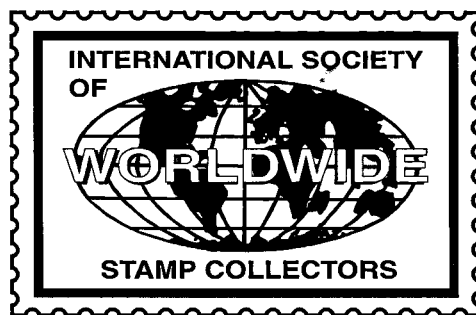


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The Official Journal of the International Society of Worldwide Stamp Collectors

President's Column

by Joanne Berkowitz (#98)
ISWSC President

Aside from Washington 2006, the summer has been a quiet time for the ISWSC. We are really pleased with all the new members that have joined. We welcome you all and encourage you to participate in the various activities we have to offer.

Thanks to all the members who have been talking about us, handing out brochures and otherwise publicizing our existence. It is paying off. If anyone would like membership brochures to take to their local show or clubs, we can send them to you as an email file or already printed. But brochures left on a table don't get many members. Personal contacts do.

For those of you that participate in the Exchange and Sales Circuits, please be sure to wrap your parcels securely, use heavy Kraft envelopes and put the booklets in a plastic bag — the ones that you get at the grocery store produce department work fine. It is preferable to take your envelopes to the post office to mail but please, use stamps, not a meter!

We had a mailing get "eaten" in a mail sorting

machine and many of the stamps inside were damaged. I'm not sure this can be prevented, but had the booklets inside been wrapped in a plastic bag, they may have avoided some of the damage.

The Sales Circuit is back up and running with John Baumert as manager. Thanks to John for taking this on and thanks to Jim Gaul for the years that he ran the circuit. You can contact John for sales booklets or to receive Sales Circuits.

Today (July 23rd) the thermometer hit 111 degrees here in Sacramento. That makes it a perfect day to stay inside and work on stamps. By the time you read this, hopefully the weather will be cooler. I'm off to Ireland this week. I hope everyone had a wonderful summer.



Candidates Needed!
See page 11 for more information.

Washington 2006

by Joanne Berkowitz (#98)
ISWSC President

Wow! What a show! Washington 2006 is over and done and it was a marvelous experience. The exhibits showcased the best that philately has to offer and it will be a long time before such an amazing and expensive bunch of stamps is all in one room again.

We signed up about a dozen new members and I hope to see many more from the brochures we handed out and the people we talked to. There really

are a lot of worldwide collectors out there and I hope we impressed some of them enough to join us.

Thanks to John Seidl, Duncan Koller and Terry Myers for taking some time in the booth. I enjoyed talking to people about their collections and about how ISWSC could help them expand their inventory and rid them of unneeded duplicates. I was delighted to meet many of our members and former members. Several former members rejoined on the spot.

I spent about two hours looking at the collections

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Please remember that the Editor does not mail out The Circuit. If you have any questions about your Circuit mail service, please contact Terry Myers. Thank you!

**DEADLINE
FOR THE
NEXT
ISSUE:**

SEPT. 20, 2006

ISWSC Meets at Washington 2006

by Duane N. Morrison (#2496)

Worldwidiers saved the best for last at the Washington 2006 World Philatelic Exhibition. Saturday, June 3rd, found seven ISWSC members in room 158B for an hour long open forum to discuss their favorite topic: collecting with a unique obsession for everything from everywhere.

Mr. Duncan Koller hosted the meeting at the Washington Convention Center on the last day of the Exhibition. Discussions included how to organize a WW collection, hinges on the market today, albums and album pages, how to find stamp traders, and the quality of stamps in the swap circuits.

Mr. Koller made a pitch for recruiting new members and handed out membership applications to all in attendance.

The following members were in attendance:

Bob Armstrong (#1393)
Virginia Randolph (#116)
Duane Morrison (#2496)
Duncan Koller (#2154)
Richard Simpson (#1703)
Jeffrey Hayward (new)
Tadas Osmockis (new)



Washington 2006

Continued from page 1

of Varro Tyler, which were being auctioned off in 61 lots. His meticulously annotated forgery collection is a true jewel and this was certainly reflected in the bids, which were two to three times the estimated value in the auction catalog.

The dealers' booths were mobbed, especially the first days of the show. I heard talk that opening day saw up to 10,000 attendees. The line for the U.S. Postal Service often stretched over a block long and on the day that the duck stamp was released, that line was probably two blocks long. The sheet sold out by 1:30pm and by 2:00pm, there were buy signs in the dealer booths offering over \$100 for a sheet!

The next international show will be in New York in 2016, so mark your calendars and maybe we'll see you there.



Dues/Advertising Policy

Dues Information:

Single/Dealer/Club 1 yr. membership: \$15.00*
Single/Dealer/Club 2 yr. membership: \$27.00*
Single/Dealer/Club 3 yr. membership: \$39.00*
Youth 1 yr. membership (under 18): \$12.00*

*Plus 250 large commemoratives for the Youth Program or equiv. donation in US\$. Dues include six newsletters per year. You may sign up for up to three years at a time. For an application or further information send SASE or IRC to: ISWSC, 9463 Benbrook Blvd. #114, Benbrook, TX 76126, USA.

Advertising Policy:

For reasons of accountability, only members of the ISWSC, APS or ASDA may place ads. All ads dealing with philatelic concerns are acceptable. We reserve the right to edit out objectionable language. Advertisers are expected to respond to all inquiries, so be sure you can handle the responses before you offer to trade, buy or sell. If you have a bad result from answering an ad, contact the Editor. We will try to resolve the conflict.

Display Rates (Camera Ready*) per insertion:

Full page: \$75.00
Half page: \$40.00
Quarter page: \$20.00
Per column inch: \$5.00

Six repeat insertions of the same ad for the cost of five ads (one free). We will also offer a two-sided insertion for \$125 per issue.

*Camera Ready means ready to paste up or scan and print. Reductions and typesetting extra.

Classified Rates per insertion:

First 30 words, including name, address, and ZIP code are \$3. Additional words are 20 for \$1.

NOTE: State abbreviations = one word; "P.O. Box 1234" = two words; ZIP code = one word.

Make all checks payable to ISWSC in U.S. funds. Send text and payment for ads to the Editor. All addresses can be found on page 2.

USS Constitution (Old Ironsides)

by Roger Boneham, PhD (#436)

The 1947 USS Constitution stamp (Scott 951) commemorates the 150th anniversary of the ship's launching (Figure 1). For the next four years, she patrolled the western Caribbean and southern coastline of the U.S. In 1801 President Thomas Jefferson sent a squadron of naval vessels lead by the USS Constitution to patrol the north African coastline, known as the Barbary Coast. This was in response to pirates having captured more than a dozen American merchant ships and demanding ransom for more than 100 crew members.



Fig. 1: U.S. Scott # 951. Naval Architect's drawing of the ship.

For the next few years there was little pirate activity, but the question of tribute was not resolved. In 1805, a small force of marines went ashore at Alexandria, Egypt, and recruited a number of Arab horsemen and mercenaries as a land force to march against Tripoli, in modern Libya, one of the main ports of the Barbary pirates.

The marines led this small band across 500 miles of desert to the port town of Derna near Tripoli, where they won a bloody battle aided by the guns of the USS Constitution and two other warships from the Mediterranean squadron. The ruler of Tripoli then signed a peace treaty on board the Constitution, the first treaty ever signed on a US warship. It is for this victory at Derna that the Marine Corps were allowed to put *To the Shores of Tripoli* on their flag. The phrase was later incorporated into the *Marines' Hymn*.

The Constitution next saw action after the United States declared war on Great Britain in June 1812. Captain Isaac Hull sailed the USS Constitution out

of Boston harbor on August 2, 1812, north into the Gulf of St. Lawrence, the main entrance into Canada for British ships. On August 16th he sighted a British frigate, HMS Guerriere, off the coast of Newfoundland. Both ships began firing at around 5 pm. During the battle some of the Guerriere's cannon balls bounced off the sides of the Constitution and a crew member shouted "the ship has sides of iron." Within two hours the Constitution had shot away all three of the Guerriere's masts. At this point the British ship surrendered and the Constitution had a nickname as "Old Ironsides" (Figure 2).



Fig. 2: Marshall Islands Scott # 642. USS Constitution under full sail.

OLD IRONSIDES

Ay, tear her tattered ensign down!
 Long has it waved on high,
 And many an eye has danced to see
 That banner in the sky;
 Beneath it rung the battle shout,
 And burst the cannon's roar;—
 The meteor of the ocean air
 Shall sweep the clouds no more.
 Her deck, once red with heroes' blood,
 Where knelt the vanquished foe,
 When winds were hurrying o'er the flood,
 And waves were white below,
 No more shall feel the victor's tread,
 Or know the conquered knee;—
 The harpies of the shore shall pluck
 The eagle of the sea!
 Oh, better that her shattered bulk
 Should sink beneath the wave;
 Her thunders shook the mighty deep,
 And there should be her grave;
 Nail to the mast her holy flag,
 Set every threadbare sail,
 And give her to the god of storms,
 The lightning and the gale!

Oliver Wendell Holmes
 September 16, 1830

The Constitution was refitted and Captain William Bainbridge sailed her out of Boston late in October 1812. On the morning of Dec. 29, 1812, off the Brazilian coast, the Constitution sighted the British frigate HMS Java. A battle began around 2 pm. After an intense two hour battle, three of the Java's masts were shot away and the ship surrendered.

In the summer of 1813, the British blockaded Boston Harbor, trapping the Constitution. Finally, on the morning of December 18, 1814, with no British ships in sight the Constitution sailed into the open Atlantic. Two months later, two British ships were sighted near the northwest African coastline. A battle ensued and the Constitution prevailed against both the HMS Cyane, a 34-gun frigate, and the HMS Levant, a 24-gun corvette. This was

the last battle of the USS Constitution.

From 1815 to 1821 she was on patrol duty in the

Continued on next page



Fig. 3: U.S. Scott # 2277. Earth from space.

Atlantic Ocean. In 1821, the Constitution was again designated the flagship of the Mediterranean Squadron, and she patrolled the Barbary coast for another seven years, returning to Boston in 1828. Shortly afterwards, some newspapers reported that the Navy planned to scrap the Constitution. Oliver Wendell Holmes, a 21-year-old student at Harvard, read about

the plan and wrote a poem, *Old Ironsides*, which was published in the paper the next day. Other papers reprinted the poem, and soon most of the nation had read it. Holmes did not plead to save the ship, on the contrary, he said go ahead and destroy this symbol of American independence, asking who needed it to remind us of what freedom has cost us. Oliver Wendell Holmes went on to become a doctor in Boston. His son, Oliver Wendell Holmes, Jr., became a well-known Supreme Court judge.

The poem prompted a public outcry to save her, the Navy rebuilt the Constitution and she returned to active duty. In 1844-46 she made a 30-month voyage around the world

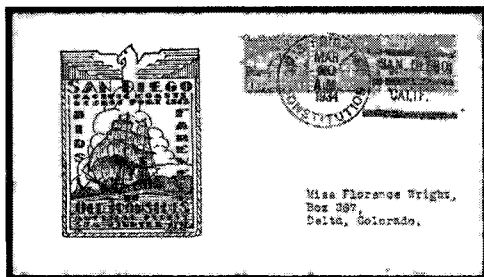


Fig. 4: Cover with cachet from the 1930's tour of the U.S. ports.

(Figure 3). In the 1850's she patrolled the west African coast to stop any slave ships she might encounter. Although slavery was still legal in the United States, our government had agreed with most of the world's governments to stop the export of slaves from Africa. The Navy began replacing wooden ships with iron-clad, steam ships after the Civil War and the Constitution was taken out of active service.

In the early 1920's the Constitution needed a major restoration, so a public fund drive was authorized by Congress by 1929 the fund total was \$148,000. Congress then passed legislation to pay for the rest of the restoration. From 1931-1934 the newly rebuilt USS Constitution toured the three coasts of the US, visiting 76 ports (Figure 4). More than 4.6 million people toured the ship. She returned to her berth on the Charles River in Cambridge, Massachusetts where she remains to this day.

The Constitution is taken out into the Charles River several times a year, turned around and redocked so that both sides of the ship receive equal

An Offer

by Bill Kiepura (#503)

I love to go through collector-built collections and through the surplus stamps from that collector. You never know what you will find. Most collectors have little research material, so unusual items can be overlooked.

Recently, while going through a lot, I came upon a single stamp from the last issues from the Spanish Philippines with what appeared to be a U.S. military cancel. Later on, I found several more items and was able to build up a block of 4 showing the complete cancel.

This probably has no value to anyone but a Philippines collector, but it is interesting. How did it come about? Hard to say. Probably a collector came on to some "liberated" stamps and had access to the U.S. postal canceller. So to make an item for his collection, he canceled several of the blocks of 4. In time, the blocks were broken up and what you see here is what is left.



I am offering the reassembled block to the club member who brings in the most new members in the next two months. Officers of the club are excluded from this contest. To the person who wins it, enjoy it.

amounts of sunlight. This keeps the paint and rigging from weathering unequally. A lottery is held several times per year, and each winner along with one guest, are allowed onboard for the turnaround. You may apply for a ticket to the random drawing on line at the USS Constitution's website.

You will find more information at two very good websites, www.ussconstitution.navy.mil and www.ussconstitutionmuseum.org.

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