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Letters to the Editor

Repair of the “Lipstick on Shirt Front” Plate Flaw

The December 2024 *Specialist* contained an informative article authored by Jay Stotts on A Press dollar sheetlets of the Great Americans Issue. Page 559 of the issue describes the so called “Lipstick on Shirt Front” plate flaw which occurs on position 6 of a pane of 20 of the \$1 Johns Hopkins issue. This glaringly obvious defect is illustrated in the Scott *Specialized Catalog of United States Stamps & Covers* and listed under the heading for No. 2194, \$1 Intense Deep Blue, large block tag, dull gum, this being the first of five listings for this issue. The July 16, 1990, edition of *Linn’s Stamp News* reported that the BEP removed the sleeve from service and repaired it. Jay’s article states that the flaw was repaired “presumably by burnishing out the old image and transferring a new image onto the sleeve in its place.” I disagree with this presumption.

The “Lipstick”, or double gouge plate flaw, is not restricted to the first printing of this issue. It appears “full strength” on the first printing, the intense deep blue (#2194). However, it also is evident, to a lesser degree, on the same position in the pane of the second printing of this stamp. This would be the Deep Blue, overall tagged, dull gum release of 1990, Scott #2194b.

Traces of the gouges remain, as well as recut lines in the shirt front. The illustrations nearby show these features. This would indicate that the damaged area alone was burnished out and the affected lines of the shirt front recut. If the old image was entirely replaced, then any traces of the gouges would not appear, nor would there be any reason to recut lines.

Both the large block tagged 1989 issue (#2194) and the overall tagged 1990 reissue (#2194b) were printed from cylinder #1, produced on the BEP’s A Press. Any evidence of the flaw would not be seen on the last three printings of this issue (Nos. 2194d, e or f) as these prephosphored paper versions are all from cylinder #2, products of the C Press.

The Scott Catalog would benefit collectors of this issue by including a mention of the reworked flaw under the listing of 2194b. —Rob Loeffler, USSS #14421.

Correction—Certificate Number for 535 “EDU”

The article “The ‘Earliest Documented Use’ of Scott 535 Was Certified in Error” in last month’s *Specialist* lists the wrong expert certificate number for the featured cover. The certificate number is 147514, not 147517. The author regrets the error.



Repaired “lipstick” flaw (lower left subject in block at bottom; closeup at top).

Part I of this series describes Press Map construction and the basic utility of this tool. Part II presents an example study illustrating several new perspectives on rotary coil stamp production via analysis of Press Maps covering the increasing coil production by the BEP during fiscal years 1919 to 1925.

Term	Definition
To Press Period	The data recorded in the plate print history for each plate number that describes the date on which the plate was signed out from the plate vault and the date it was subsequently signed back into the plate vault.
Sent to Press or To Press	Removal of a plate from the plate vault and transport to the press room.
At Press	Another term used to describe the <i>to press period</i> . It is the time a plate is in the press room including when it is waiting to be mounted on a press and the time it is mounted on a press.
Overlap Period	The time that a plate is <i>at press</i> and waiting to be mounted on the next available press.
On Press	The time during which a plate pair is mounted on a press.
Working Days on Press	The <i>on press</i> period minus nonworking days (Sundays and holidays).
Returned To Vault	Transport of a plate from the press room to the plate vault.
Canceled	Destruction of a plate.
Working Days	Days that the BEP was in operation: Monday through Saturday. Sundays were non-workdays as were the official holidays.
Abortive Run	Short <i>on press</i> time frame after which one or both plates are either paired with a new partner plate or canceled. Often at least one plate was damaged and canceled.

Table 1. Glossary of Terms Used for Describing Press Map Information.

Collating Print Histories Chronologically: Working with Cleland’s Data

Cleland’s research papers are organized by stamp issue with the plate numbers listed from lowest to highest number. They are not chronological. This arrangement facilitates locating information for a specific plate, which was the original intent. To describe the various data presented, he developed a specific terminology. Table 1 defines Cleland’s terms and additional terminology used in describing production information.

Figure 2 is an excerpt taken from B.I.A. Research Paper #10 (see Ref 1 above). The blue outlined information is the data used for chronologically ordering Plate 13505. The companion plate data (plate 13506) lists identical information (green outline). Figure 2 illustrates a simple sequence of plate usage; two consecutively numbered plates that were sent to the presses one time and canceled the day after the *to press* period ended. However, plate print history is rarely so simple.

Figure 3 shows the complex print history for plate 10090. This plate was paired with three different companion plates and was *sent to press* six times (plate 10104, plate 10088,

Dates on which plate was:							
Plate	Certi-	To press periods:		Paired	Cancel-	Arrang	Scott
#	Assigned	fied		with	led	#	#
13505	11-14-21	12-8-21	12-9-21 to 1-9-22	13506	1-10-22	8	492
13506	"	"	"	13505	"	8	"
13507	"	12-15-21	1-6 to 1-25-22	13510	1-26-22	8	"
13508	"	12-16-21	1-7 to 2-2-22	13509	2-3-22	8	492, 546
13509	11-25-21	"	"	13508	"	8	492

Figure 2. Portion of USSS Research Paper #10. Information used to organize the data chronologically is contained in the blue and green rectangles.

and plate 10640 shown in blue rectangle located at the right in Figure 3). The first *to press period* lasted only two days with companion plate 10104, after which plate 10090 was *returned to vault*. Looking at the data for plate 10104 (the first of 10090’s companion plates, green rectangle in Figure 3), this plate’s *at press period* is 11 days (versus the 2 days for 10090), and it was paired with two plates during this time frame: 10090 and 10087. Figure 3 illustrates how difficult it is to gain a perspective on plate utilization through time using typed data sequenced according to plate number.

But in an early study of his own compiled work, Cleland was the first to suggest that the print history data could be reorganized to illustrate the chronological sequence. In his 1989 article, *Printing History of Early Plates Made Only for Coil Stamps*,² Cleland described organizing plate print histories by *to press date*. In his analysis of the chronologically organized data, Cleland made the following observations concerning “method of plate usage:”

Dates on which plate was:							
Plate	Certi-	To press periods:		Paired	Cancel-	Arrang	Scott
#	Assigned	fied		with	led	#	#
10090	5-19-19	8-26-19	10-13 to 10-14-19	10104		10	
			10-21 to 10-23-19	10088			
			3-28 to 3-30-20	"			
			8-23 to 8-25-21	10640			
			8-30 to 9-6-21	"			538, 545
			9-12 to 10-14-21	"	10-15-21		" "
10103	6-5-19	10-1-19	10-21 to 11-15-19	10202	11-17-19	10	538
10104	"	8-26-19	10-13 to 10-23-19	10090, 10087	10-23-19	10	"

Figure 3. Portion of USSS Research Paper #10. Information used to organize the data chronologically is contained in the blue and green rectangles.

- Plates were generally sent to the press room one to three days before the plates they were replacing arrived back at the vault: this practice limited idle press time.
- Infrequently, more than one set of plates were sent at the same time as replacements for a production run nearing its end.
- Unsuccessful attempts to run plate pairs occurred.
- Plates *sent to press* multiple times typically ran with the same companion plate. However, when a pair appeared to have abortive runs or when one of the plates was damaged, another plate number would be substituted, and the new pairing used to print stamps.

Most of these assertions were based on Cleland’s familiarity with the data. A different researcher could not “see” how and when various events occur. Nor could they easily discern all stamps and catalog numbers impacted. Press Maps fully illustrate the concepts and all occurrences, in addition to revealing new information, which can only be discovered via mapping.

Cleland also recognized that by organizing the press pairings chronologically, the plate pairs could be correlated to the presses in operation. Thus, he could assign plate pairs to specific numbered presses and determine when new presses were added to the production floor. In doing so, he provided a timeline for the introduction of the first three coil stamp (small) rotary presses at the BEP between 1912 and 1915. Table 2 summarizes the results.

Time Period	No. of Presses
June 12, 1912–April 9, 1915	1
April 10, 1915–June 6, 1915	2
June 7, 1915–April 30, 1917	3

Table 2. Number of Coil Stamp Rotary Presses in Operation: June 1912 through April 1917.

Cleland’s conclusion that three coil stamp rotary presses were operating by June 1915 is supported in the BEP Director’s annual report for fiscal year (FY) 1915 (July 1, 1914, through June 30, 1915).³ On page six of the report, under the section titled *Rotary Plate Printing Presses*, the Director writes, “Three rotary web plate printing presses are now in successful operation printing and gumming postage stamps . . .” Table 2 dates and Cleland’s data extend to April 1917, because the upper limiting parameter of his study was plates numbered up to 8,000.

**The First Three Coil Presses:
Demonstrating the Utility of Press Map Diagrams**

Organizing plate pair information chronologically by the *to press* data has extraordinary analytical power. Past examples of chronologically organized plate information appear in *The United States Fourth Bureau Issue 1922–1938*.⁴ However, when presenting the results in a tabular format, such as was done in Cleland’s Table II,⁵ it is difficult to interpret the data quickly. Press Maps provide a clear visual representation of chronologically organized plate print data. To illustrate this point, Figure 4 reproduces a portion of Cleland’s Table II.

Figure 5 Panel A is an abbreviated Press Map. The map converts the information in Cleland’s Table II into a bar graph showing the rotary coil print plates *sent to press* between February 19 and June 29, 1915. Presses are numbered and color-coded for easy

Table II					
Printing History of Rotary Coil Plates Below 8000					
Arranged by Printing Dates					
Press 1		Press 2		Press 3	
6-2 to 12-4-12	5957-8				
12-12-12 to 10-1-13	"				
1-6 to 2-17-14	6279-10				
2-16 to 10-23-14	6856-7				
10-22 to 10-23-14	7170-1				
10-26 to 11-4-14	"				
11-3 to 11-5-14	6856-7				
11-4 to 11-23-14	7170-1				
11-21-14 to 2-10-15	7174-5				
2-9 to 2-11-15	6856-7				
2-10 to 2-20-15	7170-1				
2-19 to 3-30-15	7270-1				
3-29 to 4-26-15	7230-1	4-10 to 5-19-15	7408-9		
4-24 to 5-24-15	7417-8	5-18 to 6-14-15	7422-3		
5-22 to 6-21-15	7425-6	6-12 to 6-30-15	7427,30	6-7 to 8-9-18	7170-1
6-19 to 7-19-15	7428-9	6-29 to 9-7-15	7467-9	8-7 to 10-1-15	7182-3
7-17 to 8-30-15	7468,70	9-4 to 10-11-15	7489,90	10-4 to 11-11-15	7552-3
8-29 to 9-9-15	7482-3	10-9 to 10-21-15	7502-3	11-9 to 11-18-15	7433-4

Figure 4. Reproduction of upper portion of Cleland’s Table II.

identification. That is, the bars for Press 1 and Press 2 are shaded orange and blue, respectively to clearly identify the press onto which the plates had been mounted. This time frame in 1915 was selected because it encompasses when the second and third rotary coil printing presses were brought online (Table 2).

It becomes instantly clear that a press was added on April 10 because a set of plates was sent to press on this date, but the original press (Press 1) had plates mounted on it until April 26. If another press had not been added, there would have been long time periods with plates waiting for a press to finish its current plate run. Soon after the second press began producing impressions, the third press was added (shaded green) on June 7.

Panel B of Figure 5 again reproduces a portion of Table II from Cleland’s article. The data used to produce Panel A is highlighted yellow in Panel B. Comparing the appearance of the raw tabular data presentation of Figure 4 to that of Figure 5 Panel B, the Panel B presentation is enhanced through the addition of lines and color-coded boxes. However, comparing the Press Map in Figure 5 Panel A to the tabular presentation of the same information in Panel B, the power of utilizing Press Maps to organize and present this information is apparent. As per Panel A, it is easy to recognize when new presses are added to the press room using the Press Maps. In addition, the overlap “wait” period at the start of a press run, as first described by Cleland (bullet point one above), is also evident and has been shaded in a lighter color for emphasis.

Constructing Press Maps

Using the print history information for the rotary press coil stamp issues at press from July 1, 1914, through June 30, 1925, Press Maps for this study were constructed. In brief, the recorded to press period for each plate pair sent to the presses was entered into a Microsoft Excel spreadsheet. The data for the to press period originated from what Cleland referred to as “the vault records” which “showed the date a plate left the vault and the date it was returned from the press room.”⁶

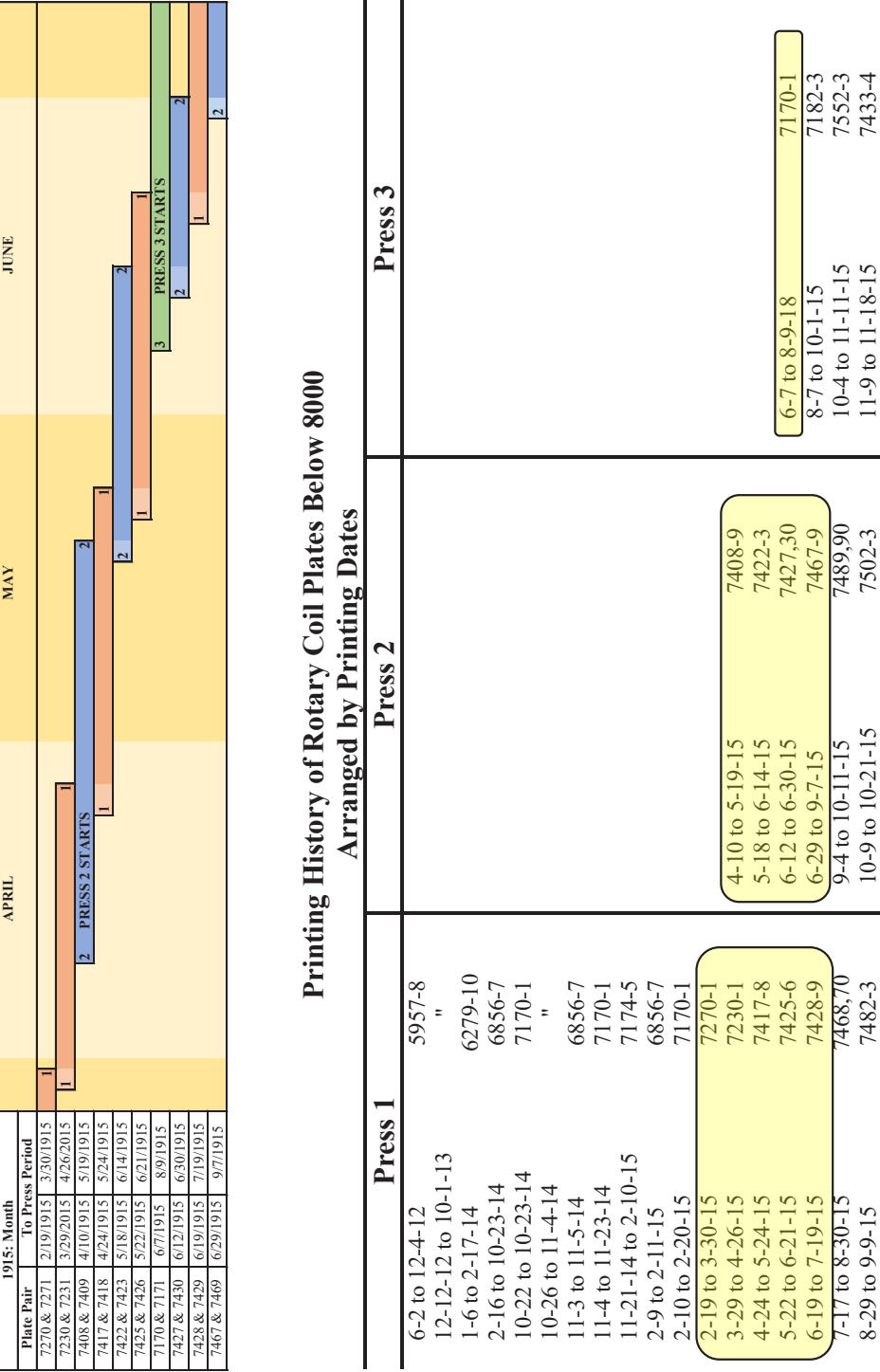


Figure 5. The left panel (Panel A) shows the Press Map. Panel B, at right, shows the graphed data highlighted yellow.

One extensive spreadsheet was completed for each BEP fiscal year. The BEP's fiscal year started on July 1 and ended on June 30 of the following calendar year. For example, this means that BEP FY 1919 started on July 1, 1918, and ended on June 30, 1919. The spreadsheet printing plate data was sorted chronologically by the first date of the *to press period* and then manually graphed into a grid in which each cell represents one calendar day. Figure 1, a snippet from the FY 1924 Rotary Coil Press Map showing seven presses operating, illustrates the various aspects of Press Map construction described herein.

For each map, the corresponding time frame is specified at the top of the grid. To the left is a list of the plate pairs *at press* during any point within the specified time frame. Note that a production press run that began prior to the date limits but continued production into the period is represented only by the portion of the run that extended into the period. Likewise, production runs that begin within the period but extend beyond the end-date limit are cropped to show only the portion within the date range.

Key to Color Coding

To provide an "at a glance" overview of the entire coil stamp production, the graphed *at press period* for each press run is shaded to match the "UPU standard" color of the stamp denomination being printed on the press (i.e., green for 1¢, red for 2¢, purple for 3¢ and so on). The *overlap period* is in a lighter shade of the bar color. Non-working days (Sundays) and holidays are shaded white and black, respectively.

Press Numbering

Capital letters at the start and end of each bar are used to identify the individual presses. For Cleland's production analysis of the first three coil presses into early 1915, numbers 1–3 designated the three presses. However, Cleland wrote "...the press designations are arbitrary and at times, such as on January 8, 1917, we cannot tell which press is which (i.e., the sequence for presses 1 and 3 may be switched after January 8, 1917)."⁷

Cleland's point becomes all the more evident as more presses are added. To clarify, the BEP records did not specify on which press the plates were mounted. Sometimes, press assignment is open to alternative interpretations. This situation occurred more frequently as more presses were added to the manufacturing facility and also when multiple sets of plates were sent to press within a few days of each other.

Therefore, the authors diverged from Cleland's numbering system and instead use a lettering system to designate presses. Mapping prior to FY 1919 (starts July 1, 1918), when only three coil presses continued to run, shows years of fairly monotonous repetitions of Cleland's presses #1 to #3 with easier-to-determine plate assignments. This study began with a focus on FY 1919 to determine when the next presses were added.

New capital letter designations A–G (seven presses) began with press A for the first rotary press coil run of FY 1919. When the study was extended forward through FY 1925, the press designations remained consistent, carrying over from map-to-map. Ultimately, when later maps were created to also cover Cleland's early work back to 1914, the same FY 1919 letter designations were extended backward, resulting in consistent lettering for the entire duration of the study.

Parameters for Plate Assignments to Presses

As noted above, vault records include no information regarding press assignments. All press assignments were established via mapping. Ordered by priority, parameters used in making the assignment determination include:

1. The chronological date of appearances of sets of plates in the press room.
2. Limiting the overlap wait times for all plate sets sent to press at the time.
3. “Color matching” of press ink.

With regard to ink color matching, study of the early press maps revealed that “green stamp” and “red stamp” plates tended to be assigned to a press that was previously printing stamps of the same color. This convention follows a pattern observed when there was no alternative press available and is therefore thought to be a preferred manufacturing practice. The authors continued to apply the convention as a third priority.

Beyond data observation, the concept is based on the assumption that switching the ink color from red to green, for example, required a complete cleaning of the press equipment. However, the oil-based inks used for printing stamps did not dry quickly if sealed in relatively air-tight “hard surface” (metallic) reservoirs. Ink drying and water evaporation after an impression was printed on the rotary presses was a function of paper absorption, exposure to rapid airflow over the moving web, and targeted heat application. Thus, maintaining “dedicated presses” as red or green whenever possible minimized physical labor in the printing plant to constantly change colors.

As the Press Maps became more complex due to adding additional rotary presses, there were nonetheless a small number of instances when a set of plates could be assigned to more than one press if the parameters are weighted differently. For instance, an alternative analysis might apply color matching first, ahead of reduced wait time. In general, an alternative selection results in perhaps one extra day of wait time but could benefit the “production logic” by color matching. The instances where such decisions were necessary were few over the study’s 12-year span.

Ultimately, when making calculations of production quantities based on press time and historical BEP stamp shipment data, as the period under study and the number of press runs grows larger, the slight difference caused by one day more or one day less at press for one plate set becomes insignificant as a part of a large aggregate production.

Potential Sources of Error

Compiling BEP data pulled from multiple sources into the USSS print-record research papers and plate-number checklists was a monumental task. Handwritten and type-written records were transcribed and collated. The following list suggests four possible sources of error in the data sets:

1. The individual logging the information in the early 1900’s could have mistakenly recorded an incorrect date.
2. The logged information was unreadable either due to deterioration of the records or indecipherable penmanship.
3. Information was occasionally missing from the original record.

4. The individual transcribing the original record could misread the information or inadvertently record the wrong data.

As to the first error source, when dates in the original documents seemed out of sequence, Cleland noted the discrepancy in the transcribed print histories. For example, the assignment date for plates 15370 and 15371 is listed as “Note 3”, which reads: “Date of 1-22-24 is incorrect; it should be around 1-5-24” (reference 1, Research Paper #14).

When the data was unreadable (error source 2) this fact was also noted and if possible, a reasonable date is suggested. For example, the assignment date for plates 15322 and 15323 lists “Note 1” which reads: “Date unreadable; between 12–15 and 12–29–23” (reference 1, Research Paper # 14). Cleland also noted instances when information was missing.

Analysis of a Press Map may suggest the fourth source of error, a transcription error by Cleland, that might otherwise not be apparent. A few instances were discovered where the Press Map suggested strongly that a number was incorrectly transcribed. For example, if a pair of rotary plates ran only one time and only together, but the last drop dates of the two plates differed slightly, the wait time for the next pair assigned to the press might be reduced by using the earlier date. Conversely, if no new plate set was yet in the press room on the earlier date but arrived a day or two later, then the later “returned to vault” date appears to be correct for the pair about to end production. Although Press Maps may reveal the “best fit” case, allowing a decision to be made, it is important to acknowledge that unusual findings when analyzing Press Maps may be due to errors in the data from any of the sources listed above.

Finally, as another possible example of source 4 error, the authors hand-entered and later audited the data in the Microsoft Excel spreadsheets from which the Press Maps were created. Even so, within the thousands of entries, it is possible that entry errors may have been made and not detected during auditing.

Part I Conclusions

Press Maps permit the day-by-day study of BEP rotary press production for any rotary issue at any point in time. To further demonstrate this novel tool’s utility, Press Maps developed by these authors are analyzed in Part II to provide a macro-level review of coil production from FY 1919 through 1925. The example study will confirm many of Cleland’s early insights while also revealing new details and findings regarding the intensifying period of development and increasing production of rotary coil stamps from mid-1918 forward.

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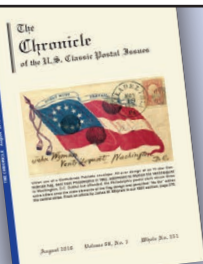
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Postal History

WWI Suspension of Mail to Germany: An Update

by Jacob Alex Klerman

USSS # 2213324 | ✉ KlermanStamps@gmail.com



Figure 1: Letter to Copenhagen, Denmark, postmarked Hazen [Nevada] and Susanville [California] RPO, January 21, 1917; received Copenhagen, February 9, 1917.

This is an update to my February 2018 *Specialist* article about the US Post Office Department (USPOD) WWI “Mail service suspended” handstamp (Klerman, 2018). This update does four things.

First, based primarily on generous comments by readers, Table 1 updates the earlier census. The earlier census had 15 covers. This update adds 18, taking the new total to 33.

Second, the earlier article’s basic story was as follows. The last sailing with mail for Germany was the Norwegian America Line (NAL) steamer *Bergensfjord*, on January 27, 1917, but the United States did not declare war and suspended service until early April 7, 1917. Most mail receiving the USPOD “Mail service suspended” handstamp was mailed during this two-month period.

Nothing in the revised census is inconsistent with the earlier interpretation. Furthermore, new information strengthens that interpretation and provides more richness.

The previous sailing before the *Bergensfjord* was the NAL steamer *Ranenffjord* (the former American Hawaiian Steamship Company *Isthmian*) on January 20, 1917. Anything between January 20 and January 27 would have gone on the NAL *Bergensfjord*. Furthermore, letters (and perhaps postcards¹) on that sailing should be identifiable. The Germans redeclared submarine warfare in the exclusion zone around the British Isles on February 1, 1917. On that date, the *Bergensfjord* was en route. To avoid the submarine threat, the *New York Times* (February 8, 1917) reports that the *Bergensfjord* “did not go to Kirkwall and passed north of the Faroe Islands which is outside the danger zone.” Given the extreme danger, the British did not force the steamer into Kirkwall for inspection.

Since the steamer did not stop at Kirkwall, mail was not taken off for censoring. Thus, such letters should have no censor labels. No letters to Germany are known from this sailing. However, Figure 1 presents a letter to Copenhagen Denmark, postmarked Hazen [Nevada] & Susanville [California] RPO, January 21, 1917, and received Copenhagen, Denmark, February 9, 1917—but with no censor label. Nearly all letters (but not postcards) to Northern European neutrals—Holland, Denmark, Norway, and Sweden—from mid-1916 through early 1919 are censored, so it seems likely that carriage on the *Bergensfjord* explains the otherwise anomalous lack of a censor label.



Figure 2: Uprated Jefferson postal card postmarked January 25, 1917 at 5:30 PM in Newark, New Jersey.

A newly discovered uprated Jefferson postal card addressed to Osnabrück, Germany, pushes the last mail not to receive the “Mail service suspended” handstamp quite close to the conjectured last mail sailing of January 27, 1917, by the *Bergensfjord*. The postal card is postmarked 5:30 PM, January 25, 1917, in Newark, New Jersey (Figure 2). The postal card is not censored, but often the British did not mark censored post cards in any way (the French did). The postal card did not receive the USPOD “Mail service suspended”



Figure 3: “Mail service suspended ...” cover with D.D.L. pointing hand “Returned to writer FROM D.D.L.” (courtesy Andrew Kelley).

handstamp and appears to have gotten through to Germany. The “Outgoing Steamships” column in the January 26, 1917, *New York Times* shows that steamer as sailing at 2 PM the next day (January 27, 1917), with mails closing at 9:30 AM. The Transatlantic Mail column shows a supplementary mail closing time of 10:30 AM. A cover with a postmark up to 41 hours later than this postal card remains possible.

Also consistent with the interpretation in the earlier article (but not cited there) is the statement in Mark (2000, p. 119, emphasis added), presumably based on official British sources:

Following the German declaration in February 1917, of unrestricted submarine warfare neutral shipping lines avoided British waters as far as possible. Approval was given so that ships, passengers, and cargoes, could be examined at specified ports overseas [for our purposes, Halifax; jak]. However, if they did not intend calling at a port in the British Isles, the neutral ships *were not allowed to carry mail*[.]

The *New York Times* reports that several steamers stopped in Halifax between late January and early April 1917. Most notable among the sailings stopping in Halifax was the Scandinavian America Line *Frederik VIII*, which sailed on February 14 with German Ambassador von Bernstorff. No steamers carrying mail are known to have stopped “at a port in the British Isles” during this period (certainly not the *Frederik VIII*). Furthermore, Mark (personal communication) reports he has not seen or recorded any transatlantic mail censored at Halifax, Nova Scotia. Thus, it seems unlikely that any ship carried US mail to Germany from late January 1917 to the American declaration of war and formal suspension of mail service in April 1917.

Third, the new covers suggest that there are at least three different handstamps.

The overwhelming majority of the covers include the “Mail service suspended to country addressed” handstamp illustrated in Figure 1 of the earlier article.

Figure 3 shows a cover with the “Mail service suspended . . .” handstamp, and also a “Returned to sender FROM D.D.L.” pointing hand. I cannot explain why this cover has this additional handstamp, but the other covers do not.

Figure 4 shows a “RETURN TO SENDER / N.Y.P.O. FOREIGN DIVISION / MAIL SERVICE SUSPENDED” handstamp with “Route / Closed / Return to / Writer” in red manuscript. The cover is postmarked Shanghai Postal Agency in mid-August (perhaps August 17



Figure 4: N.Y.P.O. Foreign Division handstamp (courtesy Andrew Kelley).

or 18). This is the latest cover in the current census and the only one that was censored. This appears to be an American censor label. It appears that at some point, the New York Foreign Mail Division started returning letters itself, at least the ones for which it could identify a return address. This change may be related to the establishment of regional branches of the Dead Letter Office in March 1917 (see Wawrukiewicz, 2017, p. 79).

Fourth, a revised reference list identifies several other relevant pieces of philatelic literature. Johnson (2009) and Lowther (2016) touch on the mail suspended marking. Wawrukiewicz (2016) considers the operation of the Dead Letter Office/Division of Dead Letters more broadly. Johnson (2014) displays examples of equivalent markings for European countries on the outbreak of WWI. Deery (2015) considers equivalent markings for WWII.

The author remains interested in seeing other uses of these handstamps and will update the census and discussion here based on additional material uncovered.

Table 1. Census of Mail Service Suspended Markings. Red text indicates update from prior census.

Date	Origin	Source	Notes
1/29/17	Washington DC	Jim Forte	
1/30/17	Spokane, WA, Station C.	Author's collection	
1/31/17	Pittsburgh, PA	Andrew Kelley	Blue handstamp
2/3/17	USPA Shanghai, China	P Zavattoni exhibit	On German postal card with China overprint; held in US until end of war (returned 10/31/1919)
2/3/17	Pratt Sta, Brooklyn, NY	Author's collection	Double strike of handstamp
2/6/17	Rossville, MD	US Specialist, Washke, 2008	
2/9/17	Hudson Terminal, NY, NY	Kelleher Sale 4010	Pointing hand, received June 12, 1917, official seal
2/11/17	Ann Arbor, MI	eBay 4/15/2018 192509844621 item number:202247563630	Clear return address on back; same sender as 3/5 from Ann Arbor (different addressee)
2/15/17	Johnstown, NY	eBay 6/26/2024 176432726425, author's collection	Very light strike; DLO Pointing hand; backstamp Washington, DC, June 7, 1917
2/20/17	Highland Sta., Springfield, MA	Jim Forte	pointing hand
2/25/17	Fresno, CA	Kevin Lowther	
2/28/17	Kenard, NE	Author's collection	
3/1/17	Indianapolis, IN	Kevin Lowther	Two cent rate, r30

Date	Origin	Source	Notes
3/5/17	Ann Arbor, MI	eBay 3/5/2018 item number:202247563630	Clear return address on back
3/5/17	Crawfordville, IN	Rocco Capori; ex Steve Suffet	DL0 Pointing hand; backstamp Washington DC August 31, 1917
3/9/17	Hudson Terminal, NY, NY	Kelleher Sale 4010, 2/29/2012, lot 7409	Pointing hand, received June 12, 1917; backstamped Washington DC, June 11, 1917, official seal
3/13/17	Stamford, CT	P Zavattoni exhibit	
3/13/17	Newark, NJ	eBay 10/27/2019 item number:163918920247	Newark 250th anniversary seal on back
3/17/17	USPA Shanghai, China	Rumsey sale 44, 4/28-5/1/2011, lot 1651	Official seal
3/17/17	(missing)	Doug Weisz	(no image)
3/19/17	Gordonville, MO	Author's collection	
3/27/17	Sarasota, Florida	Author's collection	
3/31/17	Philadelphia, PA	Kellher Internet Sale 5016, 1/14/2018, Lot 5825	D.D.L. pointing hand, official seal, Washington DC slogan cancel on reverse (June ??, 1917)
4/6/17	New York, NY	Johnson, CCC, 2009	To Luxembourg, official seals, "RETURN TO SENDER" double strike
4/7/17	Springfield, OH	John Hotchner	
5/2/17	Toledo, OH	ebay 4/17/2020 124156362510; author's collection	Registered (10¢ stamp missing), official seals, 2 x "RETURN TO WRITER", "SECOND NOTICE"+D11
6/5/17	Milwaukee, WI	Mark Burnett exhibit; USSS website	Also has "SERVICE SUSPENDED TO GERMANY" purple handstamp
6/11/17	Hudson Terminal Station, NY, NY	Andrew Kelley	Official seal, DDL hand, June 9 Washington, DC, handstamp; 2 cents paid;
6/20/17	West Philadelphia Sta., Philadelphia, PA	Bourke W-F Part XVI, April 2004 <i>US Specialist</i>	Also has "UNMAILABLE" handstamp
8/18?17	USPA Shanghai, China	Andrew Kelley; Kellher Internet Sale 5016, 1/14/2018, Lot 5221	NYFM handstamp, service suspended (3 cent rate?). "Route / Closed / Return to /Writer", censored
No Date	Sarasota FL	ebay	
No Date	Terminal Station, Seattle, WA	Jim Forte	

Endnotes

1. Graham Mark (personal communication) claims that the British sometimes indicated censorship of postcards with an encircled P.C. handstamp. I have not seen that handstamp on postcards or postal cards from the US to Germany—even on sailings for which envelopes are censored.

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Vintage Photo of the Month

Girl Scout Commemorative

by **Rodney A. Juell**

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This month's photo shows Postmaster General Jesse Donaldson and his grand-daughter, a 2nd Class Girl Scout, previewing the Juliette Low commemorative (Scott 974), which went on sale October 29, 1948. Looking on is Mrs. C. Vaughan Ferguson, president of the Girl Scouts of the United States. Shown nearby is a plate block of the Stickney rotary press-printed stamp, autographed by its designer, William K. Schrage and its engravers George Gundersen and John Edmondson.



*The Great Americans*

Great Americans Issue Part X— The Cody Stamp and Changes at the BEP

by **Jay Stotts**

USSS #10921 | ✉ stottsjd@swbell.net



Previous chapters of this series have told the chronological story of the Great Americans Series. The GA was a definitive series with myriad values to pay various postal rates and provide low and high value stamps to complete frankings for all kinds of services. Since the various printing plates were seemingly always going to press, the Bureau's workhorse presses, the Cottrell presses in the early 1980s, and the A Press in the late 1980s into 1990 were the norm.

B through F Presses

The Bureau did have other stamp printing presses however. We'll offer some information to complete the record. The B Press was procured in 1973, the same year that the A Press was purchased. The B press was designated as press No. 701 and was a three-color Giori intaglio press. All three colors were printed from a single printing plate. The different colors of ink were separately deposited on the printing plate by inking-in rollers that placed each color in specific area(s) of the printing plate. Because it was a three-color intaglio press and Great American stamps were printed in a single color, this press was not used to print Great American stamps.



Figure 1. Flag over Supreme Court coils printed on the B Press.

The B Press was intended to print booklets and coil stamps. There were no finishing operations included on the press, although precanceling capability was being developed by 1985. The 20¢ Flag over Supreme Court coil (Scott 1895) is an example of a stamp printed on the B Press and is shown in Figure 1.

The C Press was the next generation of three-color intaglio press and was purchased in 1982. Goebel was the primary contractor. The C Press, designated press No. 901 by the Bureau, printed on a web of paper and had no finishing capability but could tag stamps. The press used a seamless printing sleeve.



Figure 2. Overall view of the C Press.

The first stamp printed on the C Press was the Flag over Supreme Court coil from sleeve 4, first used in the summer of 1982. Definitive-sized sheet stamps were printed from 800-subject sleeves. Figures 2 and 3 show the C Press and the inking-in rollers. These photos are from the article "Bureau Tests New 'C' Press," published on pages 469–471 of the October 1982 *The United States Specialist*.

The D Press was identical to the C Press, but with the addition of six offset printing stations. It was purchased in 1984. The key point was that the seamless intaglio printing sleeve could be interchanged between the two presses, allowing the Bureau to utilize one or the other depending on the press workloads. The D Press was designated as No. 902 by the Bureau and was intended primarily to print multi-colored commemorative stamps.

The Smokey Bear stamp (Scott 2096) shown in Figure 4 was the first stamp printed on the D Press.

Finally, the F Press could utilize the same intaglio printing sleeves as the C and D Presses. This press was made by Giori and was also a three-color intaglio press. It had four-color offset printing capability. The press was purchased in the early 1990s. The first stamp printed on the F Press was the World Columbian Exposition stamp (Scott 2616), issued in January 1992, and shown in Figure 5.

With the purchase of the C, D and F Presses, the Bureau was moving toward flexibility. All three presses could utilize the same intaglio printing sleeves interchangeably. The days for the A Press as a workhorse press at the Bureau were numbered.

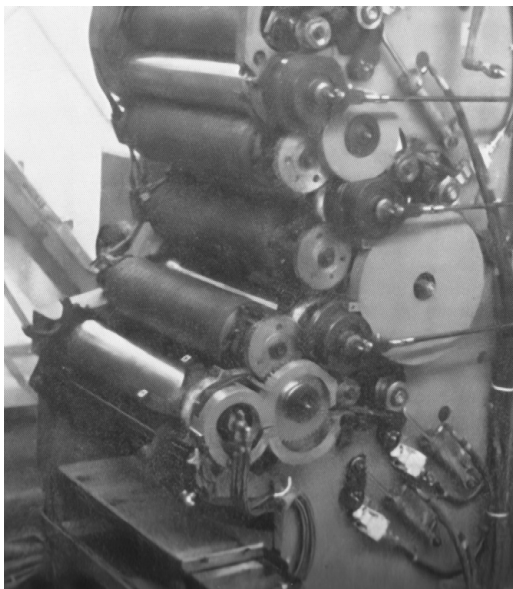


Figure 3. View of the three inking-in rollers of the C Press.



Figure 4. Smokey Bear, first of the D Press stamps.



Figure 5. World Columbian Exposition stamp released in 1992.

Prephosphored Paper

Another change the Bureau was investigating was prephosphored paper. If the paper included a suitable phosphor taggant, then the Bureau no longer needed to apply the taggant as a separate operation. The first prephosphored paper may have been a sample submitted to the Bureau by a paper manufacturer or, more likely, a paper broker who subcontracted paper, coating, and gumming operations.

The 15¢ Buffalo Bill Cody stamp, printed from sleeve 1, was the first (and only) Great American to be printed on the A Press using prephosphored paper. In this case, the taggant was mixed with the paper coating, and then the mixture was added to the paper,



Figure 6. The first printing of the Cody stamp.

producing a smooth surface before the paper was shipped to the Bureau. When viewed under short-wave UV light, the taggant appears solid and uniform. Figure 6 shows the 15¢ Cody stamp printed from plate 1 on prephosphored paper.

Thus, the Cody stamp saga had begun, with a stamp printed from the A Press on prephosphored paper when other contemporary GA stamps were also printed from the A Press, but were routinely printed with a large block tagging overprint. The sleeve went to press from May 4–10 and from May 19–20, 1988, printing on prephosphored paper. The Cody stamp has a first day of issue of June 6, 1988.

Later Cody Stamp Printings

Collectors discovered Cody stamps printed from sleeve 2 in the late summer of 1988. Records indicate that the sleeve number was assigned on May 31. This printing was run on the D Press, requiring a different style sleeve.

Dr. Michel Rybalka wrote in an article, “15¢ Buffalo Bill Cody Stamps Printed from Sleeve Two,” pages 243–246 of the May, 1989 *The United States Specialist*:

... without any advance announcement, production shifted from the A Press to the D Press. No official reason for change in presses was given, but unofficial Postal Service sources indicate that the BEP was, and still is, experiencing intaglio ink drying problems on both the A and B presses. New gas oven drying units are soon to be installed on these two presses. Meanwhile, some sheet stamp work has been shifted from the A to the D press ...

So, now, we have another first for the Cody stamp among the GA stamps. The first to be printed on the D press from a sleeve that would be interchangeable between the C, D and F Presses. Figure 7 shows a sleeve 2 plate block. These stamps were overall tagged, but the vertical outside selvage margins are not tagged. The sleeve 2 marginal markings are different from the A Press markings. The most noticeable of the sleeve 2 marking differences are short, wide electric eye markings adjacent to every marginal stamp along the right vertical margin. The D Press printing was perforated on the off line Eureka perforator.

The next printing for the Cody stamps was July 18 to August 10, 1989, when sleeve 1 went



Figure 7. The D Press printing of the Cody stamp.

back to the presses. The A Press was back in service, so sleeve 1 was placed on the A Press. The printed stamps were tagged with the large block tag, so the Cody stamp was finally catching up with the production formats of its fellow Great American issues, as described in Part VI of this series of articles.

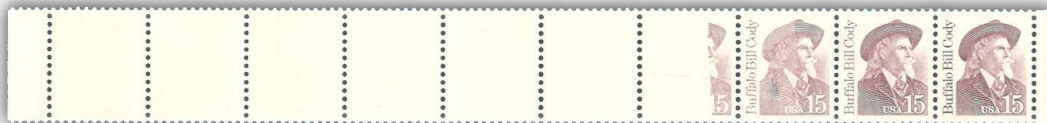


Figure 8. Strip of ten from the partially printed large block tag sheet with all color missing.

The Cody printing with the large block tag produced an interesting error, which is shown in Figure 8. The “stamps” without the Cody image are listed in the Scott *Specialized Catalogue* as number 2177d and are described as “all color missing” varieties. These varieties, as the illustration shows, came from partially printed panes of stamps. Clearly, Bureau inspection techniques should have caught these panes before they were distributed to a post office. And further, one can argue that a local postal clerk should have spotted the error as well. In the case of this pane, less than four Cody images were printed per row, so from this pane, 60 “all color missing” stamps were sold. It is interesting to note that although Cody images were missing, all the stamps have a large block tag on them. This happened with other values as well.

The Cody stamp paid the 15¢ domestic postcard rate, effective April 3, 1988, so this was an important, high production value. Printing records indicate that sleeve 1 made 1,879,219 impressions over its lifetime. Predictably, as might be expected with so many impressions, sleeve 1 became worn. The sleeve was made of a special hard copper material and was chrome coated. Figure 9. shows a block of four printed from the worn sleeve and may be compared in printing intensity to the block shown in Figure 6.



Figure 9. Block showing impressions from the worn state of sleeve 1.

Table 1 provides the history of sleeve 1. Note that during two periods, May 20–26, 1988, and October 18–20, 1989, records indicate that re-entries were made to sleeve 1. The Bureau de-chromed the copper sleeve and then made local re-entries using a Destouche transfer press, shown in Figure 10. The photo shows a sleeve on the transfer press as well as a transfer roll. The photo is from an article written by George Brett describing his first investigation of the 15¢ Cody re-entries. This article, “Re-Entry at the BEP, Specifically on the 15¢ Cody of 1988” and the follow-up article, “The 15-cent Cody Sleeve 1 (BEP 180,004) Re-entries, Continued,” were both printed in *The United States Specialist*. The first article appeared on pages 293–307 of the June 1992 volume and the follow-up appeared on pages 244–250 of the June 1994 volume.

Dates	Activities	Impressions
April 12, 1988	Sleeve No. 180004 - 1 issued	
April 25, 1988	Sleeve No. 180004 - 1 certified	
May 4–10, 1988	At press	444,000
May 11–18, 1988	de-chromed, repaired, re-chromed	
May 19–20, 1988	At press	77,000
May 20–26, 1988	De-chromed, re-entries, re-chromed	
May 26, 1988	To vault	
June 6, 1988	First Day of Issue of the Cody stamp	
July 18–Aug. 10, 1989	At press	355,719
Aug. 11–29, 1989	De-chromed, repaired, re-chromed	
Sep. 5–6, 1989	At press	130,000
Oct. 10–18, 1989	At press	156,000
Oct. 18–20, 1989	De-chromed, re-entries, re-chromed	
Oct. 30–Nov. 7, 1989	At press	716,500
Nov. 8, 1989	To vault	
Dec. 12, 1989	Sleeve No. 180004 - 1 canceled	
Total Impressions		1,879,219

Table 1. Printing History of Sleeve 1 of the 15¢ Cody Stamp

So, why did the Cody re-entries merit two articles by George Brett? To sum it up in a single word, the re-entries are spectacular. Not all positions were re-entered, only selected ones. When one views a pane of 100 subjects of the Cody stamps printed from sleeve 1 after re-entries were made, the re-entry positions—strong impressions mixed into a field of worn impressions—almost jump off the pane. Specialists in modern issues in 1988 and 1989 noticed the strong impressions and began accumulating as many positional panes as possible to document the re-entry positions.

Keep in mind that the sleeve printed 800 subjects (eight post office panes of

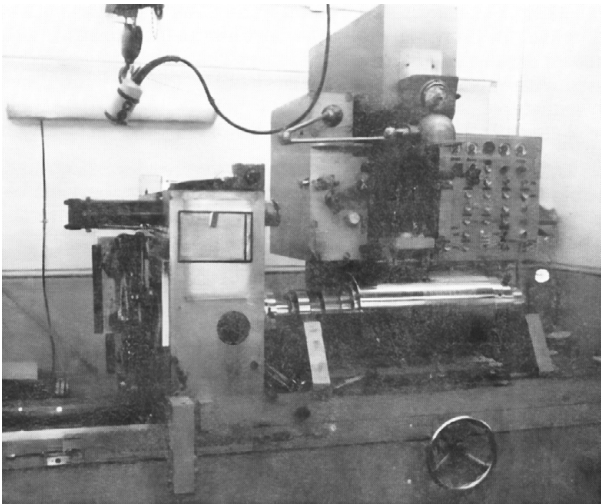


Figure 10. The Bureau's Destouche transfer press.



Figure 11. Re-entries mixed among worn impressions.

100), so there were two each of upper left (UL), lower left (LL), upper right (UR) and lower right (LR) post office panes of 100 subjects. And there were two occasions where re-entries were made, so the maze of combinations is staggering. Figure 11. shows an upper left portion of a sleeve 1 UL pane. In this photo, positions 11, 21, 31, 41, and 51 are re-entries, showing up much stronger than surrounding original and worn impressions. These five re-entries are outlined in red in the figure.

Brett's two articles are well worth reading. He concluded that there were three levels of re-entries (weak, medium, and strong), and as you survey a re-entered pane of Cody stamps, you can see various degrees of intensity across the 100 subjects. Sleeve 1 was canceled in December 1989.

A new sleeve, sleeve 3, was assigned in November 1989, for the A Press and was certified on January 4, 1990. Stamps printed from this sleeve were overall tagged as were its contemporary GA stamps as described in Part IX of this series. Figure 12. shows a plate block printed from sleeve 3.

After the demise of the A Press, Cody stamps were again printed from sleeve 2. Since this sleeve was interchangeable between the C, D and F Presses, it is unclear which of these presses may have printed the later sleeve 2 production.



Figure 12. Plate block printed from sleeve 3, A Press.

Changes of Presses and Tagging

The future of Great Americans Series production at the Bureau became clear as the 15¢ Cody stamp evolved. Production would move from the A Press to the interchangeable C, D and F Presses. The days of printing phosphorous tagging on the face of sheets of stamps were also numbered. Prephoshored paper was on the horizon.

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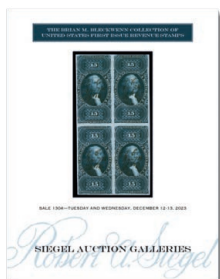
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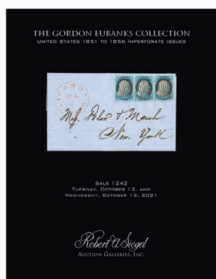
info@USatFACE.com



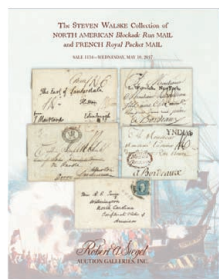
Great Collections have **ONE NAME** *in common*



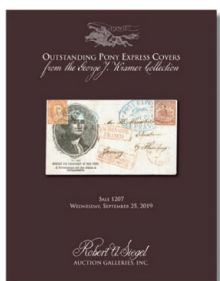
Bleckwenn



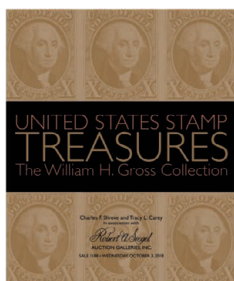
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Steamship Savannah Commemorative

FDR and the 1944 Steamship *Savannah* Commemorative

by **Paul M. Holland**

USSS #16849 | ✉ pholland.thorleaf@gmail.com



“ In view of the importance of transoceanic shipping to our war effort, it seems especially appropriate that the anniversary of the original crossing of the Atlantic under steam power should occur at this time.

Exactly 125 years ago today, the S. S. SAVANNAH, the first vessel propelled by steam to complete the voyage, sailed from Savannah, Georgia, and arrived at Liverpool, England, 27 days later.

As a philatelic souvenir of this occasion, I am sending you this first-day cover bearing a copy of the Steamship commemorative stamp, canceled at Savannah, Georgia, on the date of issue. ”

—From a signed May 22, 1944, letter sent with a Favor First Day Cover for the Savannah stamp to Sol Glass by Postmaster General Frank C. Walker.

Trans-oceanic shipping was of paramount importance during the Second World War. Without it, Great Britain would have been unable to resist the German onslaught during 1940 and the vast industrial resources and production capabilities of the United States would have ultimately counted for nothing. With this in mind, President Franklin D. Roosevelt (FDR) decided that a commemorative stamp celebrating the first steamship to cross the Atlantic Ocean should be issued.

This was the *SS Savannah*, an innovative hybrid sailing ship/sidewheel steamer built in 1818 at a New York shipyard. Although originally laid down as a sailing packet, an auxiliary steam engine with large 16-foot paddlewheels was added to provide propulsion in calm weather. Curiously, these could be retracted and stored on deck when not in use. Captain Moses Rogers was the driving force behind the idea for such an ocean-going hybrid vessel and was supported financially by the Savannah Steamship Company, founded by merchants who were familiar with the use of steam-powered boats for commerce on the river between Savannah and Augusta, Georgia. Since only a limited amount of coal to power the *Savannah's* boiler could be carried aboard, much of the proposed transatlantic crossing would have to be made under sail.

Rogers himself was an experienced sea captain and would command the voyage. After testing the steam propulsion system in New York Harbor, *Savannah* sailed to Savannah, Georgia, gaining much publicity on the way. US President James Monroe even went aboard the *Savannah* for an excursion shortly before her historic voyage, dining on board under steam power on May 11, 1819. He was favorably impressed.

The Atlantic crossing to Liverpool, England, began on May 22, 1819. Although the majority of the voyage was carried out under sail, when traveling by steam power, black smoke billowed. Several times during the voyage, other vessels assumed that the ship was on fire and tried to follow it to offer assistance, most dramatically when a fast revenue cutter off the coast of Ireland had trouble catching up to the “burning ship” even though its sails were furled. Finally, the *Savannah* arrived to a rousing welcome in Liverpool, England, after a 27-day crossing, thereby becoming the first steamship to cross the Atlantic Ocean.

Nearly 125 years later, President Franklin D. Roosevelt recognized the importance of trans-oceanic shipping in his April 7, 1944 memo to Postmaster General (PMG) Frank C. Walker, which included a commemorative celebrating the steamship *Savannah* among new stamps related to the war effort.² The stamp was officially announced by PMG Walker on April 13, with the first day of issue to be in Savannah, Georgia, on May 22, 1944.

With little time available for designing, engraving, and printing the stamps, the Bureau of Engraving and Printing (BEP) rushed into action. For this, the Post Office Department provided a photograph of the detailed ship's model of the *SS Savannah* in the



Figure 1. Rejected design for the 1944 Savannah stamp.¹

Marine Museum in Newport News, Virginia.¹ In the meantime, FDR sent an April 26 memo to Walker to ensure the unusual break in the smokestack on the *Savannah* was depicted correctly.² However, two designs by Victor S. McCloskey, Jr. continued apace and were submitted on May 1, 1944.¹ The first (and later rejected) design in Figure 1 shows the *Savannah* under sail with the flag, banner, and smoke all going forward. Note especially the vertical smokestack.

A belated May 4 memo to FDR from Walker confirmed that the US Navy agreed with the break in the smokestack.² This is now correctly shown in Figure 2 using a closeup from the approved large die proof of the stamp (Figure 3) along with a detailed view of the ship's model.



Figure 2. Closeup from approved large die proof with detail from ship's model (courtesy National Postal Museum and the Marine Museum, Newport News, Virginia).

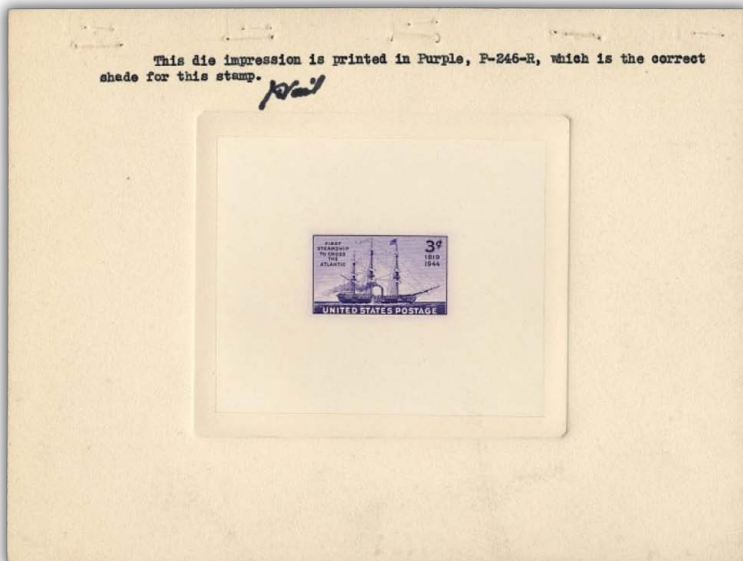


Figure 3. Approved large die proof showing correct color (courtesy National Postal Museum).

smokestack is clearly shown, reflecting FDR's concern, and there is greater detailing of the vessel and a rearrangement of the legends. Interestingly, PMG Walker approved this corrected design on May 3. The design is attributed to Victor S McCloskey, and the engraving to Charles A. Brooks and James T. Vail.¹

Little time was wasted in getting the stamp into production. In fact, printing began on May 10 and the first deliveries to Savannah, Georgia, were made on May 15, even though PMG Walker did not formally approve the die proof itself until May 12, 1944.¹

It was also on May 3 that Walker announced the selection of Kings Point, New York, as an additional "first day" city. This may seem puzzling at first, as there is no obvious connection between this and the original Atlantic crossing. However, Kings Point was the site of the recently opened United States Merchant Marine Academy, dedicated on September 30, 1943, by President Franklin D. Roosevelt. The heroism of merchant marine sailors in the face of the U-boat menace was, of course, crucial both in supplying Britain and in supporting the Allied war effort. Losses among merchant marine sailors were heavy, with death rates exceeding those of the other American military services during World War II.

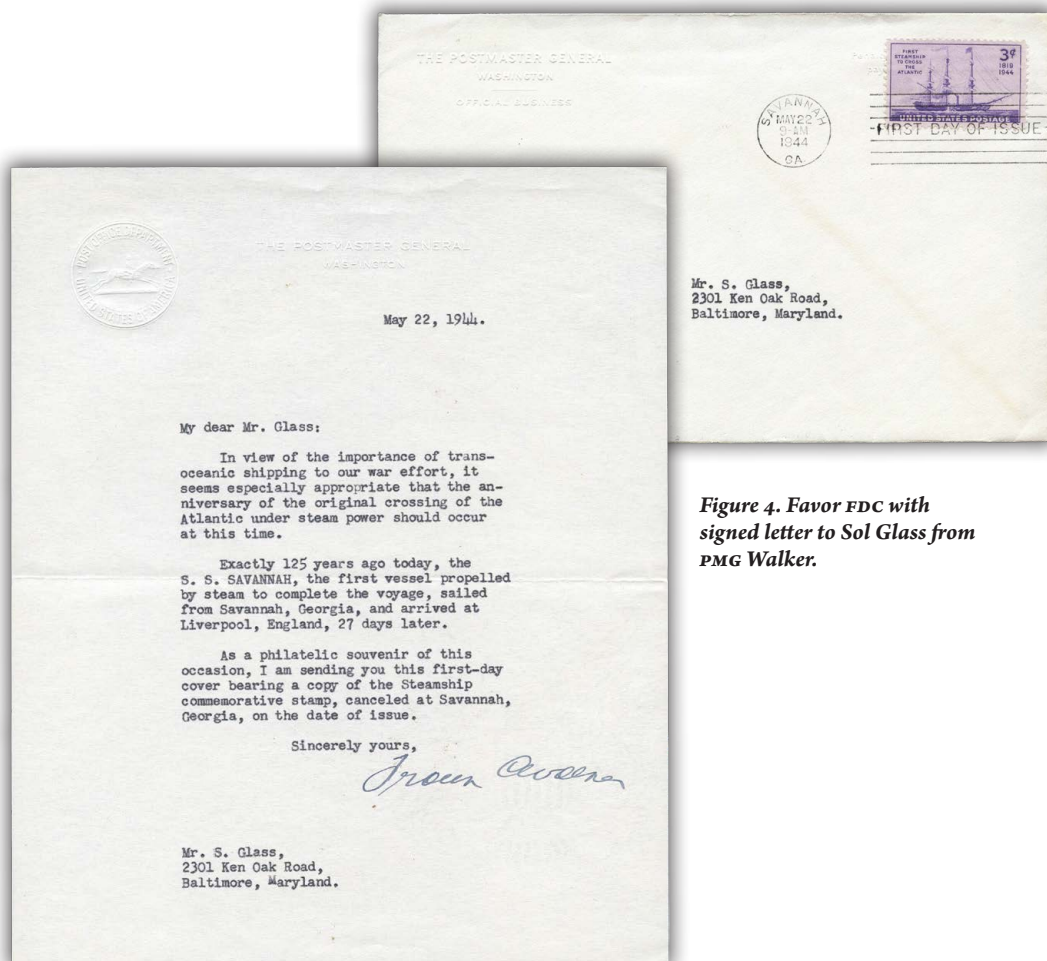


Figure 4. Favor FDC with signed letter to Sol Glass from PMG Walker.

In my collecting, I've found that Walker, who served as PMG under FDR from 1940–1945, seemed less interested in signing favor FDC letters than his predecessor Jim Farley, and consequently, most of the favor FDCs from him that I've seen contain printed new issue notices from the Post Office Department instead. However, I do have a few examples, such as the favor FDC for the Steamship Savannah with signed letter sent to Sol Glass shown in Figure 4.

Sol Glass (1893–1973) was one of most important figures in 20th century US stamps. He was a prolific contributor to *The Bureau Specialist* (precursor to *The United States Specialist*) and an inaugural member of the Citizen's Stamp Advisory Committee, and is enshrined in the American Philatelic Society's Hall of Fame. I should point out that among the many benefits of membership in the United States Stamp Society is online access to Sol Glass's book *United States Postage Stamps 1945–1952*, as well as his numerous articles.

Of course, the “holy grail” of favor FDC collecting are covers with signed letters sent to President Franklin D. Roosevelt, himself. I'm fortunate in having two such letters sent to FDR from Deputy Third Assistant PMG Roy North for the Steamship Savannah Commemorative, but alas, both without covers. The first of these, with its White House receiving stamp sent to FDR from Savannah, Georgia, is shown in Figure 5.

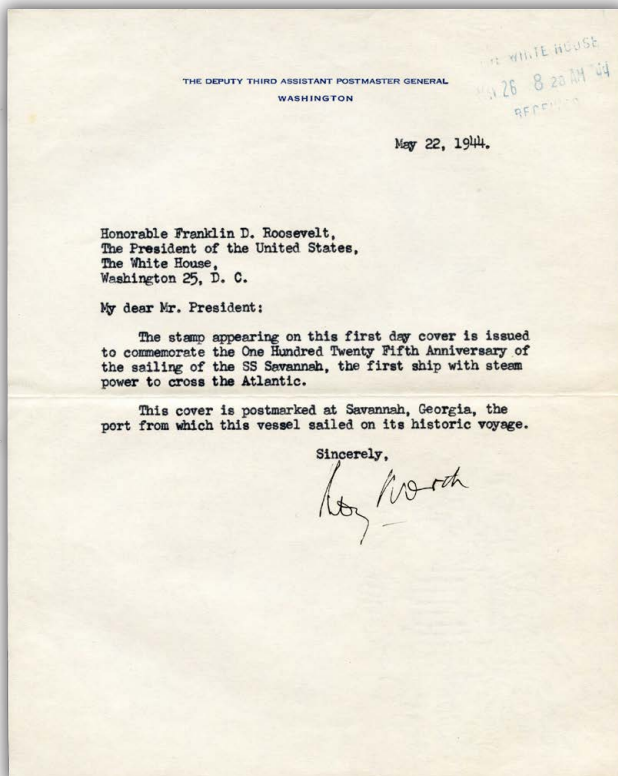


Figure 5. FDR's signed letter for favor FDC from Deputy Third Assistant PMG Roy North.

FDR also received FDCs sent by various professional organizations, such as my nicely cacheted cover franked with a plate number block of the Savannah stamp shown in Figure 6. This large cachet was created by the Foreign Commerce Department of the

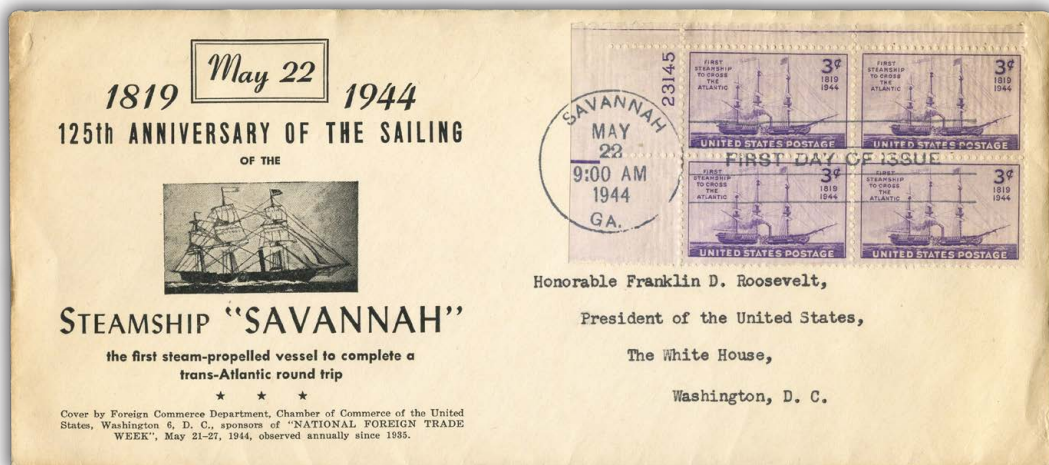


Figure 6. FDR's FDC for the Savannah stamp from the United States Chamber of Commerce.

Chamber of Commerce of the United States, Washington, DC, and was produced as a tribute to "National Foreign Trade Week," May 21–27, 1944.

It was President Franklin D. Roosevelt who dedicated the United States Merchant Marine Academy in Kings Point, New York, on September 30, 1943, and my other signed favor FDC letter to FDR for the Savannah stamp is one sent to FDR from Kings Point, New York. Signed by Deputy Third Assistant PMG Roy North, this is shown in Figure 7. Again, the letter has a White House receiving stamp, and in this particular case, I'm able to show it with an auction image of the "missing" favor FDC cover addressed to FDR. Note that there are signs of water damage to the edges of both the letter and on the cover in the area of the postage stamp, suggesting why these two items may have later become separated.

I have another official favor FDC for the Steamship Savannah Commemorative in my collection, as shown in Figure 8. This was sent from Kings Point and is signed by Rear Admiral Giles C. Stedman, the Superintendent of the Merchant Marine Academy. The cover is on older style official Postmaster General stationery. It is franked with a plate number single and is addressed in pencil to someone at the Post Office Department in Washington, DC. Previously, Stedman was awarded the Navy Cross for his daring rescue of the entire crew of a British freighter in the middle of the Atlantic in rough seas.

My FDC from Kings Point sent to FDR in Figure 9, is from the Training Organization and War Shipping Administration of the United States Merchant Marine Academy. The large and detailed cachet shows an aerial view of the Academy's facilities at Kings Point, New York.

Following the SS *Savannah's* first crossing of the Atlantic in 1819, other trans-oceanic steamships based on paddle wheel propulsion were developed. The most notable of these was the massive British side-mounted paddle wheel steamer SS *Great Western*, built by the famed British engineer Isambard Kingdom Brunel in 1838. This was the first

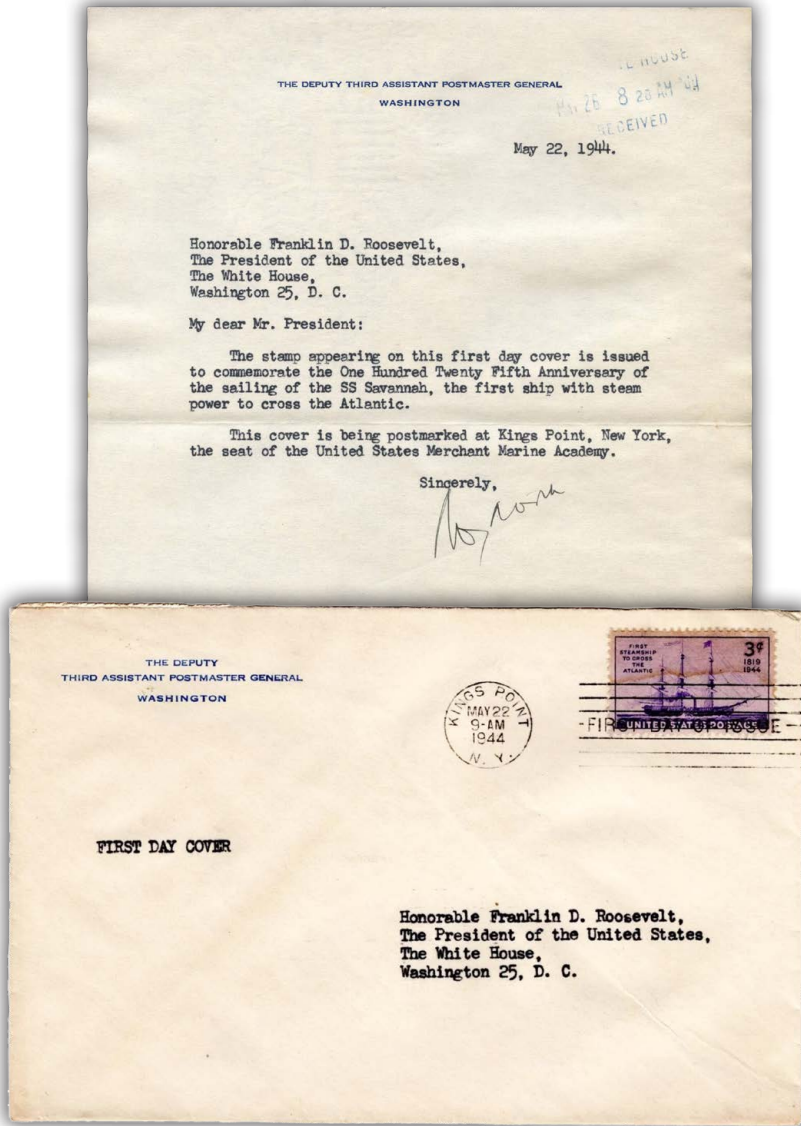


Figure 7. FDR's favor FDC with signed letter from Deputy Third Assistant PMG Roy North.

steamship that was purpose-built for regularly scheduled transatlantic crossings and so inaugurated the era of the transatlantic ocean liner.

In the United States, the *SS Adriatic* became the largest ship in the world when launched in 1856. Powered by two massive steam engines, whose pistons were 100 inches in diameter, its two side-mounted paddle wheels were each 40 feet in diameter and 12 feet in width. However financially the *Adriatic* was a failure, especially once Congress dramatically reduced its mail subsidy. Nonetheless, the *Adriatic* was employed for carrying transatlantic mail and is memorialized on a beautifully engraved postage

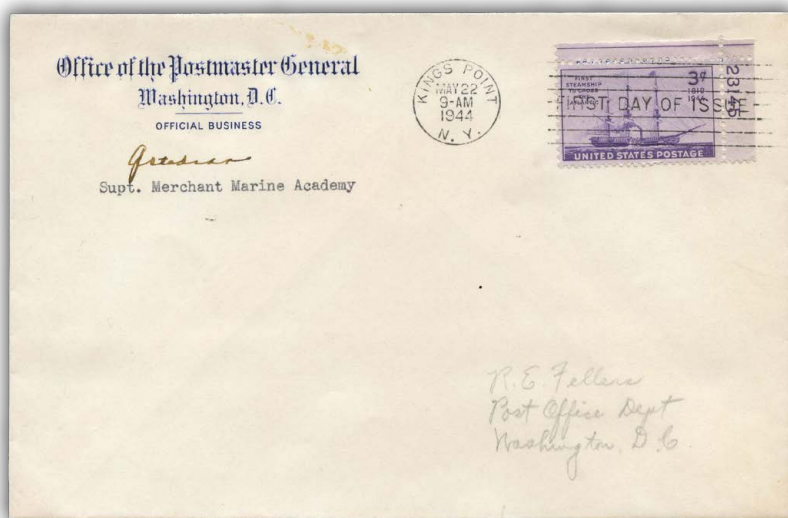


Figure 8. Favor FDC on official PMG stationery, signed by the Superintendent of the Merchant Marine Academy.

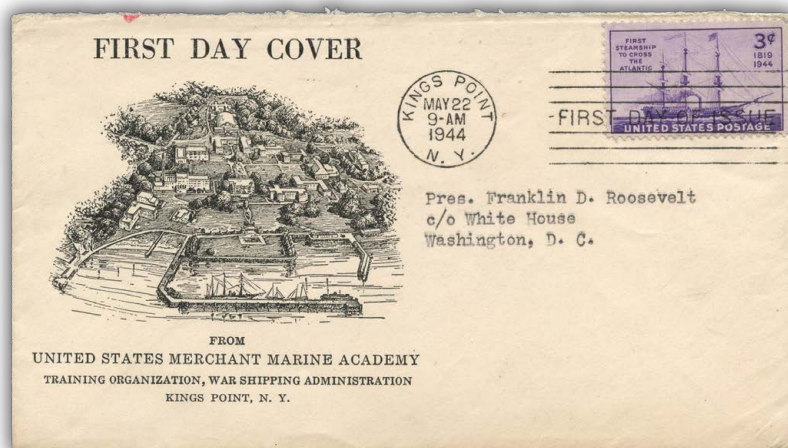


Figure 9. FDR's FDC for the Savannah stamp from the United States Merchant Marine Academy.

stamp from the 1869 pictorial series. This is shown in a plate proof on card from my reference collection (Figure 10). Note especially the *Adriatic's* massive side-mounted paddle wheel.

Today, the world's economy is heavily dependent on sea transportation. Global trade has transformed our everyday lives, with container shipping coupled with the Suez and Panama Canals greatly improving efficiency. There have been numerous technological developments, including screw propulsion, steam turbines, and the use of internal combustion engines, to name a few, since the *Savannah* became the first steam-powered vessel to cross the Atlantic in 1819.



Figure 10. Plate proof showing SS Adriatic and its massive side-mounted paddle wheel.

References

1. Max G. Johl, *The United States Commemorative Postage Stamps of the Twentieth Century, Volume II 1935–1947*, H. L. Lindquist: New York, 1947, pages 247–248.
2. Brian C. Bauer, *Franklin D. Roosevelt and the Stamps of the United States 1933–45*, Linn's Stamp News: Sydney, Ohio 1993, pages 301–303.

An illustration of a wooden manuscript cupboard with its double doors open. The interior shows three empty shelves and a small drawer at the bottom. The cupboard is set against a light blue and yellow background. To the right of the cupboard, the text reads: "Our Manuscript Cupboards are Bare", "Please Write for the US Specialist", and "editor@usstamps.org".

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Cupboards
are Bare**

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US Specialist

editor@usstamps.org

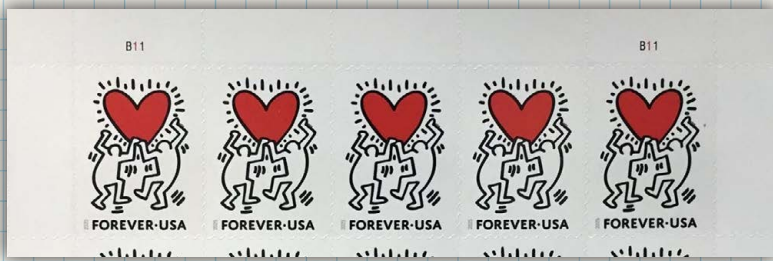


Plate Number Report

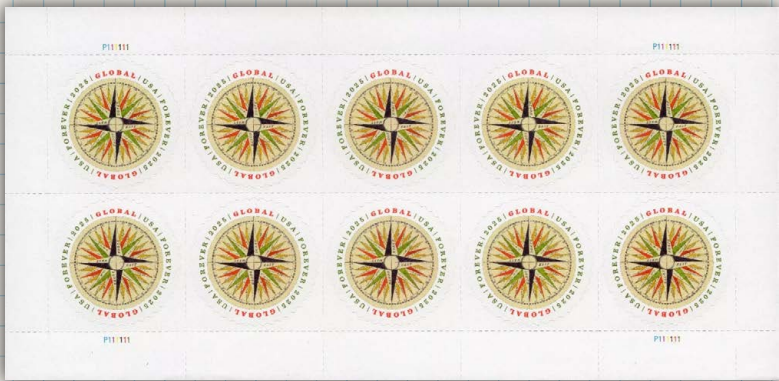
compiled by **Kim D. Johnson**
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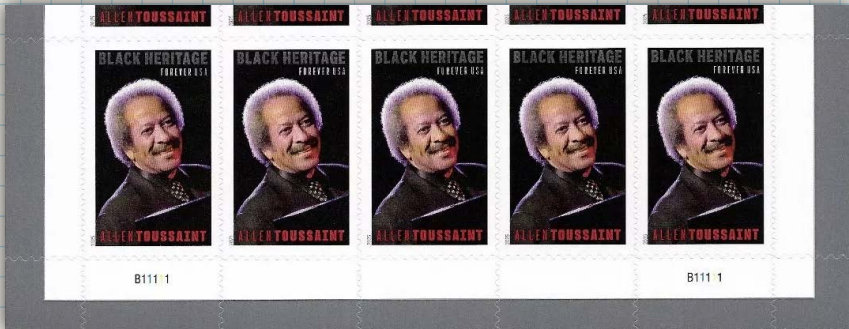
▲ #???? Year of the Snake
B1111111 ‡ ‡ LL LR
2r x 2c 1,2,3,4*



▲ #???? Love
B11 UL UR LL LR
2r x 4c 1,2,3,4,5,6,7,8*



▲ #???? (\$1.65) Compass Rose
International rate
P111111 UL UR LL LR
3r x 3c 1,3,4,6,7



▲ #???? Allen Toussaint
B11111 ± ± LL LR
2r x 2c 1,2,3,4*

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This monthly report is used to update the *Durland Standard Plate Number Catalog*.



Report of the Executive Secretary

APPLICATIONS RECEIVED FOR JANUARY 2025

17599 Ryan Lee, Portsmouth, RI
 17600 Fumiaki Wada, Miyawaka, Japan
 17601 Doug King, Chatham, ON, Canada
 17602 Michael Tanner, Henderson, NV
 17603 James Martin, Noblesville, IN

APPLICATIONS PENDING

17595-17598

NEW MEMBERS

17589-17594

RESIGNED

7585 Eben W. Graves
 11614 Jon A. Schoonmaker
 13288 Randall G. Lanford
 13589 Frank Lapetina
 14690 Murray Eskenazi
 14931 Roy Gelder
 15047 Kevin Konetzni
 15921 Charles C. Wooster
 16411 Stephen Endicott
 16651 Jossie Hernandez
 16774 Stanley Christmas
 16792 James A. Allen
 16939 Lawrence Sherman
 16967 Jeffrey Anderson
 17013 Martin W. Miller
 17035 Richard St. Clair
 17084 Marc Irish
 17105 Majid Hosseini
 17179 James Belcher
 17240 Charles Hansen

17325 Daniel Edwards
 17370 Paul Sobon
 17424 Tim Fahlberg
 17462 David Goodhart
 17467 Chad Payne
 17475 Andrea Miller
 17512 Michael Miller
 17519 John Mariani
 17529 Mike Rogowski
 17537 Mike Boush
 17548 Juergen Kuseler
 17566 Doc Pepper

DECEASED

8877 Jim Dempsey
 8939 John Shue
 9440 Eloise Hintersteiner
 14440 Calvin Ramsey

DROPPED

4130 Millard H. Mack
 6783 George F. Pollock Jr.
 7714 William W. Burkhardt
 8151 Steve Levine
 8536 Robert Bruce Wilson
 9273 Victor A. Spector
 10486 Lawrence Schwartz
 10757 Wayne B. Dowdey
 10823 Aubrey Wright
 10996 John P. Greenwood DDS
 11890 John J. Cryan
 12186 Terry L. Boyer
 12522 Charles C. Gilbert III
 12645 Thomas Ciaccio
 12706 Edmond E. Bates Jr.
 13044 Robert P. Wollert

13547 Jack Metcalf	16637 Charles Epting	17362 Chuck Courville
13567 Robert F. Bruhn Jr.	16705 Mike Stern	17369 Tim Thomas
13595 Greg Johnson	16748 John D. Dion	17388 Steve Billings
13674 William J. Walsko	16819 Craig Marshall	17401 Mario Mangini
14029 Bernard W. Pawlowski	16868 Tedd W. Harwood	17416 Don Pauley
14247 Howard F. McDermott	16930 George Bon	17428 Stephen Pollard
14751 David St. Maurice	16940 Bill Arvidson	17452 Leon Martin
14959 Paul J. Hopkins	16942 Morris Jacobs	17461 Charlotte Hemingway
14977 Edward Pulse Jr.	16970 David S. Durbin	17483 Larry Hanson
14986 Richard Bibeau	16984 Francisco de la Torre	17487 Mike Shofner
15208 David Willig	17006 Russ Liachoff	17489 Matthew Carlson
15396 Brian Eagmin	17075 Thomas McGrath	17501 William Youngerman
15470 Leonard Kortekaas	17108 Leon Komkov	17504 Dwayne Bagley
15650 John Mann	17115 Marty Longo	17505 David Stokes
15707 David J. Reedy	17121 Jack Myers	17523 Lamar Lewis
15811 Joseph B. Uicker	17123 Mark Swan	17526 Gary Sommer
16049 Joseph G. Leadon	17149 Frank Weidner	17527 Michael Brookbank
16086 Clifford A. Mestel	17160 Randy McMahill	17531 Jamie Yakes
16191 Charles W. Troutman	17161 Damon Pritchett	17532 Marlonn Baker
16194 Edward Field	17183 Ron Singer	17536 Michael Hassien
16308 Kenneth Kendrick	17278 Jean Klimaszewski	17540 Sharon McDonald
16454 Richard Jackson	17279 Stephen DelBonis	17541 Albert Altarac
16488 Edwin L. Marsalis, Jr.	17309 Thomas Schilling	17542 Lashaye Morrow
16493 Donald F. Dreisbach	17341 Nathan Kobland	17554 Jean Lhuillier
16546 James C. Webb	17350 James Clark	17582 James Armstrong
	17354 Stuart Winett Le'Vene	

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(received outside of annual dues cycle)

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Ed Kozelka
Reed Roholt

Total +6

SUBTRACTIONS:

Resigned 32
Deceased 4
Dropped 92

Total -128

NET CHANGE -122

TOTAL MEMBERSHIP

January 31, 2025 1279

Annual Dues Renewal Report

Thanks to all who have renewed their memberships – both online and via snail mail. “Resigned” indicates members have notified us of changed direction or circumstances. “Dropped” means we have not had any response to numerous attempts to contact. Reinstatement is easy – just contact Bob Rufe: execsecretary@usstamps.org or USSS, Box 1602, Hockessin DE 19707-5602.

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SCOTT 1246—5¢ KENNEDY. MAY 29, 1964 postmarks sought. No Boston. Looking for small town postmarks. Uncached OK. Henry Scheuer, P.O. Box 535, Madison Square Station, New York, NY 10159-0535 [1142]

WANTED: 1280c DULL GUM BOOKLET PANES with partial plate number. Buy or trade. Clay Stabler, c.stabler@comcast.net. [note corrected email] [1142]

TRADE: UNFOLDED BOOKLET PANE positions and PLATE NUMBERS. Send want list to Clay Stabler, c.stabler@comcast.net. [note corrected email] [1142]

WANTED: COMMERCIAL COVERS OF (25¢) eagle water-activated coils U.S. #3844-3853 for exhibit. Also, looking for 39¢ and 41¢ official coils on commercial covers. Rob Washburn, P.O. Box 840, Skowhegan, ME 04976. Email: stamps@beeline-online.net. [1141]

WANTED: SCOTT 905 "WIN THE WAR" POSTAL history—No patriotic covers please—Shapiro, P.O. Box 3211, Fayville, MA, 01745 or scans to coverlover@gmail.com. [1141]

CANAL ZONE WANTED. MINT, USED, COVERS, Stationery, Errors, Varieties. Write, Email or Call: Bruce Hecht, PO Box 474, New Hyde Park, NY 11040. bhecht@optonline.net 516-428-7817 [1141]

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WANTED: SCOTT 532 ON COVER WITHOUT Schermack private perforations. Also, any other unusual Washington-Franklin offset material (Scott 525-536). Please send description and price to Andrew Kelley, stamps@andrewkelley.net [1141]

WANTED: SCOTT 611 WITH SCHERMACK TYPE III perfs used on cover. Scans or Purchase email: jonathan.lebreton@gmail.com [1142]

WANTED: INDEPENDENT POSTAL SYSTEMS of America (IPSA) operated from 1970s—1980s. Need any USED material and Mint Sheets. Any correspondence, evidence of stamps used on mail, "magazine door hanger bags," uniform items, etc. Contact J. Dale Shively at jdshively@icloud.com [1142]

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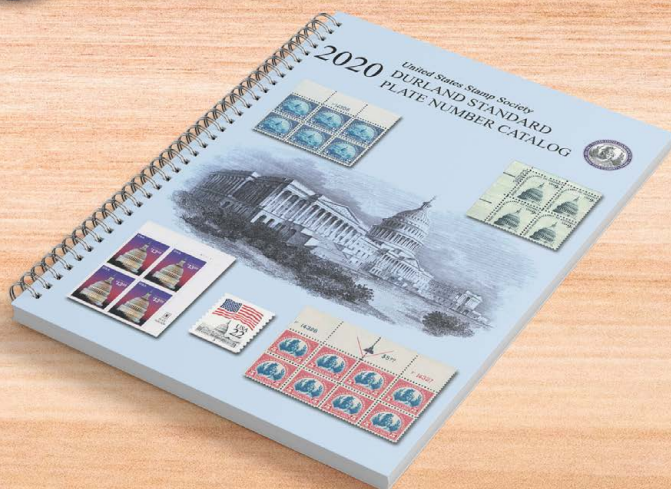
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