

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 86 No. 6

June 2019

Whole No. 1027

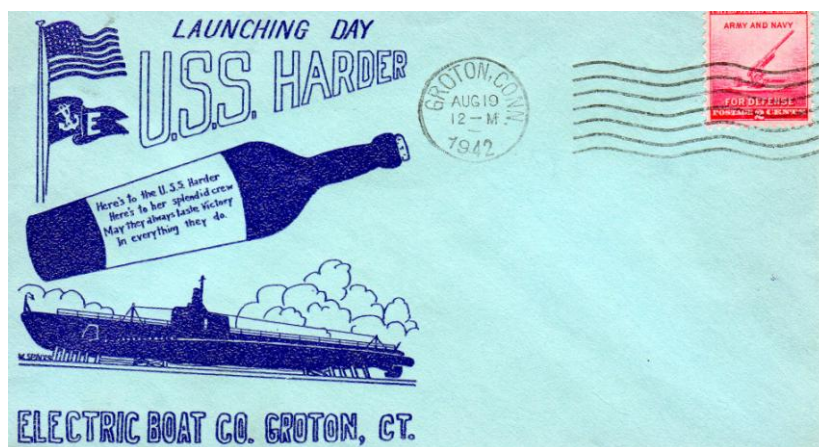
June 2019

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Feature Cover

USS HARDER (SS 257) Launching Day Cover



John Pollock (12,096) provided this scan of the USS HARDER event cover that commemorates her launching. The cover is franked with a 2-cent National Defense Issue stamp, (Scott 900) with a Groton, circular date stamp postmark. The cachetmaker is W. Spader using the thermographic process. Mr. Pollock's article about USS HARDER begins on page 6.

The **Universal Ship Cancellation Society, Inc.**, (APS Affiliate #98), a non-profit, tax exempt corporation, founded in 1932, promotes the study of the history of ships, their postal markings and postal documentation of events involving the U.S. Navy and other maritime organizations of the world.

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From the Editor's Desk

Full coverage of our annual USCS Convention in conjunction with WESTPEX is included in this issue. Of particular note is the number of members who exhibited their collections and came away with many good medals. Think of working on an exhibit for our next convention at MILCOPEX in Milwaukee in 2020.

While there were not a great many issues presented for board consideration this year, We did manage to address them all and did so for the first time with a teleconference hook-up with those directors who did not travel to California. Again, a big 'Thank you' to **Laurie Bernstein** and **Steve Shay** for the coordination of the technology.

You will note that this issue of the **Log** has some additional articles. I did not receive John Young's regular *Goat Locker* or *Beginner's Column* for this month.

One of the positive aspects of meeting members on site at the convention was an opportunity to discuss future articles. Additionally, while talking to **John Pollock**, I found that I had six articles that he had sent in 2016 and 2017 that were lost when my computers crashed over the years. A check of my 'cloud' found those missing articles. USS HARDER article appears this month.

As mentioned in May, **Jake Wilhelm (12,411)** came through with a great selection of new articles in early May. The first new article in a series is found on page 8. The series is based on the **Data Sheet #36 -- Ships Named for Naval Aviators**.

In addition to the new featured articles, we have another of **Lloyd Ferrell's** 'Story Behind the Cover...' research articles and **Edwin Hayes'** newest material on USS NEVADA. **Phil Schreiber** has another Sales Circuit find to draw your attention to the 1934 Fleet Review in New York Harbor.

Recruiting new members and reinstatements has brought in 10 members this month. Each one recruit one during the year.

Collect-Share-Enjoy your hobby.

Send for Your Own Covers

KEARSARGE AMPHIBIOUS READY GROUP

USS KEARSARGE (LHD 3)
USS ARLINGTON (LPD 24)
USS FORT MCHENRY (LSD 43)

USS ABRAHAM LINCOLN CARRIER STRIKE GROUP

USS ABRAHAM LINCOLN (CVN 72)
USS LEYTE GULF (CG 55)
USS BAINBRIDGE (DDG 96)
USS GONZALEZ (DDG 66)
USS MASON (DDG 87)
USS NITZE (DDG 94)

USS BOXER AMPHIBIOUS READY GROUP

USS BOXER (LHD 4) Deployed 1 May 2019
USS JOHN P MURTHA (LPD 26)
USS HARPERS FERRY (LSD 49).

Recently/Currently Deployed

USNS COMFORT (T-AH 20) Caribbean-Latin America
USNS MEDGAR EVERS (T-AKE 13) deployed 6th Fleet AOR, 25 Feb
USS LEWIS B. PULLER (ESB 3) 5th Fleet AOR
USS JASON DUNHAM (DDG 109) 5th Fleet
USS GRAVELY (DDG 107) 6th Fleet Flag NATO Maritime Group 1
USCGC BERTHOLF (WMSL 750) Western Pacific Deployed 20 Jan
USNS WALTER D DIEHL (T-AO 193) Western Pacific
USS MCFAUL (DDG 74) deployed 25 January
USS FLORIDA (SSGN 728) 5th and 6th Fleet AOR

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Out of the Past

Naval History and Heritage Command

1 June 1944 (WW II)

Blimp Squadron Fourteen (ZP 14) Airships, (K 123) and (K 130), complete the first crossing of the Atlantic by non-rigid, lighter-than-air aircraft. The journey takes 50 hours after leaving Naval Air Station, South Weymouth, Mass., and arriving at Gibraltar.

3 June 1942 (WW II)

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

6 June 1942 (WW II)

During the Battle of Midway, planes from the U.S. carriers ENTERPRISE (CV 6) and HORNET (CV 8) pursue the retreating Japanese fleet, sinking the heavy cruiser MIKUMA and damaging the destroyer MOGAMI. The abandoned USS YORKTOWN (CV 5) is reboarded and salvage attempts begin. However, a successful torpedo attack by the Japanese submarine I-168 sinks the destroyer USS HAMMANN (DD 412) and forces the salvage party to leave YORKTOWN.

11 June 1944 (WW II)

While operating off the Ryukyu Chain, Japan, two Japanese kamikazes attack USS LCS(L)(3) 122. Lt. Richard M. McCool, Jr. organizes a counter attack, downs one of the kamikazes, and damages the second before it crashes into his vessel. Severely wounded and suffering severe burns, he leads his men to fight the fires and rescue crewmembers. For his conspicuous gallantry and intrepidity on this occasion, McCool is awarded the Medal of Honor.

20 June 1976 (Modern)

USS SPIEGEL GROVE (LSD 32) and LCU 1654 (a Landing Craft Utility vessel) evacuate 276 American and foreign national refugees from war-torn Beirut, Lebanon and transport them to Athens, Greece.

23 June 1942 (WW II)

While on a routine search, a PBY rescues most of the crew of S 27 (SS 132) at Constantine Harbor, Amchitka, Aleutian Islands. The rest are brought out the next day.

25 June 1950 (Korean War)

North Korea invades South Korea, beginning the Korean War. Two days later, President Harry S. Truman supports the United Nations call and authorizes US naval and air operations south of the 38th Parallel, Korea.

30 June 1943 (WW II)

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

Calendar of Events

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

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

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

? notes a tentative or uncertain date.

signifies a change from previously published date.

Spring 2019

?? PCU DELAWARE (SSN 791) Commissioning

June 2019

22 PCU DANIEL INOUE (DDG 118) Christening, Bath ME

July 2019

27 PCU PAUL IGNATIUS (DDG 117) Comm. Port Everglades FL

?? PCU NEWPORT (EPF 12) Christening ceremony

August 2019

?? PCU BILLINGS (LCS 15) Commissioning Key West FL

Fall 2019

?? PCU OREGON (SSN 793) Christening ceremony, Groton

?? PCU CINCINNATI (LCS 20) Commissioning, city pending

November/December 2019

?? PCU TRIPOLI (LHA 7) Commissioning, Pensacola FL

Thanks to: Dan Goodwin for providing the 2019 Anniversary updates, Mark Khachadoorian, Mike Brock, & Rich Hoffner for ship event updates.

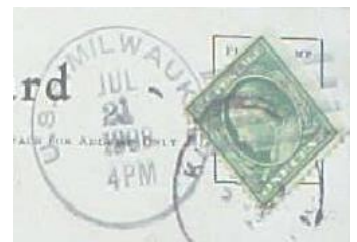
2019 Ship Anniversaries

40 YEARS – EMORY S. LAND AS-39, 7/7; **35 YEARS** – HENRY M. JACKSON SSBN-730, 10/6; OLYMPIA SSN-717, 11/17; **30 YEARS** – NEWPORT NEWS SSN-750, 6/3; WASP LHD-1, 7/29; SENTRY MCM-3, 9/2; PENNSYLVANIA SSBN-735, 9/9; TOPEKA SSN-754, 10/21; CHANCELLORSVILLE CG-62, 11/4; ABRAHAM LINCOLN CVN-72, 11/11; NORMANDY CG-60, 12/9; **25 YEARS** – SIROCCO PC-6, 6/11; JOHN S. MCCAIN DDG-56, 7/2; SQUALL PC-7, 7/4; DEXTROUS MCM-13, 7/9; PORT ROYAL CG-73, 7/9; RHODE ISLAND SSBN-740, 7/9; STOUT DDG-55, 8/13; CHARLOTTE SSN-766, 9/16; ZEPHYR PC-8, 10/15; CHIEF MCM-14, 11/5; HARTFORD SSN-768, 12/10; MITSCHER DDG-57, 12/10; **20 YEARS** – O'KANE DDG-77, 10/23; **15 YEARS** – MONSEN DDG-92, 8/28; CHUNGHOON DDG-93, 9/18; VIRGINIA SSN-774, 10/23; JAMES E. WILLIAMS DDG-95, 12/11; **10 YEARS** – WAYNE E. MEYER DDG-108, 10/10; MAKIN ISLAND LHD-8, 10/24; NEW YORK LPD-21, 11/7; **5 YEARS** – AMERICA LHA-6, 10/11; NORTH DAKOTA SSN-784, 10/25;

Correction

On Page 24 of Jake Wilhelm's article "The Giant and the Tin Can, USS MILWAUKEE Meets Her End", he shows a USS MILWAUKEE Locy Type 1 postmark on post card. The cancel looks like a 1908, but we know that MILWAUKEE's 1908s are found with December dates. The stamp on this card is a Scott #331a (not a Scott A138) having a First Day of Issue of 12/2/08.

The picture comes from the Naval Cover Museum. It is correctly listed as a 1909 in their text. **Thanks to Jay Milewski for noting this.**



Naval News

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DDG 62 Refloated

US Navy's guided-missile destroyer USS FITZGERALD (DDG 62) came a step closer to rejoining the fleet after it was launched and moored pier-side at Huntington Ingalls Industries – Ingalls Shipbuilding shipyard, 16 April.

The ship is undergoing a complex repair and restoration following a collision with Philippine-flagged merchant vessel ACX CRYSTAL southwest of Yokosuka, Japan, on 17 June 2017.

Seven sailors lost their lives and the ship was damaged on her starboard side above and below the waterline.

The ship was transported from its forward-deployed homeport in Yokosuka, Japan, to Huntington Ingalls Industries in Pascagoula, Mississippi for both repairs and upgrades.



USS FITZGERALD refloated

Photo: US Navy

To restore the impacted spaces to full operations and functionality, various Hull, Mechanical and Electrical (HM&E), Combat System (CS) and Command, Control, Communications, Computers and Intelligence (C5I) repairs are being conducted.

These repairs range from partial to complete refurbishment of impacted spaces to replacement of equipment such as the radar and electronic warfare suite. The ship is also receiving HM&E, Combat System and C5I modernization upgrades.

PCU LYNDON B. JOHNSON Christened

The third and final ZUMWALT-class guided missile destroyer, the future USS LYNDON B. JOHNSON (DDG 1002), was christened in a ceremony at the General Dynamics-Bath Iron Works shipyard in Bath, Maine on 27 April.

DDG 1002 is named in honor of US President Lyndon B. Johnson, who served in office from 1963-1969, and will be the first ship to bear his name.

Lynda Johnson Robb and Luci Johnson, the two daughters of the former president, served as the ship's sponsors.

The ship is being christened after her launch in December 2018. The first two ships in the class, USS ZUMWALT and USS MICHAEL MONSOOR entered service in October 2016 and January 2019, respectively.

Johnson served as a US Navy Reserve officer before being called to active duty after the attack on Pearl Harbor. He requested a combat assignment and served in the Pacific theater. After returning from active duty, Johnson reported to Navy leaders and Congress what he believed were deplorable living conditions for the warfighters. He continued to fight for better standards for all military members.

WestPac Ships to Rotate Back to CONUS

Two Navy warships currently stationed in Japan with the U.S. 7th Fleet will be heading back to the states.

The guided-missile destroyer STETHEM (DDG 63), commissioned in 1995, will change her homeport to San Diego by late next month while she undergoes a midlife modernization.

And the amphibious assault ship WASP (LHD 1) will sail to Norfolk for her own scheduled maintenance, according to a 7th Fleet release.

That move is slated to be completed by September.

In return, the amphibious assault ship AMERICA (LHA 6) and landing platform dock NEW ORLEANS (LPD 18) will relocate to Sasebo, Japan, in November and September, respectively.

AMERICA is the lead ship of the class and is capable of supporting the Marine Corps' next-generation F-35B Lightning II Joint Strike Fighter.

NEW ORLEANS can accommodate ship-to-shore movements with Osprey tiltrotor aircraft and helicopters.

Navy Exercises Option for More NAVAJO-class Ships

Photo: US Navy

The US Naval Sea Systems Command has awarded Gulf Island Shipyards a contract modification to exercise options for the construction of additional two towing, salvage and rescue ships.



These will be the second and third ships in the class which will be known as NAVAJO-class, in honor of the major contributions the Navajo people have made to the armed forces.

Designated T-ATS 6, the new class of vessels will be based on existing commercial towing offshore vessel designs and will replace the current T-ATF 166 and T-ARS 50 class ships.

The first ship in the class will be built at the company's shipyard in Houma, Louisiana, and is expected to be completed in March 2021.

DDG 133 Named

The US Navy's eighth Flight III ARLEIGH BURKE-class destroyer will be named in honor of US Senator Sam Nunn, the Secretary of the Navy Richard V. Spencer announced on 6 May.

USS SAM NUNN (DDG 133) will be constructed by Huntington Ingalls Industries in Pascagoula, Mississippi.

President's Message

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Everything is much brighter now that I have had my cataract surgery. However, as I complete this issue for the printer in mid-May, I have another week to go before I can get my new prescription for mid and close reading work. I think I have caught most errors in typing this issue.

Our USCS Convention at WESTPEX was very successful in my view. We had more exhibitors of naval material this year and the level of the awards our members garnered was impressive. The USCS auction broke recent income levels. Thank you for the generosity of members who donated material for the auction and for those who bid on the lots. Our convention auction funds go to help defray the expenses of the hospitality suite and the awards and program advertising.

During the convention, we held a General Membership Meeting with a rather good turnout. Steve Shay has the report in this issue. We were pleased to present the Honeyman Awards for writing for the *Log*. Additionally, Vice President, **John Germann** presented service awards with the **Walter G Crosby Award** given to **Neal Mills** and the **York Briddell Award** to **Dan Goodwin**.

At the time of the convention the list of USCS Chapter Award winners was not yet settled. We are now pleased to announce that the committee has selected the following USCS Chapter Awards for CY 2018:

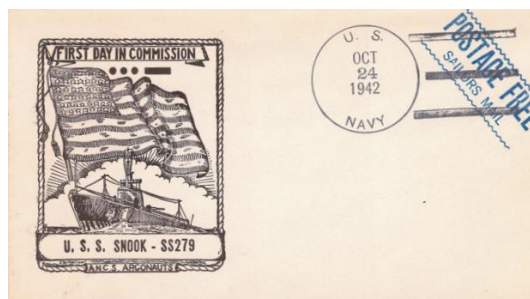
USS SAGINAW Chapter # 59
 Pearl Harbor Chapter # 112

For those who have a collection of USCS Convention cachets, **Al Eckert** designed the cover cachet for this year's convention and had them serviced with the show pictorial cancel. The covers are now available for those who did not attend the convention and are listed on Page 30 with ordering information.

While I did manage to attract several new volunteers to work on various USCS committees, I still have a few to fill. Thus, the updated list of service managers and volunteer committee members will be printed in the July issue instead of this month.

Please enjoy the issue and recruit a new member or two.

USCS Auctions – take a look! USS CALIFORNIA (BB 44) Visitor Tag USS SNOOK (SS 279) Commission



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

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Americover

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 Sponsor: American First Day Cover Society
 Next Show: July 26-28, 2019
 Fri. & Sat. 10 a.m.-5 p.m., Sun. 10 a.m.-3 p.m.

USS HARDER (SS 257) (Hit 'Em Again, Harder)

*John Pollock (12,096)
4281 Dogwood Ave.,
Seal Beach, CA 90740
Johnspost8@msn.com*



After a successful, but strenuous fifth patrol LCDR Samuel David Dealey the commanding officer of USS HARDER (SS 257) on 21 June 1944, stopped at Darwin, Australia, for a breather and then continued to the submarine base at Fremantle. The crew was exhausted and completely drained and needed a good rest. Ralph Christie the base commander at Fremantle and Dealey's boss met the submarine as she came in to dock. Christie proposed to Dealey that instead of heading back to Fremantle for refit, to fuel and stock-up with a new load of torpedoes at Darwin and head straight out to enemy waters for a short two week extension of the patrol, with Christie tagging along as an observer. Dealey, with reluctance, agreed, but meant a delay of two weeks before the crew would get their well earned R&R. The crew in general, naturally, was quite upset with the change of plans, but what could they do, war was war. The extended part of the patrol proved unsuccessful as far as sinking enemy ships, there were none to be found. Returning to Darwin on 3 July to drop Christie off, HARDER eventually sailed to Fremantle. During these war years there was some sort of custom in the submarine service that whenever a commander reached five consecutive patrols on the same boat, he was usually given a 30 day home leave, and on return reassigned to other duties, or another boat. Dealey had objections to this and requested that he would like to continue as commander of HARDER on the next patrol. The base authority being flexible agreed with his wish. With Dealey in charge, HARDER went on her sixth patrol to South China Sea, which turned out to be the last one. HARDER, Dealey and the crew never returned.

HARDER was an Electric Boat Company's GATO-class built at Groton Connecticut. The keel was laid on 1 December 1941, launched on 19 August 1942, and commissioned on 2 December 1942. The major features of the submarine were: length 312 feet, surface displacement 1525 tons, six torpedo tubes on the bow and four on the stern, one three-inch deck gun, four Hoover-Owens-Rentschler (H.O.R) engines of German design. These engines proved troublesome, and after the third patrol were replaced with ones from General Motors.



U.S.S. HARDER (SS-257)

Figure 1 shows a postcard photo of the submarine that was produced by Tom Hollywood.

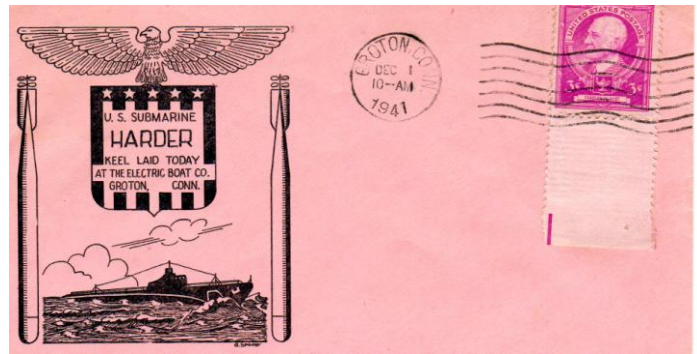


Figure 2 illustrates an event cover commemorating the keel laying ceremony of HARDER. The cover is franked with a 3-cent Charles W. Eliot stamp, issued in 1940, (Scott 871) and having a Groton, Connecticut machine circular date stamp postmark. The cachet design shows a submarine profile framed by a torpedo on each side, a bald eagle insignia on top, and produced by the thermographic method. The cachetmaker is G. Spader.

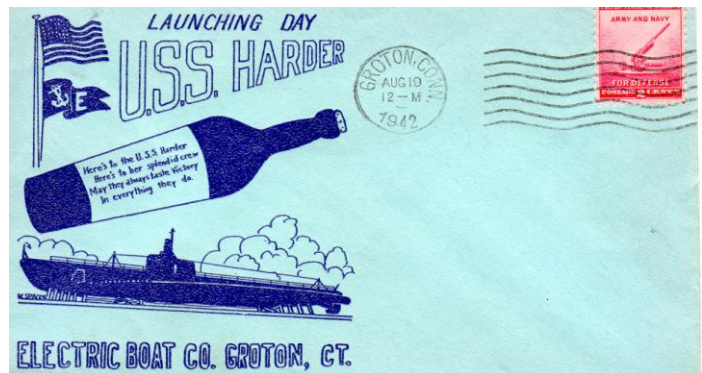


Figure 3 illustrates an event cover that commemorates her launching. The cover is franked with a 2-cent National Defense Issue stamp, (Scott 900) with a Groton, circular date stamp postmark. The cachet depicts a submarine profile, flags, and a christening bottle, and is produced by the thermographic process. The cachetmaker is W. Spader.



Figure 4 shows a naval cover prepared for commissioning. The cover is franked with a 2-cent National Defense Issue stamp, (Scott 900) with a Groton circular date stamp postmark. The cachet is thermographic and shows a portside profile of a submarine superimposed on a starred medallion showing Lady Liberty with her torch. The cachet is designed and sponsored by W. F. Spader.

HARDER arrived at Pearl Harbor in June 1943, and was prepared for her first war patrol. During the transit from Atlantic to the Pacific oceans the crew got real time action when the submarine had to evade friendly fire from a U.S. airplane in the Caribbean who thought she was a U-boat.

HARDER's first patrol was out of Pearl Harbor in early June 1943, under the command of Dealey, and went to Honshu in the Japanese Empire waters. On 22 June, four torpedoes were fired into a small convoy where some of them made contact. This action brought out the convoy's escorts and sent HARDER deep to evade the depth charges that followed. She lay on the muddy bottom until the coast was clear before resurfacing. On 23 June, Dealey fired another set of four torpedoes at an ex-seaplane tender of 7,000 tons called SAGARA MARU, one torpedo hit and down she went. Within the next week Dealey attacked three different convoys and damaged several ships but none sank. The second patrol in August in the same area proved to be a bonanza. Dealey made nine attacks in a two week period and accounted for five ships sunk having a total tonnage of over 15,000 tons.

On the third patrol, October 1943, Dealey took HARDER to the hunting grounds off the Marianas on a wolf-pack scenario with two other submarines, USS SNOOK (SS 279) and USS PARGO (SS 264). Wolf-pack operation requires good communication between submarines, and as it turned out, the messages sent back and forth between the pack, in actuality proved poor, and thereafter Dealey struck out alone. On 12 November, Dealey met-up with a freighter and fired three torpedoes and claimed a sinking. On that same evening while cruising on surface he sank an escort using the deck gun. On November 19, Dealey sighted another convoy, positioned the submarine and fired ten torpedoes, seven of which hit but only one ship sank. Three escorts appeared that made HARDER submerge to deep water and wait the deluge of depth charges that followed. Without damage, HARDER resurfaced in the dark of the evening and fired seven more torpedoes at a freighter getting two hits. Expending all his torpedoes Dealey returned to Pearl Harbor and complained about the problems with the H.O.R. engines. HARDER was sent to Mare Island in California for overhaul and new type engines. Postwar records gave Dealey credit for sinking three ships with a total tonnage of over 15,000 tons on this patrol.

After HARDER's overhaul and new engine replacement she returned to Pearl Harbor in March 1944. She was assigned lifeguard duties on her fourth patrol with another submarine. Dealey supported US air strikes on Palau Islands, rescuing a downed American aviator. On 13 April, a Japanese patrol plane dive bombed HARDER and sent her deep to safety, luckily there was no damage. Later that same day, Dealey fired four torpedoes at the 2,000-ton destroyer IKAZUCHI sinking it, and several days later sinking the 7,000-ton freighter MATSUE MARU. HARDER then she proceeded to Fremantle in Western Australia, her new base arriving there on 3 May 1944.

On HARDER's fifth patrol out of Fremantle, Dealey took her on a special mission to pick-up six Australian coast watchers from Tawi-Tawi a large island east of Borneo in the Sibutu Passage. Inside the Passage on 6 June 1944, not only was it D-DAY, but also Dealey's day as he encountered the

Japanese destroyer MINATSUKI, firing four torpedoes and sinking it. Dealey fired six more at another destroyer that showed-up, but all missed, and went deep to evade. On 7 June met up with another destroyer called HAYANAMI fired three torpedoes and sank it. On 9 June, rendezvoused at Tawi-Tawi and picked-up the coast watchers, that same night attacking another destroyer called TANIKAZE, and firing four at the target and two of them struck sinking the destroyer. When Christie came aboard at Darwin, Dealey took HARDER on the extended portion of the patrol and the only action was mainly defensive to evade Japanese dive bombers and destroyer escorts depth charges. Dealey returned HARDER to Fremantle ending the patrol on 9 July.

On 5 August, with Dealey still in charge, HARDER set-off as the lead submarine of a wolf-pack operation with two other submarines USS HADDO (SS 255) and USS HAKE (SS 256) on the sixth patrol, and rendezvousing with two other submarines, USS RAY (SS 271) and USS GUITARRO (SS 363). The five submarines concentrated on a large convoy mustering in Paluan Bay then starting to depart on the dawn of 21 August. Dealey attacked a couple of Frigates of 900 tons each and sent them to the bottom, they were MATSUWA and HIBURI. On 24 August, Dealey in HARDER and HAKE working as a team were stationed just outside the harbor off Dasol Bay near Lingayen Gulf when two ships came out from the harbor, a destroyer and a minesweeper. The minesweeper picked-up the two submarines and started an attack with depth charges. HAKE manage to evade the sweep, but HARDER never did. Later HAKE tried repeatedly to make contact with HARDER but to no avail. Apparently it seemed that the Japanese had finally caught up with Dealey and HARDER. It is also ironic that the Japanese minesweeper was the ex-CLEMSON-class destroyer USS STEWART (DD 224) that was scuttled in shallow waters as US forces evacuated Java in 1942.

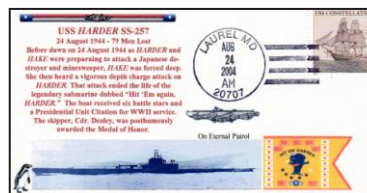


Figure 5 marks the 60th. Anniversary of the loss of HARDER that occurred 24 August 1944. The cachet shows a U.S. Navy photograph of HARDER as well as a brief narrative explaining the details of the

loss. John Lyding designed the cachet sponsored by USCS Admiral Byrd Chapter # 11.

Samuel David Dealey received the United States Medal of Honor posthumously for his aggressive pursuit of the enemy and coolness in the sinking of several destroyers by waiting for a close range position before firing off his torpedoes. Dealey earned the nick-name, "Destroyer Killer". The United States Navy also honored Dealey by naming a submarine rest camp on the island of Guam.

References

- Kimmett, Larry & Regis, Margaret *U.S. Submarines in World War II An Illustrated History*.
- Bernstein, David. Ship of the Month. *Universal Ship Cancellation Society Log* March 2001.
- Whitlock, Flint and Smith, Ron. *The Depth of Courage*. The Berkley Publishing Group 2007.

Ships Named After USN and USMC Aviators *STURTEVANT (DD 240) and (DE 239)*

*Jake Wilhelm
PO Box 481, Coquille, OR 97423
jakewilhelm@mail.com*

An early Navy combat aviator who gave his life in 1918 has been honored with two ships named in his honor. The first STURTEVANT (DD 240) served from 1920 until her loss in 1942. The second STURTEVANT (DE 239) finished out the war for her sister ship.

Albert Dillon Sturtevant

Sturtevant was born 5 March 1894. When America entered the First World War, he was attending Yale. He and 28 other Yalies joined the Naval Reserve Force in 1917, forming the First Yale Unit. Earning his wings in 1917, he was assigned to the Royal Flying Corps station in Felixstone, England. As gunner on giant four-man Curtiss H-12B/F2A flying boats, he and his crewmates ran protection for convoys transiting between England and Holland.



Ensign Albert Dillon Sturtevant

On 15 February 1918, Ensign Sturtevant's plane and another H-12 were shadowing a beef convoy heading to Holland when they were attacked by ten German fighters. While the other Curtiss peeled away to safety, Sturtevant's plane remained to fight. His plane downed two enemy craft before German reinforcements arrived. A total of 16 fighters pounced on Sturtevant's craft and German ace Oberlieutenant Friedrich Christiansen struck the fatal blow. The flying boat went into the sea, guns blazing. Neither crew nor craft were ever recovered. Sturtevant received the Navy Cross posthumously for his heroism when the decks were stacked against him.

CLEMSON-class STURTEVANT (DD 240) came to life when her keel was laid 23 November 1918. She was launched 29 July 1920 and commissioned 21 September 1920. Her first mission was to bring food and mercy to the famine stricken Soviet Union. She prowled Atlantic and Mediterranean waters until Navy cutbacks forced her decommissioning 30 Jan 1931. Resurrected 9 March that year, she supported Marines operations in Latin American hot zones. She was paused again 20 November 1937.



Figure 2:
USS STURTEVANT (DD 240)

Decommissioned 26 September 1939, she began a routine of escorting convoys and anti-submarine patrols. While on Neutrality Patrol, she conducted two major rescues of U-Boat victims; taking in 38 survivors from the tanker SS CATAHOULA and, later, 39 from tanker COMOL RICO.

Her end came 26 April 1942 when she strayed into an unmarked minefield off Key West, Florida. Sudden explosions ruptured the vessel into three pieces. 15 lives were lost, 152 made it.



Figure 3: DD 240's 1937 Last Day in Commission cover with Locy LDC Type 3a (TBT).

EDSALL-class STURTEVANT (DE 239) was laid 15 July 1942. She was launched 3 December 1942 and commissioned 16 June 1943. Her first assignment was convoy duty in the Atlantic, making 13 successful round trips in honor of her late sister-ship. She was shifted to the Pacific in the final days of the war, then sent back to the Atlantic in September and placed on reserve in 1946. Reactivated 3 August 1951, she spent the next few years teaching sonar and sub-hunting skills out of Key West and patrolling with hunter-killer anti-sub groups with the Atlantic Fleet. October 1956, she was converted to a radar picket ship and assigned to the Pacific Early Warning Barrier. In 1960, she was placed in reserve, and decommissioned 1 December 1972.



Figure 4:
USS
STURTEVANT
(DE 239)

Figure 5: DE 239's Locy Type 2
with Danish postcard stamp.



West Coast Navy News

Ted Minter (9017)

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



USS LOUISVILLE Returns from Final Deployment

USS LOUISVILLE (SSN 724) pulled into Joint Base Pearl Harbor-Hickam on 2 May, marking her final return from an operational deployment.

LOUISVILLE is the 35th nuclear-powered fast-attack submarine of the LOS ANGELES-class design and her deployment in the US 5th and 7th Fleet area of operations marks her last deployment as she prepares for her 2020 decommissioning.

While deployed, Louisville visited ports in the middle East and Asia Pacific and hosted several Royal Thai Navy dignitaries during the bilateral exercise Guardian Sea.

During the deployment, 27 sailors were promoted and 26 sailors and six officers earned their submarine warfare qualification.

USS BOXER ARG Deploys

Sailors and Marines from BOXER Amphibious Ready Group (ARG) and 11th Marine Expeditionary Unit (MEU) departed their homeport of Naval Base San Diego, 1 May, for a regularly scheduled deployment.

While deployed, the BOXER ARG/11th MEU team will conduct maritime security operations, crisis response operations, theater security cooperation and forward naval presence operations.

BOXER ARG is comprised of amphibious assault ship USS BOXER (LHD 4), SAN ANTONIO-class amphibious transport dock USS JOHN P MURTHA (LPD 26), and HARPERS FERRY-class amphibious dock landing ship USS HARPERS FERRY (LSD 49). Embarked commands include "Blackjacks" of Helicopter Sea Combat Squadron (HSC) 21, Assault Craft Unit 5, Naval Beach Group 1, Beachmaster Unit 1, Fleet Surgical Team 5, and Tactical Air Control Squadron 11.

WPC 1132 Commissioned

The US Coast Guard commissioned its 32nd fast response cutter, USCGC BENJAMIN BOTTOMS (WPC 1132), in a ceremony in San Diego, on 1 May.

The 154-foot BENJAMIN BOTTOMS is the fourth WPC to be homeported at Base Los Angeles-Long Beach.

Bottoms was part the Coast Guard aircrew that rescued an Army aircrew from a downed B-17 off the east coast of Greenland in 1942. Bottoms and the pilot conducted the first landing of a cutter plane on an icecap and commenced a two-day rescue over a rugged Arctic terrain that required multiple flights. During the second day of rescue operations, radio contact with Bottoms' plane was lost and he was declared missing in action.

FRC's are 154-foot multi-mission ships designed to conduct: drug and migrant interdictions; ports, waterways and coastal security operations; fisheries and environmental protection patrols; national defense missions; and search and rescue.

USNS JOHN LEWIS (T-AO 205) Keel Laid

A keel-laying ceremony for the first in a new class of US Military Sealift Command operated oiler was held at the General Dynamics NASSCO shipyard in San Diego on 13 May.

Kevin Graney, NASSCO president welcomed ship namesake, Rep. John Lewis (D Ga.), and ship's sponsor, actress Alfre Woodard who attended the ceremony.

USNS JOHN LEWIS will serve the United States Navy as a replenishment oiler under the control of MSC. It is the first in a class of 20 perspective ships that will be built.

The ship honors Lewis, a 17 term congressman and a well-known civil rights activist, known for his courage during the civil rights movement of the 1960s.

Following construction and christening, the ship will go through tests and inspections before joining the MSC fleet of over 120 ships.

Each JOHN LEWIS-class ship will have capacity to carry 156,000 barrels of fuel oil and provide significant dry cargo capacity, aviation capability and will operate at speeds of up to 20 knots.

Pictorial Cancellations

Rich Hoffner, Sr. (H-4456)

Wolfgang Hechler (9392)



30th Anniversary Sta.



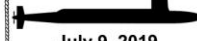
June 3, 2019
Norfolk, VA 23513



CHANGE OF COMMAND
USCGC WALNUT
Sand Island Sta.
June 14, 2019
Honolulu, HI 96818



25th Anniversary Sta.



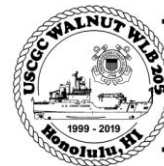
July 9 2019
Groton CT 06340



Commissioning Day



July 27, 2019
Port Everglades Sta.
Ft. Lauderdale, FL 33316



20th Anniversary
USCG Base
Sand Island Sta.
July 30, 2019
Honolulu, HI 96818

New in the Naval Cover Museum

Recently added to the museum are 8 pages of the cacheted covers of Donald R. Wilson.

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

NAVAL
COVER
MUSEUM

Norfolk Navy News

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



USNS COMFORT Deploys to Latin America

The hospital ship USNS COMFORT (T-AH 20) will leave Norfolk in June for a five-month humanitarian mission to Latin America that will include providing assistance to refugees fleeing Venezuela's political and economic crisis, according to U.S. Southern Command.

The military announced the COMFORT's deployment to the Caribbean, Central American and South America amid rising tensions with Venezuela. The Trump administration has recognized opposition leader Juan Guaido as the country's legitimate ruler, although President Nicolas Maduro has vowed to hold onto power.

This will be a return trip for COMFORT, which was dispatched to aid Venezuelan refugees last year in neighboring Colombia during a similar mission that also included stops in other countries.

This will be the COMFORT's seventh deployment to the region since 2007 and second deployment to the Western Hemisphere in the past six months.

USNS COMFORT is operated by civilian mariners and, fully crewed, carries about 1,215 Navy medical personnel and includes a 1,000-bed medical treatment facility with 12 operating rooms.

DWIGHT D. EISENHOWER (CVN 69) Certifies Flight Deck

USS DWIGHT D. EISENHOWER (CVN 69) returned to her Norfolk homeport 19 April after successfully completing her flight deck certifications while underway in the Atlantic Ocean.

The certification ensures the ship's flight deck, as well as the Sailors who conduct flight operations, are capable of safely launching and recovering aircraft. The certification is a major milestone on the ship's way to becoming fully mission ready in accordance with the Optimized Fleet Response Plan. Ike safely accomplished more than 400 daytime traps and about 200 nighttime traps by the end of flight deck certification.

The ship's recently completed planned incremental availability at Norfolk Naval Shipyard. While in the yards, Air Department re-certified four aircraft elevators and overhauled much of the equipment that supports flight operations including the catapults, arresting gear, safety nets, and jet blast deflectors.

The certification process also brought back the squadrons assigned to Carrier Air Wing (CVW) 3 to Ike for the first time since aircraft departed the flight deck in 2017.

USS NITZE (DDG 94) Arrives in Souda Bay, Greece

USS NITZE (DDG 94) arrived in Souda Bay, Greece, 15 April for a scheduled port visit.

NITZE is underway as part of ABRAHAM LINCOLN Carrier Strike Group (CSG) deployment in support of maritime security cooperation efforts in the U.S. 5th, U.S. 6th and U.S. 7th Fleet areas of responsibility.

With ABRAHAM LINCOLN as the flagship, deployed strike group assets include staffs, ships and aircraft of Carrier Strike Group 12, Destroyer Squadron 2, and Carrier Air Wing (CVW) 7; as well as ALVARO DE BAZAN-class frigate ESPS MÉNDEZ NÚÑEZ (F 104)

HARRY S. TRUMAN CSG Conducts a Missile Exercise

Ships from the HARRY S. TRUMAN Carrier Strike Group (HSTCSG) conducted a missile exercise while underway during the strike group's sustainment exercise (SUSTEX), 11 April.

The exercise, known as a Live Fire with a Purpose (LFWAP), included cruiser USS NORMANDY (CG 60) as the officer in tactical command, with destroyers USS RAMAGE (DDG 61) and USS LASSEN (DDG 82) acting as firing units. During the event, RAMAGE and LASSEN successfully engaged live targets using multiple weapons systems, including the Standard Missile (SM) 2, 5-inch gun, and the Phalanx close-in weapons system, demonstrating enhanced readiness and increased lethality.

NORMANDY, RAMAGE and LASSEN are part of the HSTCSG conducting an integrated, comprehensive SUSTEX designed to ensure the strike group is ready to meet all mission sets and carry out sustained combat operations from the sea.

USS Mitscher Returns from Deployment

The guided-missile destroyer USS MITSCHER (DDG 57) returned 2 May to Naval Station Norfolk, marking the end of a seven-month independent deployment to the U.S. Navy's 5th and 6th Fleet areas of operation.

While deployed, MITSCHER's crew conducted multiple exercises with multinational allies including training with Italian and French counterparts in the Mediterranean Sea during Italian-led Exercise Mare Aperto and performing a passing exercise with the Egyptian Navy in the Red Sea.

Safely navigating more than 45,000 nautical miles, MITSCHER conducted 29 choke point transits to include two Strait of Gibraltar transits, two Suez Canal transits, 10 Bab-Al-Mandeb transits, 14 Strait of Hormuz transits, and one Strait of Messina transit.

Change of Command

Commander, Submarine Group 10 held a change of command ceremony at the Naval Submarine Base Kings Bay Chapel, 7 May.

Rear Adm. Jeffrey Jablon was relieved by Rear Adm. Michael Bernacchi as Commander, Submarine Group 10.

Thanks Navy Newsstand, Newport News Shipbuilding Press

Regards,

Darrell



Pearl Harbor Chapter 112 News and Updates—

Lloyd Ferrell (L-12082)

PO Box 2086, Beaverton, OR 97075

uscstreasurer@AOL.com

We had a great meeting at WESTPEX in April, with at least 22 members attending. Many of us were meeting in person for the first time, even though we sort of knew each other from the Pearl Harbor Chapter *Facebook* page. This was the biggest turnout we've had!

After a brief introduction, **Kurt Stauffer** gave a presentation on "*I Am Well*" cards. These were pre-printed post cards, often associated with sailors from Pearl Harbor just after the attack. This is a specialty area of Kurt's, and he had many interesting illustrations to show. I then did a presentation on the "*Late Date Pearl Harbor Ship Project*" that we started late last year. At the meeting in Columbus last year, **Frank Hoak** suggested the project to document late date covers, making scans available for study. Once the project got underway, Frank was very supportive, and I appreciated his help. Sadly, he passed away in December. Meanwhile, the project has so far grown to about 130 covers, all dated November through 7 December 1941, with scans submitted by 15 members. A member who attended the meeting had some covers that will be added shortly. My presentation showed how the project was set up, showed a number of examples, and how to navigate to where the project is hosted on the Naval Cover Museum. If you have any Late Date covers from Pearl Harbor ships, please email me scans to add to the project.

With the formal presentations out of the way, I had a Quiz about Pearl Harbor prepared on slides. Those who answered first each received a couple of cachet covers donated by **Pete Peters**. Some questions were easy, some were obscure, and others were designed for a purpose, e.g., whether there is a definition of a Pearl Harbor Ship. It was good fun.

I'd like to thank everyone who attended. Hopefully we'll be able to have another meeting at the convention next year in Milwaukee. In the meantime, if you'd like to join our group, just find us on Facebook, click the request button, and we'll add you. There is no charge to be a member. Thanks.



A few of our members at the meeting. (l-r) Mike Brock, John Young, Denny Gill, Gregory Finnegan (back), John Germann, John Pollack (back), Steve Dulaney, and Al Eckert (back).



Kurt Stauffer during the presentation of the "I Am Well" cards. Steve Shay looking on.

Military Postal History Society



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Ed Dubin, President, P.O. Box 586, Belleville, MI. 48112-0586
[dubine@comcast.net]



Lloyd Ferrell, pausing to honor Frank Hoak during the presentation on the Late Date Pearl Harbor Ship Project.

no. 6¾ (35/8" X 6 1/2")

25% Rag ENVELOPES 24#
or Laser Cancel Ready 80#

No Glue on Flaps

\$12/100 plus \$5.30 Shipping
\$50/400 plus \$12.35 Shipping
\$200/2000 plus \$43 Shipping

Make checks payable to USCS
Or PayPal via Receipts@USCS.org
E-mail orders to KarlZurn@gmail.org
Karl Zurn, Florida Research Instruments
2021 N. Atlantic Ave #219, Cocoa Beach FL 32931

Universal Ship Cancellation Society, Inc.

Dedicated to the Collection & Study of Naval
and Maritime History

Minutes of the 2019 Board of Directors Meeting
April 26 at WESTPEX in Burlingame, California

Meeting called to order 7:00 PM by President Richard Jones. Present: Vice President John Germann, Treasurer Lloyd Ferrell, Secretary Steve Shay, Directors: Laurie Bernstein, David Bernstein, Nancy Clark, Stewart Milstein, John Young. Not Present, calling in via teleconference: Directors Larry Brennan, Rich Hoffner, Greg Ciesielski. Not Present: Immediate Past President Don Tjossem

1. Note: This is the first Board Meeting where Board members who were not attending in person could call in via teleconference.

2. President Richard Jones made opening remarks and welcomed the Board to the meeting.

3. A motion was made to approve the minutes of the 2018 Board of Director meeting and the minutes were approved as written.

4. The Board Internet process requires that items voted on outside of Board meetings become part of the formal record by including them in the Board of Director minutes. A motion was made to approve the list of interim internet voting items and this was approved.

Internet voting between 2018 and 2019 Board Meetings

I. August 2018: Motion entered by Lloyd Ferrell that USCS accept the donation of a collection from Mrs. Joseph Sokolowski, widow of USCS member Joseph Sokolowski with an estimated value of \$400-\$500+ and that a letter acknowledging the donation will originate with the Treasurer Lloyd Ferrell. Donated covers will be transferred to Stewart Milstein for disposal via, USCS Sales Circuit, eBay sales or through an auction house. This motion passed, 10 yes votes, 2 votes not cast.

II. September 2018: Motion entered by Lloyd Ferrell that the language used in the July 2015 motion with reference to an 80/20 investment ratio, is hereby clarified as being for the situation current at that time. The ratio is not an ongoing rule. The use of USCS funds is allowed for investment by the treasurer, with the advice and recommendation of the Investment Committee. However, the proportion of total USCS assets to be invested remains with the treasurer, for balancing of assets in the best interest of the society. This motion was withdrawn.

III. October 2018: Motion to clarify "The language used in the July 2015 motion with reference to an 80/20 investment ratio, is hereby clarified as being for the situation current at that time. The ratio is not an ongoing rule." This motion was tied with 6 yes votes and 6 no votes, and passed with the tie breaking vote cast by the President with this

comment "Since the current motion is said to be a relative nullity, it carries no legal weight to change the ratio other than to indicate the thinking of the current board which with my vote in the affirmative indicates that the majority of the current board believes the 80/20 investment ratio is not an ongoing rule."

IV. January 2019: Motion to accept a donation from member Dick Keiser, consisting of various naval covers, with an estimated value greater than \$500 by Treasurer Lloyd Ferrell. This motion passed, 11 yes votes, 1 vote not cast.

V. February 2019: Motion entered by John Young to disqualify Director Laurie Bernstein from holding office. The motion was withdrawn.

VI. February 2019: Motion entered by Lloyd Ferrell to accept a donation from member Robert Perricelli consisting of various naval covers, with an estimated value greater than \$500. This motion passed, 10 yes votes, 2 votes not cast.

VII. March 2019: Motion entered by Lloyd Ferrell for the 2019-2020 Budget. This motion passed, 8 yes votes and 4 no votes.

5. Secretary Steve Shay presented the membership statistics. As of March 2019, USCS had 781 members, with members in 45 states and 16 countries. 75 members have been members for 50 or more years, there are 143 Life members and 42% of the members have been members for 25 or more years.

6. Treasurer Lloyd Ferrell presented the Treasurer's report. Finances are in good shape. Treasurer books are reviewed annually by an outside bookkeeper and CPA. Funds are available for projects once plans are written and approved.

7. Lloyd will look into ensuring that USCS publications and reference material are backed up on a cloud server.

8. George Marcincin submitted the Chapters report to the Board. There are 21 active Chapters. 3 Chapters did not submit their annual report: Graf Von Spee Chapter #65, USS Kalamazoo Chapter #75, USS Constitution Chapter #110.

9. Richard reported that the **Log** is in good shape for articles for future. Several authors are providing regular articles. The society needs to continue the search for an assistant editor to ensure a smooth transition to a new editor when he steps down.

10. Director David Bernstein presented the Heirs & Estates Committee reporting that activities have been negligible, with one donation. The donated covers were put into the **Log** auction and Sales Circuit.

11. Director Laurie Bernstein presented the **Log** Auctions report showing \$4,150 provided to USCS through auction proceeds in 2018, up from 2017. Laurie noted that donations for the auction have declined.

12. Director Stewart Milstein presented the Sales Circuit report showing that \$4,000 was provided to USCS through circuit sales during the fiscal year. He noted that the number of buyers and sellers have declined as membership has declined. Stewart will develop and submit a proposal to the Board to use one page of the **Log** as a sales page for circuit material sales for all members.

13. Director Greg Ciesielski presented a report on the Naval Cover Museum. There are 5-10 regular contributors. Paul Bunter is keeping the site maintained with software updates. Greg estimates there are maybe 100,000 images in the museum now.

14. Greg also presented a report on the **Postmark Catalog**. Dave Kent is transferring material to Greg. Dave has contacted a professional regarding the desktop publishing work for preparing the catalog. She has been provided with a copy of the 5th Edition of the catalog in html format to review for conversion.

15. Vice President John Germann presented the Website Committee report. The 6 member committee is at a standstill, looking for a person with IT experience to chair the committee and work with a professional website builder.

16. There was one nominee for the Hall of Fame submitted by the Hall of Fame committee. Discussion regarding approval of the nomination resulted in approval motion being tabled for further review.

17. Steve discussed Convention plans. They are: 2020: MILCOPEX, 2021: BALPEX (with ASPP,) 2022: considering NOJEX or SESE (with MPHS, ASPP,) 2023: St. Louis Stamp Show (with MPHS, ASPP) Follow up work is needed in 2019 to firm up the 2022, 2023 plans.

18. The following new business agenda items were discussed:

a. Disposition of Old **Logs**: Paul Helman made a proposal to dispose of unsold **Logs** currently being stored, retaining 3 **Logs** per issue and one complete set of **Logs** and to recycle the remaining copies. The copies to be retained to be sent to a location determined by the Board with an estimated cost of \$750. Since 2016 there have been virtually no sales of pre-2016 **Logs**. A motion was made and approved. Paul is authorized to dispose of the excess **Logs** and to ship the retained copies to Rich Hoffner.

b. Advertising and USCS-Linn's **Stamp News**: Steve and John Germann submitted a proposal to advertise in **Linn's Stamp News**, **Sea Classics** magazine and selected stamp show programs. Nancy Clark submitted a proposal to have joint discussion with Amos Press (**Linn's Stamp News**) and USCS for an ad exchange program, potentially a one time or up to three times a year for one year between **Linn's Stamp News** and the **Log**. The two motions were merged and it was proposed to authorize \$1000 for placing an ad with **Sea Classics**

and selected stamps shows while pursuing the ad exchange program with Amos Press. A motion was made and approved. Steve and John will place the ads, Nancy will open conversations with Amos Press.

c. On line voting: John Germann submitted a proposal to modify the internet voting process by provide an option of reducing the 14 day voting period on some matters and requiring discussion only for a period before voting. After Board discussion this was modified to change the 14 day discussion period on internet votes to 10 days. A motion was made and approved. By Law section 2f will be modified as below: "2f. Internet voting procedures are established to provide time for discussion: motions to the President will be carefully reviewed for clarity, then forwarded to the Board for a ~~14~~ 10 day discussion period. Before the end of the discussion period, the President will send a reminder that discussion shall end on a date certain. The President will assure a quorum and call for a vote to be submitted to the Secretary. Directors may vote "for", "opposed" or "defer (to the next board meeting)" with a plurality prevailing. The Secretary will compile the votes, advise the President of the results, and record the text and vote under "Actions Taken Since Last Board Meeting" section of the next Board Meeting Agenda."

d. Ballots and elections: Bruno DeVinck submitted a proposal requiring election ballots to have the name and membership number of the person casting the ballot with each ballot confirmed that it is from a member listed on the master list of members. After discussion, this proposal was tabled.

e. AAPE letter: Mel Dick submitted a proposal that a Board member or Officer of USCS write and submit an article to the American Association of Philatelic Exhibitors suggesting how judges should view and adjudicate naval exhibits. After discussion, this was tabled.

19. The Board meeting was adjourned at 9:01 PM. A copy of this report, as well as the original agenda and supporting documents are filed in the Secretary's file.

Submitted,

Steve Shay, Secretary, 4/27/2019

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

Minutes of the 2019 General Meeting

April 27, 2019

The 62nd USCS Convention and General Membership meeting was held April 27, 2019, in Burlingame, California. President Jones called the meeting to order at 1:00 PM.

Twenty five (25) members signed in for the meeting.

1. President Richard Jones made opening remarks and welcomed all members in attendance.
2. A moment of silence was observed for all USCS members who have passed away since the last convention.
3. Richard introduced all USCS Officers and Directors that were present; John Germann, Lloyd Ferrell, Steve Shay, Nancy Clark, David Bernstein, Laurie Bernstein and John Young.
4. Richard asked each member to stand up and introduce themselves to the other members. Among those in attendance were representatives from the USS Saginaw Chapter, Nathan Hale Chapter, Puget Sound Chapter, USS New Jersey Chapter, USS Columbia Chapter, USS Ronald Reagan Chapter, USS Constitution Chapter, Pearl Harbor Chapter, US Coast Guard Chapter, and the DSV Alvin Chapter.
5. Steve Shay provided a summary of the Board meeting held Friday night. (Details can be found in the minutes of the Board of Directors meeting.)
6. Treasurer Lloyd Ferrell noted that USCS finances are in great shape. We have funds to finance projects.
7. David and Laurie Bernstein discussed **Log** auctions and noted that donations are always welcome and that better material sells very well.
8. Richard spoke about the **Log** and noted that several members are regular contributors. He noted that the Associate **Log** Editor position is still open and needs to be filled so that we can prepare a successor for when he decides to retire. He noted that he's been editor for 20 years.
9. Dave Kent discussed the **Postmark Catalog**, noting that he is retiring as Editor and will transition material to Greg Ciesielski who will take over the Editor position. The next version of the Catalog will likely be produced in electronic format with printed copies available as print on demand.
10. Richard presented the **Stan Honeyman Awards**. Three awards were given to Lloyd Ferrell, Phillip Nazak and Jake Wilhelm.
11. John Germann presented service awards with the **Walter G Crosby Award** given to Neal Mills and the **York Briddell Award** to Dan Goodwin.
12. John announced that a chairman for the Website Committee is needed and that they are looking for someone with some website/tech experience to lead the project.
13. Richard stated his appreciation to members Steve Shay and John Germann for their work on coordinating the USCS convention, to Lloyd Ferrell for his work in preparing the auction material and listing for the convention auction and Al Eckert for making the show cachet.

14. The meeting was adjourned by Richard Jones, member number #3933.

Submitted,

Steve Shay, Secretary

Convention Exhibitors

Steve Shay (L-10,821)

There were several USCS member exhibitors at the 62nd USCS convention held at WESTPEX.

Naval exhibits:

Lloyd Ferrell: Gold medal, USCS Anthony Fernandez Award, Lighthouse Stamp Society, Best Exhibit with a Nautical Theme, "*Little Known Pearl Harbor Ships without Postal Facilities*"

Steve Shay, Gold medal, USCS Jesse Burgess Thomas Memorial Award, "*The US Navy in the Tokyo Bay Area, August-September 1945*"

Bob Helms, Gold medal, "*Mail Flown on the USS Akron & Macon: A Philatelic History of the Last Rigid Airships*"

John Young, Large Vermeil medal, USCS Francis E Locy Award, US Cancellation Club Award, "*US Navy Machine Cancels (1919-79)*"

David & Laurie Bernstein, Vermeil medal, "*100 Famous US Navy vessels 1797-1997*"

Al Eckert: Silver medal, "*The Liberty Ship SS Jeremiah O'Brien*"

Thomas Richards (non member), Silver medal, USCS Capt. Herbert F Rommel Award, "*US Naval Mission to Brazil Postal History – 1922-1977*"

Non Naval exhibits:

Nancy Clark: Large Gold medal, APS Award of Excellence, "*The Massachusetts Island Counties. Postal History before 1890*"

Gary Weiss: Large Gold medal, "*Early Okinawa Stamps, Stationery and Postal History*" and Vermeil medal, "2¢ Ryuku Islands Currency Conversion Issue of 1958"

Dave Kent: Silver medal, "*More Letters from the Sand*"

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

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

Contact George F Marcincin, USCS Chapter Coordinator
911 Mohrsville Rd.
Shoemakersville, PA 19555-9720
george.marcincin@verizon.net

Our Auction at WESTPEX was a Great Success – and set a New Record!

*Auction Coordinator: Lloyd Ferrell (L-12,082)
PO Box 7237, Aloha, OR 97007-7237
uscstreasurer@aol.com*



Sometimes the most unexpected things happen with auctions, and that's what happened this year at WESTPEX. When all was done, the total was \$2,220 in sales—a new record. The reason for the success, of course, is the generosity of USCS members who made donations. You made the difference.

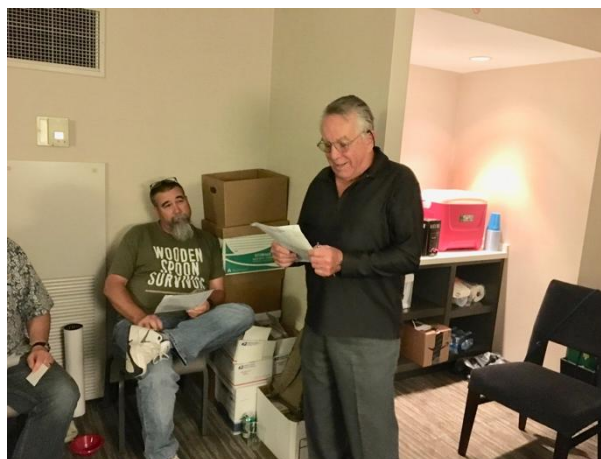
There is a certain amount of tradition that has evolved with the convention auction. For many years, **Paul** and **Becky Huber** have monitored the winning bids and handled the money. Also, **Ted Bahry** once again called the auction and he did a great job. No war chant from him this year, but we did get some good stories in between auction lots! Ted always makes the auction a lot of fun. It had to be held in the hospitality room this year, which was a little crowded, but we made it work.

We had a good variety of times, but a little different from what I've seen since I started coordinating the auction five years ago. Early on, donations came in slowly, and I was a little worried. But in March things quickly picked up. As you know, we recently lost former USCS president **Frank Hoak**, but a donation of three amazing covers was donated by his wife **Leonore**. This included a September 1941 ARIZONA cover, and two 7 Dec 1941 covers Frank had earlier used in articles. Just before I left for California, **Joseph Connolly** donated some spectacular items, including posters and lithographs. Some had signatures, such as Ens. George Gay, various Navajo Code Talkers, and USS WARD crewmembers. It's important to have a few donations like these that stand out, but the bread and butter of our auction still comes from covers members send from their own collection. This year 25 individuals donated material, and several made multiple donations.

Since the last update in the *Log*, donations were received from **Lawrence Fusselman**, Tucson, AZ; **Robert L. Wilkinson**, Spokane, WA; **Roger A. Wentworth**, Lexington, SC; **Dave Kent**, New Britain, CT; **Earle Long**, Indianapolis, IN; **Jon Howard**, Hedgesville, WV (2 separate donations); **Dick Thomas**, Bountiful, UT (2nd donation); **Tom Armstrong**, Poulsbo, WA; **Leonore Hoak**, Fountain Hills, AZ; **Paul Huber**, Beaufort, NC; **Dick Weber**, Poulsbo, WA; **John Byrnes**, Ajo, AZ; **Bill Mitchell**, Columbia, SC; **Jim Smith**, Oshtemo, MI; **Joseph Connolly**, Orange, CT (4th donation); and **Robert Quintero**, Hazel Park, MI.

In closing, let me again thank everyone for the success of this year's auction. As I've said before USCS members

are the best, and care about our organization. Everyone who donated made a difference. Many thanks to all of you.



David Schafer (from Hawaii) looks on as Ted Bahry calls the next lot.



Ted Bahry and Paul Huber.



(l-r) Larry Fusselman (seated), while Dave Gehringer and Steve Shay check out the auction listing.



BALPEX
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245 Shawan Rd., I-83 Exit 20 E
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Next Show:

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Fri. & Sat. 10 a.m.-6 p.m., Sun. 10 a.m.-4 p.m.

USCS Convention Photos



Left -- General Meeting Secretary Steve Shay and President Richard Jones



Right-- USCS Members Ryan Baum (black shirt), Skip Eckle, Allen Klein, (Nancy Clark barely visible behind), then Steve McLaughlin (arms crossed), Al Eckert, and Denny Gill.



Stanton Honeyman Award Presentation to Lloyd Ferrell.



Right--Dave Kent with Gregory Finnegan = in back (l-r) Larry Fusselman, John Pollack (John Young in hat behind), David Bernstein, David Schafer (standing), and Earle Long.



USCS Directors David and Laurie Bernstein



At the USCS Society Table -- Larry Fusselman, Alan Warren (center), and Mike Brock.



L-R Skip Eckel, Director Nancy Clark, Steve McLaughlin, Al Eckert, Kurt Stauffer (behind) and Denny Gill.



L-R Albert Thirkill, Denny Gill, Mike Brock. Pete Peters, and Laurie Bernstein



In hospitality room (L-R) Dick Keiser, Al Eckert, and Richard Jones



Paul Huber—Fairwinds



Our USCS Member Dealers
Barbara and Bob Chisholm--of Coast Philatelics



Dick Keiser--DK Enterprises



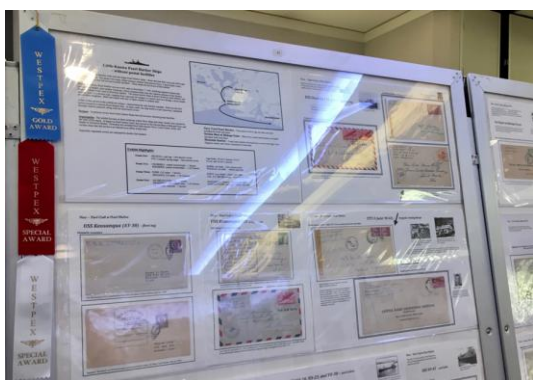
Director John Young at the joint Society tables



At the CONSTITUTION Chapter meeting. (l-r) Skip Eckel, Allen Klein, and Gregory Finnegan.



In hospitality room. Albert Thirkill and Pete Peters finding treasure in the dollar boxes



One of several award winning USCS Exhibits – we had more members participating this year

Secretary Steve Shay receiving his Gold medal from APS Executive Director Scott English



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The Story Behind the Cover...

USS HONOLULU (CL 48) 2 December 1941

**CWO George W. Meyer –
a survivor of two disasters**

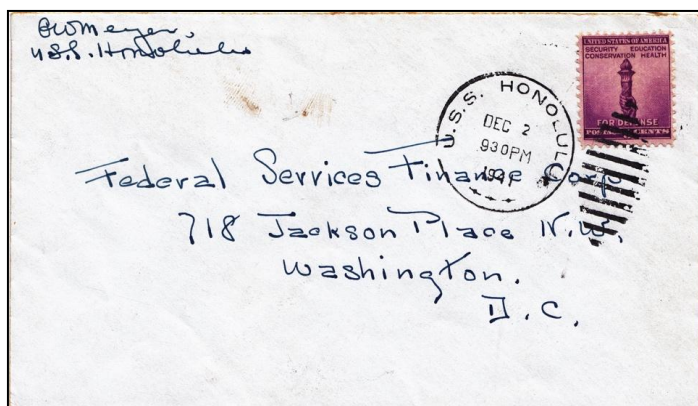
Lloyd Ferrell (L-12082)

PO Box 2086

Beaverton, Oregon 97075



It was the “late date” cancel for this Pearl Harbor Ship cover that first caught my eye. But soon I found myself intrigued with the person who mailed it, George W. Meyer—an old salt, 49 years old, with years of navy experience. He was assigned to USS HONOLULU (CL 48) at the time of the attack, but, as it turns out, Pearl Harbor wasn’t the first time that George had been a witness to disaster. More on that later.



Locy Type 6ep(3) USS HONOLULU cancelled 2 Dec 1941, mailed by CWO George W. Meyer. He'd been on board only three months at the time of the attack on Pearl Harbor.

At Pearl Harbor

The personal experience of warrant boatswain George Meyer on the morning of 7 December 1941 is not known. But I did find that he'd only been assigned to HONOLULU in September, and was probably bunking on board at the time of the attack. Earlier that same week, various ships of the fleet participated in maneuvers off Hawaii, and HONOLULU probably did too. She then went to the Navy Yard and tied up at the repair basin, with SAINT LOUIS alongside outboard to starboard. I did not see the exact arrival date of HONOLULU at the Navy Yard, but considering that she still had fuel and ammunition on board during the attack, she hadn't been there long.

The log of HONOLULU reports that “At 0755 two waves of Japanese torpedo planes attacked battleships moored alongside quays on the southeast side of Ford Island.” The crew immediately went to general quarters, manned anti-aircraft batteries, and made preparations to get underway. The machine guns and 5-inch batteries of HONOLULU were in good positions for firing at incoming torpedo planes headed in the direction of Ford Island, and she later claimed credit for downing three planes. During the attack a bomb exploded under the dock just 15 feet away

from the ship, rupturing oil tanks and causing other structural damage. There were no casualties on board, and within a month repairs were completed and she was again ready for action.



USS HONOLULU off Oahu in November 1941. It appears she was already in early war paint camouflage (probably Measure 6) --NavSource photo

For the next several months, HONOLULU was assigned to convoy duty. George Meyer was still on board when she served as escort for convoys to San Francisco, and then a long 28-day zigzag trip to Australia, then New Caledonia, and Samoa before finally returning to Pearl Harbor. She arrived on 27 March and moored at Buoy C-4 in the East Loch. It was on 2 April 1942, during this stop, that Meyer transferred to the submarine rescue ship WIDGEON (ASR 1). The transfer itself wasn't a surprise, as that happens in the navy all the time. What was a surprise that he was now commissioned, becoming LTJG George W. Meyer, and that he was also the new commanding officer of WIDGEON.

Commanding Officer of USS WIDGEON

The navy was expanding so fast; experienced warrant officers like Meyer were valuable assets. Now with the United States at war, many like him became commissioned officers and served in responsible and necessary assignments. Even with Meyer's experience, it would have been quite an adjustment, being simultaneously promoted and taking command of WIDGEON. The 17-months he was on board, however, were undoubtedly the pinnacle of his navy career. The war diaries show that on 4 April 1942, LTJG Meyer “assumed command of this vessel.” Officially, WIDGEON was a submarine rescue vessel and had a special rescue chamber available if ever needed. Her normal duties, however, were more mundane. She worked out of the Sub Base at Pearl Harbor, and was mostly involved with training during the time Meyer was in command.

LT George W. Meyer was CO of USS WIDGEON (ASR 1) from April 1942 – Aug. 1943.



Reading through the war diaries, WIDGEON regularly got underway to escort submarines to training areas, and also did torpedo retrieval. In addition, she provided training for navy divers. Most of the diary entries document routine matters, such as where they are moored, the nightly chore of darkening ship, taking on fuel, inspections, and even an occasional court martial.



USS WIDGEON at Mare Island in October 1943, about two months after Meyer left the ship --NavSource photo

Just two months after reporting to WIDGEON, in June 1942 Meyer was promoted to the rank of lieutenant. He remained in command officially until 16 August 1943, but I found that he was still on board signing papers until the end of the month. Only a week later, in early September, WIDGEON departed for San Francisco for service on the west coast.

His Early Years

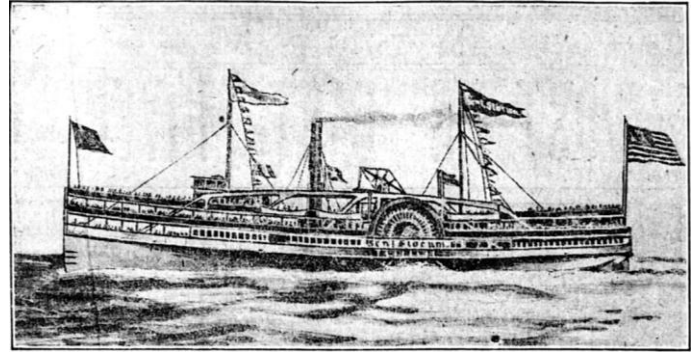
Although I'd already learned a fair amount about George Meyer during World War Two, I spent some time looking at his background. After documenting most of the basic information about him, I found there was a confusing gap in his early years. It gnawed at me, so I kept looking. The surprising answer, I eventually discovered, is that George Meyer was directly connected to the 1904 tragedy of the GENERAL SLOCUM—a paddle wheel steamer that burned and sank in New York, taking the lives of more than 1000 passengers. This was the biggest disaster in city history prior to 9-11.

George William Meyer was born in Jersey City, New Jersey in August 1892, but mostly grew up in neighboring New York City. He was the second of three children born to Nicholas and Louise (Roller) Meyer, who were immigrants from France and Switzerland. Both indicate French as their native language, so it's likely that George also spoke French as well as English. By 1900, the family had moved to Brooklyn, New York where Nicholas was working as a night watchman. Later they moved again, and by 1904 had an apartment in the "Little Germany" community of Manhattan.

The GENERAL SLOCUM Disaster

The center of their community was St. Marks Evangelical Church. For years the church had sponsored a special annual event for its members and, in 1904, an outing was planned to Locust Point, Long Island for a picnic. The steamer GENERAL SLOCUM was chartered for the excursion, and on 15 June, nearly 1400 members of the church went on board. The ship departed from a location near Third Street on the East River, and then headed north. Because it was a Wednesday, it was mostly women and

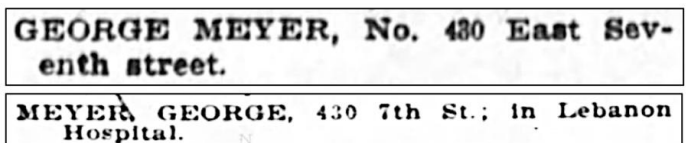
children who were on board. Young George Meyer, his mother Louise, and younger sister Elsie, were among the passengers. It was later said that children were roaming about the deck, playing and skipping rope. Other passengers were listening to a band, and some were even dancing. Everyone was excited and looking forward to an enjoyable day.



Sidewheel steamer GENERAL SLOCUM – This small excursion ship had nearly 1400 persons on board when she burned and sank in New York on 15 June 1904. More than 1000 died. George Meyer, then age 11, survived, but his mother and younger sister did not. --from 1904 NY newspaper

Not long after getting underway, however, a fire broke out and quickly spread. There was a short delay before the captain was notified, and in the intervening minutes, the ship became engulfed in flames. She was also overloaded, and many passengers were killed when a deck collapsed right into the fire. In a desperate attempt to save the ship, the captain swung her around toward Brother Island. Hundreds of people were jumping overboard, but very few survived; the heavy wool clothing, common for the time, is thought to have been a factor in why so many drowned. GENERAL SLOCUM did manage to get to Brother Island, where she sank. The scene there was horrific, with bodies everywhere. There were more than 1000 deaths, with only 321 survivors.

In the days that followed, there was much confusion. There wasn't even an exact accounting of who was aboard SLOCUM, because with purchase of an adult ticket for the excursion, the church had allowed children to be brought along. In the newspapers, ever changing lists of dead, missing, and survivors were published. Among the dead was Louise Meyer, age 39, who was later identified by her husband Nicholas. Their daughter, Elsie Meyer, age 9, also died, but George, who was 11 at the time, managed to survive. He was injured and taken to Lebanon Hospital for treatment.



First reports listed George Meyer among the "Missing" following the SLOCUM disaster. The next day, the newspapers reported that he was taken to Lebanon Hospital in New York. His specific injuries are not known. --NY newspapers 15/16 June 1904

MAYER, MRS. LOUISE, 39 years, of 430 East One Hundred and Seventh street, identified by husband, Nicholas.

MEYER, ELSIE, 9 years old, of 430 East 17th St.

Listed among the dead are George's mother and little sister. – NY newspapers 16/17 June 1904

On the day of the tragedy, George's father Nicholas Meyer, and his older brother Emil were probably both working. The family managed to stay together, and is shown in the 1905 New York State census still living at the Manhattan address. By this time, Nicholas had already remarried. By 1910, the family had moved to Hoboken, New Jersey, and George, now 18, is shown working as a clerk at the local library.

George Enlists in the Navy

It was on 27 November 1912 that George Meyer enlisted in the navy and became a boatswain's mate. His early duty assignments are not known. He was apparently stationed in San Francisco during WWI, where, in 1918, he married Louise (Kersten) Meyer. She was from that area. The 1920 census shows that George was assigned to the Naval Training Station on Goat Island, where he lived in government quarters with his wife and their newborn son.



*Louise V. Meyer (1891-1976)
She and George were
married in 1918.*

In 1923, George became a warrant officer which made it easier for me to follow his navy career. He is first seen aboard SUMNER (DD 333) in 1924, and from 1925-1927 was in MELVILLE (AD 2). Both ships were based on the west coast. From 1928-1930 he was assigned to the Navy Yard at Pearl Harbor, and his family moved there with him. Next, he relocated to the east coast for duty on the cruiser MEMPHIS (CL 13) based in New York. From 1934-1936 he was assigned to RIGEL (AD 13) at San Diego, and then served two years on the cruiser CONCORD (CL 10) also based there. In 1939, he went back to the east coast and was assigned to the station ship REINA MERCEDES (IX 25) at the Naval Academy in Annapolis. George remained there until September 1941 when he was transferred to the cruiser HONOLULU at Pearl Harbor.

Relations with Japan were not good in 1941, and this time when George went to Pearl Harbor, his wife, Louise, and the family did not. Instead, they set up their home in San Diego. After George was relieved of command on WIDGEON in August 1943, shortly after that he returned to San Diego. Only about three months later, on 20 December 1943, he died. George Meyer was only 51 years old, and the circumstances of his death are not known. He is not listed as

a war casualty. Most likely he was seriously ill when he left the ship, and then returned to California to be with his family.

After George died in 1943, Louise never remarried, and continued to live in San Diego until she passed away in 1976. Both of them are buried at Fort Rosecrans National Cemetery.

Final Thoughts

This cover not only speaks to us about the attack on Pearl Harbor, but also leads us to the GENERAL SLOCUM disaster of 1904. In his life, George Meyer endured many hardships, yet he overcame adversity. He grew up as the son of poor immigrants, and found success with a career in the navy. He rose from being an enlisted man, to warrant officer, and finally became a commissioned officer in command of his own ship. His life, his service, and accomplishments, I think, represent the very best of what the United States is all about.

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American Society of Polar Philatelists



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

Initial Cruise The German Training Ship GORCH FOCK

*Jake Wilhelm (12,411)
PO Box 481, Coquille, OR 97423*

Preparing for her sixtieth-first birthday cost one proud European grand dame 135 million Euros.

That's price tag for the refit of the German sailing training vessel GORCH FOCK – and it was a bit of a shock to the German Navy. In 2015, the vessel went in dry dock at Bremerhaven for fine tuning that went by the budget of 10 million Euros, but further studies of the ship's structure boosted the bill so high the German government considered scrapping her.

A trip to the nearest toothpick factory – that was almost the fate of our featured vessel. The story would have ended for the sailing ship that has trained young cadets for Navy careers since her first cruise in 1959. Public backlash to the idea and advocates within the Navy saved the tall ship. The government went along.

In fact, Defense Minister Ursula von der Leyen said, "GORCH FOCK symbolizes more than a sailing ship – it's indispensable in the seafaring tradition and especially as Ambassador to the world."

Seafaring tradition? Ambassador to the world?

GORCH FOCK definitely fits that bill. Her designated job is providing a first glimpse of the seas for young cadets of the national naval academy Murwick. Aboard her, they learn to work as a team and they acquire the basic skills they'll need in their careers. At the same time, GORCH FOCK has shown the world a much needed positive side of Germany following the war – she was display ship at the 1964 World's Fair, she has taken part in the transatlantic Tall Ships Race since the race began, she even took part in a race honoring America's Bicentennial and did the same for Australia's Bicentennial. She represented Germany in every port she visited, including when she was the first West German vessel

invited to visit the port of Gdansk, Poland since Germany fired the first shots of the Second World War there.

And, fittingly enough, GORCH FOCK used to fit another sort of bill... She was the main feature on the back of West Germany's 10-mark note from 1960 to 1990, spreading her image worldwide. Too bad the old notes were devalued when Germany reunited or she could pay for her rejuvenation.

Technically, GORCH FOCK is known as GORCH FOCK 2. The original GORCH FOCK, built in 1933, joined the rest of her training ship vessels when Germany gave them up after World War II as war reparations. In fact, GORCH FOCK I went to Russia, while HORST WESSEL became the USCGS EAGLE.

1958 saw Germany coming out of the most reviled nation status. West Germany's navy would never reach beyond national defense status, but in the late 1950s, she was allowed back in the training ship game. GORCH FOCK was among those early results. Not only was she named after her lost sister, the Type 441 Training Ship was built to virtually the same stats as GORCH FOCK 1 - at the very same Blohm and Voss shipyards that built the 1930s-era sailing ships.

She carried the same name as her lost sister, too. GORCH FOCK is named after the penname used by writer and German Navy hero Johann Wilhelm Kinau. As Gorch Fock, Kinau wrote poetry and he published a well received novel about the deep sea fisherman of his native Finkenwerder Island. He joined the German Navy in World War One and died in the Battle of Jutland.

The second incarnation of the graceful sailing ship was launched 23 August 1958, sponsored by Kinau's brother. Kinau's niece had the honor of inaugurating GORCH FOCK to the waters with a champagne bottle across the bow. GORCH FOCK was commissioned 17 December 1958 and took her first training cruise early the next year with future cadets for the Navy of the Federal German Republic.



The sail training vessel GORCH FOCK has served the German Murwick Naval Academy since 1958, giving fresh cadets their first time at sea. In that time, she has hosted over a hundred cruises and circumnavigated the globe twice. She was also featured on the back of the West German 10-mark note from 1960 to 1990. Image from Gorch Fock homepage

GORCH FOCK was built much like her sisters – the same steel hull measuring out 266 feet with a 39 foot beam (81.2m by 5.2m), the same barque style sailing equipment – two large masts in the front, a shorter mast astern – and most importantly, she bore the same hull design that allowed her elder sisters to right themselves even if they were heeled over 90-degrees. Modern technology also crept into the design. Watertight bulkheads were installed behind a stronger

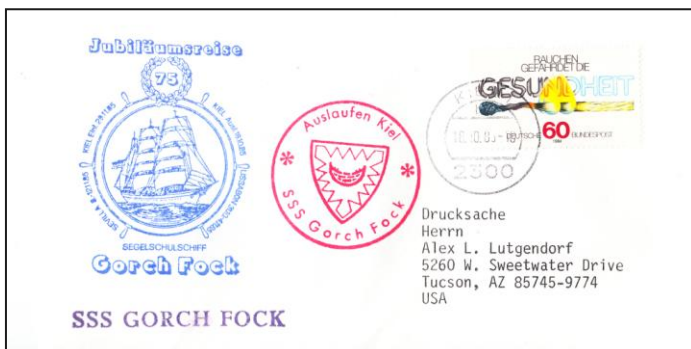
hull design, and an efficient six cylinder motor was installed for backup power, and her masts were built to hinge out of the

way so she can pass under the bridges along the Kiel Canal to reach her homeport of Kiel. She's capable of 13.7 knots under sail, 25.4 kph under power (but probably not on the Canal!).

When GORCH FOCK hit the seas for her first cruise, she was led by a man the crew called "Vader." Wolfgang Erhardt had served with the Navy under the Third Reich, sailing on the windjammers NIOBE, HORST WESSEL and the first GORCH FOCK. During the war, he was CO of a torpedo boat and a base commander. In 1956, he headed the military school in Brake. He guided GORCH FOCK through her first nine voyages before being assigned head of the West German Navy training ship program.

She may be small, but on the training cruises she took two or three times a year, GORCH FOCK carried up to 220 people; a small crew and cadets. Under sail, there are three groups on board. The first group is the core – these are the steady crew members/instructors, some of whom have been aboard for years. The second group is comprised of cadets; many are teenagers fresh from secondary schools. The third group handles the sailing of the ship.

The cadets come from the Murwick Academy, very near GORCH FOCK's homeport of Kiel. After a six-week introduction to the academy, cadets pack their duffels and head for the open seas. A good example of the cruises comes from our first feature cover, giving the nod to GORCH FOCK's 75th cruise in the autumn of 1985. The journey began in October and ended in December. In the meantime, cadets new to the sea came back to their first homeport with plenty of seamanship and theory under their belts, ready to tackle the rest of the school year.



GORCH FOCK celebrated her 75th cruise in 1985. This cover, with stamped cachet by Hans D. Gepreags, features the ship's seal stamped in red. A machine-cancel postmark from the ship's homeport of Kiel crosses over a West German anti-smoking stamp (Scott 1429), which underpaid international rate to a long time USCS member in Arizona. Image author's collection

For the windjammer, 1985 was a soft year. She had spent half the year undergoing overhaul. Her then-captain summed up the new navy – born the same year Germany declared war on the world, he had been a crewmember aboard GORCH FOCK in 1965 before going onto weapons officer duties on frigates and destroyers. He returned to GORCH FOCK as crew in the 1980s, becoming captain in 1982. He would hold the post for three years.

GORCH FOCK made up for 1985's lost time in 1986-7. That's when she circumnavigated the globe during the course of three training voyages. It took 336 days and ended when she participated in the Australian Bicentennial celebrations in Sydney Harbor. She circled the globe again ten years later, this time as ambassador to the reunited Germany, taking 343 days and visiting 18 ports in 16 countries.

Her record hasn't been perfect. An incident in 2010 marred her reputation. During a training cruise, an officer candidate fell to her death from the rigging. A small mutiny ensued when other cadets refused to work the masts; in fact, many wanted to leave the ship. Unable to control the mutiny, the captain was ordered to dock in Argentina and the cadets were flown back to Germany. Reports of drunken instructors, sexual misconduct and general gross misconduct led to the dismissal of the captain and many crewmembers. Four cadets were charged with inciting rebellion. In the years since, the captain has been hired back by the Navy, but not on the ship.

On top of that, GORCH FOCK's career almost ended when she hit the dry docks in 2015 for another overhaul. Hopes of just tinkering with faulty equipment and giving the rails a good polish were dashed when major structural problems were discovered. Instead of sending her to the glue factory, major sections of her hull have been replaced, along with her masts and the upper deck. What has followed was a painful process that bankrupted the shipyard, caused several government investigations to be called to order, not to mention creating a German public that's no longer sure they shouldn't have scrapped her.

So, definitely call this proud dame lucky to be a survivor...

When she finally glides from Bremerhaven, GORCH FOCK is said to be good to go until the 2040s. It's safe to say she will continue to serve the cadets at Murwick for some time to come.

That brings us to our second featured cover. Also from 1985, it features GORCH FOCK's role in helping to celebrate the 75th anniversary of Murwick Naval Academy.



GORCH FOCK helped celebrate the 75th anniversary of her home academy, Murwick, in 1985. This cover, also with stamped cachet by Hans D. Gepreags, has a machine-cancel postmark from Flensburg, location of the academy, over a West German stamp (Scott 1436) honoring the 1000th anniversary of Market and Coinage rights in Verden. Those coinage rights are really coming in handy right now for the GORCH FOCK's current 70 million euro refit. The ship's mark is applied by blue stamp under the cachet. Image author's collection

Murwick Naval Academy was founded in 1910 by Kaiser Wilhelm, and is best known for its main building, a sprawling brick structure called the Red Castle. The sports school complex, just off the grounds, holds the dubious honor of being the Third Reich's last capital. In April of 1945, the leadership of the nation was passed to Admiral Karl Doenitz, and he ruled the ashes of the Reich from the sports school.

German Navy Cadets come to Murwick for their first year of training - call it boot camp with books. After their tour in GORCH FOCK, they attend NCO school in nearby Plon, then receive officer's training at the academy to wrap up the year. They'll then attend up to four years of university studies at the University of German Federal Armed Forces. With either a BA or Masters, they return to Murwick for their advanced studies, sometimes for up to two years depending on their career path or type of vessel they will serve on.

In other words, there will be plenty of cadets to put some wear patterns on the GORCH FOCK's new decks.

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Fleet Review 1934

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



This is not about Fleet Week or Navy Day. It is about something bigger: a Fleet Review in New York Harbor in 1934. The *New York Times* headlined it on its first page's most prominent position. (Figure1). It said that 81 warships and 185 planes swept up the bay.

I watched from a Staten Island beach, and as a nine year old kid, it was incredible and exciting, and perhaps even induced me to join the Navy when I was old enough.



Figure 1: New York Times

It probably was the same incentive to many others who may have joined the Navy at that time when public attention focused on the Navy. Cover collecting was at a high level as evidenced by the cover (Figure 2) cancelled aboard USS TEXAS and inscribed FLEET-PASSING REVIEW. The accompanying printed cachet shows a ship's signal flags saying "WELCOME." It also acknowledges Rear Admiral T.T. Craven, Commander of Combat Division One, and Captain L.R. Leary, Commanding Officer of the Flagship USS TEXAS. Among the other viewers was the navy's commander in chief: President Franklin Roosevelt who was a big navy fan since his World War One days serving as Assistant Secretary of the Navy. The view seen in the cachet shows the New York City skyline with the Empire State Building as viewed from across the Hudson River from New Jersey's Jersey City docks. One building left out of the scene is 90 Church Street, Headquarters of Commander Third Naval District, remembered by many with bittersweet memories. One was me, who in 1950 was summoned there when recalled to active duty during the Korean War. One of my aging problems dealt with my hearing caused by a badly perforated ear drum. When the examining doctor ordered me to get on the bus going directly to the Brooklyn Navy Yard for further fleet assignment, I asked him about the perforated ear drum. So he shined his flashlight into it again, looked into my other ear, and said "I don't see any light coming through. Get on the bus!" Within a few days I was walking the deck of USS CAMBRIA (APA 36).



Figure 2: USS TEXAS 1934 Fleet Review cover

In 1934, the Navy had some really live-wire public relations people. They probably were also responsible for Hollywood making the movie "HERE COMES THE NAVY" starring James Cagney and Frank McHugh.

Collectors of navy covers can see and feel the mindset of the Navy at that time as they view their many items prepared by collectors and also navy mail clerks who were avid collectors and USCS members.

Nine years after this cover was mailed, I was in the Navy too. Many things had changed, as they always do, and they continue to do so. But looking at this cover in my collection probably gives me as much satisfaction as a painting by Rembrandt or Picasso in an art collector's possession. And at far less cost. This item was purchased in a USCS Sales Circuit for much less than a dollar.

The Navy's First Super Dreadnought

USS NEVADA (BB 36)

Edwin J. Hayes, Jr. (USCS 11,128)

P. O. Box 1493, East Dennis, MA 02641

2indians@comcast.net

I Why Important?

- World's first and revolutionary Super Dreadnought battleship. Commissioned 11 March 1916. More on Dreadnoughts later, and yes the British copied.
- First oil-fired Navy battleship, replacing dirty coal requiring extra crew to load and shovel.
- First, with new, more efficient propulsion; a Parson's 4-shift steam engine that increased speed by three knots over old engines and with less fuel consumption.
- First an all or nothing heavier armor plate system that protected only vital areas.
- First centralized fire control system for her big 14" guns, vastly increasing effectiveness.
- USS NEVADA (BB 36) participated in both World Wars I and II. In World War II she fought in major sea contested landings: Normandy, D-Day, Southern France, Iwo Jima and Okinawa.
- She found and led a critical new battleship role in World War II as mobile, highly accurate, long-range, up to 23,000 yards, heavy artillery support for sea invasions.
- For World War II she was awarded 10 Battle Stars and two Secretary of Navy Commendations.
- Impressive.

II What Were Dreadnought Battleships?

- For five centuries battleships, earlier called Ships of the Line, were the queens of a Navy's fleet. They were to defeat enemy battleships in one big decisive battle, thus ending the war.



Figure 1: 1918 Early ship photo.

- New battleship designs were usually made by the British Royal Navy, the world's biggest Navy by far. Their fleets protected vital trade routes of raw materials from vast, far-flung colonies to Britain, and then return manufactured goods around the world.
- The Dreadnought Battleship concept was first developed by Britain's First Sea Lord, Admiral John "Jacky" Fisher during the first decade of the 1900s. He focused on simplification and cost savings by arming with only big long-range guns, newly available. This design increased his battleship gun power by 250%.
- The Royal Navy's first was HMS DREADNOUGHT launched on 3 October 1906 at Portsmouth, England.
- USS NEVADA was a major upgrade to the British Dreadnought, roughly a decade later in 1916. She was the first U.S. Navy ship to lead the world since USS CONSTITUTION 200 years earlier.



Figure 2: 23 August 1943, Late ship photo.



Figure 3: 10 January 1976, 70th Anniversary of the Launching of HMS DREADNOUGHT, A Royal Navy signed cover.

III Why Did World War II End the Battleship Class?

- After January 1944 no battleship was built. In the Pacific, sea landings were critical. Aircraft carriers proved decisive in the Battle of Midway and quickly became the Navy's new Fleet Queens, displacing battleships.

- Carrier aircraft could project more power faster, further and more economically than battleships.
- All pre-World War battleships including USS NEVADA had a top speed of 20 to 21 knots. All our fleet aircraft carriers topped 30 knots. Battleships could not escort the vital faster carriers. That task was left to heavy and light cruisers.

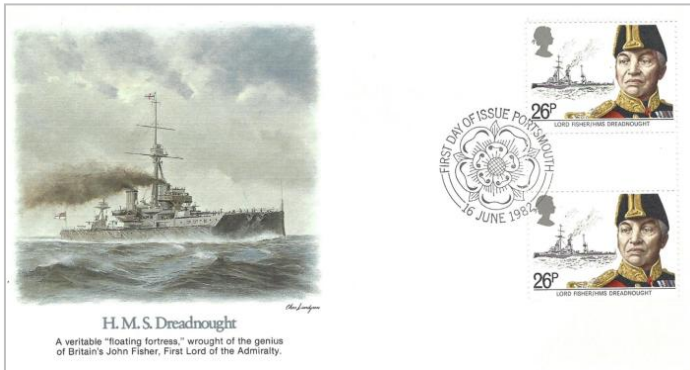


Figure 4: 16 June 1982, A Royal Navy cover with first day stamp of Admiral John "Jacky" Fisher.



Figure 5: USS NEVADA 5 September 1931, cover, Beazell, photo.

IV Why was USS NEVADA Such a Successful Battleship During World War II?

- Starting at Pearl Harbor she was the only one of 8 battleships to get underway, without tugs, on 7 December 1941 during the Japanese surprise attack. She was active until the end of World War II.
- USS NEVADA initiated and led the new battleship role as mobile, highly accurate, long-range, heavy artillery support for beach landings.



Figure 6: 13 December 1942, cover, "Win the War" censored.

V Three Crucial Seaborne Landings:

1. D-Day at Utah Beach: June 1944. USS NEVADA was Flagship and only battleship involved. An RAF Spitfire spotter plane reported large German Panzer tank reinforcements heading to the critical town of St. Mere Eglise to wipe out lightly armed U.S. 82nd Airborne paratroopers preventing German reinforcements. St. Mere Eglise was a critical objective as it was the intersection of 6 major roadways and 2 causeways and a railroad line. USS NEVADA promptly fired 18 rounds of high capacity 14" shells twelve miles inland and out of sight. Gonzo.

- 82nd Airborne commander Major General Matthew Ridgway quickly sent his thanks.
- Highly successful, check, falling on targets. Thanks.
- They held the town and vital crossroads.

On D-Day there was no pre-bombardment, to preserve surprise.

2. D-Day at Omaha Beach: Much more difficult as it was a 6-mile open beach with better embedded protection by the Germans.

Our troops could not get off the beach, and our tanks had no avenue inland. German shore defenses were in layers. Their big guns were imbedded in concrete bunkers and were wiping out our tanks and landing craft. On 15 June USS NEVADA got 7 direct hits on a troublesome battery of 88 millimeter guns. A wipeout. Our tanks then began to move inland. USS NEVADA was now out of ammo for its 14" and 5" guns; also low on fuel. She did a quick turnaround to Portsmouth, England after 80 straight hours at General Quarters.

15 June - back to Omaha Beach: made 3 direct hits on a hardened German big gun emplacement that was firing on our landing craft loaded with our troops. The German gun crew fled to a nearby concrete building. USS NEVADA destroyed that; then their headquarters building was also flattened.

3. Next USS NEVADA moved off to the vital nearby Port of Cherbourg, held by 40,000 Germans. She quickly destroyed eight 88^{mm} guns which had straddled USS NEVADA within 100 yards.

Then 6 shells wiped out 4 huge 170^{mm} guns in hardened casements at a distance of 26,308 yards. Great shooting.

VII Iwo Jima: 16 February 1945

- Iwo Jima was a small island, 4 ½ miles across with over 20,000 Japanese soldiers defending. They were well planted with concealed, hardened gun

- emplacements covered by interlocking pill boxes and bunkers. Mount Surabachi, 550' above sea level, overlooked the landing beaches. It had a vast array of interlocking tunnels with concealed openings where guns were wheeled to the mouth, fired, and quickly withdrawn. A tough go for U.S. Marines. This time there was heavy pre-landing naval bombardment for 3 days. Optimists said victory would take 4 days. It took 6 weeks and it was a mutual bloodbath. USS NEVADA covered the Marine 5th Division landings.

- At 8000 yards she had direct hits on a pillbox and block house. No real damage.
- Moved to 150 yards off: point blank but within Japanese mortar range and destroyed both targets.
- The first Japanese Kamikazi suicide planes of the war attacked and were a huge danger but USS NEVADA's luck held, shooting down two.
- On 19 February 1945 USS NEVADA fired
 - 12 rounds of 14" armor-piercing shells
 - 223 rounds of 14" high explosive shells
 - 338 rounds of 5" ammo
 - 4400 40 millimeter rounds
- She became the sweetheart of the Marine Corps.
- Admiral Nimitz called Iwo Jima the most savage and most costly battle in the history of the Marine Corps. 6,137 Marines were killed. The Japanese lost over 20,000
- The strategic value of Iwo Jima became crystal clear when more than 3,000 B-29 bombers later made emergency landing on Iwo before war's end in August 1945, saving countless American lives.

VIII Next, Okinawa: 26 March 1945

- This invasion was within 350 miles of the Japanese homeland and was fiercely defended.
- Between 6 April and 22 June 1945 the Japanese launched 1465 Kamikazi suicide planes against the Navy fleet. None returned, plus 1357 other air attacks on the Navy.
- USS NEVADA was hit twice by Kamikazis. Nine were killed and 47 severely wounded, but she stayed on station supporting the landings of the First Marine Division.
- Okinawa held over 100,000 Japanese troops. Again, a grim bloody battle. Mop-up continued until 15 August, well after the Japanese total surrender.

The result:

32 Navy ships sunk
 368 damaged
 4,900+ sailors killed or missing
 7,000 US Marines & soldiers killed
 50,000 wounded
 Japanese losses on Okinawa 100,000+

- Okinawa was the most costly Navy campaign of World War II.
- USS NEVADA had steamed 137,027 miles with 389 days in combat, firing 5,000 14" shells and 18,000 5" rounds, but she was not quite done.

IX USS NEVADA – Final Mission

World War II's end was forced by our use of 2 atomic bombs dropped on Hiroshima and Nagasaki. A strategic question quickly developed: was the Air Force to become the prime U.S. military weapon, and did the Navy still have any major role to play?

X Operation Crossroads

The Navy quickly took the lead and quickly announced it on 27 October 1945. This was a weapons effect versus a weapons test of 2 atomic bombs. The first air-dropped on the assembled fleet of 93 ships by an Air Force B-29 bomber. The 2nd test was an underwater explosion. The site was the remote Bikini Island in the Pacific. The target ship for the first air blast was USS NEVADA viewed as the strongest ship.

A. First Test: 1 July 1946, called Able

The B-29 bomber was a disappointment as the bomb missed the target, USS NEVADA, by 2,130 feet. USS NEVADA did not sink but had moderate top-side damage.

B. Test II: 25 July 1946 called Baker

The underwater explosion was spectacular including 90 ships and sinking many, but not USS NEVADA. All remaining ships were covered with very high levels of radiation; 80,000 times the maximum permitted for humans, and unexpectedly buffeted by a 300-foot surface surge moving at 60 miles per hour.

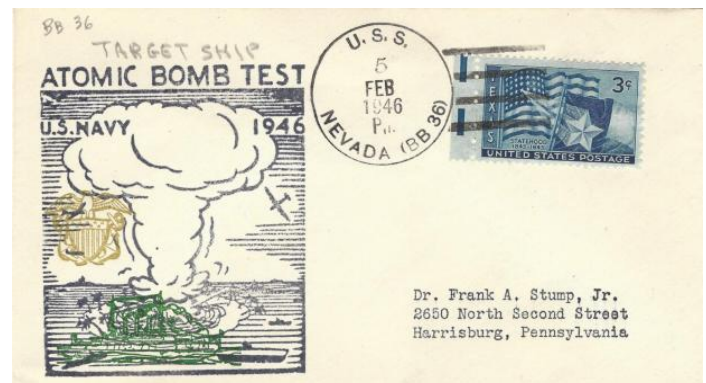


Figure 7: NEVADA - 5 February 1946, cover, Atom Bomb Test.

XI Finale: USS NEVADA

It did not come easily. Still highly radioactive, she was towed to 65 miles west of Oahu, Hawaii, where the water was 15,000' deep.

She was to be sunk in a weapons test:

1. Demolition charges in the hull: Little damage.

2. Multiple destroyers' salvos: Nope.
3. 3 cruisers with 6" guns: Still afloat.
4. USS IOWA battleship with 16" guns: No.
5. Radio-controlled aircraft rockets: Still afloat.

Four and one half days of pounding with no success. Finally on 31 July 1948 the Navy launched a flight of torpedo bombers and hit USS NEVADA with a brace of torpedoes. USS NEVADA finally sank.

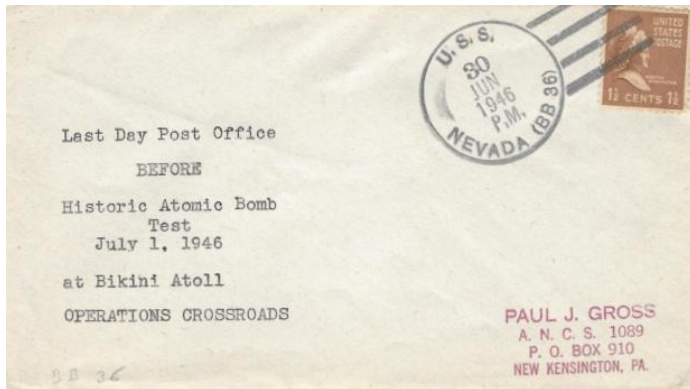


Figure 8: Last Day Postal Service- 30 June 1946, Atom Bomb Test.

XII Philatelics and USS NEVADA

A word about the USS NEVADA covers that have special interest used as figures in the article and picked to cover her long career.

- USS NEVADA was built in my home town of Quincy, MA by The Bethlehem Fore River Shipyard. In over 100 years that shipyard became one of the biggest in the world launching over 775 vessels for the Navy and was the Navy's primary yard for new types of ships, like USS NEVADA, until it closed in the mid-1980s.
- I collect Navy covers for all the Navy ships they built, from submarines to aircraft carriers. It is easy to start a collection of USS NEVADA covers. There are many interesting covers. They are usually not costly. Her On-Board Post Office opened 11 March 1916 and continued to 26 August 1946. Give it a try.
- One final comment about the two nuclear bomb tests of Operation Crossroads. The USCS has a learned member, **Mike Vining**, who is the outstanding chronicler of Operation Crossroads. He has written extensively about it in past 2006-2007 *Logs* and has kept his vast knowledge up to date. Mike's work has been a great help in the Operation Crossroads part of this article. Many thanks, Mike.

USS NEVADA Bibliography

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9. "*Catalog of United States Naval Postmarks*" 5th Edition, 1997
10. "*Everything We Have re D-Day*" by Gordon H. Mueller, published by Andre Deutch for the National WW II War Museum in New Orleans, 2019
11. DANFS

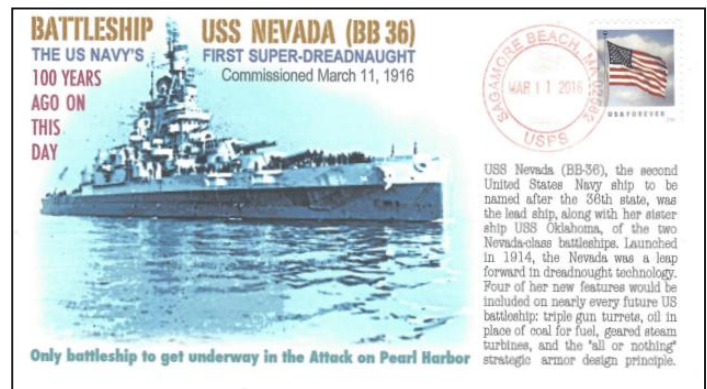
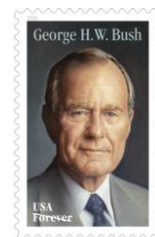


Figure 9: 11 March 2016, cover, 100th Anniversary.



Figure 10: 9 April 1921, Early PPC thru Panama Canal.

New Naval Related USPS Issues



USCS Auction # S6**Closes 31 July 2019****Minimum bid stated on all lots. Please send bids to:****Laurie Bernstein, Log Auction Manager****3145 E Chandler Blvd, #110-545, Phoenix, AZ 85048****Or email to seadragons@cox.net****Prices realized are always available with an SASE or as a reply to an email request****Winning price is \$.50 over second highest bid**

S6-01 CALIFORNIA (BB 44) 7/3 & 4/19 1921 Pass to see ship @Mare Is, famed E L Beach CO MB \$50

S6-02 DRUM (SS 228) 5-12-41 GOW NG launch cachet, PM GRAYLING MB \$15

S6-03 FINBACK (SS 230) 2-5-41 GOW NG keel lay PM FALCON MB \$15

S6-04 HADDOCK (SS 231) 3-29-41 GOW NG keel lay PM FALCON MB \$15

S6-05 SAILFISH (SS 192) 5-15-40 GOW NG 1st day postal serv, small stain MB \$15

S6-06 SEAWOLF (SS 197) 9-27-38 GOW NG keel lay PM SNAPPER on card, sunk MB \$15

S6-07 SNOOK (SS 279) 10-24-42 commission cachet by ANCS Argonauts, sunk MB \$20

S6-08 VINCENNES (CG 49) 7-3-88 Strait of Hormuz, cxi on date ship downed passenger jet MB \$5

S6-09 VINCENNES (CA 44) 2-24-37 commission cachet, nmc auto MB \$2

S6-10 ARIZONA (BB 39) 10-27-39 Navy Day 1939 by Buckwald, sailor w/semaphore flags, sunk MB \$20

S6-11 AYLWIN (DD 355) 10-1-35 Decom by Tuchinsky, good bye USS AYLWIN MB \$2

S6-12 RAIL (AM 26) 5-30-35 Harrington data cachet, 17th B'Day MB \$2

S6-13 TAYLOR (DD 94) 10-12-35 Columbus Day cachet MB \$2

S6-14 FARRAGUT (DD 348) 8-5-35 Fleet Week Seattle, colored MB \$2

S6-15 COLORADO (BB 45) 10-11-35 Sioux Chief "Tall Bull" killed r/s cachet MB \$2

S6-16 F D ROOSEVELT (CVB 42) 4-12-50 Four Power combined ops MB \$2

S6-17 F D ROOSEVELT (CVB 42) 11-30-51 r/s drawing of carrier MB \$2

S6-18 F D ROOSEVELT (CVB 42) 1-25-52 United States aircraft carrier by Sadworth MB \$2

S6-19 F D ROOSEVELT (CVB 42) 5-19-51 FDR r/s likeness as cachet MB \$2

S6-20 2nd E Surrey Regt 6-11-41 Brit Army in Malaya, Malay Kedah postage MB \$5

S6-21 DUPONT (DD 152) 3-15-34 launch cachet by USCS Farragut Ch MB \$2

S6-22 TUSCALOOSA (CA 37) 8-17-37 3rd anniv cachet MB \$2

S6-23 ALTAIR (AD 11) 2-12-37 Lincoln's B'Day cachet MB \$2

S6-24 BARRY (DD 248) 11-26-36 Thanksgiving cachet, date corrected in PM MB \$2

S6-25 COLE (DD 155) 6-19-36 17th B'Day by ANCS 145 MB \$2

S6-26 ALGORMA (ATA 212) 5-5-36 16th B'Day by ANCS 145 MB \$2

S6-27 ALGORMA (ATA 212) 5-30-36 In Memoriam cachet by Stinemetts MB \$2

S6-28 GOFF (DD 247) 8-3-36 Fleet Week cachet Portland MB \$2

S6-29 REID (DD 369) 11-2-36 commission by Cmmodr John Barry Ch MB \$2

S6-30 HUMPHRIES (DD 236) 10-6-36 visit to New Orleans cachet MB \$2

S6-31 AARON WARD (DD 132) 1-1-36 New Year greeting by USCS 345, F50 MB \$2

S6-32 BRIDGE (AF 1) 7-28-36 Hands Across the Sea r/s cachet MB \$2

S6-33 MCCORMICK (DD 223) 1-1-36 New Year greeting by USCS 345 MB \$2

S6-34 HERBERT (DD 160) 9-20-36 1936 naval reserve cruise w/flapper by Tuchinsky MB \$2

S6-35 MEDUSA (AR 1) 7-18-36 Hands Across the Sea r/s cachet MB \$2

S6-36 BRIDGE (AF 1) 11-26-36 1936 Thanksgiving cachet MB \$2

S6-37 HUMPHRIES (DD 236) 6-14-36 Flag Day cachet MB \$2

S6-38 PHELPS (DD 360) 2-26-36 r/s commission cachet MB \$2

S6-39 UPSHUR (DD 144) 8-28-36 USNR cruise to Tropical waters r/s cachet MB \$2

S6-40 GREEBE (AM 43) 2-7-36 Dumonte bird cachet, sunk MB \$3

S6-41 PIKE (SS 173) 3-30-36 smiling sailor by Commodr Sloat Ch USCS MB \$2

S6-42 USCGC G W CAMPBELL (WPG 32) 6-16-36 commission cachet, PM ANTARES MB \$2

S6-43 RELIEF (AH 1) 12-17-36 Roux born, assoc w/Pasteur by Jagyi? MB \$2

S6-44 COLORADO (BB 45) 2-12-36 Lincoln's B'Day cachet MB \$2

S6-45 THRUSH (AM 18) 1-1-36 1936 A new year, a new ship by J Rodgers Ch MB \$2

S6-46 ERIE (PG 50) 1-29-36 launch cachet, sunk, PM DALE MB \$2

S6-47 MACDONOUGH (DD 351) 3-15-36 1st anniv in commission by ANCS 360 MB \$2

S6-48 USCGC S D INGHAM (WHEC 35) 9-9-36 commission cachet, PM PORTER, small stain MB \$2

S6-49 SANDPIPER (AM 51) 5-13-36 sailing BB as cachet, glue stain from back MB \$2

S6-50 SWAN (AM 34) 1-31-36 Harrington data cachet MB \$2

S6-51 PHELPS (DD 360) 2-26-36 r/s commission PM TILLMAN cachet MB \$2

S6-52 NORTHAMPTON (CA 26) 2-22-36 Washington B'Day cachet, sunk MB \$2

S6-53 EVANS (DD 78) Hands Across the Sea r/s cachet F50 MB \$2

S6-54 PHILIP (DD 76) 7-21-36 Hands Across the Sea r/s cachet F50 MB \$2

S6-55 PERKINS (DD 377) 10-27-36 Navy Day 1936 cachet, sunk MB \$2

S6-56 TWIGGS (DD 127) 7-18-36 Hands across the sea r/s cachet F50 MB \$2

S6-57 ANTARES (AG 10) 6-27-36 Pres FDR nominated for 2nd term Hutnick MB \$3

S6-58 BERNADOU (DD 153) 5-19-36 17th B'Day by ANCS 145 MB \$2

S6-59 TUTUILA (PR 4) 2-12-36 Lincoln's B'Day cachet, kb Hankow MB \$2

S6-60 STEWART (DD 224) 6-14-36 Flag Day cachet, scuttled & raised by Japanese MB \$3

S6-61 FLUSSER (DD 368) 100-29-36 commission cachet MB \$2

S6-62 GOLD STAR (AG 12) 6-5-36 Winter health cruise by Scatchard MB \$2

S6-63 BEAVER (AS 5) 2-22-36 Washington B'Day cachet by ANCS 76/219 MB \$2

S6-64 PERRY (DD 340) 9-10-36 123rd Anniv of Perry Victory MB \$2

S6-65 ARCTIC (AF 7) 7-4-36 July 4 by Golden Bear Crew ANCS MB \$2

S6-66 MAHAN (DD 364) 10-27-36 Navy Day 1936 cachet, sunk MB \$2

S6-67 SIRAGO (SS 485) 6-1-72 Last Day by Nicholson, PM CANISTEO MB \$3

S6-68 SKATE (SS 305) 6-21-46 BB drawing as cachet, ships r/s cc, PM USN MB \$3

S6-69 SKIPJACK (SS 184) 7-22-36 keel lay by Employees Assoc, PM TARPON MB \$3

S6-70 SKIPJACK (SS 184) 10-23-37 launch colorful w/shell design, PM PERMIT MB \$3

S6-71 SKIPJACK (SS 184) 6-30-38 commission by ANCS Argonauts MB \$3

S6-72 SKIPJACK (SS 184) 8-31-38 shakedown cruise, kb Coco Solo MB \$3

S6-73 SKIPJACK (SS 184) 9-16-38 shakedown cruise, kb Havana MB \$3

S6-74 SNAPPER (SS 185) 7-23-36 keel lay by Hutnick, PM Portsmouth MB \$3

S6-75 SNAPPER (SS 185) 8-24-37 launch, surface sub, stained, PM CACHALOT MB \$3

S6-76 SNAPPER (SS 185) 12-15-37 commission by ANCS 54 MB \$3

S6-77 SNAPPER (SS 185) 6-5-38 shakedown - Aden, crossing equator in kb MB \$3

S6-78 SPEARFISH (SS 190) 9-37 keel lay cachet, colorful mermaid on dolphin MB \$3

S6-79 Submarine O-9 (SS 70) 6-20-41 in Memorium O-9 sinking, PM USN MB \$3

S6-80 ODAX (SS 484) 10-26-63 Welcome by Nicholson, ships r/s cc MB \$3

S6-81 PADDLE (SS 384) 5-1-42 keel lay by Streeter, PM Groton MB \$3

S6-82 PADDLE (SS 384) 12-30-42 launch cachet, 2 torches & V, PM USN MB \$3

S6-83 PADDLE (SS 384) 3-29-43 commission by Spader, PM Groton MB \$3

S6-84 PICUDA/PAMPANITO 9SS 382/383) 7-12-43 double launch by Cyr, PM Kittery MB \$3

S6-85 PARCHE (SS 384) 7-21-43 launch by Cyr, PM Kittery MB \$3

S6-86 PARCHE (SS 384) 11-20-43 commission, surfaced sub 3 mermaids, PM Portsmouth MB \$3

S6-87 PARCHE (SS 384) 6-30-46 BB drawing as cachet, A bomb, PM USN MB \$10

S6-88 SAPELO (AO 11) 4-8-44 #10 penalty, printed cc, overcxl Brooklyn MB \$2

S6-89 SCHENCK (DD 159) 6-18-44 #10 penalty, r/s cc MB \$2

S6-90 STACK (DD 406) 4-4-43 #10 sailor mail 2/censor mark MB \$2

S6-91 STEADY (AM 118) 6-13-44 #10 penalty, typed cc, sunk 1970 MB \$2

S6-92 STEWART (DE 238) 4-12-44 #10 penalty, r/s cc MB \$2

S6-93 SURPRISE (PG 63) 7-17-44 #10 penalty, r/s cc MB \$2

S6-94 STURTEVANT (DE 239) 6-22-44 #10 penalty, r/s cc MB \$2

S6-95 NEVADA (BB 36) 2-22-1919 sailor mail, T-1z cxi rated R-1 MB \$10

S6-96 DUPONT (DD 152) 10-27-33 ship present in Cuban waters cachet MB \$2

S6-97 WASHINGTON (CA 11) 3-14-1913 sailor mail PC w/ships PM MB \$4

S6-98 RELIEF (AH 1) 5-25-34 SS Glory of Seas cachet, kb Gonaives MB \$2

S6-99 LEXINGTON (CV 2) 11-23-39 Thanksgiving cachet MB \$2

S6-100 ARGONAUT (SS 166) 7-3-35 John Rodgers Ch smiling sailor cachet MB \$2

S6-101 WAINWRIGHT (DD 419) 7-30-40 shakedown by Nicholson, kb Buenos Aires MB \$2

S6-102 CONSOLATION (AH 15) 10-27-47 Navy Day r/s cachet MB \$2

S6-103 FULTON (AS 11) 9-12-41 commission by Aden? On card MB \$2

S6-104 JERALT (APA 174) 5-7-45 sailor mail w/censor mark, MB \$2

S6-105 COLORADO (BB 45) 6-21-38 Crosby photo cachet MB \$5

S6-106 HENDERSON (AP 1) 12-7-37 Crosby photo cachet MB \$5

S6-107 MISSOURI (BB 11) 2-22-1913 ships cxi on PC, slight stutter MB \$4

S6-108 GEORGIA (BB 15) 9-22-1909 ships clear cxi on PC MB \$4

S6-109 VIRGINIA (BB 13) 7-5-1909 ships clear cxi on PC MB \$4

S6-110 HARTFORD (IX 13) 7-19-1909 ships clear cxi on PC MB \$4

S6-111 SOUTHERY (IX 26) 4-15-1909 ships clear cxi on PC MB \$4

S6-112 UTAH (BB 31) 10-2-22 ships clear cxi on PC MB \$4

S6-113 WHIPPLE (DD 217) 4-23-35 Greets You from Asiatic Waters MB \$2

S6-114 RANGER (CV 4) 2-8-36 cruise to Alaska, kb Cook Inlet MB \$2

S6-115 BABBITT (DD 128) 8-7-35 Visit to Phila Planetarium r/s cachet MB \$2

S6-116 USCGC PT WELLS (WPG 82343) 10-13-00 Last day by Everett, PM Montauk NY MB \$2

S6-117 SIRIUS (AK 15) 4-6-36 Crosby photo cachet MB \$5

S6-118 LARK (AM 21) 5-10-37 Crosby photo cachet MB \$5

S6-119 SAN ANTONIO (LPD 17) 1-14-06 commission by Everett MB \$2

S6-120 JACK (SSN 605) 3-31-67 commission by Beck B596 MB \$2

S6-121 PARROTT (DD 218) 10-27-35 Navy Day by Richell sunk MB \$2

S6-122 VOGUE (DE 1047) 2-4-54 launch cachet, PM Bay City MB \$2

S6-123 CRAVEN (DD 382) undated, Hutnick launch cachet, PM Quincy, MA MB \$2

S6-124 HMS YORK (CA) 7-30-37 Visit to RI during Americas Cup, PM Newport, sunk MB \$2

S6-125 BROOKLYN (CL 40) 11-30-36 launch cachet by Hutnick, PM USS NEW YORK, MB \$2

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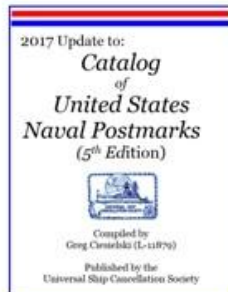
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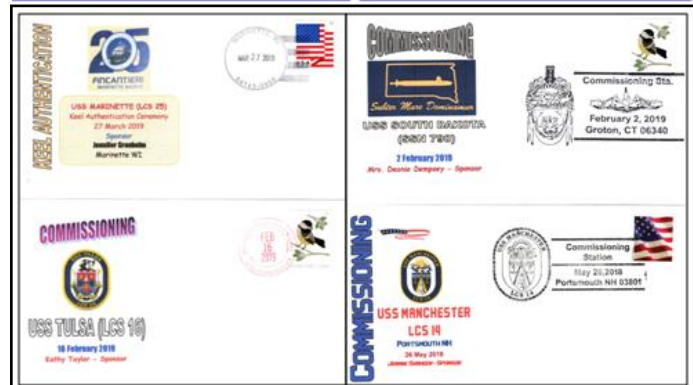


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Universal Ship Cancellation Society Log

June 2019

Secretary's Report May 2019

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- 12559 Catherine O'Connor, 3 Courtland Way, Lewiston ME 04240-1241
by Rich Nallenweg (10385)
- 12560 Harold Krische, 6-24455 61 Avenue, Langley British Columbia
V2Y 0R4 Canada by Lloyd Ferrell (L-12082)
- 12561 Anne Shissler, PO Box 6246, San Mateo CA 94403-6246
by Lloyd Ferrell (L-12082)
- 12562 John Walter, 16021 Green Springs Dr, Reno NV 89511-8142
by Dave Gehringer (11886)
- 12563 Wayne Yakuma, 1368 Manu Laiki St, Kailua HI 96734-4316
by Lloyd Ferrell (L-12082)

Reinstated

- 11619 Jon Burdett, 1600 Oxford Ct, West Covina CA 91791-4045
- 10113 John Holt, PO Box 1864, Grants Pass OR 97526-0158
- 8882 James Knapp, 738 Camino Real Ave, Palmdale CA 93551-4246
- 8466 Kay Neuthor, Postfach 5801, 24065 Kiel Germany
- 12512 Bill Urban, 10 Reservoir Manor Apt 1F, Seymour CT 06483-3669

Change of Address

- L-11248 Karl Zurn, 2021 N Atlantic Ave #219, Cocoa Beach FL 32931-3312
- 11451 Dave Shaw, 3818 Ogilvie Ct, Woodbridge VA 22192-5023

Membership on 3/30/2019.....	783
New Members.....	5
Reinstated.....	5
Membership on 5/5/2019.....	793
Membership on 5/6/2018.....	818

Steve Shay,
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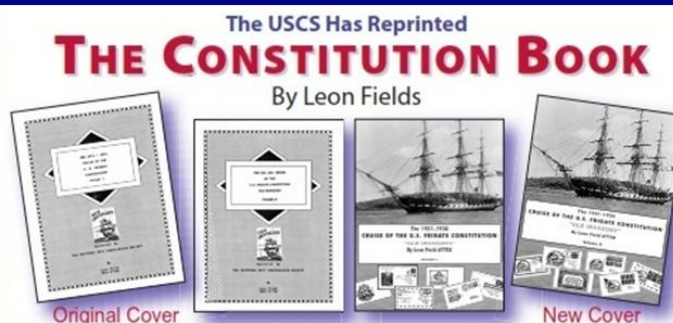
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