a formation of one E-2D Advanced Hawkeye and two F/A-18E/F Super Hornets.

USS NEW MEXICO (SSN 779) conducted a change of command at Naval Station Norfolk, 31 July.

CDR Jared Smith relieved CDR Jim Morrow as commanding officer of NEW MEXICO.

USS DWIGHT D EISENHOWER

USS DWIGHT D. EISENHOWER (CVN 69) carrier strike group returned home to Norfolk Naval Station 9 August after seven months operating in 5th and 6th Fleet.

Returning ships include USS DWIGHT D. EISENHOWER (IKE) (CVN 69) and cruiser USS SAN JACINTO (CG 56). More than 1,800 Navy aviators from nine squadrons from Carrier Air Wing Three (CVW) 3 returned 6-7 August to their home bases in Naval Air Station Oceana, Norfolk Naval Station, Naval Air Station Whidbey Island, Washington, and Naval Air Station Jacksonville, Florida.

USS VELLA GULF (CG 72), guided-missile destroyers USS JAMES E. WILLIAMS (DDG 95) and USS TRUXTUN (DDG 103) were scheduled to return to Norfolk 10 August. USS STOUT (DDG 55) remained on deployment and will return to Norfolk at a future date.

NICHOLSON CHAPTER This and That

The virus shutdown has allowed me to do a deep dive into my collection of Naval covers I have gathered over the past 35 years. Sorting through my Nicholson Covers I am dumbfounded by the amazing access Mr. Nicholson had, He created an incredible naval cover legacy and his creations recorded naval history.

*Regards,
Darrell*

Mopping Up the By-Passed Japanese Pacific Ocean Garrisons

Stewart B. Milstein (L-7205)

PO Box 1051, Cortaro AZ 85652-1051



The US invaded Guadalcanal on 8 August 1942. Three years and one week later, with the US getting prepared to invade the home islands, Japan surrendered. Emperor Hirohito announced via a radio recording and an Imperial Rescript that the war was over. One of the strategies that brought the US Navy to Japan's door step was that of island hopping. Leapfrogging those Japanese-held islands that did not pose a threat to US forces allowed the US Navy to occupy only those islands which could be used as the staging area for the next leap toward Japan.

Even before the formal surrender was signed aboard the USS MISSOURI on 2 September 1945, the US Navy was planning on how to affect the surrender all the Japanese forces on these by-passed islands. The main question that had to be answered was whether the commanding officers would accept the fact that Japan had surrendered or would there be further fanatical resistance as was seen on Okinawa?

Even before the formal surrender, the Japanese military had informed island garrison commanders of the surrender, effective 15 August 1945. US psychological warfare teams, accompanied by Japanese-speaking personnel, began the process of communicating with the garrison commanders. The Japanese had to be convinced that the war was over and that the Imperial Rescript ordering cooperation was legitimate and should be obeyed. On most of these islands the Japanese military forces, civilians and forced laborers were beset by hunger, disease, and the knowledge that there were not going to be re-supplied. Some of these islands, such as Truk and Wake, were used for target practice as carrier air wings sharpened their skills and trained new flight crews against feeble resistance. It was not very difficult to work out a face-saving surrender as the garrison commanders choose to obey the emperor's decision.

Once the surrender was received, the US Navy and Marine Corps troops began the process of de-militarizing the islands. Japanese troops were not treated as POWs but as disarmed non-combatants. The process of caring for and returning the Japanese soldiers home became the responsibility of the Japanese government. To this end, those Japanese merchant and combat ships that were still seaworthy began the process of providing food, medicine, clothing and transportation. The US Navy would use LSTs and Liberty ships that were deemed unfit for Operation Magic Carpet duty to assist in the movement of the non-Japanese personnel to be returned to their home lands, e.g. Guam, Formosa, the Caroline Islands and the Marianas.

The Navy and Marine Corps personnel secured the islands and provided the security to run the evacuation process. They also searched for the US service personnel

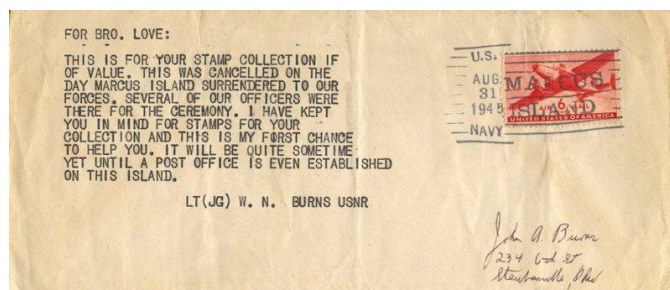
listed as missing or the graves of the deceased. Attention was given to collecting information about war crimes, and identifying those Japanese who would later be charged. Initial surveys were begun as to which, if any of these islands, could be developed into radio bases, Loran stations, or seaplane bases.

Almost thirty years after the war ended, the world was surprised to learn of three Japanese soldiers who had not surrendered. They did not believe that Japan had lost the war. In 1972 Shoichi Yokoi surrendered on Guam. Teruo Nakamura was discovered on Morotai. The last Japanese soldier to surrender was Hiroo Onoda in the Philippines in 1974. Had it not been for Emperor Hirohito's Imperial Rescript, and the ability to convince garrison commanders that the war was over, it is possible that US forces could have been involved in a protracted struggle against the Emperor's loyal troops.

With the exception of the net tender USS PAPAYA (AN 49) and the Coast Guard Cutter, all of the US Navy ships that served as a platform for the surrender ceremony had an on-board post office. I have never seen any mail from these ships, but I am sure that it exists. For the crewman aboard these vessels, watching the Japanese surrender after years of war must have been a very memorable experience and something to write home about. I believe that many collectors fixate on Tokyo Bay and the 2 September 1945 date when they hunt for covers. Knowing that there were other ships spread across the Pacific Ocean taking surrenders might produce a very collectible item.

The following ships were used as surrender platforms:

LOCATION	DATE	SURRENDER REC'D ABOARD
MILLE ATOLL	22 AUG '45	USS LEVY DE 162
MARCUS ISLAND	31 AUG '45	USS BAGLEY DD 386
PALAU	2 SEP '45	USS AMICK DE 168
ROTA	2 SEP '45	USS HEYLIGER DE 510
PAGAN ISLAND	2 SEP '45	USS RHIND DD 404
TRUK	2 SEP '45	USS PORTLAND CA 37
WAKE ISLAND	3 SEP '45	USS LEVY DE 162
BONIN ISLANDS	3 SEP '45	USS DUNLAP DD 384
AGUIJAN	4 SEP '45	USCGC 83525
JALUIT	5 SEP '45	USS MC CONNELL DE 163
YAP	5 SEP '45	USS TILLMAN DD 641
MALOELAP	6 SEP '45	USS WINGFIELD DE 195
SOROL, EAURIPIK, IFALIK	8 SEP '45	USS BOOTH DE 170
KUSAIE (CAROLINES)	8 SEP '45	USS HYMAN DD 732
PONAPE	11 SEP '45	USS HYMAN DD 732
LAMOTREK	16 SEP '45	USS PAPAYA AN 49
WOLEAI	19 SEP '45	USS SLOAT DE 256
TOBI-SONSOROL-MERIR	3 OCT '45	USS CARROLL DE 171



NCM Lucy Type Fz "MARCUS ISLAND" USCS Postmark Catalog Illus. B-8

U.S. Ships Named for Naval Aviators

USS HAMMANN (DD 412) and USS HAMMANN (DE 131)

Jake Wilhelm (12,411)

PO Box 481

Coquille, OR 97423

Two ships bear the name of an early USN aviator-hero, Medal of Honor awardee Charles Hammann – HAMMANN (DD 412), an early sacrifice in World War II, and USS HAMMANN (DE 131).

Charles Hazeltine Hammann

The first Naval Aviator to earn the Medal of Honor was born 16 March 1892 in Baltimore, Maryland. Joining the Navy Reserve, he earned appointment as Ensign for the Naval Reserve Flying Corps.

1918 saw the ensign posted to Naval Air Station Porto Corsini, Italy, 65 hazardous miles from an Austro-Hungarian seaplane base. 21 August 1918, Hammann was among four seaplane-fighters protecting a bomber dropping propaganda leaflets on the Austrian-held hotspot Pola. Everyone left home knowing Austrians had promised to execute as spies any enemy dropping leaflets on Pola. While the mission went fine, the Americans left under heavy anti-aircraft fire and the attention of five Austrian fighter planes. When the guns of two American fighters jammed, they slipped away with the bomber, leaving Hammann and fellow aviator ENS George Ludlow to secure the flank. Hammann took on two fighters, Ludlow three. When Ludlow's plane was shot out from under him, he crashlanded in the stormy waters five miles off Pola harbor. Thinking only of the enemy's threat to execute anyone involved in dropping leaflets, Hammann landed his own battered, shot up seaplane beside Ludlow and urged him aboard. As Ludlow hung onto the flotation struts, Hammann somehow got the doubly overloaded plane aloft. Seeing honor in the act, the Austrian fighters backed off, letting the men fly home.

Hammann received the Medal of Honor in 1918.



Charles Hazeltine Hammann

The Ships

The first ship to bear the hero's name also did what she could in the interest of aviation. USS HAMMANN (DD 412) launched from Federal Shipbuilding, Kearney, New Jersey 4 February 1939, sponsored by Hammann's sister Lillian. She commissioned 11 August 1939. Serving in the Pacific, HAMMANN took part in hard fighting at the Battle of Coral Sea, rescuing survivors from LEXINGTON (CV 2). She met her end at the Battle of Midway. Part of the destroyer screen for YORKTOWN (CV 6), she turned into rescue ship when the aircraft carrier was torpedoed 4 June. On 6 June, HAMMANN was alongside the crippled YORKTOWN with

repair parties when Japanese sub I-68 fired four torpedoes. One missile missed, but the second lodged and exploded under HAMMANN. The explosion broke her in half even as the other two torpedoes hit the carrier. HAMMANN sunk in less than four minutes, taking with her 80 men.

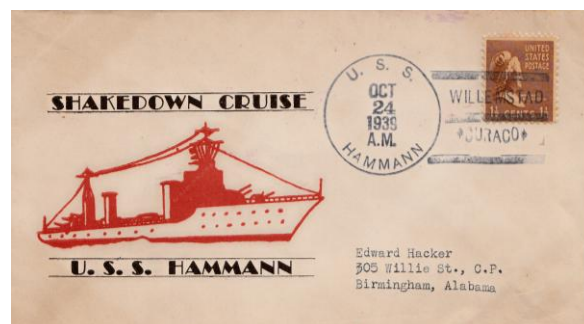


*USS HAMMANN
(DD 412)*

Charles Hammann's sister also dealt champagne to his next namesake, **USS HAMMANN (DE 131)**, 13 December 1942 as she left the ways at Consolidated Steel's yards in Orange, Texas. The little destroyer escort commissioned 17 May 1943. She soon entered a heavy escort career, shepherding four convoys to Casablanca as escort screen and as sub hunter in company with escort carriers. She escorted six convoys to Europe during the invasion, and she ended the war in 1945 after escorting four more convoys to Liverpool. On 2 March 1945, the ship named for a rescuer rescued 70 survivors of the torpedoed SS LONE JACK. Following VE Day, HAMMANN was meant for Pacific War duty, but VJ Day thankfully nixed that idea. Mothballed in Florida 24 October 1945, she later switched to the mothball fleet at her hometown of Orange, TX. She was stricken from the Navy List on 1 October 1972.



USS HAMMANN (DE 131)

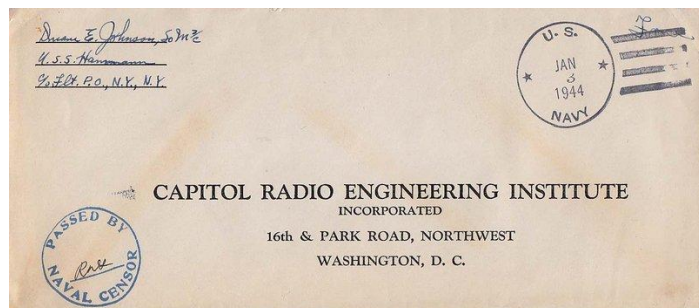


*DD 412
Locy
Type 3
(TTT)*

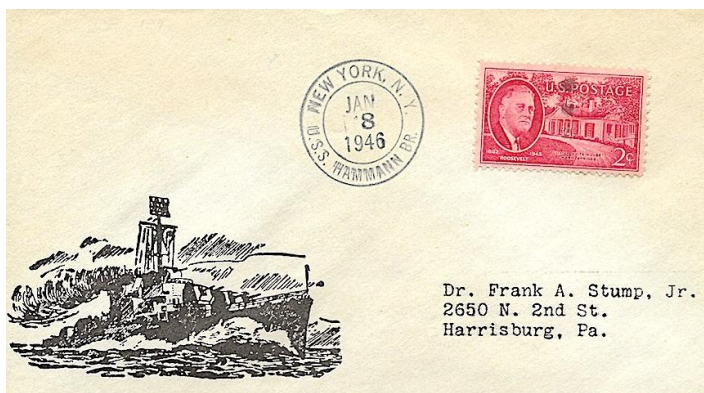


BEWARE of this
Hobby Shop DD 412
fake!

DD 412 Locy
Type 3z (BTT)



USS HAMMANN (DE 131) Locy Type 2z*



DE 131 Locy 9efu

Images Naval Cover Museum and NavSource.com

Create your own **U.S. Ships Named for USN and USMC Aviators** collection by using *USCS Data Sheet #36 'U.S. Navy Ships Named for Naval Aviators.'*

HAMMANN (DD 412) is perhaps the easiest Aviator Ship to find as she was an often 'target' of pre-War cancellation collectors. Beware of a Hobby Shop fake CD-3 4 February 1942. *The USCS Catalog of US Naval Postmarks* listing for **DE 131** shows a common A-rated Locy 2z* along with B-rated limited editions seen in her **9efu** and a LDPS 2z* (27 March 1946).

Puget Sound, Columbia, and Pearl Harbor Chapters-Combined Meeting July 2020

Lloyd Ferrell

Since the COVID crisis began last spring, virtually all stamp shows have been cancelled and USCS activities suspended. Keeping safety precautions in mind, on 31 July we had a combined meeting for the Puget Sound, Columbia, and Pearl Harbor Chapters, along with a barbeque.

Thanks go to **Pete Peters** who organized our get together, which was held on his property in rural Onalaska, Washington. **Albert Thirkill** handled the cooking. Besides Pete and Al, others who attended were **Mike Brock**, **Lloyd Ferrell** and his brother **Dan Ferrell**, **Sharlene Wilkey**, and **John Buckles**. We broke for short meeting. Pete suggested that for PIPEX, which won't be until May next year, that members submit single or multi-frame naval exhibits. Along with that, we're thinking about a non-competitive chapter exhibit. It would have pages provided by members with varied interests, including cachet making, that collectively show different facets of our hobby. A possible pictorial cancellation is still in the thinking stages.

Hopefully, in the coming months, as daily living achieves a new normalcy, we'll be able to having regular shows and meetings. In the meantime, we do what we can. Thanks again to Pete for spearheading this.



Dan Ferrell, Mike Brock, and Pete Peters talking about the old battleship OREGON

Sharlene Wilkey and John Buckles



Albert Thirkill and Lloyd Ferrell

The AVPs of Lake Washington Shipyard

Dennis W. Gill (L-12475)
 8414 130th St. E
 Puyallup, WA 98373
 denny.gill@gmail.com



Lake Washington is a ribbon lake, measuring 22 miles from north to south and 2-6 miles at its widest points, gouged out millennia ago by advancing and retreating glaciers. Immediately west of Lake Washington is the city of Seattle. The lake provides sport fishing, boating and recreational opportunities for the city and surrounding communities. On the lake's eastern shore once sat the town of Houghton (now part of Kirkland, Washington) and on the town's waterfront was an active shipyard dating from the late 19th century.

Following several changes in ownership, name changes and limited expansion, in 1923 the shipyard formally became Lake Washington Shipyard (LWS). It steadily began building wooden ferries, fishing scows, tugboats, barges for the transport of lumber to Puget Sound, and various other smaller ships. In the mid-1930s, the yard turned to steel shipbuilding and became noted for building M/V KALAKALA on a burned-out hulk, an art deco styled, futuristic-looking ferry that soon became a Northwest icon (Figure 1). As World War Two approached, LWS sought and received shipbuilding and repair contracts from the U.S. Navy; the yard was then significantly expanded in size. By 1945, the yard employed close to 9,000 workers, well above the 300 men working there in the late 1930s. During the war LWS built artillery lighters and over 1,000 flotation tanks for anti-submarine nets, and repaired 477 battle-damaged U.S. Navy ships. Additionally, the yard built four net laying ships (original USN designation: YN). The shipyard's most notable achievement during the war, however, was the construction of twenty-five AVPs, Small Seaplane Tenders. These ships, based upon the design of the lead ship of the class--USS BARNEGAT (AVP 10)--became the LWS's principal work for the period 1941-1945.



Figure 1: M/V KALAKALA, underway on Puget Sound, late 1930s. Withdrawn from ferry service by 1967, the ship later served as a fish processing plant in Alaska, before being scrapped in Tacoma, WA, in 2015.

Prior to the United States' involvement in World War Two, Navy planners foresaw a need for a force of seaplane tenders (AVs) in the event of a war in the Pacific, allowing seaplanes to operate from the relatively calm waters near islands and atolls where shore facilities were not available, acting as the Navy's "eyes" on potential Japanese ship movements. These large tenders typically were designed to support two or more squadrons of seaplanes (typically 12 aircraft in each squadron). But it was soon realized that the AVs were relatively expensive to build and had a deep draft of 22-23 feet, precluding their use in shallow harbors as envisioned. Smaller seaplane tenders were initially employed beginning in the late 1930s, conversions from LAPWING-class minesweepers and several four-stack destroyers of World War One vintage.

AVPs of the BARNEGAT-class were designed to overcome the big seaplane tender limitations, becoming the first purpose-built ship designed from the keel up as seaplane tenders. In 1938, the Navy authorized seven AVPs, a number that was soon expanded. Built to service one squadron of aircraft (usually PBY "Catalinas" and PBM "Mariners") providing fuel, supplies, spare parts, repairs and berthing for their aircrews, the ship was envisioned as a self-sufficient entity (Figure 2).

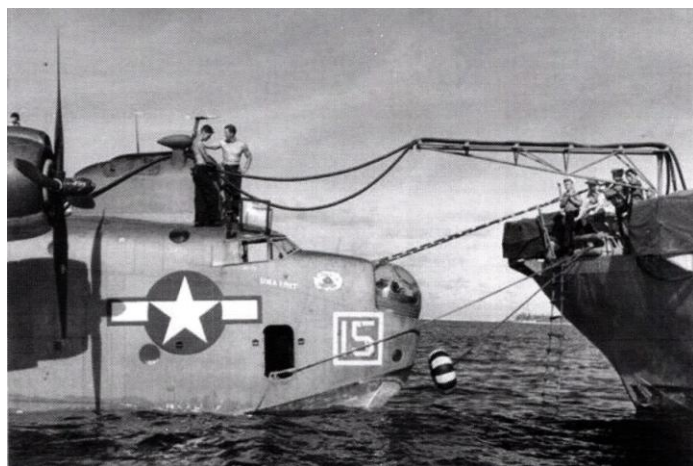


Figure 2: USS ONSLOW (AVP 48) refueling a PBM Mariner, December 1944, somewhere in the South Pacific. This over-the-fantail arrangement was the typical refueling configuration between AVPs and aircraft.

The ships were designed also for mid-ocean aircraft salvage, convoy escort duty, local patrol and plane guard duties, search and rescue, and shakedown support for newly-launched escort carriers. With their design draft of only 12-14 feet, access to shallower protected harbors and inlets of Pacific islands was a plus compared to the AVs. The smaller ships were also more maneuverable in restricted waterways with their twin screws. The AVPs were capable of providing their own defense, as most ships of the class were originally designed with two 5"38 guns forward, as well as various anti-air weapons (although the armament suite of the ships came to vary widely as the war went on). Most were equipped with sonar and a single depth charge rack for anti-submarine work. AVPs could be built much more quickly

(and cheaply) from yards such as LWS, which were not turning out destroyers, cruisers or other, larger warships, another advantage for Navy planners. At a waterline length of 311 feet and an approximate 2,750 tons full displacement, the BARNEGAT-class AVPs proved to be a very robust, seaworthy ship. Several of the class served well into the 1970s, and some served even beyond that time in the service of foreign navies and in other capacities. In total, thirty-five (35) BARNEGAT-class ships were completed during the war. Of the 25 AVPs built at the Lake Washington Shipyard, all but two had been commissioned by war's end on 2 September 1945.

The first AVP laid down and completed--USS ABSECON (AVP 23)--went through a relatively long building and fitting-out period, approximately 18 months (Figure 3). Of course, this was to be expected as LWS was initiating and refining the process of building these warships. ABSECON spent the war years on the U.S. east coast. Fitted with twin cranes aft (10 ton capacity each, as carried by CLEVELAND-class light cruisers) and a midships catapult, the ship served to train battleship and cruiser pilots, flying the OS2U "Kingfisher" aircraft.

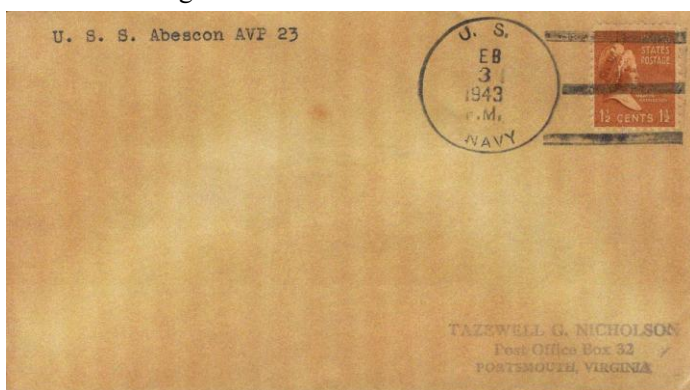


Figure 3: USS ABSECON (AVP 23) was the first AVP built at the Lake Washington Shipyard. ABSECON spent the war years on the East coast, and was later a USCG cutter before being sold to South Vietnam in 1972. Cover from author's collection.

Following ABSECON's launch, work continued on more ships of the class, with anywhere from 5-8 ships at a time shoehorned into LWS's fitting out wharfs. (Figure 4). A casual observer of activities at the yard might see only "chaos," but work was ongoing in an organized fashion. Cranes lifted exterior fittings into place--guns, depth charge racks, cranes, etc.) while workers inside the ships completed everything from boiler and machinery rooms to magazines and living spaces. Conveniently, Lake Washington offered the ideal location for each ship's sea trials in the days or weeks before commissioning. As stated earlier, all but two of the 25 AVPs built and launched from LWS saw action during World War II, with most earning battle stars for action. Four of the AVPs (MOBJACK, OYSTER BAY, WACHAPREAGUE, WILLOUGHBY) were redesignated late in their building cycle as AGPs: Motor Torpedo Boat Tender (Figure 5). These AGPs performed basically the same support function for the PT boats as the AVPs did for the flying boats: fuel, repair, support (Figure 6).



Figure 4: Lake Washington Shipyard, mid-July, 1943. Five (5) AVPs can be seen in various stages of being readied for sea trials and commissioning. The wooden paddle-wheel ferry is the WEST SEATTLE.

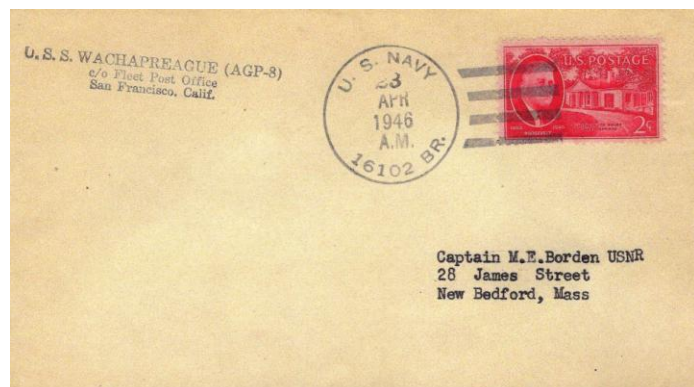


Figure 5: Laid down as an AVP, USS WACHAPREAGUE (AGP-8) was commissioned as a Motor Torpedo Boat Tender and saw extensive service in the South Pacific during World War Two. She eventually served in the South Vietnamese and Philippine navies. Cover from author's collection.



Figure 6: USS WACHAPREAGUE (AGP-8) shown refueling a PT boat while underway. The ship and two sister AGPs moved 45 PT boats from Palau to Leyte Gulf. The PT boats played a pivotal role in the Battle of Surigao Strait, 25 October 1944.

Most LWS-built AVPs saw action in the Pacific theatre of war and were involved in every engagement starting with the Central Solomons campaign in late 1943 to the final campaigns in 1945. No AVPs were lost to battle action during this time, although some suffered various levels of damage due to enemy action. Most severely hit was USS CHINCOTEAGUE (AVP 24) which, while operating off

Santa Cruz Island in October 1943 was struck by Japanese bombs killing nine crewmen. The ship was sent to Mare Island Shipyard for repairs and was eventually able to rejoin the war. A few AVPs saw action in the Atlantic theatre of war, ranging from supporting seaplane operations in the South Atlantic to Mediterranean operations to the D-Day landings on 6 June 1944.

Following the war's end, the Navy saw no further need for a large long-range patrol seaplane force, and thus no need for both full-size tenders as well as the AVPs. Some AVPs, however, did continue into the 1950s on a limited scale with smaller seaplane squadrons. Select AVPs were placed in reserve, while others performed other duties for many years; such was the durability of this class of ship. Several AVPs saw action in both the Korean War and Vietnam, in support and auxiliary roles, earning additional battle stars for their contributions. Ten ships were eventually transferred to foreign navies (**Figure 7**).

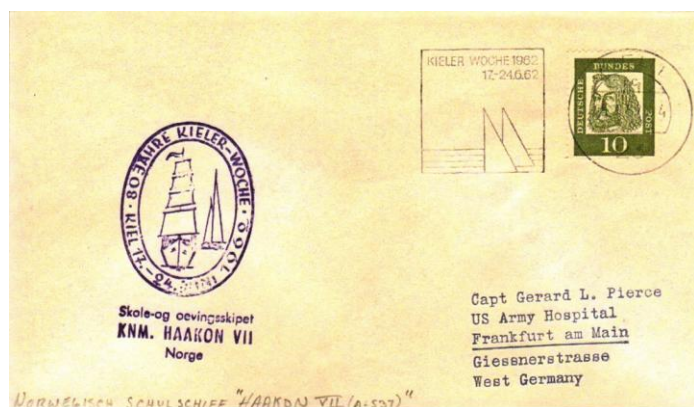


Figure 7: USS GARDINERS BAY (AVP 39) was transferred to Norway under provisions of the Military Assistance Program and renamed KNM HAAKEN VIII (A537). This cover shows the ship's visit to "Kiel Week," German naval ship celebration, in 1962. Cover courtesy of USCS Naval Cover Museum.

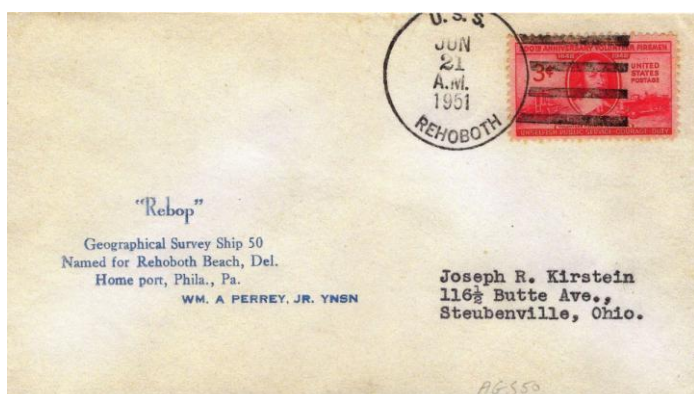


Figure 8: Launched as AVP 50, USS REHOBOTH was redesignated as a survey ship (AGS 50) in 1948. In that role she provided critical services by charting subsurface features in both the Atlantic and Pacific. Cover from author's collection.

Two AVPs were converted to Hydrographic Survey Ships (AGS), while one was turned over to the U.S. Coast and Geodetic Survey agency (**Figure 8** above). Additionally, the U.S. Coast Guard eventually acquired 10 of the LWS-built ships, some eventually being redesignated as WHECs in 1966, High Endurance Cutters. Taking over the former USS

WACHAPREAGUE (AVP 8), its new Coast Guard CO remarked in 1947 that "...the workmanship on the vessel is generally quite superior to that observed on vessels constructed during the war. The vessel has ample space for stores, living accommodations...offices and recreational facilities. The main engine system is excellent. The performance of the vessel in moderate to heavy seas is definitely superior to that of any other cutter." With that high level of construction, it's probably not surprising to note that another BARNEGAT-class AVP transferred to the Coast Guard served until 1988 for a total of 44 years, a remarkable length of service.

One of the more interesting LWS-built ships in the post-World War Two period is USS VALCOUR (AVP 55). After tending seaplanes up and down the U.S. east coast in the late 1940s, the ship assumed duties as the flagship for ComMidEastFor (Commander, Middle Eastern Force), home-ported in Bahrain, Kuwait, in 1949. Following a serious at-sea collision with a collier in 1951, subsequent repairs and upgrades to VALCOUR included improvements to shipboard habitability (including the installation of air-conditioning), making her even better suited to duty in the hot Middle East. At some point in the early 1950s, the ship lost most of its armament and was painted all white to counter the region's extreme heat (**Figure 9**). During the following 15 years, VALCOUR (along with two other AVPs) rotated yearly to Bahrain for flagship duties, until 1965 when her designation was changed to AGF-1 (Miscellaneous Command Flagship) and she was permanently assigned to Bahrain for the next six years (**Figure 10**). VALCOUR's mission during this time was that of command post, living facility and communications center for ComMidEastFor and his staff of 15 officers. The ship frequently "showed the flag" and projected U.S. interest throughout the Middle East by undertaking civic projects ashore, participating in public functions and hosting dignitaries and military representatives of the various countries. VALCOUR was eventually decommissioned in 1973.

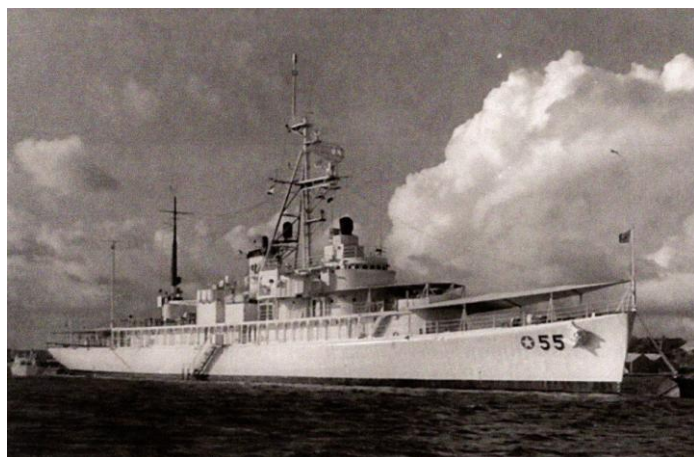


Figure 9: USS VALCOUR (AVP 50), after modifications, mid-1963. Note the aviation insignia adjacent to her hull number. By mid-1964, this designation was removed, because of her administrative transfer from an aviation to a Cruiser-Destroyer Type Commander.



Figure 10: USS VALCOUR was redesignated as a Miscellaneous Command Flagship (AGF 1) on 15 December 1965, and served continuously for the next six years in the Middle East, before being decommissioned in early 1973. Cover from author's collection.

Lake Washington Shipyard's pace of activity slowed dramatically following the war's end as U.S. Navy contracts ended, and by the 1960s ship production of any type ceased. The shipyard passed into receivership and was eventually liquidated. The land on which the shipyard sat went through several uses. The Seattle Seahawks of the National Football League used the southern end of the property for their training and practice facilities from 1976 through 1985. The land today is a business park and residential development called Carillon Point, part of the city of Kirkland, Washington.

Writing in 1943 about one of the war-damaged AVPs (CHINCOTEAGUE), a journalist described her and the class as "...tough, darling little ships," not given the attention or publicity by war-time correspondents who were more interested in the flashier, newsreel-worthy aircraft carriers, battleships, cruisers and destroyers. Men who served in the Lake Washington Shipyard-built AVPs during the war and afterwards may not have used the term "darling" to describe their ships, but based upon their durability and length of service, probably all could agree that the term "tough" certainly applied.

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Navy Breaks Ground on New Archival Complex 05 August 2020

*From Petty Officer 3rd Class Randy L Adams,
Naval History and Heritage Command*

Naval History and Heritage Command (NHHC) held a groundbreaking ceremony 5 August 2020, at the Washington Navy Yard to mark the start of the construction of a new Operational Archives and Repository Complex.

Chief of Naval Operations (CNO) Adm. Mike Gilday spoke at the ceremony and delivered the initial blow to the ceremonial drywall to commemorate the start of construction.

"This new project underscores the vital role the Naval History and Heritage Command serves in preserving our Navy's institutional memory," said Gilday. "With this archival complex we will continue to remember and present an accurate history of our Navy and tell the stories of those who have gone before us for generations to come."

The Navy is renovating the buildings into a modern complex that will meet Navy standards for the protection and care of the Navy's intellectual property and some of the Navy's most at-risk collections. The current facilities were built in 1851 and were not constructed to house artifacts and many of them lack appropriate environmental controls.

"For several years, the Library and Archives have fought to protect Navy's intellectual property and heritage from the ravages of heat, humidity, water leaks, and cold. Records and photographs stored in these areas were subject to mold and damage, requiring Navy to pay for mold remediation for records and photos, said Dr. Kristina Giannotta, assistant director of NHHC Histories and Archives Division.

The new complex, once completed, will house the Navy's Operational Archives, Department of the Navy Library, Rare Book Room, Navy Art Collection, and the Underwater Archeology Conservation Laboratory.

NHHC's library preserves books, manuscripts and other priceless artifacts related to general maritime history and specific U.S. Navy events. Some items include the U.S. Navy's first signal book, John Paul Jones' calling card, and unpublished World War II administrative histories.

Construction of the facility is expected to be complete by 2022.

Naval History and Heritage Command, located at the Washington Navy Yard, is responsible for the preservation, analysis, and dissemination of U.S. naval history and heritage. It provides the knowledge foundation for the Navy by maintaining historically relevant resources and products that reflect the Navy's unique and enduring contributions through our nation's history, and supports the fleet by assisting with and delivering professional research, analysis, and interpretive services. NHHC is composed of many activities including the Navy Department Library, the Navy Operational Archives, the Navy art and artifact collections, underwater archeology, Navy histories, ten museums, USS CONSTITUTION repair facility and the historic ship NAUTILUS.

For more news from Naval History and Heritage Command, visit www.history.navy.mil.

What's Under All That Ice?

USS POGY (SSN 647) and SCICEX '96

Jake Wilhelm (12,411)

PO Box 481

Coquille, OR 97423

jakewilhelm@mail.com

To answer the question posed by the headline, we can say that, thanks to our featured submarine, under all the ice in the Arctic Ocean is a bunch of cold water.

Since the late 1950s, our nation's nuclear-aspirated subs have taken time to help scientists study the Arctic region. From 1993 through 1999, a more unusual approach called SCICEX saw Uncle Sugar declassifying the collected data for dispersal throughout the world for continued study. The mission was a true collaboration between the Navy and researchers from a variety of universities.

SCICEX '96 and our little boat POGY get credit for confirming waters from the Atlantic and Pacific mix together under the ice of the central Canada Basin – and also proved the cycle of mixed water returns to the oceans within ten to twenty years. SCICEX also verified thinning of the ice sheet was creating warmer waters for at least the years 1990 through 1998 (slightly cooler waters were recorded the following two years), and that those warmer waters penetrated deeper into the Arctic than previously thought.

Plus, the mission provided that rarely seen postmark – a daub applied at the actual North Pole.

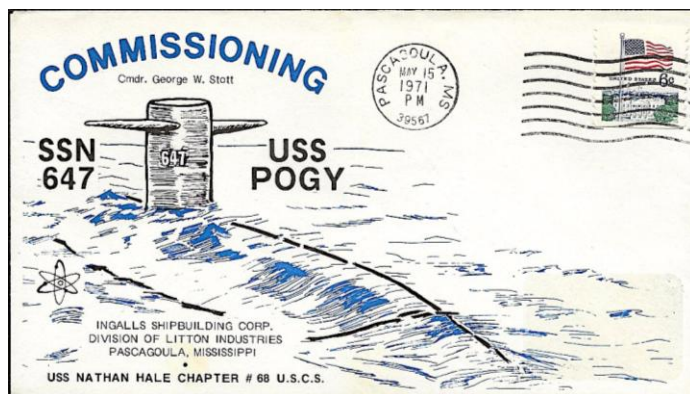
DAS BOOT

Before we delve much further into the science side of things, let's tackle who and what POGY is.

For one thing, POGY wins the record for being the subject of the nation's longest submarine construction job. The STURGEON-class boat's keel was laid 5 May 1964 at the New York Shipbuilding yards in Camden, New Jersey. She launched 3 June 1967 under the sponsorship of the wife of George Wales, the first POGY (SS 266) commander. POGY, named after a trout in Lake Tahoe, California, was the last boat built by New York Shipbuilding – so much so that when the firm went bankrupt, POGY'S hulk remained incomplete. Towed to Philadelphia Naval Shipyard, she rusted in peace until December 1967 when her contract shifted to Ingalls Corporation in Pascagoula, Mississippi. Whilst being towed there January '68, POGY apparently chewed through her towrope and drifted away from her escort. One minor adventure later, she was dragged to her new builders. She finally commissioned 15 May 1971.



USS POGY (SSN 647)



After a seven-year construction job, POGY (SSN 647) finally commissioned 15 May 1971. A Pascagoula, Mississippi machine cancel crosses a Flag over White House stamp (Scott 1338) on a Nathan Hale Chapter 68, USCS cover.

Soon posted out of Pearl Harbor, she played Cold War patrol dog. Unlike her bigger comrades who could reach out and kill a few cities with their nukes, POGY and her STURGEON sisters were your average torpedo packing boats. Tasked to shadow the Soviet Navy, they were also prepared to strike surface and undersea combatants.

On 22 April 1975, POGY saved a man and sank a submarine. Sailing out for SINKEX '75, POGY came across a man clinging to a capsized sailboat. They rescued same and sailed on to sink USS CARBONERO (SS 337), a battered old boat provided as a target for POGY'S Mark 48 torpedoes. Picked for the honor of pushing the button to sink the old warrior was a petty officer who served aboard CARBONERO in '69/'70.

Following a 1981 overhaul at Mare Island, POGY switched homeports to San Diego. From 1981 to 1984, she worked with Submarine Development Group One as a special projects boat. In 1984, she joined Submarine Group Five.

While POGY and the Soviets remained on friendly terms during her career, POGY features in Tom Clancy's *The Hunt for Red October*; she and DALLAS (SSN 700) escort the Soviet sub RED OCTOBER when she pops up in US waters. POGY'S role didn't make it to the silver screen, though.



Instead, she did SCICEX '96.

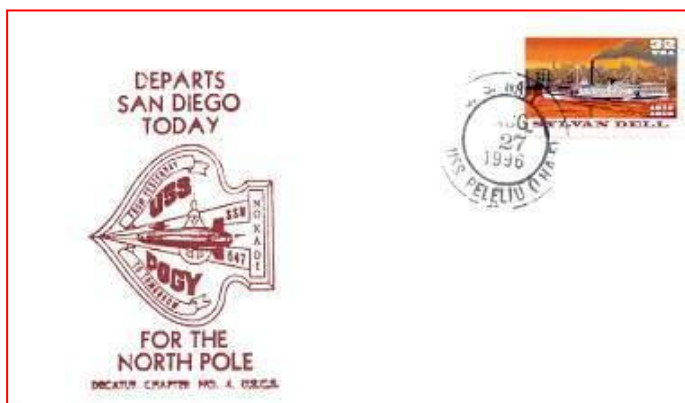
THE MISSION

Earlier in 1996, POGY readied to put on her nerd goggles as the third STURGEON placed on SCICEX detail. A portion of the torpedo room was converted into a lab while other changes readied the old girl for a new sort of battle.

POGY, her 95 men, 15 officers and a gaggle of researcher and press passengers left San Diego 27 August 1996. They arrived at the North Pole 19 September. The job was simple enough. For 45 days, the boat followed a line of Arctic Ocean "stations" established from the Lamonssov

Ridge to the middle point of the Canada Basin. Whenever possible, POGY surfaced, and researchers assisted by crewmen sank large metal Niskin bottles as deep as 1600-meters with a winch. Mechanical flappers opened to let the bottle fill, then sealed shut so someone could winch the bottles (usually done sixteen at one shot) to the surface. If the ice was too thick, why, one had a sub designed to punch through ice, might as well use it. In that case, camps sprang to life on the ice and bottles were sent through ice holes.

All that for water? Why?



POGY'S exit from San Diego for the SCICEX mission was recorded with a Stephen Decatur Chapter 4 postcard featuring a USS PELELIU (LHA 5) Locy 9-1(n+u) (USS) cancel across a Riverboat Sylvan Dell stamp (Scott 3092). (Naval Cover Museum)

By collecting water at various depths and points along the route, scientists on the sub and later at labs around the world could study what was going on at the top of the planet. Long understood to be an important part of our planetary water system, what happens at the North Pole (besides Santa Claus) affects the world. For example, POGY was sent to further explain how water from the Pacific and Atlantic mix. She established the fact that, along with the known water flow patterns (that water enters the Atlantic through the Fram Strait and Barents Sea, Pacific via the Eastern Siberian continental shelf), a waterway running from Siberia's gulags transits through the Chukchi Rise to enter the central Canada Basin. This waterway mixes deep and intermediate levels in an exaggerated spin-cycle, casting it back out within 10-20 years; much quicker than the pocket-protector and electron microscope crowd believed possible.

Researchers studied the water samples for traces of CFC-12 and tritium. Certain levels of CFC-12 and 3HE entered the world's water systems about forty years ago; previous researchers found both transient tracers under the ice-shelf, proving these currents are no more than 30-40 years old. Therefore, while POGY was chasing the Red Navy, water was moving through the Arctic at a quicker pace than previously considered.

Testing done in SCICEX '96 proved that the middle section currents, when compared to samples taken in the past to the east and west of the target area, mixed even quicker.

The testing was the real bugger. Field studies on SCICEX '93 were contaminated by their sub's CFC-12

levels, found to be millions times higher than standing out in the cold. So for SCICEX '96 – go outside in the cold, young man (or woman) and do your work out there. That's why in one photo a red tent has sprouted on POGY'S deck. Primary field studies were done there, as was the sealing of bottles to take inside the sub or home for more study. Inside, more careful torpedo room slash laboratory protocols were followed. Not all the bottles made it back to San Diego. Some bottles were contaminated by the boat's CFC-12 and still others were lost at one station when the ice shield shifted and snagged the bottles in tribute to the Arctic gods.



POGY during her 45-day Arctic fact-gathering mission. She has broken through the ice 5 November 1996. The flag is held against a tripod used to drop water sample bottles as far as 1600 meters under their feet. The red tent is where field researchers did their preliminary work. The submarine must be where the heaters are, because they sure do not seem to be anywhere on the ice. (image navynews.mil, by Photographers Mate 2/c Steven H. Vanderwerff.

After covering several thousand miles as a water cargo vessel, POGY turned for home. The trip took 93 days; the mission itself 45 days. In total, fifty days were spent under the ice. She returned to San Diego 26 November 1996, closing the books on her part for science.

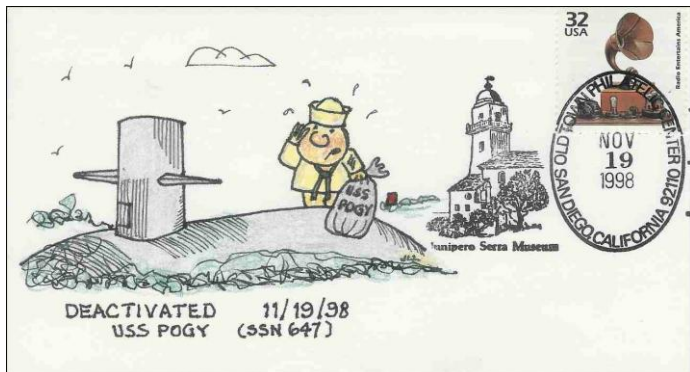
SCICEX continued until the Navy's thinning of the nuke-sub herd limited their chances of catching a ride. Two missions in the early 2000s were unofficially part of the program, but done as courtesies during classified missions.

SCICEX established a new way to see the Arctic. Exploring 10,000 miles of ship-track, the program visited and studied sites never before visited by man. Much mapping of the ice and ocean floor was also done. Scientists also confirmed thinning of the ice-shelf – while at the same time discovering the Ice Age shelf might have been as much as a kilometer thick. SCICEX was among the first to show polar water was warming, and they helped others learn about the microbiology life that lives in water once thought sterile. And, according to one photo taken on SCICEX '96, they proved Santa Claus existed. However, he may have actually been a crewman wearing a disguise...



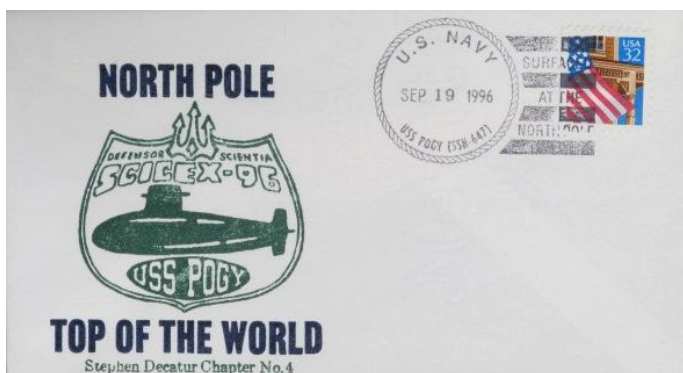
Yes crew, there is a Santa Claus! Well. At the least it is a USN photo, # N-4482V-013, from the Department of Defense Still Media Collection.

SCICEX ended officially about the same time POGY'S career with the Navy came to a screeching halt. The sturdy old boat deactivated 19 November 1998 in San Diego and decommissioned 11 June 1999 at Bremerton, Washington. By April 2000, the crew at Puget Sound Navy Yard's nuke-disposal shipbreakers had broken her down into her constituent bits – beating her build time by far.



SAY IT AIN'T SO! A sharp Joseph Lynch art cover shows a sailor lamenting the 19 November 1998 deactivation of POGY. A San Diego Philatelic Window cancel covers a Victorla stamp (Scott 3184i) from the Celebrate the Century USPS series of 1998. (Naval Cover Museum)

COLLECTING POGY: POGY North Pole cancellations are the most desirable and costly items in her collection. The *USCS Catalog of US Naval Postmarks* rates the postmark with SURFACED/AT THE/NORTH POLE in the bars used at the top of the world as C for scarce. Also rated C is the second type of postmark (F-P89a), a sole dial that claims as being used Up There but actually wasn't. An intriguing item would be either North Pole postmarked item belonging to the crew or scientists – or the cool artwork cover shown elsewhere. Careerwise, POGY only features the usual sub stuff – notable dates, anniversaries – because as a sub, she had no post office save for that one day. Many such covers feature her rubber stamped boat's cachet. A collection of POGY keel through commissioning covers for her record-breakingly time-consuming construction is a must!



Famed among modern North Pole-uisiasts is the POGY marked North Pole entry on an unaddressed Stephen Decatur Chapter 4, USCS cachet. The Locy Type F postmark, which appears as USCS Catalog of US Naval Postmarks Illustration P-89a, crosses a Flag Over Porch stamp (Scott A2212). Applied when she broke through the ice 19 September 1996, the killer bars record SURFACED/AT THE/NORTH POLE. (Author's collection)



This snappy little art cover hails from the Naval Cover Museum courtesy of the Jim Meyerson collection. Featuring a different version of the above cancel, the cancel is in the USCS Postmark catalog as Illustration P-89. The cancel crosses another Flag over Porch stamp and features the autograph of POGY CO Commander James Reilly.



Both postmarks used for POGY SCICEX '96.

SOURCES

USS POGY (SSN 647) Topside Log (website)

W.M. Smethie Jr, P. Schlosser, T.S. Hopkins, G. Boensich
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Edwards, Margo H. and Coakley, Bernard R. The SCICEX Program – Arctic Ocean Investigations from a US Navy Nuclear-Powered Submarine *Der Erde Geochemistry SCICEX.com*

USCS Catalog of US Naval Postmarks, Fifth Edition Naval Cover Museum

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Wikipedia

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The Story Behind the Cover...

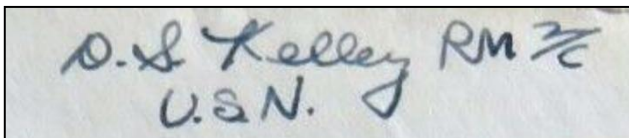
**USS CURTISS (AV 4) – dated 29 Sept 1941
from RM2/c Daniel S. Kelley
Lloyd Ferrell (L-12082)
PO Box 2086
Beaverton, Oregon 97075
uscstreasurer@aol.com**



This particular cover from the seaplane tender CURTISS isn't much to look at, but the lack of eye appeal is more than made up for by the history and the story connected to it. It was mailed by radioman Daniel Kelley on 29 September 1941, about nine weeks before the attack on Pearl Harbor. The personal stories of many sailors about the events of 7 December 1941 at Pearl Harbor have been lost to history. However, in this case we are fortunate that Daniel Kelley told his story a number of times, and left a record of his experience.



Locy Type 3 (A-BBT) 29 Sept 1941, USS CURTISS, mailed by RM2/c, Daniel S. Kelley, to his friend James "Frank" O'Donnell. They both grew up in Springfield, Missouri, and both enlisted in the navy around the same time. Note the rubber stamp "Missent to San Pedro, California". There are back stamps from both San Pedro and Venice, California.



Close-up of name: RM2/c Daniel S. Kelley

Under Attack at Pearl Harbor

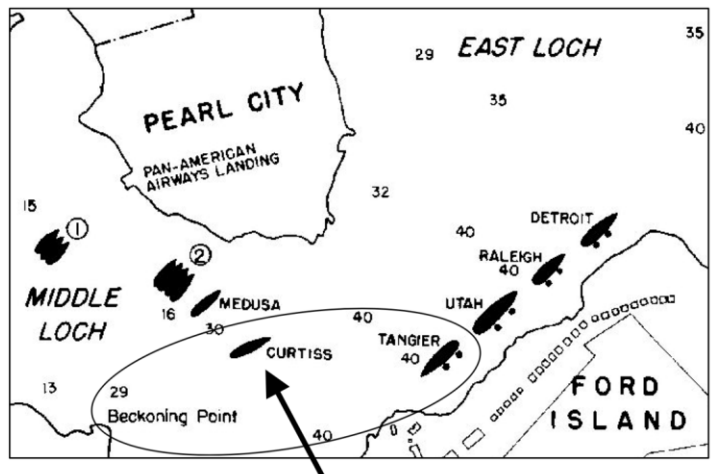
At the time of the attack, Daniel was 25 years old, already a RM1/c, and a seasoned navy veteran. He enlisted in 1934, and had seen duty with the Asiatic Fleet in China on the destroyer PILLSBURY (DD 227). After returning stateside, in November 1940, he was assigned to the commissioning crew of CURTISS. The ship was moved to Pearl Harbor in the spring of 1941, and on 7 December was anchored in the Middle Loch, just north of Ford Island. This was the perfect vantage point for observing what happened

during the attack, but it also put CURTISS in the middle of the action.

The day before the attack, on Saturday, 6 December, Daniel Kelley had liberty and went to a nearby civilian airport for a flying lesson. This would have been Rodgers Field, where a number of sailors are known to have taken flying lessons. He was supposed to go back for another lesson the next day, but in an interview years later said *"that one lesson was all I ever took."* On the morning of 7 December, Daniel was on board CURTISS eating bacon and eggs for breakfast with his friend, Benny, a fellow radioman. Suddenly they heard booming sounds, and Daniel said *"It's Sunday morning. It can't be salutes...they don't fire salutes on a Sunday morning."* He ran to the open cargo bay to look out, and later recalled that *"About the time I got over there, I saw a plane go by... 'Benny, it's the Japs.'"* Kelley had seen the "big red ball" markings on the Japanese planes before from when he'd been stationed in China. Just about that time, the crew was called to general quarters on the intercom: *"Man your battle stations. This is not a drill."* Daniel and Benny had already begun scrambling seconds before the order was sounded. As they went their separate directions, Kelley said *"I'll see you later...."* But it was the last time he ever saw his friend.



Daniel S. Kelley – his 1937 high school photo, and one in his navy uniform during WWII.



The arrow shows where CURTISS was anchored, in the Middle Loch, just above Ford Island. The circled area shows the general vicinity of where a small Japanese submarine was spotted, fired on, and sunk.

The first group of Japanese planes approached Pearl Harbor from the north, and as they targeted the ex-battleship UTAH (AG 16) would have passed over just in front of CURTISS. Kelley may have actually seen them as he headed forward to the radio shack on the bridge. Once there, he took charge. The radio room was strafed by machine gun fire during the attack, and as bullets hit the bulkhead, he said they *"Sounded like somebody threw a bunch of gravel against the side."*

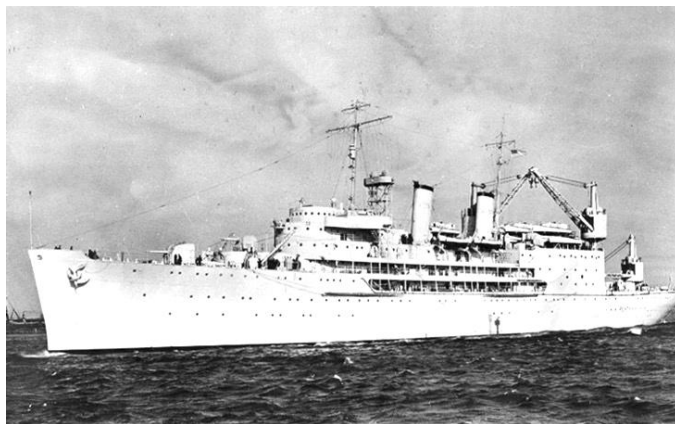
Benny's battle station was at the radio transmission room, just below the galley where he and Daniel had had breakfast.

Gun crews on CURTISS were kept busy, and it was noted in the log that the machine guns and 5-inch batteries were continuously firing. At 0836 they sighted the periscope of a small submarine in the direction of Ford Island, and the 5-inch guns were ordered to *"Fire on submarine."* The first shots missed, but when the sub surfaced enough to fire a torpedo, gun #3 on CURTISS hit its conning tower twice. The destroyer MONAGHAN (DD 354) followed up with depth charges then rammed and sank the submarine. A few minutes later, CURTISS fired on a group of planes pulling out of a dive over Ford Island. One of the planes was hit, and crashed into the crane on the starboard side, exploded, and burned on the boat deck. Kelley said the ship briefly lost power at this time, and had no radio communication until the emergency power kicked in.

The most devastating attack on CURTISS came at 0912 when she was targeted by bombers. Most of the bombs missed, but one penetrated the boat deck and exploded below, causing fires as well as considerable damage. All 21 fatalities on the ship were as a result of this hit, including Daniel Kelley's friend Benny. Research identifies him as RM2/c Benjamin Schlect, who had been in the navy since 1924. The Action Report of CURTISS gives details of what happened in the transmitter room. *"The explosion dismounted and upset several transmitters. One transmitter fell across the legs of [RM2/c Dean B.] Orwick. Schlect was caught under another."* The room immediately filled with flames and smoke from the projection room down below. Two radiomen managed to rescue Orwick *"after tearing away a portion of one leg...from the weight of the transmitter. They then made numerous unsuccessful attempts to remove Schlect."* He died at the scene, and Orwick was transferred to SOLACE where he died the next day. Remembering his friend Benny Schlect years later, Kelley speculated that if the bomb hadn't hit a spool of cable, *"it probably would have done some damage but would have gone on out the bottom."* The planes that bombed CURTISS paid a heavy price. Two were shot down on the port side of the ship, a third was hit and landed in the water near the Pan American Airline dock, and a fourth was said to have crashed in a cane field.

As soon as fires were extinguished on CURTISS, emergency repairs were made and she then got underway for

San Diego. Here, in just four days, the damaged crane was replaced, and repair work was completed. With that, the ship quickly returned to Pearl Harbor. Daniel Kelley remained on board CURTISS until October 1942, when he voluntarily transferred to help the Marines with radio communication at Guadalcanal.



Pre-war photo of CURTISS, and another showing her on fire during the attack. Daniel Kelley's friend, RM2/c Benjamin ("Benny") Schlect, was killed when a bomb penetrated and exploded below deck. Schlect (1906-1941) was from Colorado, and enlisted in the navy in 1924. He was a radioman aboard MINDANAO in China at the same time Kelley was there on PILLSBURY. So they likely knew each other before serving together on CURTISS.

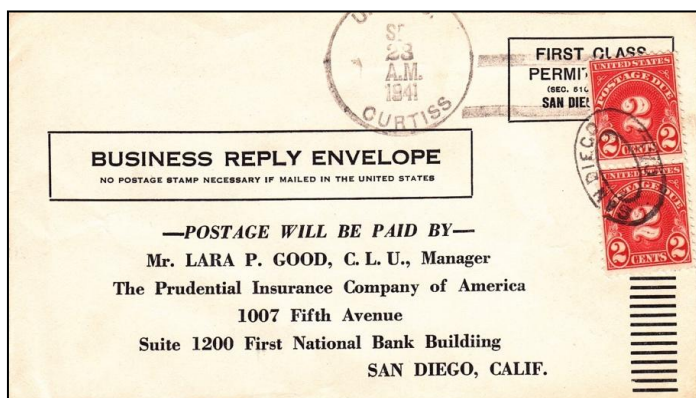
Background of the Cover

The cover is addressed to Mr. and Mrs. J. Frank O'Donnell in Venice, California, but was forwarded by the post office to Glendale. It took me some time to figure out who the O'Donnell's were, but once that was solved the connection between them and Daniel Kelley became apparent—all of them were from Springfield, Missouri. In addition both Kelley and O'Donnell had both been in the navy. James "Frank" O'Donnell (1914–1972) grew up in Springfield, and enlisted in the navy around 1934, about the same time as Daniel Kelly. In 1937, while assigned to the battleship NEVADA (BB 36), he married Coletta Blaes, also from Springfield. They probably both knew Daniel from when they were in high school. Frank got out of the navy about 1938, and it does not appear that he went back in during the war.

Daniel Kelley was born in 1916, and grew up at Springfield, the son of Fred and Ethel (Shinkle) Kelley. Fred was a switchman for the railroad, and Ethel worked as a printer. Immediately after graduating from high school, in July 1934 Daniel enlisted in the navy. He was assigned to the carrier SARATOGA (CV 3) early in his career, and was then on PILLSBURY (DD 227) before transferring to CURTISS in 1940. By then he was a radioman 2/c, and in November 1941, shortly before the attack on Pearl Harbor, he was promoted to 1/c. After working with the Marines at Guadalcanal, he was promoted to chief radioman and served on the repair ship LUZON (ARG 2). He transferred to the Naval Station at Astoria, Oregon in 1946. Kelley remained in the navy until 1954, and then moved back to Missouri, and later lived in Mason City, Iowa. He passed away in 2011 at the age of 94.



Daniel S. Kelley in 2010, telling his story about Pearl Harbor to the Globe Gazette (Mason City, Iowa) newspaper (photo by Byron Houlgrave)



Another example of a Locy Type 3 cancellation from CURTISS on business reply mail (sender not known). This is dated 23 Sept 1941, just a few days before Daniel Kelley mailed his letter. The postage due (3-cent postage, 1-cent fee) would be normal, as Steve Kovacs pointed out in his recent LOG article.

In Closing

It's been an honor to research the story of Daniel Kelley and his experience on board USS CURTISS at Pearl Harbor. Daniel was a survivor, but saw friends and shipmates pay the ultimate price. He never forgot Pearl Harbor.

Main Sources

Muster Rolls (various), CURTISS, PILLSBURY, MINDANAO, LUZAN

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

Log and Action Report of CURTISS for 7 December 1941; War Damage Report CURTISS for 7 Dec 1941.

Newspaper Articles

"Injuries Cost Life," *Los Angeles Times*, 25 June 1937, p.25

"World War Dead Returned to U.S.," *Fort Collins*

Coloradoan, 10 Oct 1947, p.7

"At Pearl Harbor," Penprase, Mike, *Springfield News-Leader*, 3 Dec 1991, p.32

"For those who were there, no forgetting Pearl Harbor," Baxter, Donna, *Springfield News-Leader* (Missouri), 14 Aug 2007, p.9

"Pearl Harbor survivors recall infamous day," Skipper, John, *Globe-Gazette* (Mason City, Iowa), 7 Dec 2010, p.1

"Daniel S. Kelley" (obit), *Globe-Gazette* (Mason City, Iowa), 16 Mar 2011, p.8

"Daniel S. Kelley" (obit), *Springfield News-Leader*, 16 Mar 2011, p.5

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World War One Censorship Markings used at Canal Zone Naval Shore Stations

David Zemer
SOSA HILL@HOTMAIL.COM

This is my third article on World War One censor markings by censors working or based in the Canal Zone. The first concerned Axis nationals interned on the island of Taboga (1,2) in the Bay of Panama, and the second covered the censorship of mail by the US Military (Army) (3,4). The fourth, yet to be written, will feature the censorship of civilian mail.

Almost 40 years ago Harry Metzler had begun to put together a book on WWI censorship in the Canal Zone. Unfortunately, he died before completing his book. The manuscript was referred to in an article in the CZP by Grigore in 2002 (5) and in it Grigore referenced Fleet Order No. 17 which appears to be a keystone of the Canal Zone postal censorship. I have searched online for a copy of Order No. 17 to no avail but fortunately Metzler had summarized the parts which related to postal censorship in his section on Naval Censorship and for the benefit of anyone interested in the subject it is reprinted on page 27.

When I started this study, I did not know anything about naval censor markings during World War One aside from what was in the Grigore article and later Metzler's manuscript. I was fortunate in finding a handbook by Kimes (6) that covered that subject in detail, and I can highly recommend his book for anyone interested in the more general subject of WWI Naval censorship markings.

In his book, Kimes explains how the US navy was censoring mail as soon as war was declared and that he had a postmarked cover from the U.S.S. ARIZONA dated April 7, 1917, the day after the US entered the war. He then developed a systematic system of classifying and displaying more than 300 naval censor markings from that period. I have a database of covers and in order to be able to sort out covers with naval censor markings I borrowed Kimes' "SS" for Shore Stations and added CZ as a prefix. 30 covers have been catalogued and were censored with eight different markings in the Canal Zone, CZSS01-CZSS08. Included in these 30 covers are nine "sightings", usually on eBay, dealers' stocks, or from scans sent to me by other collectors.

At the start of the war there was only one shore station in the Canal Zone, the submarine and air station at Coco Solo plus a few naval radio towers, so the number of naval censor covers pales when compared with the US Army (PCD – Panama Canal Department) censor covers. August 27, 1917 an executive order created the Fifteenth Naval District which encompassed "the waters adjacent to the Canal Zone exclusive of the area between the inner limits of the defensive sea areas established at the Atlantic Entrance and the Pacific Entrance of the Panama Canal". It was located in

Balboa, Canal Zone but it was not formally established until November 28, 1917 (7).

World War One Canal Zone Naval Censorship Markings

Unlike the Military which came out with a standard censor marking for use in the Canal Zone July 1, 1918, U.S. Navy ships and shore stations developed their own devices as soon as the war started.

In the Canal Zone it appears that around March 1918 three different boxed handstamps were in use, CZSS01-03. The first two are listed in Kimes and he developed nomenclature to catalogue censor markings. For example, (B3L: 25 x 51 mm) means it is a **Boxed** type marking with **3 Lines**. "25 x 51" are the vertical x horizontal internal dimensions of the boxes in millimeters. Because these handstamps are rubber the measurements can vary slightly and are rounded to the nearest millimeter.

Unlike the military and civilian censor handstamps used in the Canal Zone the navy did not assign a number to each handstamp and the censor was only identifiable by his initials. I have also catalogued, but not include in this article, these initials as an aid to identification of naval censor markings applied in the Canal Zone.

CZSS01(B3L: 25 x 51 mm)

Five covers with CZSS01 are recorded. (Figure 1)

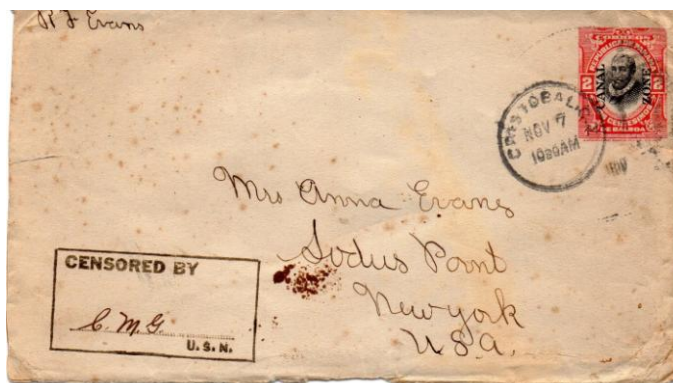


Figure 1 – CZSS01(B3L: 25 x 51 mm). 7 November 1918 Cristobal cancellation. Earliest Recorded Usage 8 October 1918. Latest Recorded Usage 13 November 1918.

CZSS02(B2L: 22 x 74 mm)

Eighteen covers have the CZSS02 marking (Figure 2).



Figure 2 – CZSS02(B2L: 22 x 74 mm). 20 September 1918, Cristobal cancellation. Earliest Recorded Usage 19 March 1918. Latest Recorded Usage 17 October 1918.

Kimes shows both markings in his handbook but unfortunately the initials, dates or covers are not shown so it is not certain if his examples are in this study.

CZSS03(B2: 24 x 50 mm)

There are two boxed covers, not listed in Kimes, with CZSS03 markings. (Figure 3) Both came from the estate collections of two of our well-known members, Bill Conroy, and Jeanne Stough.



Figure 3 - CZSS03(B2: 24 x 50 mm). 11 April 1918, Cristobal cancellation. Earliest Recorded Usage 11 April 1918. Latest Recorded Usage 13 September 1918.

The next five markings are one-of-a-kind and are classified as Canal Zone because the covers they are applied to have Canal Zone stamps. Censor markings applied on naval vessels docking at or transiting the Canal Zone normally had ship cancels, U.S. stamps, and the extra 1-cent U.S. stamp to pay the war tax.

CZSS04(5L: 31 x 62 mm)

CZSS04, cancelled 5 July 1917 in Cristobal, is the earliest Naval Censor marking found on a cover, a Maduro post card, and would classify as 5L, Five-Line marking, in the Kimes system if it were listed.

Kimes classifies “Line Markings” by the maximum vertical distance of the top of a line or character to the bottom and the maximum length of the horizontal lines and characters. The initial of the censor appears to be either “C” or “P”. **(Figure 4)**

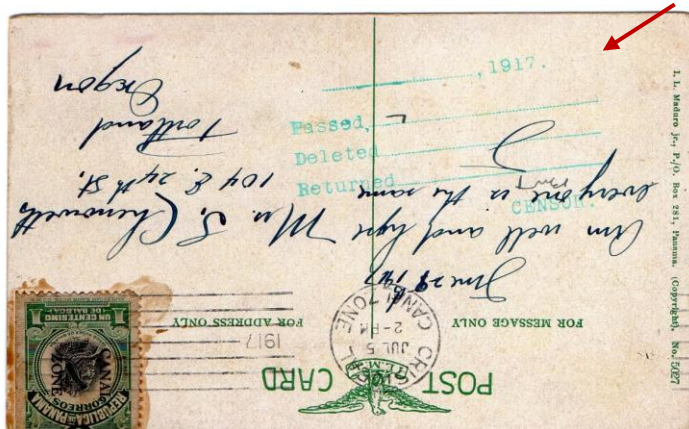
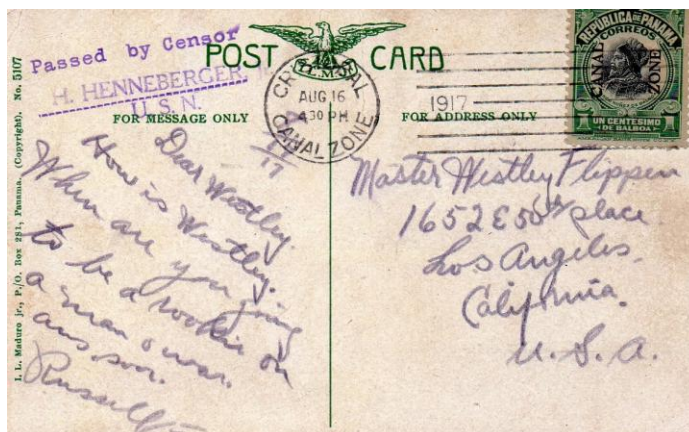


Figure 4 - CZSS04(5L: 31 x 62 mm). 5 July 1917, Cristobal cancellation. Earliest Recorded WW I Canal Zone Naval censor marking.

CZSS05(2L: 12 x 46 mm)

CZSS05, cancelled 16 August 1917 in Cristobal, a double line (2L) marking because "H. HENNEBERGER, Jr., U.S.N.", was applied over the permanent "Passed by Censor" and row of dashes from the handstamp. It is not listed in Kimes. It has a Canal Zone one cent stamp and was applied to a Maduro post card. (Figure 5)



**Figure 5 - CZSS05(2L: 12 x 46 mm).
16 August 1917 Cristobal cancellation.**

CZSS06(3L: 17 x 45 mm)

CZSS06, cancelled 10 April 1918 in Balboa, classified as a triple line (3L) marking because there are 3 permanent lines. This is the only copy of this marking and is unusual in two aspects: the censor uses his full last name, perhaps "Purrucken" instead of his initials and "U.S. Navy" is printed instead of USN. No line marking was found in Kimes with "U.S. Navy" so for the moment it makes CZSS06 and CZSS08 unique. It is one of only three censored naval covers recorded with a Balboa cancellation. (Figure 6)



**Figure 6 - CZSS06(3L: 17 x 45 mm).
10 April 1918, Balboa cancellation.**

CZSS07(SC2: 44/42 mm)

CZSS07, cover cancelled 5 November 1918 in Cristobal. No semicircle censor markings are recorded in Kimes but as he used "C" for circular markings this will be designated "SC2" for Semi Circle with 2 Lines. To match Kimes' system, I measured the internal diameter of the internal semicircle, 42 mm, and the internal diameter of the outer semicircle, 46 mm. (Figure 7)

Five other recorded covers using the boxed marking CZSS02 have the same censor's initials, "F.E.P."

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Figure 7 - CZSS07(SC2: 44/42 mm).
5 November 1918 Cristobal cancellation.

CZSS08(3L:17 x 45 mm)

CZSS08, cover cancelled 8 July 1918 in Balboa. It is the only censored naval cover without the initials or name of the censor. On the back is the return address of "Walter McKerricher, Pacific Section 15th Naval District". This appears to be the same handstamp as CZSS06 but some of the letters are slightly different when the two markings are compared. (Figure 8).

If covers with similar markings are recorded it might be worth it to compare the letters in more detail or to reclassify this as CZSS06.

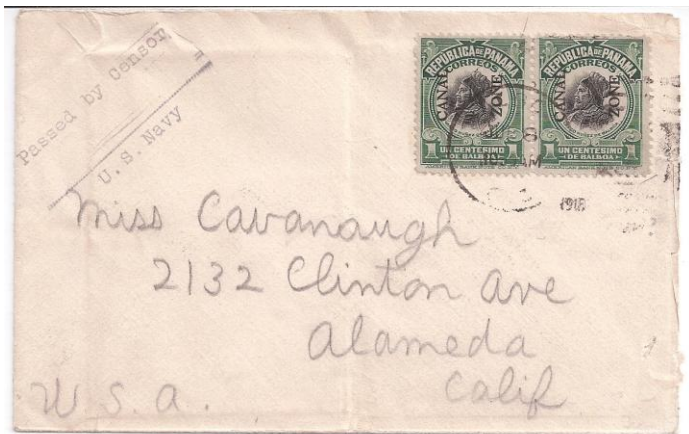


Figure 8 - CZSS08(3L:17 x 45 mm). 8 July 1918, Balboa cancellation.

Observations and Conclusions

There were at least two locations for naval censorship, not one as I had assumed when I started studying this subject, Cristobal, and Balboa.

In August 1917, the 15th Naval District's Office of Naval Intelligence was using "J.J. Perdomo, P.O. Box 202, Ancon" as its clandestine postal address. It was soon compromised, and on 22 August 1917 the ONI mail address was changed to "American Forwarding Co., P.O. Box 698, Cristobal". Covers with either of these addresses would be of interest for any future study and I would appreciate hearing from anyone who might have one. (8)

Nearly 40 years have gone by since Metzler wrote his manuscript and thanks to the internet, eBay, and color scanners more covers with WWI Canal Zone naval censor

markings have been discovered. Hopefully, with the publication of this article, additional covers will surface. I have a table showing the markings on all 30 covers found so far and will add it along with my best interpretation of the initials of the censors and the cancellation dates to our CZSG website. As more covers are recorded this table can be updated. If there are requests for more philatelic details I could show all 30 covers on our website – feel free to contact me if this subject is of interest.

More examples of WWI Canal Zone covers with locally applied censor markings can be found on the WWW.CZSG.ORG in the "Exhibits" section. See the Single Frame Exhibit: "[WWI Postal Censorship Markings and Labels Applied in the Canal Zone](#)", pages 5-8 for Naval Markings.

Metzler referred to a cover with a circular naval censor marking dated 31 July 1918 but I was unable to locate it. A scan of both sides would be appreciated if one of our members owns it or know of someone who does.

Last but not least: I am writing this article on one side of the Atlantic and my covers are on the other. Because I do not plan on flying for a while, the measurements of the markings were taken from cover scans and measured in Photoshop.

Acknowledgements

Paul Ammons who preserved a copy of the original Metzler manuscript and has transcribed the naval section into MS-Word format as well as proof-read the article. The late George Campbell, Mike Demski, Peter Gassmann, Bob Karrer, Dickson Preston, and Gary Weiss provided scans or covers that were added to the database.

Endnotes

- (1) David Zemer, **Mail Related to Enemy Aliens Interned in the Canal Zone and Panama during World War I**. 2009, CZP, Vol. 45. No. 4, Whole No. 173. pp. 37, 40-43.
- (2) David Zemer, **Mail Related to Enemy Aliens Interned in the Canal Zone and Panama during World War I**. COPACARTA, Volume 27, Number 4, June 2010. pp.6-14, 17.
- (3) David Zemer, **Panama Canal Department Censor Markings During WW I**, CZP, Vol. 49. No 2, Whole No. 187, June 2013, pp. 18-20.
- (4) David Zemer, **WW I Censor Markings Used in Panama and The Canal Zone**, COPACARTA, Volume 30, Number 4, June 2013, pp. 4-12.
- (5) Julius Grigore, Jr., **Canal Zone World War Censorship**, CZP Vol. 38, No. 1, Whole No. 142, pp. 1,6,7.
- (6) Curtis R. Kimes, **Pictorial of World War One United States Fleet Handstamped Censor Markings**, 2nd edition, 2007. pp. 108, 109.
- (7) www.history.navy.mil/.../district-commanders/fifteenth-naval-district
- (8) Charles H., III Harris, Louis R. Sadler, **The Archaeologist Was a Spy: Sylvanus G. Morley and the Office of Naval Intelligence**. University of New Mexico Press, 2009. pp. 176, 177.

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WORLD WAR I – Fleet Order No. 17

Forwarded and extracted from the original Order
by Harry Metzler

The Navy was the first known government agency to prepare and promulgate a comprehensive plan for postal censorship. It is not known when, or by whom the plan was prepared, but on 12 February 1917, almost two months before war was declared and about the same time that Crede Calhoun, Director of Posts and after war had been declared, Head, Censor Bureau, became interested in censorship, Admiral H.T. Mayo, Commander-in-Chief, Atlantic Fleet (CINCLANT) issued **Fleet Order No.17** from the *USS Pennsylvania*. This was sent to every vessel and shore base under his command. Calhoun obtained a copy of this directive from the *USS Charleston*, then stationed in Canal Zone waters, and used this as a basis for his original plan for postal censorship in the Canal Zone. Excerpts directly related to postal censorship follow:

Subject: Censor Regulations

1. Censorship within the Atlantic Fleet and such Naval Bases...(under his command)...shall...be governed by the following regulations.
2. Censorship includes:
 - (a) Censorship over official communications.
 - (b) Censorship over private communications.
 - (c) Censorship over press publications and communications.
4. Each Flag Officer, and the Commanding Officer of each vessel or base, shall appoint an officer of the line...as staff, ship, or base censor...Assistant censors may be appointed from any officers of any corps except the Medical Corps. The Fleet Intelligence Officer shall be informed of the names of officers so appointed.
8. Official Correspondence --- Care must be taken that official mail of necessity containing information not allowed by censorship, be marked confidential.
Routine mail shall be forwarded to the mail clerk, or Yeoman in charge of Flag or Commanding Officer's office, only when initialed in the upper left corner by the Flag or Commanding Officer, or his duly appointed representative. The name of such representative, with a sample of his initials in writing, shall be supplied to the mail clerk.
9. Private Postal Correspondence --- ...of officers, enlisted men, foreign attaches, and civilians employed by, or accompanying, or residing in a vessel of the Fleet, or within a Naval Base...is permitted by means of
 - (1) Printed post cards. (sample attached)
 - (2) Ordinary post cards.
 - (3) Letters (registered and unregistered).
 - (4) Urgent letters marked "Special" by censor.
 - (5) Parcels, including photographs and sketches or diaries.
 All such correspondence except as noted below must be posted in post boxes or post offices controlled by the Naval Postal Service.
10. Correspondence carried out under items (1), (2), (3), and (5) is liable to serious delay in transmission owing to the necessity for censorship. Printed post cards require less time to censor...and should...be used by all ranks in their own interests.
11. Urgent letters may be sent in circumstances where immediate action is required in respect to some family or financial matter...Such letters will be confined strictly to the business in

question and will be presented to the ship's censor in person at a specifically designated hour. If approved...the envelope shall be sealed and countersigned in the presence of the sender and marked "Passed by Censor-Special". Such mail will be given preference in forwarding.

12. In no circumstance is specific reference to be made...to the places where they are written or dispatched; to military routine; to details of military preparation or training;...to the offensive or defensive power of each unit; to the organization, numbers, or movements of vessels or units; to the morale or physical condition of the personnel; to the service of supply; to engagements or past operations or to casualties, previous to official publication; to the effect of hostile fire; to the plans of future operations whether rumored, surmised or known.

Criticism of operations is forbidden, as are statements calculated to bring the Naval Service into disrepute.

All correspondence shall be written in English and be perfectly understandable, without use of code or cipher. The rank and station...shall not be added to his signature. Paper stamped with the name of the ship shall not be used.

Rules for Censoring Correspondence

13. Mail of Flag Officers, and their staffs, and of Commanding Officers shall be censored the same as private correspondence unless presented to the Staff or Ship Censor with a written, signed memorandum stating that all requirements have been complied with. All such mail...shall be passed without reading.

14. Mail is to be deposited in the regular mail box. It must be addressed and stamped, and...unsealed and contain the sender's name in the upper left corner...This mail will be collected and delivered to the censor.

15. All statements in writing or in dispatches, not in accordance with paragraph 12, shall be deleted by the censor or...returned to the writer for correction.

16. Mail which is passed by the censor...shall be sealed and stamped "Passed by Censor", with his initials and date, and delivered to the mail clerk for forwarding.

17. Private mail shall not be delivered to the mail clerk until stamped "Passed by Censor" and properly initialed by a censor. Precautions will be taken that no mail leaves the vessel or station other than through proper channels

23. Upon receipt of the order "Mobilize" or "Establish Censorship", these regulations will be put into effect immediately on board every ship and at every base...(under this command).

References:

The Panama Canal File at the National Archives - 88A - 94 1916-1920

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9-04 BLANDY (DD 943) 6-3-65 6-3-65 Gemini 4 US Navy Rec'y Force r/s cachet
9-05 BOSTON (CAG 1) 3-23-65 Gemini 3 US Navy Rec'y Force r/s cachet
9-06 BOXER (LHA 4) 2-26-66 1st Apollo Unmanned Flight Navy Rec'y Force r/s cachet
9-07 CHARLES S SPERRY (DD 697) 6-3-65 Gemini 4 US Navy Rec'y Force r/s cachet
9-08 CHICKASKIA (AO 54) 4-4-68 Apollo 6 US Navy Rec'y Force r/s cachet
9-09 CHUCKAWAN (AO 100) 6-3-65 Gemini 4 US Navy Rec'y Force r/s cachet
9-10 DUPONT (DD 941) 8-29-65 Gemini 5 US Navy Rec'y Force r/s cachet
9-11 GUADALCANAL (LPH 7) 3-13-69 Apollo 9 US Navy Rec'y Force r/s cachet
9-12 HAROLD J ELLISON (DD 864) 3-23-65 Gemini 3 US Navy Rec'y Force r/s cachet
9-13 HORNET (CVS 12) 7-24-69 Apollo 11 US Navy Rec'y Force r/s cachet
9-14 JAMES C OWENS (DD 776) 8-29-65 Gemini 5 US Navy Rec'y Force r/s cachet
9-15 JOHN PAUL JONES (DD 932) 3-23-65 Gemini 3 US Navy Rec'y Force r/s cachet
9-16 JOHN WEEKS (DD 701) 8-29-65 Gemini 5 US Navy Rec'y Force r/s cachet
9-17 JONAS INGRAM (DD 938) 2-26-66 1st Apollo Unmanned Flight Navy Rec'y Force r/s cachet
9-18 KANKAKEE (AO 39) 3-18-65 Project Gemini US Navy Rec'y Force r/s cachet
9-19 KASKASKIA (AO 27) 2-26-66 1st Apollo Unmanned Flight Navy Rec'y Force r/s cachet
9-20 LAKE CHAMPLAIN (CVS 39) 8-29-65 Gemini 5 US Navy Rec'y Force r/s cachet
9-21 MANLEY (DD 940) 8-21-65 Gemini 5 US Navy Rec'y Force r/s cachet
9-22 MULLINIX (DD 944) 3-23-65 Gemini 3 US Navy Rec'y Force r/s cachet
9-23 NEOSHO (AO 143) 8-29-65 Gemini 5 US Navy Rec'y Force r/s cachet
9-24 NEW (DD 818) 8-29-65 Gemini 5 US Navy Rec'y Force r/s cachet
9-25 NICHOLAS (DD 449) 10-22-68 Apollo 7 US Navy Rec'y Force r/s cachet
9-26 NICHOLAS (DD 449) 3-13-69 Apollo 9 US Navy Rec'y Force r/s cachet
9-27 RICH (DD 820) 6-3-65 Gemini 4 US Navy Rec'y Force r/s cachet
9-28 ROBERT A OWENS (DD 827) 6-3-65 Gemini 4 US Navy Rec'y Force r/s cachet
9-29 ROBERT L WILSON (DD 847) 2-26-66 1st Apollo Unmanned Flight Navy Rec'y Force r/s cachet
9-30 TURNER (DDR 834) 2-26-66 1st Apollo Unmanned Flight Navy Rec'y Force r/s cachet
9-31 VANGUARD (TAGM 19) 7-15-75 Apollo-Soyuz Test project, PM Kennedy Space Center
9-32 VANGUARD (TAGM 19) 10-22-68 Apollo 7 US Navy Rec'y Force r/s cachet
9-33 WALDRON (DD 699) 2-26-66 1st Apollo Unmanned Flight Navy Rec'y Force r/s cachet
9-34 ALBERT DAVID (DE 1050) 12-8-68 commission by Beck B690
9-35 CAREN (DD 970) 7-1-74 keel lay by Beck B878
9-36 COLUMBUS (CG 12) 7-27-74 Last Day Postal Serv by Beck B922
9-37 CONCORD (AFS 5) 4-19-75 Battle of Lexington/Concord by Beck B997
9-38 KINKAID (DD 965) 6-1-74 launch by Beck B877, PM Pascagoula
9-39 MOINESTER (DE 1097) 11-2-74 commission by Beck B930
9-40 O'CALLAHAN (DE 1051) 7-13-68 commission by Beck B745
9-41 PETERSON (DD 969) 4-29-74 keel lay by Beck B872 PM Pascagoula
9-42 SOUTH CAROLINA (DLGN 37) 10-1-74 1st Day Postal Serv by Beck B923
9-43 SOUTH CAROLINA (DLGN 37) 1-25-75 commission by Beck B939
9-44 VIRGINIA (DLGN 38) 12-14-74 launch by Beck B900 PM Newport N
9-45 AFFRAY (MSO 511) 2-28-77 Welcome by Nicholson
9-46 ALBANY (CG 10) 8-3-74 Welcome by Nicholson
9-47 ALLEN M SUMNER (DD 692) 3-7-72 Welcome by Nicholson
9-48 GERMAN FF AUGSBURG, Welcome by Nicholson, PM JOHN F KENNEDY
9-49 AYLWIN (DE 1081) 3-25-72 Welcome by Nicholson
9-50 French amphib ship BIDASSOA, Welcome by Nicholson, PM NEOSHO
9-51 BORDELON (DD 881) 2-3-76 welcome by Nicholson
9-52 CALIFORNIA (DLGN 36) 9-22-71 christen by Nicholson, PM WACCAMAW
9-53 HMS CHARYBDIS (FF) 8-21-78 welcome by Nicholson, PM COMTE DEGRASSE
9-54 COLUMBUS (CG 12) 1-31-74 LDC by Nicholson
9-55 CONE (DD 866) 8-17-74 welcome by Nicholson
9-56 CORRY (DD 817) 11-22-74 Welcome by Nicholson
9-57 German DD DEUTSCHLAND 4-25-77 PM PUGET SOUND
9-58 DIRECT (MSO 430) 6-13-77 Welcome by Nicholson PM VULCAN
9-59 EDENTON (ATS 1) 8-14-78 Farewell by Nicholson PM SHENANDOAH
9-60 PADDLE (SS 263) 3-24-43 commission by Spader, PM Groton
9-61 EXPLOIT (MSO 440) 11-26-73 welcome by Nicholson, PM COURTNEY
9-62 Polar Solar Observatory 1-13-84, U of Del, Bartol Research Foundation of Franklin Inst
9-63 FIDELITY (MSO 443) 2-10-77 Welcome by Nicholson PM TALBOT
9-64 FISKE (DD 842) 12-4-73 welcome by Nicholson
9-65 FLYING FISH (SS9 673) 6-6-77 welcome by Nicholson, PM DUPONT
9-66 FORRESTAL (CV 99) 9-17-77 farewell by Nicholson
9-67 FORTIFY (MSO 496) 8-12-74 welcome by Nicholson PM COLUMBUS
9-68 FRANKLIN D ROOSEVELT (CV 42) 6-14-77 welcome by Nicholson
9-69 FULTON (AS 11) 96-17-77 welcome by Nicholson
9-70 FURSE (DD 882) 9-21-72 LDPS by Nicholson
9-71 INFLECT (MSO 459) 2-28-77 Welcome by Nicholson PM MCCLOY
9-72 TURKISH aux ISIN 11-27-79 welcome by Nicholson, PM NASSAU
9-73 S KOREAN DD KAG WON 7-19-76 welcome by Nicholson PM INCHON
9-74 LESTER (DE 1022) 911-15-73 LDPS by Nicholson
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9-79 NEW (DD 818) 12-1-73 arrival delayed by Arab/Israeli War by Nicholson
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9-94 WILLIAM R RUSH (DD 714) 2-23-74 welcome by Nicholson
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9-97 NEW ORLEANS (CA 24) 4-12-33 r/s launch cachet by Int'l Fed of Tech'l Eng's, PM Brooklyn
9-98 HAMMANN (DD 412) 8-11-39 commission r/s cachet, sunk
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9-104 NORTHAMPTON (CA 26) 7-4-35 Independence Day by ANCS 71, sunk
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9-106 IDAHO (BB 42) 7-7-38 Tacoma Welcomes Our Navy, Fleet Week by Tahoma Ch 20
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9-111 COLORADO (BB 45) 12-25-38 hand drawn mtn scene
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9-113 SCHUYLER OTIS BLAND (TAK 277) 1-25-77 Antarctica 1977 r/s cachet, PM USN Br 17038
9-114 Antarctic Communications Network USN 12-13-no yr PM USN Br 17038
9-115 Flown from McMurdo to South Pole 11-24-no yr by VXE 6, Deep Freeze 77 PM USN Br 17038
9-116 Flown from McMurdo to Siple by VXE 6 2-2-77, DF 77
9-117 USCGC EDISTO (WAGB 284) 9-2-no yr in PM, 1974 Arctic East w/map of Greenland
9-118 USCGC GLACIER (WAGB 4) 11-26-73 Deep Freeze 74 Follow Me
9-119 USN Support Force Antarctica S Pole Sta DF 73 Winter Over, 12-25-73 PM Pole Sta
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Philatelic courtesy calls for sending an S.A.S.E or Self-Addressed Stamped Envelope with your request for information from another. Thus, if you are asking for another member to answer your questions or provide a list of information, you should send along a stamped envelope with enough postage to cover the cost of the return postage to you.

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Apr, May, June	\$24.00	\$46.00	\$47.00	\$16.00
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Mail to: Steve Shay, USCS Secretary, 747 Shard Ct., Fremont CA 94539-7419

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STEVE SHAY
747 SHARD CT
FREMONT CA 94539

PERIODICAL

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Universal Ship Cancellation Society Log

September 2020

Secretary's Report August 2020 Welcome New Members

- 12601 Dr. Roy J Atkinson, 10100 Commons St Apt 5005, Lone Tree CO
80124-5656 by Phil Schreiber (9110)
- L-12602 Douglas H Henkle, PO Box 331, Rippon WI 54971-0331
by Greg Ciesielski (L-11879)
- 12603 Steven D King, 18342 SW Benfield Ave, Lake Oswego OR
97035-7752 by Lloyd Ferrell (L-12082)
- L-12604 Kenneth Gerald Mutzabaugh, 210 Savannah Dr, Gettysburg PA
17325-6643 by Rich Nallenweg (10385)
- 12605 Tony Bandy, 8401 Union Dr, Galloway OH 43119-8125

Reinstated

- L-11899 Tricia Richmond, 2201 McIntosh Dr, Garland TX 75040-1108

Change of Address

- 11072 Paul Bunter, 2838 Layton Dr, Davis CA 95618-1629
- 11730 Joe Grasala, 806 Park Ave, Leavenworth KS 66048-5548

Membership on 7/4/2020.....	757
New Members.....	5
Reinstated.....	1
Membership on 8/1/2020.....	763
Membership on 8/4/2019.....	794

Steve Shay,
Secretary

Future USCS Convention Schedule

~~2020 September 25-27 - MILCOPEX - Milwaukee WI Canceled~~
2021 September 3-5 - BALPEX - Hunt Valley MD

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