

U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 90 No. 4

April 2023

Whole No. 1073

April 2023

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Feature Cover

USCGC COURIER (WAGR 410)



April's feature cover is cancelled with a Locy Type 2 mark from USCGC COURIER as one of the illustrations for Jake Wilhelm's article "A Cargo of Truth" that begins on page 20. The cancel crosses a Betsy Ross and the American Flag stamp (Scott 1004). The add-on cachet is by Michael Hebert (Mh Cachets). (Courtesy-Naval Cover Museum, from the Richard F. Hoffner Collection)

David Bernstein
Zoom Presentation Awards -- Page 6

Stanton Honeyman
Philatelic Literature Awards -- Page 13

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

This month we are pleased to report the decisions of two of our committees to honor USCS members for their contributions to the knowledge and enjoyment of the readership.

First, the Stanton Honeyman Philatelic Literature Awards Committee reports their selections of **Steve Kovacs**, **Jake Wilhelm** and **Lloyd Ferrell** to be honored for their articles during the 2022 **Log** run. The details are offered in the report on Page 13.

New this year is the selection of USCS members who made ZOOM presentations who are to be honored with David Bernstein Zoom Presentation Awards.

Details of those selections and the Zoom presentations can be found on Page 6.

While I am mentioning awards, it is now time to start considering the nominations for our annual USCS Service Awards. See my article on Page 24 for the list of awards and the nominating criteria. Many of our members contribute time and energy to assist in making USCS a valuable asset to enhancing your hobby. Please take time to consider making a detailed nomination letter for a member who you believe should be honored for one of the awards.

Since this issue of the **Log** begins our new year, the new team of Officers and Directors begins their terms this month. Contact email addresses are provided in the left hand column of this page if you would like to contact one of them.

I wish to give special thank you for their service to outgoing Vice President **Nancy Clark** and Director **Gregory Finnegan**. We look forward to your support of USCS and more articles for the **Log** when you have time!

Welcome to our new **Vice-President Charlie Hamilton** and to **Director Larry Brennan**.

As you can see from Secretary **Steve Shay's** report on Page 32, it is time to enhance our recruiting efforts. Although 39 members did not renew, several will renew once they realize they forgot. Nevertheless, we still need to recruit.

Send for Your Own Covers

MAKIN ISLAND Amphibious Ready Group

USS MAKIN ISLAND (LHD-8) Deployed 9 Nov 2022
 USS JOHN P. MURTHA (LPD-26) Deployed 9 Nov 2022
 USS ANCHORAGE (LPD-23) Deployed 8 Nov 2022

NIMITZ Carrier Strike Group

USS NIMITZ (CVN 68)
 USS BUNKER HILL (CG 52)
 USS DECATUR (DDG 73)
 USS PAUL HAMILTON (DDG 60)
 USS SHOUP DDG 86)
 USS CHUNG HOON (DDG 93)
 USS WAYNE E MEYER (DDG 108)

Recently/Currently Deployed

USS SPRINGFIELD (SSN 761) WESTPAC
 USS FARRAGUT (DDG 99) 4TH Fleet AOR Anti-Drug patrol
 USNS ARCTIC (T-AOE 8) Mediterranean/Adriatic
 USS JAMES E. WILLIAMS (DDG 95) deployed 2 DEC Flag (SNMG2)
 USS WEST VIRGINIA (SSBN-736) WESTPAC
 USS NITZE (DDG 94) Fifth Fleet Ind. Deployment 17 July 2022
 USS RHODE ISLAND (SSBN 740) Sixth Fleet AOR June 2022
 USS INDIANA (SSN 789) North Atlantic
 USS ALBANY (SSN 753) Sixth Fleet AOR
 USS NEW MEXICO (SSN 779) Sixth Fleet AOR
 USS GREENEVILLE (SSN 772) WESTPAC
 USS HERSHEL "WOODY" WILLIAMS (ESB 4) 6th Fleet AOR
 USS SCRANTON (SSN 756) Deployed WESTPAC
 USS LEWIS B. PULLER (ESB 3) 5th Fleet AOR
 USS ALASKA (SSBN 732) Mediterranean

Consider making a USCS Zoom presentation.



Out of the Past

Naval History and Heritage Command

1 April 1945 (WW II)

Under heavy naval gunfire and aircraft support, U.S. Army and U.S. Marine Corps troops begin the invasion of Okinawa, the last major amphibious assault of World War II.

2 April 1960 (Coast Guard)

After floods cause destruction at Paramaribo, Suriname, USS GLACIER (AGB 4) begins 12 days of relief operations, providing helicopter and boat transportation and emergency supplies to the residents.

6 April 1968 (Vietnam)

USS NEW JERSEY (BB 62) is recommissioned for shore bombardment duty off Vietnam.

9 April 1859 (Pre-Civil War)

Samuel Clemens, who later gained fame as a writer under the pseudonym Mark Twain, was issued a steamboat pilot's certificate.

13 April 1960 (Space Age)

The Navy's navigation satellite, Transit 1B, which demonstrates the first engine restart in space, is placed into orbit from Cape Canaveral, Florida, by Thor-Able-Missile

17 April 1987 (Coast Guard)

LT Tom McClay received a direct commission as a flight officer for duty with the Coast Guard's E2C Hawkeyes. LT McClay was the first Coast Guard flight officer.

18 April 1988 (Modern)

During Operation Praying Mantis, Navy ships and Navy and Marine aircraft strike Iranian oil platforms, sink the Iranian frigate SAHAND and smaller boats, and damage the frigate SABALAN in retaliation for when USS SAMUEL B. ROBERTS (FFG 58) hit an Iranian mine four days earlier.

20 April 1942 (WW II Mediterranean)

USS WASP (CV 7) launches 47 British aircraft to reinforce Malta, repeating the exercise on 9 May.

23 April 1945 (WW II)

Navy Patrol Bomber PB4Y Liberators (VPB 109) employ Bat missiles against Japanese shipping off Balikpapan, Borneo in the first combat use of the only automatic homing missile to be used in World War II.

24 April 1906 (Classic)

Reburial Commemoration Ceremony for Capt. John Paul Jones is held at the Naval Academy. At the ceremony, President Theodore Roosevelt delivers a speech in honor of the legendary Revolutionary War naval captain.

26 April 1912 (Classic)

President William Howard Taft boarded the USRC MOHAWK on this date in 1912. The cutter took the president from New York City's Recreation Pier on "West 50th Street" to Governors Island and back for the funeral of MAJGEN Frederick Dent Grant, son of former President Ulysses S. Grant.

30 April 1942 (WW II)

USS INDIANA (BB 58) is commissioned during World War II.

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 63-cent or 'Forever' stamp to Richard D. Jones, 137 Putnam Ave., Ormond Beach FL 32174 for updated shipyard address list. OR request via e-mail: bmcjmjones@yahoo.com

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

? notes a tentative or uncertain date.

signifies a change from previously published date.

Spring 2023

?? PCU NANTUCKET (LCS 27) Commission, Boston?

February 2023

#? USCGC ARGUS (WMSM 915) Launching, Panama City FL

April 2023

#1 PCU SANTA BARBARA (LCS 32) Commission - [Naval Base Ventura County](#) in Port Hueneme, CA.

May 2023

#6 USS COOPERSTOWN (LCS 23) Commission New York City?

#6 PCU IOWA (SSN 797) Christening, Groton CT

7 PCU BELOIT (LCS 29) Christening, Marinette WI

13 PCU LENA SUTCLIFFE HIGBEE (DDG 123) Commission Port of Key West FL

June 2023

?? PCU CARL LEVIN (DDG 120) Commission, Baltimore MD

?? PCU MARINETTE (LCS 25) Commission, Marinette WI

Fall/Late 2023

?? PCU AUGUSTA (LCS 34) Commission, Portland ME?

?? PCU JACK H. LUCAS (DDG 125) Commissioning Tampa FL

December 2023

??9 PCU IOWA (SSN 797) Commission, Groton CT

Thanks to: Bob Lamb for providing the 2023 Anniversary Updates. Thanks to Thad Kaczowski, Mike Brock, & Rich Hoffner for ship event updates.

2023 Coast Guard Commissioning Anniversaries

55 YEARS – DAUNTLESS, 6/10; DECISIVE, 8/23; VENTUROUS, 9/12; STEADFAST, 10/1; DEPENDABLE, 11/22; **35 YEARS** – TAHOMA, 4/6; CAMPBELL, 8/19; **15 YEARS** – BERTHOLF, 8/4; **10 YEARS** – MARGARET NORVELL, 6/1; PAUL CLARK, 8/24; CHARLES DAVID, 11/16; **5 YEARS** – RICHARD SNYDER, 4/20; NATHAN BRUCKENHALL, 7/25; FOREST REDNOUR, 11/8

2023 Ship Anniversaries

40 YEARS – FLORIDA, 6/18; **35 YEARS** – SAN JUAN, 8/6; LAKE CHAMPLAIN, 8/12; TENNESSEE, 12/17; **30 YEARS** – WARRIOR, 4/7; LAKE ERIE, 7/24; CAPE ST. GEORGE, 6/12; NEBRASKA, 7/10; COLUMBUS, 7/24; GLADIATOR, 9/18; HURRICANE, 10/15; KEARSARGE, 10/16; HAMPTON, 11/6; JOHN PAUL JONES, 12/18; **25 YEARS** – McFAUL, 4/25; PEARL HARBOR, 5/30; HARRY TRUMAN, 7/25; DECATUR, 8/29; DONALD COOK, 12/4; CONNECTICUT, 12/11; **20 YEARS** – MASON, 4/12; RONALD REAGAN, 7/12; MUSTIN, 7/26; CHAFEE, 10/18; **15 YEARS** – NORTH CAROLINA, 5/3; STERETT, 8/9; NEW HAMPSHIRE, 10/25; **10 YEARS** – ANCHORAGE, 5/4; MINNESOTA, 9/7; **5 YEARS** – MANCHESTER, 5/26; INDIANA, 9/29; SIOUX CITY, 11/17; THOMAS HUDNER, 12/1

WRITE AN ARTICLE FOR THE USCS LOG IN 2023

Naval News

*Richard D. Jones (3933)
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USS GRIDLEY Modernization Contract

Vigor Marine has been awarded a contract for the maintenance, modernization, and repair of the U.S. Navy destroyer USS GRIDLEY (DDG 101).

Work will be performed in Everett, WA, and is expected to be completed by October 2023. If all options are exercised, work will continue through October 2023.

USS BARRY Departs 7th Fleet

USS BARRY (DDG 52) departed Commander, Fleet Activities Yokosuka, Japan 17 February as part of a scheduled homeport shift following six years of service forward-deployed to U.S. 7th Fleet.

BARRY operated in the Indo-Pacific while assigned to Commander, Task Force (CTF) 71/Destroyer Squadron (DESRON) 15, the Navy's largest forward-deployed DESRON and the 7th Fleet's principal surface force.

(DDG 52) destroyer will move to Everett, Washington — where the ship will undergo routine maintenance, joining the U.S. 3rd Fleet. BARRY will be part of DESRON 31. BARRY arrived in Yokosuka in 2016 and successfully participated in numerous multilateral maritime exercises.

ZUMWALT-class DDGs Will Get Hypersonic Missiles

Lockheed Martin will deliver hypersonic missiles to the Navy and Army that can be integrated with the Navy's ZUMWALT-class destroyers under a \$1.2 billion contract.

Lockheed Martin is the integrator for the hypersonic weapon program — which the Navy calls Conventional Prompt Strike and the Army calls Long Range Hypersonic Weapon. The two services leverage a common round, but put them in different launchers.

According to a company statement, the contract calls for Lockheed Martin to provide the Navy with launcher systems, weapon control, all-up rounds and integration work to link the missiles with the ZUMWALT destroyers.

The Navy has already awarded HII's Ingalls Shipbuilding a contract to modify the first-in-class ZUMWALT to support these missiles, which require launchers much larger than the typical Mk 41 vertical launching system on other surface ships. The shipyard expects to complete the modifications by the end of 2025, at which point the Navy would begin testing the integration between the ship and the weapon system. The Navy will also field CPS on some VIRGINIA-class attack submarines later this decade.

USNS CODY (EPF 14) Christened

Austal USA christened its 14th Expeditionary Fast Transport (EPF), USNS CODY, during a ceremony at its advanced manufacturing facility on 25 February 2023. CODY is the first EPF Flight II as well as the first Navy vessel to honor the city of Cody, WY.

Ship sponsor Averil D. Spencer christened the ship with a ceremonial champagne bottle-break on the bow of the ship. Spencer is the Founder and Executive Director of Launch gURLs, a nonprofit that aims to close the gender gap in economic opportunities through entrepreneurship programming for adolescent girls globally.

EPF Flight II provides a Role 2E (expanded) medical capability which includes, among other capabilities, basic secondary health care built around primary surgery; intensive care unit; ward beds; and limited x-ray, laboratory and dental support. The EPF's catamaran design provides inherent stability to allow surgeons to perform underway medical procedures in an on-board operating suite.

USNS CODY is one of two EPF Flight II ships under construction at Austal USA with a third under contract.

USS CHANCELLORSVILLE Renamed

Secretary of the Navy (SECNAV) Carlos Del Toro announced 27 February that the cruiser formerly named USS CHANCELLORSVILLE (CG 62) will be renamed USS ROBERT SMALLS (CG 62).

This renaming honors Robert Smalls, a skilled sailor and statesman born into slavery in South Carolina.

A congressionally mandated Naming Commission outlined several military assets across all branches of service that required renaming due to confederate ties. In September 2022, Secretary of Defense Lloyd Austin accepted all recommendations from the naming commission and gave each service until the end of 2023 to rename their assets.

CG-62 was commissioned in 1989 and named USS CHANCELLORSVILLE (CG 62) to honor the Battle of Chancellorsville, a Confederate victory during the Civil War. CG-62 is currently assigned to Carrier Strike Group Five and is forward-deployed to Yokosuka, Japan.

USS CHOSIN (CG 65) Modernization Completed

Vigor, a Titan company, successfully completed a three-year modernization project on USS CHOSIN (CG 65) at its Harbor Island shipyard 28 February, sending the U.S. Navy ship back to her homeport of Naval Station Everett. The project, which encompassed more than 1.7 million hours of work for Vigor employees, in addition to work by dozens of subcontractors and the U.S. Navy, was one of the largest, longest and most complex in Vigor's history.

Work on USS CHOSIN commenced alongside USS CAPE ST. GEORGE (CG 71), which is also scheduled to be completed this year.

SSN 808 Named

Secretary of the U.S. Navy (SECNAV) Carlos Del Toro announced 1 March that future attack submarine (SSN 808) will be named USS JOHN H. DALTON (SSN 808).

USS JOHN H. DALTON will honor John H. Dalton, the 70th Secretary of the Navy, who served on two submarines USS BLUEBACK (SS 581) and USS JOHN C. CALHOUN (SSBN 630) before departing active duty to pursue graduate education and a career in the private sector.

USNS JOHN L. CANLEY (ESB 6) Delivered

ESB 6 was delivered on 1 March 2023 by NASSCO at San Diego CA.

President's Message

Laurie Bernstein (11,199)
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Phoenix, AZ 85048
seadragons@cox.net



The new board starts work today, and I'm looking forward to having them onboard.

Steve Shay's Zoom presentation on "Naval Unofficial FDCs" was great. I learn something every time I attend. Did you know there is an "official 2nd day cover"? I didn't, now I do. For anyone who has wants to do a presentation but feels a bit intimidated I invite you to join me for our April Zoom meeting on April 15th. I'll be doing a teaching presentation called "Winging it with PowerPoint". Please plan to join us. I still need presentations for this year, so drop me a line and let me know you're interested.

We lost a lot of members this past year. Seems we're all getting older. Don't forget to plan what happens to your collection when you're gone. Go online to USCS.org. and look at "Disposing of a Collection" under "Resources". It will give you an idea of how to make sure your collection goes where you want it to. I will also say the **Log** Auction and Sales Circuit are always happy to take donations.

I'm also looking for covers to be consigned in the Special auction. Please drop me an email so we can go over what you'd like to consign and how the auction operates. I will say I have enough submarine covers right now.

I'll end as always: I want to ask all our members to consider joining one of our committees for the next fiscal year. I'm seriously looking for a new editor. Richard has done superb job, but he's asking to be replaced in the next couple of years. It's enough time for a member to step up and learn what it takes to put our **USCS Log** together. Our society is only as good as our members, and I know we have a bunch of great members. Participation is essential.

Note: At press time, Steve Shay reported that according to AFDCS, the GASS hotel block for the show is sold out. APS is looking for a block at another hotel. Check the GASS web site for updates.



USCS YouTube Channel

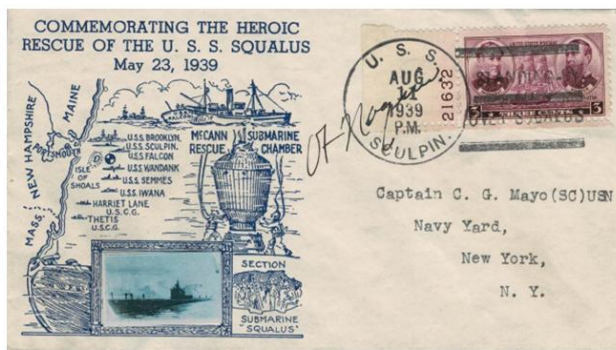
See our archived USCS Zoom Presentations

You can access this channel via:

<https://www.youtube.com/channel/UCM9xQikF0K5ANap8-MmTDOg>

USCS Auctions – take a look!

SCULPIN (SS 191) 8/11/39 Crosby photo.
Commemorating rescue of the
SQUALUS. Auto O F Naquin
POMPANO (SS 181) various dates Shakedown cruise
folding card. Stamps & cancels from 9 ports of



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

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

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

Contact Mel Dick, USCS Chapter Coordinator.

84 Bradford Ave
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Cover Donations Needed for Convention Auction in Cleveland

AUCTION COORDINATOR:

Lloyd Ferrell (L-12,082)

PO Box 7237, Aloha, OR 97007-7237

uscstreasurer@aol.com



The USCS Convention is coming up soon, and it's time to begin organizing the auction. This year our convention will be held at Cleveland, Ohio August 10-13, as part of the Great American Stamp Show (GASS) 2023. The traditional live auction at the convention is always a lot of fun, but more than that, it also helps defray costs and bring some additional funds into the USCS treasury. The key to success, of course, are the covers that are donated. It's always the generosity of USCS members that makes the difference.

Last year we received some great donations, and sales at the live auction and at the follow-up Zoom action were very good. I'm hoping for another very good year, and for a good turnout at the auction. All donations are important, no matter the size. The exact date/time of the live auction is pending, but it's usually on the Saturday night of the convention. I will be asking **Ted Bahry** to call the auction again, and for **Paul and Becky Huber** to again help keep track of the sales. Last year we had over 31 members donate covers, and just last month each one was sent a personal thank you letter for their support. I'd be more than happy to add your name to the list next year.

When a donation is received, you can expect to get a letter from me on behalf of USCS acknowledging receipt. Any naval cover you care to donate is fine, and last year we had an excellent variety of material, including classic ships, cachets (both old/new), and even some interesting WW II items. Hopefully we'll have a similar response this year, even with the short time frame. Donations can be mailed to me as the auction coordinator:

Lloyd Ferrell, USCS Auction

PO Box 7237

Aloha, OR 97007-7237

No specific categories are targeted, but generally we are looking for individual covers or a grouping worth about \$10 or more. Historically, USCS members have been quite generous, and it would be great to have similar success for the USCS Convention Auction in Cleveland. Thanks for your help.

USCS YouTube Channel

See our archived USCS Zoom Presentations

You can access this channel via:

<https://www.youtube.com/channel/UCM9xQikF0K5ANap8-MmTDOg>

David Bernstein Zoom Presentation Awards

The awards committee for the *David Bernstein Zoom Presentation Awards* has made their selections for the 2022 awards. The Zoom Presentations with month of showing and the archive link for viewing:

Civil War Ships January 2022 David Bernstein

<https://www.youtube.com/watch?v=i-Eab6dwaJQ>

Yangtze Patrol May 2022 Randy Pence and Greg Finnegan

<https://www.youtube.com/watch?v=947dezht7o&t=175s>

Honorable Mention - **Evolution of Navy Covers**

February 2022 Steve Shay

<https://www.youtube.com/watch?v=PAkfCdY8hCc&t=142s>

The committee wishes to note their appreciation to **Steve Shay** for his leadership in coordinating the Zoom presentation access, notifications and setting up the YouTube archives.

The Zoom Awards Committee is comprised of USCS members **Peter German, Henry Sweets, Maurice Weight and Norb Wright**.

You can view the February USCS presentation on *Sealife Cachets on Submarine Covers* by **Laurie Bernstein** on the USCS YouTube Channel following the link below. She shows some very nice submarine covers.

[USCS Universal Ship Cancellation Society
youtube.com](https://www.youtube.com)

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Roger Santala (rogermt@gmail.com)



NAPEX

Location: McLean Hilton at Tyson's Corner
7920 Jones Branch Dr
McLean, Virginia

Next Show: June 2-4, 2023

Website: www.napex.org

February Meeting of the USS RONALD REAGAN Chapter

Mel Dick (L-11,911)

84 Bradford Ave, Camarillo CA 93010-1703
POLLODELMAR143@YAHOO.COM

This meeting was attended by some “new blood” as **Ken Carver** (USS CABILDO (LSD 16) ('63-'65) and his friend **Larry Sorrentino** (US Army - Sgt-E-5 '68-'70). They drove about 50 miles each way from the east end of the San Fernando Valley to attend our meeting. This was a result of a conversation I had with Ken when he contacted me in regards to our 61st high school reunion.



Reagan Chapter meeting attendees seated left to right are: Ken Carver, George Lyon, Bill Pagel, Larry Sorrentino, and Mel Dick

After some routine business, which included reminders about the virtues of our USCS web site, Naval Cover Museum, Zoom, and the Zoom and You Tube programs, and the pending Cleveland convention, we focused on some exciting upcoming local events. They include a Seabee Museum “Birthday Bash”, Pt. Mugu Air Show featuring both the Navy’s Blue Angels and the Air Force Thunderbirds, a 75th Anniversary celebration of the city of Port Hueneme. And, of special note, is the commissioning of the USS SANTA BARBARA (LCS 32) at Port Hueneme on 1 April, which is open to the public as coordinated by the Santa Barbara Navy League.

Our topic of “Airships” was preceded by an interesting and enthusiastic discovery by member **George Lyon** that his wife’s grandfather had served as Brigadier General Joseph Castner during the American participation in WW I. George went on to share photos, documents, maps, and personal letters that in essence summarized Castner’s wartime experience. Although off the meeting topic, we could not help but admire the assembled collection of primary evidence of family involvement in such a historic event. Member **Bill Pagel** also shared some of his airship and “Old Ironside” covers.

The meeting concluded with the sharing of various personal possessions that featured covers and books about the various fixed framed airships associated with the United States Navy and other items that related to that approximate time period. This was followed by the DVD “Weapons At War - Airships”, which traces their evolution to present day.



This cover documents the ZRS - 5, soon to become the Navy's USS Macon fixed frame airship's Ring Laying ceremony 19 DEC 1931, which took place in Akron, Ohio. The cover is franked with a single numbered C11 air mail stamp and received a Type 7 machine cancel. According to Mellone's Photo Encyclopedia of Akron and Macon Event Covers this particular version of the ring laying event is quite scarce. It is part of the author's collection.



General Pershing presenting Distinguished Service Medal to Brigadier General Joseph Castner – 1918. Primary Source: Provided by George and Mary Lyon.



Brigadier General Joseph Castner trained the 38th Infantry Brigade (which later defended Paris) was promoted upon arrival and given command of the Ninth Infantry (Fifth Division) for the remainder of the war, and into the occupation. Other letters home tell the story of endless combat. Shown in this scan is Castner's first letter home (7 April 1918) containing a copy of a telegram reporting ships sinking the morning of his arrival in France.

Primary source: Provided by George and Mary Lyon

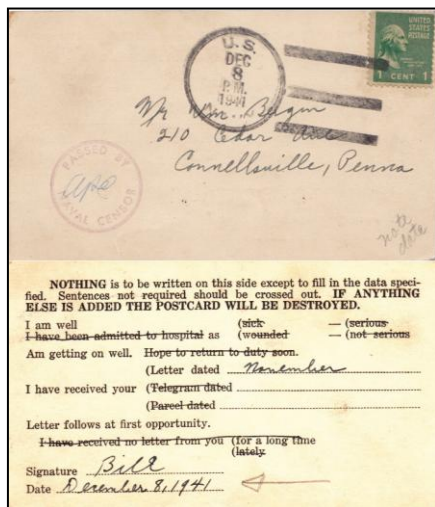
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Using WW II Navy Musters – Part I
 Lloyd Ferrell (L-12082)
 PO Box 2086, Beaverton, Oregon 97075
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When I began writing this column, Editor Richard Jones asked me to include some topics related to doing research. So for the next two, I'm going to talk about how to use the *Navy Muster Rolls*. This is a basic tool for researching sailor mail, and can provide details about their navy service. It's been my experience that the more you learn about a cover, the more enhanced the joy of collecting becomes.

The ability to research muster rolls online has been around for maybe the last 20 years, but that's not long for many collectors. Several old-time collectors have mentioned the mysterious "I Am Well" cards mailed after the attack on Pearl Harbor, and used to wonder what the ship or station the sailor was on. It wasn't until musters became available online that questions like this could be figured out. So the musters have been a great tool for collectors.

In this two-part series, I will present basic and practical information about the musters, with commentary based on my own experience.



Example of an "I Am Well" card dated 8 DEC 1941. It doesn't show name of the ship, but using muster rolls the sender was identified as RM3/c Bill Bergin (1919-1973), who flew as radioman-gunner with ENTERPRISE Air Group.

This was mailed at Pearl Harbor when the carrier briefly entered at night and left before morning. Before muster rolls were available, it would have been nearly impossible to determine the ship this came from.

Basic Information about the Navy Muster Rolls

First and foremost, the Navy musters are for enlisted personnel. Sometimes when you can't find a name in the musters it could be they were an officer—it's happened to me many times. When that happens, I check the *Navy Directory*, *Naval Register*, or *Naval Reserve Register* (sources specifically for officers). Most of the time, you'll find the person you're looking for. Another reason for not quickly finding someone in the muster rolls could be that they were assigned to a shore station which, as will be explained later, is more problematic.

There are two online locations that the Navy musters can be accessed, and both require a subscription: *Ancestry.com*, and *Fold3.com*. The original muster rolls are at the National Archives and Records Administration (NARA), and are made available to these online companies by special arrangement. In general, I think, companies agree to digitalize certain NARA material at their own expense, and in return are allowed to sell access to it on their website for a period of time. For NARA, it helps them fulfill their mission to make documents available to the public, and saves them the time and expense to digitalize them. It works for both sides.

Online musters generally cover the period 1939-1945, but completeness varies between ships and other units. The listings on *Ancestry* and *Fold3* are NOT exactly the same. They are organized differently, and *Fold3* has some musters that *Ancestry* does not. For example, for USS ARIZONA musters on *Ancestry*, listings for the ship's company begin with September 1941, but on *Fold3* they go back to 1939. I've learned the hard way that it's worth checking both places. That said, for purposes of this article I will be focusing on how the *Ancestry* data base functions.

Using Ancestry Muster Rolls

Okay, let's look at the World War II *Navy Muster Rolls* page on *Ancestry*. Remember, you have to have a subscription to actually see this online, but here is the link: <https://www.ancestry.com/search/collections/1143/>

This is the main page for WWII Navy Musters. The left side allows for digital search, mostly used for ships. On the right is the Browse function, allowing you to drill down to find musters. Most shore stations are not digitalized, so you have to find them and manually look through them.

What you see right away is the SEARCH function for the musters, but a little to the right there is also a BROWSE function. For now, I want to focus on the SEARCH function, which is generally only useful for the ship musters. Most shore stations are NOT searchable. However, some of the Receiving Station musters do now come up in searches, which is a big help. But for most shore stations, you'll have to use the BROWSE capability for manual searching, which will be discussed later.

Continued on Page 9 Column 2

Ship's Library

Port Newark and the Origins of Container Shipping

by Angus Kress Gillespie

Reviewed by Stewart B. Milstein (L-7205)

ISBN-13 : 978-1978818712

Publisher: Rutgers University Press -- 286 pages

Angus Gillespie is a tenured professor at Rutgers University and a member of the NJ Chapter, USCS. He has done an outstanding job telling the story of the revolution that containerization has brought to international trade.

Dust Jacket



Malcom McLean was the founder of Sea-Land Company, but he was smart to surround himself with very capable people. He was assisted by Keith Tantlinger who designed the what is now standardized locking systems for containers. Charles R. Cushing was the naval architect who adapted older ships for containerization. Financing was provided by the Bank of NY (Citibank)'s Walter Wriston.

Sea-Land began shipping containers in a converted tanker, SS IDEAL X, to Puerto Rico in 1956. It was however, the Vietnam War, that allowed McLean to make his mark. McLean convinced the US Army to send material to Vietnam in containers. His ships did not have derricks aboard which allowed for more containers to be fitted on the ship. Shore based cranes would lift the containers off the ship and place them on a flatbed truck to be moved to a warehouse or some other destination.

The captivating part of the book are the descriptions of all the Federal agencies and private companies that assist a container ship in making its trip from Ambrose Anchorage to pier side in either Port Newark or Port Elizabeth. Among these companies are the Sandy Hook pilots, tugboats, and the US Coast Guard which maintains all the aids to navigation (ATON).

Containerization has had many different effects around the world. A 2nd Panama Canal was constructed to move the ships that are now too large for the original canal. In many parts of the world, shipping channels have been dredged to new lower levels to permit the passage of ships that sit deeper in the water. In the Port of NY-NJ the channel under the Bayonne Bridge was deepened while the bridge itself was raised. The American railroad companies had to develop "well cars" that allow containers to be stacked one upon another.

Without computerization, containerized cargo would have been impossible to move. There are computer programs that keep track of every container, and hopefully, what is in

them. US Customs cannot possibly inspect every container on every ship. They have to know, before a ship makes port, where the container was originally loaded, and what is supposed to be inside. Some containers are inspected on a random basis. However, if an inspection does take place, it is because they have reasonable suspicion based on intelligence that has been developed from both US and foreign sources.

The US Navy, and the US Sealift Command, do not operate any container vessels. Commercial container ships may be chartered for that purpose. What the US sea services do use is an adaptation of the container ship in the form of the Roll on / Roll-off (RORO) ship. A ramp is positioned at the stern of the ship allowing wheeled vehicles to embark and disembark from the ship without the need for any cranes.

As I stand on either side of the Narrows taking pictures of the ships passing by, this book makes me appreciate all the systems and people that allow for the flow of goods between nations.

Not Just for Beginners

The SEARCH page, again most useful for ship musters, has several fill ins. Sometimes it's helpful to use minimal information, especially for early searches. For example, even if you know the middle name, try just using the middle initial at first. It gives you a richer array of results, and you can always add complexity to later searches.

Name: at a minimum, use a last name

Ship: (optional) speeds results if you know

Muster Date: usually blank, but I occasionally put in a year to narrow results

Remember, some ships did not have musters, e.g., yard craft, net tenders, and other small vessels. They were mostly under the administrative umbrella of a shore station, like a Navy Yard or a Section Base. If that's the case, you'll have to use Browse function and manually try and find them.

Next month the series about muster roll research continues, this time focusing on the useful information they contain. I will even use my uncle "Snooks" muster entries as an example!

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.

Norfolk Navy News

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

**GEORGE H.W. BUSH Carrier Strike Group (CSG) MEDITERRANEAN SEA**

The Italian Navy CARLO BERGAMINI-class frigate ITS CARABINIERE (F 593) detached from the GEORGE H.W. BUSH Carrier Strike Group (CSG), 14 February, after operating with the strike group throughout the month.

During CARABINIERE's time with the CSG, the ship escorted USS GEORGE H.W. BUSH (CVN 77) into and out of the port of Piraeus, Greece, for a scheduled port visit.

CARABINIERE also worked with Carrier Air Wing (CVW) 7 to complete two air defense exercises (ADEX). The ADEXs were part of Standing NATO Maritime Group 2 and consisted of four to six destroyers and frigates, and provided NATO with immediate operational response capabilities.

CARABINIERE also participated in two underwater track exercises. During the anti-submarine warfare exercises, CARABINIERE and DESRON 26 tracked simulated submarines, enabling the teams to practice finding and tracking adversarial submarines in a dynamic environment.

CSG-10 worked with Italian allies earlier this deployment, namely guided-missile destroyers ITS CAIO DUILIO (D 554) and ITS ANDREA DORIA (D 553) and CAVOUR CSG. Multicarrier activities with the CAVOUR CSG and the French CHARLES DE GAULLE CSG demonstrated the coordination of distributed allied forces to train and operate in a joint, high-intensity security environment across all domains in the European theater.

GEORGE H.W. BUSH is the flagship of CSG-10. CSG-10 is comprised of BUSH, CVW-7, DESRON-26, the Information Warfare Commander, and USS LEYTE GULF (CG 55).

USS Porter holds Change of Command Ceremony

CDR Joseph Hamilton relieved CDR Christopher Petro as USS PORTER (DDG 78) commanding officer 2 February, during a change of command ceremony held aboard Naval Station Norfolk.

USS Porter FUNCHAL, Portugal

USS PORTER (DDG 78) arrived in Funchal, Portugal for a scheduled port visit, 23 February 2023.

Funchal was PORTER's first port visit since departing her homeport of Norfolk, VA., on a scheduled deployment earlier this month. The port stop provided the crew an opportunity to experience the history and culture of Portugal, as well as the refueling and restocking of critical supplies for the ship and crew.

PORTER's transit to the U.S. Naval Forces Europe-Africa (NAVEUR-NAF) area operations came months after a homeport shift from Naval Station Rota, Spain to Naval Station Norfolk in October 2022. PORTER spent seven years in Spain as part of the Forward Deployed Naval Forces-Europe force, conducting eleven patrols in that time period. The patrols took PORTER throughout the U.S. Sixth Fleet

area of operations, including the Baltic, North, Norwegian, and Mediterranean Seas, as well as the Eastern Atlantic Ocean, in support of U.S., allied, and partner interests.

USS GRAVELY Nassau, Bahamas

USS GRAVELY (DDG 107) departed Nassau, Bahamas, after conducting a theater-security cooperation port visit, 9 February.

During the port visit, GRAVELY hosted the Royal Bahamas Defence Force (RBDF) sailors and U.S. Embassy officials, strengthening relationships between the U.S. Navy and their Caribbean partners.

Homeported in Norfolk, GRAVELY operated in both the U.S. 2nd Fleet and U.S. 4th Fleet areas of operations.

USS NITZE GÖLCÜK NAVAL BASE, Türkiye

USS NITZE (DDG 94) arrived at Gölcük Naval Base, Türkiye, for a scheduled port visit on 3 February 2023.

En route to Gölcük, Nitze anchored in İstanbul, Türkiye opposite the historic Dolmabahçe Palace. CDR Katie Jacobson, commanding officer of NITZE, hosted U.S. Ambassador to Türkiye Jeffry Flake, Deputy Chief of Mission Scott Oudkirk, and U.S. Consul General to İstanbul Julie Eadeh on board for a tour and meeting with U.S. crewmembers.

The port visit marks NITZE's third port visit in the U.S. Sixth Fleet area of operations since departing her homeport of Norfolk, for a scheduled deployment. NITZE is part of the GEORGE H.W. BUSH Carrier strike Group (CSG) operating in the U.S. Sixth Fleet area of operation as part of a scheduled deployment.

GERALD R. FORD Carrier Strike Group Begins (COMPTUEX)

The Sailors, ships, squadrons and staffs of the GERALD R. FORD Carrier Strike Group (GRFCSG) commenced their final deployment certification exercise, Composite Training Unit Exercise (COMPTUEX), on 2 March 2023.

The strike group is initiating its final step in fully certifying as a combat-deployable warship. COMPTUEX will further demonstrate that the CSG is a combat-ready naval force capable of conducting a full spectrum of integrated maritime, joint, and combined operations.

This will be FORD's first COMPTUEX. The GRFCSG includes the staffs of CSG 12, CVW-8 and DESRON 2 stationed in Norfolk. Participating units include the aircraft carrier USS GERALD R. FORD, USS NORMANDY (CG 60), and USS RAMAGE (DDG 61), USS MCFAUL (DDG 74) homeported in Norfolk and USS THOMAS HUDNER (DDG 116) homeported in Mayport, FL.

CVW-8 squadrons are VFA-213, VFA-31, VFA-37 and VFA-87 stationed at NAS Oceana; electronic attack squadron VAQ-142 stationed at NAS Whidbey Island; airborne command and control squadron VAW-124 stationed at NAS Oceana; fleet logistics support squadron VRC-40 stationed at NAS Oceana; helicopter maritime strike squadron HSM-70 stationed in at Naval Air Station Jacksonville; and helicopter sea combat squadron HSC-9 stationed in at Naval Air Station Oceana.

*Regards,
Darrell*

Naval Base Ventura County Seabee Museum Celebrates 81st Birthday of the Seabees

Mel Dick (L-11,911)

More than 600 visitors attended the U.S. Navy Seabee Museum for its inaugural Seabee Birthday Bash 25 February 2023. The event celebrated the 81st Seabee birthday to remind the general public of the construction and engineering accomplishments of the Seabees and the Civil Engineering Corps as well as to heighten awareness of the museum's presence. The museum staff worked in collaboration with active duty Seabees stationed at the base. Forty-eight Seabees from 6 units as well as the Port Hueneme Petty Officer Association supported the event with equipment displays, hands on activities, and information tables. Navy and Army recruiters as well as Oxnard Community College were represented.

The West Coast version of the museum was established in 2010 and is located just outside the perimeter fence of the Naval Base Ventura County in Port Hueneme, CA. The internal exhibits have expanded significantly since my last pre-Covid visit with several hands-on activities for youngsters to explore and interesting historical presentations. A well stocked store of clothing, hats, and reading material compliment the experience.

The museum is definitely worth a family day-trip. You can't beat the price, for entrance is free with donations accepted, of course.



Photos 2 and 3 are examples of some of the table displays manned by local active Seabee personnel participating in the day's celebration.



Photos 1 and 2 show the museum entrance and the Seabee Mascot embedded within the dedicated fundraising bricks which make-up the entrance walkway.

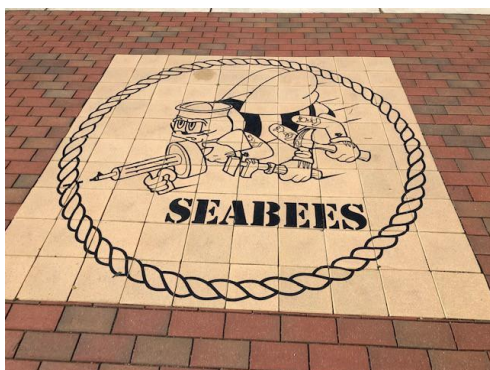


Photo 5 is the marquee display for the famous John Wayne movie about the Seabees during WWII.

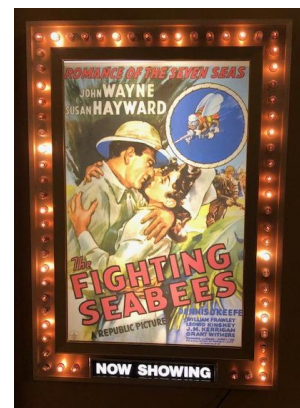


Photo 6 is a Humvee on display in a parking lot for youngsters and adults to view and sit in during their visit.

Sources: Education Specialist Jose Valle
(jose.a.valle14civ@navy.mil)
www.history.navy.mil/seabeesmuseum
Photos taken by the author –Mel Dick

Ships Named after Medal of Honor Awardees

USS NORMAN SCOTT (DD 690)

USS SCOTT (DDG 995)

Jake Wilhelm (12,411)

P.O. Box 481, Coquille, OR 97423

Two ships have borne the name of an US Navy Admiral who gave his life in an early battle of America's World War Two campaign towards victory.

Norman Scott

The future admiral was born 10 August 1889 in Indianapolis, Indiana. Norman Scott graduated from Annapolis in 1910 and began his rise in the pre-war United States Navy. He was XO aboard USS JACOB JONES (DD 61) when a German U-boat torpedoed her in 1917; he was commended for helping his men survive the ordeal. Throughout the 1920s and 30s, Scott served a variety of commands and staff jobs, including teaching at Annapolis.



Admiral Norman Scott

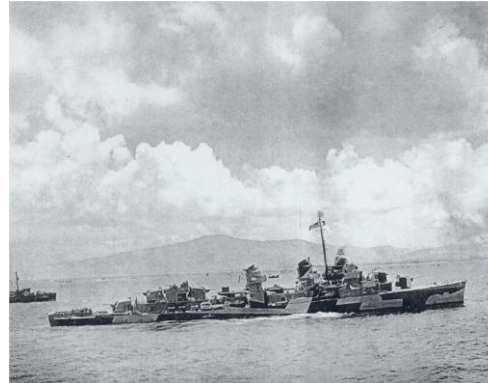
During 1942 Admiral Scott was a key figure in the Guadalcanal Campaign. As head of Task Force 64, a mixed cruiser and destroyer combat group, Scott helped the Allies win the Battle of Cape Esperance.

A month later, Scott was one of two admirals directed to stop a Japanese effort to retake Henderson Field, Guadalcanal. On the night of 11/12 November 1942, as co-head of Task Force 67, he helped place reinforcements and supplies ashore at Henderson Field. The following night, TF 67 sailed to meet the invading fleet, running into them 0125 between Savo Island and Guadalcanal. The confrontation flared into life as the First Naval Battle of Guadalcanal. Leading the action aboard his flagship ATLANTA (CL 51), Scott died when three Japanese warships attacked the cruiser. ATLANTA took one torpedo and 49 shell hits. The battle also claimed fellow commander, Admiral Callaghan, aboard SAN FRANCISCO (CA 38). Although the Navy suffered heavy losses that night, they forced back the invaders. Months later, the Guadalcanal Campaign became a win in the Allied column.

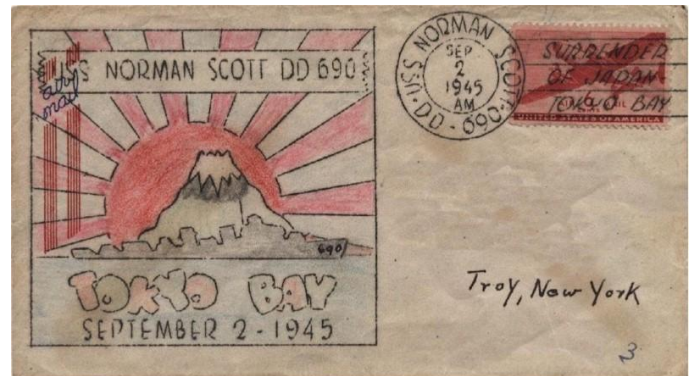
Scott received the Medal of Honor posthumously for both the sacrifice of his life and his work at Cape Esperance. The citation reads, in part:

For extraordinary heroism and conspicuous intrepidity above and beyond the call of duty during action against enemy Japanese forces off Savo Island on the night of 11–12 October and again on the night of 12–13 November 1942. In the earlier action, intercepting Japanese Task Force intent upon storming our island positions and landing reinforcements at Guadalcanal, Rear Adm. Scott, with courageous skill and superb coordination of the units under his command, destroyed 8 hostile vessels and put the

others to flight. Again challenged, a month later, by the return of a stubborn and persistent foe, he led his force into a desperate battle against tremendous odds, directing close-range operations against the invading enemy until he himself was killed in the furious bombardment by their superior firepower. On each of these occasions his dauntless initiative, inspiring leadership and judicious foresight in a crisis of grave responsibility contributed decisively to the rout of a powerful invasion fleet and to the consequent frustration of a formidable Japanese offensive. He gallantly gave his life in the service of his country.



**USS NORMAN
SCOTT
(DD 690)**



USS NORMAN SCOTT Tokyo Bay Locy F (N-39)

The USS SCOTTS

Scott's widow Marjorie christened the first ship named for the hero, USS NORMAN SCOTT (DD 690) 28 August 1945 at Bath Iron Works, Bath, Maine. Commissioning 5 November 1943, NORMAN SCOTT was soon in the South Pacific escorting carriers during island-hopping air strikes. Early summer saw her guarding COLORADO (BB 45) during her bombardments at Saipan and Tinian in summer of '44 while carrying out her own sniper strikes to support ground troops. At the latter location, the war swerved painfully close to the men of NORMAN SCOTT when they lost their captain and 21 men in a duel against shore guns. Repaired, the tough tin can returned to battle in October of '44, escorting carrier strikes against Iwo Jima and Okinawa and battleships during their bombardment of the Japanese home islands. Sent home shortly after war's end, NORMAN SCOTT was displayed Navy Day '45 at Tacoma, WA before venturing to San Francisco to decommission 30 April 1946 with five battle stars.

The admiral's name returned to life at the Litton-Ingalls yard at Pascagoula, MI with KIDD-class destroyer SCOTT (DDG 995). The ship began life as a four-ship purchase order from the Shah of Iran, said order scrapped with the Shah's ouster from his throne. Launched 1 March 1980, the ship continued construction as a specialty ship designated for Middle East combat, featuring super-duty air conditioning, sand filters, and chemical attack protection, at the same time pioneering how our more modern ships are configured for duty there. Commissioned 24 October 1981, SCOTT spent her early years in the Middle East. Despite acquiring better class weaponry in an expensive 1990s renovation, SCOTT decommissioned 10 December 1998. The Republic of China purchased SCOTT and her three sisters, putting them all through a three-year \$690 million refit. SCOTT recommissioned into the ROCN as KAE LUNG (DDG 1801) and remains in service for another bastion of freedom.



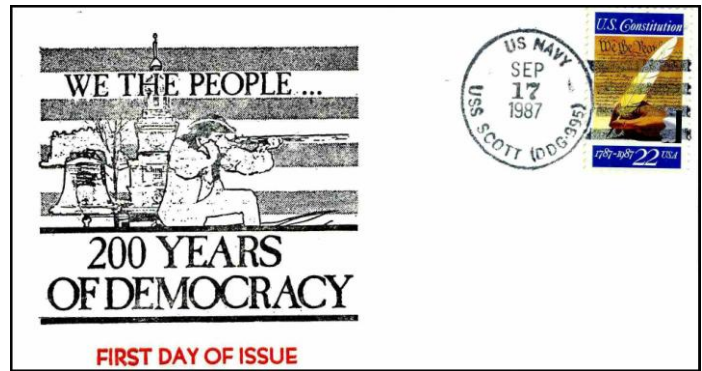
**USS SCOTT
(DDG 995)**

Collecting the SCOTTS: If any Medal of Honor awardee ever earned a spot in your collection, it's the admiral who gave his life in the front lines. When it comes to honoring Norman Scott, **DD 690** has five items listed in the *USCS Catalog*, with her Locy 2(n) of '45 and '46 rated A for common – as great a great way to start your collection as any! Rated B for limited edition but still findable are her 2(n) for Navy Day 1945 (27 October) and her war-use 2z and 9efu. Rated C for scarce is an item any naviophilatelist will want – the ship's Locy F (N-39) used 2 September 1945 in Tokyo Bay. NORMAN SCOTT held a post office from 22 November 1943 to 25 March 1946.



USS NORMAN SCOTT (DD 690) Locy 2

Even easier SCOTT items abound with **DDG 995**; she held a handful of A and B rated items during her post office's tenure of 24 August 1981 to 10 December 1998.



Locy 2-1(n+) (D1, USS, USN) patriotic first day use on US Constitution stamp



SCOTT'S Locy 2-1(n+) (USS, USN) and 1987's 9-1(n+u) (USS, USN)

Stanton Honeyman Philatelic Literature Awards

The Stanton Honeyman Philatelic Literature Committee members **Randy Pence** and **Bill Nix** have made the selections for the best articles in the 2022 run of the *USCS Log*. These awards are given in memory of the late Stanton Honeyman who was a longtime USCS member, past president and former editor of the *USCS Log*.

The 2022 Honeyman Awards:

This year the committee has picked **Steve Kovacs** as the author of the best postal history article about a particular ship's cancellation/cachet for his "Made in Augusta" in the June 2022 issue.

The committee selected **Jake Wilhelm** as the author of the best naval history article about a particular ship "The Sturdy Little Lady" which appeared in the October 2022 *Log*.

For a multipart series researching the early beginnings of the USCS, the committee selected **Lloyd Ferrell's** "York Briddell, Alfred Newman, and the Founding of the USCS" which appeared in the September, October, and November issues.

Congratulations to our three selectees.

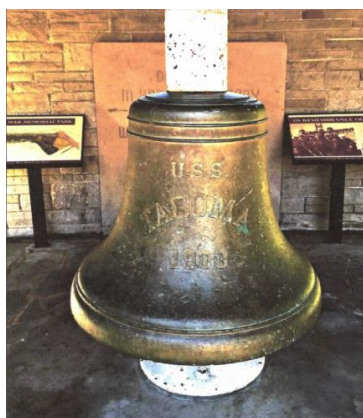
"What the Bell?"

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



Driving past, it's difficult to know it's even there. But if a person took the time to search for Tacoma, Washington's well-maintained "War Memorial Park" and set aside an hour or so to stop and explore it, there's a surprise awaiting anyone with a nautical or maritime interest. By most standards it's not a large park, covering only slightly more than two acres. Standing on the grass of the park at one end, there's an excellent view of the two bridges spanning the Tacoma Narrows Strait, which lead to and from the town of Gig Harbor and the rest of the Olympic Peninsula. At the other end of the park is a simple wooden shelter under which sits a bell, along with several explanatory illustrated panels.

USS TACOMA (C-18/ PG-32 /CL-20), whose ship bell now sits on a pedestal under the shelter, was a DENVER-class protected cruiser built at Union Iron Works, Mare Island, California, at the turn of the twentieth-century. She was commissioned on 30 January 1904 and her career for the next twenty years can best be described as "uneventful." (Figure 1)



USS TACOMA was commissioned in 1904 broke up in high seas in 1924 and her bell was salvaged and sent back to Tacoma.

When TACOMA entered service, the U.S. Navy, as well as most major world navies, had been undergoing the transition from wooden sailing ships to steel ships. The protected cruiser was a step in that process, a design from the 1870s-1890s that was marked by an armored deck designed to protect machinery and magazine spaces from enemy shells exploding above them. The sides of the ship were left unprotected in the belief that enemy shells striking there would be absorbed by the ship's coal bunkers. It is no exaggeration to note that TACOMA and others of her class were obsolete at the moment of commissioning. Armor piercing shells and armor belts encircling a ship at the hull line appearing on cruisers of the world's navies (particularly Britain and Germany) at this time rendered many U.S. cruisers both ineffective and vulnerable. (Figure 2)

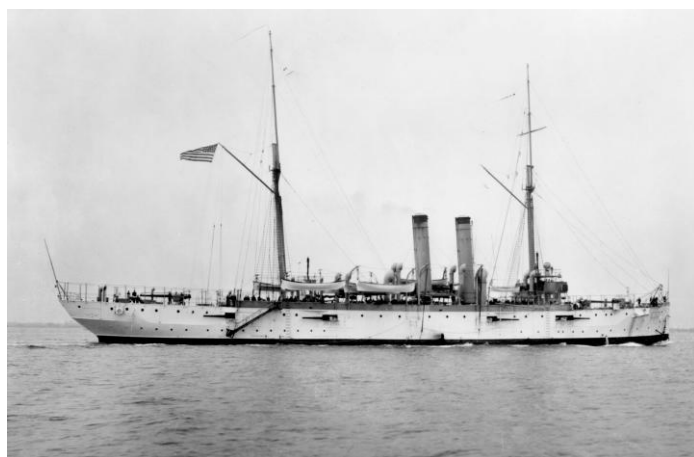


Figure 2: USS TACOMA –Starboard side view -20 JAN 1904.

Despite these shortcomings, TACOMA took her place in the navy and made her first official voyage after commissioning to her namesake city Tacoma, Washington. Little information is available about this trip which took place in either late February or March 1904. This was followed by a shakedown cruise to Hawaii, and then a trip around Cape Horn and up the South American coast to the U.S. east coast. TACOMA spent the rest of her commissioned career responding to crisis events and "showing the flag" as part of the North Atlantic Fleet. She occasionally ferried dignitaries to various locations and made trips to Europe. In 1905, for example, she was one of several ships escorting USS BROOKLYN (CA 3) as the latter returned the remains of John Paul Jones to the U.S.

TACOMA spent the next several years alternating service along the east coast with cruises to Caribbean waters and Central America, protecting American citizens and interests there during this expansionist period of U.S. history. She spent significant time off Cuba, Nicaragua, Honduras and Guatemala, as these countries experienced either revolutions or presented direct threats to U.S. diplomatic and commercial interests. Occasionally TACOMA landed armed Sailors to show resolve. The ship participated directly in Honduran revolutionary actions in 1911, for example, by hosting on board a U.S.-led mediation conference. (Figure 3)



TACOMA's Locy Type 1 cancel at Port au Prince Haiti.



Figure 4:
Another 1 JAN 1909
Post Card



Figure 5: Front of 1 JAN 1909 card with message and arrow indicating location in Port au Prince, Haiti. Courtesy Richard Jones

In early 1914, TACOMA was ordered to join other ships of the Atlantic Fleet in the waters off Tampico, Mexico. On 9 April 1914, the confusing situation that was the ongoing Mexican Revolution spilled over into the city and resulted in the temporary detention of U.S. Navy personnel who had been sent ashore to purchase fuel. Tempers on both sides flared at this incident that became known as the "Tampico Affair." Following military and diplomatic demands and counter-demands that passed between Washington and Mexico City, Marines and Bluejackets landed and seized the customs house in Veracruz, Mexico, on 21 April 1914. This city, nearly 300 miles south of Tampico, was soon bombarded by ships lying just one to two miles offshore as even more Marines (and later U.S. Army soldiers) were landed. U.S. casualties, although relatively light, led to extended fighting, forestalling a quick end to hostilities. The fighting and occupation of the city continued until November 1914. TACOMA's direct role in the events of 1914 was limited. Although her main battery of ten 5"/50 breech-loading guns was typical for cruisers of the era, there is no evidence that she participated in the shore bombardment of Veracruz. By late September 1914 she was directed to break off cruising Mexican waters and begin patrols first off Cuba and then Haiti. However, this was not to be the last TACOMA would see of the waters off Veracruz. (Figure 6)

TACOMA took up convoy escort duties when the U.S. entered World War One. During the period 1917-1918 she made five round trips to Europe, escorting troop and supply ships. Following her third trip to Europe, enroute home she was directed to Halifax, Nova Scotia, where the French ammunition ship SS MONT-BLANC had exploded on 6 December 1917. Arriving three days after the blast, TACOMA's crew spent the next eight days rendering assistance to the city and its residents. This blast, the largest man-made explosion up to that time, killed 1,782 people in the harbor area and devastated virtually all structures within a half-mile radius of the harbor. TACOMA's aid consisted

of treating the wounded at hastily-erected aid stations on shore and giving medical supplies as needed.

Following a brief assignment to the Pacific Squadron in 1919, TACOMA returned to Caribbean patrol duties in early 1920. TACOMA conducted months-long patrols of the Panamanian isthmus on the Atlantic side almost immediately after passing through the Panama Canal from the Pacific. This pattern continued for the next few years. In late 1923, she was ordered to once again conduct patrols in Mexican waters near Veracruz. On 16 January 1924 during a heavy storm, TACOMA ran aground on Blanquilla Reef, near Veracruz. After seven days of attempting to get the cruiser off the reef, her crew was ordered to abandon ship. Four crewmen drowned in the attempt to free TACOMA: her CO, Capt. Herbert G. Sparrow and three petty officers: Radioman 1/c Homer H. Lussier, Radioman 2/c Edward T. Herrick and Radioman 3/c Solomon Sivin. On 7 February 1924, the Navy struck TACOMA from the Navy list. In September 1924 the ship's hulk was sold to an individual in the American Consulate in Veracruz. Over the next few years she was salvaged in pieces and by the 1950s all traces of the ship were gone.

Gone, except for at least one piece. Although the whereabouts of the ship's bell prior to 1952 are unknown, a ceremony at Tacoma's City Hall that year marked its official return to its namesake city. Today, visitors to the park can look and touch the weathered and pitted bell, and perhaps give at least a passing thought to USS TACOMA and the men who served aboard her.

Sources:

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Cruiser Photo Index C-18/PG-32/CL-20 USS TACOMA - Navsource - Photographic History of the U.S. Navy

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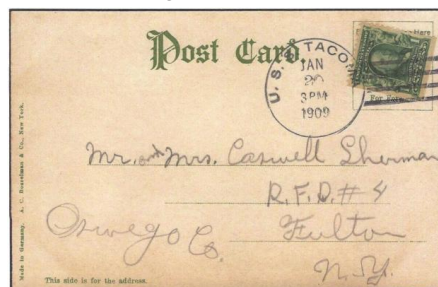
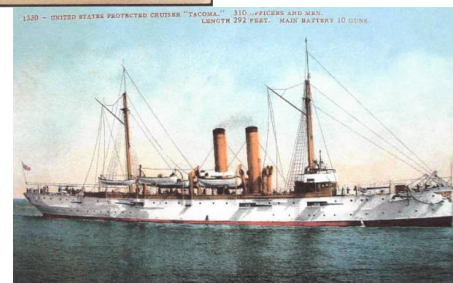


Figure 6: Color Post Card with Type 1 cancel 20 JAN 1909



**The Story Behind the Cover...
Two 1881 U.S.C & G Survey Ship Covers—
linked by Coincidence**

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Not long ago I purchased a cover postmarked from Astoria, Oregon in 1881 that drew my attention. I was born in Astoria and grew up in the area, and the local maritime history has always been a fascination. This cover was addressed to "Mrs. Chas. F. Pond" in San Francisco, and I recognized the name Charles Pond as being a naval officer—that is if this was the same person.



This cover was mailed by Ens. Charles F. Pond of the USC&GS steamer HASSLER. The ship made a brief stop at the Columbia River on the way to San Francisco from Alaska. It's postmarked at Astoria, Oregon, on 15 October 1881, the day HASSLER departed heading south. Backstamp shows received 20 October at San Francisco. Personal collection

Over the years I've run into other covers connected to Charles Pond and even have other examples from 1909 and 1915 postmarked at Astoria. But this 1881 cover, with no reference to any ship, was much earlier. It took some time, but I did figure out that he was the same person. Pond mailed the letter during a brief stop when he was assigned to the U.S. Coast and Geodetic Survey (USC&GS) ship HASSLER. During his long career, Pond was in and out of Astoria many times.

Not long after finding this cover, I was astonished to see that **Greg Finnegan** wrote a *Log* article that included an 1881 cover from the USC&GS schooner EARNEST. The cover was posted from Berkeley, California, and addressed to a John McHenry on board the ship. Although Greg found some additional references about McHenry, he wasn't able to nail down exactly who he was. By pure coincidence, I had a suspicion that I did know! Having studied the background of Charles Pond, I recognized "McHenry" as the maiden name of his wife, Emma. She was also from Berkeley, so my guess was that John McHenry was a relative. That proved to be correct; Emma and John were siblings. It's also interesting that in 1881 Emma's brother (John McHenry) and her

husband (Charles Pond) were both assigned to different USC&GS ships at the same time.

Following this discovery, Greg and I had a flurry of emails back and forth about Pond and McHenry, which was a lot of fun. Before getting into the new information about John McHenry, I want to discuss the 1881 cover Charles Pond mailed from Astoria.



Charles F. Pond
1856 – 1929

The Survey Ship HASSLER

Built in 1871 for the U.S. Coast and Geodetic Survey, the 151-foot iron-hulled schooner HASSLER utilized sail as well as steam propulsion. Her career began with a scientific expedition that took her from Boston to South America, through the Strait of Magellan and into the Pacific. For most of her career after that, it appears she was based in San Francisco. HASSLER was tasked with survey work, documenting details of the coastline as well as natural resources and wildlife, and she spent a lot of time in Alaskan waters.



Undated photo HASSLER. She was a schooner-rigged steamer, built in Seattle, and used by USC&GS for survey work from 1872-1895. Sold into private hands, she was renamed CLARA NEVADA and used to take passengers to Alaska during the gold rush. She tragically sank in 1898 with the loss of all on board.

One of the surprises about USC&GS ships of this era, as **Greg Finnegan** explained in his article, is that until 1898 the Navy was required to provide officers and crew for their operation. With that, it was not unusual that a career naval officer would, at some point, be attached to one of the USC&GS ships. That was exactly the case with Charles F. Pond, who had been commissioned as ensign in 1879 just before he was assigned to HASSLER.

HASSLER at Astoria

In the summer of 1881, the USC&GS ship HASSLER was in San Francisco making preparations for another survey trip. The local newspaper announced that she was scheduled to sail on 14 July "bound for Alaska," and later confirmed her departure. She made good time, and by 18 July had reached Wrangel where she began doing survey work. Progress of her work, along with other news through mid-September, was later relayed by a steamer arriving at Port Townsend. She reported HASSLER was working in the Sitka/Wrangel area and on 12 September had witnessed an

aurora borealis, said to be “the most extensive known in several years.” HASSLER also experienced a magnetic disturbance that apparently affected their compass and caused a delay in their work. The report adds that, because of the survey work by HASSLER at Wrangel Narrows, the route from Wrangel to Harrisburg (now Juneau) was much shortened.

Exactly when HASSLER departed Alaska was not found, but it was probably just after the first of October. After some manual searching, I found an entry in the *Morning Astorian* newspaper that explains the 15 October Astoria postmark on the cover mailed by Charles Pond. It says: “The U.S. coast survey steamer Hasller [sic] arrived on the 12th and anchored in Baker’s bay.” The misspelling of HASSLER was problematic in finding this article, but some manual searching paid off. This article is the “smoking gun” that confirms the ship was in the Astoria area.

--The U. S. coast survey steamer Hasller arrived on the 12th and anchored in Baker's bay. Yesterday she crossed out to sea. She is ascertaining the variation of the compass along the coast.

This brief mention of HASSLER anchored in the Columbia River is the “smoking gun” that explains why the letter Charles Pond mailed was postmarked at Astoria. — Morning Astorian, 16 Oct 1881



Aerial view of the mouth of the Columbia River looking east. In 1881, when HASSLER crossed the bar for refuge in Baker Bay, none of these jetties existed. Rough water constantly moved sand about, shifting the location of the channel. Because of the many ships that were lost here, it's often called The Graveyard of the Pacific. — USACE photo (my tags)

Having grown up near Astoria, I knew that the entrance to Columbia River had long been called the graveyard of the Pacific. Hundreds of ships and other vessels trying to cross the bar met their fate here by either grounding or sinking. Even as a kid, I remember a lumber ship grounding and locals scavenging 2x4's along the shore (my dad framed a couple of houses with some of those). Huge jetties on both the north and south side of the river provide protection, but crossing the bar is still dangerous. Back in 1881 when HASSLER entered Baker Bay, located

across the river from Astoria, there were no jetties. The constant wave action moved the sand bars, and with that the channel entrance would shift. Ships often remained off shore for days until conditions were right before attempting to cross into the river. Bar pilots from Astoria would come out to assist, and early steam tugs also were used to tow sailing vessels. When HASSLER crossed the bar, however, she probably did so under her own power and then slipped into a safe anchorage at Baker Bay. No mention is made about the ship actually going into Astoria, but they probably took a launch across since the letter was posted there. On 15 October, HASSLER “crossed out to sea” heading south. The paper said “She is ascertaining the variation of the compass along the coast.” On 21 October she reached San Francisco “6 days from [the] Columbia River.”

In a manner not unlike a ship returning from war, San Francisco celebrated HASSLER's return. “Again we welcome the steamship Hassler. The arrival of its favorite officers always bespeaks a round of parties and receptions for the Navy Yard. ‘Tis to be regreted that their term of three years has expired, and that these officers are destined to leave the Hassler and exchange with others for shores they know not of.” In December 1881, a geographical society meeting in San Francisco had Prof. George Davidson (USC&GS) and Lt. Nichols of the steamer HASSLER give a talk about their work. Davidson provided details about the vast shoreline of Alaska, trees 6-8 feet in diameter and 250 feet high, abundance of sea otter, the fishing and whaling grounds, and deposits of magnetic iron ore. Lt. Nichols explained the difficulties of navigation, problems with old charts, and how the new surveys are helping. For example, the survey work done in the Wrangel area this past summer, he said, allows ships to cut some 150 miles of extra travel from their route. New charts now pinpoint dangerous rocks and shoals to avoid.

Charles F. Pond and Family Connections

Charles Fremont Pond was originally from Connecticut, born in 1856, the son of a cabinet maker. He was appointed to the Naval Academy at the age of 15 and graduated with the class of 1876. Pond served on ships in both the Pacific and Atlantic prior to his transfer to San Francisco in 1879 for assignment on HASSLER. In August 1880 he married a young lady, Miss Emma McHenry, the daughter of Judge John McHenry.



Emma (McHenry) Pond
1857 – 1934

The McHenry family lived at 34 Glen Park Ave, the same address as on the letter, and that is where Charles and Emma continued to live even after they were married. One reason might be that Judge McHenry passed away in November 1880, just three months after Charles and Emma were married. With Charles at sea for long periods, it probably was a convenient arrangement for everyone.

It was about the fall of 1880 that several members of the McHenry family either moved from San Francisco or established a second residence in Berkeley, not far from the university. One of those was Emma's younger brother, John McHenry, a civil engineer. He was the person on the USC&GS schooner EARNEST that **Greg Finnegan** was trying to identify. The letter Greg has was mailed in August 1881 from Berkeley, probably from a relative. It's not known for certain how John McHenry came to work with Coast & Geodetic Survey, but my guess is that his brother-in-law, Charles Pond, may have had something to do with it.

John McHenry and the Survey Ship EARNEST

The history of the survey schooner EARNEST was covered in Greg Finnegan's article, so I will focus on the 1881 time period and the letter to John McHenry. What caught my eye is that the address refers to the ship at Port Discovery, in Washington Territory. That's very close to Port Townsend, a common stopping point for ships headed to/from Alaska at that time. Port Discovery is usually where quarantined vessels were sent, so I had wondered if EARNEST may have had an outbreak of smallpox or some other disease.¹ Fortunately, that turned out not to be the case.

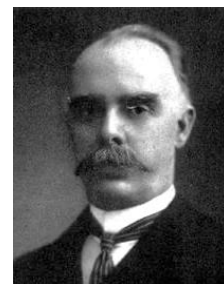


Presented in an earlier article by Greg Finnegan, this August 1881 cover is addressed to John McHenry on board the USC&GS schooner EARNEST at Port Discovery, Washington Territory. It was mailed from Berkeley, California, probably from his mother or one of his sisters. McHenry was the brother-in-law of Ens. Charles Pond, a naval officer assigned to the USC&GS steamer HASSLER operating in Alaska. – courtesy Greg Finnegan

Originally I figured that the survey schooner EARNEST was based in San Francisco, close to where John McHenry lived. However, I found that the ship was actually based in Puget Sound and wintered at Olympia, Washington. An article from 1878 when she came around the horn to the west coast mentions that, from the beginning, she was “intended for surveying in the Puget Sound district.” Being a small schooner drawing only six feet, she was perfect for work here. Even before her arrival, however, local residents had noticed that “It seems to be the fashion to employ sailing vessels only about Puget Sound, while on the coast of California the surveys are made by the steamers MACARTHUR and HASSLER.” It appears they felt a bit slighted!

During 1880, EARNEST did survey work in the area of Hood Canal, and wintered at Olympia. The following year, in July 1881, the Port Townsend newspaper says “The U.S. schooner EARNEST came around to our harbor last week, from Port Discovery bay. Her officers and crew have been engaged in erecting surveyor's marks on our bay.” As the August 1881 letter shows, John McHenry was with the ship. He would have had to travel from San Francisco to Puget Sound, probably by commercial steamer, to join up with her.

John McHenry Jr. was born in 1858, the youngest and only son of Judge John and Ellen (Metcalf) McHenry. He graduated from the University of California in 1879 and then began a career as an architect and civil engineer. It appears that his work with the U.S. Coast and Geodetic Survey began in 1881 on board the schooner EARNEST, but he continued working for the agency on various other survey ships for several years. He is listed as a draftsman, probably involved with the accurate mapping of charts for the survey work.



*John McHenry
1858 – 1935*

In August 1882, while assigned to EARNEST in Puget Sound, McHenry and a seaman were thrown overboard from a small boat when a larger vessel crossed in front. The incident was a near disaster, but luckily both were rescued. He worked with the schooner EARNEST for four years and in 1885 went to Alaska with the USC&GS steamer CARLISLE PATTERSON to do survey work. John was married in 1886, and it appears that after 1888 he stopped going on the survey cruises. He remained in the San Francisco area and passed away in Berkeley in 1935.

Wrapping Up

Charles Pond remained on HASSLER doing survey work in Alaska and El Salvador until March 1883. Following that, in quick succession he was assigned to several ships and stations, but in 1886 he returned to HASSLER for a period several months. Over his long career in the Navy, Pond saw duty all over the world, but his permanent home remained in the bay area. In 1898, during the Spanish American War he saw action on board PANTHER off the coast of Cuba, and was then given command of the tug IROQUOIS. Stationed in Hawaii, IROQUOIS was involved with the initial survey work of the Midway Islands. Later in his career, Pond was superintendent of the 13th Lighthouse District based at Portland, Oregon. In July 1909 he became commanding officer of the cruiser PENNSYLVANIA, where he remained until she was placed out of commission at Bremerton in the summer of 1911. By coincidence, the battleship OREGON was just then being put back into commission after being laid up for several years. Because of her actions during the Battle of Santiago, OREGON was arguably the most famous ship of her time. The navy wanted to use her as the showcase for the October 1911 Fleet Review in San Diego, but the ship still hadn't been assigned a complement of officers or a crew. The

¹ See my article “Flying the Yellow Flag: Smallpox on the Cruiser Washington,” *USCS Log*, August 2020

problem was solved by temporarily transferring most of the officers and men from USS PENNSYLVANIA to OREGON. With that, for several weeks CAPT Charles Pond was the commanding officer of the battleship OREGON, taking her to San Diego, and then on a tour that included numerous stops along the coast.

In 1912, Pond became commandant of the 12th Naval District and was promoted to Rear Admiral before retiring in 1918. He and his wife made their home in Berkeley, where he passed away in 1929 at the age of 73.

Afterword

Researching ships operated by the U.S. Coast and Geodetic Survey is something akin to chasing ghosts. Unlike Navy or even Coast Guard vessels, information about USC&GS ships is difficult to find and often fragmentary. Finding covers from these ships is equally difficult—mostly a chance discovery. It's even more amazing that two covers from 1881, both from different USC&GS ships, are both connected to individuals from the same family.



In 1909 Charles Pond was Superintendent of the 13th Lighthouse District based in Portland, Oregon. This letter was mailed on a visit to Astoria on 5 May 1909 and was probably written by his wife, Emma (McHenry) Pond, to her mother Ellen J. McHenry (1827-1922) in Berkeley, California. – personal collection



RADM Charles F. Pond was commander of the Pacific Reserve Fleet and was on board the cruiser SOUTH DAKOTA for the 1915 Astoria Regatta. He mailed this letter to his wife in Berkeley on 4 SEP 1915, the last day of the event. Shortly after this, Pond was transferred to Portsmouth Navy Yard as the new commandant. – personal collection

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A Cargo of Truth
USCGC COURIER (WAGR/WAT 410)
Jake Wilhelm (12,411)
PO Box 481,
Coquille, OR 97423

She was one of the Cold War's oddest weapons – albeit aptly named. She found her way into millions of oppressed hearts and minds – and into quite a few navy cancellation collections along the way.

She was the Coast Guard cutter COURIER, a so-called picket ship with one duty – service as mobile booster system for the Voice of America as the VOA shouted against the evils of Communism along with your regularly scheduled broadcast of modern music and sports scores. A former freighter packed with radio equipment including a transmitter three times the size of any contemporary American broadcaster; she remained on a single deployment for twelve years. Most importantly, she blasted pro-American messages well behind the Iron Curtain and other troubled and at-risk locations in the Eastern Hemisphere.

That is as far as you can get from her as-built intention. Born a Class C1-M-AV1 cargo vessel in the last days of the war, COURIER meant to spend her formative years picking up cargo from larger freighters and dispersing the goods among the more remote military positions of the War in the Pacific. With no war at hand upon completion, she served two civilian masters – United Fruit and Grace Lines – as a cargo/passenger liner until entering mothballs back with Uncle Sam, just another light freighter measuring in at 338-feet and 5,800 tons – too light to really be of any use.



USCGC COURIER (WAGR/WAT 410) radio relay station ship.

That is, until President Truman and the Joint Chiefs of Staff approved Operation Vagabond, the project to operate six ships as mobile transmitting platforms for the State Department's Voice of America, America's favorite slightly biased radio broadcast system. In its tenth year when COURIER came to life, VOA combated Soviet Russia's "Hate America" rants spilling out from the dark wasteland

behind the Iron Curtain. VOA counteracted Anti-American stuff with discussions such as why being free beat the heck out of oppression any old day of the week. VOA's intended broadcast audiences included Russia Proper, her satellite states, countries at risk of going Red, and countries actively infiltrated by agents of chaos.

Getting the signal to these places wasn't always easy. Stateside broadcasts were helped across the oceans by 78 transmitters planted in friendly soil, but friends ran out the closer one wandered to middle and Eastern Europe and parts of Asia. The floating relay station sure seemed like a swell idea. Not only could six such ships boost signals from anchorage, they could quickly shift to troubled spots for pinpoint invasions of the airwaves.

COURIER was tapped to be the first such animal. Once she shook loose the mothballs from her masts in 1951, she took on plenty of cargo. One cargo bay held a 150-kilowatt medium-wave transmitter and two 35-kilowatt short wave transmitters. A second bay held diesel engines capable of producing 1,500,000 watts to power all that baggage.

The ship would be operated by the Coast Guard and State Department, hand in shaky hand. While the Coastie skipper had say over what happened on ship, most important issues faced approval by the States and their red tape machine. The Coast Guard ran the ship, which included cloak and dagger stuff like hand guns and light machine guns to defend against Red infiltrators and standing orders to destroy the equipment if told to do so by the Commandant of the Coast Guard. The State Department had full sway over the broadcast system. As originally ordered, COURIER held an 80-man Coast Guard crew and 20 VOA personnel.

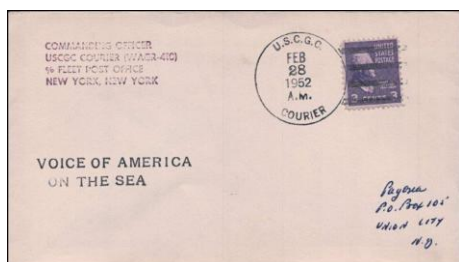
As originally ordered... While the Coast Guard easily filled their crew with men hand selected from eager volunteers, their new skipper Oscar Wev realized three VOA civilians could do the job with help from trained Coastie radio techs. Ergo, three civilians managed the trickier parts of the mass of electricity and tubes with help from Coast Guard folks and saved Uncle Sugar quite the packet of money.



A nice little FDC from COURIER'S unveiling at Washington, D.C. The weeklong event included a speech by President Truman. Appropriately enough, the cancel crosses a Betsy Ross and the American Flag stamp (Scott 1004). (Naval Cover Museum, from the Richard F. Hoffner Collection)

COURIER debuted as head of her class 15 February 1952 at Bethlehem Steel's shipyard in Hoboken, New Jersey. Her pupil to teacher ratio in this class was better than average – COURIER'S reassignment surgery cost so much that no other Vagabond ships were ordered.

The neophyte ship debuted for real 28 February during a week-long event at Washington DC, lingering in dock long enough to let the Russkies know for darn sure Uncle Sam had a new ace up his sleeve. President Harry Truman spoke about her 4 March 1952, the official 10th anniversary of VOA, labeling COURIER a "valiant fighter in the cause of freedom...with a precious cargo – and that cargo is Truth."



The same FDPS Locy 2 crosses a Jefferson Prexie (Scott A279) on a VOA cachet. This important ship's early cancels are readily available in the marketplace. (Naval Cover Museum/Richard Hoffner Collection)

Festivities were followed with a shakedown cruise along the Caribbean and Latin America, just to make sure Red Randy knew what was shaking on the horizon. Efforts included a broadcast off Panama as a thumbing of the nose to the enemy, wherever they might be lurking. That summer, COURIER pointed her prow eastwards, ending up off the island of Rhodes, Greece in late August and set up for propaganda work by 7 September. She remained homeported at Rhodes until 1964, taking part in key moments of the Cold War.

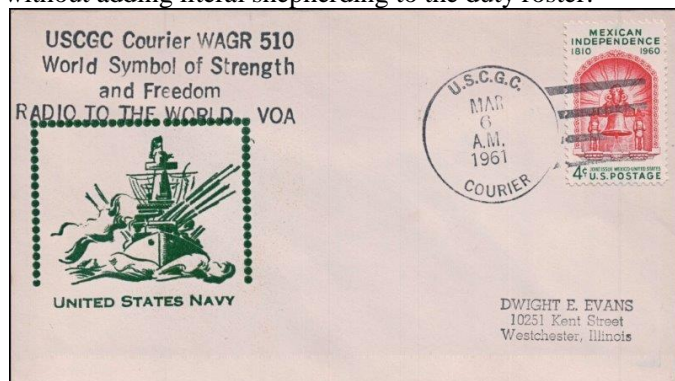
The selection of Greek territory says quite a bit about the times. Five years before, Greece had overcome a violent civil war against Communists. Greece remained poised on the edge of the Iron Curtain, so tucking words of democracy into the ears of people torn between going red or staying free was important.



This piece from the author's collection shows the rubber-stamp VOA TRUTH cachet seen on many COURIER covers – although the antenna lifting balloon was scrapped early in her career. Aptly enough, the ship's 1958 cancel crosses the 1945 Coast Guard Issue (Scott 936).

The often tense moments of the time period's nuclear-bomb-one-upmanship were punctuated by the words and music of VOA. While COURIER'S actual impact is hard to separate from other VOA work, she certainly played a big hand in shaking the Communist Tree of Life through to its 1990s demise. VOA blended discussions about democracy with the latest music pumped deep into enemy territory, and there were many letters smuggled from areas only COURIER could have reached, tales describing how VOA gave the oppressed hope. Many defectors from Soviet Union Proper said they were inspired to take leave of the Evil Empire thanks to a steady diet of VOA – which before COURIER had only been able to beam a weak signal as far as Moscow before sliding off the air.

Many things kept the crew of COURIER busy. Managing the antenna lifting barrage balloons she was originally equipped with was not one of those tasks for long. The giant re-purposed balloons did a swell job of lifting the 1000-foot brass cable that served as relay station antenna, but this rabbit ears solution often ended with balloons getting loose and floating ashore where they scared the local sheep population, raising the ire of their herders. An antenna strung between COURIER'S fore and aft mast did the same job without adding literal shepherding to the duty roster.



Nearly ten years since her FDPS, COURIER'S Locy 2 remained in use, along with a nice corner card announcing her role in the grand scheme of things. The cancel crossed a Mexican Independence stamp (Scott 1157) on a then-elderly Schacht generic battleship cachet. (Naval Cover Museum/Richard F. Hoffner Collection)

Another challenge was getting around constant signal jamming. Whether they were at anchor or on the move, the trick was to work around the coffee-grinder sound the radiomen dreaded to hear – it meant the Reds were harshing their signal. Working on COURIER meant playing a game with the Russian Bear, trying to find ways to move the chess piece without losing the king. Their play was eventually backed by an antenna farm also on the island and its massive anti-jamming devices.

In the long run, history made its points known through the VOA. Efforts to Communize France and Italy fell flat on their collective faces. The Hungarian Revolution of '56 received full attention, as did Russia's brutal tactics used to quell the uprising. The Dr. Martin Luther King, Jr. "I have a dream" speech reached well into the powerless population, giving them plenty of ideas.

In the meantime, COURIER and her men became part of the Rhodes community. Initially met with mixed reactions by Rhodians still smarting from the civil war, sailors and their VOA counterparts soon became tight with the community, sheep startling aside. How close did the two communities become? Well, close enough for romances that led to marriage that led to babies – not a bad way for a sailor to have home at his post... The men also created the Courier Club, a good-old-fashioned drinking hole complete with softball field that soon became an important community center.

Sprinkled in with fun of an alcoholic source were many community get-togethers, volleyball games and bike races that raised money for local orphanages and community improvement projects. Other tidbits of American/Rhodes relations are best summed up something former crewman David Newell once wrote: “So many zany things happened that would put the movie “Mister Roberts” to shame.” To put it bluntly, many crewmen volunteered for second and third tours aboard COURIER just to stick around the happenin’ joint.

The role COURIER played in tense, ever-changing history ended with recall papers in August of 1964, her expense-gobbling role filled by a cheaper land-based relay station atop Rhodes higher spots. She arrived back in the US 13 August 1964, a smidge over twelve years since departing the land of Old Glory to spread that flag’s message of hope. The crew disbanded the Courier Club, its financial assets split between the crew while the remaining liquor was sold to raise money to rebuild the Coast Guard Academy Chapel. According to scuttlebutt, the COURIER boys kept quite a bit of hard stuff on hand, so perhaps they paid for the whole renovation...

Reporting to the Coast Guard Reserve Training Center at Yorktown, Virginia, COURIER was decommissioned and placed in reserve. She recommissioned 30 April 1966 as a reserve training vessel, and for the next two years wandered the East Coast, Gulf of Mexico and Great Lakes training 220 reservists at a time. Her boats were used to train the men in harbor patrol while her cargo handling equipment taught more men the finer points of handling dangerous cargo.

The quiet relic of Cold War weaponry ultimately decommissioned in 1968 and in ’72; the last of her history was pecked away by shipbreakers later in the decade.

However, COURIER left plenty of souvenirs behind for navophilatelists. Her most common covers hail from the 1952 commissioning. It would be interesting to find her mark with VOA 10th Anniversary cachets. Her shakedown cruise also netted interesting covers. Since COURIER didn’t use a placemark, keep this itinerary in mind in determining where items were canceled; she made calls at Washington DC 28 February-7 March, La Guairá, Venezuela 27-29 March, Cartagena, Columbia (1-4 April), Cristobal, Panama 5-6 April, and Veracruz Mexico 5-10 May, New York 18 June 1952. She also made stops enroute to Greece; Tangiers,

Morocco 2-4 August, Naples, Italy 9-14 August, and Piraeus, Greece 18-21 August before arriving at Rhodes 22 August.

As always, sailor mail is harder to find than philatelic items she generated on either cruise. From September 1952 through August 1964, look for sailor mail along with the postmark requests she honored during her extended stay. The ship used the same rubber stamp cachet advertising the VOA throughout her career, but a variety of corner cards also called out her role as, well, the voice of America.

While you collect COURIER pieces, consider how every ship – be she a warship, a freighter, or a floating mass of weird radio equipment – and her crew helped mankind through some pretty tight situations.

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Henry, Frank “The Voice Hits the High Seas” *Baltimore Sun* 3 August 1952

Newell, David Manning, Martin “The Voice of America in the Aegean” *USIA World* Oct/Nov 1989

United States. Department of State. (1951). “*Launching the Campaign of Truth: First Phase. Sixth Semiannual report of the Secretary of State to Congress on the International Information and Educational Exchange Program*” July 1 to December 31, 1950. (Washington: Dept. of State, Division of Publications, Office of Public Affairs)

*Naval Cover Museum**

United States Coast Guard “USCGS Courier”

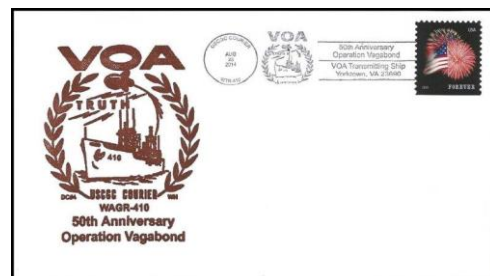
United States Coast Guard Magazine “Coast Guard Cutter to Crack Iron Curtain” April 1952

*Most postmark images seen here come from the Richard F. Hoffner collection of COURIER covers seen on the *Naval Cover Museum* website. Those of you unfamiliar with the *Naval Cover Museum* – fix that problem pronto and see the thousands of great covers on tap for your viewing and education!

A late COURIER corner card from her Reserves training days, with a Cleveland, Ohio machine cancel doing its duty across and American Grange Centennial stamp (Scott 1323). The cachet hails from USS Cleveland Chapter 25, USCS. (Naval Cover Museum/Richard F. Hoffner Collection)



A Stephen Decatur Chapter cachet and USPS cancel honoring the Fiftieth Anniversary of COURIER going to work. (Author's Collection and inspiration for this article)



U.S. Ships Named for Naval Aviators

USS KENDALL C. CAMPBELL (DE 443)

Jake Wilhelm (12,411)

PO Box 481, Coquille, OR 97423

A torpedo bomber pilot who played a big part in key battles of the early Pacific War gave his name to a likewise busy little JOHN C. BUTLER-class destroyer escort.

Kendall C. Campbell

Born 25 July 1917 in Garden City, Kansas, Kendall Campbell enlisted in the Naval Reserve flight program in October of 1940. In August the following year, he picked up his wings and Ensign Commission along with a posting to Scouting Squadron 5 (VS-5) aboard YORKTOWN (CV 5).



Ensign Kendall C. Campbell

The term scouting was loose as a goose; more often than not, these Dauntless dive bombers carried bombs. Rookie bomber pilot Campbell's spent his time with VS 5 well. On 10 March 1942 saw him not only flying in the raid on Salamaua-Lea, but he scored a direct and very sinking hit on a transport ship only two days after the Japanese captured the island chain. For this action, Campbell earned a Navy Cross.

Next, and lastly, Campbell winged into battle several times during the Battle of Coral Sea. He helped sink and damage eight ships in Tulagi Harbor early in the battle, then winged in with his comrades to attack the Japanese Carrier Fleet. His group sank Japanese carrier SHOHO on 7 May and grievously damaged carrier SHOKAKU 8 May. In that last battle Campbell pressed home his attack aloft a 1000-pound bomb; in the pandemonium of enemy fighter cover and anti-aircraft fire, he gave his life. Campbell earned a second Navy Cross for flying against the odds.

USS KENDALL C. CAMPBELL (DE 443)

The ship gifted the young hero's name slid from the ways at Federal Shipbuilding in Newark 19 March 1944, sponsored by the hero's mother Ada. Commissioning 31 July 1944, KENDALL C. CAMPBELL was posted to Pearl Harbor. By 30 October, she formed part of the submarine hunter-killer group built around CORREGIDOR (CVE 58). When that group dissolved in late November, she provided anti-sub work in the shipping lanes around the Marianas and Western Carolines. Later, she took part in the Leyte landings, and then escorted carriers working land targets in the battle for Iwo Jima. In March, she escorted carriers to the pre-bombardment of Okinawa. She screened troops landing there 1 April. Remaining at Iwo until the island was secure; she sailed off for the June airstrikes on Honshu, Japan.

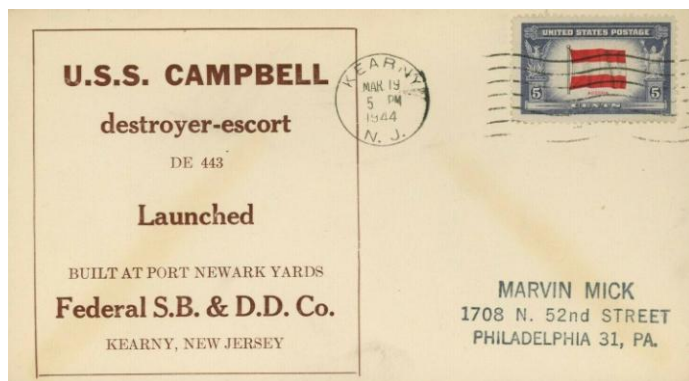
She was on anti-sub duty off Okinawa when the war ended. After sub guarding for ships heading to Tokyo Bay, KENDALL C. CAMPBELL escorted 54 LSTs from Tokyo

to Manila, the "Elsies" and so many more ships thankfully no longer needed for the invasion of Japan. Posted temporarily in Yokosuka, she departed Japan 16 October, arriving in San Diego on 4 November for deactivation. Decommissioning there 31 May 1946, she entered the mothball fleet with four battle stars to her credit.

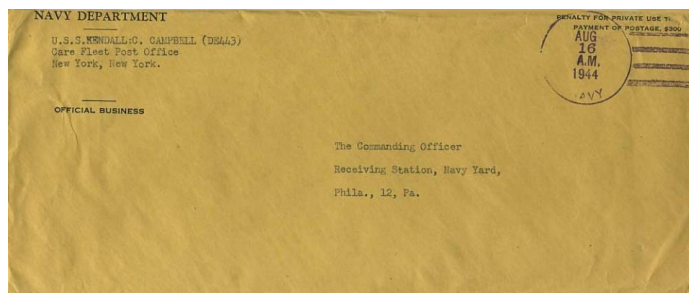


USS KENDALL C. CAMPBELL (DE 443)

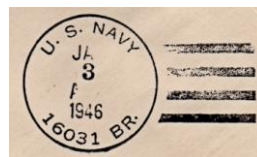
Collecting DE 443: The *USCS Catalog* lists KENDALL C. CAMPBELL'S Locy 2z, 2# and 9# as B for limited edition, meaning they are slightly less than common but still findable. Her post office operated from 20 July 1944 to 7 July 1946.



**DE 443 Launch cover 03-19-1944
USPO Machine Cancel, Kearny NJ**



War-use Locy Type 2z 08-16-1944



Locy Type 2# 1-3-1946

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

Photo: [ENS Kendall Carl Campbell \(1917-1942\) - Find a Grave Memorial](#)
Covers-USCS Naval Cover Museum

**Time for
USCS Annual Awards Nominations**
Richard D. Jones – Committee Chair
bmcmjones@yahoo.com

At its 1991 meeting, the USCS Directors established an awards program for both long and short term contributions. Three annual service type awards were established for contributions in the year before the nomination to be considered by this committee. Nominations for all awards should be made in writing to the committee chair, along with specific reasons justifying the nomination. At the present time, the committee is chaired by **Richard D. Jones (3933)** bmcmjones@yahoo.com.

The awards and criteria are listed below:

York Briddell Award – named for the founder of the Society, for excellence in leadership in organizational work, recruiting and promotion of the collecting of naval covers, either at the national level or for chapters or study groups.

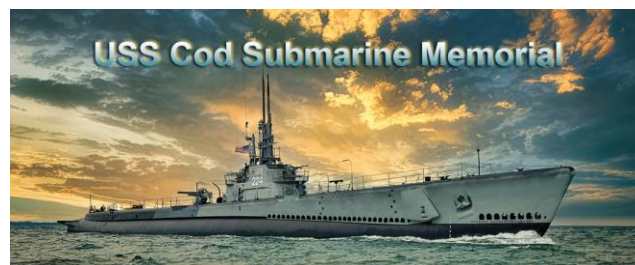
Walter Crosby Award – named for the noted cachet sponsor, for excellence in developing and producing cacheted covers that depict naval history or naval events.

Joseph Hale Award – named for the founder and first editor of the *Catalog of United States Naval Postmarks*, for excellence in research on different aspects of the hobby.

Recipients of these awards receive a certificate presented at the USCS annual convention General Membership meeting. Any member may nominate someone for any of these awards by sending the nominee's name and a **specifically detailed outline** of the reasons for the nomination to:

Richard Jones, 137 Putnam Ave, Ormond Beach, FL 32174 or email to bmcmjones@yahoo.com prior to 30 June 2023. A person may only receive an award once for the exact same item. The nominees will be presented to the committee for consideration in early July 2023 and the winners will be announced at the USCS General Membership Meeting at the *Great American Stamp Show* in Cleveland, Ohio in August 2023.

Please take time to submit a detailed nomination that will convince the committee to agree with your reasoning on your choice. We truly would like as many submissions as possible. Let's honor those members who continue to make positive contributions to USCS and our hobby.



Planning to attend the USCS Convention in conjunction with the *Great American Stamp Show* in Cleveland, Ohio? Why not take some time to visit the USS COD (SS 224) Submarine Memorial in Cleveland and tour the WW II boat? Plan ahead by visiting [USS COD HOMEPAGE](http://USSCODHOMEPAGE) to check out the *YouTube* videos of her WW II history.

Phil Schreiber (9110)

20 January 1925-23 February 2023
Highland Park, NJ 08904



Philip Schreiber Obituary

We are sad to announce that on 23 February 2023 we had to say goodbye to Philip Schreiber.

Phil was a long-time contributor to the *USCS Log* and held monthly meetings of the USS NEW JERSEY Chapter in his apartment for many years.

He was predeceased by his wife Molly Schreiber. He is survived by his son Philip Schreiber; and his close friend Faina Ginsburg. He is also survived by four daughters, two sons, eleven grandchildren, four great-grandchildren.

A funeral service was held on Sunday, 26 February 2023 at 250 Grove Ave, Metuchen, NJ 08840. A burial was held at the Mount Lebanon Cemetery in Iselin, NJ the same day.

**Spreading the Word About USCS
on Facebook by Sharing
Robert M. Lamb (11,832)**

The USCS and its offspring have a good representation on *Facebook*. *Facebook* also offers the chance to introduce many different audiences to our hobby. When I post a cover – I also look for the opportunity to share it outside our grouping. For instance, submarine covers can be shared with other pages such as Submarines & Submariners. Individual ships, past and current often have their own pages (official and/or family). While many pages are private and time consuming to access, there are public ones. Example; that cover of USS LEXINGTON keeping the lights on in Tacoma (1938) was shared with a Tacoma History FB Page. This is an easy and free way to exhibit our hobby.

Pearl Harbor Chapter 112 News

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



I'm sure it comes as no surprise that one of the highlights for me at the USCS Convention was the Pearl Harbor Chapter meeting. Since most of the chapter activity is on Facebook, having a live meeting at the convention is perfect for getting to know members from all over the country. It's an event I really look forward to.

Our meeting was held on Friday afternoon at the convention center, and we had 18 who attended. Besides me, we had: **Steve Shay** (who helped with the PowerPoint); **Laurie Bernstein**, from Phoenix; **Ted Bahry**, from Florida; **Philip Fondale** (and Cindy), from Pioneer, CA; **Joe Bock**, Sedona, Arizona; **Capt. Keith Graham** (and Barbara) from Lathrop, CA; **Dave Gehringer**, from Utah; **John Walter**, from Reno, NV; **Randy Pence**, from New Mexico; **Al Eckert**, Fairfield, CA; **Mike McGee**, San Francisco; **Paul Bunter** (and Chieko), Davis, CA; **Duane Heverling**, Anchorage, AK; and finally, a visitor named Steve, from Colorado. Thank you all for coming.



Taken before the Pearl Harbor Chapter meeting started: (front L-R), Laurie Bernstein, Joe Bock; (middle row) Steve Shay, Randy Pence, Keith and Barbara Graham; (back row) John Walter, Dave Gehringer, and Al Eckert.

In the last update, I mentioned that since David Bernstein had recently passed away, we would not be having his planned presentation on Japanese naval covers from carriers involved with the attack on Pearl Harbor. However, **Laurie Bernstein** later contacted me and volunteered to do the presentation in his stead—the PowerPoint was ready to go, and she had his notes. Let me add that Laurie too has significant knowledge on the subject herself. At our meeting, Laurie did the first presentation of the day, and she did a great job. Like most who attended, this was the first time I'd ever seen covers related to the attacking Japanese ships. Amazing stuff.

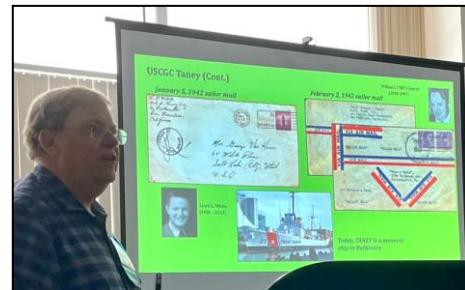
Laurie Bernstein doing her presentation of covers from the Japanese carriers that attacked Pearl Harbor. This slide is of KAGA.



Next up was a presentation I put together on covers from ships/vessels at Honolulu Harbor on 7 December 1941. This includes an interesting array of ships, ranging from commercial freighters, Navy ships, Coast Guard, Army

vessels (including a dredge, and derrick barge), tug boats, and even a couple sailing vessels. Obscure Pearl Harbor ships like this have fascinated me for years—my favorite area of collecting.

Lloyd's presentation on ships at Honolulu Harbor. This one shows a couple of early USCGC TANEY covers.



The final presentation was done by **Ted Bahry**, who gave a talk about events related to the attack on Pearl Harbor. He has read and studied the subject over the years, and had some interesting and thoughtful things to say. Ted is an excellent speaker with a passion for history, and he did a great job.

Ted Bahry during his talk about events related to Pearl Harbor.



Last spring, **Capt. Keith Graham** loaned me a notebook of miscellaneous Pearl Harbor related articles and information. There are nearly 200 pages, and I was able to scan these in PDF format, and then organize an index. Earlier I mentioned making these available via flash drive, but instead I will simply email them to any member who wants one. There is a free program online called WeTransfer.com, which does not even require registration. On my end, I just upload the folder, then put in the email address(es) of who it's going to. On your end, you get an email that just prompts you to download. It's just that easy. For members who attended the meeting, I think I have most of their email addresses, and will be sending the folder. Let me know if you'd also like to get one, I'll be happy to send it to you. Thanks again to Capt. Graham.

Also of note, the Pearl Harbor Chapter received one of the USCS Chapter Awards again this year, which was very nice. We were also represented with an exhibit of covers from ships along Ford Island and Battleship Row. I would like to encourage members to consider exhibiting, especially if you've not done one before. Start with a 1-frame, perhaps even a non-competitive exhibit. It's a fun way to interact with your collection, and well worth the effort.



The 2-frame Pearl Harbor exhibit on Ford Island and Battleship Row was awarded a gold medal.

Fantail Forum – Part 18

Phillip Nazak (10,620)
nazakfamily@aol.com



USS MCFAUL (DDG 74) This cover features two "Stamp Collecting Stamps" (Scotts 2198). The stamp to the right is a "Back Ink Omitted" error stamp. This cover is short paid by 11 cents.

USS CARL VINSON (CVN 70) renders a most unique cover. It bears an invalid 1-cent red "postage due" stamp and a 2-cent green "Parcel Post Postage Due" stamp. It also bears a reproduction of the 1930 \$1.30 brown Zeppelin air mail stamp. This cover is short paid at the First Class rate of 55 cents.



USS BARNSTABLE COUNTY (LST 1196) features a Type 2 cancel in which the CDS is completely inverted.



USS KNOX (FF 1052) displays a type 9 marker that shows the last "S" is missing in "USS".



U.S. / NAVY has a sans serif Fz Type cancel with a 5 thin line killer bar cancel. This cancel shows three lines in the CDS that are normally used for the standard mailing information. SUBRON 3 was established on 25 NOV 1930 at Coco Solo in the Panama Canal Zone and during WW II most of the submarines were transferred to more active regions.



USS BURTON ISLAND (AGB 1) has a Type 9 marker that has the abbreviation of "BR." in reverse order that reads "RB."

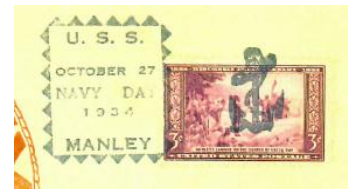
TORPEDO SQUADRON SIX bears a Type 3 cancel that has an inverted "SEP" month date.



USS ALLEN K. SUMNER (DD 691) has a most unusual fancy Type F cancel, in that it was made for a one specific day's use of NAVY DAY (October 27) and a specific port of "LONGVIEW, WASH." as noted on the bottom of the dial. The killer bars are six thin wavy lines.



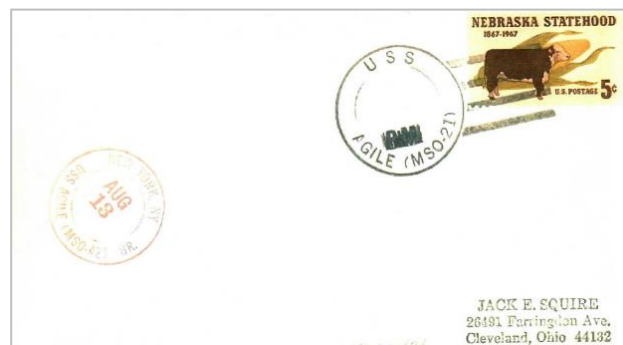
USS MANLEY (DD 74) features a fancy cancel with a rectangular shape looking to represent a postage stamp. The postage was cancelled by the image of a fouled anchor.



Postal regulations require that postal cancellations are to be in black ink. The covers from USS BRISTOL (DD 453) and USS HAMILTON (DD 141) are far from that requirement. The cancels are multi-colored of red and blue. In the USS BRISTOL, the blue is on the top half and the red color on the bottom. The USS HAMILTON shows that it has a left to right pattern with the left side red and the right side blue.



USS AGILE (MSO 421): This cover has many mistakes in it. The Type 9 marker is missing its year date. The Type 2 cancel has the "4" missing in its hull number of "421" as well as mailing time dates in the CDS.

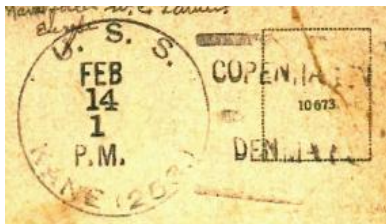


JACK E. SQUIRE
26491 Farington Ave.
Cleveland, Ohio 44132

USS CONY (DD 508) displays a continuing use of her Type 2 cancel after the "E" had been excised in her JUN 1962 reclassification from a DDE to a DD.



USS KANE (DD 235) exhibits a Type 3 cancel that has a couple of mistakes in the ship's designation and hull number classification. The ship is a "DD" which is missing and the hull under is incorrect at "253". It should be "235".



USS PERKINS (DD 377) has a Type 3 cancel that has illegal uses of purple and green inks for cancellation.



USS GREBE (AM 43) shows a straight-line ship's name to cancel postage while the mailing date information was supplied with a three-line hand stamp of MAR/20/1935.



The U.S. Naval Academy in Annapolis, MD was established in 1845. The circular date stamp (CDS) were not standardized by the Post Office Department until the 1890's. Prior to that time, post offices were required to purchase their own postmarking equipment from private vendors causing a variety of styles and designs. This cover appears to have been cancelled by a duplex handstamp. There is no mailing year date and the oval killer bars are in a vertical position.



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

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

Contact Mel Dick, USCS Chapter Coordinator.

84 Bradford Ave
Camarillo CA 93010-1703
POLLODEL MAR143@YAHOO.COM

March Secretary Report Continued from Page 32

Add First Class Mailing

L-12448 Robert Babcock	9623 CAPT Royce Garrett
L-7728 Robert Govern	L-11999 James Johnson
L-10038 Dennis Lutz	11685 Jay Smith
12097 Gregory Slaughter	80568 Dan Walters
L-11043 Alan Warren	11697 Jan Zawadski

Delete First Class Mailing

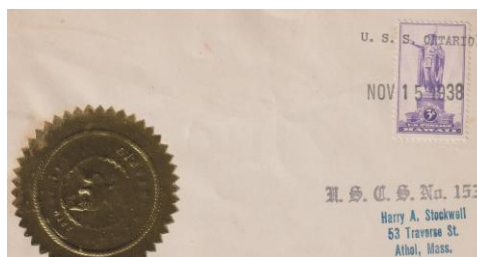
L-11592 Alan Basset	L-8743 Roger Bassett
L-12315 Ryan Baum	12600 George Behringer
12684 Maria De Lourdes Belaval-Kimble	
L-11748 Jeffery Bennett	L-11368 Eric Besozzi
12691 Stephen Cage	L-11293 John Demetrius
11048 Ronald Fowler	L-9867 Charles Garniewicz
10323 John Hayes	12068 Scott Henault
12632 Duane Heverling	H-4456 Rich Hoffner Sr
L-8004 CAPT Paul Huber	11113 Robert Hyde
L-12203 Marion Jackson Jr	L-12452 Robert Kirkland
L-8085 CDR Theodore Koopman	11800 Edward Kuesport
L-12402 David Lorms	12584 Karl Mehlig
12145 Clark Miller	L-3713 Stanley Moskowitz
L-10761 John Noble	L-11961 David Shields
L-5806 Kirk Thieroff	12676 Elsie Towlson
L-3465 CDR E N Tulich	12538 David Willig
10429 George Young	

USS ONTARIO (AT 13)

USS ONTARIO (AT 13), a single screw seagoing tug, was laid down by the New York Shipbuilding Company, Camden, New Jersey on 23 November 1911, launched on 11 April 1912, and commissioned at Philadelphia Navy Yard on 4 September 1912. The finest development in naval tugboats up to that time, ONTARIO served as part of the Atlantic Fleet for the first five years following commissioning. The ship operated all along the Atlantic Coast and in the Caribbean in support of Fleet exercises and did auxiliary work in various ports and naval stations. When the United States entered World War I in April 1917, the tugboat steamed along the East Coast laying anti-submarine nets and patrolling against minefields from Portsmouth, Virginia, to Portsmouth, New Hampshire and towed barges of essential war supplies to New England ports.

After WW I ended the ship sailed for American Samoa for duty as station ship, rescue vessel, Governor's yacht, transport, and the flagship of the United States Navy in Samoa in mid-1920. For the next two decades, aside from regular yard periods at Pearl Harbor for repairs, ONTARIO operated out of the United States Naval Station Tutuila in her diverse but useful capacity, becoming a legend to Samoa's young men who were encouraged to join the Navy because of her presence.

ONTARIO was at Pearl Harbor on the 7th. She was largely disarmed at the time. After WW II she was struck and sold.



Locy Type SLPts (38x3) with a gold foil ship specific sticker – sponsored by Moffett Chapter

USCS Auction #S4

Closes 31 May 2023

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

We post prices realized on the website: USCS.org

Winning price is \$.50 over second highest bid

PAYPAL IS ACCEPTED. SEND PAYMENT TO SEADRAGONS@COX.NET

- S4-01 ARIZONA (BB 39) 10/17/40 Harrington Data 24th b'day MB \$30
 S4-02 ARIZONA (BB 39) 7/4/37 Lit firework. KB Bremerton WA MB \$15
 S4-03 Arthur Blumberg 4/4/32 Auto on cover notated "carried by Sub NAUTILUS on Wilkins Polar Expedition" MB \$40
 S4-04 J FRED TALBOT (DD 156) 3/13/1920 Sailor mail from Theodore G "Spuds" Ellyson. Naval Aviator #1 (CO of F TALBOT) MB \$40
 S4-05 NEVADA (BB 36) 4/5/41 Sailor Mail from Ens F C Davis. Died 12/7/1941. PM Pearl Harbor MB \$40
 S4-06 WADLEIGH (DD 689) 9/2/45 #9 Tokyo Bay V-J Day. W/letter signed by CO R C Morton MB \$30
 S4-07 Gen Truman H Landon 12/7/72 Auto Env with note re: Cmdr B17s landed at Hickam Field, Oahu 12/7/1941 MB \$30
 S4-08 MT OLYMPUS (AGC 8) 2/1/47 Op Highjump. Auto R E Byrd, Cruzen & Vogeley MB \$25
 S4-09 POMPANO (SS 181) various dates Shakedown cruise folding card. Stamps & cancels from ports of call (9 cancels) MB \$20
 S4-10 WEST VIRGINIA (BB 48) 2/12 & 18/35 MACON & W VIRGINIA maneuvering with fleet by Mueller. KB MACON fell & sank MB \$20
 S4-11 LOS ANGELES (ZRS 2) 4/15/1925 Via US Air Mail by US Dirigible LOS ANGELES. PM Air mail service NY MB \$20
 S4-12 SHENANDOAH (ZRS 1) 9/2/35 10th anniv of crash by Mueller. PM US Receiving Ship Brooklyn MB \$20
 S4-13 LANGLEY (CV 1/AV 3) 3/4/35 Conestoga ship. Auto W S Child Cmdr. To Capt on NORTHAMPTON. Overcancelled MB \$10
 S4-14 SCULPIN (SS 191) 8/11/39 Crosby photo. Commemorating rescue of the SQUALUS. Auto O F Naquin MB \$15
 S4-15 Amphib Grp 3 9/2/45 Auto A A Childester (KIA Korea) To H L Litzenberg MB \$15
 S4-16 FDC Arctic Exploration stamp 4/6/59 Auto by Wm J Brown. Notated "at helm when 90degrees reached Aug '58" MB \$10
 S4-17 AUGUSTA (CA 31) 1/19/40 #9 Sailor mail from Adm Thomas C Hart. Asiatic Station MB \$10
 S4-18 Wm A Moffett 10/27/30 Airship Dock presentation of ensign to the AKRON. Auto by Moffett MB \$10
 S4-19 DARTER (SS 227) 9/7/43 Commission Auto by CO DH McClintock. Sunk MB \$10
 S4-20 SEAWOLF (SS 197) 2/24/44 Sailor mail from CO R B Lynch. Sunk MB \$10
 S4-21 NARWHAL (SS 167) 12/28/43 #9 sailor mail from CO F D Latta. CO of LAGARTO - KIA MB \$10
 S4-22 SHENANDOAH (ZRS 1) 11/1/1924 #9 Penalty. Env stained. With letter signed by CO Zachary Lansdowne MB \$10
 S4-23 CALIFORNIA (BB 44) 10/23/45 "Sorry couldn't be here for Surrender Ceremonies, but we made it" by Grey. KB Tokyo Bay MB \$10
 S4-24 IOWA (BB 4) 8/25/1911 Cancel on postcard. MB \$10
 S4-25 CUSHING (DD 376) 5/1/39 Domain of Neptunus Rex. Sunk MB \$10
 S4-26 REID (DD 369) 9/6/42 Sailor mail. Sunk MB \$10
 S4-27 SALMON (SS 182) 3/13/38 1st day comm by Argonauts. To CDR EL Cochrane (Adm) MB \$5
 S4-28 Richard L Connolly 8/27/44 Auto as R Adm. Let's Go USA PM US Navy MB \$5
 S4-29 INDIANA (BB 58) 7/3/43 Sailor mail auto Capt Merrill MB \$5
 S4-30 To DOLPHIN 1/23/1891 To Ensign Maxwell (future CO of FLORIDA) MB \$5
 S4-31 To LANCASTER 4/20/1897 To Ensign George R Marvell (FUTURE CO of ARIZONA) MB \$5
 S4-32 INDIANAPOLIS (CA 35) 5/6/34 Fleet week maneuvers with USS MACON. \$20
 S4-33 Capt Rob M Hinkley 5/12/1905 UN Pmk. Air Letter USARP Hallett Station MB \$5
 S4-34 Adm Henry K Hewitt 11/23/44 Sailor mail from Hewitt as Vice Admiral MB \$5
 S4-35 CUTTLEFISH (SS 171) 6/8/34 #9 env w/comm cachet. Auto by CO, XO, 1st Lt, Eng & Comm MB \$5
 S4-36 RAMSAY (DM 16/DD 124) 12/11/37 Decomm by Gow Ng. KB Last Day in Comm. At Pearl MB \$5
 S4-37 PRUITT (DM 22/DD 347) 3/19/37 Crosby photo. Flt Prob XIX. KB PH HI. MB \$5
 S4-38 DICKERSON (APD 21/DD 157) 6/5/40 Crosby photo. Sunk MB \$5
 S4-39 COLHOUN (APD 2/DD 85) 7/5/42 Sailor mail. Sunk MB \$5
 S4-40 BARRY (APD 29/DD 248) 1/1/37 Crosby photo. Sunk MB \$5
 S4-41 MISSISSIPPI (BB 41) 4/24/39 Britian's King & Queen visit New York's Fair MB \$5
 S4-42 OKLAHOMA (BB 37) 6/14/37 Flag Day by Linto MB \$5
 S4-43 ARKANSAS (BB 33) 1/20/40 Crosby photo MB \$5
 S4-44 WYOMING (BB 30) 1/22/31 Crosby photo MB \$5
 S4-45 FLORIDA (BB 30) 2/16/31 Last Day Cover. Auto CO and NMC MB \$5
 S4-46 IDAHO (BB 24) 10/18/1912 Cancel on pcard. Sold to Greece, sunk by German air attack MB \$5
 S4-47 BUCK (DD 420) 7/15/40 Weigand photo. KB NY Phil. Sunk MB \$5
 S4-48 PRESTON (DD 379) 10/27/36 Crosby Photo. Sunk MB \$5
 S4-49 STEWART (DD 224) 3/16/38 Crosby photo. US Asiatic Fleet Destroyer Squadron 5. Sunk MB \$5
 S4-50 LITTLE (APD 4/DD 79) 12/1/40 Recomm by Cohen. Sunk MB \$3
 S4-51 MALLARD (AM 44) 8/3/35 "on board USS MALLARD" R W Clark, Cmg (KIA on TERROR) MB \$3
 S4-52 INDIANAPOLIS (CA 35) 11/15/33 In fleet maneuvers USS MACON Point Arguello. From J H Brumby (Adm) MB \$3
 S4-53 RANGER (CV 4) 6/15/34 "on board USS RANGER" auto AL Bristol CDR(Adm) MB \$3
 S4-54 SIRIUS (AK 15) 8/5/31 Auto D E Cummings commanding MB \$3
 S4-55 To BROWN (DD 545) 6/30/45 To Cmdr R R Craighill USS BROWN. PM Cartagena, Columbia MB \$3
 S4-56 DALE (DD 353) 6/17/35 #10 Commissioning. Auto bu W A Corn, Cmdr & E M Crouch (died on INDIANAPOLIS (passenger)) MB \$3
 S4-57 OKLAHOMA (BB 37) 10/18/33 Auto Henry D Cooke Cmdr MB \$3
 S4-58 FD ROOSEVELT (CVB 42) 2/28/51 Sailor mail from Capt W V David. Navy foil seal as cachet. PM NY MB \$3
 S4-59 COLORADO (BB 45) 6/24/35 #10 Sailor mail from LCDR James K Davis MB \$3
 S4-60 R Adm Paul Henren 10/26/45 #10 Sailor mail from Hendren as Commander S Pacific Area and Force MB \$3
 S4-61 ALBERT DAVID (FF 1050) 10/23/80 R/S cachet w/ auto of Adm Thomas B Hayward, Chief of Naval Operations MB \$3
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 S4-64 PORTLAND (CA 33) 3/29/33 Auto CO H F Leary. KB First day post office MB \$3
 S4-65 TREVER (DMS 18/AG 110) 4/3/38 Fleet maneuvers. March - Problem - May. KB Lahaina Maui TH. MB \$3
 S4-66 TRACY (DM 19/DD 214) 3/9/35 Harrington Data 15th b'day. KB San Diego. At Pearl MB \$3
 S4-67 SICARD (DM 21/DD 346) 6/9/37 Harrington Data 17th b'day. KB Pearl Harbor. At Pearl MB \$3
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 S4-75 NEW MEXICO (BB 40) 1/30/34 New Deal on Pres Roosevelt's 52nd b'day MB \$3
 S4-76 PENNSYLVANIA (BB 38) 11/11/35 Armistice Day by ANCS 164 MB \$3
 S4-77 NEW YORK (BB 34) 4/30/39 New York World's Fair. KB NY Word's Fair MB \$3
 S4-78 UTAH (AG 16/BB 31) 6/12/35 Pacific Int'l Expo MB \$3
 S4-79 ALABAMA (BB 8) 7/5/1913 cancel on postcard. Stamp torn off MB \$3
 S4-80 AARON WARD (DD 483) 3/4/42 Remember Pearl Hrbr by Neumann. Sunk MB \$3
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 S4-82 CONVERSE (DD 509) 6/7/45 Sailor mail. Original ship of DESRON 23 MB \$3
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 S4-84 SIGOURNEY (DD 643) 2/19/45 Sailor mail. At Surigao Strait MB \$3
 S4-85 STEWART (DD 224) 10/27/35 USCS Logo. Navy Day 1935 USCS 89. Sunk MB \$3
 S4-86 GILMER (APD 11) 4/30/35 Harrington info cachet. Kamikaze MB \$3
 S4-87 RATHBURN (APD 25/DD 113) 6/24/35 Harrington info cachet. Kamikaze, scrapped MB \$3
 S4-88 REGISTER (APD 92) 1/20/44 Launched w/BROCK. XO auto. Kamikaze MB \$3
 S4-89 SHLEY (APD 20/DD 147) 8/21/42 Sailor's mail. At Pearl MB \$3
 S4-90 BREESE (DM 18/DD 122) 5/25/40 Neutrality Patrol by Tambling. KB Astoria, OR. At Pearl MB \$3
 S4-91 PREBLE (DM 20/DD 345) 10/13/42 Sailor mail. At Pearl MB \$3
 S4-92 CONSTELLATION (IX 20) 4/8/1912 Cancel on postcard of ship MB \$3
 S4-93 CLAXTON (DD 571) 3/22/45 Sailor mail. Kamikaze MB \$2
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 S4-103 HOUSTON (CA 30) 10/8/35 President cruise 1935. KB Cape San Lucas MB \$3
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 S4-105 DOLPHIN (SS 169) 6/1/32 No cachet MB \$3
 S4-106 LANGLEY (CV 1/AV 3) Photo of ship MB \$3
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 S4-111 CANOPUS (AS 9) 4/4/36 Ship's Parcel Post cancel (type 9x). Scuttled MB \$3
 S4-112 HOLLAND (AS 3) 8/7/37 No cachet. KB Kodiak, Alaska MB \$3
 S4-113 STINGRAY (SS 186) 10/27/38 Our first Navy Day in comm by Hacker MB \$3
 S4-114 CUTTLEFISH (SS 171) 2/22/35 Our first Washington's B'day. Signed by L Nix. To Benshoff MB \$3
 S4-115 SARATOGA (CVA 60) 4/14/56 Commissioning Day. Wings of the sea MB \$3

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- S4-182 FLASHER (SS 249) 9/25/43 Commission by Hebditch. PM New London MB \$3
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- S4-184 FLIER (SS 250) 10/18/43 Comm Hebditch. PM New London Trans Ck Sunk MB \$3
- S4-185 FLOUNDER (SS 251) 12/5/42 Keel laid. Fish in "V". PM US Navy. KB 5th Keel lay victory yd MB \$3
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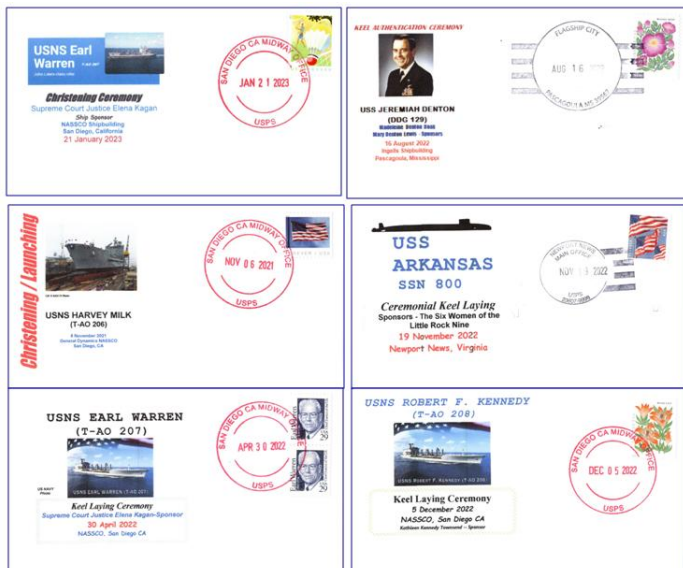
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More Naval News

USCGC MAURICE JESTER Delivered

Bollinger Shipyards announced it has delivered the USCGC MAURICE JESTER (WPC 1152) to the U.S. Coast Guard in Key West, FL on 2 March 2023. This is the 52nd Fast Response Cutter (FRC) delivered under the current program.

USCGC MAURICE JESTER will be the third of six FRCs to be homeported in Sector Boston, which is known as "The Birthplace of the Coast Guard." The sector is responsible for coastal safety, security, and environmental protection from the New Hampshire-Massachusetts border southward to Plymouth, Mass. out to 200nm offshore.

Each FRC is named for an enlisted Coast Guard hero who distinguished themselves in the line of duty. Maurice Jester enlisted in the Coast Guard as a Surfman in 1917, working his way up to Chief Boatswain's Mate by 1935 while serving on five cutters. Commissioned as a Lieutenant and promoted to Lieutenant Commander, he was the first Coast Guardsman to earn the Navy Cross in World War II, and the first Coast Guard Officer to receive the award for a combat action in direct confrontation with enemy forces.

USS JOHN FINN (DDG 113) Changes Homeport

Destroyer USS JOHN FINN (DDG 113) arrived at Yokosuka 4 March to shift homeport from San Diego to Forward Deployed Naval Forces-Japan. She'd been homeported in California since June 2017. (DDG 113) joined Destroyer Squadron 15 and Task Force 71 as a FDNF-Japan asset.

JOHN FINN will ultimately replace the guided-missile cruiser USS SHILOH (CG 67), which is due to be decommissioned at Naval Base Pearl Harbor, Hawaii, this year.

USNS MAURY Renamed

The Navy announced Wednesday, 8 March that it was renaming an oceanographic survey ship formerly named after a Confederate navy member.

Going forward, the survey ship once known as USNS MAURY (T-AGS 66) will be renamed MARIE THARP.

Tharp was a geologist and oceanographic cartographer who was at the forefront of creating Atlantic Ocean floor maps while furthering science's understanding of plate tectonics and continental drift, according to a Navy statement.

When the ship was accepted into the Military Sealift Command fleet in 2016, it was named after Matthew Fontaine Maury, an oceanography pioneer who left the U.S. Navy for a command with the Confederate navy during the Civil War.

USNS MUSCOGEE CREEK NATION (T-ATS 10) Steel Cutting

On 7 March 2023, Bollinger Shipyards announced that the construction of the future USNS MUSCOGEE CREEK NATION (T-ATS 10) commenced with a steel-cutting ceremony.

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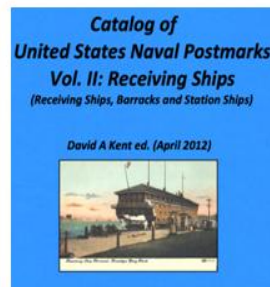
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2023



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PERIODICAL

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Universal Ship Cancellation Society Log

April 2023

Secretary's Report March 2023 Welcome New Members

12703	Kai-Edun Knutsen, Bjugn Norway (25 year nomination by Leonhard Venne (9987))		
12704	Ken Carver, Burbank CA by Mel Dick (11911)		
	Reinstated		
10519	Thomas Moseman, Eugene OR		
	Deceased		
12486	Wade Lucas	8768	George Marcincin
L-11934	Joseph Miller Jr	9110	Phil Schreiber
8641	Gunther Segers		
	Resigned		
11639	Bob Emrick	12673	Richard Zdancewicz
	Expelled, failure to reply to official USCS correspondence		
12531	Ruth Cornelison		

Address Change

L-7205	Stewart Milstein, Cortaro AZ 85652-1051
11830	Neilson Wood Jr, Levittown PA

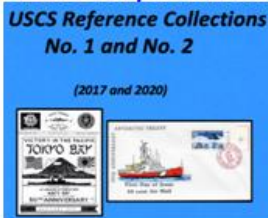
Membership on 2/4/2023.....	734
New Members.....	2
Reinstated.....	1
Deceased.....	5
Resigned.....	2
Expelled.....	1
Dropped.....	39
Membership on 3/11/2023.....	690
Membership on 3/11/2022.....	698

Other Mailing Changes on page 27

Steve Shay,
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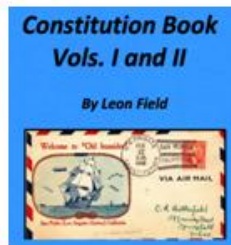
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August 15-18, 2024 Hartford, CT
In conjunction with Great American Stamp Show

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