Holiday Greetings from Vietnam

HOLIDAY GREETINGS! This card was sent from Jim Walker, back to his family in Lambertville, during the Vietnam War where he served with the 101st Airborne. For more, see page 187, and go to www.NJPostalHistory.org for the "back story" on our Featured Cover.

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DUES TIME AGAIN!

You will find enclosed with this issue a form for dues payment for 2010. We encourage you to mail this in right away, so it is not forgotten. We have again held dues at $15 a year. Again this year you have the option of paying your dues online by Paypal (no extra fee), by going to our new web site [www.NJPostalHistory.org] where you will find a link to renew your membership. You can also donate to the Society at the same time, if you would like. But we are happy to accept your dues and donations in whatever way you find comfortable paying. We would hope not to lose a single member.

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PRESIDENT'S MESSAGE

This issue of *NJPH* includes the latest in the continued series by Jim Walker on Hunterdon County post offices. On a more personal note, Jim has provided an article that touches upon the postal history of the Vietnam War as seen though mail addressed to New Jersey by way of his military service in the war as a member of the famous "Screaming Eagles," the 101st Airborne Division. Our own Captain Lawrence Brennan contributes the latest installment of his on-going series on the postal history of mail carried by New Jersey-built fast aircraft carriers, this issue detailing the exploits of the carrier *Kitty Hawk,* including her six combat cruises to Vietnam. Doug D'Avino provides a glimpse of military base post offices in New Jersey. Lest this entire issue of *NJPH* be given over completely to a military theme, Jean Walton has authored a most interesting article on the New Jersey's highway post offices. I never cease to be amazed at the breadth of topics that fall within the scope of the postal history of our State.

Earlier this month, Gene Fricks, our Society Vice-President and I met with Steven Glazer and John Zinn, Chairman of New Jersey's Civil War Sesquicentennial Committee to discuss that Committee's plans to celebrate the 150th anniversary of the Civil War beginning in 2010. As part of that celebration, the Committee is most interested in developing a traveling exhibit that would include New Jersey postal history related to the Civil War, such as Civil War patriotic covers mailed from New Jersey or depicting New Jersey military units. If you have such material, please send me color scans of the covers. The traveling exhibit is intended to consist of the color scans, not the actual covers. The Committee's website is: www.njcivilwar150.org.

NOJEX 2010 will host the Multi-State Postal History Competition on May 28-30, 2010 at the Crowne Plaza Meadowlands Hotel in Secaucus. Besides exhibitors vying for individual awards and honors, the Society whose members garner the highest scoring total wins the Sweeting Award, sponsored by the Empire State Postal History Society. Whether you have a single frame or a multi-frame exhibit, please consider participating. A prospectus and complete show information can be found at: www.nojex.org.

Finally, it is dues times again. Please be sure to return the enclosed dues form with your check or take advantage of the PayPal option. Either way, please consider making a tax deductible contribution. It is your generosity that has permitted the Society to maintain its dues of $15 per year despite ever increasing costs of printing and postage.

I wish you a Joyous and Happy Holiday!   **Robert G. Rose**

APOs ~ VIETNAM/NEW JERSEY CORRESPONDENCE

By Jim Walker

The Army Post Office (APO) system has been around since World War I when U.S. military began operating overseas in a big way. The three digit numbering system in use through World War II was, in effect, a code to locate individuals without announcing a unit location. This system is still in use today.[1] In the years after WWII the APO system expanded to five digits, becoming a military zip code.[2]

This article takes a very limited look at the operation of the APO during the Vietnam War. As can be seen, all mail is to or from New Jersey addresses. All but one of the outgoing covers make use of the free franking privilege for military personnel serving in a combat zone[3] which included most of Southeast Asia. (*See map on next page*.)
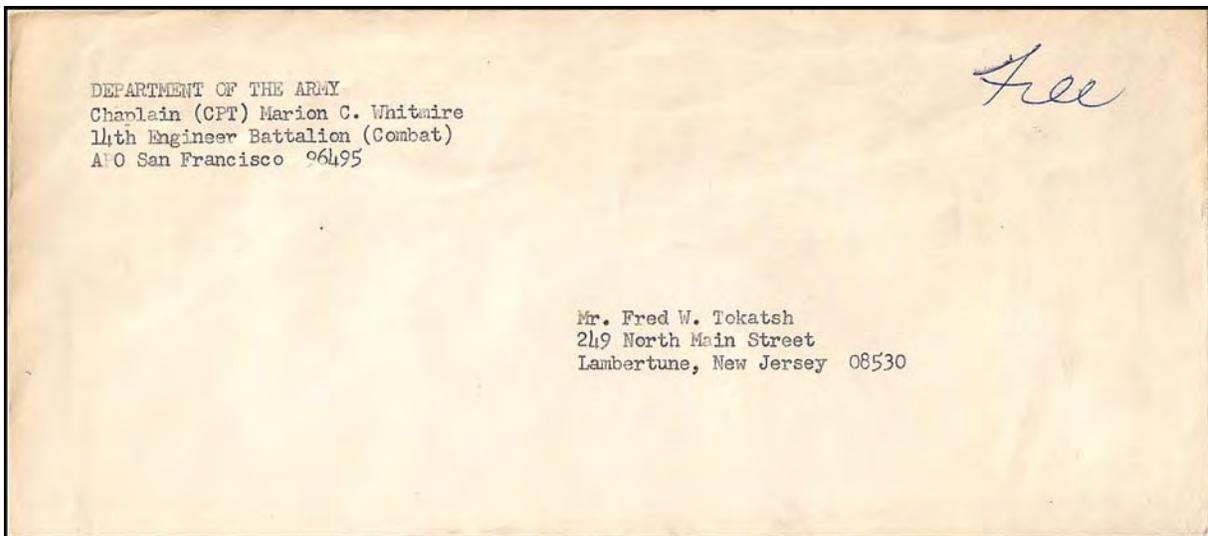

Fig. 1: Free- franked cover, using only a manuscript Free marking, carrying Christmas greetings to families with members serving with the 14th Engineer Battalion in December of 1968 – this one addressed to Lambertville (misspelled Lambertune – but the zip code did its job!), New Jersey. From APO SF96495 at Quang Tri.

The first cover, shown in *Figure 1*, a #10 size envelope, contains a Christmas Greeting form letter from the Chaplain of the 14th Combat Engineer Battalion dated Dec. 1, 1968. The cover is addressed to the family of Fred Tokatsh who was serving with this outfit at the time. The return address, APO San Francisco 96495, gives the location of this unit as Quang Tri, just south of the Demilitarized Zone. Demilitarized is a misnomer to which anyone who served there will attest. Also San Francisco was the location of the mail handling facility for the Pacific area. All mail going to or from Vietnam went through this facility.

The second cover (*Figure 2* below) from Tokatsh is canceled with an APO machine cancel on Armed Forces-supplied stationery with a map of North & South Vietnam. Fred located Quang Tri on the map for the folks back home.

## MAP OF VIETNAM SHOWING TROUP LOCATIONS
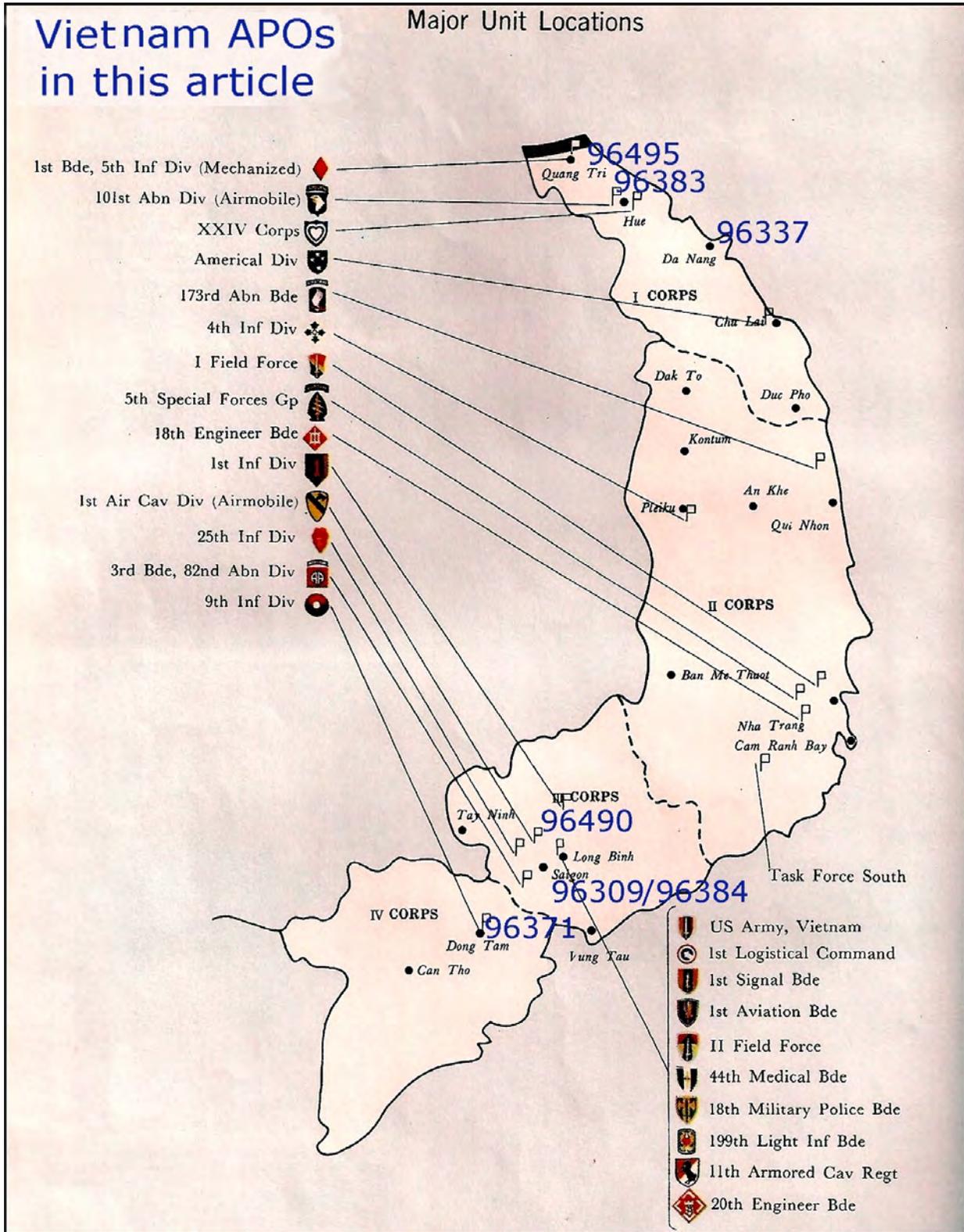
Fig. 2: Cover mailed from Quang Tri, Vietnam (APO 96495) to Lambertville with an Army Postal Service machine cancel over the Free marking.

This next cover (*Figure 3*) is from Lt. Virginia Bozarth, serving as a nurse at the 3rd Field Hospital, APO 96309. This APO is listed as Tan Son Nhut Air Base near Saigon, a major facility handling much of the incoming and outgoing traffic for the military in Vietnam. Lt. Bozarth's father was a long time member of the New Jersey Postal History Society.

Fig. 3: A nice illustrated envelope, marked Free from APO 96309 (Tan Son Nhut Air Base near Saigon) to Titusville, NJ.

The next two covers (*Figures 4 & 5*) are from my old friend from the neighborhood Dan DiSalvi, while serving with the 9th Infantry APO 96371, the location of which was Tan An, south of Saigon in the Mekong Delta area. This cover contains a letter datelined June 3, 1970 and was written in Cambodia while the 9th Division was taking part in the Cambodian Incursion in the spring and summer of 1970. The second cover is datelined August 23 after the division re-crossed the border back into Vietnam. There are no postal markings to indicate this operation, which was temporary. Mail from the troops in the field moved to the Division Headquarters at APO 96371 to be forwarded home. This operation caused quite a stir back in the States!
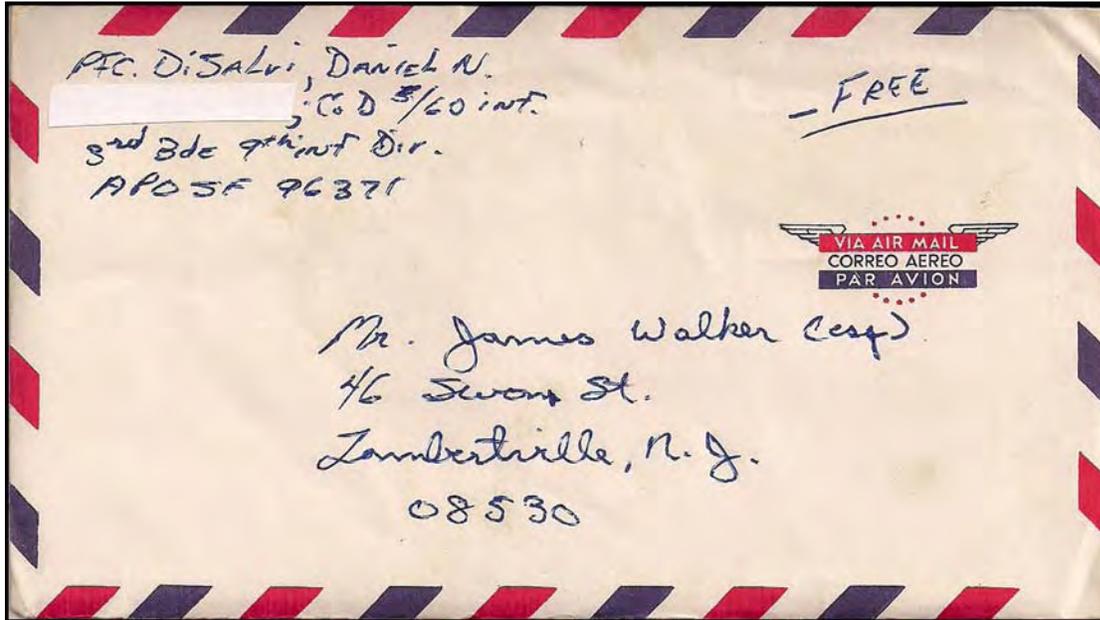
Fig. 4: From APO 96371, the location of which was Tan An, south of Saigon in the Mekong Delta area. The letter enclosed however, datelined June 3, 1970, was written when DiSalvi's division had crossed into Cambodia. Mail was forwarded to Division Headquarters in Tan An for mailing.
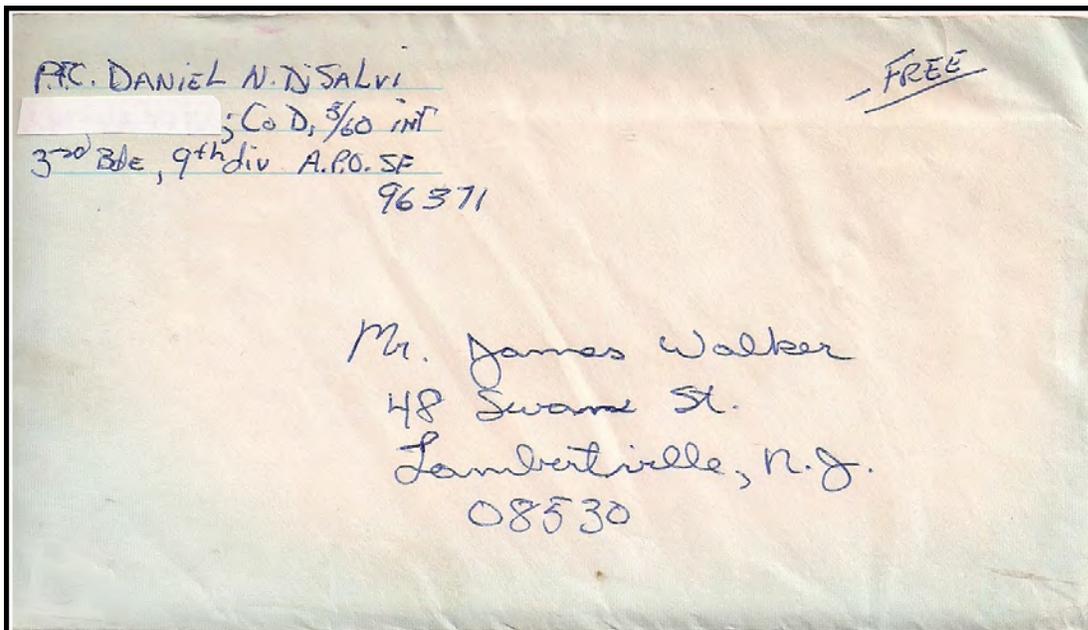

Fig. 5: A cover with a letter datelined August 23, 1970, when DiSalvi's unit had re-crossed back into Vietnam after the Cambodian Incursion. Sent from APO 96371.

As the withdrawal of American troops accelerated and units returned to the U.S., individual GIs that did not have a minimum amount of time in Country were reassigned to other units. As the cover in Figure 6 shows, SP/4 DiSalvi was transferred to the 101st Airborne Division AP0 96383, located at Phu Bai in November 1970. This division was operating in Northwest I Corps south of the DMZ near the border with Laos.
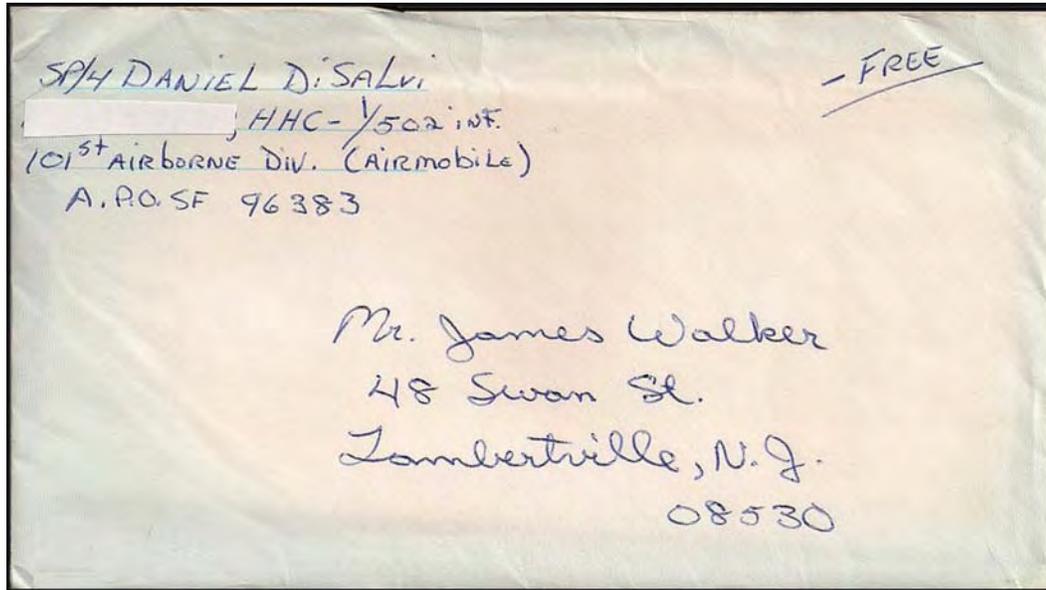
Fig. 6: This cover, datelined November 1970, is from AP0 96383 located at Phu Bai, after DiSalvi was transferred to the 101st Airborne Division.

In May 1970 I received the cover below (*Figure 7*) from another friend also in Vietnam, at APO 96337. This APO was located at Da Nang, a large base on the coast where the Marines first entered Vietnam in 1964.
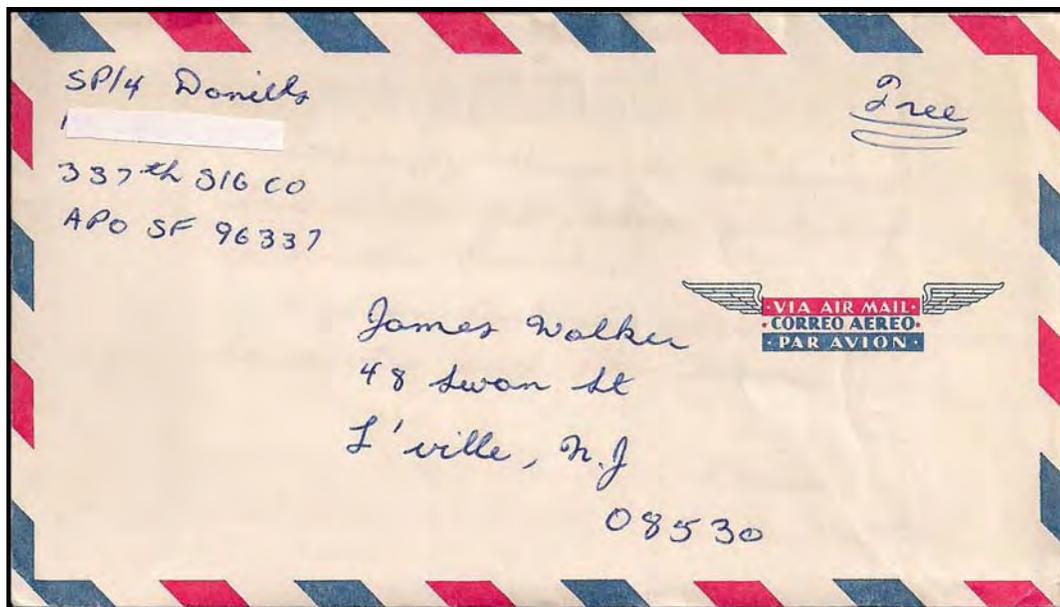
Fig. 7: Cover sent from APO SF 96337 in May 1970. This APO was located at Da Nang, a large base on the coast.

I entered the army in early 1971. I reached my assigned unit by that summer, as the form letter shown in Figure 8 indicates, Headquarters 1st Brigade 101st Airborne APO 96383. The paragraph below my new address concerning the rapid mail service of from 5-7 days proved to be overly optimistic.
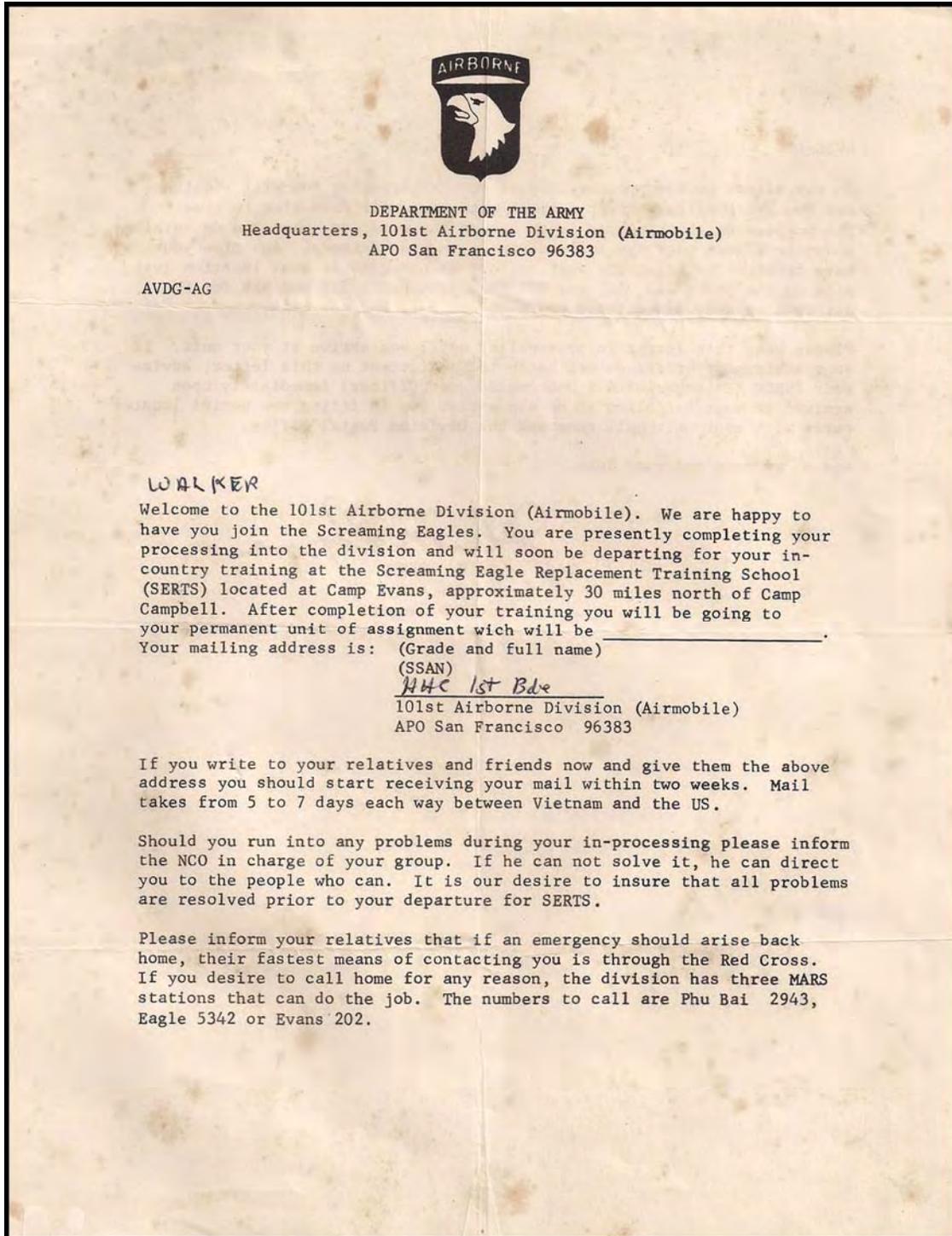
Fig. 8: Letter from the 101st Airborne with mailing instructions for me and my family, received in early 1971. The 101st Airborne was headquartered near Hué, with APO SF 96383.

By the New Year, the 101st ABN stood down and I was reassigned to another outfit. However, just before Christmas a GI-produced Christmas card was distributed (see *Figure 9*) for us to send home. I made an envelope out of a sheet of paper and since it was so late in December, I used a U.S. air mail stamp #C78a from a booklet my father had sent. I hoped a stamp would ensure a timely delivery. The stamp did ensure an APO cancel 22 Dec. 1971 with a faint APO # 96383.
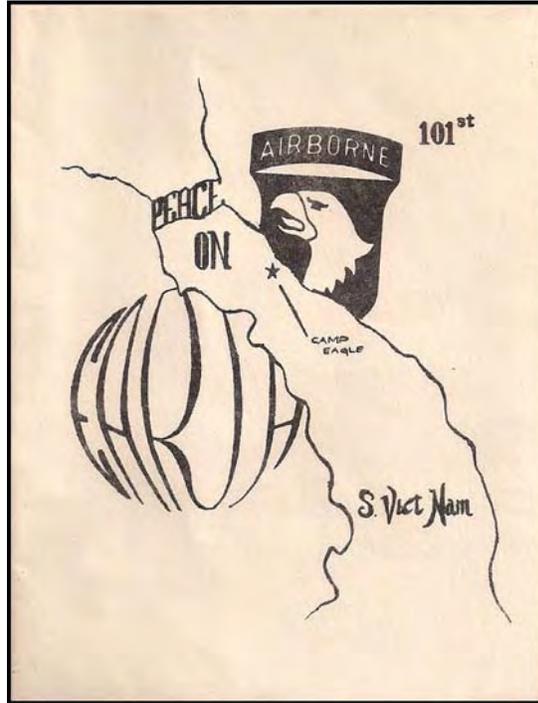
Fig. 9: A GI-produced Christmas greeting produced in 1971. The stamp was unnecessary, but I used it in hopes of faster delivery. It did at least insure an APO cancel dated Dec. 22, 1971 from APO 96383.
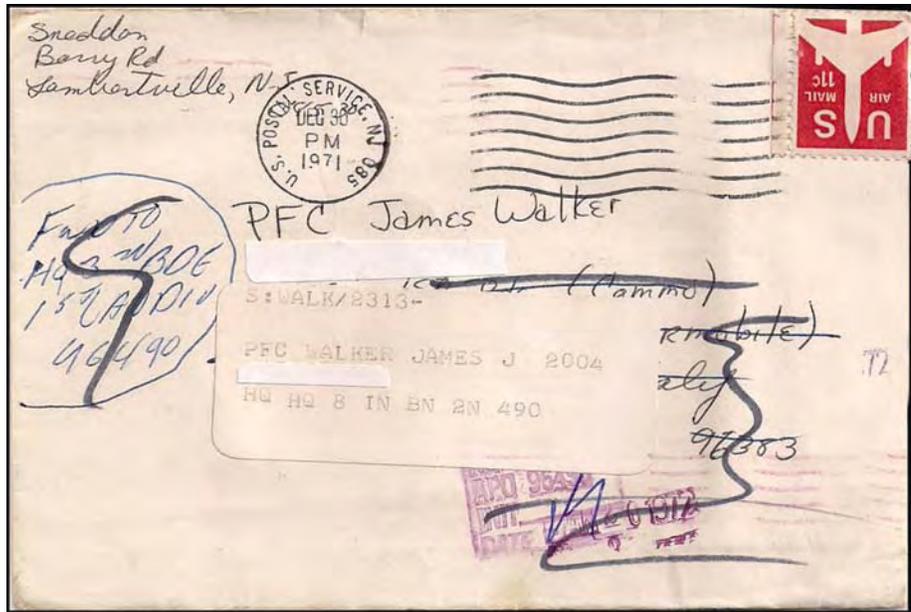
Fig. 10: December 30, 1971 cover sent from NJ to me, originally addressed to my 101st Airborne address, but redirected to my new address.

    The cover shown in Figure 10 is mail sent to me from Lambertville, N.J., canceled Dec. 30th, 1971. By the time it arrived in Vietnam, I had been reassigned to Headquarters 2/8 1st Cavalry Division APO 96490, located at Bien Hoa northeast of Saigon. The label with my correct address was applied over the old one and the purple handstamp indicates a search was made on the 20th of January and the handwritten address at left was the correct Brigade but the actual unit was not indicated. The scan of the reverse of this cover (*Figure 11*) shows a purple Directory Service cancel of Jan. 20th and two APO machine cancels from Jan. 25th and 28th. The postmarks indicate it took almost a month to track me down.

Fig. 11: Reverse of the above cover, showing a Directory Service cancel Jan 20, 1972 and 2 APO cancels (with illegible numbers) Jan. 25 & 28, a month in transit.
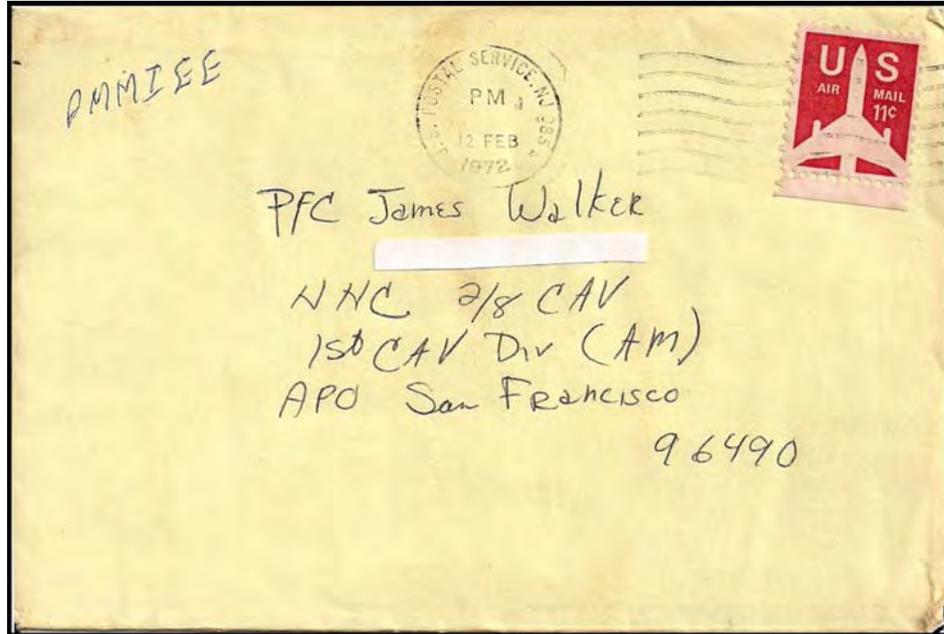
Fig. 12: Letter addressed to me at APO SF 96490 (Bien Hoa), mailed from Lambertville, NJ on Feb. 12,.1971, includes the additional notation by the postal clerk of Ammiee (Amiee) – a sub-base near Ben Hoa.

APO numbers often covered a large area with any number of small units operating within that area. The cover shown above (*Figure 12*), mailed from Lambertville, N.J. on Feb. 12, 1971 to the proper address, also carries an additional directive from a postal clerk at the upper left. Upon arrival at Bien Hoa, I was assigned to a fire support base about five miles east, and shortly after I was again reassigned to a mini-fire base, or satellite of the larger base. The name of this minibase, Amiee, is at the left. I took this picture (Figure 14) of FSB Amiee from a helicopter in April 1972.
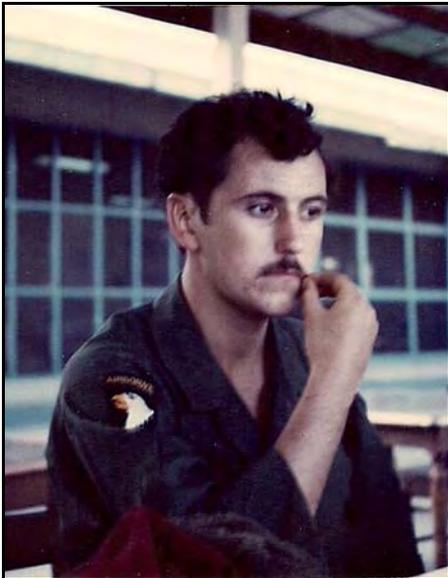
Fig. 13: The author in Bien Hoa in 1971.

Fig. 14: Amiee sub-base near Bien Hoa, where I was stationed in April 1972.

This last cover (Figure 15), mailed from Little York, N.J. August 18, 1972, arrived in Vietnam after I returned home. Addressed to APO 96490 which had been discontinued on August 16th, it was redirected to APO 96384 Tan Son Nhut Air Base near Saigon where it received a three- line directory handstamp and my forwarding address stateside.
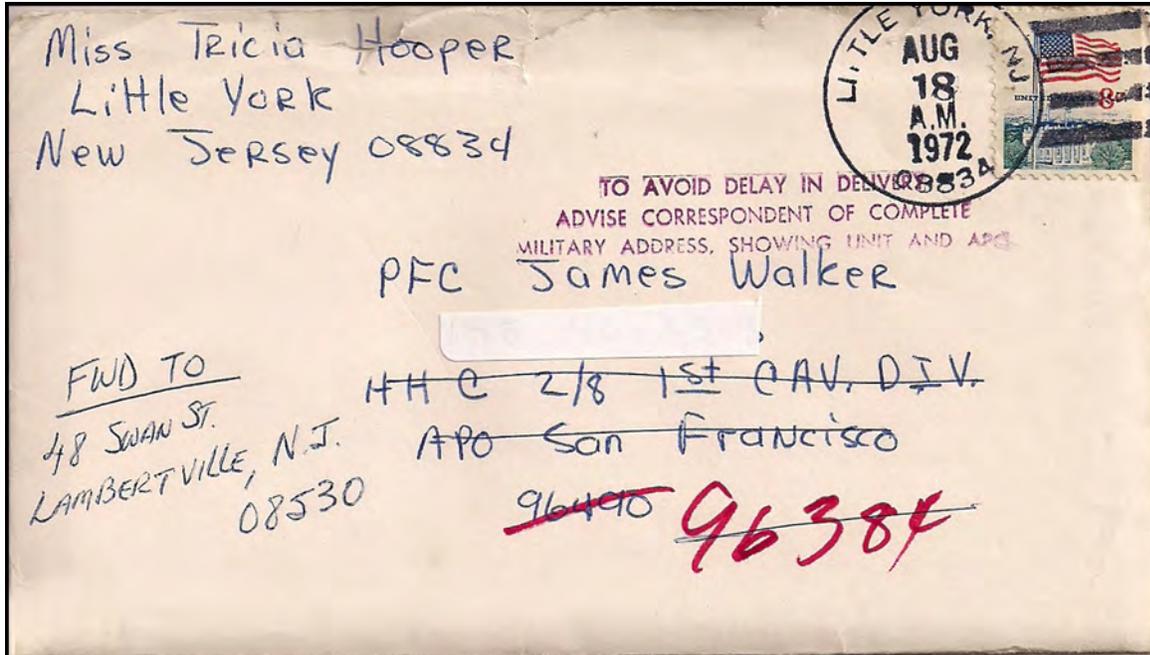
*Fig. 15: The cover, addressed to me at APO 96490. That APO was discontinued on August 16th, and the letter was redirected to APO 96384 (Tan Son Nhut Air Base), and finally to me Stateside.*

Three million GIs served in Vietnam over a ten year period as compared to fifteen million who served in World War II over the four years of that conflict. Vietnam mail seems to be much harder to find than the numbers indicate. As for the GIs whose mail was used in this article, all returned safe and sound and are productive members of society today.

ENDNOTES:

[1] Please see Military Postal Service Agency Publication 640, available from the USPS or online at http://www.usps.com/cpim/ftp/pubs/pub640.pdf#search='Military Postal Service Agency Publication 640'. For further information, see *Geographic Locations of U.S. APOs, 1941-1984 (Fifth Edition),* compiled and edited by James Shaffer, published by the War Cover Club, 1985, Bennington, VT.

[2] An APO is assigned to a large unit such as a division and it will move with the unit. So a unit may move around the country and its APO stays the same even if that unit is operating in the same area as another unit with a different APO had been operating previously. Having said that, certain APO's were assigned to big cities, like Saigon and if a unit assigned there was reassigned to another location it would receive its mail through the APO covering its new location.

[3] Free franking privileges are afforded to all military personnel in combat zones (including Iraq and Afghanistan today). The sender wrote the word 'free' in place of the stamp. Only outgoing mail was free. Incoming mail paid U.S. first class rate.

A SECOND 1928 LZ-127 ZEPPELIN COVER!
Originating Flight, Germany to the USA, Oct 10, 1928

By Len Peck

*[Member Len Peck – probably our oldest NJPHS member, a nonagenarian approaching centenarian status – responded to the article in our recent **NJPH** with a spectacular cover of his own and the accompanying letter:]*

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Sept. 2, 2009

Had I known that John Trosky was writing an article for the August 2009 issue of the **NJPH** journal I could have sent him the enclosed photocopy of a cover in my collection which came to me on the same flight from Germany, in the opposite direction.

At that time I was working for David H. Smith and Sons who were Steel Wholesalers and Fabricators in Brooklyn, N.Y. using heavy duty steel fabricating equipment that was manufactured by R. Sonntag in Germany, who knew of my interest in stamp collecting and sent me a letter on the first flight made by the Graf Zeppelin to the United States.

Fig. 1: The letter is postmarked FRIEDRICHSHAFEN, 10.OKT28 and backstamped New York, N.Y. 10 AM, Oct. 16, 1928. It had arrived at Lakehurst, N.J. the previous day.

Fig. 2: Backstamp noting arrival date on this first Zeppelin flight to the U.S. of October 16, 1928.

A 2nd LZ-127 1928 ZEPPELIN FLIGHT COVER: GERMANY TO USA ~ Len Peck

I'm not sure about this but I seem to vaguely remember that an attempt to moor one of our dirigibles to the tower on the Empire State building was scheduled and aborted when the aircraft (I believe it was the Akron) became practically unmanageable when nearing the low level needed for the mooring. They blamed the terrific down drafts encountered on the heat caused by the sun shining on the brick and stone buildings and asphalt covered streets.

I also remember watching the Graf Zeppelin flying over Brooklyn, N.Y. on its way to Lakehurst, N.J. where it was moored. The year before I also watched the reception of Charles Lindbergh when he returned by boat from his first solo plane trip to France.

Best Regards.
Len

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Our appreciation to Len for sharing this piece. Would that we could see through his eyes what he has seen.

This item was added to the Featured Cover gallery page along with John Trosky's cover; to see it, go to our last featured cover page: http://www.njpostalhistory.org/featuredcovers.html. John's cover is shown below, from our last issue.
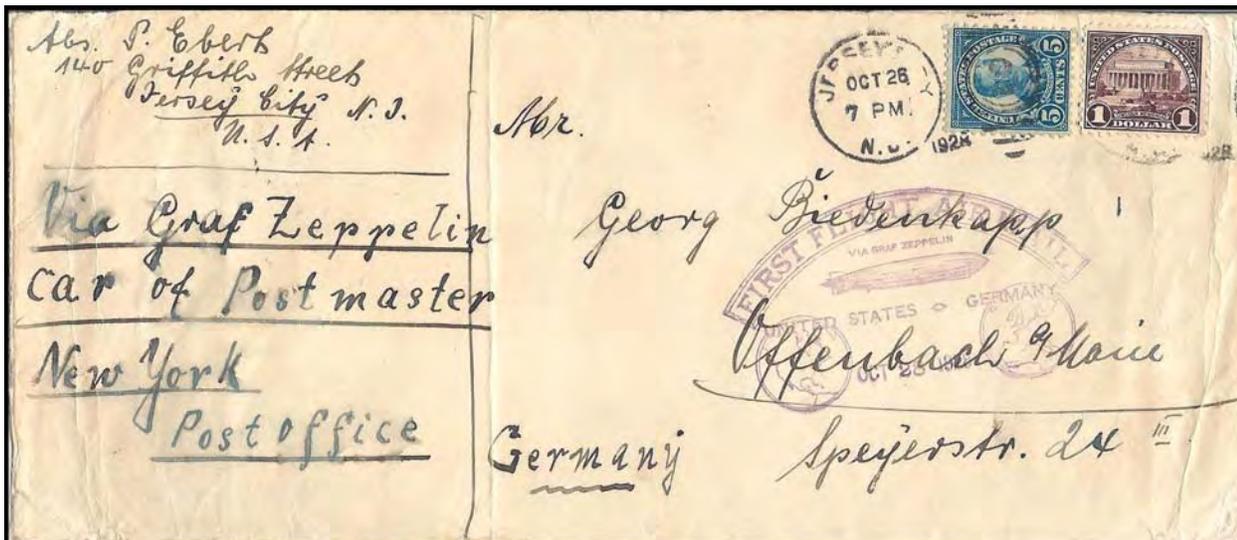
Fig. 3: A mate to Len Peck's cover, this cover (shown in our last issue) is also from the first transatlantic flight of the Graf Zeppelin LZ-127 in October 1928, on its return voyage from the US on October 26 to Germany, where it arrived October 28.

For those interested in just what it might have been like to actually travel in a Zeppelin air ship, we recommend the following web site, where a voyage from Brazil to the U.S. is described through the eyes of a young girl who traveled aboard in 1933: http://home.earthlink.net/~nbrass1/zepp/zepp1.htm.

NEW JERSEY HIGHWAY POST OFFICES

By Jean R. Walton

As NOJEX was winding down on Sunday of Memorial Day weekend, and the New Jersey PHS table no longer needed minding, I wandered about the floor, wondering what I might find in the bourse before the show closed. Looking through some New Jersey covers for postmarks, I came across a couple covers with HPOs (sometimes referred to as "high-pōz"). I was not aware of this type of postal service, so thought perhaps it might be worth exploring.

Fig. 1: Middletown, NY & Newark, NJ Highway Post Office First Trip covers, Nov. 29, 1948. (No. 22 in the HPO catalog.)

These are Highway Post Office covers – remnants of a service that existed between 1941 and 1974, when routes were established on buses, specially designed and much like railway post offices – for the sorting and cancelling of mail en route between terminal points. This service was designed to replace the fading Railway Post Office service, which was in its decline during this same period, as railroads – facing diminished passenger and freight service – eliminated some of their shorter lines which had efficiently carried mail. To replace these, the Post Office devised this system, and many such Highway Post Office Routes can be linked directly to a demise in rail service.[1]

Some experimental early attempts had been made at similar services: In 1896 Collection and Distribution Wagons were established in a few cities, such as Washington, New York, Buffalo, and St. Louis. Much like streetcar post offices, they were equipped to both collect and sort mail, similar to their country cousins, the familiar RFD wagon. An automobile service was established in 1907 in Madison Wisconsin. None of these were long-lived, as other methods replaced them for carrying the mail. Other than the earliest Collection and Distribution Wagons, for which a special cancel was used, not much evidence remains in the world of philately.

Another bus sorting office was established as Air Mail Service came into being, both in Illinois and New Jersey. In 1925, New Jersey's Hadley Field (in South Plainfield) was the eastern terminus of night transcontinental mail. In 1928, the postal clerks at New Brunswick redesigned their truck, which operated between Hadley Field and the train station in New Brunswick, to sort mail en route.

Fig. 2: Loading mail bags onto the mail plane at Hadley Field, So. Plainfield, NJ. [2]

Bryant Alden Long described this service as running from February 1928 to February 1930:

The Hadley Field & New Brunswick was established in February, 1928 (exact date unknown) --- 13 years before the Wash & Harris HPO No. 1 (the first permanent [HPO] route). It was established and manned by Railway Mail Service personnel, just like later HPOs --- and not by officials, but by 3 far-sighted clerks detailed to Hadley Field from the Penn Terminal RPO in New York. Normally, they sorted the incoming air-mail at the Field (designated the Transfer Office, New Brunswick) in the wee hours of dawn, for connection by ordinary truck to the N.Y. & Wash and N.Y. & Pittsburgh (PRR) RPOs at New Brunswick. But when [planes] were late, there was no time, so they set up a sorting-case on the truck-partition behind the driver, and sorted the mail en route over their historic seven mile run on "late-plane" days.

The HPO operated for two years and was discontinued in February, 1930, when the last of the commercial airlines were transferred to Newark Airport from Hadley Field.

The clerks…used the airfield postmarker on their HPO trips. This read, "NEW BRUNSWICK, N.J. TRANS.
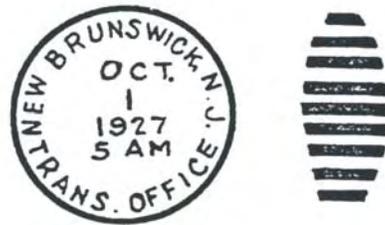
Postmark tracing courtesy Mobile Post Office Society

Fig. 3:   The cancel used at the New Brunswick Transfer Office, also used on board the truck which transported mail from Hadley Field to the New Brunswick train station when planes were late.[3] It is listed as 9E (Experimental) in the HPO catalog.[4]

OFFICE," *because the clerk distributing was originally [located in] a small transfer office in the baggage room, PRR Station, New Brunswick; as airmail increased it was moved to Hadley Field. The HPO truck left Hadley Field at 4:20 AM, and arrived at New Brunswick station around five--. No mails were sorted on the return trip. The letter case had twenty pigeonholes, while wire hooks were hung in the truck's mesh screen to hold open pouches; pouch mail was dumped on the floor for distribution.[5]*

The first true Highway Post Office Service was established between Washington, D.C. and Harrisonburg, Virginia on February 10, 1941, but New Jersey did not get its first Highway Post Office route until November 29, 1948 – between Wanaque and Newark. This service replaced the Erie RR line which ran to this point until the same date[6] (see the Post Office route on map below). This Wanaque and Newark route ran until June 30, 1955.
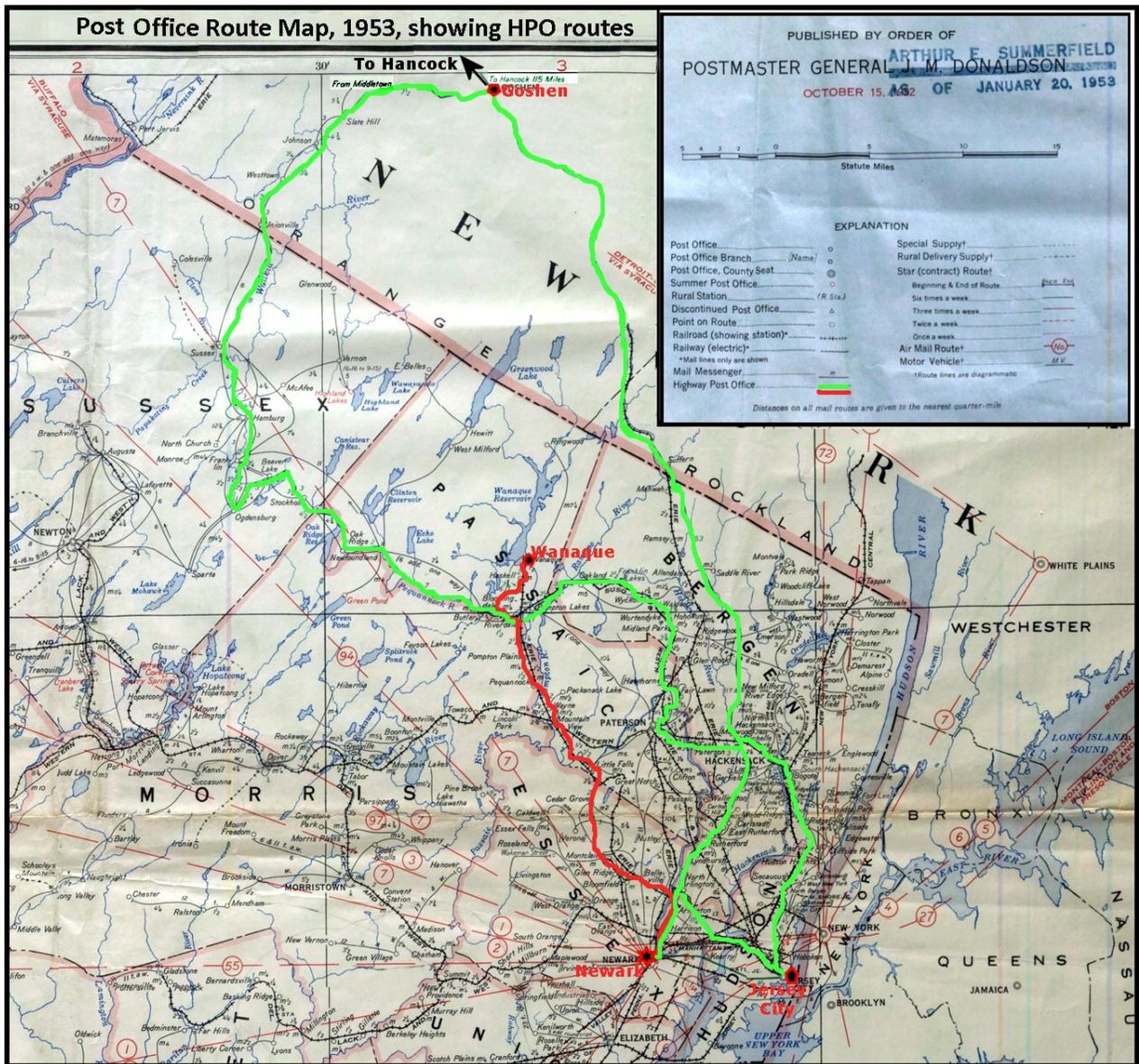
Fig. 4: 1953 Post Office Route Map – showing New Jersey HPO routes [highlighted]. All New Jersey routes existed in the northern section of the state, excluding the State Fair post office in Trenton.

A First Trip cover of this Wanaque Highway Post Office is shown in *Figure 5A* below. This is the only New Jersey HPO route that was wholly within the State.

Fig 5A. *A First Trip cancel between Wanaque and Newark, November 29, 1948, addressed to Willow Grove, PA. This post card has an ad on the back for the Long Branch Recreation Pier, which gives it the appearance of being a commercial cover, but in all likelihood, it was used solely to collect the First Trip cancel. This route is No. 21 in the HPO catalogue.*
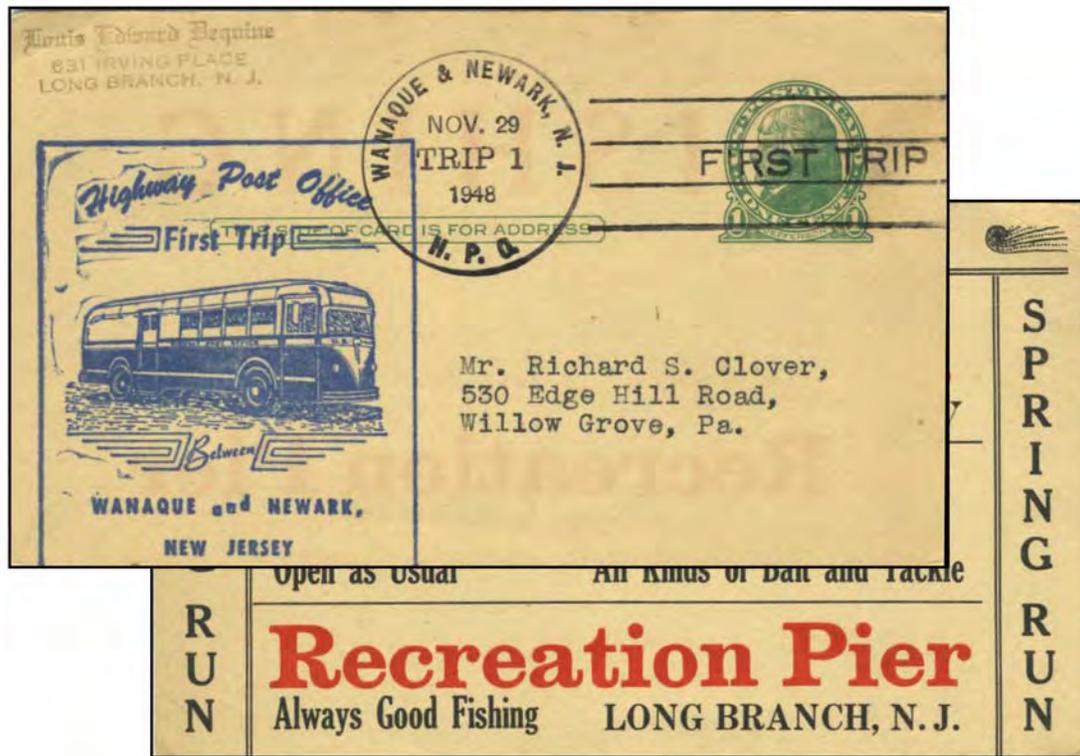
Last Trip cancel
Postmark tracing courtesy Mobile
Post Office Society
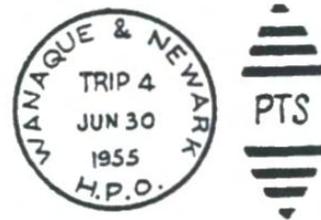
Fig. 5B: *Last Trip cancels are usually scarcer, with the killer often (but not always) using PTS (for Postal Transportation Service). The Wanaque & Newark HPO route was discontinued on June 30, 1955. A collection of Last Trip cancels or true commercial covers would be a much more difficult collection to create.*

On this same day (Nov. 29, 1948), a second HPO route was established between Middletown, NY and Newark NJ. A more knowledgeable student of RPOs may better explain which railroads this Highway Postal Route replaced (there was a provision in the regulations which prohibited the establishment of HPOs on routes where RPOs still existed[7]), but my guess would be a termination of lines on the Delaware, Susquehanna, and Western, and perhaps also on the Erie. First Trip covers of this route are shown in *Figure 1*.

This route existed for only a short period, with last trips recorded on January 22, 1949. This did not indicate a demise but instead a change in terminal points: it became the Goshen, NY & Newark, NJ route on January 24, 1949, two days after the last day cancels on the Middletown, NY & Newark route (January 22, 1949). Apparently no canceller had yet been provided, and the First Trip covers on this newly named route still carried the Middletown & Newark cancel. It would be interesting to know just when the Goshen and Newark canceller came into use.

Fig. 6: First and Last Trip cancels from the Goshen & Newark HPO route. This is No. 22A in the HPO catalog.   *Postmark tracings courtesy Mobile Post Office Society*

      According to the Mobile Post Office Society catalog, only one other route was added in New Jersey, making the search for New Jersey HPOs a somewhat limited one. That route was No. 115, Hancock, NY & Newark, NJ, established on October. 11, 1952 and continuing to March 7, 1958. What is puzzling about this route is that Goshen is located on this same route – with Hancock being further west by 115 miles, as indicated on the 1953 Post Office map. (Covers shown in *Figures 7A & 7B*.)

      The Highway Post Office bus was designed with exterior mail drop slots, and one has the impression that it picked up mail along its route, with patrons dropping mail in those slots to be cancelled on board. But this was seldom the case, and is the reason why we see so few "commercial" uses of HPO cancels. Most mail was picked up at post offices and street corner boxes, and was cancelled for the most part with no distinguishing cancels unless specifically requested. This service was designed to get mail quickly from one point to another, ready to go when it got there, much as mail is received by today's post offices presorted by postal route. Like Railway Post Offices, its primary purpose was to hasten the delivery of mail. Commercial covers [those without First and Last Day cancels] are very rare, and regular (non-philatelic) mail with HPO cancels should be treasured.

Fig. 7A: Trip 1, Hancock, NY to Newark, NJ, October 11, 1951, with a Newark receiver of October 12. (No. 115 in the HPO catalog. Last day cancels from March 7, 1958 are much scarcer, a total of 2 dozen known.)
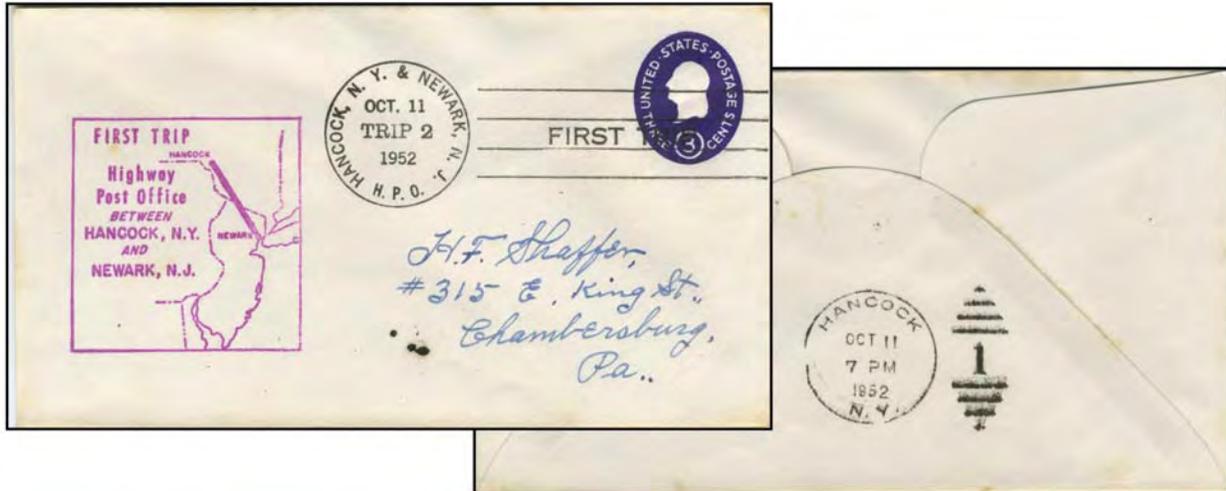
Fig. 7B: Trip 2, Newark, NJ to Hancock NY, October 11, 1952 with an Oct. 11, 7PM Hancock, NY receiver.

As distribution centers became more localized, Highway Post Offices began their decline. At their height, 400+ HPOs existed in the U.S., but by 1960, half of these were gone, and by 1971, only one was left. The new mechanization processes made Highway Post Offices "an expensive luxury."[8] The sad thing to me is that these existed for 30 years, and I have absolutely no recall of ever seeing one.

In addition to these four HPO routes which existed in New Jersey (actually three routes, with one renamed), there was one other New Jersey usage. The buses were occasionally used at state fairs as Fair post offices, and such was the case in New Jersey. Brad Arch had such a cover in his collection, and pictured it in the January 1994 issue of *NJPH*; a similar cover is shown blow in *Figure 8*. No special cachets were used. I have not seen a cover from any date besides September 27, 1953, although the office was open until October 1.

Fig. 8: New Jersey State Fair cover from Trenton to South Plainfield, with a September 27, 1953 PTS (Postal Transportation Service) cancel. This cancel was from a State Fair postal station in an HPO bus – located on exhibit at the NJ fairgrounds. It is listed as 3F in the HPO catalog.[9]

Fig. 9: This 1953 photo with shows an HPO bus stopping to pick up mail along its route.

Photo from the collection of the USPS, with the following caption: [10]

Highway Post Office, 1953

In 1941, Highway Post Offices (HPOs) made their first appearance when a route was established between Washington, D.C., and Harrisonburg, Virginia, serving more than 20 intermediate Post Offices. Highway Post Offices were similar in function to Railway Post Offices and were created in part due to the decline of mail-carrying trains. Like railway mail clerks aboard trains, clerks on board HPOs sorted mail en route for transfer to Post Offices and connecting routes. The number of HPOs peaked in 1959, at 172. The spread of mechanized mail sorting facilities in the 1960s and 1970s gradually rendered hand-sorting of mail by traveling clerks obsolete. The last HPO rolled between Cincinnati and Cleveland, Ohio, on June 30, 1974.

NJ HPO Routes:

No.	Route termini	Begun	Discontinued
9E	New Brunswick (experimental)	Feb. 1928	Feb. 1930
21	Wanaque & Newark Follows Erie RR route	Nov 29, 1948	June 25, 1955

22	Middleton, NY & Newark
	    Follows Hamburg Turnpike to Sussex
	    & north
		Nov 29, 1948	Jan 22, 1949

22A	Superseded by: Goshen, NY & Newark	Jan 24, 1949	Mar 7, 1958

115	Hancock, NY & Newark
	    An extended [115 miles] beyond
	    Goshen – same route
	    Both follow Erie RR
		Oct. 11, 1952	Mar 7, 1958

3F	NJ State Fair/Trenton (State Fair only)	Sept 27, 1953	Oct. 1, 1953

[Many thanks to William Keller for his help and review of this article. JW]

ENDNOTES:

[1] Jarnick, Jerry (1954), revised by Keller, William (1985), "A Chronological History of the Highway Post Office" Mobile Most Office Selections, Vol. No 4, Dec. 1985, pp. 15-24.

[2] U.S. Air Mail workers transfer Chicago-bound mailbags into a de Havilland DH-4 at Hadley Field, New Jersey. Image number: 85-6448. Credit: *National Air and Space Museum Archives*

[3] Jarnick, *op. cit*., p.62.

[4] Keller, William J., *United States Highway Post Office Cover Catalog*, Mobile Post Office Society, Apr. 1987, 2nd printing March 2004, p. 52.

[5] Keller, *op. cit*. p. 52.

[6] MacDonald, Frederick D., *Catalog of New Jersey Railway Postal Markings*, NJPHS, Holmdel, NJ, 1984, p. 99.

[7] Keller, *op. cit*., p. 66.

[8] Jarnick & Keller, op cit. p. 23.

[9] Keller, *op. cit*. p. 56-7.

[10] The USPS Postal History site at www.USPS.com/postalhistory (November 15, 2009).

SOME NEW JERSEY CLOSED BASE POST OFFICES

By Doug D'Avino

Some nice old post cards of closed New Jersey Base Post Offices give credit to New Jersey's involvement in US military postal history. Postal history of these post offices is complicated and would be an interesting field for research.
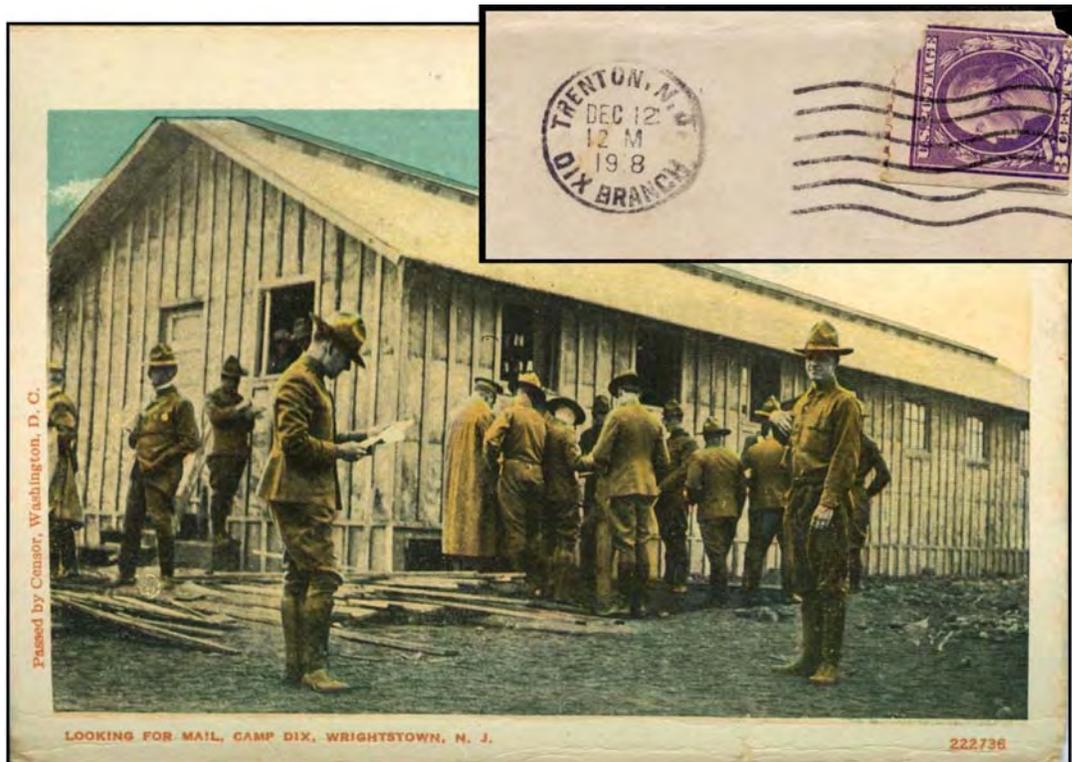
Fig. 1: Camp Dix, near Wrightstown in Burlington & Ocean County, was first known to the POD as Military/Sta. Trenton in 1917, then as Dix Branch/Trenton until 1923. It later became (in 1935) Camp Dix/Br. Wrightstown, and then Fort Dix/Br. Wrightstown.[1] Note the Passed by Censor notation at left edge of card, used during WWI.

Fig. 2A: At left, from a Camp Kilmer orientation booklet (1945).

Fig. 2B: Camp Kilmer in Middlesex County was a branch of the New Brunswick post office from 1942-1955.[2]
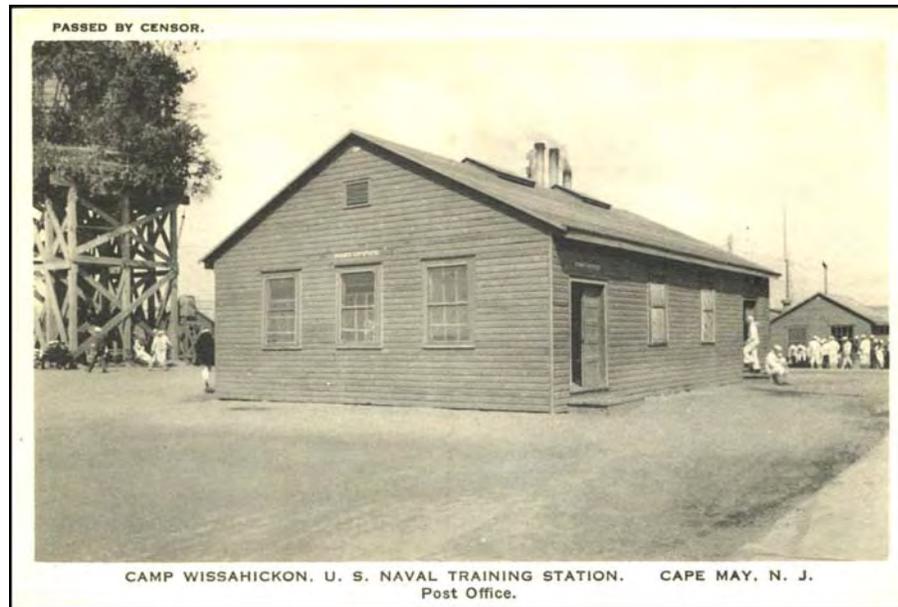
Fig. 3: This Naval Training Station in Cape May had a post office known as "Wissahickon Barracks," from March 1918 to November 1919, which was a Branch of the New York Post Office, as are most FPOs. Note the Passed by Censor notation at top left of the post card, used during WWI.[3]

Fig. 4: This base was originally called Camp Little Silver, and became Camp Alfred Vail in 1917 – for Alfred Vail, who with Samuel Morse developed the telegraph. It became, appropriately, the home of the Signal Corps, and is today known as Fort Monmouth (name changed in 1925). I can find no post office in Monmouth County for Camp Vail, or Alfred Vail, in this time period (1917-25), so information welcome.

ENDNOTES:

[1] Edge, John W., *The Post Towns of Burlington, NJ,* serialized in *NJPH*. See Volume 33, No. 3, Whole no. 159. p. 162 for a history of the post office at Fort Dix.

[2] Kay. John L. & Smith, Chester M, Jr., *New Jersey Postal History*, Quarterman Pub., Lawrence, Ma 1977.

[3] From a notice in Postal Bulletin 11589 of March 1, 1918. Information courtesy Chet Smith – many thanks!

HUNTERDON COUNTY POSTAL HISTORY: PART 10: Active POs: Q~Z

By Jim Walker

This is the tenth in a series on Hunterdon County Post Offices by Jim Walker [for Parts 1 through 9, see the August & November issues of NJPH, Vol. 35, Nos. 3 & 4, 2007 and the February, May, August, and November issues, Vol. 36, No 1-4, 2008, plus the February, May, August issues of 2009, Vol 37, No. 1, 2 & 3]. Some "special topic" articles on Hunterdon County will continue in upcoming issues of **NJPH***.*

HUNTERDON COUNTY POST OFFICES

ACTIVE POST OFFICE LOCATIONS
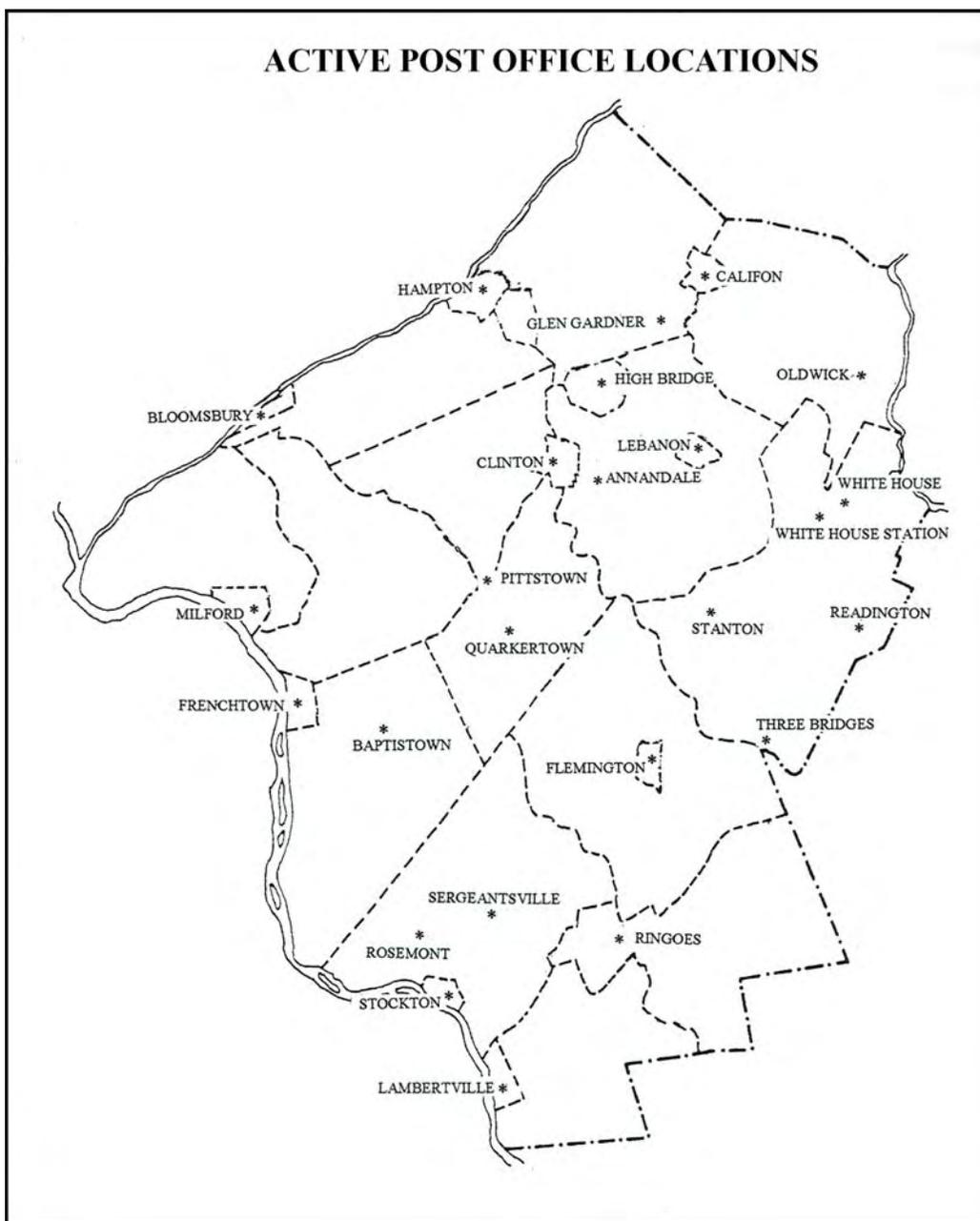
QUAKERTOWN ~ 08868

Quakertown is located south of Pittstown at the intersection of Routes 616 and 579. This area was originally settled by members of The Society of Friends. A post office was established here April 2, 1828 with William Nixon as postmaster. Quakertown is a third class office today offering P.O. box service. The map of Quakertown below shows the location of John H. Vail's store and post office. It also locates the properties of Samuel and Thatcher Trimmer, both postmasters here.
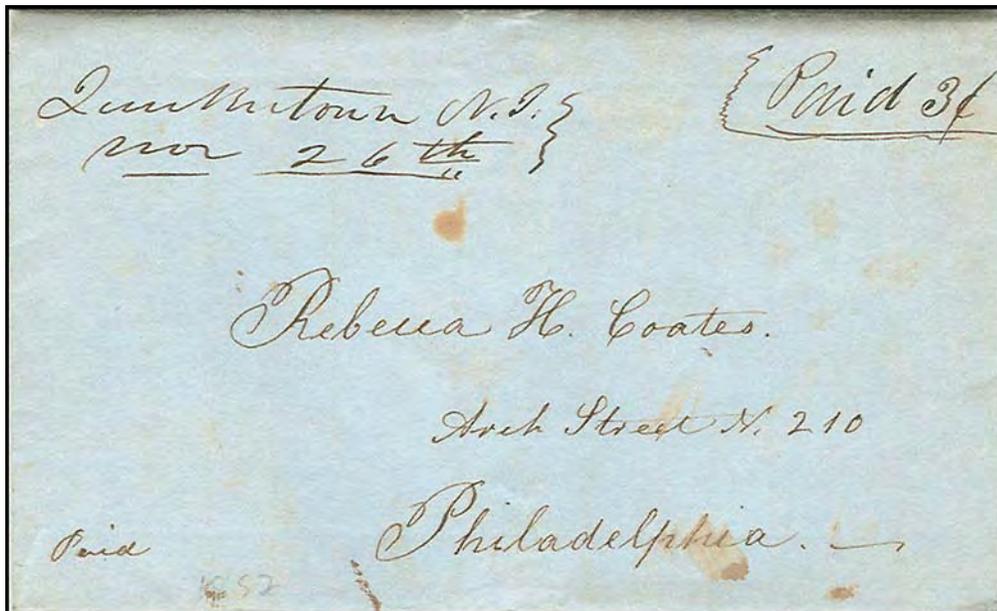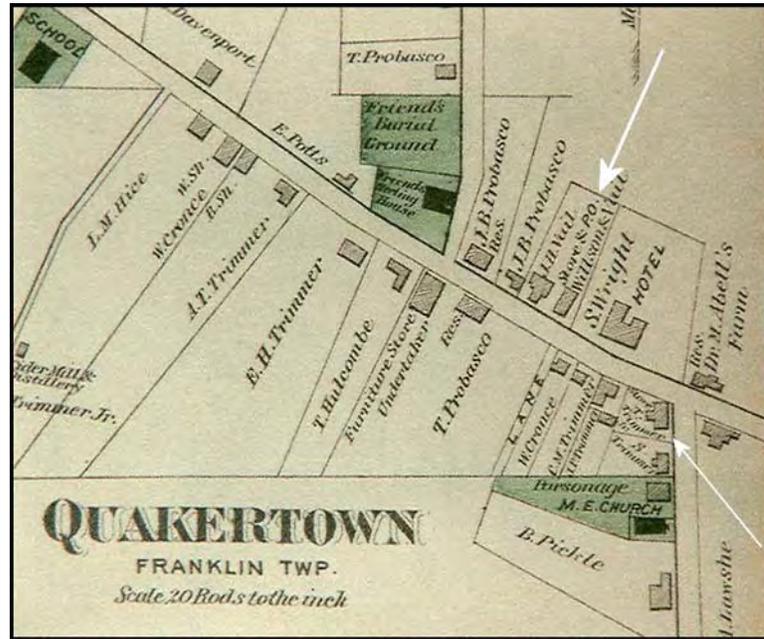
Fig. 136: Quakertown manuscript canceled stampless cover from 1852.
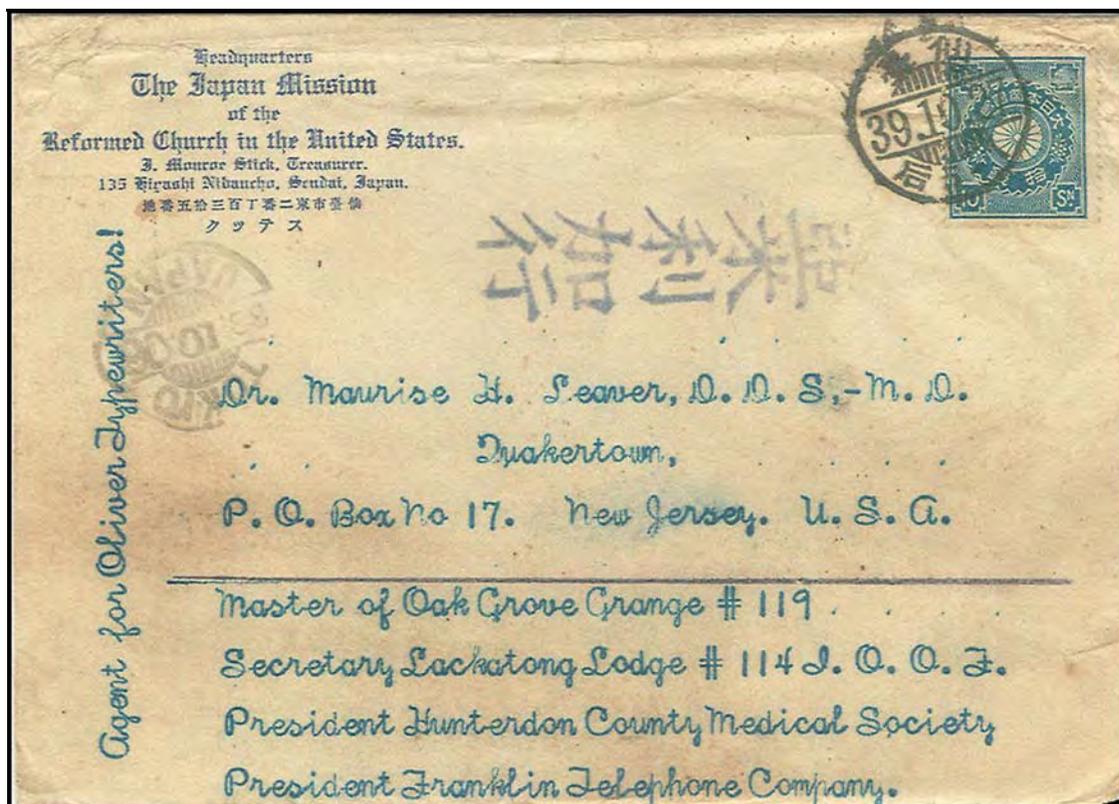
Fig. 137: This cover carried an appeal for a donation, by missionaries in Sendai, Japan, addressed to well known local Dr. M. H. Leaver, a man of many interests!
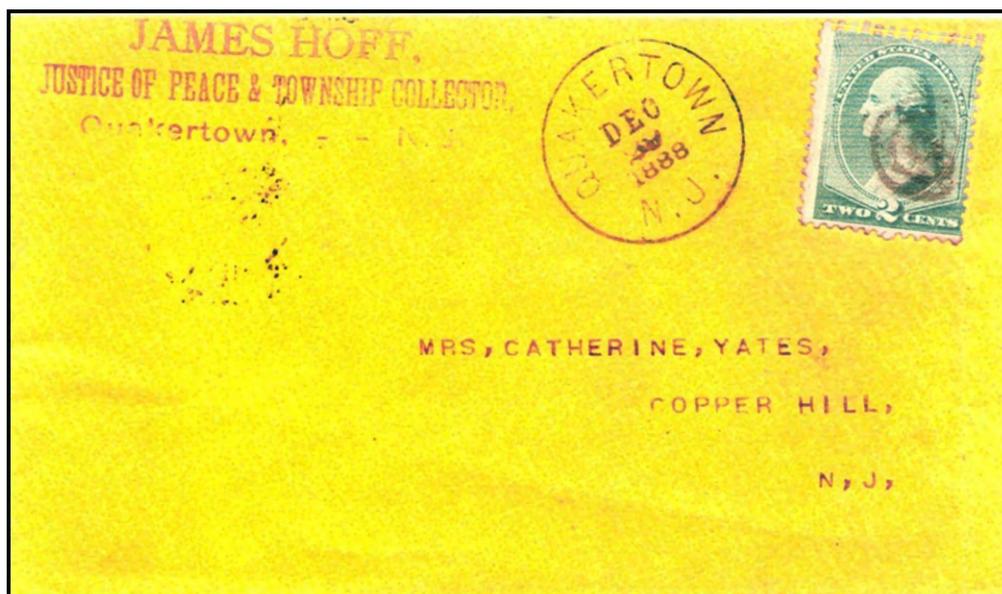
Fig. 138: Early typed address cover from Quakertown, 1885.

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READINGTON ~ 08870

This post office is located on Route 620 south of Solberg Airport. It was opened October 2, 1840 with Cornelius V. Nevins as postmaster. This is an active third class post office with P.O. box service only today.

Fig. 139: Post card view of John K. Thompson's general store and post office (center) at Readington. Thompson served as postmaster from 1899-1921.

~ *****~

RINGOES ~ 08551

Located at the intersection of Old York Road and the Trenton-Easton Turnpike, this settlement was named for John Ringo, an early innkeeper here. It is the only post office in the surrounding township today. It was established September 7, 1802 with Nathaniel Price as postmaster. This post office supplies a large area with rural delivery.
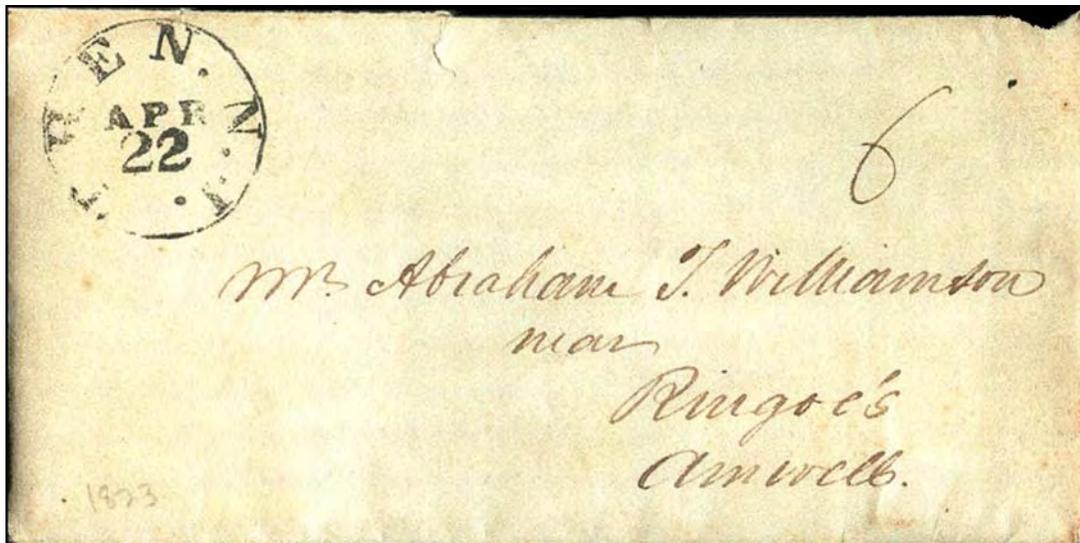
Fig. 140: This stampless letter is addressed to Abraham Williamson "near Ringoe's Amwell," from Charles Ewing, posted at Trenton, N. J., April 22, 1823.
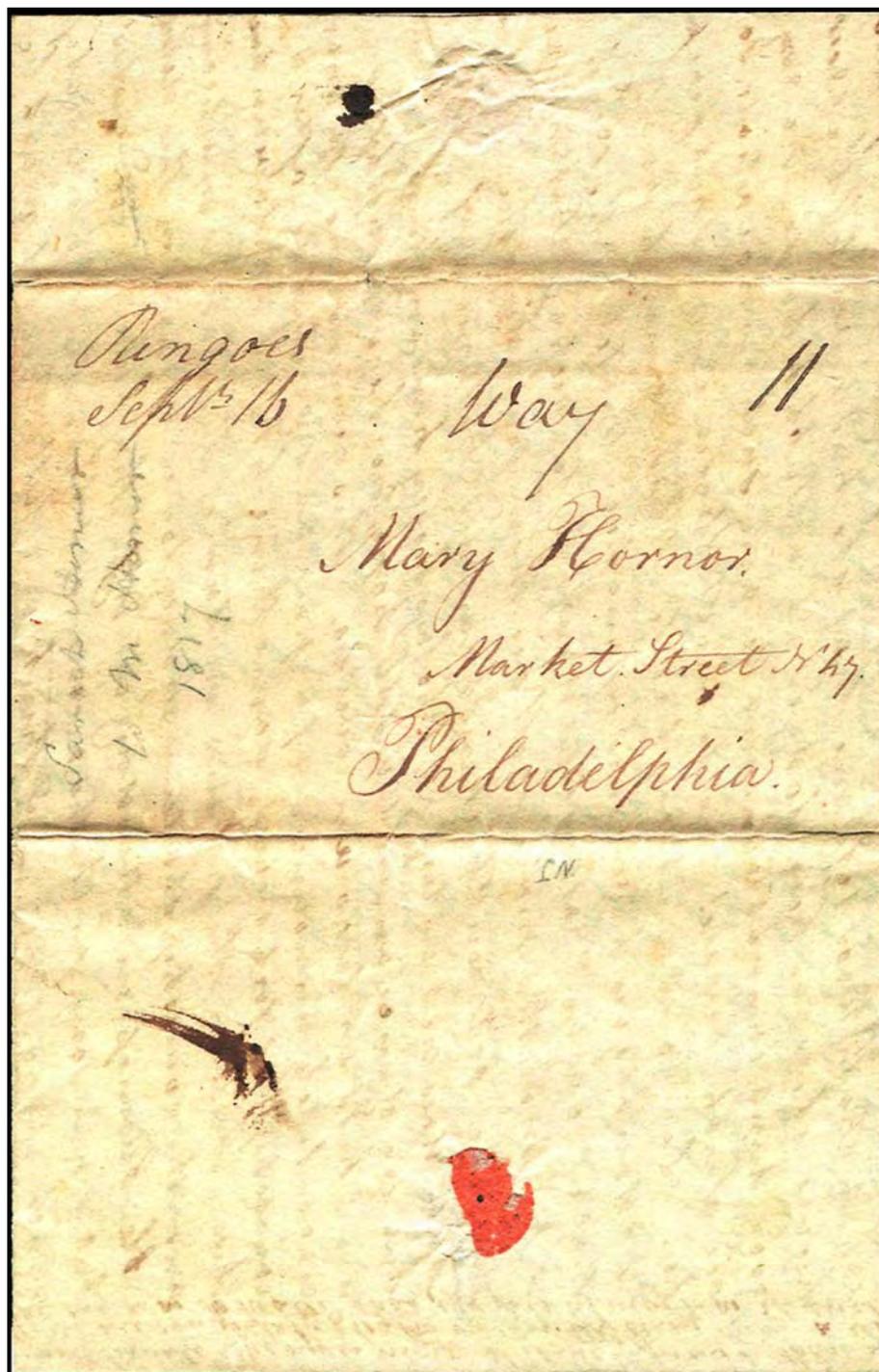
Fig. 141: This letter, from Sarah Horner in Kingwood to her sister in Philadelphia, carries a "WAY II" manuscript marking. This letter was given to the post rider at Kingwood and mailed at Ringoes Sept. 16, 1817. Ten cent paid the 30-80 mile rate under the Postal Act of 1816 and the 1 cent way charge was paid to the post rider for carrying the letter to Ringoes.

~ *****~

ROSEMONT ~ 08556

Located at the intersection of Route 519 and Route 604, Rosemont has been an active post office since it was established April 2, 1884 with Ezekiel E. Bonham as the first postmaster. Rosemont is an active post office today with post office box service.
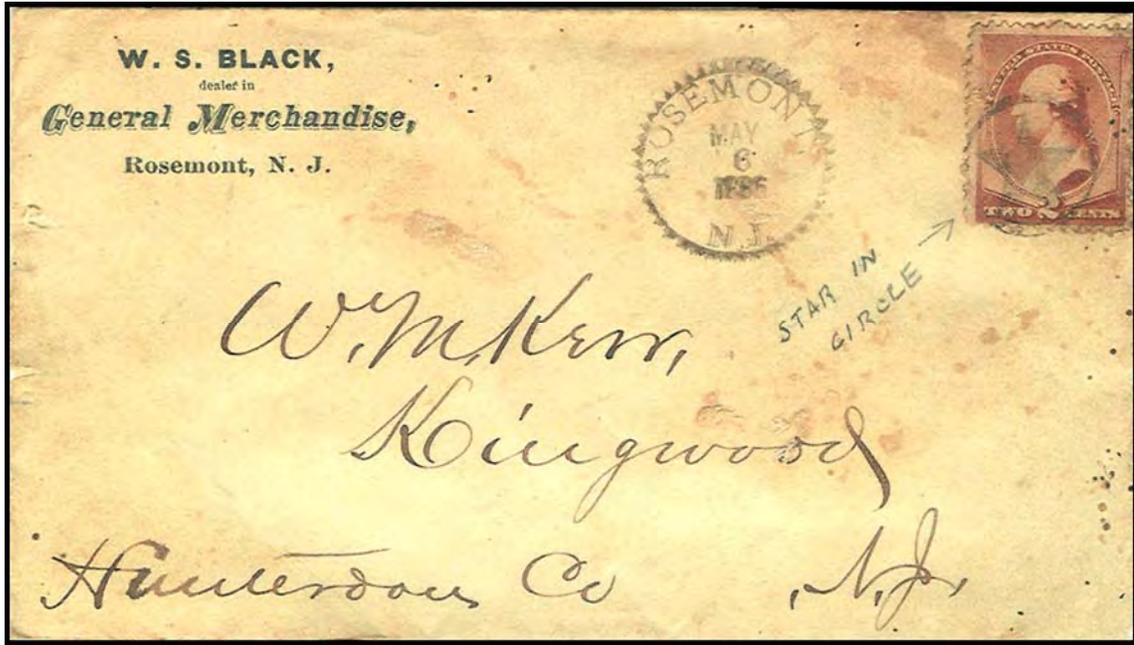
Fig. 142a. This sawtooth circle cancel with star in circle killer is on a cover from W. S. Black, dated May 6, 1886.
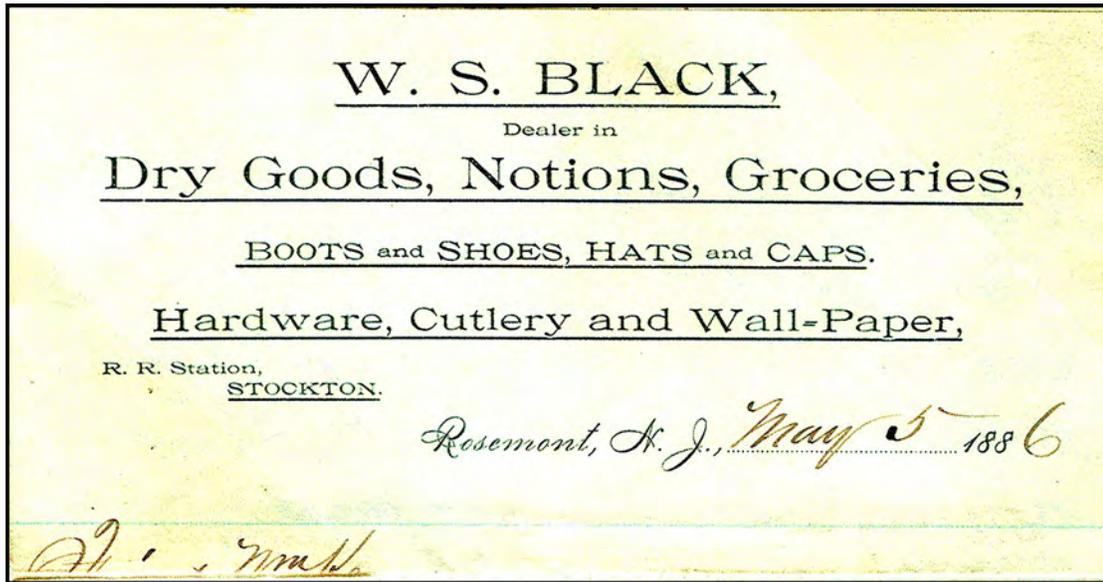

Fig. 142b: Letterhead enclosed in above envelope.

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SERGEANTSVILLE ~ 08557

Sergeantsville is located three miles northeast of Stockton on Routes 523 and 604. The post office was established March 15, 1827 with Jonas Thatcher as postmaster. The post office was located in Thatcher's store on the northwest corner. This third class office has been in continuous operation since its founding, offering counter sales and P.O. boxes.

Fig. 143: Shepherd's Store in Sergeantsville. John Shepherd served as postmaster here 1864-66, and the post office at that time was in his store.

Fig. 144: Sergeantsville cancel on a cover to Kingwood.

Below is a copy of a proposed contract to carry mail between two Hunterdon County post offices. This is referred to as a Star Route since no mail is delivered to homes along the route. It is dated March 28, 1864, and signed by Bartolette E. Bowne of Sergeantville, who agreed to carry the mail between Stockton and Frenchtown daily for $274 annually.

PROPOSAL.

The undersigned *Bartolette E Bourne*, whose post office address is *SergentVille*, county of *Hunterdon* State of *New Jersey* proposes to convey the mails of the United States, from July 1, 1864, to June 30, 1868, on Route No. *2055* between *Stockton* and *Frenchtown* under the advertisement of the Postmaster General, dated November 10, 1863,

"With celerity, certainty, and security," *

for the annual sum of *Two Hundred and Seventy four* dollars. *provided i can Start from Stockton at 6 Oclock A.M and arive at Frenchtown By 12 M and Start from Frenchtown 12½ P.M arive at Stockton 6 P.M for further particulars See note*

This proposal is made with full knowledge of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route and service; and also after careful examination of the laws and instructions attached to the advertisement. *Bartolette E Bourne*

Dated *March 28 1864*

GUARANTY.

The undersigned, residing at *SergentVille* ————, State of *New Jersey* ————, undertake that, if the foregoing bid for carrying the mail on Route No. *2055* — be accepted by the Postmaster General, the bidder shall, prior to the 1st day of July, 1864, enter into the required obligation, or contract, to perform the services proposed, with good and sufficient sureties.

This we do understanding distinctly the obligations and liabilities assumed by guarantors under the 27th section of the act of Congress of July 2, 1836.

Dated *March 28 1864*   *Elisha Alward*
                        John H Green

CERTIFICATE.

The undersigned, Postmaster at *SergentVille* ————, State of *New Jersey*, certifies, UNDER HIS OATH OF OFFICE, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guaranty.

Dated *March 28 1864*   *Henry T Quirk*

☞ The above Certificate must have affixed a five-cent revenue stamp, cancelled, as required by law.

* See Act of Congress of March 3, 1845, sec. 18.

The proposal must be *signed* by the bidder, or bidders, the guaranty by not less than two guarantors, and the certificate by a postmaster, or a judge of a court of record.

Send by *mail*, direct to the "Second Assistant Postmaster General, Post Office Department, Washington, D. C.," marked "Proposals, State of New Jersey," prepaid by postage stamps.

Fig. 145: Star Route contract to carry mail from Stockton to Frenchtown, by carrier Bartolette E. Bourne, March 28, 1864.

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STANTON ~ 08885

Located south of Round Valley Reservoir on Route 629, this office is said to be named in honor of Lincoln's Secretary of War, Edwin Stanton. However this is doubtful since this office, originally named Williamsburgh, was changed to Stanton on July 20, 1849, with John W. Wert as postmaster, long before Lincoln's Presidency. This office was closed in 1933 and reopened again in 1940. Stanton is a third class office today with box service only.
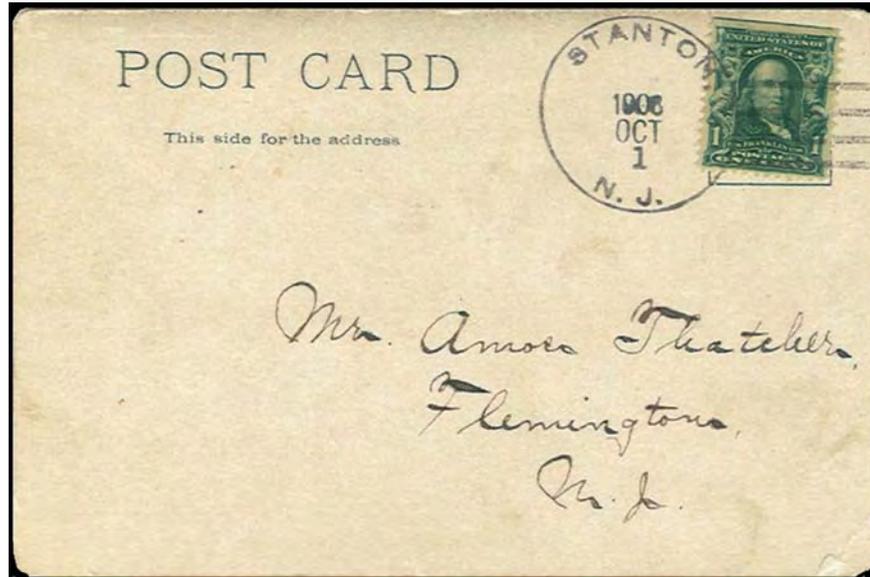

Fig. 146: A 1906 post card from Stanton, NJ, dated Oct. 1.

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STOCKTON ~ 08559

Established June 10, 1853, Stockton is located along the Delaware River and was a stop on the Belvidere & Delaware Railroad. It became the location for the post office when it was moved from Prallsville. Jeremiah Smith became the first postmaster. Stockton is an active post office today with rural delivery.
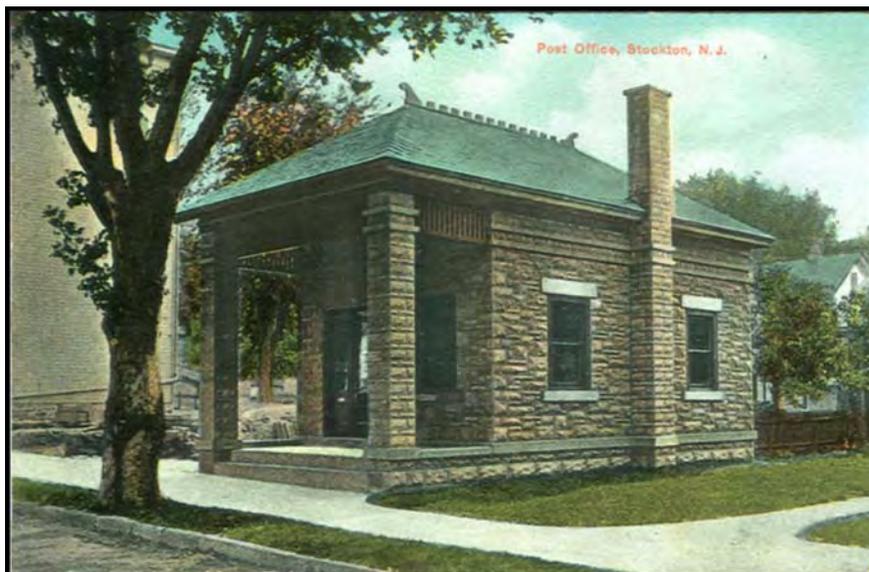
*Fig. 147: Stockton's new post office, built in 1907.*

Fig. 148: An April 12, 1892 first class, registered cover from Stockton, N.J., with 2¢ letter rate and 10¢ registry fee. The stamps are Scotts # 220 & #226 of the 1890 regular issue.

Fig. 149: This is an official war department envelope, Scotts #UO 54, posted at Stockton Feb. 2, 1885. These envelopes were used to forward local weather reports to the Army Signal Service.

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THREE BRIDGES ~ 08887

This post office was named for the three bridges that span the South Branch of the Raritan River. Two railroad lines are located here. A post office was established January 27, 1866, with Peter F. Stull as postmaster. Rural delivery service began in 1908. Today this active third class post office offers only P.O. boxes.
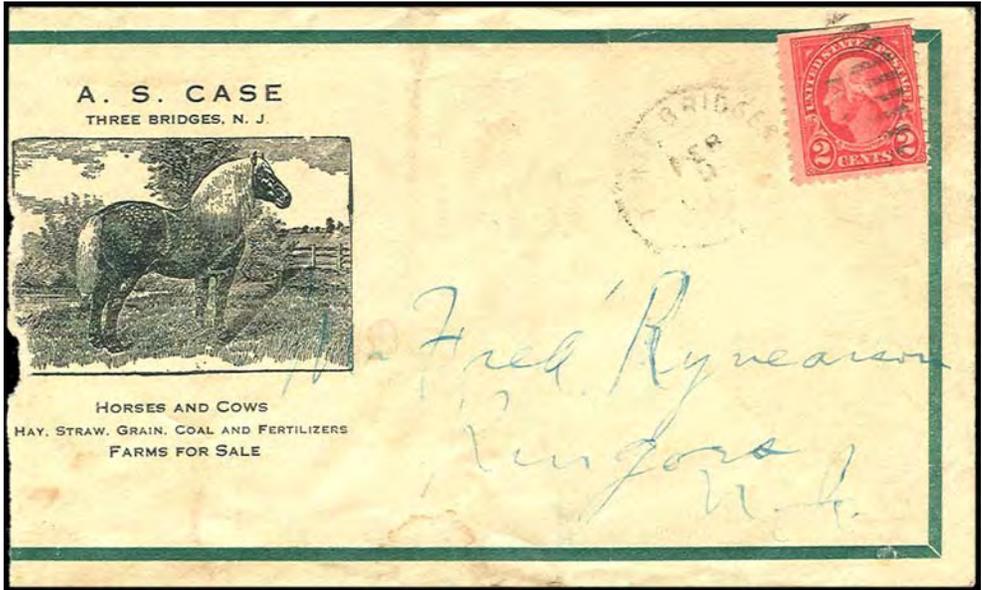
Fig. 150: A nice advertising cover from A. S. Case of Three Bridges to Ringoes

Two of the many homes of the Three Bridges post office are shown below. The building at left was used for many years during the early part of the 20th century. It was replaced by the building in the second photo. Eventually this was replaced with present building, located along Route 202.

Fig. 151: An early 20th century Three Bridges post office.

Fig. 152: Another location, since replaced.

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WHITEHOUSE ~ 08888

Whitehouse was named for the white tavern located at the bridge that crossed the Rockaway Creek on the New Brunswick-Easton Road. A post office opened here April 19, 1816, with George W. Farlee as postmaster. Active today, it offers post office box service only.
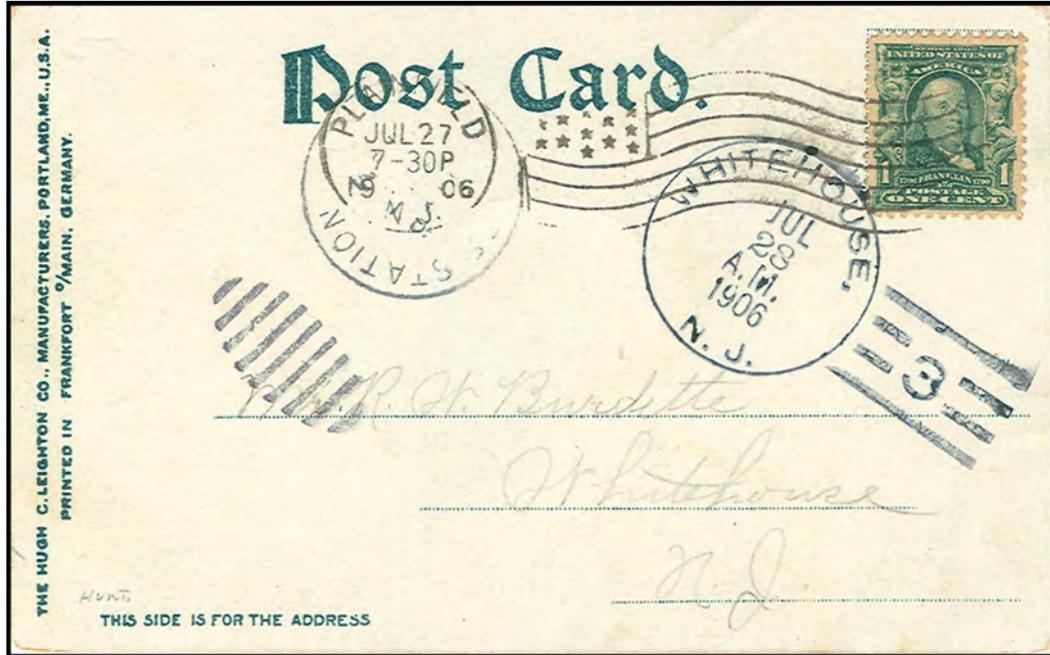

Fig. 153: Whitehouse Doane cancel on a post card from 1906.
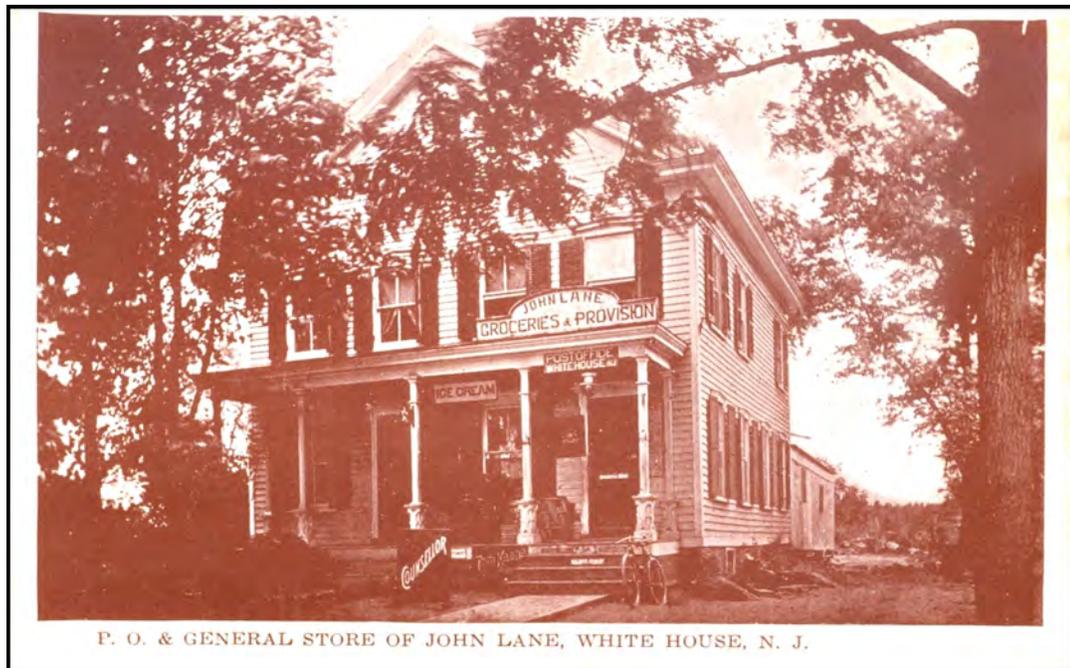
Illustration courtesy Doug D'Avino

Fig. 154: The Whitehouse post office when it was located in John Lane's general store.

~ *****~

WHITE HOUSE STATION ~ 08889

Located ½ mile south of the town of White House, a post office was established in the station on the Central Railroad of New Jersey December 7, 1861, with Augustine Reger as postmaster. By 1911, this office offered rural delivery and is an active post office today.

Fig. 155: This large 30mm double circle postmark was used to cancel a U.S. #65 on a letter to Elias D. Smith, serving with the 14th Regiment Quartermasters Corps. Since postal regulations required postmasters to apply the town cancel on a clear area of the envelope to make it easy to read, covers are often found canceled twice.

Fig. 156: Post card view of the White House Station post office, postmarked 1906.

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*[This concludes the current post offices of Hunterdon County. Ed.]*

NEW JERSEY-BUILT: 13 FAST AIRCRAFT CARRIERS THAT SERVED IN THE UNITED STATES NAVY BETWEEN 1927 AND 2009.

PART VI: THE LAST CARRIER – USS KITTY HAWK (CVA/CV-63) 1961-2009
        A: 1961–1974

By Captain Lawrence B. Brennan, JAGC, USN (Ret.) 176 Christol St., Metuchen, NJ 08840
Lawrence.Brennan@wilsonelser.com

[This is the sixth in a series of articles begun in the summer issue of NJPH, Aug. 2008, Vol. 33, No. 3, Whole No. 171 and continued in the November 2008 (Whole No. 172) and the February, May & Aug 2009 (Whole Nos. 173 - 175) issues. Because of the length of service of USS Kitty Hawk, *we have found it necessary to subdivide Part VI into parts A & B – through Vietnam and after Vietnam. For picture credits see note above Endnotes.[1]]*

The final New Jersey-built fast carrier was USS *Kitty Hawk* (CVA-63), the lead ship of what became a four-ship class of the last conventionally-powered aircraft carriers built for the United States Navy.[2] She was the first and only class leader of a large, fast carrier class not built by Newport News Shipbuilding Company.[3] Ultimately, she became the last conventionally-powered carrier in the U.S. Navy. *Kitty Hawk* was the only New Jersey-built fast carrier with an armored steel flight deck which was angled to permit the simultaneous launch and recovery of high speed jets. Like all post-World War II super carriers, she had four deck-edge elevators and no center line elevators. Her island was far aft on the starboard side, even further astern than the island on the earlier *Forrestal*-class. *Kitty Hawk* was the first carrier to be the longest serving active warship in the U.S. Navy.[4]
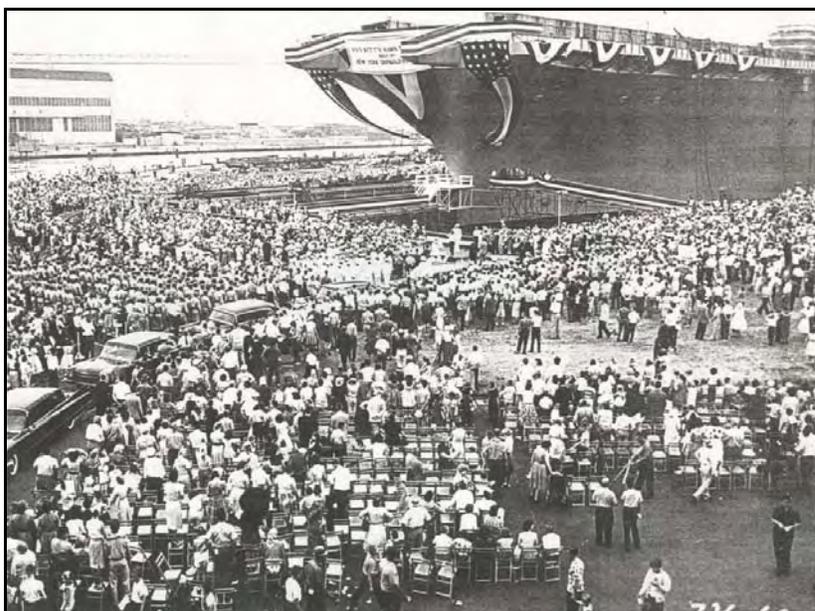
The second *Kitty Hawk*[5] was laid down by the New York Ship Building Corp., on December 27, 1956, and launched May 21, 1960 by flooding her dry dock. A conventional slide down the builders' way was ruled out because of her mass and the risk of impact with the Philadelphia shore on the far side of the Delaware River. The ship was commissioned on April 29, 1961 at Philadelphia Naval Shipyard, Capt. William F. Bringle, U.S. Navy in command.

Fig. 135: Launch of the USS Kitty Hawk, *May 21, 1960.*
    Photo from the Harry Pierce collection (MSS 684) at the Camden County Historical Society, Camden, NJ.
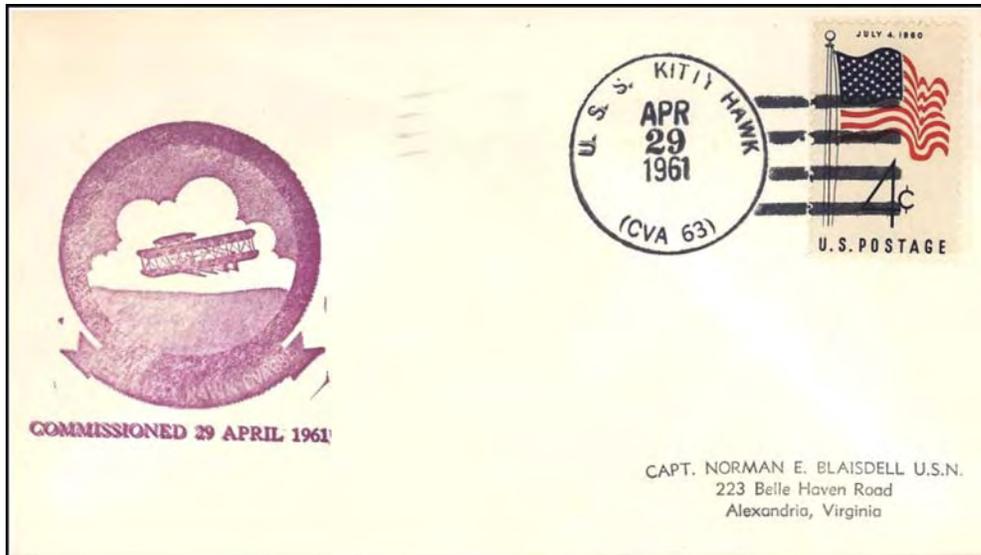
Fig. 136: A rubber stamped cacheted cover which was postmarked on her first day in commission, April 29, 1961. It bears **Kitty Hawk's** *rubber stamp hand cancel (Locy Type 2t (nu)) and was franked with a 4¢ American flag commemorative stamp of July 4, 1960. Between the time that* **Kitty Hawk** *was commissioned in 1961 and decommissioned in 2009, first class domestic postage rates increased 11 fold from 4¢ to 44¢. The cover is addressed to a long-time collector and naval officer, Captain Norman E. "Toots" Blaisdell, U.S. Navy. The cancel is listed as "B" in the* **Postmark Catalog.**

Kitty Hawk had a length of 1,068.9 feet, a beam of 282 feet at the flight deck and 130 feet at the waterline, and a draft of 38 feet. She was capable of steaming at 33 knots on 280,000 shaft horsepower. The air wing consisted of about 85 aircraft and her crew was comprised of 5,624 officers and men.

First Deployment: Shakedown and Distinguished Visitors – April-November 1961[6]

Following shakedown in the western Atlantic, *Kitty Hawk* departed Norfolk on August 11, 1961. At Rio de Janeiro she embarked the Brazilian Navy Secretary for a demonstration with five Brazilian destroyers. The carrier then rounded Cape Horn, steamed into Valparaiso Bay. She sailed for Callao, where she entertained the President of Peru.

Arriving at San Diego, Adm. George W. Anderson, Chief of Naval Operations, landed on her deck on November 18, 1961 to witness antisubmarine demonstrations by USS *Henry B. Wilson* (DDG-7) and USS *Blueback* (SS-581), a *Terrier* missile demonstration by USS *Topeka* (CLG-8) and air demonstrations by *Kitty Hawk*. She entered San Francisco Naval Shipyard on November 23, 1961, for alterations and initial repairs.

Fig. 137: USS Kitty Hawk in 1961 ~ early in her career.
Image courtesy of Larry Blumenthal, PH3, 1957-61.
"US Navy Photos"

Second Deployment – September 1962-April 1963

Nearly eighteen months after commissioning and following operations out of San Diego, she sailed from San Francisco for her maiden Pacific deployment on September 13, 1962. *Kitty Hawk* joined the Seventh Fleet on October 7, 1962, relieving *USS Midway* (CVA-41) as flagship.

After the Philippine Air Show, *Kitty Hawk* steamed out of Manila Harbor and welcomed Adm. H. D. Felt, Commander in Chief, Pacific Fleet, for a weapons demonstration. The ship visited Hong Kong, Yokosuka, Kobe, Beppu, and Iwakuni before returning to San Diego on April 2, 1963.

Presidential Visit – June 6, 1963

On June 6, 1963, the nineteenth anniversary of the invasion of Normandy, President John F. Kennedy boarded *Kitty Hawk* to witness a carrier demonstration off the California coast. President Kennedy told the sailors that control of the seas meant security, peace and ultimate victory. He later wrote that the *Kitty Hawk* task force was a "great force for peace or war, which these mighty carriers and their accompanying escorts provide, helping to preserve the freedom of distant nations in all parts of the world."

Fig. 138: President Kennedy during the 1963 review of USS **Kitty Hawk.**

Photos by Capt. Hap Hill USN (Ret).[7]

Third Deployment – September 1963-July 1964

On September 30, 1963 *Kitty Hawk* was off the California coast for a final exercise with the First Fleet. Then, on October 17, 1963, she departed her homeport at San Diego for the Far East and her second tour of duty with the Seventh Fleet. While approaching Japan, the crew learned that President Kennedy had been assassinated. Flags were flown at half mast as she entered Sasebo Harbor on November 25, 1963, the day of the President's funeral where, as senior ship present, she fired the somber memorial salutes.

Following port visits to Buckner Bay, Okinawa, and Sasebo, Japan, *Kitty Hawk* headed to Taiwan. Adm. Claude V. Ricketts, Vice Chief of Naval Operations, and Vice Adm. T. H. Moorer, Commander Seventh Fleet observed operations on December 3 for *Big Dipper*.[8] Following visits to Kobe and Yokosuka, in January 1964 *Kitty Hawk* held joint operations with *USS Oriskany* (CVA-34).

Kitty Hawk visited Hong Kong and donated more than 300,000 gallons of fresh water to the drought-stricken British colony. Then *Kitty Hawk* headed to Taiwan to participate in the

amphibious *Exercise Back Pack*. She spent a week at Sasebo followed by an Easter weekend visit to Buckner Bay. On April 6, 1964, *Kitty Hawk*'s initial commanding officer, Rear Adm. William F. Bringle, relieved as Commander Carrier Division Seven. The ship again visited Hong Kong before conducting operations in the South China Sea and then returned to Yokosuka. Following this, the ship engaged in joint operations with HMS *Victorious*.

The Introduction of Hostilities in Vietnam – May-June 1964

Three months before the 1964 Gulf of Tonkin Incident, between May 18 and June 10, *Kitty Hawk* was engaged in *Yankee Team* special operations in the South China Sea off the coast of Vietnam. While conducting photo reconnaissance flights over Communist Laotian territory, two *Kitty Hawk* pilots were downed by ground fire. CDR D.W. Lynn, Executive Officer of VF-111, went down on June 7, but was rescued and returned to the ship on the following day.[9] Also at this time, LT C.F. Klusmann of the VFP-63 photo reconnaissance Detachment C flying a RF8A Crusader was shot down and captured by Communist forces in Laos.[10] After almost three months in prison camp, he escaped and was returned to the United States.

Kitty Hawk arrived at Yokosuka on June 14, 1964 after 36 continuous days at sea. The following day she hosted the change of command ceremony where Admiral Moorer was relieved by Vice Adm. Roy L. Johnson as Commander Seventh Fleet. *Kitty Hawk* departed Yokosuka on July 7 and arrived home at San Diego on July 20, 1964 after a nine month deployment.

Return to the West Coast and Repairs
at Puget Sound Naval Shipyard – August 1964-November 1965

On August 10, 1964, *Kitty Hawk* departed San Diego for Bangor, Washington. While en route, as a test, the icebreaker USS *Staten Island* (AGB-5) towed the carrier. On August 16, 1964, the eight month overhaul and modification period began. *Kitty Hawk* returned to San Diego in May 1965. For five days underway in July, Walt Disney and a Hollywood crew, which included two chimpanzees, were on board to film scenes of the movie *Lt. Robin Crusoe, USN*. From May until September, *Kitty Hawk* conducted exercises and carrier qualifications.

Fig. 139: A rubber stamped cacheted cover which was postmarked on February 24, 1965. It bears **Kitty Hawk***'s steel machine cancel (Locy Type 10ef) and was franked with a New Jersey Tercentenary stamp. The cover is addressed to a long-time collector and naval officer, Captain Herbert F. Rommel, U.S. Navy, who then was the Commanding Officer, Washington Navy Yard. The cancel is listed as "B" in the* **Postmark Catalog.**

Going to War

Kitty Hawk made six combat cruises to Vietnam between November 1965 and November 1972. *Kitty Hawk* and her embarked Air Wings were awarded a Presidential Unit Citation, five Navy Unit Citations, six Armed Forces Expeditionary Medals, approximately 30 Vietnam Service Medals, and about 40 Republic of Vietnam Meritorious Unit Citations.

Fourth Deployment (First Combat Cruise to Vietnam – October 1965- July 1966

On October 19, 1965, *Kitty Hawk* left San Diego, for its third western Pacific cruise. On November 8, *Kitty Hawk* departed Hawaiian waters for Subic Bay to join the Seventh Fleet. November 26, 1965 was the first time *Kitty Hawk's* aircraft launched combat operations, flying 90 attack sorties and dropping more than 140 tons of ordnance.
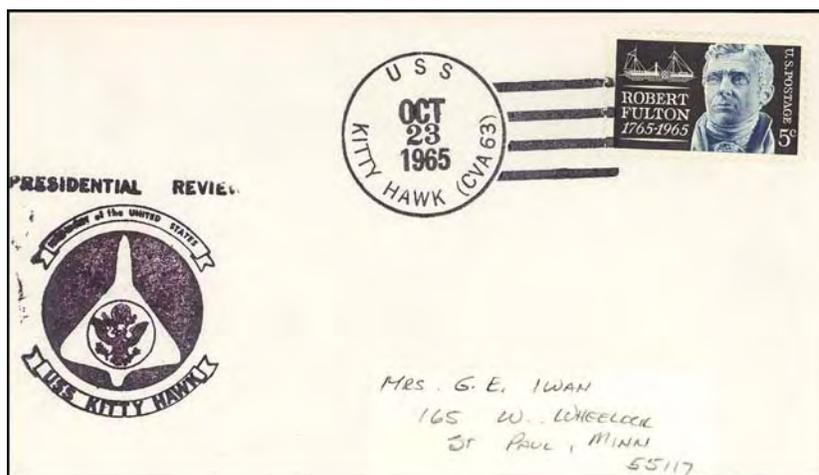
Fig. 140: A rubber stamped cacheted cover which was postmarked on October 23, 1965, while the ship was underway for Hawaii for her first combat cruise. More than two years after the event, the cover has the "Presidential Review" cachet applied. It bears Kitty Hawk's *rubber stamp hand cancel (Locy Type 2 (n)) and was franked with a 5¢ Fulton commemorative stamp, coincidentally honoring the father of the steamboat. The cancel is listed as "A" in the* Postmark Catalog.

Fig 141 A & B: A RVAH-13 Bats' R5AC Vigilante having just landed on the angled deck of USS Kitty Hawk *(Vietnam October 1965 to June 1966). The Navy experimented with aircraft camouflage intended to blend in with the Vietnamese jungle[11] At right is an aviator's view of the flight deck circa 1965-66. Note the angled deck, the centerline with the port and starboard "ladder lines" marking the edges of the landing area. To starboard of the "right hand" or inboard ladder line is an E-2 Hawkeye and other aircraft in the pack.*

Photo Mike Haywood # NS0263ae

Fig. 142: A non-philatelic cover which was postmarked on November 30, 1965. It bears **Kitty Hawk's** *machine steel cancel (Locy Type 7qt) and was free franked.* **N.B.:** *unlike prior wars, during Vietnam there was no censoring of mail and the free frank was extended to airmail. This is a cover hand-written by LTJG Nordahl 20 days before he was killed in action when his RA5C Vigilante was shot down by a salvo of missiles while performing a photoreconnaissance mission at a power plant near Haiphong. This cover is postmarked before* **Kitty Hawk's** *Air Wing Eleven conducted their first strikes. The cancel is listed as "A" in the* **Postmark Catalog.**

Between November 1965 and June 1966, *Kitty Hawk* spent 122 days in combat during five line periods of approximately three to four weeks each. Carrier Air Wing Eleven lost 20 aircraft to combat causes and another five to operational causes. During her first line period (November 26–December 24, 1965) she lost four aircraft to combat causes including two RA5C Vigilante heavy photoreconnaissance aircraft.[12] This included the first attacks on major industrial targets in the heavily defended portions of North Vietnam. Robust, Soviet-supplied defenses included multiple salvo Surface to Air Missiles ("SAMs") which bracketed and destroyed the U.S. aircraft. She also lost an A4 to operational causes. During the second line period (January 14-February 4, 1965) CVW Eleven lost three aircraft to combat; two aircraft were loss to combat during the third line period (February 17–March 15, 1966); ten aircraft were lost in combat and one to operational causes during the fourth line period (March 31 – April 27, 1966),[13] the fifth line period (May 7-22, 1966) resulted in the loss of one aircraft in combat and two to operational causes. *Kitty Hawk* "out-chopped"[14] on June 6, 1966 and returned to San Diego on June 13, 1966 for overhaul and training.

Fifth Deployment (Second Combat Cruise to Vietnam) – November 1966-June 1967

On November 4, 1966 *Kitty Hawk* again deployed to Vietnam. She arrived at Yokosuka on November 19, 1966 to relieve *Constellation* as flagship for Rear Admiral David C. Richardson, Commander Task Force 77. Between December 1966 and May 1967, *Kitty Hawk* spent 118 days in combat during five line. Carrier Air Wing Eleven lost 14 aircraft to combat causes and another three to operational causes. The air wing also scored four kills by shooting down North Vietnamese aircraft.
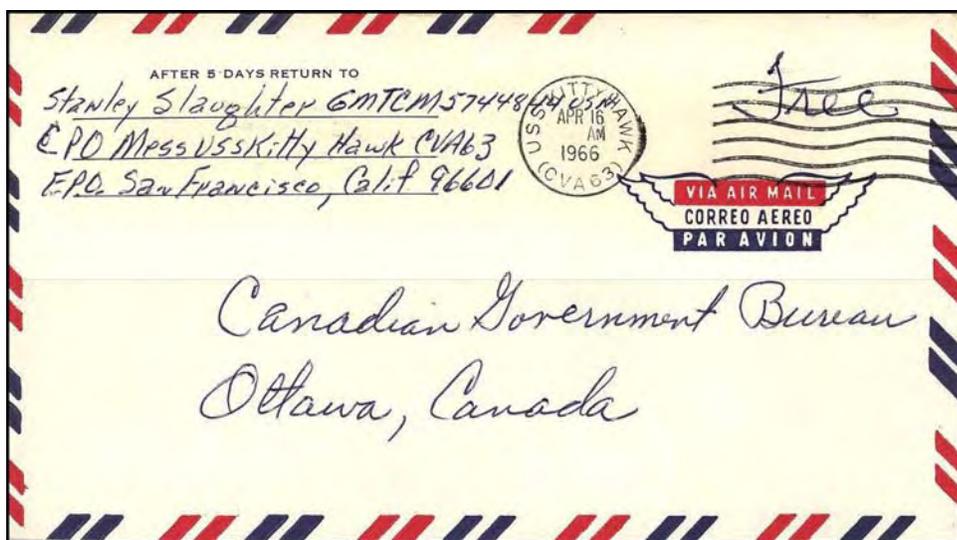
*Fig. 143: Another non-philatelic cover which was postmarked on April 16, 1966. It too bears **Kitty Hawk's** machine steel cancel (Locy Type 7qt) and was free franked. This also is a cover hand-written by a Master Chief. The cover is postmarked during the fourth line period of the first combat cruise. The cancel is listed as "A" in the* **Postmark Catalog.**

*Fig. 144: A rubber stamped cacheted cover which was postmarked on November 3, 1966, the day before the ship deployed for her second combat cruise to Vietnam. It bears **Kitty Hawk's** machine steel cancel (Locy Type 7qt) and the blue 5¢ Washington Regular issue of the Prominent American Series. The cover is addressed to the author when he was a grammar school student. The cancel is listed as "A" in the* **Postmark Catalog.**

During her first line period (December 4, 1966-January 3, 1967) she lost one aircraft in combat and shot down two enemy aircraft. During the second line period (January 17-February 14, 1967) she lost three aircraft in combat and one to operational causes. The third line period (March 3-28, 1967) saw the loss of four aircraft in combat. The brief fourth line period (April 12-28, 1967) saw the loss of two aircraft in combat and the kills of two North Vietnamese aircraft. The final line period (May 8-22, 1967) resulted in the combat loss of four aircraft and

the operational loss of another. In total three F4B fighters from VF-114 were lost to operational causes, including one off line (April 6, 1967). *Kitty Hawk* out-chopped on June 12, 1967 and returned to San Diego on June 20, 1967.

On June 25, 1966, *Kitty Hawk'*s Hangar Bay One was turned into a theater for the world premiere of Walt Disney's *LT Robin Crusoe, U.S.N.* At the same time, off the coast of Vietnam, the picture was also premiered onboard *USS Constellation*. This was the first time in naval history that a premiere was held aboard a warship, and the first time that a double premiere was held, one at sea and the other in port. She then entered the naval shipyard at Long Beach for maintenance. *Kitty Hawk* returned to San Diego on August 25, 1967.
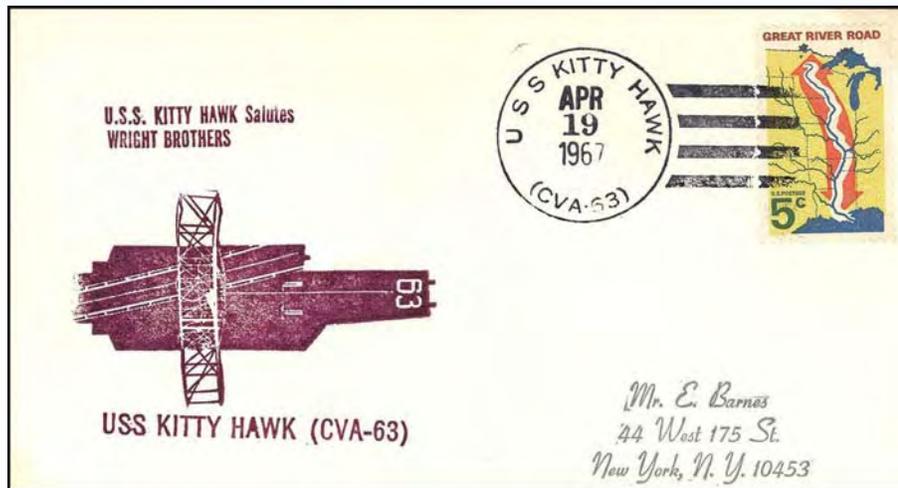
Fig. 145: A rubber stamped cacheted cover which was postmarked on April 19, 1967, while the ship was on her fourth line period for her second combat cruise. It bears Kitty Hawk's rubber stamp hand cancel (Locy Type 2t (n+)) and was franked with a 5¢ Great River Road commemorative stamp. The cancel is listed as "A" in the Postmark Catalog.

Sixth Deployment (Third Combat Cruise to Vietnam) – November 1967-June 1968

On November 18, 1967 *Kitty Hawk* again deployed to waters off Vietnam. Between November 1967 and June 1968, *Kitty Hawk* spent 125 days in combat during four line periods. Carrier Air Wing Eleven lost eight aircraft to combat causes and another seven to operational causes.

During her first line period (December 23, 1967-February 21, 1968) *Kitty Hawk* lost four aircraft in combat and an equal number to operational causes. The second line period (March 4-27, 1968) resulted in the loss of two aircraft in combat. The third line period (April 12-May 1, 1968) saw one combat and three operational losses. The final line period (May 13-June 1, 1968) brought a single combat loss. *Kitty Hawk* out-chopped on June 20, 1968 and returned to San Diego on June 28, 1968.
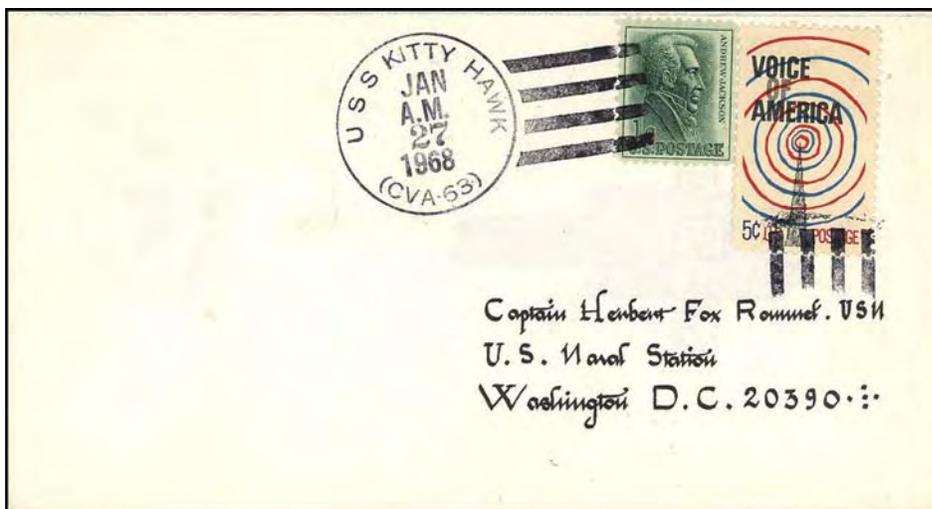
*Fig. 146: An uncacheted cover which was postmarked on January 27, 1968, while the ship was underway for her first line period during her third combat cruise. It bears **Kitty Hawk's** rubber stamp hand cancel (Locy Type 2t (n+)) and was franked with a 5¢ Voice of America commemorative stamp and 1¢ green Jackson definitive stamp. The cover is addressed in calligraphy to Captain Rommel. The cancel is listed as "A" in the **Postmark Catalog.***
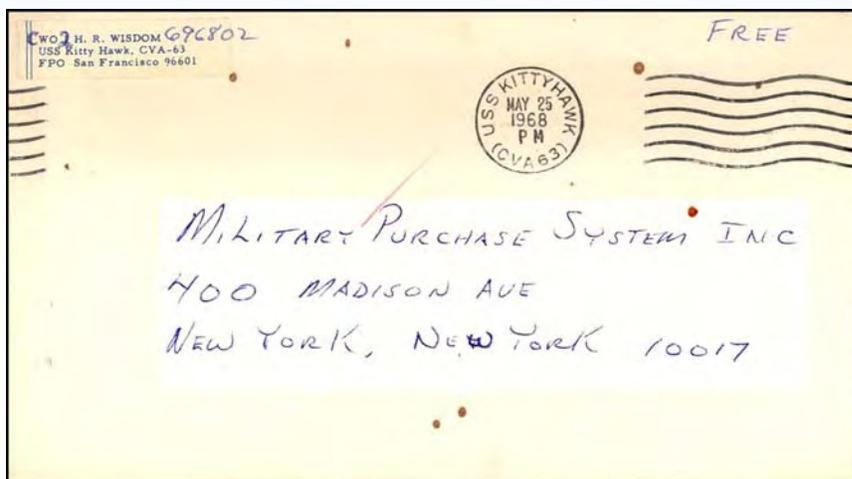

*Fig. 147: Another non-philatelic cover which was postmarked on May 25, 1968, during the fourth line period of her third combat cruise. It too bears **Kitty Hawk's** machine steel cancel (Locy Type 7qt) and was free franked. This cover written by a Commissioned Warrant Officer 2 who corrected his return address label following his promotion from Warrant Officer 1. The cancel is listed as "A" in the **Postmark Catalog.***

Seventh Deployment (Fourth Combat Cruise to Vietnam) - December 1968-July 1969

On December 30, 1968 *Kitty Hawk* again deployed to Vietnam. Between January and August 1969, *Kitty Hawk* spent 111 days in combat during five line periods. Carrier Air Wing Eleven lost three aircraft to combat causes and another four to operational causes.

During her first line period (January 28-February 28, 1969) there was one combat and one operational loss. The second line period (March 13-April 4, 1969) saw a single combat loss. The third line period (April 18-May 9, 1969) resulted in the final combat loss and a single operational loss. The fourth line period (June 29-July 14, 1969) saw no aviation losses. The fifth and final line period (July 30-August 16, 1969) saw a single operational loss.

Fig. 148: An uncacheted philatelic cover which was postmarked on May 1, 1969, while the ship was on her third line period of her fourth combat cruise. This was the day before LCDR W. J. O'Connor, U.S. Navy was shot down and recovered over Laos while flying an A-7A Corsair II, with VA-105. It bears **Kitty Hawk's** *rubber stamp hand cancel (Locy Type 2 (n+)) and was franked with a 6¢ definitive flag stamp. The cancel is listed as "A" in the* **Postmark Catalog.**

Kitty Hawk out-chopped on August 27, 1969 and arrived at San Diego on September 4, 1969.
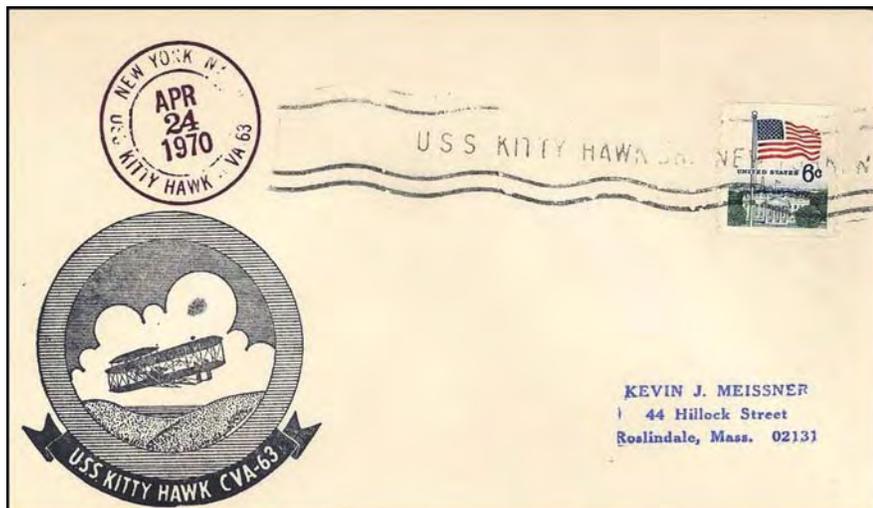
Fig. 149 : A rubber stamped cacheted cover which was postmarked on April 24, 1970 between the fourth and fifth combat cruises.   It bears **Kitty Hawk's** *rubber stamp hand cancel (Locy Type 9fu) and an undated roller (Locy PPR (K-20L)) and was franked with a 6¢ definitive flag stamp. The cancels both are listed as "B" in the* **Postmark Catalog.**

Fig. 150. Overhead view circa 1970s of **Kitty Hawk** *showing her four catapults – two at the bow and two at the waist on the angled deck. Also, note the area in the middle of the angled deck where the center line and ladder lines are well worn by aircraft during recovery when an aviator attempted to engage one of the four arresting wires with the aircraft's tail hook. The engaged wire pays out to its limits as the aircraft is "trapped" or decelerates while the engine(s) are pushed forward to full power to allow the aircraft to "go around" if the pilot fails to engage or "hook a wire." Each of the four steam catapults was fixed with a Jet Blast Deflector ("JBD") which would be raised to deflect the jet exhaust from the aircraft while it was awaiting the catapult stroke. In this photo the JBDs are in their "down" or normal position as part of the flight deck. On the flight deck are four E2 Hawkeyes, one with the wings extended for flight and three with the wings folded; the massive radar domes are prominent. With the Hawkeyes is an A7 Corsair II, with folded wings. At the island and aft appear to be helicopters with the rotors folded.*

Photo Robert Hurst

Eighth Deployment (Fifth Combat Cruise to Vietnam) – November 1970-July 1971

On November 6, 1970 *Kitty Hawk* again deployed to Vietnam. Between December 1970 and July 1971, *Kitty Hawk* spent 138 days in combat. Carrier Air Wing Eleven lost one aircraft to operational causes.

Fig. 151: A rubber stamp cacheted philatelic cover which was postmarked on February 5, 1971 between the second and third line periods while the ship was on her fifth combat cruise. The cover is addressed to a former president of the Universal Ship Cancellation Society, Captain Frank M. Hoak, III, U.S. Navy (Ret.). It bears **Kitty Hawk's** *rubber stamp hand cancel (Locy Type 2 (n+)) and was franked with a 6¢ definitive flag stamp. The cancel is listed as "A" in the* **Postmark Catalog.**

During her first line period (December 8-28, 1970), second line period (January 13-February 3, 1971), fourth line period (April 10-25, 1971), fifth line period (May 4-16, 1971), and sixth line period (May 30-June 23, 1971) *Kitty Hawk* and CVW Eleven suffered no combat or operational losses. During her third line period (February 21-April 2, 1971) VA-195 lost an A7E but the pilot was recovered.

Kitty Hawk out-chopped on July 6, 1971 and returned to San Diego on July 17, 1971.

Ninth Deployment (Sixth Combat Cruise to Vietnam) – February-November 1972

On February 17, 1972 *Kitty Hawk* again deployed to Vietnam for her final combat cruise of the war. Between March and November 1972, *Kitty Hawk* spent 192 days in combat during six line periods, now of approximately three to ten weeks each. Carrier Air Wing Eleven lost ten aircraft in combat, and three aircraft to operational causes; CVW Eleven had two kills.

During her first line period (March 8-25, 1972) *Kitty Hawk* lost a single A7E from VA-192 from operational causes. Before that first line period, on March 6, 1972, VA-195 lost an A7E and after that line period, on March 23, 1972, VA-192 lost another A7E to operational causes. During the second line period of approximately 80 days (April 3-June 25, 1972) *Kitty Hawk* lost five aircraft in combat and VF-114 had two kills. During the third line period (July 8-August 3, 1972) she had no losses. During the fourth line period (August 14-September 4, 1972) *Kitty Hawk* had two combat losses. During the fifth line period (September 15-October 2, 1972) she had a single combat loss. Finally, during the sixth line period (October 13-November 4, 1972) *Kitty Hawk* had one final combat loss.

Fig. 152: Another non-philatelic cover which was postmarked on April 3, 1972, during the 80 day second line period of her sixth combat cruise. It too bears **Kitty Hawk's** *machine steel cancel (Locy Type 7qt) and was free franked. This cover is written by a Boiler Tender Third Class. The cancel is listed as "A" in the* **Postmark Catalog.**

Aircraft from *Kitty Hawk*, as well as *Hancock* (CVA-19), *Coral Sea* (CVA-43), and *Constellation*, were involved in *Operation Freedom Train* beginning on April 5, 1972. Aircraft flew sorties against targets in the southern part of North Vietnam that were involved in the invasion of South Vietnam. The operating area in North Vietnam was limited initially to between 17° and 19°N. However, special strikes were authorized against targets above the 19th parallel on occasion. By the end of April, operations were permitted in North Vietnam throughout the region below 20° 25' N and many special strikes above the 20th parallel had also been authorized.

On April 16, aircraft from *Kitty Hawk*, *Coral Sea*, and *Constellation* flew 57 sorties in support of U.S. Air Force B-52 strikes on the Haiphong petroleum products storage area. *Operation Linebacker I* began on May 10, 1972 and consisted of heavy strikes of targets in most of North Vietnam, which lasted until restrictions on operations above 20°N were imposed on October 22. The operation was an outgrowth of *Freedom Train* and President Nixon's mining declaration which also stated that the U.S. would interdict the flow of supplies in North Vietnam. On this first day of *Linebacker I*, the Navy shifted its attacks from targets in southern North Vietnam to the coastal region embracing Haiphong north to the Chinese border.

On May 11, 1972, aircraft from *Kitty Hawk*, *Coral Sea*, *Midway*, and *Constellation* laid additional mine fields in the remaining ports of significance in North Vietnam – Thanh Hoa, Dong Hoi, Vinh, Hon Gai, Quang Khe and Cam Pha as well as the Haiphong approaches. This early mining was not confined solely to the seven principal ports. Other locations were also seeded early in the campaign, including the Cua Sot, Cap Mui Ron, and the river mouths, Cua Day and Cua Lac Giang, south of Don Son and the Haiphong port complex.

There was a dramatic change in North Vietnam's air defense effort during the summer 1972. During April and May, the Navy air effort in North Vietnam involved intensive air-to-air combat and a large number of surface-to-air missile (SAM) firings. During June and July there was an increase in *Linebacker I* Navy attack sorties, but there was a decrease in the number of air-to-air combat incidents and SAM firings. After mid-June, almost all North Vietnamese aircraft sighted or engaged were MiG-21s.

On October 12, 1972, *Kitty Hawk* was en route to her station in the Gulf of Tonkin when a racial brawl involving more than 100 sailors broke out. Nearly 50 sailors were injured in this widely-publicized incident which resulted in a congressional inquiry into discipline in the Navy.

On October 23, 1972, the U.S. ended all tactical air sorties into North Vietnam above the 20th parallel and brought to a close *Linebacker I* operations. This was designed to promote the Paris negotiations. *Kitty Hawk* returned to San Diego on November 28, 1972. On January 23, 1973, a cease fire in Vietnam went into effect.

From January through July 1973, *Kitty Hawk* changed homeports to Hunter's Point. *Kitty Hawk* was converted from an attack (CVA) to a multi-mission carrier (CV). The "CV" designation indicated that she was no longer strictly an attack carrier and that anti-submarine warfare would also become a major role. *Kitty Hawk* became the first Pacific Fleet carrier to carry the multi-purpose "CV" designation. The conversion consisted of adding 10 new helicopter calibrating stations, installing sonar/sonobuoy readout and analysis center and associated equipment, and changing a large portion of the ship's operating procedures. One of the major changes was the addition of the Anti-Submarine Classification and Analysis Center (ASCAC) in the CIC area. The Engineering Department underwent a major change in its propulsion plant. The Navy Standard Oil (black oil) fuel system was completely converted to Navy Distillate Fuel. The Air Department added several major changes to the flight deck, including enlarging the jet blast deflectors (JBD) and installing more powerful catapults in order to handle the new Grumman F-14 Tomcat. *Kitty Hawk* moved out of dry dock on April 28, 1973, and the next day, on her twelfth birthday, was named a Multi-Purpose Aircraft Carrier (CV).

Fig. 153: Another philatelic cover with a rubber stamp cachet which was postmarked on July 17, 1973, after the ship was redesignated as a "CV". It too bears **Kitty Hawk's** *machine steel cancel (Locy Type 7qt) and was franked with an 8¢ definitive flag stamp. Both the postmark and modified rubber stamp cachet reflect the ship's new designation as a "CV".   This cover was addressed to Captain Toots Blaisdell, U.S. Navy (Ret.), who was the addressee of the commissioning cover. The cancel is listed as "A" in the* **Postmark Catalog.**
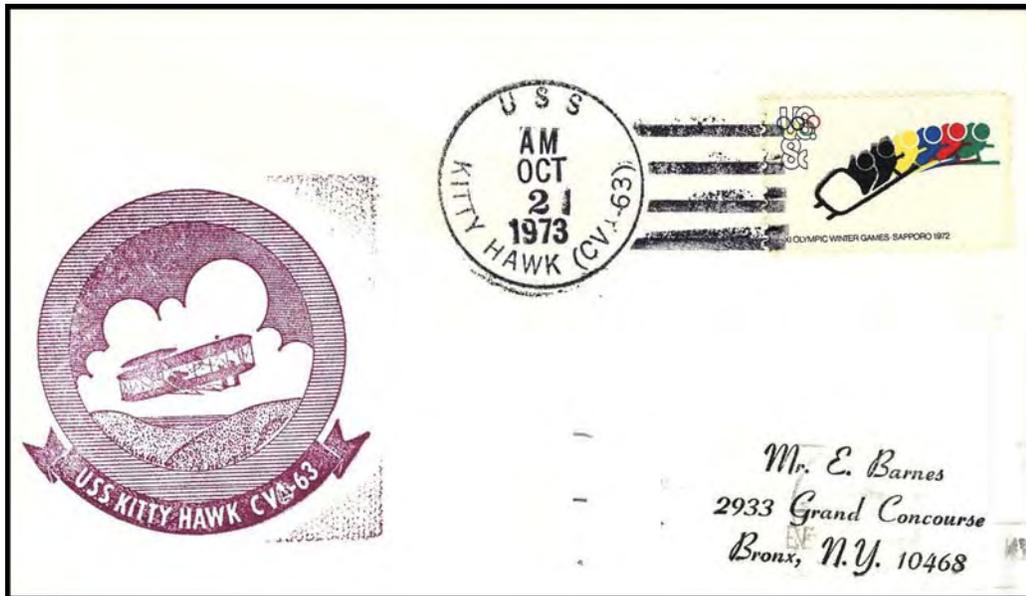
Fig. 154: A rubber stamp cacheted philatelic cover which was postmarked on October 2, 1973 It bears **Kitty Hawk's** *rubber stamp hand cancel (Locy Type P, having been modified from a Type 2(n) or 2 (n+) by the removal of the "A" from "CVA") and was franked with an 8¢ Olympic commemorative stamp.   The cancel is listed as "A" in the* **Postmark Catalog.**

[The last (Part VI-B) in this series will follow in the next issue of **NJPH.***]*

Photo credits: The many nice photographs of carriers are available at http://www.navsource.org/archives/ and [at somewhat slower speed] at http://www.history.navy.mil/index.html – both excellent sources of photos available for download.

ENDNOTES:

[1] These and other pictures courtesy of http://www.navsource.org/archives & the Department of the Navy-Naval History and Heritage Command web pages at http://www.history.navy.mil/branches/org11-2.htm, in addition to some images sourced from Wikipedia Commons. All photos are in the public domain. See note above Endnotes.

[2] *USS Kitty Hawk* (CVA-63) initially was the lead ship of a two ship class of conventionally powered carriers built during the Eisenhower Administration. Her sister ship, *USS Constellation* (CVA-64), was built by the New York Naval Shipyard at Brooklyn. She suffered a catastrophic fire during fitting out with more than 50 fatalities. *Constellation* was the last carrier to be built in a naval shipyard. Subsequently, the Kennedy Administration decided to resume building of conventionally powered carriers after the commissioning of the first nuclear powered carrier, *USS Enterprise* (CVAN-65), in 1961. In addition to the McNamara-driven short term and short-sighted cost analysis, Navy needed time to develop fewer and larger nuclear reactors for future carriers. *Enterprise* had eight relatively small reactors while the subsequent *Nimitz* class, first commissioned in 1975, had two larger reactors. In any event, the Kennedy Administration obtained funding for two conventionally powered carriers of a modified *Kitty Hawk* design. *USS America* (CVA-66) and *USS John F. Kennedy* (CVA-67) both were built at Newport News Shipbuilding in the mid to late 1960s and both had service lives of about 30 to 35 years while *Enterprise* approaches her 50th anniversary.

[3] *USS Ranger* (CV-4) was the first carrier designed and built as a carrier. The entire *Yorktown*-class (*USS Yorktown* (CV-5), *USS Enterprise* (CV-6), and *USS Hornet* (CV-8) and *USS Wasp* (CV-7) were built at Newport News before World War II; only *Enterprise* survived. *USS Essex (*CV-9) was the leader of the fast carriers which led the Pacific Fleet along with the New Jersey-built small carriers. Designed during the war but not completed in time to engage in hostilities were three ships of the *Midway*-class, two of which *USS Midway* (CVB-41) and *USS Coral Sea* (CVB-43), were built at Newport News. The first post-war designed class of super carriers built were the four ships of the *Forrestal*-class. *USS Forrestal* (CVA-59) was a Newport News built ship. The one ship *Enterprise*-class was built at Newport News. All ships of the *Nimitz*-class have been built by Newport News. The first new class of nuclear powered carriers in 40 years, *Gerald R. Ford* (CVN-78), is being constructed at Newport News. Her keel laying ceremony was held in mid-November 2009. Currently, three ships are contemplated in this class.

[4] This excludes the historic *USS Constitution.*

[5] The first *USS Kitty Hawk* (APV-1) was named for a small village in North Carolina where the Wright brothers made the world's first airplane flight on December 17, 1903. The ship was 478 feet long, with a beam of 63 and a half feet, and draft of 17 knots. She had a crew of 245 and was armed with four three inch guns and a single five inch gun.

Kitty Hawk, formerly SS *Seatrain New York,* was built in 1932 by Sun Ship Building & Dry Dock Co., Chester, Pa.; acquired by the Navy on June 25, 1941; renamed *Kitty Hawk* on *July* 8; converted to an aircraft transport by Tietjin & Land Dry Dock Co., Hoboken, N.J.; and commissioned on November 26, 1941, at New York Navy Yard, Comdr. E. C. Rogers, U.S. Navy in command.

After shakedown *Kitty Hawk* departed New York on December 16, 1941, for Hawaii via the Panama Canal with aircraft to replace America's losses in the Japanese attack and arrived Pearl Harbor on February 8, 1942. She unloaded her planes and returned to the mainland on February 25. *Kitty Hawk* returned to Pearl Harbor on May 17. Intelligence reports arrived indicating that a Japanese fleet was approaching the Hawaiian Islands. Immediately *Kitty Hawk* loaded the men, armament, and equipment of the 3d Marine Defense Battalion and planes of Marine Air Groups 21 and 45 and sailed to reinforce Midway, escorted by G*wyn*. En route a PBY reported a submarine in the area which *Gwyn* drove off with a heavy barrage of depth charges, enabling *Kitty Hawk* to deliver men and aircraft to Midway on May 26, 1942.

Escorted by destroyers *Gwyn* and *Sicard, Kitty Hawk* departed Midway on May 29 and arrived at Honolulu on June 1, 1942. On June 5, the fleet learned of the victory in the Battle of Midway, and sailed for San Diego arriving on June 13.

Kitty Hawk returned to Pearl Harbor on July 13,1942; loaded men, equipment and airplanes of the 2d Echelon of the 23d Marine Air Group; and set course for Port Vila, Efate, New Hebrides, arriving on August 28. She moored alongside escort carrier *Long Island* (CVE-1) transferring 40 aircraft which were immediately catapulted by *Long Island* and flown directly into combat on bitterly-contested Guadalcanal.

She sailed on October 4 for San Francisco then headed for Pearl Harbor, arriving on October 20. Loading Army Air Corps airplanes, she steamed to Palmyra, arriving on October 30. There, she embarked more planes, cargo and passengers. Sailing on November 2, she arrived at Dumbea Bay, Noumea, on November 10, where she picked up men from *Hornet's* air group after that carrier had been sunk. Arriving at Espiritu Santo, New Hebrides, on November 13, she discharged army aviators and planes. *Kitty Hawk*

sailed from Espiritu Santo on November 22, for home with 359 passengers, arriving San Diego on December 7, 1942. Carrying men and equipment of Marine Air Group 12, she got underway on January 4, 1943, for the New Hebrides, arriving at Espiritu Santo on January 22; but, as enemy air raids prevented unloading, she sailed on to Pallikulo Bay, a safer place; then departed for Undine Bay, Efate, where she finished unloading men, munitions and aircraft of Marine Air Group 12. *Kitty Hawk* returned to San Diego on February 20, 1943.

Between February 20, 1943 and June 25, 1944, *Kitty Hawk* made seven voyages to Hawaii and seven to the Southwest Pacific. The ship was reclassified AKV-1 on September 15, 1943. She returned to San Francisco for overhaul on August 5, 1944.

Kitty Hawk loaded passengers, planes, and cargo at San Diego and sailed on August 29 for Finschhafen, New Guinea; Seeadler Harbor, Manus, Admiralty Islands; Guadalcanal; and Espiritu Santo, returning San Diego on October 12, 1944.

Kitty Hawk sailed directly from San Francisco to Manus, arriving on November 12, 1944. From Manus she steamed to the Solomons to pick up men of a radio control drone unit: called at Guadalcanal on November 26, Espiritu Santo on November 30, then sailed for Pearl Harbor, arriving on December 9, 1944. Two days later she sailed to Maui Island, where she debarked the radar control unit.

After minor repairs at San Diego, *Kitty Hawk* sailed on January 7, 1945, to ports in the South Pacific; returned to San Francisco on February 17; she steamed back to the forward area, returning to the West Coast 12 June.

Kitty Hawk received news of the end of hostilities while at Pearl Harbor. Then, she carried military cargo to the Marshalls, the Marianas, and the Philippines. She departed Pearl Harbor for the final time on November 24, 1945. *Kitty Hawk* arrived at Bayonne, N.J., on December 15, 1945; visited Norfolk: then decommissioned at New York on January 24, 1946 and simultaneously was returned to Seatrain Lines, Inc.

[6] In this article the count of "deployments" is not used in a technical sense and may not coincide with the ship's or other counts of "deployments." Rather, it is a shorthand, or break, to indicate a separate, major at sea period. For example, the Navy appears to count the cruise from San Diego to Philadelphia in 1987 as a deployment and label it, erroneously, as a circumnavigation. (The ship departed from the West Coast and arrived on the East Coast, about 3,000 nautical miles short of a proper circumnavigation.) They do not list *Kitty Hawk's* return cruise from Philadelphia to San Diego as a deployment. Perhaps this is because on the initial voyage the ship was "deployed" in the Pacific and Indian Oceans and the Med while on the return cruise in 1991 she was not "deployed" but sailed virtually directly from port-to-port via the tip of South America.

[7] The 1963 Presidential Fleet Review at http://www.johnfry.com/pages/JFKHapHill63.html .

[8] Admiral Ricketts died in office and DDG-5 was renamed in his memory before she participated in a NATO mixed manning experiment. Admiral Moorer, a distinguished World War II naval aviator, later became Chief of Naval Operations and finally Chairman, Joint Chiefs of Staff.

[9] Commander Doyle Wilmer Lynn, U.S. Navy was killed in action while flying a F8D Crusader with VF-111 as part of Carrier Air Wing Two embarked in *USS Midway* when he was shot down by anti-aircraft gunfire over North Vietnam on May 27, 1965. His body was not recovered. See http://www.arlingtoncemetery.net/dwlynn.htm.

[10] Previously, Lieutenant Charles F. Klusmann's aircraft had been hit by ground fire on May 21, 1964 but he was able to return to *Kitty Hawk*. Ultimately, he survived the war to retire as a Captain.

[11] Robert L. Lawson (ed.): *The History of US Naval Air Power*. The Military Press, New York (USA), 1985. See http://commons.wikimedia.org/wiki/File:RA-5C_RVAH-13_camouflaged_Vietnam_1966.jpg .

[12] See my two articles about the loss of a RA5C Vigilante from *Kitty Hawk's* RVAH-13 on December 20, 1965 resulting in the loss of LCDR Guy D. Johnson, USN and LTJG Lee E. Nordhal, USN which were published in the Universal Ship Cancellation Society's *Log* Vol. 72, No. 1, January 2005 # 854 and Vol .73, No. 5, May 2006, #870.

[13] Rene J. Francillion's seminal *Tonkin Gulf Yacht Club*, London, Conway, 1988, page 144 suggests conflicting numbers. It shows ten aircraft lost in combat between March 31 and April 28, 1966 but it reports that the third line period ended on April 27, 1966. The ship was on line to April 29 1966. Another source, however, demonstrates that "[o]n 28 April, an F-4G *Phantom* was hit by enemy ground fire. Both pilot and RIO ejected at sea and were recovered safely. … *Kitty Hawk* departed Yankee Station 29 April and arrived at Subic Bay 30 April for upkeep."

[14] "Out-chop" is the administrative departure of a warship from the operational control of a commander's Area of Operations ("AOR"). It is the converse of "in-chop" when a warship enters the operational control of a commander's AOR.

PHILATELIC SHORTS: SMELLY BUSINESS!

By Gene Fricks

Always on the lookout for interesting advertising covers of old businesses, I came across the following recently:
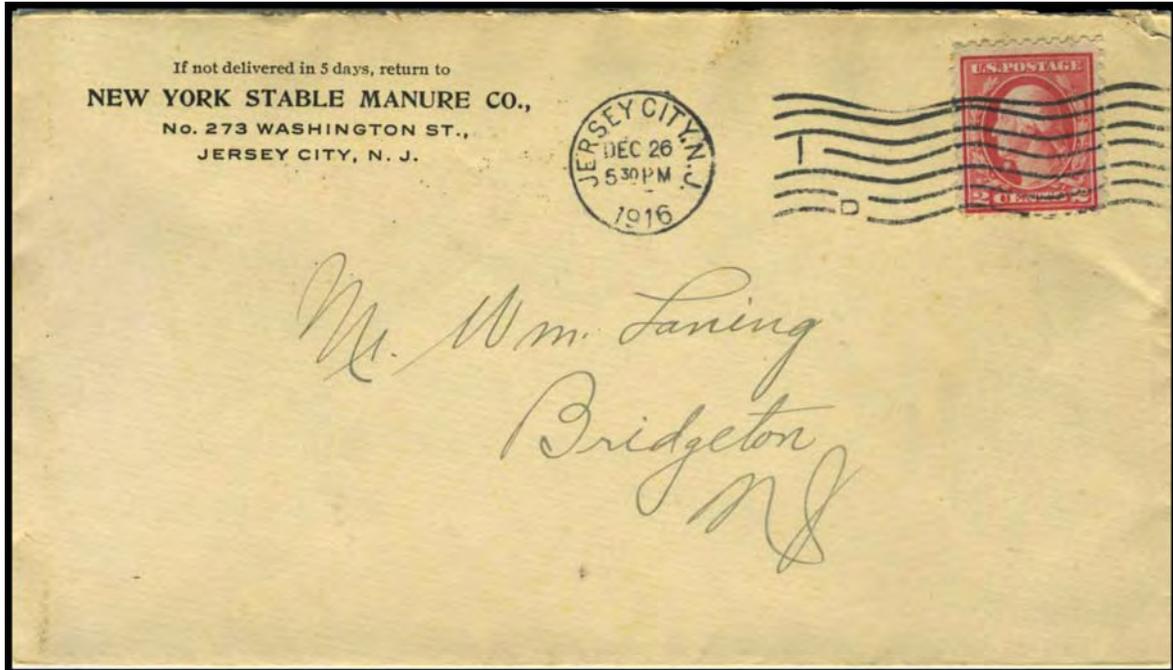

Fig. 1: A 1916 cover from Jersey City from the New York Manure Company.

I recently visited the address of the New York Stable Manure. The location in Jersey City is the site of the Paulus Hook Memorial, a tall obelisk in a corner park that commemorates the brave soldiers of the Revolution who harried the Brits for six years. The neighborhood has been transformed in the past 35 years and is quite nice. It reminds me of Manhattan down around 12th Street.

Jersey City: Paulus Hook Monument.
Photo courtesy wallyg on flicrk at
http://www.flickr.com/photos/wallyg/3430009188
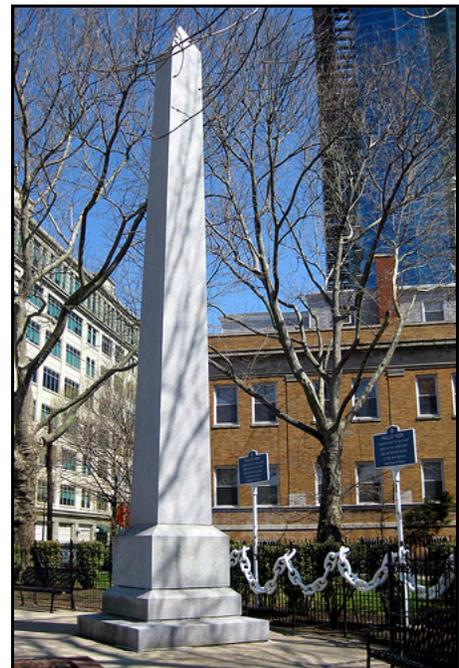
MEMBER NEWS:

Update on "Skull & Crossbones" cancel (See *NJPH* Aug 2009)**:** Jim Doolin writes*: I have learned through my contacts at The US Cancelation Club that the "skull & bones" cancel used at Columbus, NJ was made by a company in San Francisco, CA. called C.A. Klinkner Co. Their most famous fancy cancel is the "kicking mule," commonly associated with Port Townsend, WA. The Cancellation Club literature refers to the "skull & bones" as the "laughing skull." Five other towns are recorded using this fancy cancel in the 2007 update of the "Whitfield Catalog." Columbus, NJ was not previously recorded.*

Literature Review:

A long overdue review of Sid Morginstin's book and CD, *The Mails of Bordentown, New Jersey from a Colonial Village though the Twentieth Century* (published in 2004), appeared in the November 2009 American Philatelist. He received a very favorable review of his treatment of the postal history of Bordentown. Particular praise was awarded for his making the included information of interest to philatelists and non-philatelists alike. If you are interested, a CD ($18) or hard copy ($35) can be ordered from Sid Morginstin at P.O. Box 694, Bordentown, NJ 08505.

Fred J. Mancuso Sr. 1947 – 2009

We were recently informed of the untimely death of one of our members, Fred J., Mancuso, Sr. on February 14, 2009, of Maple Shade, NJ, at age 62. Fred operated as F&M Stamps from his home in Maple Shade. He was an enthusiastic dealer and collector. The areas that he most enjoyed were US and NJ postal history, and US and French stamps. Fred was a stalwart supporter of the hobby, holding down a table at almost every bourse and show in the area over the past two decades. In addition to belonging to the New Jersey Postal History Society, he was also a member of the Merchantville Stamp Club and the Gloucester City Stamp Club. He leaves a wife, three children, and three grandchildren. Our condolences to his family.

MEMBERSHIP CHANGES

WELCOME TO NEW MEMBERS

Roger S. Brody, 110 Knightsbridge, Watchung, NJ, 07069-6400, RSBCO@optonline.net, Interests: Union Cty, Somerset Cty

GOODBYE TO OLD FRIENDS: Deceased

Fred Mancuso – February 2009

WWW.NJPOSTALHISTORY.ORG

For those of you who have not yet visited our website, we recommend you give it a try. It includes a gallery of old New Jersey post offices, and our featured covers, which usually include more information than is included in the journal. A table of contents page for all *NJPH* issues since 2000 is available by going to the Journal page and following the link at the bottom of the page. Currently members can request digital copies of any of these journals, excluding anything previous to 2002, but soon those too will be available. Member Mark Sommer has contributed a full set of journals which we are turning into pdfs, and these will be made into an online library of *NJPH* issues. The most recent years will be available only to members, but in an effort to contribute our philatelic research and knowledge to the world of philately, we will join in a growing movement of many societies to have such information available – for the moment on request, but in the future to anyone visiting our website.

SOME NEW WEBSITES:

We call your attention too to a new website within the USPS website – www.USPS.com/postalhistory   joins its sister site, www.USPS.com/postmasterfinder, both interesting portals to history of the postal service.

The first (www.USPS.com/postalhistory) will bring you information of the following subjects:

Significant Dates   Moving the Mail
Stamps and Postcards   Delivering the Mail and More
Postage Rates and Historical Statistics   Post Offices and Facilities
Photo Galleries   Uniforms and Equipment
Postal People   Research Sources

The photo on page 205 was drawn from this website.

If you are not familiar with the www.USPS.com/postmasterfinder site, it is very useful in researching specific post offices. You can find postmasters for both current and closed post offices, and search by state, county, or town. It does not provide a complete list as yet of every post office, but if you are lucky, you can often find a great deal of information.

FILES AVAILABLE:

In addition, please member that we offer members a number of online files. I can particularly recommend an article I came across in the Mobile Post Office Society MPO Selection Series, Volume 4, on the Foreign Mail Service in New York, an article originally published in Scribner's Monthly in 1899. It is a wonderful description with illustrations of handling of foreign mail at that time.   It is available in pdf format by emailing Secretary@NJPostalHistory.org. Good reading!

Other useful files available from your secretary for the asking are a digital NJ DPO list in excel formal, an index to the issues of *NJPH*, and the following:

- Stampless Era Post Offices, based on Coles and the Coles Update available in Excel format.

- New Brunswick's Postal Markings by Robert G. Rose, in PDF - a "digital reprint" in Acrobat Reader format of Bob's articles from May and August 2005 *NJPH* and February 2006 *NJPH.*

- Edge, Jack, *Post Towns of Burlington County.* All of Jack's Burlington series, as published in the pages of *NJPH*, compiled into one document, in PDF format.

- Edge, Jack, *Postmasters of Burlington County.* Lists postmasters for all the Burlington communities listed in Jack's Burlington series, also in PDF format.

- Law, Mary E., *The Postal History of Cape May County*, *NJ* including postmaster list, published in the pages of NJPH between March 1993 through May 1994, PDF format.

- *An Act to establish the Post Office and Post Roads, Feb. 20. 1792*, in its entirety.

- Siskin, Ed, *Colonial Rate Charts,* in Excel format, plus jpgs of those available for 1710, 1754, 1763, 1765, and 1775.

Others will follow.

WARREN COUNTY DPOs

```
Y  E  L  L  A  V  L  L  I  T  S  Z  E  C  A  N  R  U  F  D  R  O  F  X  O  Q
P  O  R  T  C  O  L  D  E  N  V  Y  H  G  R  U  B  S  Y  A  S  M  A  R  R  P
K  F  T  L  Z  J  X  M  E  L  L  I  V  S  R  E  T  N  E  P  R  A  C  W  A  M
O  J  W  B  M  U  S  C  O  N  E  T  C  O  N  G  P  L  R  D  V  V  Y  H  H  M
O  V  S  N  P  H  M  L  D  V  Y  H  U  G  H  S  V  I  L  L  E  L  N  K  P  L
R  T  R  E  R  D  A  V  I  S  O  N  G  L  M  R  Q  Z  T  B  D  V  V  M  L  H
B  T  T  L  R  T  G  V  R  B  E  A  T  Y  E  S  T  O  W  N  N  P  V  L  A  D
L  Q  H  L  L  E  R  G  T  K  Z  R  C  E  L  L  I  V  S  R  R  A  K  M  M  E
L  C  S  I  Q  Z  P  O  B  Z  N  L  B  R  V  G  L  M  M  B  J  H  V  N  G  L
I  W  I  H  D  H  K  T  P  R  D  I  Q  L  W  K  W  K  O  R  G  A  V  W  N  A
M  A  N  L  F  E  T  H  A  K  A  K  L  H  A  Z  E  N  U  I  L  Q  C  R  X  W
R  R  R  E  Z  G  L  C  L  M  C  I  D  K  T  R  V  F  N  D  L  U  R  G  Z  A
B  R  O  V  R  X  T  A  A  I  N  O  N  H  N  M  B  T  T  G  Q  A  G  N  R  R
R  I  C  A  D  D  J  R  W  T  D  K  R  A  M  A  R  H  H  E  R  R  V  L  E  E
O  N  T  R  X  K  K  D  R  A  T  H  N  D  R  M  R  L  E  V  H  R  C  O  K  S
Y  G  F  G  L  S  R  K  G  G  R  W  J  N  M  D  B  F  R  I  N  Y  H  P  A  T
B  T  M  K  B  A  Q  R  V  K  Y  E  O  R  S  E  S  R  M  L  P  N  D  A  M  A
M  O  K  O  H  C  U  E  Z  B  I  S  G  H  C  J  L  O  O  L  O  U  F  T  E  T
Q  N  R  R  T  B  L  T  L  R  R  L  I  A  M  F  J  L  N  E  N  K  H  C  O  I
D  O  X  Q  S  L  W  W  R  E  D  M  L  F  P  R  T  N  I  N  Z  G  Y  O  H  O
X  O  R  K  I  T  T  W  D  M  E  N  N  M  K  N  L  K  F  V  K  W  N  N  S  N
F  G  C  V  N  T  W  N  M  R  O  G  R  M  I  Z  M  I  M  X  S  V  T  G  T  T
H  O  N  N  L  K  A  Y  S  O  L  N  V  C  K  L  E  K  G  N  M  K  H  B  Z  Z
R  A  M  F  Z  M  Y  R  U  B  S  N  W  O  T  L  L  R  F  R  K  N  O  R  T  N
D  H  E  L  L  I  V  S  E  N  I  F  L  G  D  Z  K  S  D  L  G  C  K  O  Z  F
F  D  D  D  S  T  E  W  A  R  T  S  V  I  L  L  E  S  T  A  T  I  O  N  C  M
```

Look for these post offices:

Alpha	Davison	Karrsville	Ramsaysburgh
Anderson	Delaware Gap	Kill Mills	Rockport
Beatyestown	Delaware Station	Lopatcong Br	Rocksburg
Brainards	Dunnfield	Marksboro	Serepta
Bridgeville	Finesville	Millbrook	Shimers
Calno	Franklin	Mount Hermon	Shoemaker
Carpentersville	Gravel Hill	Musconetcong	Stewartsville Station
Cooksville	Hardwick	Oxford Furnace	Still Valley
Cornish	Hazen	Pahaquarry	Townsbury
Danville	Hughsville	Port Colden	Warrington

* Source: New Jersey DPOs by Brad Arch

Warren County DPOs not in this puzzle :

Bloomsburg	Harmony	Mount Bethel	Springtown:'
Brotzmanville	Howard	New Village	Vail
Butts Bridge	Knowlton	Paulina	Walnut Valley
Circle City Dr	Mansfield	Polkville	Warrenton
Hainesburg	Montana	Riegelsville	

To print this out, go to the **NJPHS website** and click on **Word Puzzles** to open a printable copy. A link to the solution is included on the **Warren County Word Puzzle** page**.**

THE NEW JERSEY POSTAL HISTORY SOCIETY LITERATURE

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New Brunswick's Postal Markings by Robert G. Rose, in PDF - a "digital reprint" in Acrobat Reader format of Bob's articles from May and August 2005 *NJPH* and February 2006 *NJPH.*	**FREE**	2.95
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An Act to establish the Post Office and Post Roads, Feb. 20. 1792, in its entirety.	**FREE**	2.95
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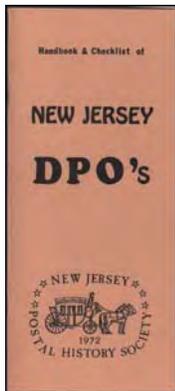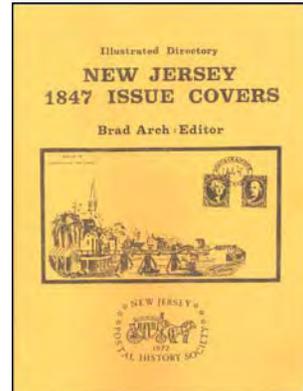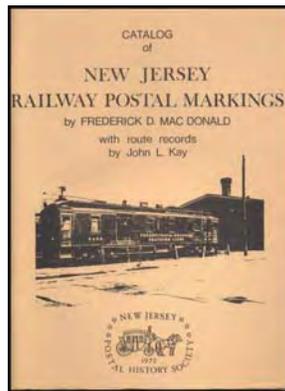
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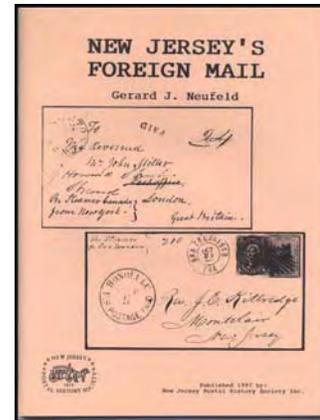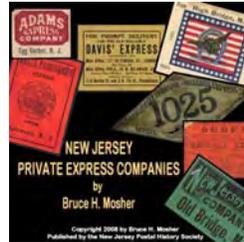
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