

## Naval Cover Fakes, Forgeries and Frauds, Part IX

Bob Rawlins (L-5490)

PO Box 981, Healdsburg CA 95448

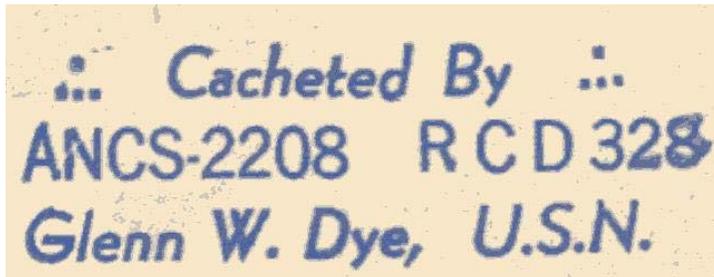
[rawlins@sonic.net](mailto:rawlins@sonic.net)



### Glenn Dye Covers

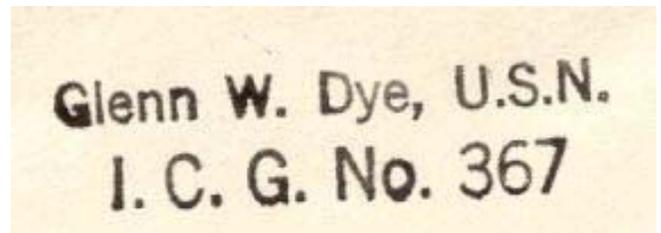
Another major player in our pantheon of cover fabricators is Glenn Dye of Wildwood, New Jersey. Dye adds another black chapter of the few individuals who, for whatever reason, chose to fake covers to deceive collectors.

We don't know a lot about the early Glenn Dye. The first cover in his file has a thermographed cachet for launch of USS PICKING DD-685 at Staten Island, New York, bears a rubber stamp notation on reverse: "Cacheted By: ANCS 2208, RCD 328, Glenn W. Dye, USN," **Figure 1**. The cover is unfranked, has a type 3z cancel of 1 June 1943 and is addressed to Olive Mackay of Oakland, a very active collector. In all likelihood, this cover was backdated since the precise sponsor notation on reverse did not come into use until about a year after the postmark date. Dye was not accepted into the American Naval Cancellation Society (ANCS) until August 1943, sponsored by A.A. Christensen, and had to have become a Registered Cachet Director (RCD) sometime after that. As a matter of fact, RCD status was not given to cover sponsors until they had demonstrated to the satisfaction of the Cachet Directors Council that the sponsor lived up to RCD standards demonstrated by actually providing covers for which they had received payment. The RCD program was terminated with #329 given to Morris W. Beck who began his naval cover sponsorship in the early 1940 timeframe.



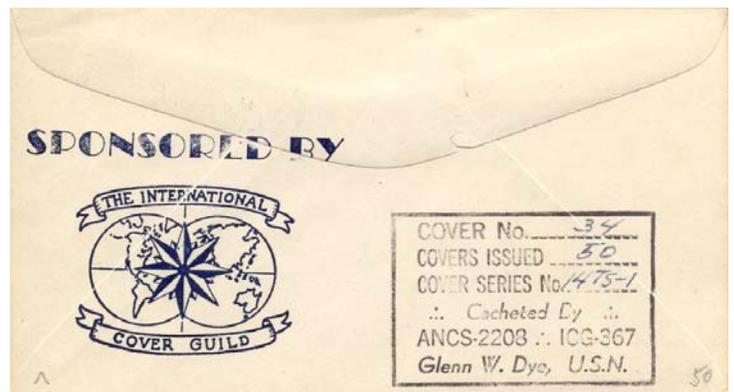
**Figure 1:** Although this cachet identification was stamped on the reverse of this 1 June 1943 cover, Dye did not routinely begin using both the ANCS and RCD ID's until mid 1944. This is one indication that the cover was cacheted and postmarked about a year after the launch of USS PICKING.

When Dye joined the ANCS, he listed his military station as Receiving Ship, U.S. Navy Yard, Philadelphia, Pennsylvania and his naval rating as F/2c (Fireman second class). Between August and September 1943, Dye sponsored event, holiday and patriotic covers with printed cachets and type 2z\* cancels and assorted type 9 cancels from Wildwood Navy branch and Cape May Naval Air Stations. These were identified on reverse with his rubber stamp and International Cover Guild (ICG) number 367, **Figure 2**. It is not known when Dye joined the ICG.



**Figure 2:** Dye's first covers bore only an ICG number as sponsor identification. This particular cover with a Type 2z\* cancel dated 2 September 1943 was a patriotic with a buy more war bonds theme.

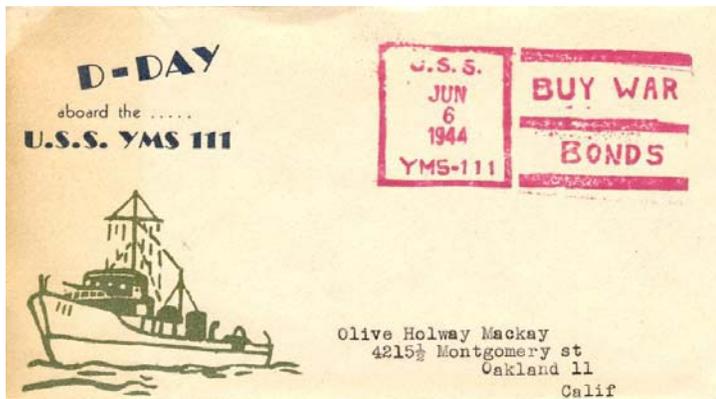
USCS records show that Dye joined the USCS in September 1943 with D.C. Bartley as his sponsor. His USCS number was A-2254 with "A" indicating that he was in the military. Dye gave his address as 5200 Arctic Ave, Wildwood, New Jersey and his military rate as F/3c (Fireman third class). This is perhaps born out by a Navy Day cover mailed to Alex Hesse, USCS 163, with a Naval Training Station Bainbridge, Maryland printed cachet and an International Cover Guild (ICG) cachet on reverse, **Figure 3**. Also on reverse was Dye's rubber stamp information block identifying this as cover #34 of 50 issued along with his ANCS and ICG numbers.



**Figure 3:** Reverse of a Navy Day 1943 cover sent to Alex Hesse, an early member of the USCS, with both ANCS and ICG numbers in the sponsor ID block. Dye numbered each cover, noted the number issued and assigned a series number to the cachet.

In March 1944, Dye was stationed aboard YMS-111 and by June of that year, was postmarking his covers with his fancy rubber stamp cancel illustrated as Y-6 and noted as a "fake," **Figure 4**, in the *Catalog of US Naval Postmarks* (hereafter *Postmark Catalog*). This cancel was stamped in red for D-Day, 6 June 1944, with Dye's sponsorship rubber stamp on reverse using both his ANCS and RCD numbers. A month later, Dye produced an Independence Day thermograph cacheted cover with the fake cancel in blue dated 4 July 1944.

In December 1944, Dye was stationed aboard USS LCI(L)-552, still as F 2/c. By that time, he was servicing covers for collectors as Grey Cover Service, 5200 Arctic Ave, Wildwood, NJ. In January 1945, Dye was aboard LCI(L) 36 at the Naval Amphibious Base at Little Creek, Virginia and, in April, received a letter from Dr. Harry Kretzler, USCS 55,



**Figure 4: D-Day cachet with a rubber stamp fancy cancel made by Dye. Cover is obviously back dated. Dye's sponsor block is on reverse noting 34 covers issued.**

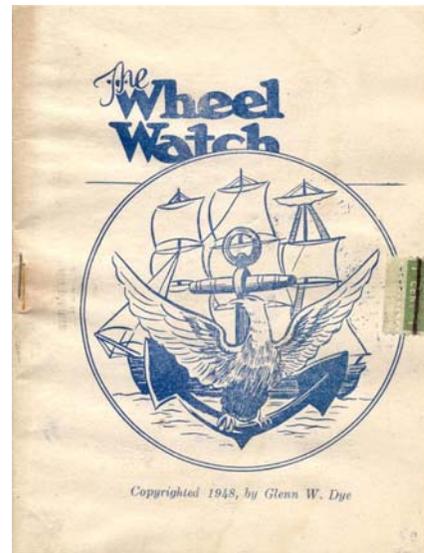
addressed to Dye aboard that ship. In October 1945, Dye received a letter from Jim Russell, USCS 692, who would later edit the *Postmark Catalog*. Dye was apparently discharged from the service in December 1945.

After his discharge, Dye had access to the Philadelphia Navy Yard as a former sailor and apparently visited ships in the yard in overhaul or being prepared for the Reserve fleet. He appears to have made friends with Postal Clerks to have his covers serviced and either purloined or was given cancelling devices of a number of ships. He used these to backdate covers for specific events such as V-J Day, Tokyo Bay, 7 December 1941 and for holidays and ship anniversaries. His use of purloined cancel devices came to the attention of USCS directors and Dye was expelled from the USCS in 1952 for faking naval covers.

Meantime, Dye continued with the ANCS and the July 1946 ANCS *Navigator* announced that he had been elected President with 44 votes out of 79 cast. Dye soon came to verbal blows with Harlan W. Miller of Lawrence, Kansas, who had published the *Navigator* and kept the ANCS alive through the war years. Miller published his last issue in December 1946.

Ted Harrington, ANCS #170 (USCS #1694) was named to replace Miller but, to the author's knowledge, did not actually produce any further issues of the *Navigator*. Instead, in 1947 Glenn Dye began issuing the ANCS *Log*. In his first undated edition of eight pages, 5½" x 8" in size, Dye recapped the problems with Miller and asked for donations to continue publishing. Subsequent editions of the ANCS *Log* were even smaller, 4½" x 6". In one edition, he illustrated the original Locy type chart for the benefit of his members. In February 1947, Dye changed the name of his publication back to the ANCS *Navigator* and, in 1948 changed it again to *The Wheel Watch*, **Figure 5**. In one undated edition of the latter, he illustrated a number of cancels including questionable and faked ones.

Dye's arrogance can be seen in a *Wheel Watch* memo provided by Dick Morain. In the memo "to all interested parties", Dye referenced an article in the November 1946 USCS *Log* in which John Gill discussed new Locy types 10 and 11 cancels and talked about a type 7 machine cancel with



**Figure 5: Cover of Dye's last publication, *The Wheel Watch*. The TENNESSEE type 6 cancel dated 7 September 1941 is illustrated in this issue, indication of a Dye product.**

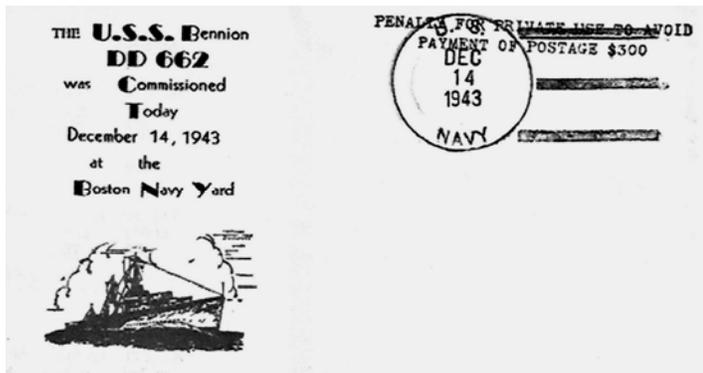
a branch number in the dial. Dye stated that the system that John Gill suggested will not serve the purpose and "I deem it is time that I stepped in and took a hand in helping to square away a deplorable system." Dye then goes on to state "as ANCS First Vice President" he is designating the Locy type 2# and 9# cancels as types 22 and 29 respectively and the type 7 with the branch number in the dial as a type 27.

Further proof of that arrogance was given in President's Paul Helman's message on page 5 of the August 2007 *Log*. President Helman recalled articles in 1952 *Logs* noting that, in January 1952, Dye had written the USCS claiming to hold the copyright of the Locy system. Then President Capt. Herb Rommel responded with a no-nonsense letter basically telling Dye where he could go. Perhaps Dye knew the USCS was about to lower the boom on him, but his bluster failed to save him.

Glenn Dye cacheted, serviced and sold a lot of covers over a multi-year time frame. The real problem is determining which are valid and which are bogus. We believe that he laid hands on legitimate cancel devices, which he may have been given or stolen. With a genuine cancel device in hand, it would have been easy to backdate his cacheted covers. His cachet style is readily recognizable and he identified his cachets with a rubber stamp block on reverse so there is little question about provenance. He offered covers for sale at seven for \$1 in his first issue of the ANCS *Log*. So we know he was in the business of selling covers. The rubber stamp on reverse of covers in the author's file indicates that he made as few as 44 covers and as many as 185 with an average of 100 per issue. Glenn Dye - Grey Cover Service - covers do exist in quantity.

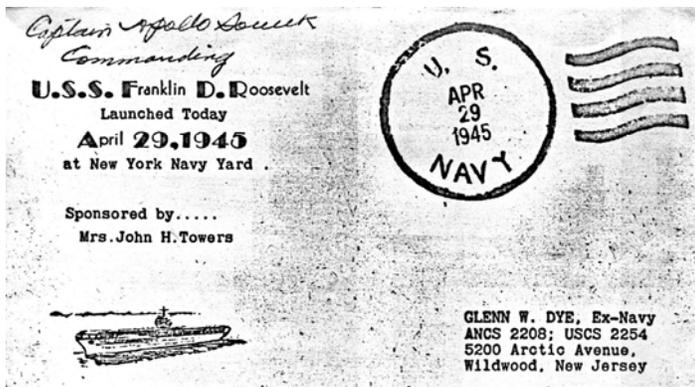
Following is a partial listing of faked covers attributed to Glenn Dye. Numbers in parenthesis are the cancel identification as illustrated in the USCS *Postmark Catalog*: Some of the covers will be illustrated separately. Postmark of those that are not are shown in **Figure 13**.

BENNION (DD 662), Commissioned, Ty 3 Dec 14, 1943  
unlisted, probably backdated, **Figure 6**



**Figure 6: A backdated cover with Dye's sponsor ID on reverse. The type 3z cancel is thought to have been stolen and used to create other Dye fabricated covers. Cover courtesy of Paul Huber, USCS 8004.**

FARGO (CL 106) LDPS, Jan 6, 1950 (F-47) and (F-47a)  
FRANKLIN D ROOSEVELT (CV 42) launch Apr 29, 1945,  
backdated, fancy cancel illustrated under LAKE  
CHAMPLAIN (CV 39) noted as fake. **Figure 7**



**Figure 7: Scan of a photocopy of a cover with Dye sponsor identification on reverse. The cover shows his lack of research for a fabricated cover. FDR was christened MIDWAY when she was launched and not renamed until a few weeks after Roosevelt died. The Glenn Dye rubber stamp fancy cancel is listed in the Catalog of United States Navy Cancels under LAKE CHAMPLAIN because it is more often seen on those covers. This cover is a badly flawed fabrication.**

JOHN J SHEA (DM 30) Ty 2(n) Sept 30, 1944 unlisted but  
this cancel was issued until October 1945; cancel obviously  
backdated. **Figure 8**

MAURY (DD 401) Decommissioned, Oct 19, 1945 (M-105)  
MISSISSIPPI (EAG 128), Type 3 Apr 10, 1946 with  
ANCS/1935-1946 in kb, **Figure 9**

MISSISSIPPI (EAG 128) various Ty 2 and Ty3 with 1946  
dates may be faked (stolen cancel device)

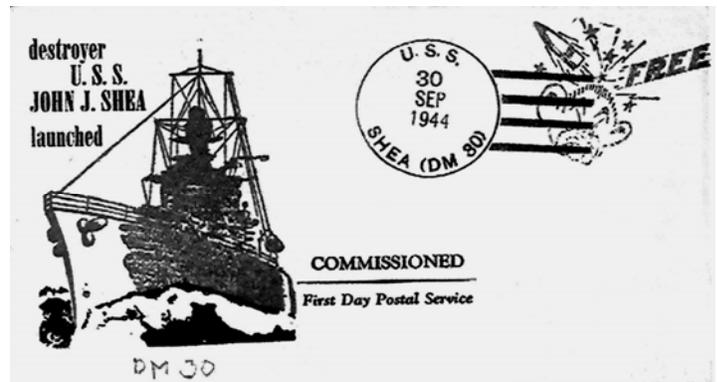
MOHAWK (WPG 78), Dec 25, 1946 (M-38)

NIOBARA AO-72, Sept 2, 1945 (N-36) and Oct 27, 1945 (N-36a)

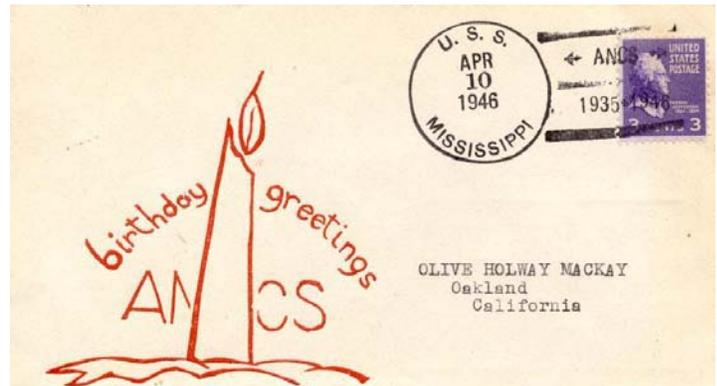
PHOENIX (CL 46), June 14, 1940 versions after 1945 (P-23)

PURDY (DD 734), July 1, 1946, **Figure 10**

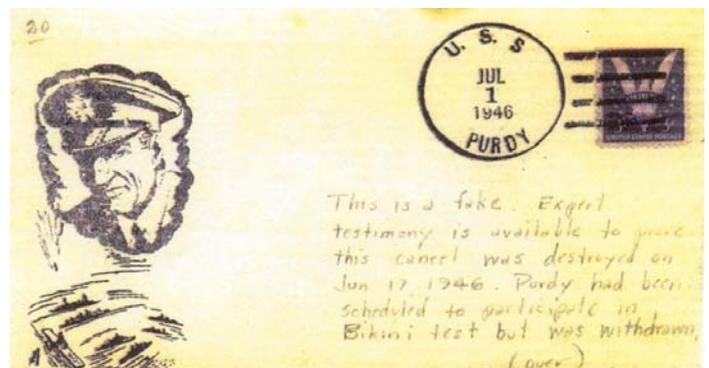
ROI (CVE 103), Oct 27, 1945, (R-53)



**Figure 8: Another Dye cover with flawed information. The date in the postmark is actually the date for commissioning of USS SHEA (DD 750). The ship was not designated DM-30 until 30 November 1944 and the name was not JOHN J. SHEA but SHEA. This is likely another fabrication made with a stolen postmark. Cover courtesy of Paul Huber.**



**Figure 9: Fifty covers were issued with this cachet and probably stolen postmark. The Postmark Catalog states "The T-3 dated April 10, 1946 with 'ANCS/1935-1946' is definitely a fake.**



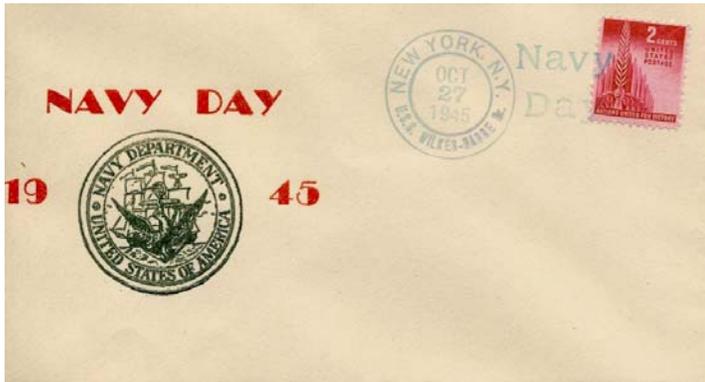
**Figure 10: PURDY (DD 734) was scheduled to participate in the Bikini Test but was withdrawn. At the time this fabricated postmark was prepared with the Bikini cachet and the date of the first bomb drop, the ship was in the Boston Naval Shipyard. The note on the cover indicates this is a Glenn Dye product. Cover courtesy of Dick Morain, USCS 10310.**

SEER (AM 112), Oct 27, 1945, (S-92)  
 TENNESSEE (BB 43), Ty 6 Dec 7, 1941 (unlisted), **Figure 13**  
 TENNESSEE (BB 43), Ty F Nov 4, 1945, (T-38)  
 WILKES BARRE (CL 103), Ty F Sept 2, 1945 (W-27b) with 3-cent commemorative stamps, colored printed cachets, no censor mark and no address  
 WILKES BARRE (CL 103), Ty 9 efu and Tokyo/Bay or Navy/Day 1945 (**Figure 11**) as killers  
 WILLIAMSBURG (AGC 369), May 3, 1946 (W-54)

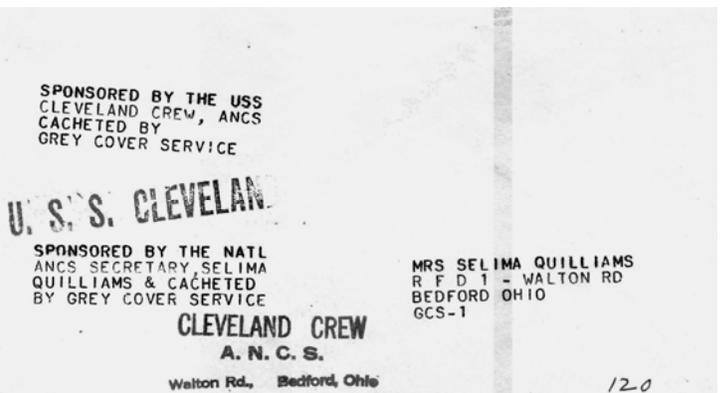
president directed the secretary to return the application with a refund check. Dye denied that he had submitted the application but cashed the check anyway. So ends the naval cover story of Glenn Dye. However, after 1952 he continued servicing first day of issue covers, prepared cachets for space, historical, inaugural and naval events and joined the Precancel Society.

Glenn Dye covers present a conundrum - are the cancels fake or not? In some cases it's clear, but less so in others. Are there more fakes and frauds than listed and illustrated? Probably so. The best advice is to treat Dye and Grey Cover Service covers with caution.

Appreciation to Richard Hoffner, Paul Huber, David Kent and Dick Morain for providing portions of the information and scans used in this article.



**Figure 11: Dye's sponsor block on reverse indicates that 30 covers with this cachet and fabricated postmark were prepared. The Postmark Catalog indicates this cancel and the one with TOKYO BAY in the killer bars are believed to be fake.**

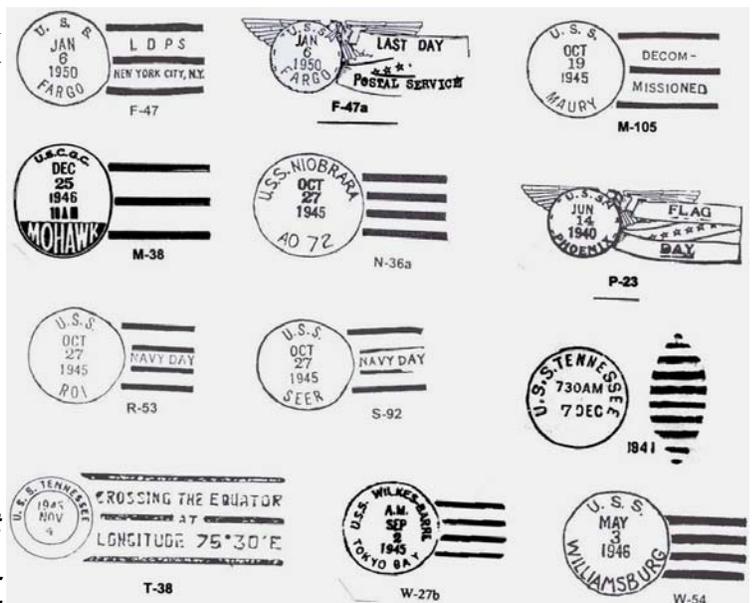


**Figure 12b (reverse): Rubber stamp on reverse indicates this cover sponsored by Grey Cover Service. Cover and card courtesy of Dick Morain.**

There is some indication that PROVIDENCE (CL 82) type 2, 2#, 9ef(nfu) and 9# cancel devices, **Figure 12**, may have been given to Dye or stolen by him. Those cancels with 1946 dates may be suspect. There is also indication that a Type 2 cancel device from USS WILKES BARRE (CL 103) may also have been stolen by Dye. A Tokyo Bay cancel with 2 September 1945 and line cachet of Mt Fuji is thought to be a Dye product.



**Figures 12a (front) & 12b (reverse): Christmas cachet and PROVIDENCE postmark, thought to be stolen. Rubber stamp on reverse indicates this cover sponsored by Grey Cover Service. Cover and card courtesy of Dick Morain.**



**Figure 13: Postmarks illustrated in the Postmark Catalog with illustration number. These are among the postmarks thought to have been fabricated by Glenn Dye and used on his Grey Cover Service covers. The full story of Dye's fakes is probably not yet known.**

In 1984, Dye attempted to rejoin the USCS using the name C. Post, an abbreviation for Dye's local post named "Cadillac Local Post." The then USCS secretary recognized both the handwriting and address as Dye's and the USCS