

STAMP AND TONGS

November 2007

Volume 46 No 11

DALLAS-PARK
CITIES
PHILATELIC
SOCIETY:

The Rebirth Of A Newsletter and New Proposals

NEWS OF THE CLUB

A NEW LOOK FOR AN OLD NEWSLETTER

The Dallas-Park Cities Philatelic Society is pleased to announce the rebirth of the Stamp and Tongs Newsletter. The newsletter has been going since 1961. Last year Rick Houghland stepped down as the as the editor of the *Stamps*

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TEXAS NAVAL COVERS

Doug Moss gave a talk on Oct 10th about his collection of naval covers of two Texas ships, the U.S.S. Texas and the U.S.S. Houston. His collection started after a trip to San Jacinto to

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NEW PROPOSALS

With changes to occur with *The Texas Philatelist* starting in January, two proposals were brought to the floor of the membership. They are proposed as a way of continuing the Dallas-Park Cities Philatelic Society's presence in the publication.

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Dallas- Park Cities
Philatelic Society meets
ever 2nd and 4th
Wednesday of the
month at 730pm at the
Edgemere Retirement
Center at:
8523 Thackery Dallas,
TX 75225



These are just some of the stamps I picked up at
this weeks meeting. (Scott catalog value ~\$2.40) I
paid \$.27 Come to a meeting to sell your duplicates

An 'Old' Look For a 'New' Newsletter

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and *Tongs* after 10 years to move on to other endeavors within the club. Since then, the newsletter has had no editor and has not been published.

Several attempts to find a new editor in the last year have been unsuccessful. Two proposals were offered at the meeting on Oct 10 for an alternative to a newsletter (See page 5). One more time the board asked for someone to take over the editor of the *Stamp and Tongs*. Unfortunately I was nominated for the position by Dr. Boehning, after he mistook my universal chocking sign for wanting the job. However now that the job is mine I might as well make the most of it.

A LITTLE ABOUT ME

I am new to DPCPS. So new in fact, that the ink on the motion to accept me as a new member hasn't even dried yet. Therefore, I thought I would take this time to tell you a little about me.

I am a Pediatrician, and I work for Cook Children's Emergency Department in Fort Worth. I went to medical school at UTSW in Dallas, and I currently live next to White Rock Lake.

My mother is English and my father is a retired colonel in the USAF. As expected with that sort of family background I have traveled a lot in my life. I was born in China and raised in Europe till the age of 7 when we moved to Fort Worth. I still call Fort Worth my hometown.

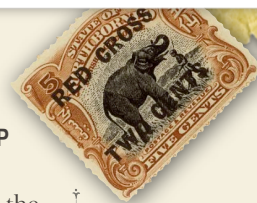
I have been collecting stamps most my life but only in the past few years have I had the time in my life to pursue more actively. I collect mostly topical. My first love is Red Cross/Red Crescent stamps. However, like most stamp collectors I have other collecting interests. I have a collection of Great Britain and the British Commonwealth. Most recently I started a small but growing collection of Lundy Island stamps. Beyond that I have a eye for odd stamps such as New Caledonia (both British and French markings on the same stamp) or British Commonwealth stamps used during the conversion to the decimal system.

THE NEW STAMP AND TONGS

I hope to keep the *Stamp and Tongs* as a valuable newsletter for the club. I hope I can bring fresh eyes and energy to the endeavor. That being said though I am new to this hobby compared to most of you and I need your help to keep this newsletter interesting and informative. Any ideas for topics or articles you are willing to write please contact me. SLOANEJ@YAHOO.COM



Frank J. Sloan, MD, FAAP



...Any ideas for topics or articles you are willing to write please contact me...

The Texas Navy; U.S.S. Texas and the U.S.S. Houston

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the U.S.S. Texas BB35 docked at the San Jacinto Battleground State historic site. His desire to collect philatelic material with a Texas connection came to fruition after he found a listing on eBay for a cover postmarked the U.S.S. Texas.

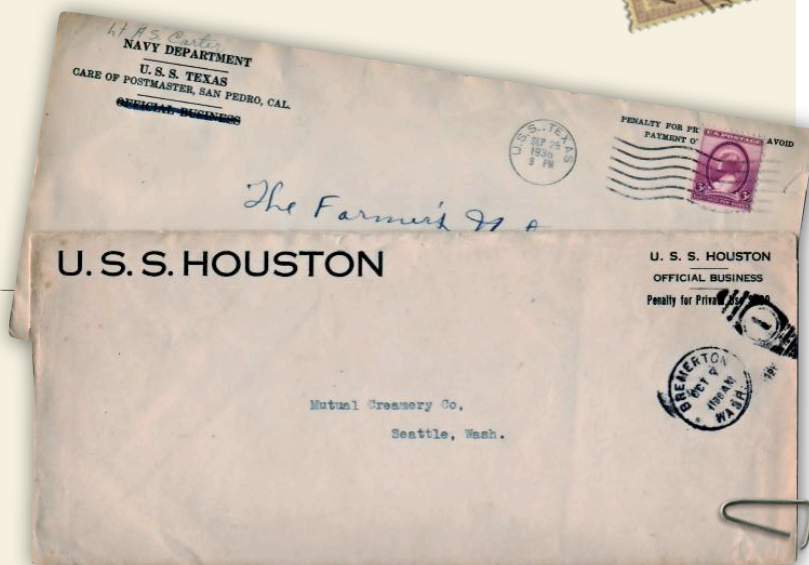
U.S.S. TEXAS BB-35

She is the third ship to be named for the Lone Star State. She is a New York-Class Battleship and was commissioned on March 12, 1914.

Her first saw action was in April 1914 during the Tampico Affair of the Mexican Revolution. Through World War I she was a convoy escort for ships crossing the Atlantic.

After the war in March of 1920, a major over-haul made her the first American battleship to carry an airplane. Later that year, she was given the classification of BB-35 when the US navy switched to a hull based classification system (BB standing for her battleship designation). In 1939 the USS Texas achieved another first for a US naval ship, when she was fitted with the first commercial radar.

On Dec 7, 1941, The USS Texas was at Casco Bay, Maine. During World War II, she saw action in North Africa, the D-Day invasion, and the bombardments of Iwo Jima and Okinawa. She was awarded five battle stars during World War II.



Two naval covers: Background: personal mailing with stamp. Foreground: official business no postage

After the war she was towed to Buffalo Bayou near the San Jacinto Monument just south of Houston. On the 112th anniversary of Texas Independence, April 21, 1948 She was decommissioned and handed over to the State of Texas. Over the next 35 years she suffered from rapid deterioration. In 1988 she was towed to Galveston for a two year restoration that returned her to her 1945 condition.

She is registered as a National Historical Landmark and her marine steam engines are a National Historic Engineering Landmark. The U.S.S. Texas BB-35 is also only one of two ships remaining today that served during both World War I and World War II.

U.S.S. HOUSTON CA-30

She was a Northampton-Class Heavy Cruiser that was nicknamed the 'Galloping Ghost of the Java Coast'. She was sponsored by Elizabeth Holcombe, the daughter of the mayor of Houston. She was

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USS Houston (CA-30) October 1935 with FDR's presidential flag at her mainmast peak

TEXAS NAVY

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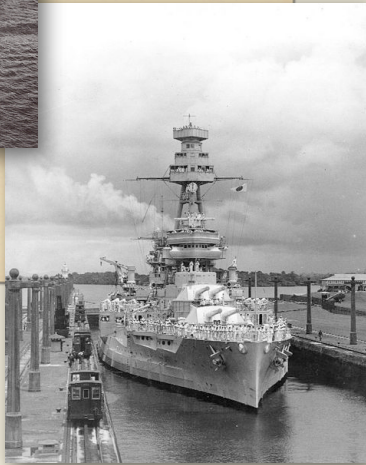
commissioned the CL-30 on June 17, 1930. Her hull classification was latter changed to CA-30 in 1931. She hosted President Roosevelt in 1934 on a 12,000 mile trip from the Caribbean to Portland, OR by way of Hawaii. During the start of World War II the U.S.S. Houston was the flagship of Admiral Thomas C. Hart, Commander of the Asiatic Fleet in Philippines. She fought valiantly at the Battle of the Java Sea but was sunk at the Battle of Sunda Strait on March 1, 1942. Of the 1,061 men aboard her only 368 survived. She was awarded two battle stars and a Presidential Unit Citation.

U.S.S HOUSTON (CL-81)

She was the third US Naval ship to be named for the city of Houston. She was a Cleveland-class light cruiser originally named the U.S.S. Vicksbourg but renamed in honor of the CA-30 after her sinking. She was commission in December of 1943.

She provided screening for the U.S. carriers during the Battle of the Philippine Sea at the Marianas and the Bonin Islands. However, during the Battle of Formosa (Taiwan) she was

USS Texas (BB-35) in the Panama Canal June 21, 1937

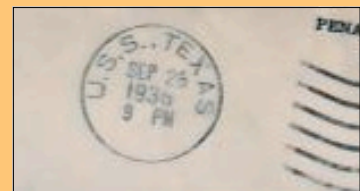


crippled by Japanese torpedos and had to be towed back to harbor for repairs. She spent the remainder of the war in repair dock. After the war she was sent on an extended goodwill tour of Africa and Europe. She was eventually decommissioned on December 15, 1947 and was finally scrapped in 1959. She received three battle stars during World War II.

OTHER SHIPS WITH TEXAS CONNECTIONS

There have been other ships since WWII to bear the names of the Lone Star State. The U.S.S. Texas (CGN-39) was a Virginia-class nuclear guided cruiser commissioned in 1977 and scrapped in 1993. The current U.S.S. Texas is the SSN-775 a Virginia-class submarine. She was commissioned on Sept 2006. The U.S.S. Sam

Houston (SSBN-609) was an Ethan Allen-class submarine commissioned March 1962 and recycled Sept 1991. The fourth ship named for the City of Houston is the U.S.S. Houston (SSN-713) a Los Angeles class submarine commissioned in 1982 and still on active duty at its homeport of Guam. There have been four ships with the name Dallas. The first named for Alexander J. Dallas (a naval officer for whom Ft. Dallas, FL is named for) Two others were never finished. The fourth, U.S.S. Dallas (SSN-700) was named for the City of Dallas. She is a Los Angeles-class nuclear attack submarine commissioned in 1981 and is still on active duty in Connecticut.



*U.S.S. Texas BB-35
Locy Post Mark type 7*

Naval postmarks began with a congressional order approved on May 27, 1908 Naval Postal marks are classified by the Locy classification method. There are 12 types of postal marks with many subtypes. See Naval Postmarks on page 5.



*Locy Post Mark type 3 of the
U.S.S. Houston CA-30*

Naval Postmarks and the U.S.C.S.

NAVAL POSTMARKS

Naval postmarks began with a congressional order approved on May 27, 1908 and implemented by the Navy under General Order #74 June 27, 1908. It created post offices aboard U.S. Navy ships. Congress enacted it to provide reliable means of posting mail for sailors taking part in the Great White Fleet of 1908. The first postmark used was for the battleship USS Illinois as she left San Francisco harbor.

THE LOCY METHOD

The classification method for naval postmarks was first laid out by LCDR Francis E. Locy, Medical Corps, USN in 1929. It has been modified and updated since, and is the method used today to describe naval postmarks.

The current system is composed 13 general forms with variations described by a list of code letters. The cancellation consists of a dial containing the date and cancellation

marks to the right of the dial. The name of the ship appears within the dial or in the cancellation marks. Sometimes the port of call will be on the cancellation mark as well.

POSTMARK TYPES

TYPE 1 (FIGURE 1)

It was a hand stamp issued between 1908 to 1918. In the dial is the name of the ship at the top. To the right are four killer bars very close together.

TYPE 2 (FIGURE 1)

It was a hand stamp first issued in 1911 but retired in 1913. It reappeared in 1943 and has been the standard issue ever since. In the dial the name of the ship on the bottom. On the right are four widely spaced bars.

TYPE 3 (FIGURE 1)

It was a rubber hand stamp issued in DEC 1912 till the beginning of WWII. At the top of the dial is 'U.S.S.' with the ship name at the bottom like type 2. Like type 5 this hand stamp allowed insertion of text in-between the killer bars. The top and bottom killer bars are also longer; following the curve of the dial.

TYPE 4 (FIGURE 1)

In revisions over the years, Dr. Locy's type 4 has been reclassified.

TYPE 5 (FIGURE 1)

Also a rubber hand stamp, Type 5 is slightly smaller than type 3. It first

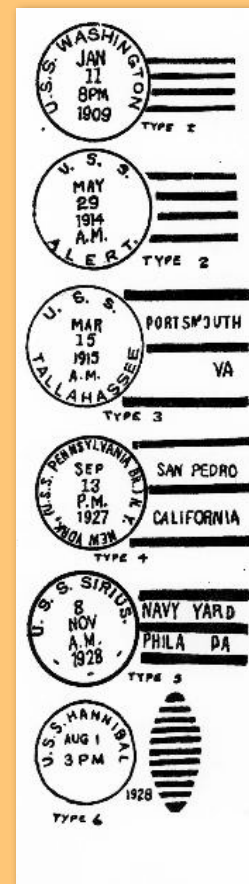


fig. 1: The first 6 types from the original article published by Dr. Locy in the *American Philatelist* in Feb 1929

appeared in 1928 and replaced type 3 for about five years. The name of the ship is normally at the top of the dial instead of the bottom like type 3. The killer bars are also all the same length unlike type 3.

TYPE 6 (FIGURE 1)

It is a metal hand stamp first issued in the early 1920's. The name of the ship is usually at the top of the dial. A time stamp was inserted into the center of the dial. The kill bars are in the shape of an oval and usually contain 11 lines. Some Type 6 have a circle in the killer bars. The



Sn Lt. Francis Eastman Locy, Surgeon USMC

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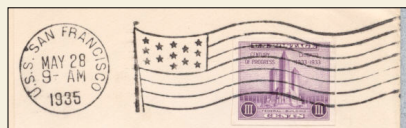
only number that is ever found in the circles is '1' (see cover at the top of page 3 as an example of this) The circle can also be empty.

TYPE 7



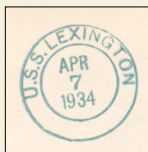
This cancel is from a canceling machine. It has a small dial with 'U.S.S.' at the top and the name of the ship at the bottom. The killer bars are about 2 inches of wavy bars. Introduced in 1919, the canceling machines are still in use.

TYPE 8



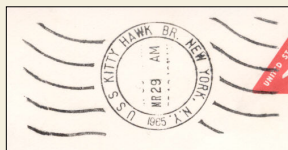
Also a product of cancellation machine it is similar to type 7 but the killer bars form an American flag though popular by civilian post offices only 15 ships used them from 1927-1935.

TYPE 9



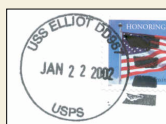
It is the only original postmark from 1908 that still continues in use to this day. It is a rubber hand stamp with a dial of two concentric circles with enough space between the circles for the ship's name. There is a central slot in the dial for the date but there are no killer bars.

TYPE 10



This is a hand steel roller for first-class mail started in the 1960's. Similar to Type 9 in that the ships name appears between two circles and a date in the center of the dial, it is distinguished by wavy kill bars on either side of the dial.

TYPE 11



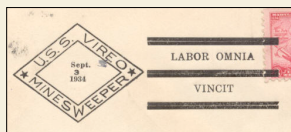
Introduced in the 1990s and very similar to type 2, it is a self inking postmark with a changeable dating system in the center of the dial. It has four killer bars to the right that are very short.

TYPE 12



Like type 11 it is a self-inking modern version of an older type. It too has a changeable center date. It has no kill bars. It is used for postal paperwork and back-stamping on registered mail.

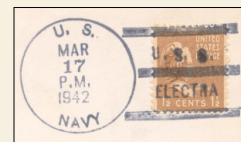
TYPE F



Any cancellation not issued to the ship through regular postal channels

is classified a 'fancy'. They have been seen as early as 1911.

TYPE P



Type P or 'provisional' was initially proposed by Locy and only applied to a government-issue cancel that had been modified by the mail clerk by physically attaching the new wording to the postmarking device. These can be difficult to classify but can be referenced in *Catalog of United States Naval Postmarks* (ISBN 0-9657316-0-X) published by the Universal Ship Cancellation Society.

UNIVERSAL SHIP CANCELLATION SOCIETY

If you would like more information on naval postal marks you should visit the Universal Ship Cancellation Society (U.S.C.S.) at www.uscs.org. They were founded in 1932 and have a wealth of information on the naval postal marks. The information for this article came from their website and it has many examples of the different Locy types as well as a complete list of the variation codes.



Two Proposals For The Membership

TEXAS PHILATELIC ASSOCIATION CLUB BENEFIT PROGRAM

The Texas Philatelist will discontinue its Chapters in Action Department as of the first issue of 2008. There are two proposals that the Texas Philatelic Association would like to make to the Dallas-Park Cities Philatelic Society:

PROPOSAL 1: DPCPS CHAPTER PAGE

- In each edition of *The Texas Philatelist*, a chapter would be allowed one page for their exclusive use. At the top of the page would be the chapter name and its logo. The balance of the page could be filled with text and or/photos describing recent club meetings, programs, future programs, field trips, member recognition and other activities other than stamp shows, which would be promoted separately in the current pre- and post-show format.
- For the first year of the program, clubs would be assessed an annual fee of \$1.00 per member, to be reduced \$1.00 for each member who belongs to the TPA. For the second year, the assessment would rise to \$2.00 per member and the reduction to \$2.00 per TPA member. The assessment would be paid by January 31 based on membership as of December 31 of the prior year. Chapters having 76% or more TPA members would pay no assessment.
- The deadline for submissions would be the first of the month preceding publication of the journal, i.e.

December 1 for the January/February journal.

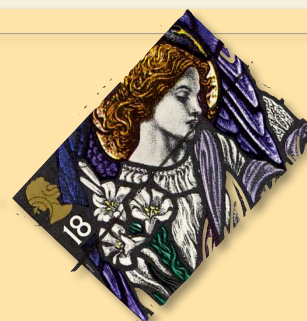
- No refunds or prorated refunds would be made to chapter failing to submit material or missing deadlines.

PROPOSAL 2: MAKE ALL DPCPS MEMBERS TPA MEMBERS

- Every member of the DPCPS will become members of the TPA
- Every DPCPS member will receive a copy of the journal of the TPA, *The Texas Philatelist*, published six time a year.
- The DPCPS will be asked to pay the TPA membership of \$9.00 (\$3.00 off of the regular membership rate to join the TPA) for each member you have during the beginning of the year. This amount will be prorated for new members who join during the year. Lifetime members of the TPA will be only \$5.00
- The DPCPS will be guaranteed one page (advertisement free) in each issue of the journal to promote the club.
- The DPCPS will receive 10 copies of each journal to distribute to new members.
- The deadline of submission would be the first of the month preceding publication of the journal, i.e. December 1 for the Jan/Feb journal.
- No refunds or prorated refunds would be made to chapters failing to submit material or missing deadlines.

VOTING ON PROPOSALS

Voting on one or neither proposition will be held during the November meeting. If you have questions please talk to Deborah.



*Annual Holiday Dinner
Wednesday 12th of
December 7:30pm*

*You need to RSVP to
Dr. Boehning
ASAP there is only
room for 40. \$10 for
members \$30 for couples.*



Dallas-Park Cities Philatelic Society



Dallas-Park Cities Philatelic Society May 2007

1st row: (seated left to right): Chris Ann Nalborski, Robert Carter, Deborah Kempston, Walter Burton, Harry Pedersen

2nd row (standing left to right) Dave Arant, Marvin Hardee, Dr. Harold Boehning, Robert Johnson, Jack Urish, Sheena Boswell, Doug Moss, Dr. Craig Boyd, Tom Cunningham, Mark Solomon, Rod Gabel, Philip Ostrowski, Sam Philippi, Paul Rozewicz

If you are interested
in finding out what
DPCPS is all about
come to a meeting
or check contact us
at

dpcps2002@yahoo.com

or check out our
web page at

[www.geocities.com/
dpcps2002/](http://www.geocities.com/dpcps2002/)



STAMP AND TONGS

FROM:

**DALLAS-PARK CITIES
PHILATELIC SOCIETY**

7115 Haverford Rd
Dallas, TX 75214

November 2007

Volume 46 No. 11

MAIL TO:

Addressee Name

4321 First Street

Anytown, State 54321