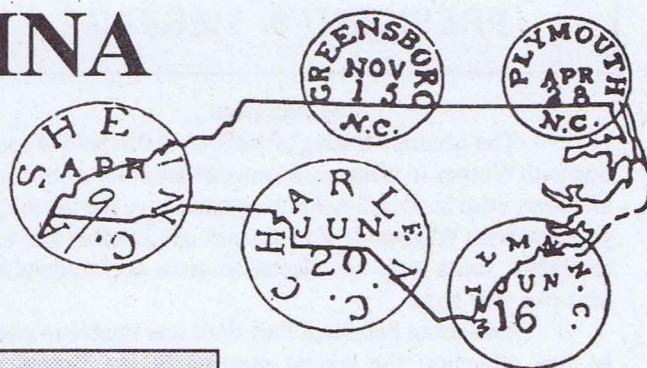


NORTH CAROLINA POSTAL HISTORIAN

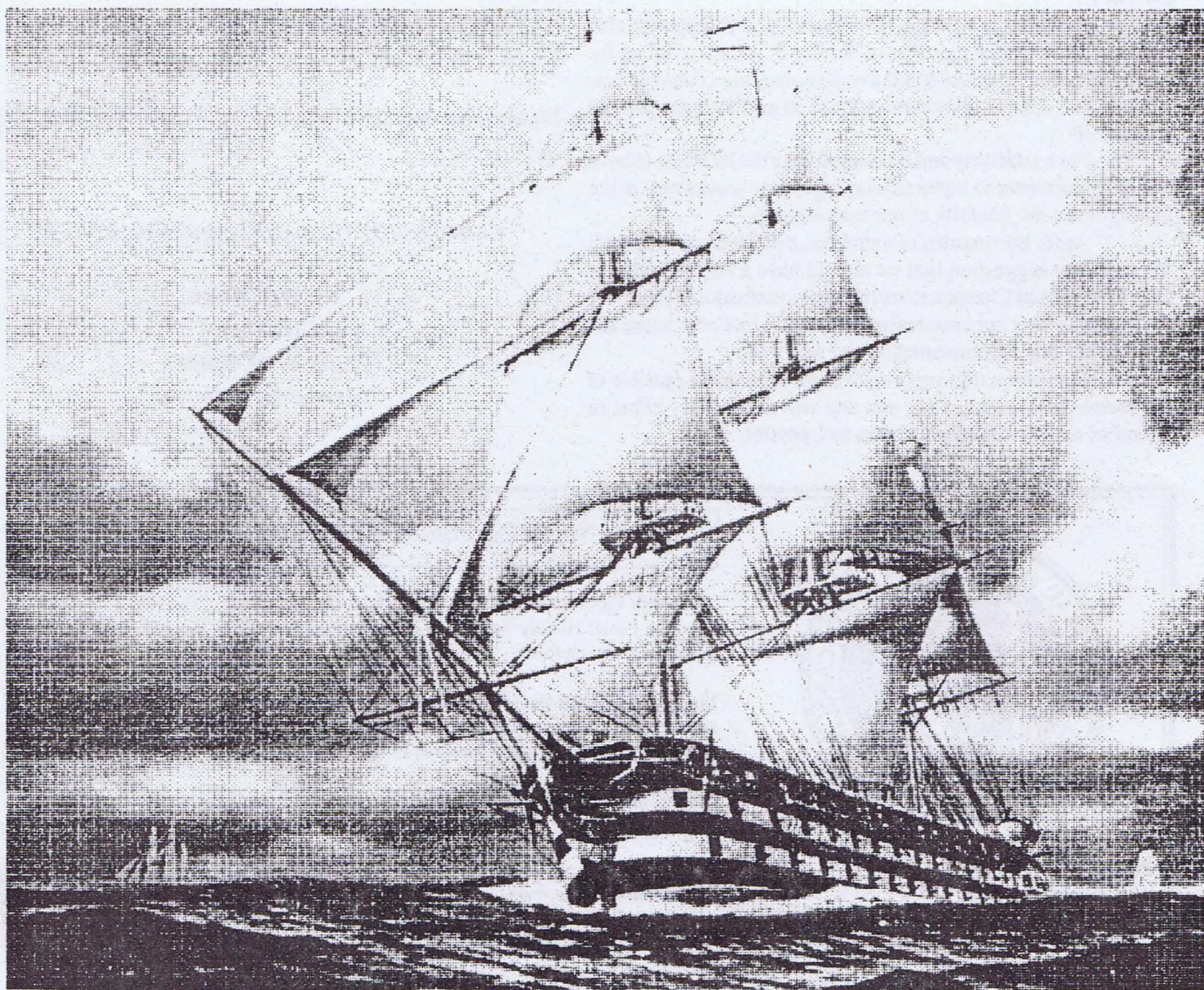


The Journal of the North Carolina Postal History Society

Volume 14, No. 3

Summer 1995

Whole 54



Ship-of-the-Line *NORTH CAROLINA*

Affiliate #155 of the American Philatelic Society



PRESIDENT'S MESSAGE

by Bob Hunt

The Annual Meeting of the Society was held in conjunction with Winpex in Winston-Salem on May 20th. About a dozen members were in attendance and voted to have the meeting next year also with Winpex. Due to the lack of a suitable and willing candidate, yours truly was elected to serve as president for the next two year term.

Out-going President Phil Wall was unable to attend as he was attending the annual meeting of the United States Philatelic Classics Society held in conjunction with Rompex in Denver. At that meeting Phil received a well deserved, and perhaps overdue honor, when he became a recipient of the Distinguished Philatelist Award of the Society and signed the scroll honoring those who have made singular contributions to our hobby.

At the same meeting, fellow member Bob Stetz was also honored. Bob won the prestigious Stanley B. Ashebrook Cup for his recent book, *"Postmasters & Postoffices of the United States, 1782-1811"*. The award citations for Wall and Stets are printed on page 15.

For a relatively small group such as the NCPHS, to have two of it's members so honored in a single year speaks well of the quality if not the quantity of our membership.

As for the quantity of members, Bob Stets came up with the excellant suggestion that we should have a NCPHS table at both Winpex and Charpex to recruit new members and reach out to those who may not even realize we exist. I intend to make it a point to get this accomplished in the next year.

I look forward to getting to know as many as possible of our members that I have not met and will make every effort to attend as many of our local shows as I possibly can.

IN THIS ISSUE

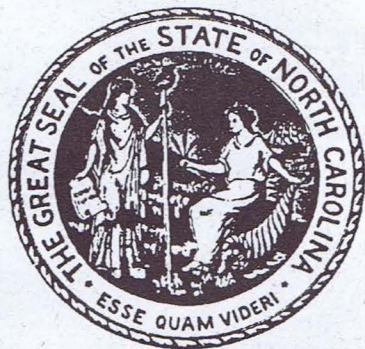
Presidents Message	2
Fighting Ships Named "North Carolina" Tony L. Crumbley	3
Annual Treasurer's Report	6
Errors in "Postal History - The Basics" Vernon S. Stroupe	14
Letter to the Editor	15
Awards to Philip T. Wall and Robert J. Stets	15

ACTIONS OF THE BOARD OF DIRECTORS

Membership dues have been raised to \$15 starting with 1996.

Four New Directors Elected For 1996-98

Robert Hunt
Alan Vestal
Ruth Y. Wetmore
Vernon S. Stroupe



North Carolina Postal Historian

The North Carolina Postal Historian is the official journal of the North Carolina Postal History Society. It is published quarterly in January, April, July and October.

Membership in the Society is \$10 per year. Applications for membership may be obtained from the Treasurer. Submissions for the Newsletter or inquiries may be addressed to the editors.

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FIGHTING SHIPS CALLED "NORTH CAROLINA"

by Tony L. Crumbley

In the Autumn of 1961 the decommissioned U.S. Battleship North Carolina was towed from New Jersey to the coast of North Carolina and anchored near the mouth of Cape Fear River. Thanks to a campaign by public school students which raised millions of pennies to bring this ship to North Carolina, and bring back an era of North Carolina postal history which had faded with the ship's decommissioning in 1947. The ship's post office closed with this decommissioning, but re-opened again as a postal station for the canceling of mail for the many thousands of visitors which come aboard.

Throughout the history of the United States and the Confederacy there have been four vessels named in honor of North Carolina.

Ship-of-the Line North Carolina, 1820-1867

The first vessel was a sailing craft constructed for the Navy at the Philadelphia Naval Ship Yard. This vessel, launched in 1820, was active until 1839 and is shown on the cover taken from an oil painting by Rear Adm. J. W. Schmidt. At that time it was considered by many to be the most powerful naval vessel afloat, the North Carolina served in the Mediterranean as flagship for Commodore John Rodgers.

After a period in ordinary at Norfolk, North Carolina was decommissioned 30 October 1836 to fit out for a Pacific station. She served again as flagship of her station until March 1839. Since her great size made her less flexible than smaller ships, she returned to the New York Navy Yard in June 1839 and became a Receiving Ship at the New York Navy Yard until decommissioned 7 September 1865. She was sold 1 October 1867.

C.S.S. North Carolina, 1863-1864

During the Civil War Berry & Brothers Company of Wilmington built an ironclad sloop named North Carolina for the Confederacy. She was completed in 1863 and placed in commission during the latter part of the year with Cmdr. W.T. Muse, CSN, in command. The vessel was structurally weak and took on so much water it could not cross the bar. The CSS North Carolina remained in the Cape Fear River until 27 September 1864 when she developed a leak and sank off Smithville where she had been serving as a guard ship.

Mail was certainly posted to and from the first two North Carolina vessels, however neither was authorized to have a postal station on board, and no postal makings are recorded from these vessels.

U.S.S. North Carolina, 1906-1920

The keel of the third North Carolina was laid down 21 March 1905 by the Newport News Shipbuilding and Dry Dock Co. She was launched 6 October 1906 and commissioned at Norfolk 7 May 1908. Captain William A. Marshall was in command. After it's shakedown cruise, the North Carolina carried President-elect William Howard Taft on an inspection tour of the Panama Canal in January and February 1909. Later that year she served to protect Americans threatened in the Turkish Empire conflict.

In the years before World War I, the North Carolina served in many ceremonial activities including the celebration of the independence of Argentina and Venezuela, carrying the secretary of war for an inspection tour of Puerto Rico, Santo Domingo, Cuba and the Panama Canal. She was also used to carry the bodies of the crew of the Maine back to the United States.

When WWI began, North Carolina departed Boston on 7 November 1914 to protect Americans in the Near East. She returned to Boston 18 June 1915 for overhaul. On 5 November 1915 she became the first ship to launch an aircraft by catapult while under way.

After the United States entered WWI, North Carolina sailed north to escort troop transports plying between Norfolk and New York. See Figure 5. Between December 1918 and July 1919, she brought men of the AEF home from Europe. On 7 June 1920 the North Carolina was renamed Charlotte and was decommissioned at Puget Sound Navy Ship Yard, Bremerton, Wash. on 18 Feb 1921. She was scrapped 29 September 1930.

The Catalog of Naval Postmarks lists seven different postal markings from this vessel. These markings are from four different types:

Type	Years of Use	
1	1909-11	Fig. 4
1Z	1918	
2	1912-13	Fig. 5
3	1914-17	Fig. 6
9V	----	

The key dates of this vessels operations are as follows:

Keel laying	21 March 1905
First Day of Commission	7 March 1908
Post office established	13 November 1908
Launched	6 October 1906
Last Day of Commission	18 February 1921
Post Office Decommissioned	18 February 1921

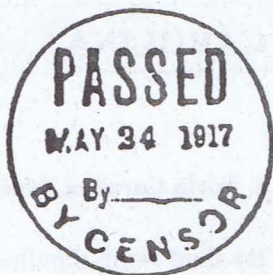


Figure 1
World War I censor marking
for the U.S.S. North Carolina

U.S.S. North Carolina, 1941-47, 1962-Present

The keel of the fourth North Carolina was laid down , Figure 7, 27 October 1937 by the New York Naval Shipyard and she was launched 13 June 1940. Captain Olaf M. Hustvedt was in command when she was commissioned 9 April 1941. See Figure 2.

The USS North Carolina , Figure 8, was the first of the Navy's new modern battleship class (BB-55). She received so much attention during her early years that she was nicknamed "Showboat". The North Carolina completed her shakedown cruise, Figure 12, in the Caribbean prior to the attack on Pearl Harbor, and after extensive war exercises, she entered the Pacific 10 June 1942. Figure 13.

The North Carolina began the long island-hopping campaign for victory over the Japanese by supporting the landing of US Marines on Guadalcanal and Tulagi 7 August 1942. In the Battle of the Solomon Islands, while serving with the USS Enterprise, the North Carolina shot down between 7 and 14 enemy aircraft. One of her men was killed by strafing but the ship was undamaged.

The North Carolina was transferred to protect the Saratoga. Twice during this time she had near misses of torpedoes from Japanese submarines. On 6 September 1943, while sailing with the Hornet, the North Carolina took a torpedo portside 20 feet below the waterline. Five men were killed, but she retained her position in the formation.

The North Carolina was repaired at Pearl Harbor and re-entered the war by screening the Enterprise and the Saratoga. She supported the Gilbert Island Campaign and prepared for the assault on the Marshall Islands.

During the assault and capture of the Marshall Islands, the North Carolina illustrated the classic battleship function. She screened aircraft carriers from air attack in pre-invasion strikes, as well as giving close support of troops ashore.

On 13 June 1944 the North Carolina con-

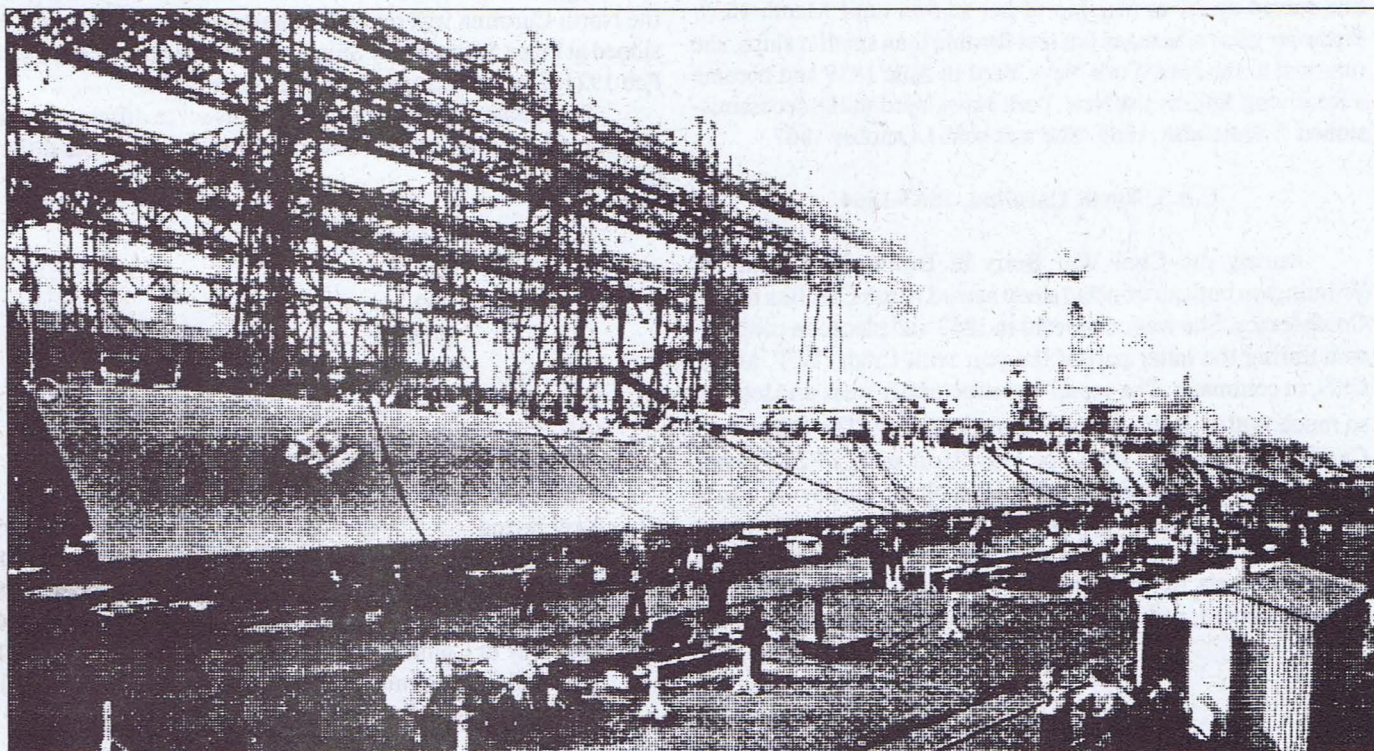


Figure 2. USS North Carolina in Brooklyn Navy Yard prior to commissioning.

can aircraft downed most of the Japanese aircraft before they could reach American ships. The North Carolina shot down two of the few that got through.

On this day and the next, American air, submarine and fierce anti-aircraft fire from ships such as the North Carolina virtually ended any future threat from the Japanese naval aviation. Three Japanese carriers were sunk, two tankers damaged, and all but 35 of it's 430 planes were destroyed. No American ships were destroyed and only a few aircraft were lost.

Strikes on targets in the Japanese home island laid the ground-work for the Okinawa assault in which the North Carolina played her dual role of bombardment and carrier screening. Here, on 6 April 1945, she downed three Kamikazes but took a 5-inch hit from a friendly ship during a melee of anti-aircraft fire. Three men were killed and 44 wounded.

After overhaul at Pearl Harbor, the North Carolina rejoined the carriers for the final assault on the Japanese home islands. She sent both sailors and members of her Marine Detachment ashore for preliminary occupation duty in Japan immediately at the close of the war. Figure 15.

On 5 September 1945 she was anchored in Tokyo Bay to re-embark her men, and carrying passengers from Okinawa, she reached Boston on 17 October 1945. After an overhaul at New York, she was used as a training vessel for the US Naval Academy. Fig. 16.

After inactivation, she was decommissioned at New York 27 June 1947, but was not struck from the Navy list until 1 June 1960 when she was transferred to the people of North Carolina.

On 24 April 1962 she was dedicated at Wilmington to all servicemen killed in World War II. Today she truly reflects her early nickname of "Showboat" as more than 230,000 people visit the battleship each year. Figure 17.

Throughout it's history as a battleship, it produced numerous postal markings, and even today it's tradition is carried on as it continues to operate as a rural station for the City of Wilmington. The Naval Postmark Catalog lists the following marking types:

Type	Years of Use
2N	1945-46
2Z	1944
3(A-BBT)	1941
3A	1945
3	Repaired top and bottom
3Z BBT	1942
7QT	1941
7QTZ	1942-44
9V	1941
9VZ	-
9FW	1941
9X	1941
9XZ	-
P (Tokyo Bay)	1945

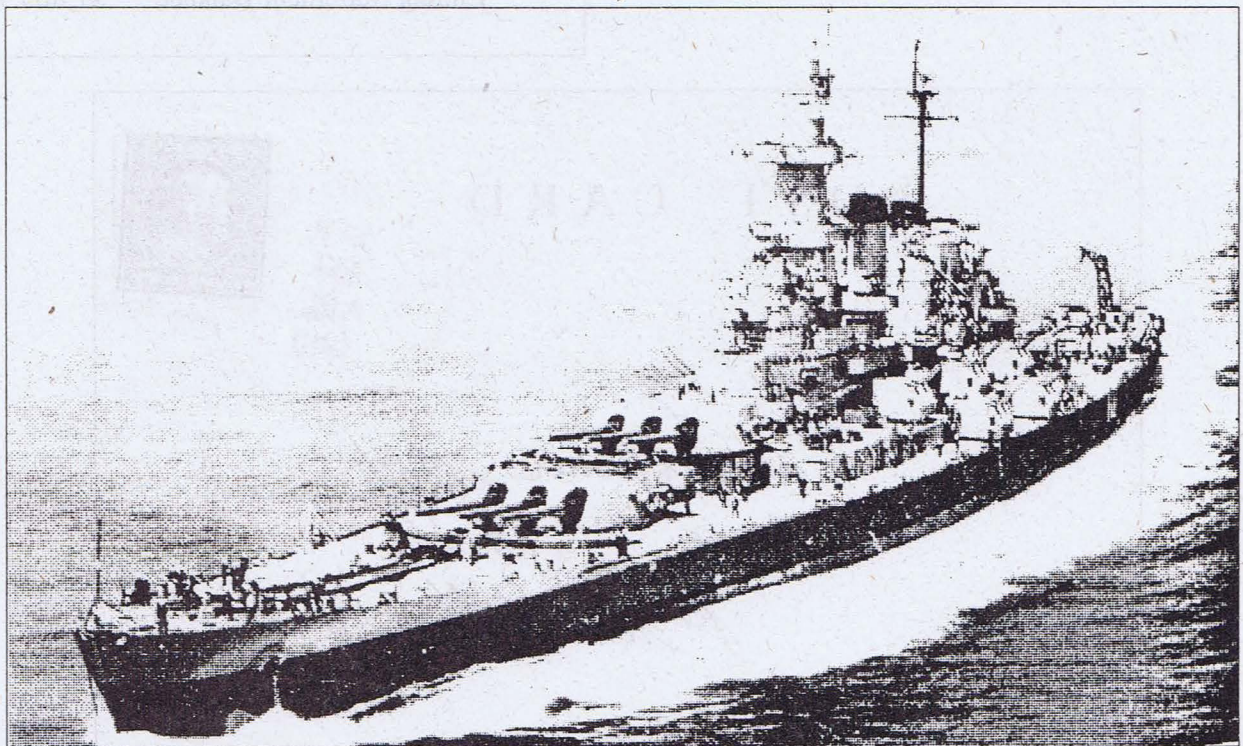


Figure 3. USS North Carolina (BB-55) at sea, 3 June 1946.

9X 1941
 9XZ -
 P (Tokyo Bay) 1945

The key dates for the vessels operations are:

Keel laid	27 October 1937
First Day of Commission	9 April 1941
Post office established	9 April 1941
Launched	13 Jan 1940
Last Day of Commission	27 June 1947
Post office discontinued	----

It has been over 45 years since the last active USS North Carolina sailed. The days of the great battleships are considered gone by most. Surely we have not seen the last of the floating postmarks of North Carolina.

Note: The charts above show the major types of Naval postmarks as identified by Lt. Cmdr. Francis E. Locy, the first student of ship markings. The Locy system of classification is still used today. There are numerous varieties of these basic types. Details on these variations can be found in the Catalog of Naval Postmarks published by the Universal Ship Cancellation Society.

Bibliography:

- 1) Dictionary of Naval Fighting Ships, Vol. 4 & 6
- 2) Catalog of Naval Postmarks, Universal Ship Cancellation Society.

NCPHS 1994-94 Treasurer's Report

Total members	136
Paid members - 1995	74
CP Status	16
Unpaid Members	46
 Balance for 06/30/94	 \$1,869.74
 Dues collected for 1995	 \$ 930.00
Dues collected for 1996	\$10.00
Interest 1995	\$11.90
 Total Income	 \$951.90
 Subtotal	 \$2,821.64
 Postage & Handling	 \$939.40
Service Charge	\$12.50
 Total Expenses	 \$951.90
 Subtotal	 \$1,869.74
 Ending Statement Balance	 \$1,869.74

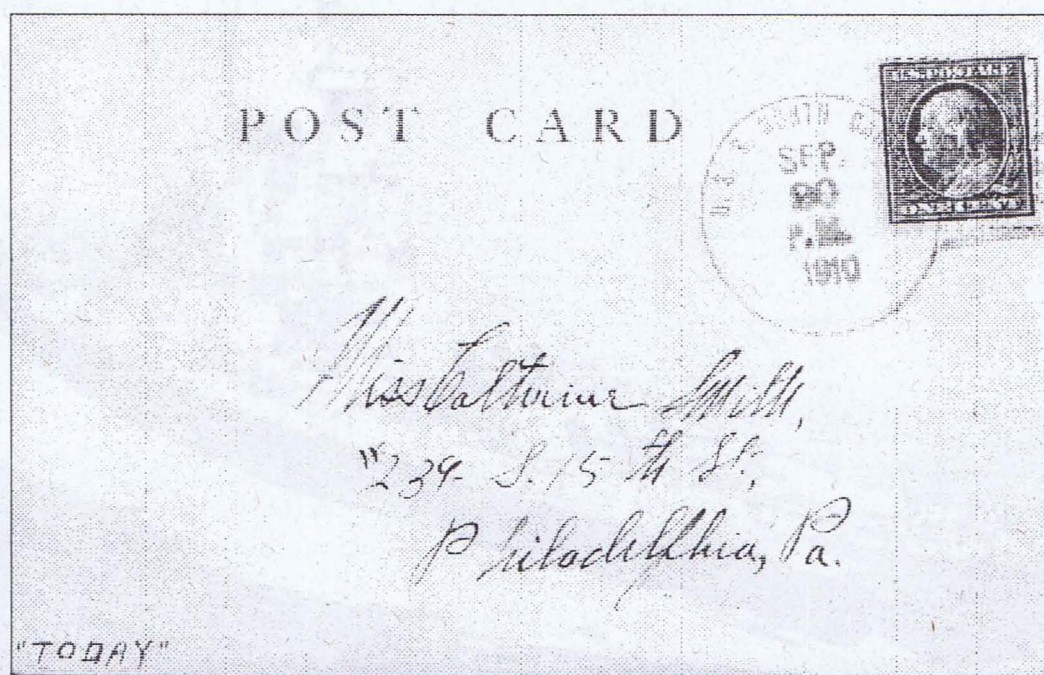


Figure 4. Type I postal marking from USS North Carolina in 1910

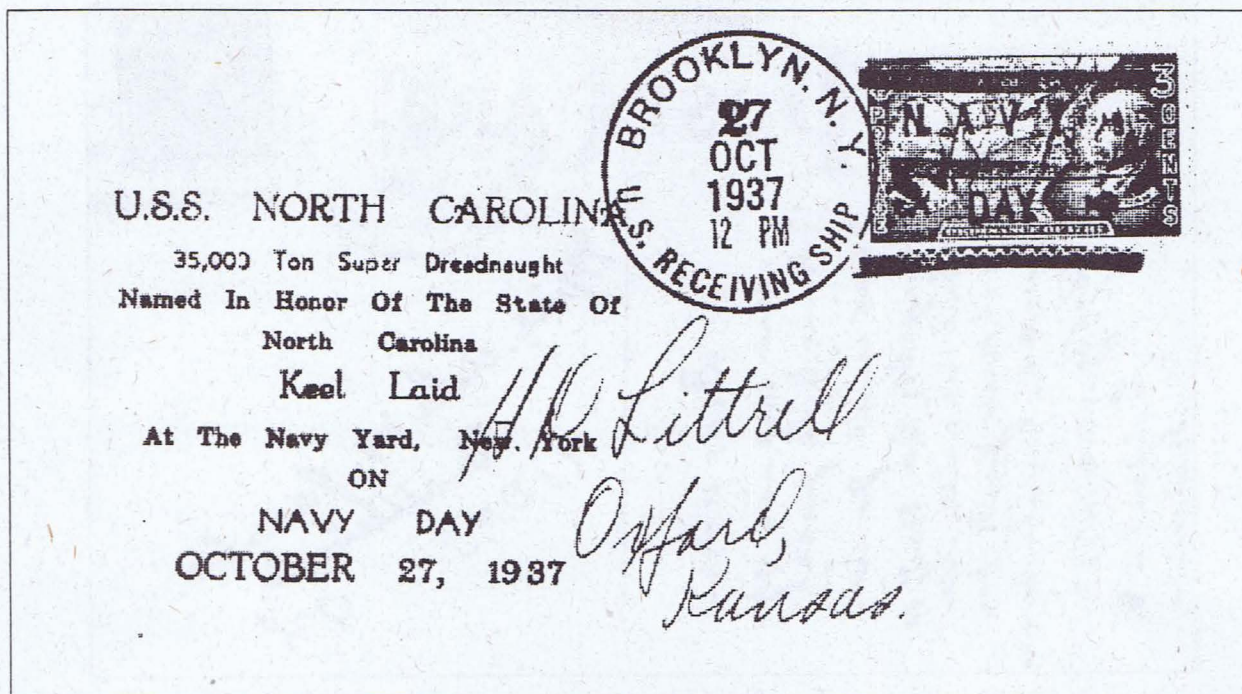


Figure 7. Cover commemorating the laying of the keel of the USS North Carolina (BB-55) October 27, 1937

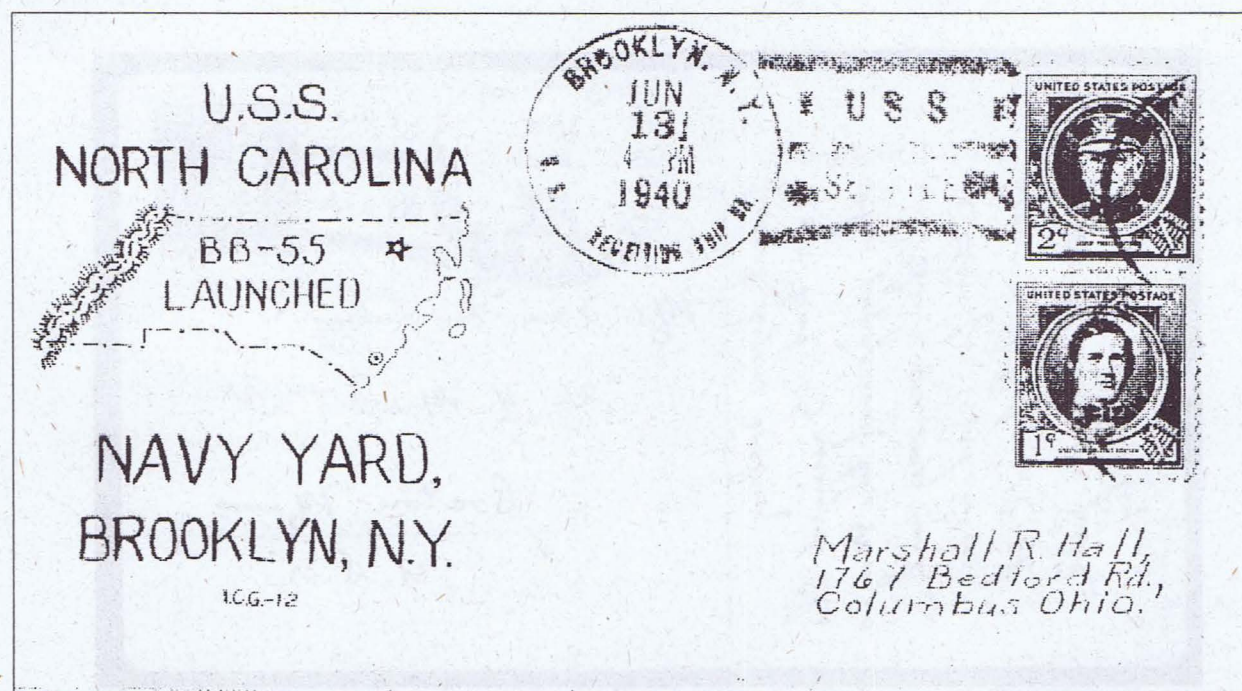


Figure 8. Day of Launch cover of USS North Carolina commemorated by the Receiving Ship USS Seattle, 13 June 1940



Figure 9. Second type of cancel used on USS North Carolina
First Day of Commission Covers, April 9, 1941.



Figure 10. Unlisted launch marking, recorded, but may not have been made on board ship.

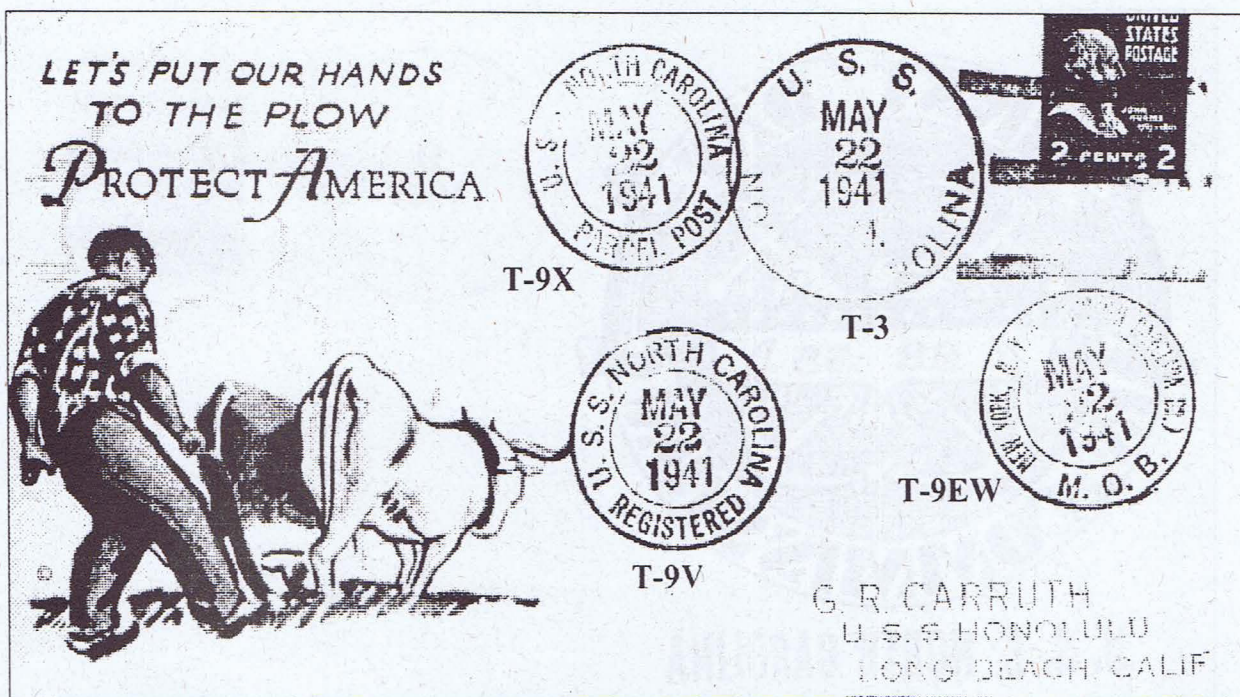


Figure 11 . This WWII Patriotic cover has four different handstamp markings.

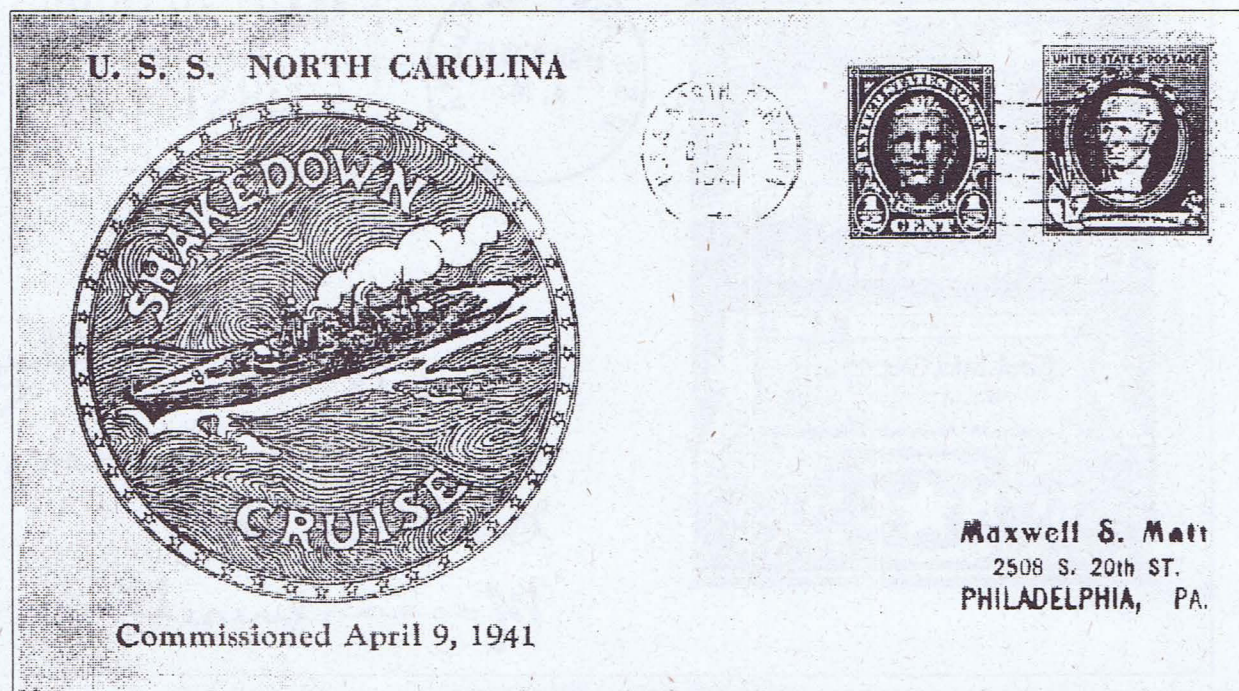


Figure 12. The type 7T machine cancel was used on the Shakedown Cruise in September 1941

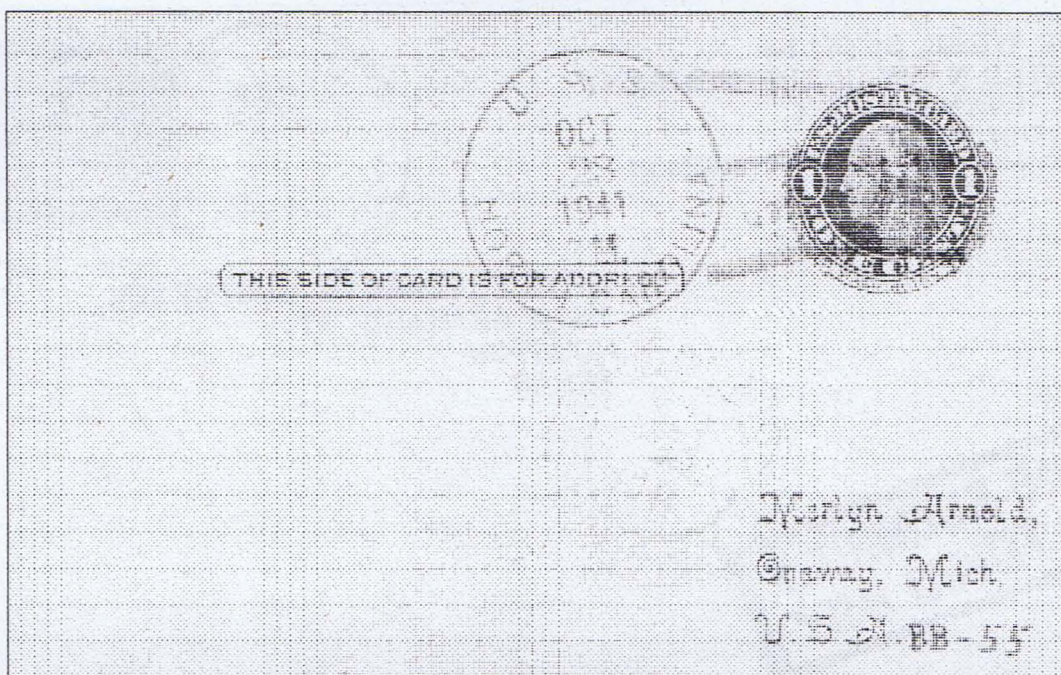


Figure 13. Type 3 cancel with top and bottom bars repaired, October 23, 1941

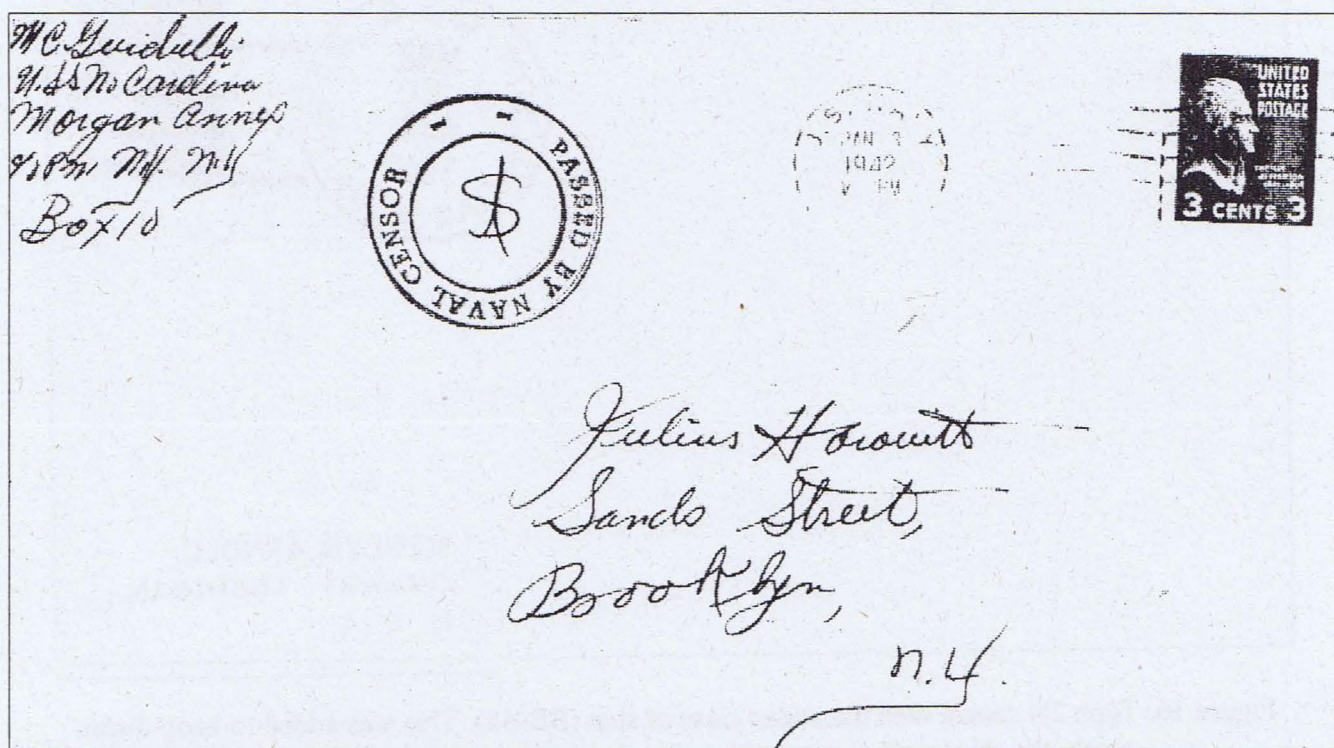


Figure 14. Type 7 QTZ censor's handstamp with machine cancel used in 1942.

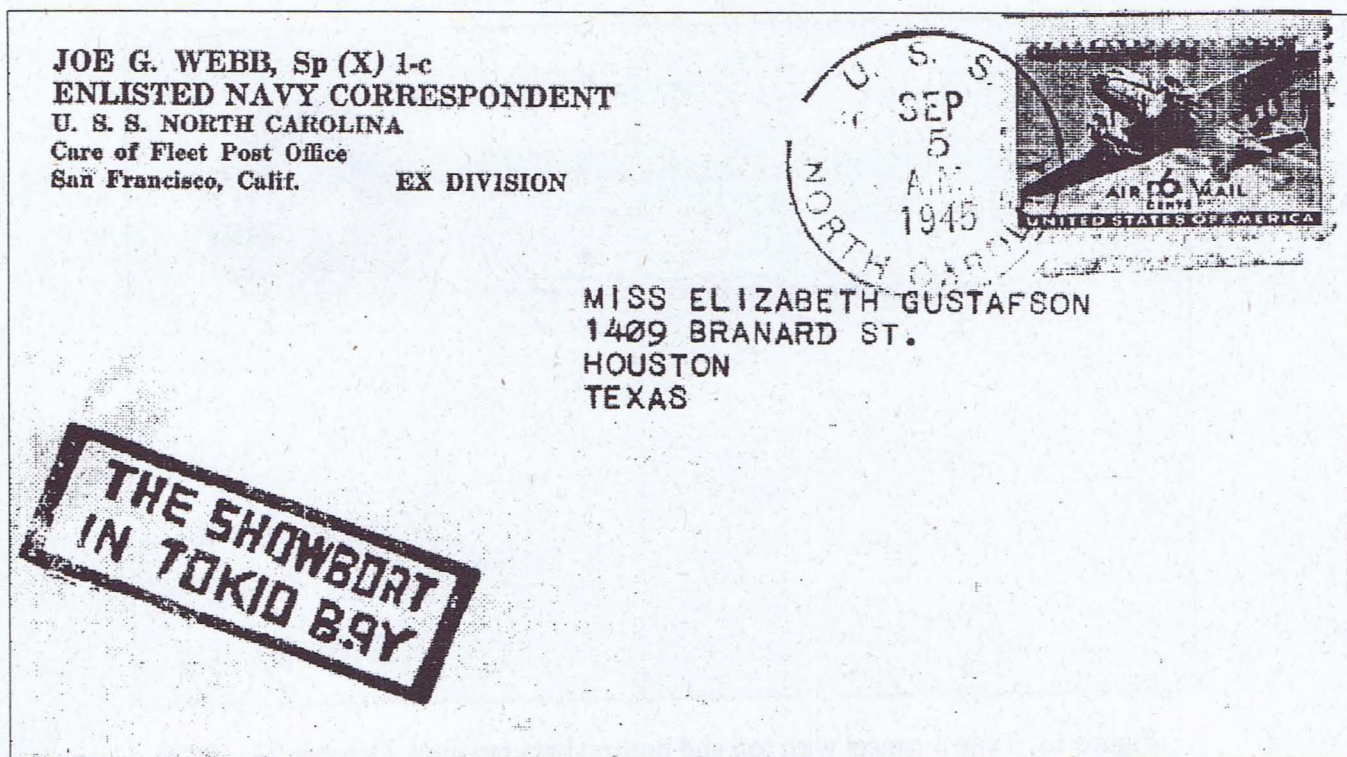


Figure 15. Cover posted 5 September 1945 while the USS North Carolina was in Tokyo Bay.

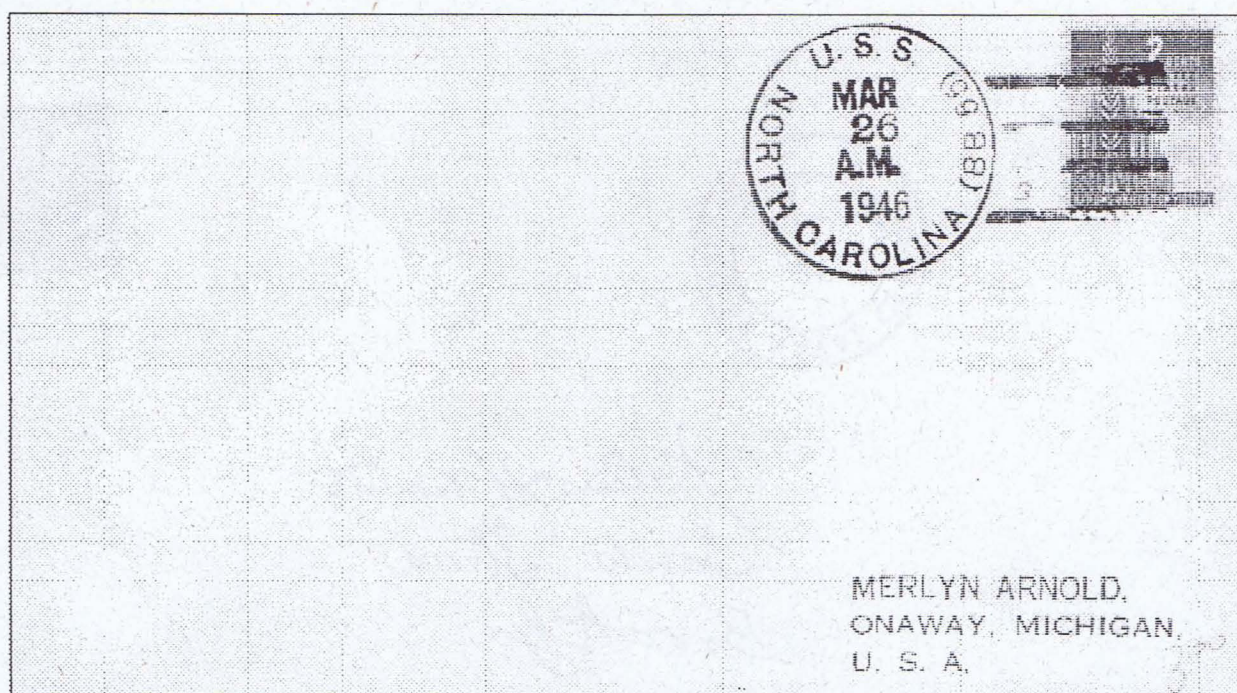


Figure 16. Type 2N cancel with the added class of ship (BB-55). This was added to heap distinguish the ships mail as many ships were beginning to have similar names.

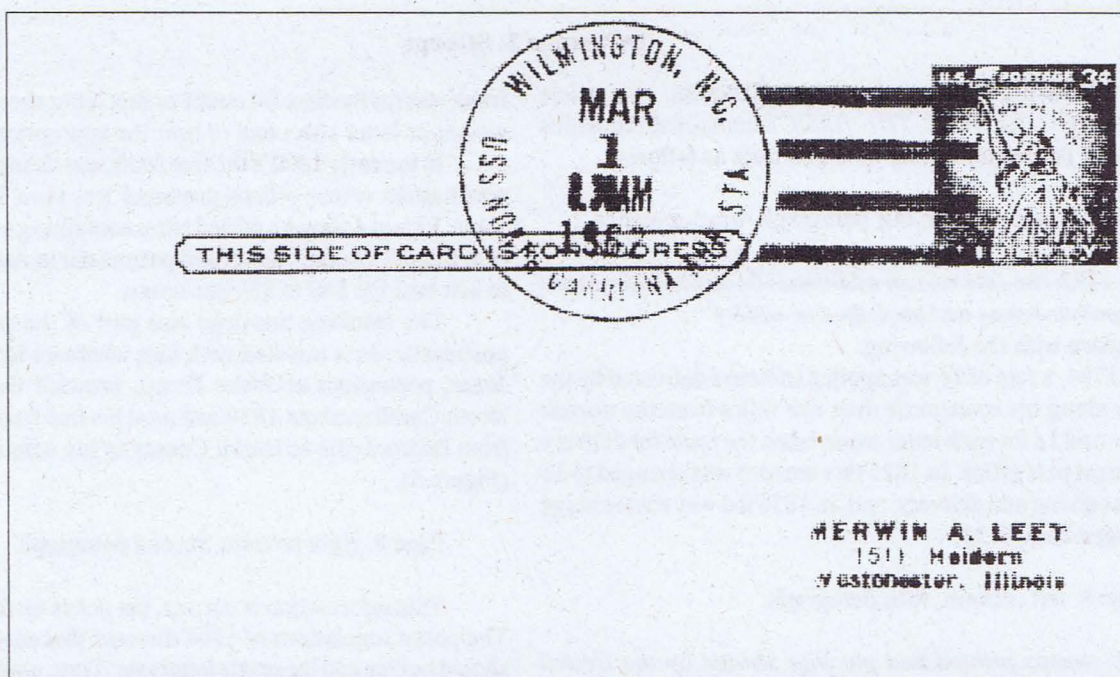


Figure 17.

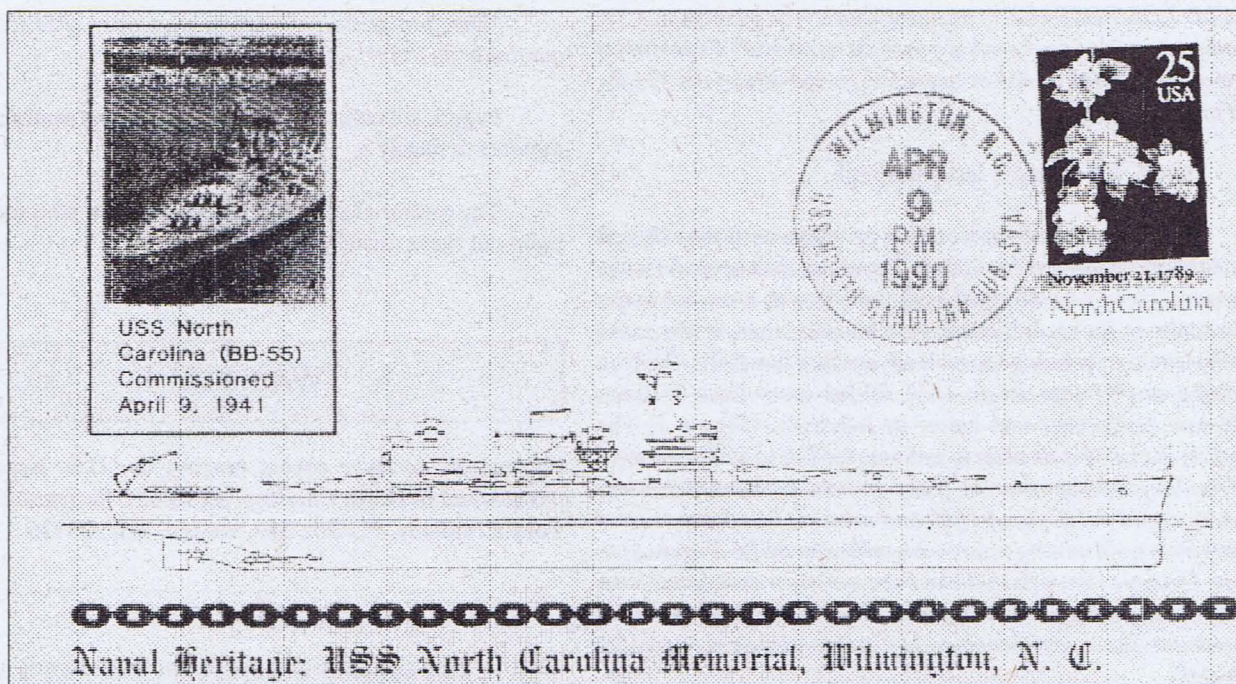


Figure 18. The current marking found on the USS North Carolina reflects it is a rural station of the Wilmington Post Office.

ERRORS IN "POSTAL HISTORY - THE BASICS"

by Vernon S. Stroupe

In the Spring issue of the Postal Historian, the article entitled *POSTAL HISTORY-THE BASICS* contained numerous errors which the reader should note and treat as follows:

Page 7, right column, last paragraph, third sentence.

"In 1792, the rate was an additional 2¢ until 1825 when it was dropped to 1 cent and abolished in 1863."

Replace with the following:

In 1794, a rate of 2¢ was applied to letters delivered by the post rider along his route more than two miles from the nearest post office and 1¢ for each letter received on the route for delivery to the nearest post office. In 1825 this amount was changed to 1¢ for both receiving and delivery, and, in 1836 the way route charge was changed back to 2¢.

Page 8, left column, fifth paragraph:

"All stamps printed and put into service by the United States are still valid for postage with the exception of the 1847 issue of U.S. stamps became invalid with the issuance of the second issue on 1 July 1851 and the series of 1851 which was demonetized in 1861 to prevent their use in the Confederacy." An illustration of this is a cover (Figure 3) postmarked "Asheville/ N.C./Aug/9/1880. It was franked with a 3¢ issue of 1857-61 which someone probably found stuck away. It has a handstamp reading "HELD FOR POSTAGE", meaning that it was postage due 3¢. If some misguided soul should place six mint 1847 Franklin on a letter today, they would be accepted for the 30¢ of the 32¢ for first class postage."

Page 8, left column, last paragraph.

"Postmasters had the franking privilege until they abused it and the privilege was rescinded. The abuse took several forms. A postmaster in a small town used the office as a service to the community or for extra income. As a business man, it was ear to use the franking privilege to mail advertising handbills. Such an example can be seen in an 1842 folded letter from William Coleman, postmaster and hatter in Asheville. (Figure 4) The handbill enclosed is an offer to sell hats for \$10 to \$30 per dozen. Calvin Jones, postmaster at Wake Forest, prowled the North Carolina gold fields about 1830 and used his free frank to send letters from gold mining towns such as Bedfordville (Figure 5) in Burke County to his wife in Wake Forest. Free franking has been widely used during wartime when soldiers in the field could not get stamps. Their name, rank and unit were sufficient to pay the postage."

The following is better information:

Postmasters had the free franking privilege. They could both send and receive mail free. The received mail was ostensibly either on post office business or their private business. The free

frank was for the first 1/4 ounce or first letter sheet. All additional weight or letter sheet had to bear the appropriate rate.

In the early 1800's the free frank was changed to effect only postmasters whose offices produced less than \$200 annual income. Figure 4 shows a folded letter containing a printed circular of William Coleman, hatter and postmaster in Asheville, offering to sell hats for \$10 to \$30 per dozen.

The franking privilege was part of the personage of the postmaster, as it traveled with him wherever he went. Calvin Jones, postmaster at Wake Forest, prowled the gold fields of North Carolina about 1830 and used his free frank to send letters from Bedfordville in Burke County to his wife in Wake Forest. (Figure 5).

Page 8, right column, second paragraph.

This information is correct, but needs further explanation. The postal regulations of 1794 directed that each piece of paper should be charged the single letter rate. Thus, a single folded letter sheet would be charged at the 1/4 ounce rate. If a single letter with wrapper, the double rate, and a third sheet would be the triple rate. Above one ounce, the charge would be the single letter rate multiplied by the number of 1/4 ounces the letter weighed.

Page 8, right column, third paragraph.

"The first postally stamped envelopes (PSE) were made available in 1854". Change to 1853.

Page 9, left column, third paragraph, last sentence. Change *families* to *family's*.

The author thanks the several readers who took time to point out these mistakes.

WANT ADS

Photocopies of your covers bearing the U.S. Issue of 1869 postmarked in North Carolina, all values, for research article. Tony Crumbley, PO Box 219, Newell, N.C. 28126

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AWARDS TO WALL AND STETS BY U.S. CLASSICS SOCIETY

Philip T. Wall

The Distinguished Philatelist Award. Philip T. Wall has been a major contributor to our knowledge of the 5¢ New York Postmaster Provisionals, authoring a series of articles that appeared in 20 successive issues of *The Chronicle* between 1978 and 1982. In later articles in *The Chronicle*, he set forth in detail the methods by which the 5¢ New York Postmaster Provisional and the 10¢ 1847 stamps could be distinguished from Sperati imitations. Mr. Wall has had a fascination with the U.S. Postmaster Provisionals and has made his knowledge available to other collectors through a series of articles in *The Chronicle* on the Alexandria, Annapolis and Milbury Provisional stamps. He has contributed three articles to the Philatelic Foundation's highly regarded "Opinions" series in "Opinions" I, II, and IV. Phil Wall was the collector who first identified material stolen from the Miller Collection at the New York City Library and identified the source through which it entered the market. The U.S. Philatelic Classics Society has been well served by Mr. Wall as Director, Attorney and chairman of several Society committees. At home, Mr. Wall has left his mark, being a founding director of the North Carolina Postal History Society, its attorney from 1982 to 1986 and its current president.

Robert J. Stets

The Stanley B. Ashbrook Cup is awarded to Robert J. Stets for his book, *Postmasters & Postoffices of the United States, 1782-1811*, an invaluable reference work for the postal historian. For its preparation, Bob had to rely on microfilm - rolls and rolls of microfilm - containing letters from the Letter Books of the Postmaster General. The period covered is contained in 17 volumes of approximately 500 pages each. From these 8,500 pages, all information relating to the dates of establishment and postmaster appointments was very carefully recorded. In all, more than 6,000 postmasters are identified. Many of these postmasters' names have never been previously recorded. Just as important, the book contains earlier establishment dates for over 700 post offices. Information is presented in three separate sections, including alphabetically by postmaster and city. These formats, while very helpful to the postal historian, will also prove useful for other kinds of research. The state sections contain excerpts from, as well as complete transcripts some of the letters of the postmaster general. Furthermore, additional information, such as county and date of discontinuance is presented in this section.

LETTER TO THE EDITOR

May 24, 1995

Dear Editor,

At the annual meeting at WINPEX, our treasurer reported that 46 of our 1994 members had not yet paid dues for 1995. That is 25% of our 1994 membership! That is an astounding percentage of our 1994 members who apparently do not find our Society offering them enough to renew their membership for another year.

Perhaps they are not aware that they can advertise for items they seek for their collection with a FREE ad in the *Postal Historian*.

Perhaps they are not aware that they can offer for sale some excess items from their accumulation through a FREE ad in the *Postal Historian*.

Perhaps they are not aware that they may ask for help in obtaining information to write up their collection.

There are 100 counties in North Carolina. Last year we had 182 members. Do any of our members have an interest in all 100 counties? Do we know just which counties our members are interested in? Perhaps the articles in our *Postal Historian* refer to counties in which none of our members have an interest!

May I suggest that you request current members to report which counties they are interested in, so that writers can provide information that is of specific interest to at least some of our members.

I am willing to offer an additional service to any of our members (except dealers) who are having difficulty locating

information about a specific post office in North Carolina. Just write to me - enclose a photocopy of the cover in question and tell me what information you seek. Please enclose a SASE for my reply.

Sadly, the complaint of Marian Harter is still unanswered. There was no educational seminar at our 14th annual meeting at WINPEX. In my opinion, the seminar should have been scheduled as part of the annual meeting and even though the original panelists did not appear, there were plenty of knowledgeable members present who could have "pinch hit" for the missing panel members. Maybe that's why so many members have dropped out!

Sincerely,
Robert J. Stets
P.O. Box 142
Walterboro, SC 29488

1995 NCPHS DUES ARE PAST DUE!

**MEMBERS WHOSE DUES HAVE LAPSED
WILL NOT RECEIVE A SUMMER EDITION
OF THE POSTAL HISTORIAN.**

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**Thanks to the several members who have
responded!**