

BULLETIN OF THE **POLONUS** PHILATELIC SOCIETY



Meets Every Fourth Friday at Polish Veterans Home, 6005 W. Irving Pk., Chicago

Issue No. 395

Price \$2.00

Nov.-Dec., 1982

POLPEX 83/MILITARIA ENTRY DEADLINE JAN. 15

The Polonus Philatelic Society will host POLPEX 83/MILITARIA on March 18-20, 1983 at the Palmer House Hotel in Chicago's Loop. The Exhibition will honor the 300th anniversary of King John III Sobieski's victory at the Battle of Vienna.

Exhibits of world-wide military philately will be housed in 200 sixteen page frames. Collectors of all countries are invited to participate by entering exhibits in keeping with the theme of the show. These would include collections of fieldpost, occupations, plebiscites, Camp mail, siege mail, and other related war and military topics. The prospectus and entry forms are available from John S. Bobo, 1668 Sycamore St., Des Plaines, IL 60018. Deadline for entries is January 15, 1983.

POLPEX 83/MILITARIA will be the largest exhibition ever held in the United States devoted exclusively to military philately. It will also be the first philatelic exhibition of the 1983 season in Chicago.

Among the many special activities planned will be the First Day of Issue of the United Nations "Safety at Sea" issue. The United Nations Postal Administration will also operate a postal station at the exhibition and sell United Nations stamps and cards. They will also have a special



One side of the Polonus medal will be as above, the other side will show King John III Sobieski.

Exhibition Cachet for the event. The United States Postal Service will also have a station at the show with a special commemorative postmark.

A number of specialty societies will meet. The War Cover Club will hold their spring meeting as will the Polish POW Study Group. Both organizations will offer special awards to be presented at the traditional Beeba-Banquet to be held Saturday evening. Other societies will meet and these include the Hellenic Philatelic Society, the United Nations Collector's Club, the Chicago Air Mail Society, the Ukrainian Philatelic Society, and the Czechoslovak Philatelic Society. The American Air Mail Society will hold their regional meeting at the exhibition.

Special cachets, souvenir sheets, commemorative covers and souvenir cards will be available. Designer Leon Kawecki has made a commemorative medal of the Battle of Vienna which will be struck by the Danbury Mint. Special gilded medals in a presentation case will be given to Exhibition Sponsors who donate \$50.00 or more to help finance the show.

A bourse of 50 dealers is expected. Special dealer rates are available in order to encourage dealers who specialize in mid-range material which will be of interest to the majority of collectors attending the show. Dealer information is available from Mark Issac, Box 531, Chicago, IL 60690.

A jury of five philatelists will be appointed by the Organizing Committee and they will award an unlimited number of gold, vermeil, silver, silver-bronze, and bronze medals. An exhibit of philatelic literature with a Military theme will also be included.

Other information regarding this event is available from the Chairman, Fred Szebel, 9041 Emerson, Des Plaines, IL 60016.

Foreign Polpex Commissioners

Canada: Dr. Miet Kamienski (Polonus & Royal Phil. Soc. of Canada).

Australia: R. K. Jablonski (Polish Phil. Society of Australia).

England: W. Z. J. Nowicki (Polish Phil. Ass'n of Un. Kingdom).

France: J. Borkowski (Assoc. des Philatelistes Polonais en France).

Germany: St. Petriuk (Arbeitsgemeinschaft Polen B.D.P.)

DUES REMINDER

If you neglected to do so, please send your \$10.00 dues for 1983 to Stanley Rusin, Treasurer, Box 56148 Chicago, IL 60656.

BE A POLPEX SPONSOR!

A limited minting of gilded medals is being made available to financial sponsors of POLPEX 83 who contribute \$50.00 or more to cover the expenses of our most ambitious undertaking. For those who can't afford the sponsorship fee of \$50.00, you can be a Patron for \$5.00 a name. A \$3.00 or more donation, will entitle you to be a Well Wisher and have your name printed in the official program and catalog of POLPEX 83/MILITARIA. Make checks payable to Polonus and send them to Mr. Stanley Rusin, Treasurer, P.O. Box 56148, Chicago, IL 60656.

The list of financial sponsors is growing. Don't be left out. So far the following members and friends of Polonus became sponsors of our large exhibition in Downtown Chicago at the Palmer House.

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HELP — MILITARY ARTICLES NEEDED

We have a desperate need for original articles on any aspect of Military Philately. Articles will be needed for the Bulletin, the Exhibition Program, and the philatelic press. Never has there been a better time to try your hand at writing an article, and never has the need been so great. Send them to the Publications Chairman.

DO YOUR SHARE!
PARTICIPATE IN
POLPEX 83/MILITARIA

THE POLISH NAVY IN WORLD WAR II AND ITS POSTAL MARKINGS

James Mazepa, ed.

In an attempt to gather information about the Polish Navy in the Second World War, I have put together references from three separate sources with the hope of having one central resource for information. The primary article is by Commander B. Wronski of London and was published in the catalog of the POLPHIL-EX-67 Exhibition in London. The listings of ships is taken from Roger Kafka's *WARSHIPS OF THE WORLD*, the 1946 edition. The list of postal agency cancels is from works of the Universal Ship Cancellation Society, but no reference was given. Other or new information is graciously accepted by the editor and will be offered in subsequent updates of the sources mentioned above. Some minor changes have been introduced to lend consistency to the lists and articles since each contained some information not included in others.

POLISH NAVY IN THE SECOND WORLD WAR

The decree of the Head of State Joseph Pilsudski, dated the 28th of November, 1918 and which formulated the Polish Navy, did not stipulate whether it should be a fighting or a merchant force. In the early stages naval matters were dealt with by the naval section of the Ministry of Defense, but from the 14th of May onwards they became the responsibility of the Naval Department which also operated within the Ministry of Defense. It was to this department that both the fighting and the merchant navies belonged. It must be noted here that at that time the country had no access to

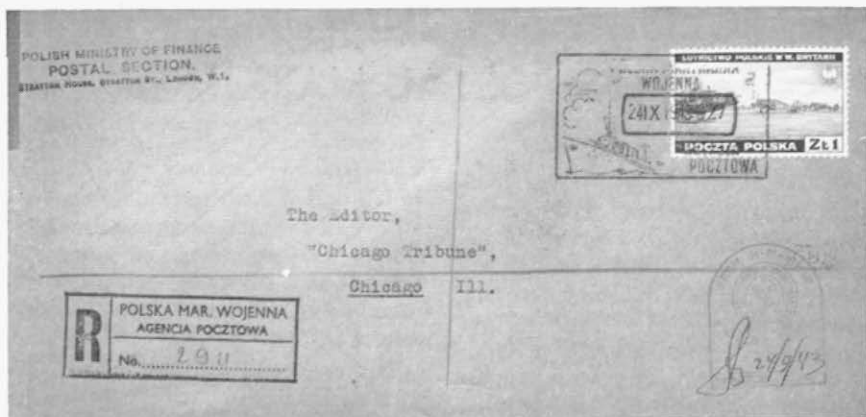
the sea. This was later granted by the Treaty of Versailles on June 28, 1919, and it was not until February 10, 1920 that the occupation of Pomorze, the so-called marriage of Poland with the sea at Puck was completed by the Polish Government.

During the Polish-Soviet war of 1920, the Polish Navy contributed one naval regiment and three battalions; and on the Dniepr, Pina and Vistula rivers, armoured river boats and motor boats.

The nucleus of the Fleet consisted of six small ex-German torpedo boats of 350 tons each allocated to us by the Council of Ambassadors on December 9, 1919, when the German Fleet was disbanded and distributed among the Allies. These first "fighting" ships were named: "Kaszub", "Krakowiak", "Slazak", "Podhalanin" and "Mazur", and they arrived in Poland in the summer of 1921.

We also purchased four ex-German trawlers (mine-sweepers), from Denmark to whom they had been assigned at the time of the above mentioned distribution of the German Fleet. They were ships of 250 tons each which were named respectively: "Jaskolka", "Rybitwa" and "Mewa".

In 1921, Poland purchased from Finland two gunboats of 350 tons each, the "Komendant Pilsudski" and "General Haller". On April 3, 1922, by decree of the Polish Government a new organization was set up for the Navy under the central authority of the Polish Naval Department. Merchant Navy affairs were then passed to the Ministry of



Registered letter posted on board the submarine "Wilk" on September 24th, 1943, to Chicago where it was received on October 27th.

Industry and Trade, this organization functioning until 1939.

The important factor in the development of the Navy was the building of a naval port and naval base at Gdynia, the main difficulty being the lack of domestic shipyards. All our bigger ships were built in foreign shipyards in France, Great Britain and Holland.

At the outbreak of war in 1939, the Navy consisted of one big mine-layer, "Gryf", (2300 tons), two destroyers of the "Grom" class (2200 tons) "Grom" and "Blyskawica", two destroyers of the "Wicher" class (1600 tons) "Wicher" and "Burza", three submarines of the "Wilk" class (1000 tons) "Wilk", "Rys" and "Zbik", two submarines of the "Orzel" class (1100 tons) "Orzel" and "Sep" and a host of auxiliary and training ships.

In May 1939, during British-Polish staff meetings, it was agreed that in case of war the three Polish destroyers would join the Royal Navy. The fourth, "Wicher", was expected to take part in action against Gdansk.

"Blyskawica", "Grom" and "Burza" left Gdynia on August 30, and arrived in Rothesay on September 1.

The September campaign on the Polish Coast began with the German attack on Westerplatte at 4:45 a.m. on September 1st. It ended with the capitulation of Hel on October 2nd. In the opening stages there were three distinct centers of fighting: Westerplatte, Gdynia and the Oksywie Wharf, and the entire campaign was under the command of admiral Joseph Unrug.

The defenders of Westerplatte fought in complete isolation. During seven days of fighting, the garrison, outnumbered by superior German forces withstood 13 attacks, assaults and charges. The garrison consisted of six officers with Maj. Henryk Sucharski in command, 154 non-commissioned officers ad regulars and 22 civilians—182 men in all. Their arms consisted: 1—75mm. gun, 2—37mm. anti-tank guns, 4—81mm. mortars, 16 heavy machine-guns, 17 hand machine-guns and 160 rifles. The garrison faced 2000 Germans armed with 30 land and naval guns supported by a strong Air Force.

On the coast the early stages of the fighting took place on the outskirts of Oksywie Wharf on a front 60 km. in width. On September 8th,

under enemy pressure, the Commander of the Coastal Defenses, Col. Stanislaw Dabek, ordered a retreat in the direction of the Oksywie Wharf. The order was carried out step by step, amidst fierce fighting. During the night of September 12th, Polish units left Gdynia and took up positions on the Wharf where, despite overwhelming opposition they continued fighting until September 19th. There was no general capitulation and Col. S. Dabek lost his life in a suicidal stand in the first line of defense.

Here as elsewhere the enemy was much the stronger in number. The Germans had 26 battalions at their disposal and 94 guns which included 12 heavy guns, against 14 Polish battalions armed with 21 guns of which 6 were heavy guns.

The enemy Air-Force played a leading role in the fighting against our bases and ships. On the first day of the war our bases at Oksywie, Hel and Puck were bombed from the air, and on the 3rd of September our biggest ships, the minelayer "Gryf" and the destroyer "Wicher" which were lying on the Baltic, were destroyed.

The Polish Navy was thus left with only small minelayers, but these also were either sunk or damaged by the German Air Force on September 14.

The Hel Peninsula was bombarded by Air Forces, Naval Artillery from the direction of Gdansk by the battleships "Schleswig-Holstein" and "Schlesier" from open sea by light units and in addition by artillery from the mainland. The assault on the peninsula started on September 10th and gained in strength after the fall of the Oksywie Wharf. The final attack started on Sept. 30th and Hel capitulated on October 2nd.

The submarines received orders to

harass enemy shipping as long as possible and then make their way to Great Britain. Failing that, they were to intern themselves at a Swedish port. Out of five submarines, three were interned in Sweden and two, "Wilk" after 20 days of operation, and "Orzel" after 42 days, which included three days of temporary internment at Tallin, reached Great Britain, bringing the number of our ships to five.

The Polish ships became part of British naval formations and were under British command for operational purposes, but in all other aspects they were under Polish control. This was in accordance with the agreement between Poland and Great Britain signed in November, 1939. Towards the end of that year a Polish naval base was established in Plymouth on O.P.R. "Gdynia".

The agreement also foresaw the expansion of the Polish Navy, dependent of course on the availability and readiness of the crews and all Polish losses were replaced by the British Admiralty in the form of a lease. Subsequently these ships were manned by Polish crews and sailed under the Polish flag and using their Polish name. Also in accordance with the agreement, once the Polish Navy was able to supply sufficient personnel, the Admiralty supplied an additional ship.

For this reason and in spite of losses, the Polish Navy doubled in size during the war.

In 1939 there were 70 officers, 69 officer-cadets, 1804 pettyofficers and ships company based in the British Isles and on the five Polish ships.

At the end of the war the Polish Navy had one cruiser, six destroyers, three submarines, seven torpedo boats, 386 officers and 3657 petty officers and ships company.

The operational value of the Polish Navy was possibly best described by the First Sea Lord of the Admiralty, A. E. Alexander at the opening of the Polish Navy Exhibition on February 10, 1944.

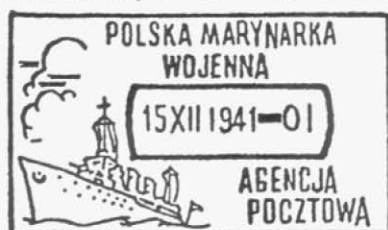
"In view of the small size, the number of operations in which the Polish Navy has taken part is almost incredible, especially bearing in mind that some of them are continuous. Amongst these operations are Narvik, Dunkirk, Lofoten Islands, Tobruk, Dieppe, attacks on ships in the Channel, Sicily, Italy, Oran and patrol notably in the Mediterranean and convoy escorting. The recent work of the Polish ships in the Mediterranean has been especially brilliant."

To this we may also add the participation of Polish ships in the landing on the Azores and the Allied invasion in June, 1944 of the Continent of Europe.

In conclusion I would like to give the following data relating to our ships: the number of patrols and operations - 1162; convoys - 787; attacks on ships - 73; attacks on submarines - 211; anti-aircraft engagements - 261; engagements with shore batteries - 100. Distance covered - 1,213,000 knots. The first was "Piorun" with 218,000 and "Garland" with 217,000. As illustration, we can say that Polish warships sailed 56 times around the world, the distance being measured along the equator. Six enemy ships were destroyed, nine were damaged; submarines destroyed - 2, probably destroyed - 3; damaged - 8. Merchantmen sunk - 41, with a gross tonnage of 70,000 tons, damaged - 25,000 tons. Aircraft shot down - 17, probables - 7; enemy batteries destroyed - 9, damaged - 8; tanks destroyed - 3.

POSTAL AGENCY NUMBERS OF POLISH NAVY WARSHIPS

There are two types of cancellations used on the Polish Navy ships. They are most easily distinguished by the fact that one has the Agency number within the inner box and the other has the number outside the box. There are other minor differences, most notably in the clouds over the ship. Within the cancellation are the words "Polska Marynarka Wojenna" (Polish Navy) and "Agencja Pocztaowa" (Postal Agency). Polish ships had the designation "O.R.P." (Okrety Rzeczypospolitej Polskiej) which is the equivalent of the British "H.M.S." of the American "U.S.S." The numbers assigned were as follows. No information is available why numbers are omitted.



- O.R.P. Piorun #1
- O.R.P. Dragon #3
- O.R.P. Conrad #4
- O.R.P. Krakowiak #7
- O.R.P. Burza #12
- O.R.P. Dzik #14
- O.R.P. Garland #17
- O.R.P. Orkan #20
- O.R.P. Blyskawica #21
- O.R.P. Sokol #25
- O.R.P. Wilk #27
- O.R.P. Slazak #33

O.R.P. Kujawiak #36

Members are encouraged to add to this list, if other numbers do exist. Also a "scarcity" list of these

numbers would be helpful to collectors of this material if anyone can suggest such an undertaking based on experience and known collections.

SHIPS OF THE POLISH NAVY IN WORLD WAR II

Light Cruisers	Built	Notes:
CONRAD	1918	ex HMS DANAE
DRAGON	1918	ex HMS DRAGON, badly damaged and beached at Normandy
Destroyers		
PIORUN	1943	ex HMS NERISSA
ORKAW	1940	ex HMS NYRMIDOW sunk 1943
KRAKOWIAK	1942	ex HMS SILVERSTON
KUJAWIAK	?	ex HNS OAKLEY, sunk 1942
SLAZAK	1942	ex HMS BEDALE
BLYSKAWICA	1937	
GROM	1937	sunk 1940
GARLAND	1936	ex HMS GARLAND
BURZA	1930	
WICHER	1932	sunk 1939
Torpedo Boats		
KUJAWIAK	1917	ex Germany A-68, sunk 1939
MAZUR	1917	ex Germany V-105, sunk 1939
KASZUB	?	ex Germany
SLAZAK	?	ex Germany
PODHALANIN	?	ex Germany
KRAKOWIAK	?	ex Germany
Submarines		
DZIK	1943	
SOKAL	1941	ex HMS (?)
ORZEL	1938	sunk 1940
SEP	1938	interned 1939
RYS	1929	interned 1939
WILK	1929	
ZBIK	1930	interned 1939
JASTRZAB	1920	ex USS S-25, sunk 1942
Gun Boats		
GENERAL HALLER	1921	sunk 1939
KOMENDANT PILSUDSKI ..	1921	sunk 1939
Mine Sweepers		
CZAPLA	1938	sunk 1939
JASKOLKA	1934	sunk 1939
MEWA	1935	sunk 1939
RYBITWA	1935	sunk 1939
ZURAW	1938	sunk 1939
CZAJKA	1935	sunk 1939
Mine Layer		
GRYF	1938	sunk 1939
Sail Training Ship		
ISKRA	(acquired) 1927	

Master engraver Czeslaw Slania to execute U.S.-Swedish designs



Master engraver Czeslaw Slania of Sweden will engrave both the U.S. and Swedish versions of this joint issue honoring the bicentennial of U.S.-Swedish relations. Illustrated are the two respective models from which Slania will craft his engravings.

One of the world's greatest master engravers will craft the die for a joint issuance from both the United States and his own country.

The joint issuance involves the United States and Sweden, and the master engraver is Czeslaw Slania, court engraver of Sweden.

On March 24, 1983, the United States and Sweden will both issue single commemoratives to mark the 200th anniversary of the signing of the Treaty of Amity and Commerce between the two fledgling nations.

The treaty represents the first such pact negotiated between the United States and a neutral country. The stamp is a late addition to the 1983 U.S. program.

The participation of Swedish engraver Czeslaw Slania is being hailed by USPS officials. As one notes, "It's a rare opportunity; it may be our only chance to get the services of one of the world's great engravers."

Slania is regarded worldwide as one of the best stamp engravers. During his career,

he has engraved more than 500 stamps for a number of different countries, primarily Sweden.

The entire product will be predominantly Swedish. Dan Jonsson, a well-known Swedish artist and graphic designer, served as the designer for both stamp designs, which will differ only in inscriptions.

The U.S. version will bear the notation "USA" and the denomination "20c." The purpose will be noted with the inscription "Treaty of Amity and Commerce Between USA and Sweden 1783."

That same inscription, in Swedish, will also appear on the Swedish version, along with the country designation "Sverige" and a denomination of 270 kronor.

The design itself shows a portrait of Benjamin Franklin in the center, along with the signatures of Franklin and Gustaf Philip Creutz. Both men signed the treaty in 1783.

The treaty was signed six months before the Treaty of Paris, and thus was concluded while the United States was

still at war with Great Britain in its bid for independence.

While the American colonies had declared their independence, the outcome of the war would be the deciding factor.

Issuance of the two stamps in 1983 recognizes the mutual friendship between the two countries in the intervening years, according to the U.S. Postal Service.

The stamps also recognize the important roles that the United States and Sweden have played in many international organizations, particularly the United Nations.

The stamp also continues a brief but obvious trend begun with the U.S.-Netherlands joint issue from earlier this year.

The bicentennial anniversaries, coupled with an express desire on the part of the USPS to pursue more joint issues, may forecast future ideas.

However, both the Dutch and Swedish tributes honor the first treaties of their kind in the formative years of U.S. diplomatic relations.

Special provisions are also being planned for the upcoming U.S.-Swedish joint issue.

The USPS reports that — by agreement with Sweden — the Swedish stamps will be sold by the U.S. Postal Service and the U.S. stamps will be sold in Sweden for a limited period of time.

It is assumed that the sales will be close to the face value of the foreign country's stamp, allowing for exchange rates and other factors.

There may also be provisions for first day cover servicing to allow easier access to both the stamps and first day

cancels of both countries on a single FDC.

Additional design details and first day ordering instructions are promised at a later date.

A Swedish embassy spokesman indicates that a representative of the USPS met with Swedish officials a few weeks ago in Stockholm to discuss "how they would launch the idea." Some details are still being worked out.

However, separate first day ceremonies are anticipated in each of the two countries, with representatives of the foreign country expected to participate.

Availability of the other country's stamps on the first day of issue is not yet known, and may be among the details yet to be finalized.

Polish native Slania began his engraving career in Poland, producing 20 Polish stamps before going to Sweden.

However, Sweden was not in need of another engraver at the time, so he was confined to retouching work at first.

He was offered a position as engraver with the Canadian Bank Note Co., but Sweden needed a new engraver about the same time.

As a result of fate, Slania remained in Sweden, and ultimately became its court engraver.



He has also produced a number of engravings for Scandinavian neighbor Denmark. In addition, he has instituted a number of designs on his own, serving as both designer and engraver.

With a craftsman such as Slania, the engraver often enters into the design of a postage stamp. USPS officials believe that such a philosophy might be imported to this country.

"In the past, our engravers have always made a faithful and exact rendering of a stamp model," a spokesman said.

"We may encourage them in the future to do more interpretation, so that the engraver then becomes a part of the design process."

As such, Slania's work on the upcoming joint issue may have a lasting influence on the future of United States engraved stamps.

1921-22.10-1981



CZ. SLANIA 60

60th
BIRTHDAY

Czeslaw Slania, född den 22 oktober 1921 i Polen
Czeslaw Slania, born on 22 October, 1921, in Poland

*Serdce powstaje
od 60 latnego*

Czeslaw Slania



Stockholm 22.10.1981.



*Mr. Alfred Siebel
9041 Emerson Street
Des Plaines, Illinois
60016*

USA

DR. STANLEY KRONENBERG SPEAKS AT POLONUS

The regular October meeting of Polonus was moved-up a week to Oct. 15th to host Dr. Stanley Kronenberg. Dr. Kronenberg was in Chicago to speak at the prestigious Collector's Club of Chicago on the topic of "Scientific Philately." He extended his stay to speak at Polonus on the topic of "Polish Forgeries."

We were also privileged to have Dr. Conrad Straub and his wife who drove from Minneapolis to join with us. The day began with Drs. Kronenberg, Straub, and Mazepa meeting at Jim Mazepa's home early Friday morning with albums in hand. The day was spent discussing many aspects of Poland's philately including the very interesting and original study by Connie Straub on World War I German censor marks used in Poland. He also brought some of his "Poczta Polska" overprints on Germania issue with examples of the elusive #21a, including one with the inverted "k"! Jim had pages from his postal history collection for discussion. Fred Szebel joined the group for supper which began with



Polish Vodka, Jim's mushroom soup, and Jean's golabki, kielbasa and kapusta.

At the meeting over 20 members were present. Dr. Kronenberg brought and discussed examples of all kinds of fakes, reprints, phantasies, reperfs, regummed and bleached stamps. The art of the forgeries increased to include all areas and periods of Polish philately. The most commonly seen forgeries are those of the Krakow and Gniezno issues. Shades of the 20 pfennig #21 which are thought to be the rare #21 are



also high on the list of items submitted for expertization. How can one avoid getting stuck with a forgery? Buy from a reputable dealer who will stand behind his material and permit a refund if the stamp is declared a fake. Have all better items checked, even if it already has an expert's mark. Acquire a basic knowledge of Polish philately — the average informed student of Polish stamps can detect about 80% of forgeries himself. Finally, beware of bargains! The evening concluded with paczki and coffee. (J.M.)

SPELLMAN MUSEUM

The 600th anniversary of Our Lady of Czestochowa, Poland's famous "Black Madonna" will be honored by a special exhibit at the Cardinal Spellman Philatelic Museum

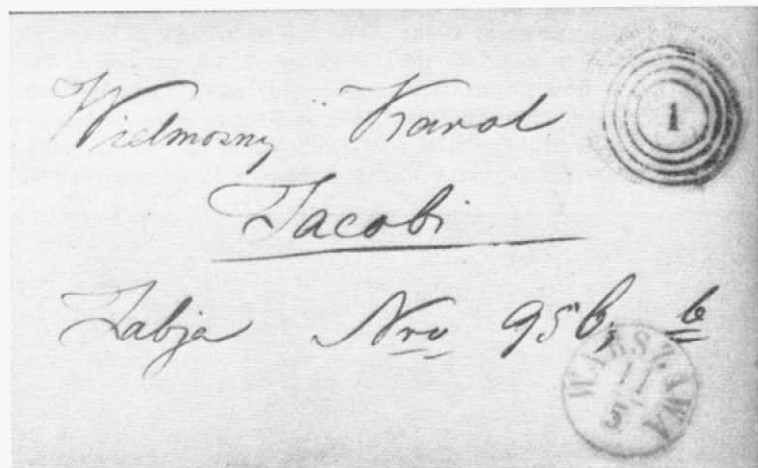
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Stanley Rusin, Treasurer
P.O. Box 56148, Chicago, IL 60656

235 Wellesley St., Weston, Mass.

The display features an extensive showing of the museum's Polish stamp collection.

The public may view the display through December and January from 10 AM to 4 PM Tuesday, Wednesday and Thursday and 2 to 5 PM on Sunday.

— GEMS OF POLISH PHILATELY —



Provisional City Post stationery for Warsaw was introduced January 1, 1859 to replace the 5 kopeck St. Petersburg stationery used in Warsaw during 1858. The new stationery represents the decreased rate of 3 kopecks for letters and 1½ kopecks for visit cards. The example

shown here was used on May 11th, (1859). It was originally in the Brietfuss Collection of Imperial Russia and has only recently surfaced for philatelists to enjoy. It is the finest of the five recorded used examples of the large size stationery.

(J.M.)