



U.S.C.S. Log

Dedicated to the Study of Naval and Maritime Covers

Vol. 88 No. 2

February 2021

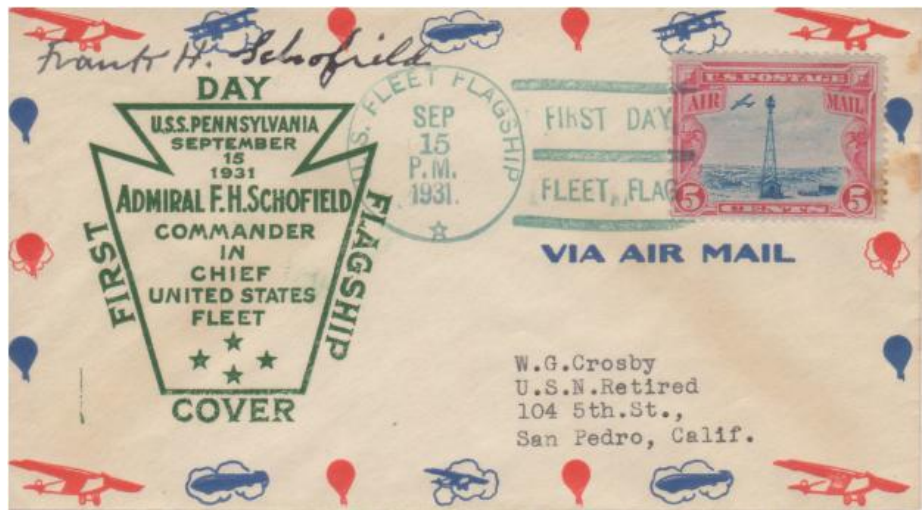
Whole No. 1047

February 2021

| | |
|--|----|
| From the Editor's Desk | 2 |
| Send for Your Own Covers | 2 |
| Out of the Past | 3 |
| Calendar of Events | 3 |
| Navy News | 4 |
| President's Message | 5 |
| Membership Dues | 6 |
| USS DONNELL (DE 56/IX 182) | 7 |
| For Beginning Members | 8 |
| West Coast Navy News | 9 |
| Norfolk Navy News | 10 |
| Out of the Past- Operation End Sweep | 11 |
| MACON ZRS 5 Cachets | 11 |
| POLARSTERN - Big Drift | 12 |
| USNS Ship FPO Numbers | 13 |
| CITY OF ROCKLAND | 14 |
| Legacy of W. G. Crosby Lives in Long Beach CA | 17 |
| Unraveling History... Battleship OREGON | 20 |
| First Postmarked US Navy Ship Covers | 24 |
| The Joy of Collecting Liberty Passes, Etc. | 26 |
| Auctions | 28 |
| Covers for Sale | 30 |
| Classified Ads | 31 |
| Secretary's Report | 32 |

Feature Cover

USS PENNSYLVANIA (BB 38)



The February Feature Cover is provided by Mel Dick which he purchased from the grandson of Walter G Crosby as he outlines in his article starting on page 17.

Rear Admiral Frank H. Schofield Commander in Chief US Fleet signed USS PENNSYLVANIA 1st Day Fleet Flagship Crosby cover franked w/C11 Air Mail stamp and a Type 3 cancel dated 15 SEP 1931.

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.

Vol. 88 No. 2 February 2021 Whole No. 1047

The **USCS Log** (ISSN 0279-6139), official publication of the Universal Ship Cancellation Society, Inc, is published monthly. Society dues (includes subscription) are \$22.00/year; see page 31 for complete dues schedule. Single copy \$2.00 pp. Payment to Secretary, address below. Periodicals Class postage paid at Fremont, CA and at additional mailing offices.

Advertising rates: *Display/page* - quarter \$35.00; half \$60.00; full \$110.00. *Classified* - 30 words \$6.00, same ad 12 consecutive issues \$60.00; non-members, all rates + 20%, space available; Chapter/member sponsored covers listed for serviced cover or \$1 per entry. SASE to Editor for details/forms. Acceptance of ads does not constitute USCS endorsement of advertiser.

Known Office of Publication: USCS **Log**, Universal Ship Cancellation Society, 747 Shard Court, Fremont CA 94539.

Postmaster—Please send **Form 3579** to:

USCS **Log**, 747 Shard Ct., Fremont CA 94539

Log Submission Deadline: **30 days prior to issue month.**

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From the Editor's Desk

As many of you noticed, the January issue of the **USCS Log** received the holiday mailing slowdown that we frequently experience at the end of each year. I am sorry for the slow mail delivery, but many of us have experienced a slowdown in service for event covers sent to normally reliable post offices in shipbuilding cities over the past year. COVID-19, retirements, lack of fully trained personnel and other events have come into play. As I mention on page 5, two of our members have been able to keep covers being returned from Newport News. The 'Caves' just returned my USS JFK christening covers that I sent to Norfolk over 13 months ago. We are still missing several event covers from San Diego. Nevertheless, when we do get covers back after MIA, it brings a little joy to we who are among the 'locked-down' masses.

I hope your state is having a fairly smooth COVID-19 vaccine rollout. At this time, I have had my first vaccination and get the second on 5 February. Most of our appointments go quickly and if you adept at sniping covers in the last few seconds on eBay, you can usually use the same technique to get a vaccination appointment in Florida. Additionally, our major grocery chain is offering the shots.

Lloyd Ferrell has sent the membership renewal letters to those who are due for 2021 and is getting ready to send second reminders. Please send in your dues as soon as possible. I have included little reminders on various pages in this issue. Please renew—we need your support in 2021.

Another reminder for members is to keep your address and email address current. Each month, I receive around 10 kickbacks when I send the **eLOG** at the end of the month. If you have requested the **eLOG** and don't receive a pdf copy in your email box within a few days after the start of the month, send me a request for another pdf copy to be sent.

I am still looking for a volunteer writer to write about US Coast Guard news, events and history. Let me know if you are interested.

Stay well and safe.

Send for Your Own Covers

USS NIMITZ CARRIER STRIKE GROUP

USS NIMITZ (CVN 68) Deployed 8 June 2020 5th Fleet AOO
 USS PRINCETON (CG 59) 6 June
 USS PHILIPPINE SEA (CG 58)
 USS STERETT (DDG 104) 4 June
 USS RALPH JOHNSON (DDG 114) 9 June 2020

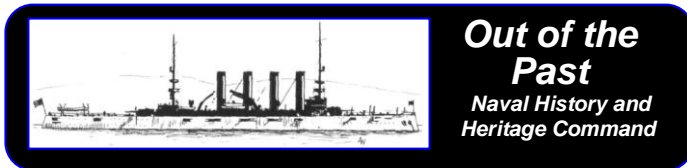
USS THEODORE ROOSEVELT CARRIER STRIKE GROUP

USS THEODORE ROOSEVELT (CVN 71) Deployed 23 Dec 2020
 USS BUNKER HILL (CG 52)
 USS RUSSELL (DDG 59)
 USS JOHN FINN (DDG 113)

**Check out the USCS Fire Sale
 See Page 31**

Recently/Currently Deployed

USCGC STONE (WMSL 758) South Atlantic Deployment
 USS VERMONT (SSN 792) 4th Fleet AOR
 USNS BURLINGTON (T-EPF 10) Deployed 26 Sept. SOUTHCOM
 USS SEAWOLF (SSN 21) 6th Fleet AOR
 USS GREENEVILLE (SSN 772) WESTPAC
 USS WINSTON S. CHURCHILL (DDG 81) Ind Deployment 10 August
 USS MAINE (SSBN 741) Deployed May 2020
 USS GEORGIA (SSGN 729) 5th Fleet AOR
 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) Eastern Atlantic
 USS KEY WEST (SSN 722) WESTPAC



1 February 1800 (Quasi War)

USS CONSTELLATION engages French frigate LA VENGEANCE in a 5-hour battle during the Quasi War. The outmatched French ship surrendered. This was the first victory by an American designed and built warship

6 February 1922 (Inter War)

World powers sign the Washington Naval Treaty providing for limitation of naval armament. The expense of a new naval arms race after WW I was postponed for some years. As a result, the USN built LEXINGTON (CV 2) and SARATOGA (CV 3).

7 February 1914 (Coast Guard)

Pursuant to the Convention for Safety at Sea in London, President Woodrow Wilson directed that the Revenue Cutter Service undertake the task of manning the International Ice Patrol. Henceforth, the Revenue Cutter Service and then the Coast Guard, with brief respites during both World Wars, served in this capacity, a traditional mission still undertaken to this day.

12 February 1935 (Inter War)

USS MACON (ZRS-5) crashes into the sea off Point Sur, Calif., after encountering a storm that tears off her upper fin, effectively ending the Navy's trouble-plagued rigid-airship program. The airship slowly descended to the Pacific after a structural failure leading to 2 deaths.

19 February 1845 (Coast Guard Classic)

Metal buoys were first put into service. They were riveted iron barrels that replaced the older wooden stave construction.

22 February 1974 (Modern)

Lt. J.G. Barbara Ann (Allen) Rainey becomes the first Navy designated female aviator. She later qualified as a jet pilot on the T-39. She was killed in a crash while serving as a flight instructor – 1982.

25 February 1917 (Sugar Revolt)

Marines and a naval landing force from USS CONNECTICUT (BB 18), USS MICHIGAN (BB 27), and USS SOUTH CAROLINA (BB 26) move into Guantanamo City, Cuba to protect American citizens during the sugar revolt.

27 February 1973 (Vietnam)

Operation End Sweep First airborne mine sweep of a live minefield takes place in the waters of North Vietnam. Channels were cleared by mine sweepers and CH-53 helicopters from Navy and Marine units, Task Force 78 was led by USS NEW ORLEANS (LPH 11, TRIPOLI (7) and INCHON (LPH 12)

28 February 1844 (Classic)

An experimental 12-inch gun explodes on board USS PRINCETON, killing Secretary of State (former Secretary of the Navy) Abel P. Upshur, Secretary of the Navy Thomas W. Gilmer, and five other dignitaries and injuring 20 people.

Calendar of Events

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

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

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

? notes a tentative or uncertain date.

signifies a change from previously published date.

POSTPONED Formal Commissioning Ceremonies

? PCU DELAWARE (SSN 791) Commissioning, Wilmington DE

? PCU VERMONT (SSN 792) Commissioning, Groton CT

Spring 2021

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

?? PCU MOBILE LCS 26) Commissioning, Mobile AL

April 2021

17 PCU OAKLAND (LCS 24) Commission, Oakland CA

Thanks to: Bob Lamb for providing the 2021 Anniversary Updates. Thanks to Thad Kaczowski, Mike Brock, & Rich Hoffner for ship event updates.

2021 Ship Anniversaries

40 YEARS – OHIO SSGN 726, 11/11; **35 YEARS** – GERMANTOWN LSD 42, 2/8; NEVADA SSBN 733, 8/16; BUNKER HILL CG 52, 9/20; CHICAGO SSN 721, 9/27; THEODORE ROOSEVELT CVN 71 10/25; **30 YEARS** – COWPENS CG 63, 3/9; RUSHMORE LSD 47, 6/01; GETTYSBURG CG 64, 6/22; ALEXANDRIA SSN 757, 6/29; ARLEIGH BURKE DDG 51, 7/4; KENTUCKY SSBN 737, 7/13; HUE CITY CG 66, 9/14; ASHEVILLE SSN 758, 9/28; PATRIOT MCM 7, 12/13 ; **25 YEARS** – GREENVILLE SSN 772, 2/16; BENFOLD DDG 65, 3/30; CARNEY DDG 64, 4/13; COLE DDG 67, 6/8; OAK HILL LSD 51, 6/8; WYOMING SSBN 742, 7/13; CHEYENNE SSN 773, 9/13; GONZALEZ DDG 66, 10/12; MILIUS DDG 69, 11/23; **20 YEARS** – WINSTON CHURCHILL DDG 81, 3/10; LASSEN DDG82, 4/21; IWO JIMA LHD 7, 6/30; HOWARD, DDG 83; BULKELEY DDG 84, 12/8; **15 YEARS** – FARRAGUT DDG 99, 6/10; TEXAS SSN 775, 9/9; **10 YEARS** – WILLIAM P LAWRENCE DDG 110, 6/4; SPRUANCE DDG 111, 10/1; CALIFORNIA SSN 781, 10/29; **5 YEARS** – MONTGOMERY LCS 8, 9/10; JOHN P MURTHA LPD 26, 10/8; ZUMWALT DDG 1000; 10/15; DETROIT LCS 7, 10/22; ILLINOIS SSN 786 10/29

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

Camarillo CA 93010-1703

POLLODELMAR143@YAHOO.COM

Naval News

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PCU DANIEL INOUYE Sea Trials

An important milestone for General Dynamics Bath Iron Works was set on 16 December as sea trials for the future USS DANIEL INOUYE are underway.

For those who are not experienced in shipbuilding, these sea trials (also called Builders Trials) are when a shipbuilding project truly becomes a ship, and our Navy customer gets to see the ship underway.

Sea trials for DDG 118 carried the additional requirement of utmost importance: to protect all riders against transmission of COVID-19 while on board. This challenge was met with an extensive plan and protocols that mirror the robust safety measures taken in the shipyard every day to keep our employees safe.

DDG 118 is the first BIW ship to head down the Kennebec River in two years.

PCU MOBILE Delivered

The Navy accepted delivery of the future USS MOBILE (LCS 26) during a ceremony at Austal USA on 9 December.

MOBILE is the 23rd littoral combat ship (LCS) and the 13th of the INDEPENDENCE variant to join the fleet. Delivery marks the official transfer of the ship from the shipbuilder, Austal USA, to the Navy. It is the final milestone prior to commissioning, which is planned for spring 2021.

Four additional Independence-variant ships – SAVANNAH (LCS 28), CANBERRA (LCS 30), SANTA BARBARA (LCS 32), and AUGUSTA (LCS 34) – are in various stages of construction at Austal USA, and two more are awaiting the start of construction following LCS 34.

2021 Will be a Busy Year for Shipbuilders

The U.S. Navy will commission seven ships in 2021 and christen another eight, according to data provided by Naval Sea Systems Command.

The guided-missile destroyer fleet will welcome DDG-118, DANIEL INOUYE, named after the late U.S. senator from Hawaii, while the littoral combat ships OAKLAND (LCS 24), MINNEAPOLIS-ST. PAUL (LCS 21) and MOBILE (LCS 26) are expected to join the LCS community.

The expeditionary mobile base MIGUEL KEITH (T-ESB 5) will be commissioned, named in honor of the late Marine Corps lance corporal who received a posthumous Medal of Honor for heroism during the Vietnam War.

Undersea, the fast-attack submarines OREGON (SSN 793) and MONTANA (SSN 794) will also enter the fleet, according to NAVSEA.

Scheduled for christening in 2021 are three destroyers, LENA H. SUTCLIFFE HIGBEE (DDG 123), CARL M. LEVIN (DDG 120) and JACK LUCAS (DDG 125).

The expeditionary fast transport APALACHICOLA (EPF 13) and the amphibious transport dock FORT LAUDERDALE (LPD 28) will also be commissioned.

Replenishment oilers JOHN LEWIS (T-AO 205) and HARVEY V. MILK (T-AO 206) will also be christened, as will the fast-attack sub PCU HYMAN R. RICKOVER (SSN 795).

PCU JEREMIAH DENTON (DDG 129) Start Fabrication

Ingalls Shipbuilding division officially started fabrication of the ARLEIGH BURKE-class (DDG 51) destroyer JEREMIAH DENTON (DDG 129) 7 January 2021. The start of fabrication signifies the first 100 tons of steel have been cut.

The destroyer's name honors former U.S. Sen. Jeremiah Denton, a Vietnam War veteran who was awarded the Navy Cross for his heroism while a prisoner of war. After graduating from the U.S. Naval Academy in 1946, Denton went on to serve in the Navy for 34 years as a test pilot, flight instructor and squadron leader. Following decades of military service, Denton was elected to the Senate in 1980 where he represented the state of Alabama for six years.

USNS JOHN LEWIS (T-AO 205) Launched

NASSCO, San Diego, launched the future USNS JOHN LEWIS (T-AO-205) on 12 January 2021. The oiler is the lead ship in the JOHN LEWIS-class of fleet oilers.

The 742-foot long vessel is designed to transfer fuel to US Navy carrier strike group ships operating at sea. The oilers will feature the capacity to carry 157,000 barrels of oil, a significant dry cargo capacity, aviation capability, and up to a speed of 20 knots.

In 2016, General Dynamics NASSCO was awarded the contract by the U.S. Navy for the detailed design and construction of the next generation of fleet oilers, JOHN LEWIS-class (T-AO 205), previously known as the TAO(X). This contract is for the construction of six ships.

The christening of the future USNS JOHN LEWIS will be celebrated later in 2021 with the ship's sponsor following a tradition of breaking a champagne bottle on the ship's hull. SECNAV Names Future Vessels while aboard Historic Navy Ship

Secretary of the Navy Names More Ships

Secretary of the Navy Kenneth J. Braithwaite announced 15 January 2021 that the Navy will name three future vessels after ships steeped in naval history and two others after a Medal of Honor recipient and a Native American tribe.

The future ships will bear the names and hull numbers:

USS CHESAPEAKE (FFG 64)
USS SILVERSIDES (SSN 807)
USS PITTSBURGH (LPD 31)
USNS LENNI LENAPE (T-ATS 9)
USS ROBERT E. SIMANEK (ESB 7)

Also on 15 January, SECNAV announced that a future U.S. Navy NAVAJO-class towing, salvage, and rescue ship will be named USNS MUSCOGEE CREEK NATION (T-ATS 10) to honor the self-governed Native American tribe located in Okmulgee, Oklahoma.

President's Message

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 Ormond Beach FL 32174-5331
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I want to thank **Leonhard Venne** and **Darrell Millner** for assisting the clerks in the Newport News US Post Office by cancelling the covers for SSN-770; SSN-785; SSN-794 and CVN-74. They worked for 2 1/2 Hours to get all mail cancelled. Many covers had 3 to 4 stamps on them and some with up to 10 stamps. USCS friends should know that with one stamp on it they get the best clear cancel. They recommend having only one stamp on the covers they want pictorial cancels on. Personnel shortages continue at many USPS offices and we are fortunate that local USCS members can build a rapport to assist keeping the flow of covers coming.

About 650 members were mailed their renewal notices for this year. The day before Thanksgiving, USCS Treasurer, **Lloyd Ferrell** mailed them out to members. All of them had philatelic postage on them this year, thanks to USCS member **Gerald Myers** of Oak Harbor, Washington. Last spring, he donated more than \$300 face value of postage, mostly sheets with values of 32-37 cents, and that really worked well for the membership drive. **Thank you, Mr. Myers.**

If you look over at page 4, you will see that 2021 will have a multitude of shipbuilding events for members to send their covers for postmarks in the shipbuilding cities. You January *USCS Log* listed the USPS post office addresses. Also, you can keep track of approved pictorial cancellations by going to the online Postal Bulletin. The most recent link is: [Postal Bulletin 22563. January 14, 2021. 2021 Mailing Promotions: Mail Plus Digital is a Winning Combination \(usps.com\)](#)

For information on the specific ships listed on Page 4, **Greg Ciesielski** has all of that data updated in the USCS Naval Cover Museum.

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

I do hope you are able to get the COVID-19 vaccination in your area of the country, if you want it. With increasing availability, I hope to get back to conventions, shows, dealers' bourses and exhibiting by mid-2021.

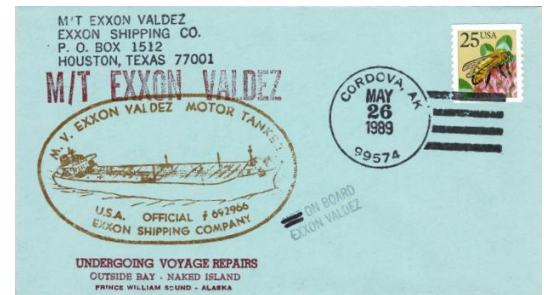
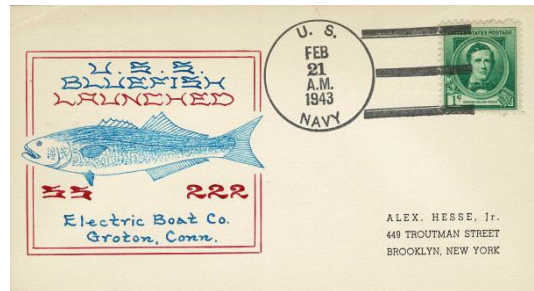
Stay safe.

S.A.S.E.

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

USCS Auctions – take a look!

USS BLUEFISH (SS 222) Launched Gow Ng cachet
 M/T EXXON VALDEZ Ship's cachet



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

Whatever Your Direction

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Membership Dues

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Last month I promised an update on how the membership renewals were progressing, and for the first time I have some actual data. In early December, some 650 notices were mailed out, and as I write this, nearly 300 have responded. That's actually quite good for the first month, and more are coming in every day. For those who have not responded by early February, a follow-up notice will be going out.

The membership year for USCS runs from April 1 to March 31 of the following year. However, because of printing deadlines, we'll need to have your payment no later than March 1 to insure you get the *Log* for April 2021. So, to continue your membership, **please** take care of the renewal invoice right away if you've not already done so. If you haven't gotten a renewal notice, it means you're already paid up, but if you're uncertain of your status, send **Steve Shay** a quick email and he'll check for you.

When renewals come in, sometimes notes are included, and it's always interesting to hear from members. **James Willoughby** and **Phil Schreiber** even enclosed a cachet they had each done—very nice work, thank you.

Many of the renewals I received also included something extra as a donation, which is much appreciated. All donations made to USCS are tax deductible because of our 501(c)3 status, and I'd like to thank the following members for the donation they made: **Michael Piscetelli, Pete Peters, Charles Munson, H. Collyer Church, Laurence R. Fusselman, Richard Keiser, David A. Kent, Robert F. Schlegel Jr., Douglas R. Lillienberg, Robert L. Kirkland, Richard Gilbert, Roger Alsop, Mike Lundy, Lawrence Nolan, John Puzine, Philip S. Britton, Foster Miller, Alan Bassett, Dennis Rich, Daniel Goodwin, Kirsten Stephens, Pete Dillon, James T. Jordan, Joseph Dole, Steve Brandt, Alfred J. Kuntz, Dennis Lutz, David Willig, Charles Corbin, Gregory B. Jacobs, Steve Shay, Ryan McMinn, Albert A. Laville III, Clark L. Miller, Joe Morper, David Lorms, and Kenneth L. Davis.**

Also, **Arthur Cole, David Wells, Joseph DiMarco, Alan Warren, Jerry Foote, Peter Vroliks, Adam W. Sopko, Richard Hoffner Sr., Jay S. Smith, Richard B. Carithers, David L. Shields, Robert J. Konowicz, Julio Pestalardo, Marc D'Angelo, David Kloha, John M. Brenner, Robert Hudson, John Demetrius, Robert C. Clark, Patricia Perrella, Ellen Richardson, Duane Wilson, John J. Tarpey Jr., Philip Sager, Gurley N. Sellers, William J. Hollyday, Clifton Demartini, Michael Foley, Charles Bogart, Sam Stratton, Joseph R. Stienberg, Joe**

Sypek, David Scanlon, Dan Walters, Ike J. Vlieland, Peter M. German, and Earle Long.

There were also especially generous donations from: **Tommy Stewart, William Lykes, Joseph W. Myles, Michael E. Brophy, Scott Logan, John Hutchinson, Kenneth Pearson, John Beirne, Keith Brown Reccius, Neilson Wood Jr., Preston Pierce, W. Douglas Fox, Howard Frisch, Ernest Young, William W. Focht, Alice L. Fitzgerald, and Bill Payden.**

Besides cash, cover donations have been received recently from **Joseph Connolly**, Orange CT, and **Pete Peters**, Onalaska, WA. Thank you, everyone.



When renewals come in, there are always lots of interesting stamps!! My wife is not a serious collector, but enjoys looking through them and does save a few. The rest are mostly given away.

USCS Reference Collections No.1 and No.2

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

The flash drives are available at these prices:

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

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

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

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**USCS Treasurer
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 Aloha OR 97007**

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U.S. Ships Named for Naval Aviators

USS DONNELL (DE 56/IX 182)

Jake Wilhelm (12,411)

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Armed with the name of an aviator who flew against the odds, BUCKLEY-class destroyer escort USS DONNELL (DE 56/IX 182) would go on to have an unusual but crucial career.

Earl Roe Donnell

Born 3 September 1918 in Temple, Texas, Donnell joined the Navy Reserves 24 August 1940 and was appointed air cadet 6 December. A year and a day later, he was in Pearl Harbor as part of ENTERPRISE (CV 6) scouting squadron. After switching to torpedo bomber duties, he took part in the earliest naval battles of the Pacific War. 6 February 1942, Donnell flew his bomber against scathing Japanese fighter and anti-aircraft fire to bomb an airfield at Roi Namur, Marshall Islands. He dropped his wing bombs successfully, but sprinted away with a fighter on his tail. Machine-gun fire sliced away Donnell's starboard wing, sending him and rear seat gunner AMM2c Alton John Travis to their deaths.



Air Cadet Earl Roe Donnell

Donnell's namesake ship began life as a BUCKLEY-class destroyer. The keel of USS DONNELL (DE 56) was laid 27 November 1942 at Bethlehem Steel Shipyard, Hingham, Massachusetts. She launched 13 March 1943, sponsored by Donnell's mother. She commissioned 26 June and was soon escorting convoys. Over 1943 and into early 1944, she shepherded four convoys to England in preparation for the European invasion – an invasion in which she would play an unplanned part.

USS

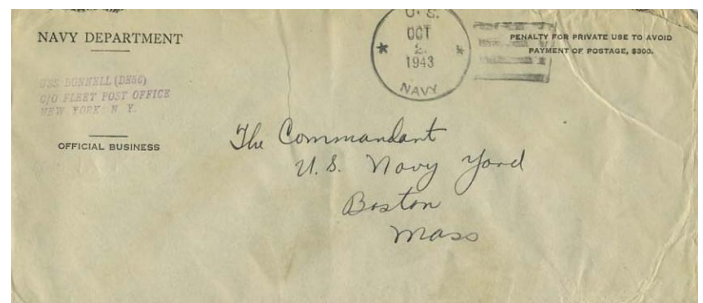


DONNELL (DE 56/IX 182)

On 5 May 1944, DONNELL attacked U-473 at the same moment the German sub launched a retaliatory torpedo. The torpedo struck DONNELL'S stern, igniting her depth

charges, killing 29 and injuring 28. The crippled destroyer was towed to Scotland, where repairs were determined too costly. On 20 June 1944, she went to Northern Ireland to await further duty. Then, someone realized DONNELL'S large turbine-electric generator remained operational – and Allies needed emergency power generation stations at captured French ports. Converted to an electric supply barge, DONNELL was reclassified IX 182 on 15 July 1944. Towed to Cherbourg, France as more of an experiment than anything, she did such a good job bringing electricity to the port that several other destroyers were converted to power-supply units; though much less drastically.

In February 1945, DONNELL returned to England, serving as barracks ship in Plymouth and Portland. Towed to the US later in '45, she decommissioned 23 October 1945.



Penalty cover with USS DONNELL corner card Locy Type 2z*



Locy 2z; corner card still refers to ship as DE 56, but DONNELL had been reclassified about two weeks prior.

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

DONNELL examples will be Locy 2z* verified by reading the corner card of a cover. Her LDPS (7 June 1945) Locy 2z* is rated in the USCS postmark scarcity index as C for scarce.

Images USCS Naval Cover Museum and NavSource.com



For Beginning Members

Long John Silver, Ship's Cook

What's a Cachet?

It is a design printed, stamped or drawn on the left side of an envelope to commemorate an event, holiday, or to associate the cover to a ship.

There is no definition that mentions add-on cachet but today, it is becoming a new fad especially on covers posted before World War II. Several USCS members have been adding cachets or photos of the ship, while a German collector (Wolfgang Hechler) have been designing one of kind cachets, using pre-war cachet of the past. You may see some by visiting the USCS on Facebook.com

A survey of covers with add-on cachets is not new to some collectors and I have selected the following:



Figure 1: Printed thermograph 3LK/ text cachet documents USS RIZAL (DM 11) to CGM Walter Crosby, posted on 18 SEP 1931 & wording LAST DAY/ SERVICE in the killers. Reverses m.c. Long Beach CA 22 SEP 1931

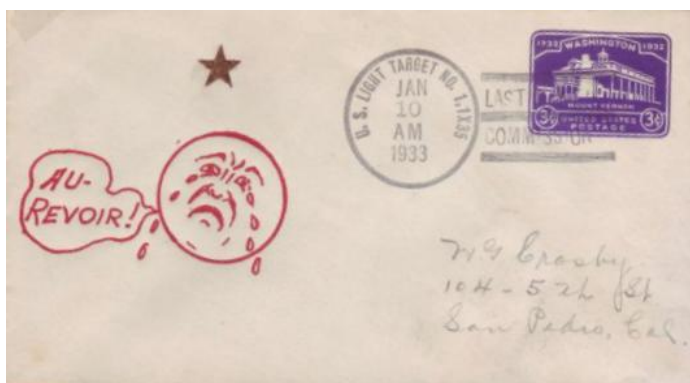


Figure 2: Printed thermograph "Au Revoir" cachet documents destroyer, USS STODDERT (302) last day as Light Target No. 1 (IX 35) on 10 JAN 1933 w/ wording LAST DAY IN/COMMISSION in the killers.

It should be noted that thermographic printing first appeared in June 1935. Walter Crosby printed thermo-cachet envelopes for the California-Pacific Int'l Exposition where 114 warships and 400 military planes attended the "Fleet Festa" in San Diego. During the summer months, sailors and marines visited Balboa Park while the citizens of San Diego got to visit the ships.

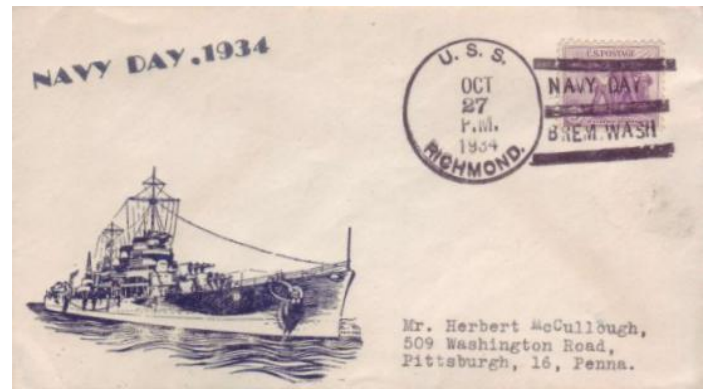


Figure 3: Printed thermograph "10,000 ton" cruiser & SLK/ NAVY DAY, 1934 added to McCullough cover, posted aboard USS RICHMOND on 27 OCT 1934, while latter was at Bremerton, WA for Navy Day.



Figure 4: Reverse has evidence that Glenn Dye, a fingerprint & Grey Cover Service corner card provided the add-on cachet sometime after the end of World War II.

On the east coast, Alex Hesse, a Brooklyn printer produced thermograph cachets using "Flexo" embossing powder to raise the printing on covers, posted aboard destroyer USS AYLWIN on 12 SEP 1935 at the Navy Yard, Philadelphia. Hesse and fellow cover collector, Robert Walton started the ANCS' Argonaut Crew that produced event covers for the Nation's submarine force.

You might want to visit the Naval Cover Museum and view the different cachets done by those great cachet directors of bye-gone days.

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

West Coast Navy News

Ted Minter (9017)

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USS TOPEKA Changes Homeports

Pearl Harbor became home to another fast-attack submarine as the USS TOPEKA (SSN 754) changed her homeport to Hawaii on 15 December.

The boat, formerly homeported in Guam since 2015, became the 10th LOS ANGELES-class submarine to be stationed at Joint Base Pearl Harbor-Hickam. TOPEKA is assigned to Submarine Squadron 7.

The sub is slated to soon go into Pearl Harbor Naval Shipyard for regularly scheduled major maintenance for upgrades and repairs, the Navy said.

Since 2015, the submarine deployed four times, participated in 14 exercises and earned the service's Engineering Efficiency Award each year, the Navy said.

TOPEKA returned from her last deployment, in the Western Pacific, on Oct. 24.

USS THEODORE ROOSEVELT CSG Deploys

USS THEODORE ROOSEVELT (CVN 71), her escorts and her embarked air wing began its second deployment in a year on 23 December.

The deployment of the TR Carrier Strike Group began at the completion of a sustainment exercise that began shortly after the carrier left San Diego earlier in December.

The deployment is the second for the strike group this year. THEODORE ROOSEVELT deployed from January to July in a deployment that was marred by a COVID-19 outbreak that infected more than 1,200 of the 4,800 sailors assigned to the carrier and killed one.

The TR CSG is deploying with two escorts from the earlier 2020 deployment – guided-missile cruiser USS BUNKER HILL (CG 52) and guided-missile destroyer USS RUSSELL (DDG 59) as part of Destroyer Squadron 23. The CSG will also include the destroyer USS JOHN FINN (DDG 113).

Carrier Air Wing 11

Carrier Air Wing (CVW) 11, based at Naval Air Station Lemoore, Calif., is embarked aboard THEODORE ROOSEVELT and includes a total of nine squadrons and detachments:

The “Tomcatters” of VFA-31 – Strike Fighter Squadron (VFA) – from Naval Air Station Oceana, VA.

The “Golden Warriors” of VFA-87 from Naval Air Station Oceana, VA.

The “Blue Diamonds” of VFA-146 from Naval Air Station Lemoore, CA.

The “Black Knights” of VFA-154 from Naval Air Station Lemoore – CA.

The “Gray Wolves” of VAQ-142 – Electronic Attack Squadron (VAQ)–from Naval Air Station Whidbey Island–WA.

The “Liberty Bells” of VAW-115 – Carrier Airborne Early Warning Squadron (VAW) – from Naval Air Station Point Mugu, CA.

The “Providers” of VRC-30 – Detachment – Fleet Logistics Support Squadron (VRC) – from Naval Air Station North Island, CA.

The “Eight Ballers” of HSC-8 – Helicopter Sea Combat Squadron (HSC) – from Naval Air Station North Island, CA.

The “Wolf Pack” of HSM-75 – Helicopter Maritime Strike Squadron (HSM) – from Naval Air Station North Island, CA.

Puget Sound Naval Shipyard

The drydocks of the Puget Sound Naval Shipyard will be bustling in 2021, with nuclear submarine overhauls, retirements and another major aircraft carrier maintenance project slated to start.

USS THEODORE ROOSEVELT will switch homeports and sail for Bremerton from San Diego in the summer. The carrier will remain here until 2022, the shipyard projects.

The Bangor-based USS LOUISIANA (SSBN 743) should finish her nuclear refueling this year, and the USS MICHIGAN (SSGN 727) is also in line to undock following maintenance.

Even before TR arrives at Sinclair Inlet and fills dry dock 6, The former USS KITTY HAWK (CV 63), mothballed in Bremerton since its decommissioning in 2009, will spend 2 1/2 months in the dock to clear away “biofouling” — the microorganisms, algae and marine life that build up on ships below the waterline over time.

The Bremerton-based USS NIMITZ (CVN 68), when she returns from deployment, will also receive maintenance, although she will not be drydocked.

A number of submarine inactivation and recycling projects will continue. Of particular interest in Kitsap is the continued inactivation of USS BREMERTON (SSN 698) in the shipyard's 1896-built dry dock 1. The local chapter of the Navy League has been hoping to capture the 1981-commissioned BREMERTON's sail for use as a monument in town. USS LOUISVILLE (SSN 724), USS OLYMPIA (SSN 717) began the inactivation process in Dry Dock 5 9 July 2020. The process is expected to be complete in spring. The shipyard expects to perform an additional inactivation on USS JACKSONVILLE (SSN 699) in the dock starting in the summer.

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)
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Newport News VA 23606



USS GEORGIA Operates in 5th Fleet AOR

MANAMA, Bahrain

USS GEORGIA (SSGN 729) along with the guided-missile cruisers USS PORT ROYAL (CG 73) and USS PHILIPPINE SEA (CG 58) transited the Strait of Hormuz entering the Arabian Gulf, 21 December.

USS KEARSARGE Completes Yard Period

USS KEARSARGE (LHD 3) departed Naval Station Norfolk to complete contractor sea trials 15 December. She entered a maintenance availability after returning from a seven-month deployment to the U.S. 5th and U.S. 6th Fleet areas of operations in July 2019.

Upon the successful completion of sea trials, she will enter a brief maintenance availability. Then work begins to certify the ship for operations.

USS DWIGHT D. EISENHOWER CSG Starts COMPTUEX

CSG Carrier USS DWIGHT D. EISENHOWER (CVN-69) left Naval Station Norfolk, Va., 12 January for a training exercise ahead of a deployment.

The carrier and her escorts are expected to complete a composite training unit exercise (COMPTUEX) off the East Coast ahead of a deployment – likely to the Middle East to relieve the NIMITZ carrier strike group.

The start of the deployment is the second within a year for the carrier. Last month, the THEODORE ROOSEVELT Carrier Strike Group left San Diego for her own second deployment within a year. However, EISENHOWER will deploy under the leadership of a different CSG and a new set of escorts.

Carrier Air Wing 3 will deploy in EISENHOWER, along with Destroyer Squadron 22 all part of Carrier Strike Group 2. On its last deployment, Eisenhower deployed with DESRON 28, and CVW 3 as part of CSG 10.

Deploying with Eisenhower are USS MONTEREY (CG 61) and USS VELLA GULF (CG 72). Norfolk-based guided-missile destroyers USS MAHAN (DDG 72), USS MITSCHER (DDG 57) and USS LABOON (DDG 58), and Mayport, FL-based USS THOMAS HUDNER (DDG 116) will also deploy. Only VELLA GULF had deployed with EISENHOWER last year.

Carrier Air Wing 3

Carrier Air Wing 3, based at Naval Air Station Oceana, VA., is embarked aboard IKE and includes a total of nine squadrons and detachments:

The “Fighting Swordsmen” of VFA-32 – Strike Fighter Squadron (VFA) – from Naval Air Station Oceana, VA.

The “Gunslingers” of VFA-105 from Naval Air Station Oceana, VA.

The “Wildcats” of VFA-131 from Naval Air Station Oceana, VA.

The “Rampagers” of VFA-83 from Naval Air Station Oceana, VA.

The “Zappers” of VAQ-130 – Electronic Attack Squadron (VAQ) – from Naval Air Station Whidbey Island – WA.

The “Screwtops” of VAW-123 – Carrier Airborne Early Warning Squadron (VAW) – from Naval Station Norfolk, VA.

The “Rawhides” of VRC-40 – Detachment – Fleet Logistics Support Squadron (VRC) – from Naval Station Norfolk, VA.

The “Dusty Dogs” of HSC-7 – Helicopter Sea Combat Squadron (HSC) – from Naval Station Norfolk, VA.

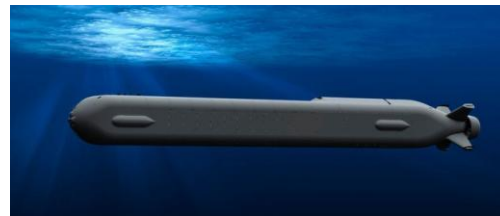
The “Swamp Foxes” of HSM-74 – Helicopter Maritime Strike Squadron (HSM) – from Naval Air Station Jacksonville, FL.

Unmanned Systems Center of Excellence

Workers in Huntington Ingalls Industries’ new Hampton drone facility will assemble hull structures for the Navy’s new ORCA unmanned submarine.

Known formally as an “extra large unmanned undersea vehicle,” the ORCA will be a 51-foot-long vessel, which can operate on its own for up to 6,500 nautical miles, independently of any mother ship.

Boeing Co. won the overall contract to build five ORCA vessels. Planned uses are to clear mines, as well as for anti-submarine warfare, anti-surface warfare, electronic warfare and strike missions,



A concept drawing of the ORCA unmanned submarine. (Boeing Co. image)

Over the past year, HII has acquired two companies that make unmanned vessels — a technology that the Navy says will be increasingly important in the decades to come.

Last month, the Department of Defense released a long-term shipbuilding plan that called for 119 unmanned surface ships and 24 unmanned submarines by fiscal year 2045.

Italian Navy CAVOUR aircraft carrier at NAVSTA NORVA

The Italian Navy CAVOUR aircraft carrier is about to start qualification with the new F-35B, the STOVL variant, of the Lightning II jet. The flagship of the Marina Militare (Italian Navy) is set to reach Naval Station Norfolk in mid-February to start F-35B qualifications with the U.S. Marine Corps for about six weeks.

The carrier, that will be deployed in the United States for ‘Ready for Operation Campaign’ that plans to achieve qualification and to conduct joint and combined maritime operations by embarking F-35 Bravo air assets.

CAVOUR has just completed maintenance and modernization works required to accommodate and operate the F-35B Lightning II aircraft

Regards,

Darrell

Out of the Past: Operation End Sweep (Vietnam)

*Bob Lamb (11,832)
hbss151@yahoo.com*

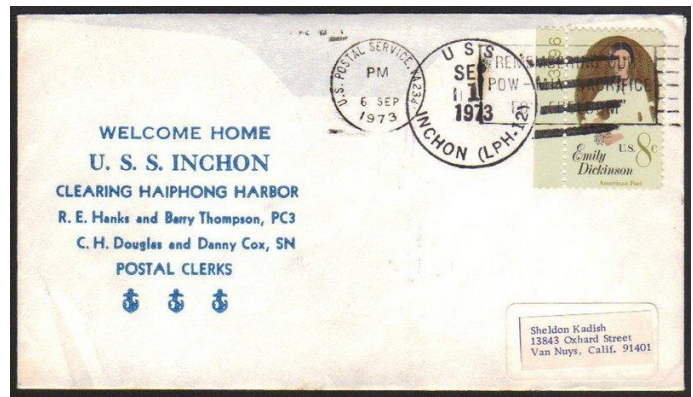
The goal was to close North Vietnamese harbors to ship traffic. An airborne assault, Operation Pocket Money started on 8 May 1971 and was directed to mine Haiphong and other harbors. After a semi-final peace had been established, the United States was required under terms of the 1907 Hague Convention to remove thousands of magnetic and acoustical mines. Most were timed to self-deactivate.

US Navy mine sweeping resources were low and new techniques were called for. The Navy had started working with airborne mine countermeasures in July of 1972. Naval and Marine squadrons of CH-53's were gathered for training at Charleston, South Carolina. The marine pilots were unfamiliar with the heavy air-towed Mark 105 hydrofoil sleds and another solution was needed. A buoyant and magnetized 33-foot iron pipe was built. Painted orange the Magnetic Orange Pipe (MOP) was easy to deploy and tow. Often towed in groups of 3, noisemakers were also attached. Task Force 78 was formed with ten MSO's and USS WASHTENAW COUNTY (MSS 2/ Ex-LST 1166) plus ships added later. The LST was pumped full of polyurethane for buoyancy and with a volunteer crew of 6 was sent out to make sure "cleared" areas were really safe by sailing up and down channels.

Mine sweeping began 6 February 1973 as a flotilla of ships arrived including USS NEW ORLEANS (LPH 11), TRIPOLI (LPH 10) and INCHON (LPH 12). Operations were start and stop due to complications with the Peace Talks. Officially, only one mine was detonated during the operation on 9 March 1973. US Forces also trained South Vietnamese troops and mine sweeping gear was delivered to the North. Final sweeps were done on July 5th and Vietnamese Operation End Sweep was ended on 27 July. Two helicopters were lost. The entire operation was deemed successful but the monetary cost was great. The Navy also benefitted from initially knowing what types of mines were used, approximate locations and the self-sterilization of so many.



USS NEW ORLEANS (LPH 11) in Haiphong Harbor



https://www.navalcovermuseum.org/wiki/File:GregCiesielski_Inchon_LPH12_19730901_1_Front.jpg



MACON ZRS 5 Cachets Added to Naval Cover Museum

Recently added to the Naval Cover Museum is a series of scans contributed to Mike Evelhoch. The scans are of a Cachetmaker Logbook showing the cachet, postmark date, number of covers made and other information or markings.

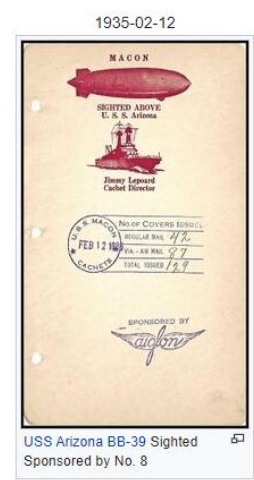
The scans are identified by cachet sponsor codes which include:

- Oakland/Alameda Chamber of Commerce (No. 1)
- National AIGLON Society (No. 2)
- Clyde Welch (No. 3)
- Francis H. James (No. 4)
- L. F. Christopherson (No. 5)
- San Jose (S.J.) Evening News (No. 6)
- R. S. Ewing (No. 7)
- C. J. (Jimmy) Leopard (No. 8)
- Richard Dumonte (No. 9)

[Cachet Category MACON ZRS 5 Page 3 - NavalCoverMuseum](#)



Sample scans



"Spy Trip" on US Fleet Sponsored by No. 3

USS Arizona BB-39 Sighted Sponsored by No. 8

POLARSTERN and the Big Drift

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Denny.gill@gmail.com



By now we've become accustomed to the restrictions placed upon us in the last several months by Covid-19 to avoid contracting the sometimes fatal virus. Hands washed? Check. Mask in place? Check. Socially distant? Check. Remaining onboard a research ship locked in the Arctic Ocean ice for nearly a year? Ch...wait, what?

When the German-built and operated RV POLARSTERN departed Tromso, Norway, on 20 September 2019, the Covid-19 virus was unknown, as the world faced other pressing issues that, in retrospect, now seem far less threatening. On board the state-of-the-art research/icebreaker ship were scientists from several nations, in addition to a crew of 44. Heading directly north toward the North Pole and the approaching winter and 150 days of total darkness, POLARSTERN allowed herself to become trapped in the sea ice on 4 October. The natural force of the drifting ice determined the ship's course.



POLARSTERN Photo - The ship in Arctic ice while scientists conduct research nearby.

The purpose of this expedition? To "...study the Arctic Ocean and its impact on global climate change," according to the Multidisciplinary Drifting Observatory for the Study of Arctic Climate (MOSAIC), the directing agency of the expedition. Total cost for the 14-month expedition reached nearly Euro 200 million (U.S. dollars: \$234 million) and was borne mostly by Germany. Scientists aboard the ship conducted various measurements and, via aircraft flown from land bases, established monitoring sites up to 35nm from the ship. The ice was continuously measured, as were sea temperatures and meteorological data. On average, POLARSTERN drifted nearly 4 nautical miles each 24-hour period. Four icebreakers (from Russia, China and Sweden) made their way to POLARSTERN at various times during the voyage, bringing fuel and supplies and swapping out the scientists and researchers aboard. In total, 442 people from 17 countries conducted on-board research, rotating in

roughly 3-month stints; additionally, up to 300 personnel in 20 countries received data and measurements from the ship.

In March 2020, the ship broke from the pack ice temporarily and docked in Spitsbergen to effect a crew change. Scientists have termed the data collected from the 389-day expedition "priceless," adding immeasurably to enhancing climate change models to better predict future patterns.

Finally, in September 2020, the last of the ice holding POLARSTERN fast melted away as the ship was being pushed south with the currents and the mission was at an end. The ship returned to her homeport of Bremerhaven, Germany, on 12 October 2020, having completed a 389-day voyage.



POLARSTERN Cover - This pictorial postmark marks the ship's return to her Bremerhaven, Germany, homeport after her 2019/2020 research mission. (Author's collection)



POLARSTERN returning to her Bremerhaven homeport on 12 October 2020.

Sources:

<https://www.awi.de/expedition/schiffe/polarstern.html>
<https://framsenteret.no/forum/2020/drifting-with-ice-from-the-schooner-fram-to-ultramodern-rv-polarstern/>
<https://www.awi.de/im-fokus/mosaic-expedition/interview-mit-polarstern-kapitaen-thomas-wunderlich.html>
<https://www.awi.de/ueber-uns/service/presse-detailansicht/presse/finale-einer-jahrhundertexpedition.html>
<https://gcaptain.com/ship-adrift-in-arctic-ice/>

List of Military Sealift Command Ships With Unit and Box Numbers FPO Mailing Addresses

The following is an alphabetical list of Military Sealift Command ships with their mailing addresses. Ships that are named for individuals are listed by the first name of the individual or their rank if it is part of the ship's name. MSC ships often move from active to stand-by status during the year. These ships are on the 1 November 2020 Standard Naval Distribution List (SNDL).

* FPO upon delivery

| | | | | | |
|---|---|---------------------------------|--|--|------------|
| | -1ST/2ND LT- | | | | |
| USNS 1 ST LT BALDOMERO LOPEZ (T-AK 3010) | | UNIT 100466 BOX 1 FPO AP 96671 | | USNS JOHN ERICSSON (T-AO 194) | -J- |
| USNS 1 ST LT JACK LUMMUS (T-AK 3011) | | UNIT 100467 BOX 1 FPO AP 96671 | | USNS JOHN GLENN (ESD 2) | |
| USNS 2 ND LT JOHN P. BOBO (T-AK 3008) | | UNIT 100426 BOX 1 FPO AP 96661 | | USNS JOHN LENTHALL (T-AO 189) | |
| | | | | USNS JOHN LEWIS (T-AO 205) | |
| | | | | USNS JOSHUA HUMPHREYS (T-AO 188) | |
| | -A- | | | USNS KANAWHA (T-AO 196) | -K- |
| USNS ABLE (T-AGOS 20) | | UNIT 100419 BOX 1 FPO AP 96660 | | | |
| USNS ALAN SHEPARD (T-AKE 3) | | UNIT 100494 BOX 1 FPO AP 96678 | | USNS LARAMIE (T-AO 203) | -L- |
| USNS ALGOL (T-AKR 287) | | UNIT 100412 BOX 1 FPO AA 34090 | | USNS LCPL ROY M WHEAT (T-AK 3016) | |
| USNS AMELIA EARHART (T-AKE 6) | | UNIT 100453 BOX 1 FPO AP 96664 | | USNS LEROY GRUMMAN (T-AO 195) | |
| USNS APACHE (T-ATF 172) | | UNIT 100353 BOX 1 FPO AE 09564 | | USNS LEWIS & CLARK (T-AKE 1) | |
| USNS ARCTIC (T-AOE 8) | | UNIT 100354 BOX 1 FPO AE 09564 | | USNS LOYAL (T-AGOS 22) | |
| | -B- | | | | -M- |
| USNS BENAVIDEZ (T-AKR) 306 | | UNIT 100355 BOX 1 FPO AE 09565 | | USNS MAJ STEPHEN W PLESS (T-AK 3007) | |
| USNS BIG HORN (T-AO 198) | | UNIT 100356 BOX 1 FPO AE 09565 | | USNS MARY SEARS (T-AGS 65) | |
| USNS BOB HOPE (T-AKR 300) | | UNIT 100374 BOX 1 FPO AE 09573 | | USNS MATTHEW PERRY (T-AKE 9) | |
| USNS BOWDITCH (T-AGS 62) | | UNIT 100421 BOX 1 FPO AP 96661 | | USNS MAURY (T-AGS 66) | |
| USNS BRITTIN (T-AKR 305) | | UNIT 100423 BOX 1 FPO AP 96661 | | USNS MEDGAR EVERS (T-AKE 13) | |
| USNS BRUCE C HEEZEN (T-AGS 64) | | UNIT 100459 BOX 1 FPO AP 96667 | | USNS MENDONCA (T-AKR 303) | |
| USNS BRUNSWICK (T-EPF 6) | | UNIT 100106 BOX 1 FPO AE 09591 | | USNS MERCY (T-AH 19) | |
| USNS BURLINGTON (T-EPF 10) | | UNIT 100522 BOX 1 FPO AE 09595 | | USNS MILLINOCKET (T-EPF 3) | |
| | -C- | | | USNS MONTFORD POINT (ESD 1) | |
| USNS CARL BRASHEAR (T-AKE 7) | | UNIT 100204 BOX 1 FPO AP 96661 | | USNS MV EDWARD A CARTER JR (T-AK 4544) | |
| USNS CARSON CITY (T-EPF 7) | | UNIT 100352 BOX 1 FPO AE 09583 | | | -P- |
| USNS CATAWBA (T-ATF 168) | | UNIT 100521 BOX 1 FPO AP 96662 | | USNS PATHFINDER (T-AGS 60) | |
| USNS CESAR CHEVAZ (T-AKE 14) | | UNIT 100428 BOX 1 FPO AP 96662 | | USNS PATUXENT (T-AO 201) | |
| USNS CHARLES DREW (T-AKE 10) | | UNIT 100448 BOX 1 FPO AP 96663 | | USNS PECOS (T-AO 197) | |
| USNS CHARLTON (T-AKR 314) | | UNIT 100431 BOX 1 FPO AP 96662 | | USNS PFC DEWAYNE T WILLIAMS (T-AK3009) | |
| USNS CHOCTAW COUNTY (T-EPF 2) | | UNIT 100360 BOX 1 FPO AE 09566 | | USNS PILILAAU (T-AKR 304) | |
| USNS CITY OF BISMARCK (T-EPF 9) | | UNIT 100430 UNIT 1 FPO AA 34088 | | USNS POMEROY (T-AKR 316) | |
| USNS COMFORT (T-AH 20) | | UNIT 100362 BOX 1 FPO AE 09566 | | USNS PRC EUGENE A OBREGON (T-AK 3006) | |
| | -D- | | | | -R- |
| USNS DAHL (T-AKR 312) | | UNIT 100447 BOX 1 FPO AP 96663 | | USNS RAPPAHANNOCK (T-AO 204) | |
| | -E- | | | USNS RED CLOUD (T-AKR 313) | |
| USNS EFFECTIVE (T-AGOS 21) | | UNIT 100450 BOX 1 FPO AP 96664 | | USNS RICHARD E. BYRD (T-AKE 4) | |
| | -F- | | | USNS ROBERT E. PEARY (T-AKE 5) | |
| USNS FALL RIVER (T-EPF 4) | | UNIT 100140 BOX 1 FPO AE 09569 | | | -S- |
| USNS FISHER (T-AKR 301) | | UNIT 100367 BOX 1 FPO AE 09569 | | USNS SACAGAWEA (T-AKE 2) | |
| | -G- | | | USNS SALVOR (T-ARS-52) | |
| USNS GILLILAND (T-AKR 298) | | UNIT 100370 BOX 1 FPO AE 09570 | | USNS SEAY (T-AKR 302) | |
| USNS GORDON (T-AKR 296) | | UNIT 100368 BOX 1 FPO AE 09570 | | USNS SGT MATEJ KOCAK (T-AK 3005) | |
| USNS GRASP (T-ARS 51) | | UNIT 100372 BOX 1 FPO AE 09570 | | USNS SGT WILLIAM R BUTTON (T-AK 3012) | |
| USNS GUADALUPE (T-AO 200) | | UNIT 100458 BOX 1 FPO AP 96666 | | USNS SHUGHART (T-AKR 295) | |
| USNS GUAM (HST 1) | | UNIT 100457 BOX 1 FPO AP 96666 | | USNS SIOUX (T-ATF 171) | |
| USNS GYSGT F W STOCKHAM (T-AK 3017) | | UNIT 100398 BOX 1 FPO AP 96678 | | USNS SISLER (T-AKR 311) | |
| | -H- | | | USNS SODERMAN (T-AKR 317) | |
| USNS HENRY J KAISER (T-AO 187) | | UNIT 100463 BOX 1 FPO AP 96670 | | USNS SPEARHEAD (T-EPF 1) | |
| USNS HENSON (T-AGS 63) | | UNIT 100376 BOX 1 FPO AE 09573 | | USNS SUPPLY (T-AOE 6) | |
| USNS HERSHELL W. WILLIAMS (ESB 4) | | UNIT 100523 BOX 1 FPO AE 09595 | | | -T- |
| USNS HOWARD O. LORENZEN (T-AM 25) | | UNIT 100468 BOX 1 FPO AP 96671 | | USNS TIPPECANOE (T-AO 199) | |
| | -I- | | | USNS TRENTON (T-EPF 5) | |
| USNS IMPECCABLE (T-AGOS 23) | | UNIT 100461 BOX 1 FPO AP 96668 | | | -V- |
| USNS INVINCIBLE (T-AGM 24) | | UNIT 100460 BOX 1 FPO AP 96668 | | USNS VADM KR WHEELER (T-AG 5001) | |
| | | | | USNS VICTORIOUS (T-AGOS 19) | |
| | | | | | -W- |
| | | | | USNS WALLY SCHIRRA (T-AKE 8) | |
| | | | | USNS WALTER S DIEHL (T-AO 193) | |
| | | | | USNS WASHINGTON CHAMBERS (T-AKE 11) | |
| | | | | USNS WATERS (T-AGS 45) | |
| | | | | USNS WATKINS (T-AKR 315) | |
| | | | | USNS WATSON (T-AKR 310) | |
| | | | | USNS WESTPAC EXPRESS (HSV 4676) | |
| | | | | USNS WILLIAM MCLEAN (T-AKE 12) | |
| | | | | | -Y- |
| | | | | USNS YANO (T-AKR 297) | |
| | | | | USNS YUKON (T-AO 202) | |
| | | | | USNS YUMA (T-EPF 8) | |
| | | | | | -Z- |
| | | | | USNS ZEUS (T-ARC 7) | |
| | | | | | |

Sample Addressing Format: **MASTER**
USNS UNDERWAY (T-YR 2021)
(USE ALL CAPITALS) UNIT 100655 BOX 1
FPO AE 09591

Steamship City of Rockland

Nancy B. Clark (12,352)
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While I am best known within USCC for organizing the ALVIN Chapter and collecting ships built at Bath Iron Works, there is another, less well - known ship collection on my shelves. Since I have been urged to write about exhibiting, and this is an exhibit very much “in progress,” I thought it might be an opportunity to share the exhibition process with you.

Why the Interest in the CITY OF ROCKLAND?

The steamer serviced the summer resort colonies of mid-coast Maine primarily from Boston to ports like Bar Harbor and Rockland. My interest in this steamer comes from a silver-plated creamer my grandmother Gladys Thomas cherished which was passed on to me. (**Figure 1 and close-up in 1a**)



Figure 1 and 1a: The silver-plated creamer from the wreck of the City of Rockland on the Muscle Shoals in 1904.



The wreck which led to my fascination with this vessel was the subject of the stories she used to recount about rescuing things from the wreck on the nearby shoals, visible at low tide. To a child raised on tales of Long John Silver and *Treasure Island*, this couldn't help but captivate my attention, even though the ship was not involved in any wartime activities and never was co-opted for the navy or coast guard service work, the focus of most of our USCS articles.

Of course, it wasn't until I was an adult philatelic collector and exhibitor that I realized that this ferry carried passengers and some freight but she didn't carry mail, so there wasn't any way I could collect philatelic items to show the vessel I found so interesting. Then, along came the postcard exhibition class! Every exhibit needs a good story line and perhaps this was a story I could tell.

The McKie Ship Building Company of East Boston¹ contracted to build this passenger vessel for the Boston & Bangor Steamship Company. The walking beam sidewheeler with two masts was the second craft built for

¹ Located at 100 Border Street, just north of Donald McKie's iron works.

this company, having already launched the CITY OF BANGOR in 1894. The CITY OF ROCKLAND weighed 1,696 gross tons and was built of wood. Her propulsion was by means of two sidewheels, powered by steam². She was built to handle up to 2000 passengers and carry 600 pounds of luggage or stores.

Launched in 1900 and undertaking regular trips in 1901, with regular runs between Boston and the summer resorts in Maine, her first accident was in 1904, when she ran aground on Granite Ledge, part of the Muscle Shoals off Owls Head, Maine. This was the very wreck which grabbed my attention.

Organize your materials

The next part of the exhibition process is to settle on a way to organize what you have and to see if you can tell a story you want to share. Sometimes, in organizing an exhibit, I have to go to the library and see if there is a children's book dealing with the subject at hand, other times it's a pretty straightforward approach. In this case, all I want to do is to chronicle the story of the vessel, so it seems logical to choose a timeline method. However, it might work to cover the routes historically.

The *Eastern Steamship Company* was founded in 1901 by the Wall Street financier Charles W. Morse (**Figure 2**) who consolidated several small New England coastal lines. He was an entrepreneurial natural, having made a similar consolidation of ice companies supplying New York City, largely with ice from the Kennebec region of Maine. Born in Bath, Maine, and attending Bowdoin College, his return to focus on his home state seems inevitable. From a family of riverboat captains³, he must have grown up with tales of riverboat escapades.



Figure 2: Undated photo of Charles Morse, Bain News Service photograph from Library of Congress photostream.

The Eastern Steamship Lines wharf was located at the foot of Commercial Street on Foster's Wharf in Boston's North End and accommodated the various steam ships which serviced coastal Maine and Boston, Massachusetts. The company provided overnight service between Boston and ports on Penobscot Bay until 1935. But the CITY OF ROCKLAND served only from 1901 to

² This McKie built vessel used a 1600 hp steam engine, and the paddlewheels were 25 feet in dimension.

³ Both his father and grandfather were tugboat captains on the Kennebec River.

1923, with five wrecks and a sinking to her name before she was scuttled on Little Misery Island, off the coast of Salem, Massachusetts.

Both the CITY OF ROCKLAND and the CITY OF BANGOR covered the routes for the Bangor Division of the *Eastern Steamship Company* for the summer service to the seasonal communities and sporting colonies along the Boston to Maine route. We need to see which approach works best as a storyline for this exhibit.

Before progressing, it is necessary to record the vessel's history and see what the postcard market holds. Though she was launched in 1900, there don't seem to be any postcards showing the yard, the keel laying or the launch. This was, after all, a rather commonplace craft, meant only for servicing the summer trade. However, when launched she was the largest sidewheel steamer in New England⁴. So, nix on the traditional way to start the tale of a ship. She was running scheduled route runs by 1901; however, the earliest cards I have seen are from 1903.

Wreck One

Her first accident, 5:15 AM, 28 July 1904, was in heavy fog when she wrecked off Rockland, Maine, in the Muscle Ridge chain of granite shoals. (Figure 3) The Otter Island foghorn wasn't working and there were markers which the winter snows had shifted, the fog was thick, and it was a doozie of a wreck. There are several postcards showing that wreck, but none that show the grand piano that floated off nor the \$15,000 trunk of imported lace which was ruined due to water damage. According to the *Bangor Republican Journal*⁵, there were 400 passengers safely rescued, and four horses drowned. They opined that the outlook was grim indeed for salvaging the vessel. They interviewed Captain Pierce, a veteran of thirty years coasting these waters, who said the boat hit is such a way that the steam pipe from the engine was broken and immediately all power was lost. All six lifeboats were launched and the steamer CATHERINE OF ROCKLAND safely took off the remaining passengers. The rescued passengers were later carried to Belfast by the steamer MERRYCONEGAG. Both of these vessels appear on postcards.

Figure 3: Map of where wreck One happened in the Muscle Ridge

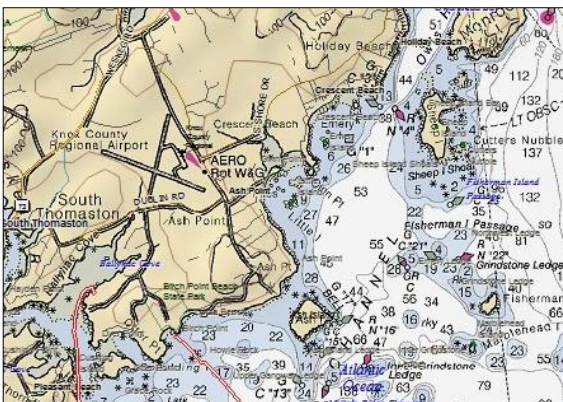


Figure 3a: CITY OF ROCKLAND on Grindstone Ledge, where she drifted after hitting Upper Gangway Ledge, part of the Muscle Ridge chain of shoals, struck in the fog in 1904, off Owls Head, Maine.

Later newspaper reports indicate that she was floated off three days later, 1 August, with a nor'easter bearing down, when she was beached for temporary patching and then floated down to McKie's in East Boston for full repairs. The RANSOM B. FULLER of the Kennebec Division was called into service to cover the CITY OF ROCKLAND's route until she was repaired. The trick is to find a postcard of this Kennebec Division of the Eastern Steamship Company vessel, used while on the Bangor Division route. I was fortunate enough to locate one.

Wreck Two

Two years later, on 6 January 1906, she managed to meet up with her sister ship, CITY OF BANGOR, twenty miles offshore from Portland, Maine, just after midnight. The BANGOR suffered minor damage but the ROCKLAND managed to receive significant damage, with railings torn off and five staterooms smashed. No postcards, but the incident was reported in the *New York Times*⁶.

Wreck Three

About midnight on 30 July 1912, ROCKLAND managed to hit the coal barge WILLIAM CHISOLM NW of Boone Island and about 20 miles offshore from York, Maine. The 200 passengers were transferred to the collier and then the westbound CITY OF BELFAST, which landed them safely in Boston. Once again, the ROCKLAND was towed to Boston for repairs⁷. Not much of a photographic record, or any postcards have been located.

Wreck Four

A year later, in 1913, she had a major collision with the schooner H. O. HANES. Pictures of the damage, after she was towed to the dock in Boston, in a Leslie Jones photograph, show her bow area totally destroyed. I have not been unable to pin down the details of this crash nor the fate of the schooner, nor have I located any postcards of either vessel showing damage after this happenstance.

⁴ *The Republican Journal*.

<https://chroniclingamerica.loc.gov/lccn/sn78000873/1900-07-28/ed-1/seq-1/>

⁵ *ibid*

⁶ MAINE STEAMBOATS CRASH.: The City of Bangor Hits the City of Rockland -- No One Hurt. - *The New York Times* ([nytimes.com](https://www.nytimes.com)), accessed 12/21/2020.

⁷ *Evening Star*, Washington, DC, Tuesday, July 30 1912.



Figure 4: Tug MERCURY towing CITY OF ROCKLAND. Leslie Jones collection of maritime wreck photographs, Boston Public Library. They date it between 1917 and 1934. With the wreck history and the tug's history⁸, this is possibly following the 1912 accident off Boone Island. Probably being towed back to Boston.



Figures 6, 6a: CITY OF ROCKLAND, sunk at her winter home, the Wendell F. Brown & Company pier in East Boston, 1921.

Leslie Jones photographs Note, on right, still sitting on the bottom, this scene at low tide, but with snow removed.



Wreck Five

On 2

September 1923, when headed from Bath toward Bangor, she hit a reef near Popham Beach, Maine. Again, no postcards or photographs have been located. It's been reported that the Coast Guard rescued the passengers and brought them ashore, where food from the boat was prepared over a giant bonfire on the beach. Just another picnic on the beach with which to regale their friends on return to their ordinary lives.

Scuttled

She was stripped of her salvageable parts then scuttled between Little Misery Island and Misery Island, Massachusetts, 4 September 1924⁹. Her burnt remains can still be seen there at low tide.

Once again, pictures have been located, postcards have not.

Figure 7: CITY OF ROCKLAND being scuttled, ready for burning on Little Misery Island.



Figures 5, 5a and b. Steamer CITY OF ROCKLAND after her 1913 collision with the schooner H. P. HAVENS, both floating and at the dock. Photos by Leslie Jones.

Sinking Incident

In the winter, 1921, while stored at her pier in East Boston, she sank. Low maintenance seemed to be catching up to the girl, though it may be that the ice and snow exceeded her ability to float. Again, no postcards, but there is, thanks again to Mr. Leslie Jones, a photo record.

⁸ Built in 1898 by the Neafie & Levy Co. in Philadelphia, she was re-named St. T. & Co. 7 in 1915, in 1917 she was sold and renamed SOCONY 7, so this logically can be pinned to just before the sale and re-naming in 1915, as she was called MERCURY by the photographer.

⁹ The print records indicate she was scuttled in 1923, but actual photos document her scuttling in 1924



Figure 7a: NOAA chart showing site of her resting spot.

The Legacy of W.G. Crosby Lives on in Long Beach, CA.

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

On a slightly overcast Sunday in October, I joined my long-time friend and Reagan Chapter designated cachet designer **Phil Dockter**, to visit a gentleman named **Bob Boyd** in Long Beach, CA. Phil met Bob at a Long Beach swap meet where Phil and his brother sold Phil's covers and antiques. Conversation led to the revelation that Bob was Walter Crosby's grandson. Phil had shared his experience with me via an e-mail and had shown me some covers that he had purchased from Bob, most of which had the name W.G. Crosby affixed. Well, Navo-collectors, my internal light-bulb came on and I just had to meet Bob, as good portion of my LEXINGTON and SARATOGA collections are Crosby covers.

A combination of e-mails and phone calls resulted in an opportunity to visit Bob at his home in Long Beach, CA. Now, by way of geographic orientation, I live in Ventura County, CA, Phil lives in the Glendale area, and Bob's location is in Long Beach. So, taking into consideration Southern California traffic, we anticipated spending at least four hours travel time round trip, making for a full day of discovery. To our surprise, traffic was lighter than normal probably due to the pandemic fear and the fact that it was Sunday with everyone waiting for the fifth game of the World Series to take place.

Upon arrival Bob had already set aside boxes of items he thought both Phil and I would be interested in viewing. LEXINGTON and SARATOGA covers were limited, but many other ship covers were available. Large numbers of FDC's were boxed. While selecting some covers I asked about his grandfather and immediate family and was shown a wall of photos in a hallway. Pictured side-by-side were pictures of his grandfather, father, and uncle all in Navy uniforms (**Figure 1**). Additionally, Bob shared a family picture of a young Walter Crosby (**Figure 2**).



Figure 1: From L-R Walter G. Crosby, Uncle Ray Boyd, and Bob's father Robert A. Boyd

Figure 2: A family picture shared by Grandson Bob Boyd during visit. Walter joined the Navy at age 17 in 1898 serving aboard USS MOHICAN as an Apprentice Boy 3rd Class during the Spanish American War.



Cover acquisitions on my first visit, included the 2-cent red Scott 649 25th Anniversary Wright Bros. flight with a green 13 December 1928 International Civil Aeronautics Conference second day cancel (**Figure 3**) with a Bones' Place - "The House of 1000 Lockers" corner card which contains a business address of a Crosby storefront not mentioned in the William Stroebel book on Crosby.



Figure 3: Early self-addressed Crosby business cover with the "Bones Place" business address in the corner card. It is franked with the 2-cent red Scott #649 25th Anniversary Wright Bros. flight stamp with the green International Civil Aeronautics Conference cancel on the 2nd day.

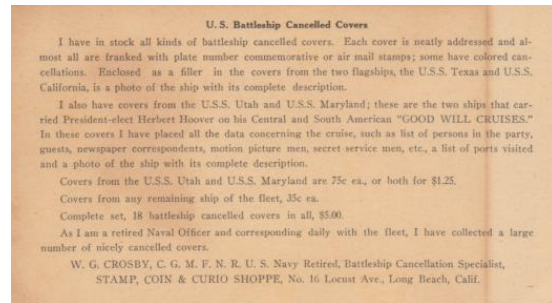


Figure 4: Filler advertising card utilized by Crosby to keep customers informed of available inventory and prices.



Figure 5: It seems that Mr. Crosby had established a working relationship with a New Zealander living on the island of Niuafuoo (in the Tonga group) named Walter Quensell who prepared covers for him such as this one for the US Naval Eclipse Expedition of 1930. As payment, Crosby provided covers and stamps for Quensell and his son. Because ships were not able to anchor, mail was sealed in biscuit tins and taken ashore by native swimmers, thus the name "Tin Can Mail". Later the mail was carried in outrigger canoes.



Figures 5a-b: Niuafuou mail delivery was sealed in biscuit tins and taken ashore by native swimmers, thus the name "Tin Can Mail". Later the mail was carried in outrigger canoes.

Since my first visit was to meet Bob and assess cover choices, I was not totally prepared with a "want list" other than to fill in gaps of my LEXINGTON and SARATOGA collections. After sending a thank you follow-up e-mail I asked Bob if we could schedule another visit the Sunday after Thanksgiving which was preceded by a requested "want list" so Bob could have items out and immediately available for us to scan.

Our second visit yielded additional specialized signed covers, and selected early Crosby cachet examples, some in tandem with other cachet designers. I was the "kid in the proverbial candy shop". This kind and gracious gentleman had inherited thousands of covers that represented the genius and business legacy of Walter G. Crosby after Bob's mother Jane (Walter's daughter) had passed away in July of 2003. So far, other than a stamp collecting friend, Phil and I were his only interested customers.

Bob does not have detailed memories of his grandfather nor of his Uncle Rewalt, (Jane's brother) other than Rewalt also served in the Navy primarily in Puerto Rico. Bob's mother Jane married Robert A. Boyd in Las Vegas 17 April 1947. Robert served in the Navy as a Chief Petty Officer and then worked for Rockwell Aerospace for 20 years. Bob's Uncle Ray Crosby also served in the Navy and lived in the San Diego area until his death sometime in the 1970's.

According to Bob, his mother inherited "Bones" first day cover inventory and seems to recall that she refused an offer from **Ralph Kleinman** (an acknowledged contributor to the Stroebel book on Crosby). He said that he recalled going with his mother to Kleinman's house and that she refused an offer of around \$35,000. "Unfortunately, Mom turned it down". A recent phone conversation with **Allen Klein**, (also acknowledged in the Stroebel book and friend of Kleinman) indicated that Ralph Kleinman had served in the Navy in the San Diego area, was a collector and fan of Crosby material, and was a surgeon in the Riverside County area. Klein shared that he and Kleinman unknowingly went to college together in Cleveland, Ohio and celebrated their respective 75th birthdays together. According to Allen Klein, Ralph Kleinman died at age 83 having retired earlier from the medical profession and becoming very successful investing in Real Estate.

Shown in this article are some of the cover purchases I made from two visits with Boyd. Before leaving, I shared

some information about the virtues of being a member of USCS and the wider audience that he could develop and left him with a copy of the *Log* and a USCS application. Phil and I returned home with big smiles on our faces as if we had found a buried treasure and delighted in the fact that we had established a wonderful new friendship. Additional information about Walter G. Crosby can be found in a profile written by **Steve Shay** at the USCS web site in the Archive Section and in an excellent illustrated book written by **William H. Stroebel**.



Figure 6: Crosby cachet on #10 franked with 12 stamp set of 1943 Overrun Nations Scott #s 909-920, 8 May 1945 VE Day Type 2 cancel front and back with Censor markings, self-addressed. Three signatures of members of the Seabee Naval Construction Battalion Maintenance Unit 521 initially at "Strader City," Tulagi 1943, appear on the cover. Lt. Commander George Strader (Officer-in-Charge), Lt. A.P. Ketchen - Executive Officer, and cover mailed by N.J. (Norris) Price Yeo. 1c USNR who was part of the administrative staff. (Note: Naval Base Ventura County, CA is the home of the Seabee Museum)



Figure 7: Example of Early Crosby Cachet - Calif. Pacific Int'l Expo, San Diego 29 May 1935 Type 2 cancel and a Type 6 May 30th Receiving cancel on Reverse.



Figure 8: Rear Admiral Frank H. Schofield Commander in Chief US fleet signed USS PENNSYLVANIA 1st Day Fleet Flagship Crosby cover franked w/C11 Air Mail stamp and a Type 3 cancel.



Figure 9: I suspect that this special Christmas Day Aiglon Society sponsored cover by J.C. Formick was purposely created and signed by those in attendance at a holiday party. Clyde Welch was one of the original Cachet Directors of the Aiglon Society and the others are cachet designers and most likely members that sponsored covers, many with naval related themes.

John Hagner/Walter Crosby

As a 17 year old from Baltimore, Maryland, John Hagner joined the Navy in 1945 and was assigned to USS PHILIPPINE SEA (CV 47). His assignment was Chaplain's Assistant as the aircraft carrier hosting Admiral Byrd made her way to Antarctica as part of Operation Highjump in 1946. Crosby had managed to place covers aboard a number of ships prior to departure dates.



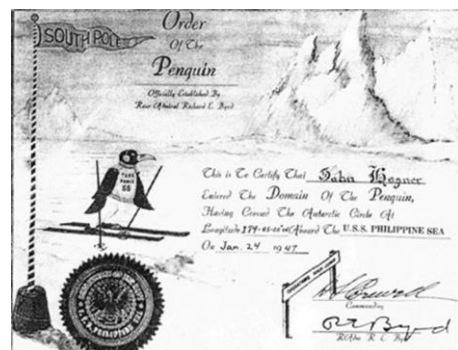
John Hagner



This example of a John Hagner/Walter Crosby combo cachet as appears on the south-pole.com website.

USCGC NORTHWIND 22 Feb. 1947 Type 2 ship cancel franked with what appears to be two stamps cut from the Scott #734 Byrd Antarctic Souvenir Sheet. An ice breaker NORTHWIND is listed as arriving at Port Chalmers, N.Z. on 22 Feb. 1947.

The "ORDER OF THE PENGUIN" presented to John Hagner, dated 24 Jan. 1947 and signed by R.E. Byrd and CDR D.S. Cornwell (Capt. of USS PHILIPPINE SEA) as appears on South-Pole.com as part of Hagner's self-profile under Operation Highjump: USS PHILIPPINE SEA; A Seaman's Story



After discharge from the Navy, Hagner honed his artistic talents at the Maryland Institute of Art. Married and with three children he headed to California where he pursued his dream of becoming a stuntman. His stunt assignments included many movies and TV programs. Injuries led him to develop his artistic portrait talents for public relation firms, earning him a comfortable living. Feeling that the stunt field was not being recognized and honored as the rest of Hollywood's motion picture personnel; he worked to establish the Hollywood Stuntmen's Hall of Fame in 1973 and became its President, founder, and Chairman of the Board.



From left to right: Phil Dockter, Bob Boyd, Mel Dick

Sources:

- Interviews with Bob Boyd and Allen Klein, Stroebel William H. "Philatelic Cachet Specialist Walter G. Crosby", "Arctic to Tropics - CBMU #521 1943-1945" USCS Reference Collections No.1 and No. 2., USCS Naval Cover Cachet Makers' Catalog Vol. 1 and Vol. 2
- South-pole.com/philippine, South-pole.com: Operation Highjump: USS Philippine Sea; A Seaman's Story.
- Shay, Steve www.uscs.org/society-archives/member-of-the-month/archive/walter-g-crosby/

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Unravelling History...

Berthed at Portland: the Battleship OREGON

Part I – 1925-1933

Lloyd Ferrell (L-12082)

PO Box 2086

Beaverton, Oregon 97075

uscstreasurer@aol.com



Ever since the famous battleship OREGON was decommissioned in 1919, the State of Oregon had been trying to get custody of her. Finally in 1925, after several years of negotiations, an agreement was reached, and plans were approved to move the ship from Bremerton to Portland. It was here, they said, that the ship would be moored at the waterfront on permanent display.

Arrival in Portland

Had her arrival taken place just a few years later, no doubt several cachets would have been created for collectors. However, the surge of interest in cachets and naval covers didn't begin until the early 1930's. So far as I'm aware, when OREGON came to Portland in June 1925, no covers were made to commemorate the event—but there was at least one commercial postcard produced. It shows the battleship OREGON in the harbor "On Her Last Trip," but is not dated. Although I'd seen it attributed to 1925, I was a little skeptical, that is until recently when I found the photo published in a Portland newspaper about two weeks after the event.



This RPPC shows OREGON arriving at Portland "on her last trip" in 1925. It was likely taken on 14 June as she officially opened the Rose Festival that year. This is the earliest philatelic item I know of after her arrival. –personal collection

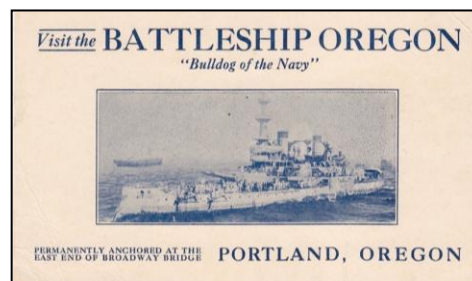
The arrival of OREGON was timed to coincide with the 1925 Portland Rose Festival, bringing a special element to the planned festivities. She was brought to Portland under tow by the minesweeper SWALLOW (AM 4), with the assistance of tugs MAHOPAC (AT 29) and TATNUCK (AT 27) on each side. The old ship was not a simple tow, as she tended to yaw, and her useless propellers caused her to drag. Although OREGON had no propulsion, her electrical system was still intact, and a single working boiler allowed her to

generate her own electricity. On 11 June, OREGON arrived at Astoria, and over the next three days was slowly moved upriver. She moored temporarily near St. Johns, just a couple of miles from downtown Portland, awaiting her grand entrance the next day. Early that morning, the Rose Festival Queen and her court boarded, and tugs began moving the ship toward her new mooring on the east side of the Broadway Bridge. The festival was now officially open.

The photo on the 1925 postcard of OREGON was probably taken the day she arrived for the Rose Festival. Besides the real photo card, I believe there may also be a linen version of this photo.

Early Covers as Museum Ship

It was probably in the late 1920's that another postcard appeared, this one titled "Visit the Battleship Oregon." Most likely they were given out to visitors coming to see the ship. There are two versions, both printed in blue ink with a familiar 1898 photo of OREGON. On the less common Version 1, the photo is smaller and the text on the front says the ship is "Permanently Anchored at the East End of the Broadway Bridge." On the more common Version 2, the photo includes the insertion of a small cameo of Capt. Clark. The back of these cards have basic information about the ship, and a little about her history. I have seen small variations of the text and print on both the front and back of the card. Nearly all the visitor cards I've seen are unused, which makes dating difficult.



Version 1 of the "visitor" postcard, thought to be the earlier type. These cards are believed to have been given out to visitors beginning in the late 1920's. –personal collection

Version 2- the more common type of the "visitor" postcard. Variations of the font style (both front and back) exist. This version of the card is known to have been used in the mid 1930's. –personal collection



The earliest cachets I've seen of the battleship OREGON while she was a museum ship are from June 1930, for an event called Marine Day. It was organized and sponsored by several local businesses and civic organizations to emphasize the importance of shipping and commerce. This was not the first time Marine Day had been celebrated, but it appears that 1930 was the first time a cachet was done.

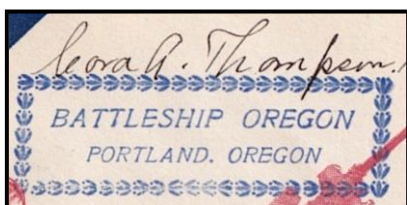
Covers for the event were produced by Myron (“Mac”) McCamley, who was only 23 years old at the time. They are readily identified by the colorful “Marine Day” Cinderella stamp applied to the cover, along with a rectangular rubber stamp reading “Battleship Oregon, Portland, Oregon.” Above the rubber stamp, all the covers I’ve seen have the signature of Cora A. Thompson, long time secretary of the Battleship Oregon Commission. They also have up to three other signatures, sometimes including McCamley himself. Interestingly, probably because McCamley was also producing air mail cachets, the backs are marked by a rubber stamp from Swan Island Airport. The result is an interesting mishmash of commerce, battleships, and air travel. I see these covers just often enough that I wouldn’t call them rare, but they are uncommon. The example with the image of OREGON might be an exception, however, as I’ve never seen another one.



Front of 1930 Marine Day cover by Myron McCamley that includes a “BATTLESHIP OREGON” rubber stamp. This cover also has a spectacular image of the ship, the only one like it that I’ve seen. —personal collection



Back of the 1930 cover shows Marine Day stamp, and the signature of cachet director Myron McCamley, along with shipping men connected to the event, Stanley E. Semple (1885-1945) and Dan E. Gould (1903-1971). Most of the covers I’ve seen have the colorful stamp on the front.



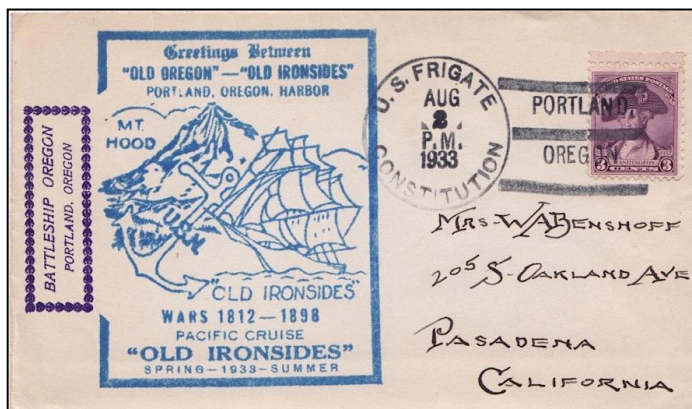
Close-up of the “BATTLESHIP OREGON” rubber stamp on the 1930 cachet, with the signature of Cora Thompson. This same rubber stamp reappeared on 1933 cachets of the frigate CONSTITUTION.

In December 1932, the *USCS Bulletin* says, per Deane Bartley, that a rubber stamp cachet from USS OREGON can be obtained by writing to Cora A. Thompson. It adds that “when writing for this cachet, ask for a card of the picture of the Oregon at anchor.” I have never seen the cachet referred to, but my guess is that it was the simple “Battleship Oregon” rubber stamp used in 1930, and that the card was probably the “Visit the Battleship Oregon” postcard.



Cora A. Thompson (1880-1947) - besides being secretary and curator for the Battleship Oregon Commission, she was active with many Spanish-American War veteran activities.

During the 1933 visit of the frigate CONSTITUTION to Portland, the same “BATTLESHIP OREGON” rubber stamp from 1930 reappeared. Surprisingly, it was not McCamley who used it; it was Edward Bryan of Albany, Oregon. He was well-known in northwest philatelic circles and, like McCamley, was an early USCS member. Both were very much involved with the CONSTITUTION visit, with McCamley handling cachets sponsored by the Oregon Stamp Society. A newspaper article even mentions McCamley working with mail clerk Harry Moore, and it’s quite likely that Edward Bryan also worked with him. One interesting question is who owned the “BATTLESHIP OREGON” rubber stamp. My guess is that Cora Thompson as curator had it and made it available to McCamley and Bryan for the cachets.



This is one of two basic designs for the 1933 “Old Oregon to Old Ironsides” double cachet done by Edward E. Bryan. Part of the left border has been removed to incorporate the “BATTLESHIP OREGON” rubber stamp from 1930 into the design. Most of these covers, like this one, were cancelled in CONSTITUTION on 2 August 1933. —personal collection

The covers Bryan designed are sometimes referred to as the “Double Cachet” covers, honoring both the battleship OREGON and the frigate CONSTITUTION. Two basic cachets were made, and both used the phrase “Old Oregon – Old Ironsides” as a little play on words. The first basic design uses a rubber stamp cachet, but leaves a space open along the left border. It’s here that the “BATTLESHIP OREGON” rubber stamp (in purple) is added sideways, sort

of filling in the gap. A simple but brilliant idea. Color variations of the cachet are known. The second basic cachet design is a printed image, with text both above and below a drawing. Again, the "BATTLESHIP OREGON" rubber stamp (in purple) is added at the left. There are several color variations of the text.



This is the second basic design Edward Bryan did in 1933 using the earlier "BATTLESHIP OREGON" rubber stamp. The 15 August cancellation date on this example is not cataloged, nor is red print variation. —personal collection

spearheaded by Edward Bryan and the newly formed Lewis & Clark Stamp club in Albany, Oregon. In February 1933, word of the project of the special cachets was announced in the newspapers, and Bryan said that the cachets would be sent to schools and collectors throughout the northwest. It was six months later, on 2 August 1933, that "Old Ironsides" arrived in Portland and Bryan was able to get the cancels done. A few days later, he said more than 3400 requests for the cachets had been received. They went to collectors in "45 states and many foreign countries," plus special covers were sent to President Roosevelt and the king of England. Although the Leon Field catalog only documents cancellations of 2 August 1933 for the double cachet covers, I discovered I had the same cachets dated 15 August 1933.

The success of the double cachet referencing OREGON proved the old battleship could draw the attention of collectors. Just a month later, in September 1933, Edward Bryan announced a cachet for the 40th Anniversary of the launching of OREGON. He asked collectors to send only one cover, and to use a block of four of the new 1-cent World's Fair stamps (a request many ignored!). The cachet itself consists of three rubber stamps, one with text about the 40th Anniversary, another with a drawing of the battleship OREGON with Mt. Hood behind, and the third being the familiar rectangular "BATTLESHIP OREGON" stamp used earlier. So far as I am aware, this was the final time that the rubber stamp was ever used. The cachet is built with the different rubber stamps, and color variations exist. Ship cancels of 26 October 1933 are known from the cruiser PORTLAND, and covers from CONSTITUTION at San Pedro are also documented. There may be others.



Myron F. McCamley (1907-2001) was cachet director for the Marine Day covers. Four years later, in 1934, he founded the Battleship Oregon Chapter in Portland.

Edward E. Bryan (1885-1972) USCS #170 worked in advertising as a window dresser. In 1916, he founded what is now the Oregon Stamp Society in Portland. He later moved to Albany, Oregon, and in 1933 designed the "Double Cachet" honoring the battleship OREGON and frigate CONSTITUTION. He also did the OREGON cachet for the 40th Launch Anniversary.



This October 1933 cachet by Edward Bryan is the last known usage of the "BATTLESHIP OREGON" rubber stamp. The cachet honors the 40th Anniversary of the launching of OREGON. This cover was cancelled in CONSTITUTION, but examples from PORTLAND are also known. —personal collection

These double cachets, I think, are the best ones that were done during the Portland visit of CONSTITUTION, and among the most attractive for the entire tour. Planning for these cachets began several months in advance,

DOUBLE CACHET SENT OUT
 Frigate Constitution and Battleship Oregon Placed on Covers.
 A double cachet, featuring the frigate Constitution and the battleship Oregon, was placed on covers sent them by the Lewis & Clark Stamp society, sponsoring the stamps. Edward E. Bryan, secretary, reported yesterday.
 "More than 3400 souvenir envelopes received this cachet for mailing on the arrival of 'Old Ironsides' here on August 2," Mr. Bryan said. "Those went to 45 states and many foreign countries, and special envelopes were sent to President Roosevelt and the king of England, two famous collectors."

Oregonian, 7 Aug 1933

Next month in Part II, the story continues with the formation of Battleship Oregon Chapter #22, and the final covers connected to OREGON during her years moored at the waterfront in Portland.

Main Sources (for Part I)

- Various resources at *Ancestry.com*, *Newspapers.com*, *NavSource*
- (Re: Cora Thompson) *USCS Bulletin #6*, 31 Dec 1932, p.1
- Field, Leon, *The Cruise of the United States Frigate 'Constitution'* By Her Captain Commander Louis J. Gulliver, U.S. Navy, July 2, 1931-May 7, 1934 (Sponsored by USCS 1994)

Newspapers

“Battleship Oregon in Columbia River,” *Oregonian*, 12 June 1925, p.1; “Old Oregon Here For Final Berth,” *Oregonian*, 14 June 1925, p.1; “Formal Acceptance of ‘Oregon’ to be July 3,” *Statesman Journal* (Salem), 14 June 1925, p.1; “Old Battleship Oregon Will Convey Queen to Festival,” *Oregonian*, 14 June 1925, Sec. 5, p.1; “Portland Rose Festival Opens,” *Spokane Chronicle*, 15 June 1925, p.14; “Oregon Ceremony to be Held Friday,” *Oregonian*, 1 July 1925, p.4; “Marine Day Promoted,” *Oregonian*, 23 March 1930, p. 17; “Special Cachets, Plan, Stamp Will Commemorate Coming of Frigate Constitution,” *Oregonian*, 26 Feb 1933, p.7; “Welcome Old Ironsides,” *Oregon Journal*, 16, July 1933, p.7; “Double Cachet Sent Out, Frigate Constitution and Battleship Oregon Placed on Covers,” *Oregonian*, 7 Aug 1933, p.3; “Latest News and Notes,” *Pittsburg Sun-Telegraph*, 17 Sept 1933, p.44.

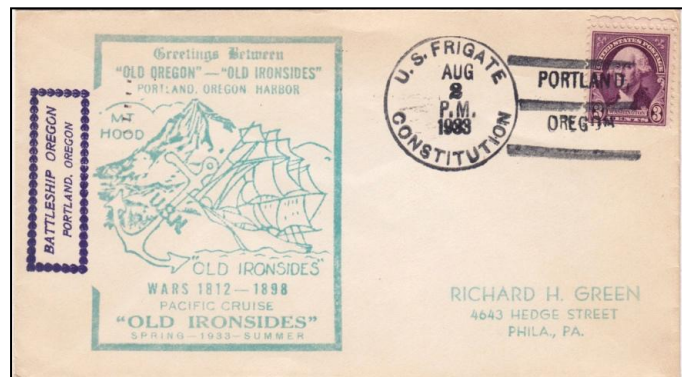
Additional Examples (1925-1933):



This Marine Day cover has the stamp on the front. The signature of Cora Thompson is real, but that of Dan Gould is a rubber stamp. The back has a stamped signature of Stanley Semple. —personal collection



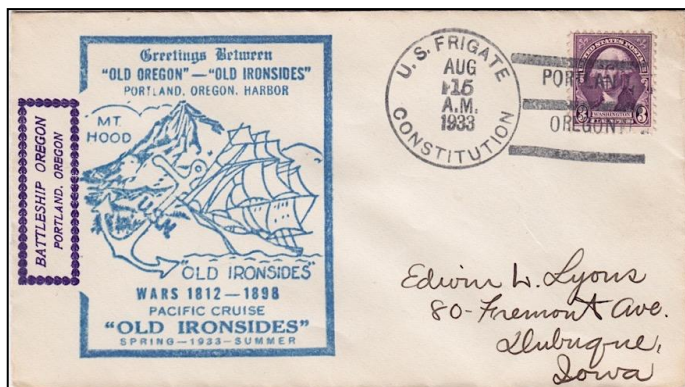
Another example of the 1930 Marine Day cover with brown ink on rubber stamps (including signatures). McCamley signed on back. —personal collection



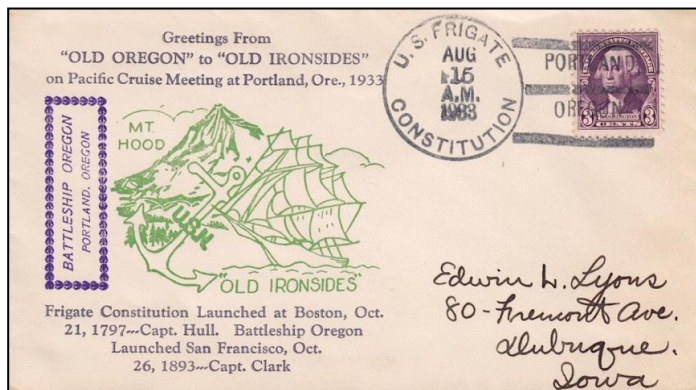
This green rubber stamp cachet variation, dated 2 August 1933, mostly went to officers of philatelic organizations. Richard H. Green was an early USCS member (USCS #27) —personal collection.



Printed version of cachet dated 2 August 1933, with red text variation. —personal collection



The blue rubber stamp cachet is the more common version. The date of 15 August 1933, however, is not listed in the Field catalog —personal collection



Printed version of cachet with the more common purple red text, but the date of 15 August 1933, is not cataloged. —personal collection

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The First Postmarked US Navy Ship Covers

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

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2indians@comcast.net

Background

- On 27 May 1908 the Congress passed General Order 74 that allowed the US Navy to pass General Order 74 on 1 June 1908 for large Navy ships (starting with 16 battleships) to set up on-board Post Offices overseen by a Navy Postal Clerk.
- USS NEW JERSEY (BB 16) was the newest battleship and had “one of the early Post Offices”, opened 29 July 1908.
- The “*Catalog of United States Naval Postmarks*” of 1997 shows only 2 of the 16 battleships had covers posted in 1908: USS NEW JERSEY and USS MAINE (BB 10). I collect USS NEW JERSEY covers, as she was built by the Fore River Shipyard in Quincy, MA, my home town. Currently I do not *have* a 1908 USS NEW JERSEY cover and would most appreciate any reader who sends me a copy.

Confusion on 1908 Navy Covers

An excellent “*Log*” article (July 1999) by George Saggal raises significant questions on 1908 Navy covers. He requested copies of 1908 Navy cancels from USCS members.

The “Earliest Known” was a USS NEW JERSEY cover dated 30 August 1908 when USS NEW JERSEY was at Melbourne, Australia during the Great White Fleet ‘round-the-world trip.

A second New Jersey cover was dated 13 September 1908 when she was at Albany, Australia. Saggal says both covers had “Locy T-1 stutter cancels”. The “stutter” easily made 1909 cancels look like 1908. Further, both covers had one-cent Benjamin Franklin stamps (Scott No. 331-A) which was not issued until 1 December 1908. Oops. Saggal’s conclusion: “Two wannabe 1908 cancels but aren’t”.

1909 Navy Covers and Before

- Earliest USS NEW JERSEY canceled cover is dated 7 January 1909 and is **Figure 1**.

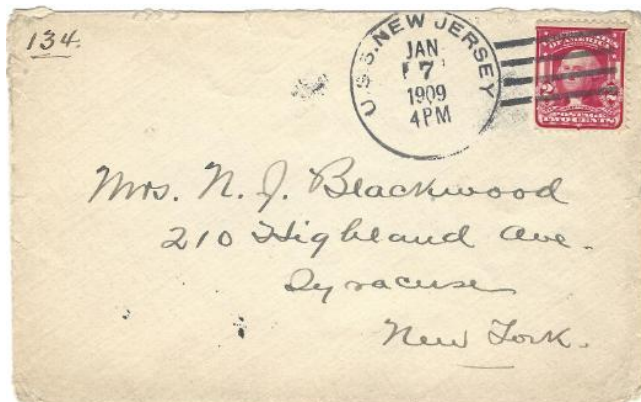


Figure 1: USS NEW JERSEY Cover, 7 January 1909
Posted on Board(1st in collection)

- 2 November 1908 USS NEW JERSEY post card is not ship postmarked (Attleboro, MA) but shows Uncle Sam and part of the Great White Fleet and is **Figure 2**.

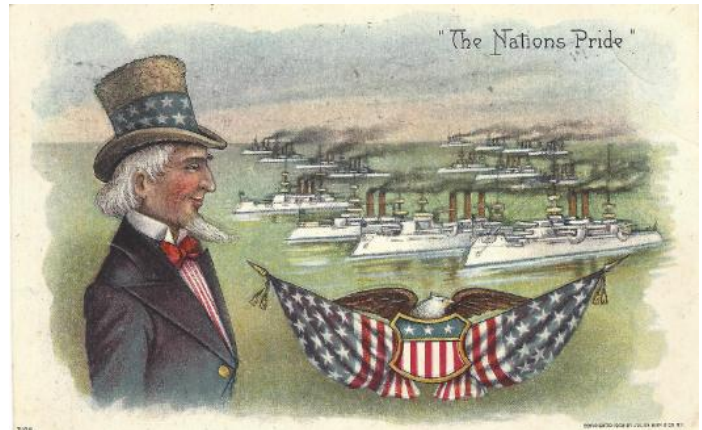


Figure 2: Great White Fleet Postcard, 2 November 1908
Posted Attleboro, MA

- 5 April 1907 is a postcard showing USS NEW JERSEY underway and postmarked 5 April 1907 at South Weymouth, MA as **Figure 3**.

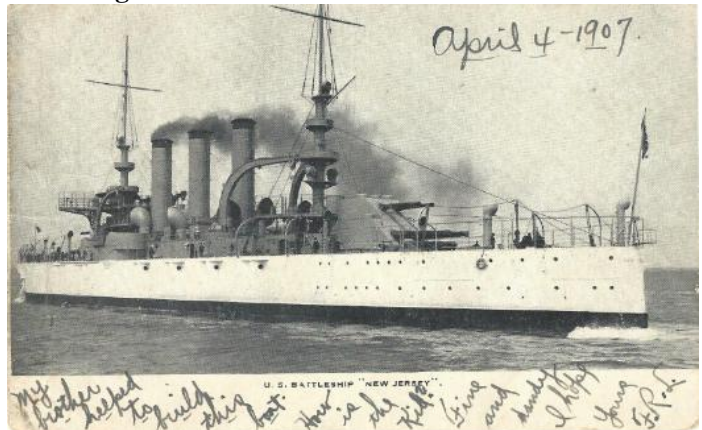


Figure 3: Ship Photo Postcard 5 April 1907 Posted Attleboro, MA

How Did USS NEW JERSEY (BB 16) Perform?

As one of the first Navy battleships she had “the best record” described as “a long illustrious career”. For example:

- 12 April 1906, she is pictured after trial runs off Maine and achieved 19 knots. The postcard postmark is Quincy, MA. **Figure 4**.

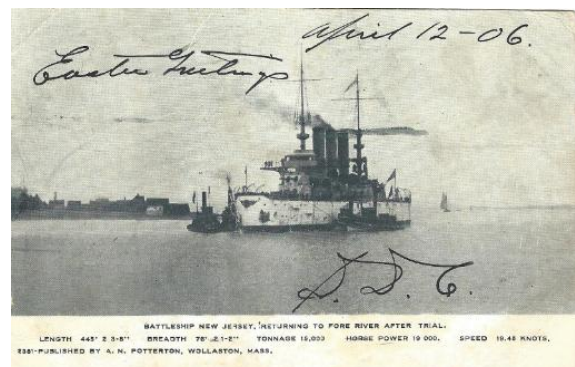


Figure 4: Ship Photo Postcard 12 April 1906
Postmark Quincy, MA - After Trial Run

- 10 September 1906: Reviewed by President Theodore Roosevelt near his home at Oyster Bay, New York.
- 16 December 1907: A 21-gun salute to President Roosevelt aboard MAYFLOWER prior to the Great White Fleet 'round-the-world voyage until 28 February, 1909. She covered 46,000 miles in 14 months. It established the United States Navy as a world sea power for the first time.
- 21 April 1914: USS NEW JERSEY lands Marines at Vera Cruz, Mexico and took possession of the town and its vital custom house during the successful Mexico Incident.
- 5 June 1919: USS NEW JERSEY made four voyages to France at the end of World War I and brought home 5,000 soldiers of the triumphant Allied Expeditionary Force.
- Early 1920s: At her end, USS NEW JERSEY played a vital role when sunk by aircraft bombs which proved Billy Mitchell's successful argument that the emerging US Air Force would be effective against an enemy naval fleet. It caused the Navy to quickly convert two battle cruisers already under construction to our first two large aircraft carriers: USS LEXINGTON (CV 2) and USS SARATOGA (CV 3).
- By 1975 the US Navy had no active battleships and none were building. Only four IOWA class battleships were "in reserve". One was USS NEW JERSEY (BB 62). She weighed 45,000 tons and had 35 knots speed versus her earlier sisters 14,948 tons and 19 knot speed.
- 21 May 2008: USS NEW JERSEY (BB 16) is still remembered in commemorative covers. This one, **Figure 5**, celebrates her Great White Fleet voyage and is postmarked at Bellingham, WA.

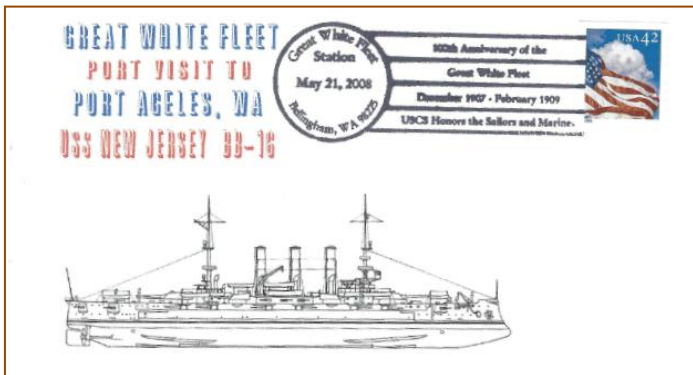


Figure 5: USS NEW JERSEY 21 May 2008 Postmark Bellingham, WA Commemorative Cover by Phil Edwards, "The Cover Monster"

Stay well thru the COVID-19 challenge and keep collecting.

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- "Janes Fighting Ships of World War I" by John Moore R.N. published by Random House UK, 1990
- "Janes Fighting Ships: 1975-76" by John Moore R.N. published by Franklin Watts (USA) 1975
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- *Dictionary of American Naval Fighting Ships (DANFS)*

Pictorial Cancellations
Foster E. Miller (8012)
Wolfgang Hechler (9392)



The Joy of Collecting: Liberty Passes and Other Borderline Covers

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g.finnegan@comcast.net



We first and foremost collect covers that originate from ships, units, and stations. We also collect covers mailed to such units or their crew members and passengers. Some of us also collect ephemera, especially paper goods, associated with the Navy and its ports, parts, and people. But sometimes the latter are also covers.

In the auction list on p. 17 of the April 1993 *Log*, there's an illustration of a Liberty Card for a Marine in INDIANAPOLIS. Possibly because of the well-known; not to say infamous, sinking of CA-35 after she carried atomic bomb components to Tinian in 1945, this "most unusual and historical item," listed with a minimum bid of \$5.55, sold for \$50.25. The card is noted as having a metal rim crimped around it. The reverse isn't illustrated. None of the cards I'm showing here are dated, but as all are "signed" (often by rubber stamp) by the Executive Officer, they may be dated to the periods the XO was assigned. In the case of the INDIANAPOLIS card, that means it's from mid-July 1932 to mid-July 1934.

Two years later, on p. 18 of the January 1995 *Log*, Editor Capt. Rawlins anonymously fielded unsigned and un-illustrated questions, including

Q. I have a liberty card from a[n unnamed] ship which has a penalty indicia and the ship's address on the reverse, so that, if lost, it could be dropped in a postbox for return to the ship. Is this considered a piece of collateral material?

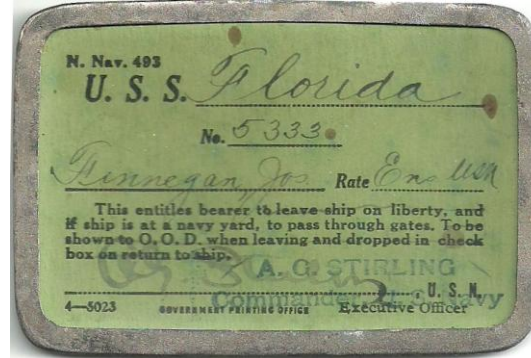
A. No, this is a postal stationary item and, as such, is exhibitable depending on your topic. I would exhibit it on the indicia side and also show a color photocopy of the reverse, but reduced to 80% so judges will not think you are showing two distinct items.

That is what I did in 1999 in my exhibit "Covering a Naval Career: The Postal History of Capt. Joseph Finnegan," my father. Among his papers was a liberty card from his first duty as an Ensign, in battleship FLORIDA, 1928-30. **Figure 1** is the indicia side; **Figure 2** is "his" side. As with INDIANAPOLIS card in the 1993 *Log*, it has a metal rim. In this case, I know the exact dates my father was in FLORIDA, which are almost exactly the dates CDR Archibald G. Stirling was XO. When I mounted the exhibit, I presented the card as Bob Rawlins had suggested in the answer above, except I enlarged rather than shrank the image of the non-indicia side.

Figure 1:
1928-30
FLORIDA
Liberty
Card,
Indicia side



Figure 2:
1928-30
FLORIDA
Liberty
Card, bearer
side.



Since then, I've acquired two more liberty cards. One has a metal rim, but no address or penalty indicia on its reverse, the other has those features, but no metal rim. One is shown in **Figures 3 and 4**, a card for an Electrician's Mate 2/c in battleship IDAHO. Since CDR. F.H. Poteet was Exec in the 4 quarterly *Navy Directories* for 1926, and was not in issues for '25 or '27, that dates it. Interestingly, when I bought the IDAHO card, it was with a pay receipt for a different IDAHO sailor, a Gunner's Mate 3/c, from 1925. Someone had collected both.

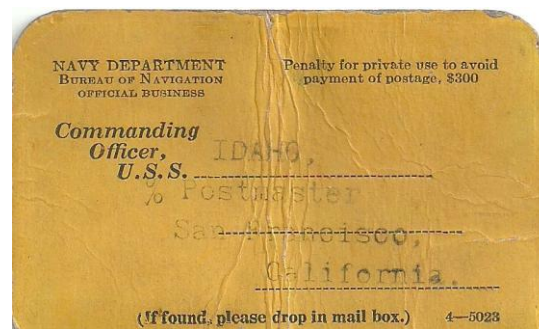
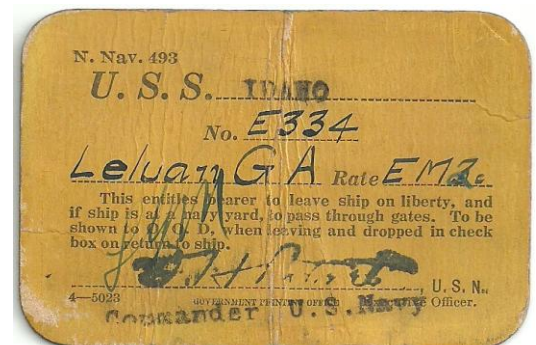


Figure 3:
1926 IDAHO
Liberty
Card,
Indicia side.

Figure 4:
1926 IDAHO
Liberty Card,
bearer side.



All three of the cards mentioned so far have the same printed form number “N. Nav. 493.” The ship’s name is stamped or handwritten on what was clearly a Navy-issue form.

The fourth liberty card, **Figure 5**, is from MOUNT VERNON. There were three Navy ships of that name in modern times, but based on condition, the handwriting, and a book cited below, I believe this one to be the first of them, a World War I troop transport. It has a metal rim, has no form number, has the ship’s name printed with the rest of the text, and has a completely blank reverse. The XO’s rubber-stamped name is also poorly struck, so is hard to read.



Figure 5: 1919 MOUNT VERNON Liberty Card, bearer side.

This MOUNT VERNON, numbered ID-4508, was somewhat unique: she was a North German Lloyd trans-Atlantic liner KRONPRINZESSIN CECILIE, interned in the US when the US was neutral, and taken over for Navy use once the US joined the Allies. She was 706 feet long, displaced 19,400 tons, and had a speed of 23-24 knots. In 1919 she was transferred from the Navy to the Army, keeping her American name but losing the U.S.S. designator and USN crew. By great good luck, *GoogleBooks* swept up an account of the ship’s WW I service, old enough to be considered in the public domain, so downloadable for free. That book shows that in Navy service, the ship had only 3 Executive Officers, two of whose names can’t be what is stamped here.

The third exec, however, LCDR. James Madison Doyle, could plausibly be the signator of this card. If so, he’s also the author of the 220-page wartime account listed in the bibliography below. In it, he gives a roster of all officers and their duties, but, while he also lists all enlisted men, he does not give their rates. There were indeed two LaFayette’s in the crew, one with initials A.F. and one L.W. The latter, possibly a BM 3/c (hard to read) would seem to be the bearer of this pass. If I’m right that this card is from the WW I transport, then the custom-printed card and the lack of a mailing address or penalty indicia suggests to me that it’s from early in the use of such cards, before they got an official form number etc. Except for this card lacking the “drop in check box upon return to ship” phrase, all the

illustrated cards have the same wording. The INDIANAPOLIS card, not illustrated here, has the full wording, plus a warning against unauthorized use. As Doyle, having been First LT and then Gunnery Officer, only became Exec on 15 February 1919, and the Army took over the ship in October 1919, that dates the card to that year. LCDR Doyle was USNA class of 1909; he retired as a Commander, after commanding USS WHIPPLE (DD 217) for 6 days (!), 18 April 1924 – 24 April 1924, and PENGUIN (AM 33) from 21 June 1927 - 1 July 1928.

Other Navy cards were similarly printed to be mailable if lost and found, so are postal stationary. Also in my exhibit of my father’s postal history is **Figure 6**, his Commissary privilege card from the Navy Yard (but in fine print, printed for “S/M Base”) at Pearl Harbor’s. “Fleet Radio Unit Pacific,” the cover name for his codebreaking unit, had originally been in that portion of the PH complex. It dates from 1945, as he was promoted to Captain in that year. Similar Commissary cards from subsequent postings to Norfolk VA do not have a return address or penalty indicia.

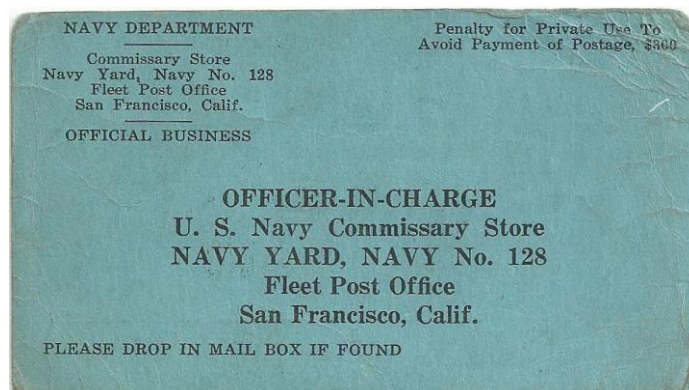


Figure 6: 1945 Pearl Harbor Navy Yard Commissary, indicia side.

My long, long-ago aged-out Navy Dependent ID card doesn’t have the penalty indicia, but does say “If found, drop in any mail box. Postmaster—return to [DOD]...D.C.” Outside the realm of Navo-Philately, in the Dark Ages before magnetic-strip hotel key-cards, I once or twice encountered hotel keys on the standard plastic rounded-diamond fobs, which always had a drop-in-any-mailbox-if-found statement, bearing remnants of Postage-Due Stamps showing that someone had done exactly that. If there are more liberty cards than I’m aware of “out there,” someone might find one so postally-used. These cards are not central to our hobby, but are part of it.

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Wikipedia entry for: “SS Kronprinzessin Cecilie (1906)”

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S2-04 PENNSYLVANIA (BB 38) 8-3-31 Beazell photo cachet MB \$25
S2-05 TEXAS (pre-Dreadnought BB) 11-22-1909 nc w/crystal clear T-1 cxl on color PC, rated R2 MB \$50
S2-06 ALERT (AS 4) 11-13-1912 nc but clear t-2n(AC) cxl on color PC, rated R3 MB \$40
S2-07 COLORADO (BB 45) 5-10-34 r/s naval sta Guantanamo cachet, R-2 cxl T-6 MB \$15
S2-08 FULTON (AS 10) 12-21-1910 clear T-3(AC) R1 cxl on color PC MB \$10
S2-09 HONOLULU (CL 48) 7-9-39 1st visit to namesake city by Honolulu Star Bulletin MB \$2
S2-10 HMS ARK ROYAL (CV) 6-28-77 Flagship QEII Jubilee Review cachet & spec PM MB \$3
S2-11 DSRV ALVIN 7-27-71 Dive 341 w/Robert Ballard (Titanic fame) as observer MB \$3
S2-12 PC 1128 4-12-45 sailor mail w/censor mark, ship wreck 10/45 in typhoon MB\$15
S2-13 BOWDITCH (AG 30) 5-9-40 commission by Nicholson MB \$2
S2-14 BOWDITCH (AG 30) 7-21-43 #10 penalty w/printed cc MB \$2
S2-15 BOWDITCH (AG 30) 12-12-41 #10 penalty with r/s cc MB \$2
S2-16 GEAR (ARS 34) 1-5-44 sailor mail w/censor mark MB \$2
S2-17 CLAMP (ARS 33) 10-15-43 sailor mail w/censor mark MB \$2
S2-18 CLAMP (ARS 33) 10-24-44 #10 penalty with r/s cc MB \$2
S2-19 CLAMP (ARS 33) 5-23-45 regstrd #10 pnity w/NAMED cxl on back, r/s cc MB \$3
S2-20 WEIGHT (ARS 35) 3-17-44 registered #10 penalty with r/s cc MB \$3
S2-21 WEIGHT (ARS 35) 3-23-44 #10 penalty with r/s cc MB \$2
S2-22 TRIUMPH (AM 323) 4-18-45 sailor mail w/censor mark MB \$2
S2-23 SPEAR (AM 322) 8-6-44 Harrington data cachet, SL & type Z cxl
S2-24 IMPECCABLE (AM 320) 11-7-44 registered #10 penalty, printed cc MB \$3
S2-25 DEXTRIOUS (AM 341) 11-3-43 #10 penalty with r/s cc MB \$2
S2-26 ARDENT (AM 340) 9-4-46 Anderson US Navy cachet, SL & type 9 cxl MB \$2
S2-27 CHIEF (AM 215) 5-6-44 registered sailor mail w/censor mark MB \$3
S2-28 COMPETENT (AM 316) 8-24-43 #10 penalty with r/s cc, PM Alameda MB \$2
S2-29 HMS CEYLON (CL) 7-5-50 Spalding cachet w/ships mark MB \$2
S2-30 HMCS HURON (DD) 6-28-77 spec cachet for QWII Naval Review 1977 MB \$2
S2-31 REDWING (ARS 4) 9-12-32 boxed ships received mark as cachet, sunk MB\$2
S2-32 SARSI (ATF 111) 4-2-47 #10 sailor mail, ship sunk in Korean War MB \$10
S2-33 CHUBB (SS 329) 10-21-44 commission with surface sub over fish MB \$3
S2-34 BRILL (SS 330) 9-23-43 keel lay by Spader MB \$3
S2-35 CAPITAINE (SS 336) 12-2-43 keel lay by Spader, PM Groton MB \$3
S2-36 CAPITAINE (SS 336) 10-1-44 launch by Spader MB \$3
S2-37 CAPITAINE (SS 336) 1-26-45 commission by Spader, PM Groton MB \$3
S2-38 CARBONERO (SS 337) 12-16-43 keel lay by Spader MB \$3
S2-39 CARBONERO (SS 337) 10-15-44 launch by Spader, PM Groton MB \$3
S2-40 CARBONERO (SS 337) 2-7-45 commission by Spader, PM Groton MB \$3
S2-41 CARP (SS 338) 12-23-43 keel lay by Spader MB \$3
S2-42 CARP (SS 338) 11-12-44 launch by Spader PM Groton MB \$3
S2-43 CARP (SS 338) 2-28-45 commission by Spader, PM Groton MB \$3
S2-44 CATFISH (SS 339) 1-6-44 keel lay by Spader, PM Groton (sunk in Falkland War) MB \$3
S2-45 CATFISH (SS 339) 11-19-44 launch by Spader, PM Groton MB \$3
S2-46 CATFISH (SS 339) 3-19-45 commission by Spader, PM Groton MB \$3
S2-47 ESSEX (CV 9) 9-27-44 sailor mail w/censor mark MB \$2
S2-48 CANOPUS (AS 9) 10-27-30 cover for FDC of Von Steuben stamp MB \$3
S2-49 SEAWOLF (SS 197) 3-12-40 Deep Dive cachet, kb Isle of Shoals 263' sunk MB \$3
S2-50 OLIVER NORTH autograph 11-29-93 USMC emblem, PM GEORGE WASHINGTON MB \$10
S2-51 USCGC IRONWOOD (WLB 297) 10-6-2000 LDC by Everett, PM Kodiak MB \$2
S2-52 MOFFETT (DD 362) 10-31-36 shakedown cruise, kb across line MB \$2
S2-53 BENNINGTON (CVS 20) 6-5-62 attack carrier cachet w/printed photo of ship MB \$2
S2-54 WICHITA (CA 45) 3-3-43 sailor mail w/censor mark MB \$2
S2-55 HOPKINS (DD 249) 8-5-35 Fleet Week Seattle r/s cachet by Seattle Stamp Society MB \$2
S2-56 HOVEY (DD 208) 8-6-36 Fleet Week Portland r/s cachet, sunk MB \$2
S2-57 WORDON (DD 352) 3-9-35 Welcome, view of Mt Hood hand drawn cachet, sunk MB \$2
S2-58 LEXINGTON (CV 16) 9-22-44 sailor mail w/censor mark MB \$2
S2-59 YORKTOWN (CG 48) 7-4-84 commission cachet by USS America Ch MB \$2
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S2-63 SHARK (SS 174) 5-30-36 Memorial Day cachet by ANCS Argonauts MB \$3
S2-64 MEDUSA (AR 1) 10-4-34 Transit Panama Canal, Colon to Balboa cachet w/enc MB \$2
S2-65 YELLOWSTONE (AD 27) 6-3-54 Crosby-like photo cachet MB \$3
S2-66 TACONIC (AGC 17) 10-27-46 Navy Day cachet w/fancy cxl MB \$2
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S2-109 DORADO (SS 248) 8-28-43 commission cachet, sub over world map, PM Groton, sunk MB \$3
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Historical questions researched. James Myerson, 6550 E. Washington Blvd., Commerce CA 90040-1822. SASE for reply.

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STEVE SHAY
747 SHARD CT
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PERIODICAL

Secretary's Report
January 2021
Welcome New Members

- 12619 Joan Sichel, Monmouth Junction NJ by Phil Schreiber (9110)
- 12620 Christine Sanders, Englewood FL
- 12621 Randy Kohler, Rossmoor CA

Converted to Life Membership

- | | | | |
|---------|------------------|---------|------------------|
| L-12448 | Robert Babcock | L-12514 | William Beith |
| L-12352 | Nancy Clark | L-11911 | Mel Dick |
| L-11628 | Ronald Greenwood | L-6726 | Joe Hogan |
| L-12598 | Mary Ledington | L-5676 | Owen Murray |
| L-10761 | John Noble | L-11983 | Richard Palestro |
| L-11695 | John Thiele | L-11163 | Dick Thomas |
| L-10199 | Gary Weiss | | |

Deceased

- | | | | |
|---------|-----------------|-------|-------------------|
| L-11496 | Robert Benner | 2549 | Sydney Fingerhood |
| 8945 | William Haid Jr | 8699 | David Holland |
| 8018 | Alex Lutgendorf | 11447 | Paul Petosky |

Resigned

- | | | | |
|-------|-----------------|-------|--------------------|
| 11742 | John Atwood | 8429 | John Matson Jr |
| 12586 | George Miller | 10825 | Dr. Irving Portnoy |
| 12101 | Gene Sanders Jr | | |

Mailing Suspended, no Forwarding Address

- 7091 William Dike

Change of Address

- 12263 James Brooks, Surfside FL
- 10783 Lee McNabb, Holden LA
- L-3713 Stanley Moskowitz, Lake Worth FL
- 11641 Laurie Prescott, Saratoga CA
- 10799 Fred Schmitt, Las Vegas NV

| | |
|------------------------------|-----|
| Membership on 12/5/2020..... | 771 |
| New Members..... | 3 |
| Deceased..... | 6 |
| Resigned..... | 5 |
| Membership on 1/2/2021..... | 763 |
| Membership on 1/3/2020..... | 795 |

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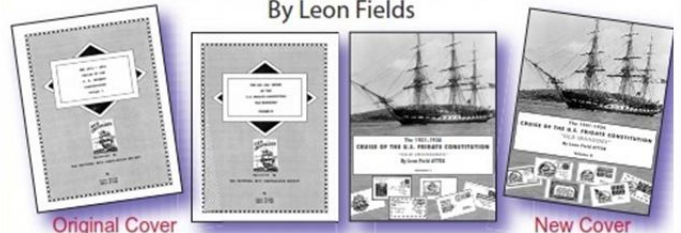
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