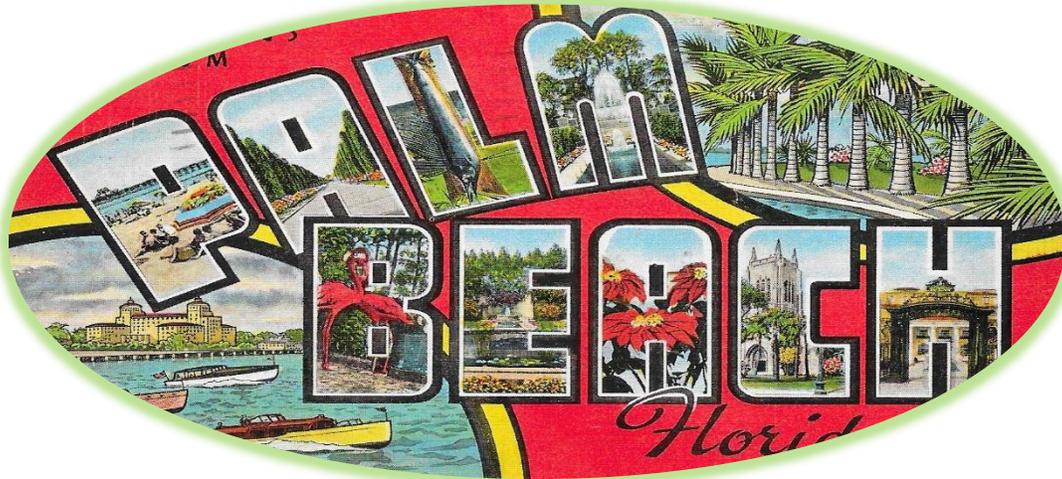


January 2024



Cresthaven Stamp Club Newsletter

2024 is the Chinese year of the Dragon which will foster growth, progress and abundance (let's keep our fingers crossed). For the first time in many years our club is seeking a new permanent meeting venue, a result of our inability to negotiate a suitable arrangement with the Barkley board of directors. We should be grateful for the unbridled support we have received over the years from the Barkley Men's Club.

We will celebrate "National Hobby Month" this January with a New Year's resolution to get our stamp collections in order. This is also "International Creativity Month", a reminder for you to send us that news article you have been thinking about publishing in our newsletter. Also, don't forget "National Spouses Day" on the 26th, an unofficial holiday that encourages people to let their spouses know how much they are loved, respected, and appreciated.

Happy New Year!
Michael Swope

In This Issue

Volume 11, Number 1

- Page 2 – News
- Page 3 – A Winter Stamp, Pat Hensley
- Page 4 – Admiral William A. Moffett, Juan L. Riera
- Page 6 – Philately in Florida
- Page 7 – Auction House Reserves, Mike Rogers
- Page 8 – Dead Letter Office, Michael Swope
- Page 9 – New Years Resolution



Chapter Affiliate #923
Membership Affiliate #81338

Meetings: 1:00 p.m.
2nd & 4th Tuesdays
See Website for Location:
www.cresthavenstamp.club



2023 APS Star Route Award

President: Richard Kaye
V-Pres: Kelley McDougall
Secretary: Pat Hensley
Treasurer: Harry Clifford
Liaison: Dan Maddalino
dmaddalino@aol.com
Editor: Michael Swope
mswope@ameritech.net

Cresthaven Stamp Club News



On December 12, 2023, twenty-five club members and guests gathered at the Barkley Villas Auditorium to participate in our last meeting in the Cresthaven Community. Friendship was shared and old acquaintances renewed. At the start of the business portion several Certificates of Appreciation were presented to officers and supporters:

For Service to the Club in 2023

Richard Kaye, President

Kelley McDougall, Vice-President

Harry Clifford, Treasure

Pat Hensley, Secretary

Michael Swope, Newsletter and Webmaster

Special Recognition for Club Support

Michael Swope, Leadership & Perseverance with challenges facing the club.

Juan L. Riera, for Donations of Air Mail Catalogues, Literature, and Support Supplies.
Michael Rogers, for Scott Catalogue donation.
Hannelore Burr, for Philatelic Donations and Club Support.

Future meeting sites and other plans were discussed and should be finalized at our January 9th, 2024, meeting scheduled to be held at the Summit Branch Library, 3650 Summit Boulevard, West Palm Beach, FL 33406 at 1:00 p.m. The years largest club auction concluded the day.

2023 Articles of Distinction

The nominees for the Cresthaven Stamp Club 2023 Article of Distinction are:

1. "A Serial Killer, Murder Castle, and Post Office" (V10N8), by *Pat Hensley*
2. "White Hall Makes the Cover" (V10N4), by *Dan Maddalino*
3. "Fishing with FDR" (V10N7), by *Juan L. Riera*
4. "Massaging the Bid" (V10N11), by *Mike Rogers*

A copy of each article will be forwarded to club members via email for consideration. Voting instructions will be included with the message. Awards will be presented at the January 23rd meeting/luncheon, location TBD.

©2024 Cresthaven Stamp Club - Material is offered for educational and informational purposes. Guest authors assume no liability for error or omission in content. Material may have been produced under the "Fair Use" clause and can be similarly reproduced.

A Winter Stamp

Pat Hensley

January always makes me think of cold weather and storms, even though we are living in Florida for the winter. I wondered what postage stamps featured a winter picture and I found the 1998 \$1, Trans-Mississippi, postage stamp (Scott #3210). It is a perfect stamp for the winter!

This stamp is from a souvenir sheet issued to honor the 100th anniversary of the Trans-Mississippi commemoratives, that were originally produced in 1898. Printed in two colors, the \$1 “Western Cattle in Storm” featured here is considered one of the most beautiful, finely engraved stamps ever issued. First Day ceremonies were held on June 18, 1998, in Anaheim, California.



A set of nine commemorative stamps were issued (#'s 285-93) in 1898. Each stamp was printed in a single color and featured a different Western scene. Originally, the 1898 issues were to be printed in two colors, but due to the Spanish-American War, the stamps were printed in a single color. Regardless, these commemoratives are considered to be the most beautiful series ever produced. They are among the scarcest and most sought-after of all United States issues.

At first, the Post Office Department didn't plan on issuing 50¢, \$1, and \$2 stamps because there wasn't a big need for stamps in such high denominations. But the Postmaster General wanted Americans to know about the brave, hardworking, self-reliant people who settled the West. These three high-value stamps were produced and were on sale for only six short months. All unsold quantities were recalled and destroyed.

The Trans-Mississippi Exposition: After the success of the Chicago World's Fair in 1893, leaders in Omaha, Nebraska, were inspired to hold their own exposition. From June 1 - November 1, 1898, in Omaha, Nebraska, the Trans-Mississippi Exposition was held on 184 acres of land. The goal of the exposition was to further the progress and development of resources west of the Mississippi. The Grand Court included majestic, though temporary, structures and statues, lush gardens, and a canal with fountains and gondolas. Also included was a midway of carnival rides and traveling attractions. Even though it was smaller in scale and attendance compared to other world fairs of the time, it received national attention and attracted two million visitors. The Indian Congress which included more than 500 members of 35 different Native American tribes also attended. There are still remnants of the Expo in public and private collections but nothing remains at the site.

References:

<https://trans-mississippi.unl.edu/>; <https://www.mysticstamp.com/3210a-1998-1-trans-mississippi-single-from-pane-of-9/>; <https://www.mysticstamp.com/285-93-complete-set-1898-trans-mississippi/>.

Rear Admiral William Adger Moffett

Juan L. Riera

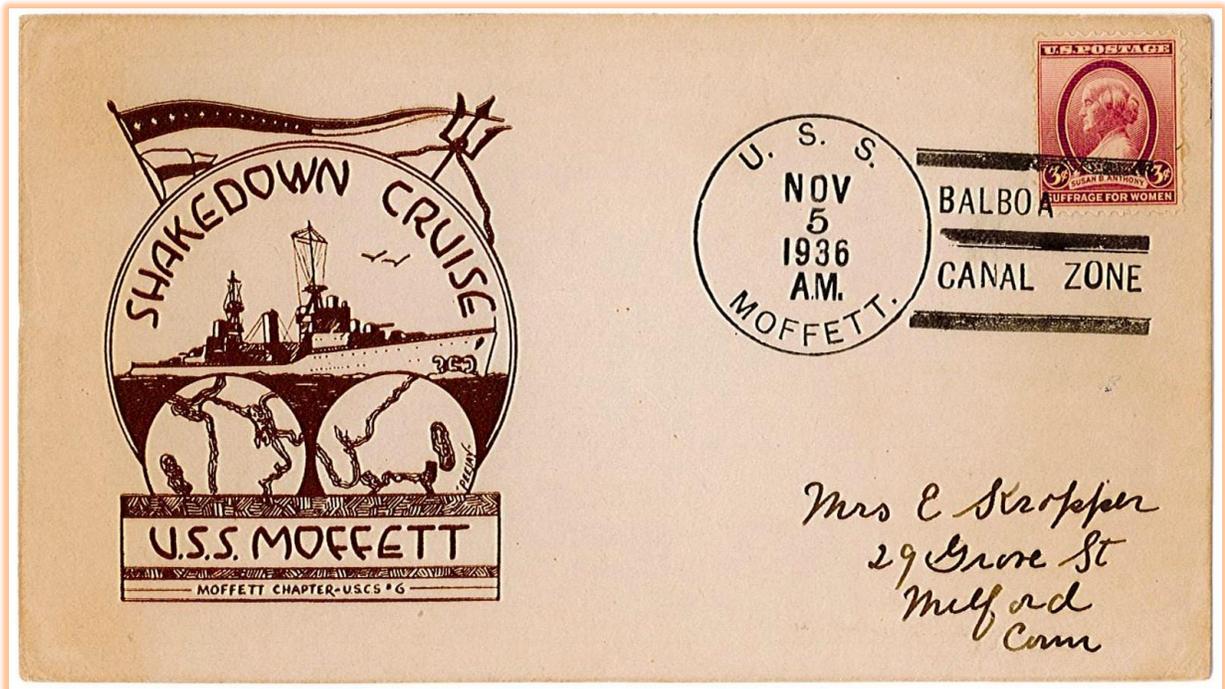
William Adger Moffett, born October 31, 1869 in Charleston, South Carolina, and graduated from the United States Naval Academy in 1890. While stationed aboard the *USS Charleston*, he participated in the capture of Guam and the Battle of Manila in 1898. In 1914, he commanded the *USS Chester* and was involved in a dangerous night landing at Veracruz during the Tampico Affair. This led to him receiving the Medal of Honor. During United States participation in World War I, he commanded the Great Lakes Naval Training Center near Chicago. While stationed there, he initiated aviator training. This was followed by his command of the *USS Mississippi* from 1918 to 1921, where he supported the creation of a scout plane unit for the ship.



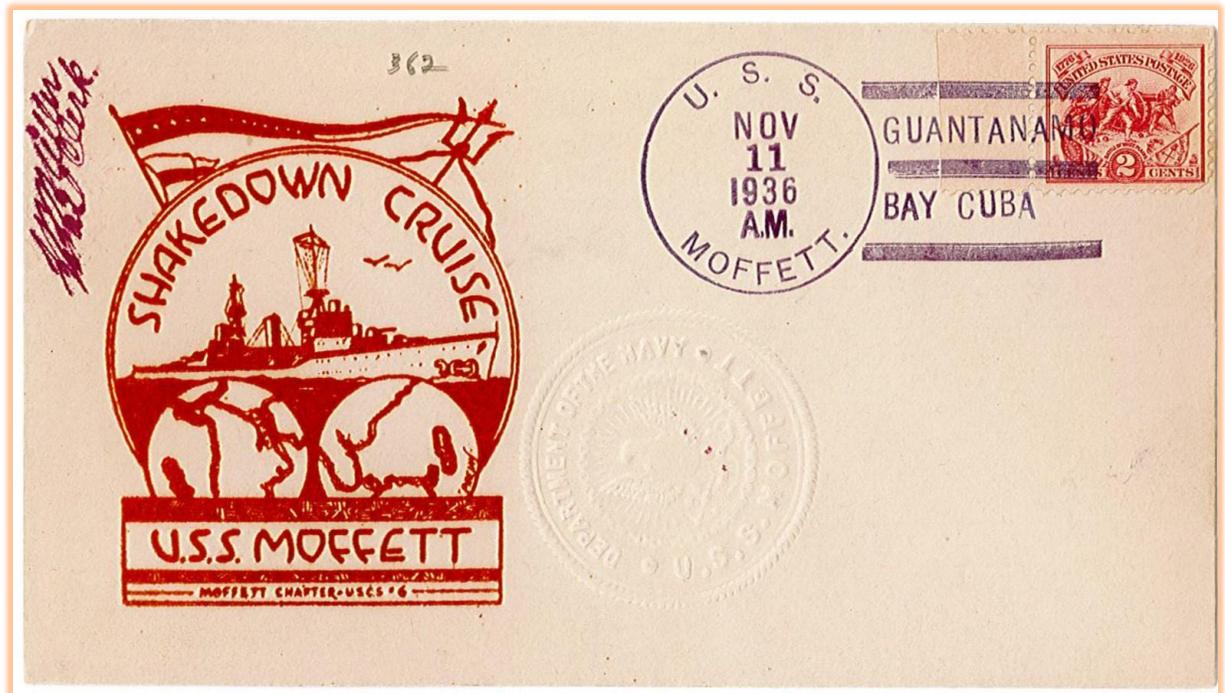
Beginning in 1921, Moffett oversaw the development of tactics for naval aircraft and the introduction of the aircraft carrier when he was in command of the United States Navy Bureau of Aeronautics. In addition, he was tasked with maintaining good relations with the civilian aircraft industry. He also maintained official support for naval aviation against advocates of a separate air force. He accomplished this because of his long-standing friendship with Franklin D. Roosevelt, who had been appointed Assistant Secretary of the Navy in 1913, by Woodrow Wilson. Moffett was a strong advocate of the development of lighter-than-air dirigibles to the point that he lost his life while on the *USS Akron* off the coast of New Jersey on April 4, 1933.

William Moffett, nicknamed the “Air Admiral” is known as the architect of naval aviation. Due to his prominence, the *USS Moffett* and the naval air station Moffett Field he helped establish at Sunnyvale, California, are named after him. Mount Moffett in the Aleutians Islands of Alaska is named in his honor as is the headquarters building for NAVAIR at Patuxent River, Maryland.

The *USS Moffett*, a Porter-class destroyer, was laid down for construction at the beginning of 1934, and launched at the end of 1935. It was commissioned in August, 1936, with a shakedown cruise in November, 1936, as seen from two covers shown (below) with stops in Balboa, Canal Zone on November 5th and Guantanamo Bay, Cuba on November 11th, 1936.



USS Moffett Shakedown Cruise Cover, November 5, 1936, with Scott #784



USS Moffett Shakedown Cruise, November 11, 1936, with Scott #630

The *USS Moffett* was based at Naval Station Newport, Rhode Island, until World War II, when it joined the South Atlantic Neutrality Patrol off Brazil. It operated out of Puerto Rico for force-countering any possible action by Vichy-leaning French ships based at Martinique and Guadalupe. The *USS Moffett* also provided escort duty in August 1941, to a ship bearing Franklin D. Roosevelt to the Atlantic Charter Conference at Naval Station Argentia, Newfoundland.

With United States entry into World War II, the *USS Moffett* provided patrol and escort duties in the Atlantic and Caribbean. On May 17th, 1943, in conjunction with *USS Jouett*, another destroyer, the *USS Moffett* was involved in the sinking of German Submarine U-128 in the Caribbean and rescuing 50 survivors, including the German commanding officer. Three months later the *USS Moffett* was credited with the sinking of U-604 near Trinidad, with aircraft assistance, following a running battle over several days.

The *USS Moffett* took part in two interesting convoys: the first was to Asuncion Island in the south Atlantic and another (Convoy YN-78), as escort commander in March 1944, consisting of a group of tugs, barges, and patrol craft, enroute to England for the Normandy invasion on June 6, 1944.

The *USS Moffett* was decommissioned in Charleston, South Carolina, on November 2, 1945, and entered the Reserve Fleet. The ship was stricken from the Navy list on January 28, 1947, and sold for scrapping on May 16. The *USS Moffett* received two battle stars for service during the World War II.

Ref:
Covers from Author's collection
Wikipedia.com



January 19-21, 2024
Sarasota National Stamp Exhibition
Municipal Auditorium
801 North Tamiami Trail
Sarasota FL 34236

January 24-27
Precancel Bourse & Perfins Exchange
Saint Catherine's Church
502 Druid Hills Road
Temple Terrace FL 33617

Auction House Reserves

Starting My Own Auction House

Mike Rogers

In the late 1980's, I attended a public auction where each lot was to be sold without reserve. In the catalogue, each lot had an estimated cash value, which was the company's opinion of what the lot should sell for. It could sell higher or lower. On the day of the sale, the auctioneer opened one lot at \$15, which was estimated at \$250-\$350. No one offered a bid so I raised my hand and won it for the opening bid of just \$15! Later that evening, I pondered how unhappy the consignor must have been.



Florida is one of few states which allows a public auction to place a reserve on public auction lots. So that everyone would be on board, we began our auctions with the statement that a reserve of 50% of the estimated cash value (ECV) was printed at the bottom of each page in the auction catalogue. That is called transparency.

To start, I needed a consignor contract. So, I phoned a friend who owned an auction house and asked for a sample of theirs. Now, I like to read, but darned if I didn't have the toughest time just getting past the first page, and their document was 35 tightly spaced pages in total. Upon hearing my frustration, my friend said I was missing the point; the intention wasn't comprehension. Buried in those pages was wording that even protected his company from gross negligence!

Uh oh. That approach didn't work for me. I wanted a contract that protected all sides. It had to be concise and fair. I broke the equation down into three components: seller, buyer, and auction house. It seemed to me that the same conversation I would have with the seller should be plain to the buyer – no unpublished reserves.

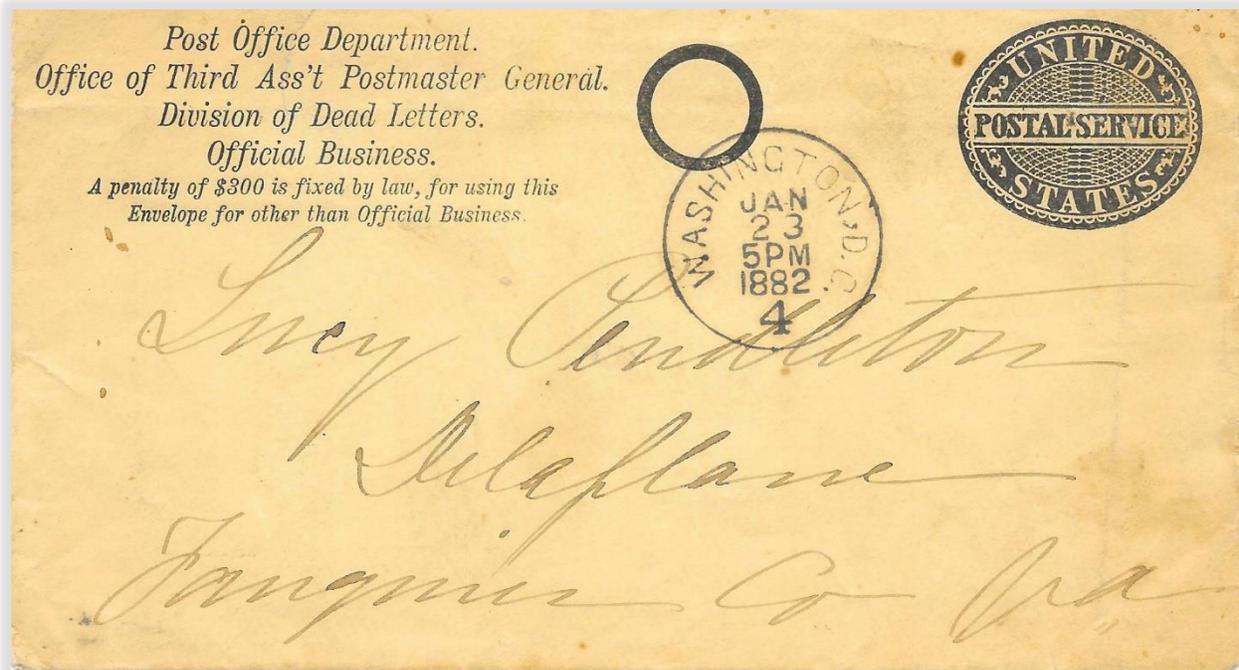
So, when I gathered my thoughts, I went to our attorney, saying I wanted a one-page contract, without any confusing words lay people could not understand. Keep it simple. Well, I almost got there with a page and a half.

Ref:

Reprinted in part, The American Stamp Dealer & Collector, "Reminiscences", April, 2013

Dead Letter Office

Michael Swope



Every piece of information someone wants to communicate in a letter and the myriad of objects people send through the mail share the same objective—to be delivered. If that fails, the items are to be returned to sender. Failing that, they remain in the postal system. Since the 1990s, these items are the responsibility of Mail Recovery Centers. Prior to the 1990s, such pieces were forwarded to the Dead Letter Office.

From mysterious addresses and deficient postage to unclaimed items, undeliverable mail fell to the care and handling of the Dead Letter Office. For most of the nineteenth and twentieth centuries, the Dead Letter Office functioned to ensure all measures were taken to uphold the bargain that postage paid would assure delivery. Dead letter Office clerks had exclusive authority to open letters and read only the bare minimum to discover the name and address of the sender or intended recipient. Items never claimed or undeliverable were destroyed or collected as curiosities in the postal museum. These objects were transferred to the Smithsonian Institution, beginning in 1911.

Featured above is a nondenominated, Official Post Office Department Envelope (Scott # UO15), issued in 1877, from the Division of Dead Letters at Washington DC. It bears a January 23, 1882, circular date stamp at Washington DC.

Ref: Cover from Author's collection

Cushing, Marshall. Story of Our Post Office. Charleston SC: Legare Street Press, 2023

New Year's Resolution

YOUR NEW
YEARS



RESOLUTION

Resolve to renew
all your old resolves,
And add a few that
are new.

Resolve to keep them
as long as you can,
What more can a
poor man do.

