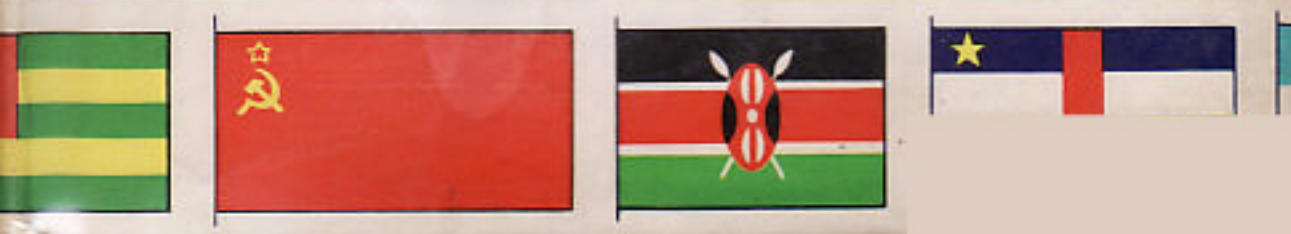
FLAGS OF THE WORLD

E.M.C. BARRACLOUGH, C.B.E., R.N.

WITH 370 FLAGS IN COLOUR
& OVER 375 TEXT DRAWINGS



FLAGS OF THE WORLD

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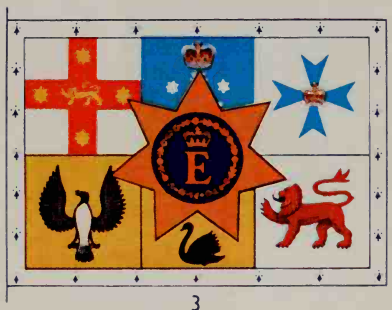

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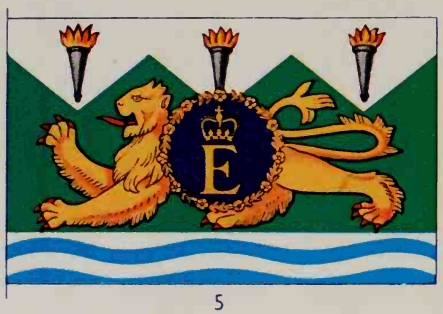

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Plate I

Frontispiece

PERSONAL FLAGS OF HER MAJESTY
QUEEN ELIZABETH II

Plate I

FRONTISPIECE

PERSONAL FLAGS OF HER MAJESTY QUEEN ELIZABETH II

1. Personal Flag for general use (p. 35)
2. Personal Flag for use in Canada (p. 79)
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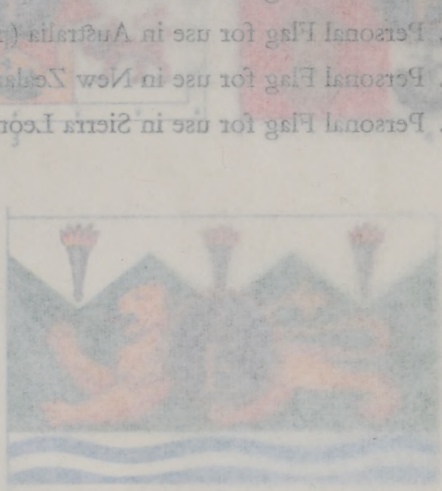

Plate I

PERSONAL FLAGS OF HER MAJESTY QUEEN ELIZABETH II

FLAGS OF THE WORLD

★

REVISED BY

E. M. C. BARRACLOUGH

C.B.E., R.N.

WITH 340 FLAGS IN FULL COLOUR
AND OVER 400 TEXT DRAWINGS

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PREFACE

On becoming the editor of this work in place of the late Mr. H. Gresham Carr, F.R.G.S., my first duty must be to put on record my thanks for, and appreciation of, the large amount of work towards the preparation of this edition which he carried out before his untimely death. Without this my task would have been incomparably more difficult and onerous. I shall endeavour to continue the tradition started by Mr. Gresham Carr and make this a history of flags and not just a catalogue.

Countries and States continue to be formed at an increasing pace and also in some cases to disintegrate. As each new country comes into being new flags are created, and with the changes in status and the disappearance of other States, well-known flags of many years' standing become obsolescent. In preparing this edition every opportunity has been taken of making the information as fully up to date as possible.

I have been helped in my task by people in government offices, by diplomatic and consular representatives, and by many friends. It is impossible to list them all, but I must thank particularly Admiral of the Fleet the Earl Mountbatten of Burma for lending his booklet *The Sovereign and the Navy*; Mr. C. G. H. Cardo, Head of the Department of Naval Law at the Ministry of Defence, whose assistance has been invaluable in bringing up to date the story of the historic Admiralty Flag; Sir Charles Dixon of the Commonwealth Relations Office; Mr. H. S. Morgan, President of the North American Yacht Racing Union, for his help on the yacht flags of the U.S.A.; Mr. Gerhard P. Grahl of the Flag Research Center, New York, U.S.A.; Mr. Whitney Smith, Director of the Flag Research Center of Winchester, Massachusetts, U.S.A.; and Mr. Klaes Sierksma, President of the Stichting voor Banistick en Heraldiek of Muiderberg, The Netherlands; Mr. F. G. G. Carr and the staff of the Maritime Museum at Greenwich; and to the United States Navy for the details of their new Ceremonial Flag. The drawings

of ancient Chinese bannermen in Chapter I are taken, by courtesy of the British Museum, from *La Chine Septentrionale*, by Edouard Chavannes. Finally, my grateful thanks to Mr. A. F. Stuart for his help and the work that he has done in connection with the illustrations.

E.M.C.B.

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CHAPTER I

INTRODUCTORY

SYMBOLS are sacred things, and one of them which we should all hold dear is our national flag.

When man became what we know as man the need of a token distinguishing family from family occurred to him, leading him on to totemism, which in some of its aspects is practically heraldic. A special sign by which he could be known from others must have been adopted early; and from this, as a generalization of the totem, came the tribal symbols which in time developed into those distinctive of nations and took the form of the insignia from which we eventually derive our flags.

The earlier national symbols were ordinary images or badges wrought in metal, stone, or wood, and carried at the top of a pole or spear. Thus the host of Egypt marched to war beneath the sacred emblems of their gods or the fan of feathers of the Pharaohs, while the Assyrian insignia were circular discs bearing devices such as a running bull or two bulls tail to tail, both these and the Egyptian having occasionally in addition a small streamer attached to the staff immediately below the device. The Greeks in like manner used symbols of their deities such as the owl of Athens, or legendary animals like the pegasus of Corinth, the minotaur of Crete, the bull of Boeotia, and, strangest of all, the tortoise of the Peloponnesus, though Homer makes Agamemnon use a purple veil as a rallying signal.

In the year 480 B.C. at the battle of Salamis—according to an article in the United States Naval Institute *Journal*—the Greek commander Thermistocles ordered an improvised flag, a red cloak on an oar, to be hoisted. At this signal the Greek ships, although outnumbered four to one, bore down upon and routed the Persian fleet under the command of Xerxes. It is interesting that in Bowles's *Naval Flags*, published in 1790, a plain red flag is shown and is entitled " the Flag of Defiance " (see also page 21). Pliny

tells us that Marius in his second consulship ordered that the Roman legions should have the eagle only as their standard. "For before that time the eagle marched foremost with four others, wolves, minotaurs, horses, and bears, each one in its proper order. Not many years passed before the eagle alone began to be advanced and the rest left behind in the camp."

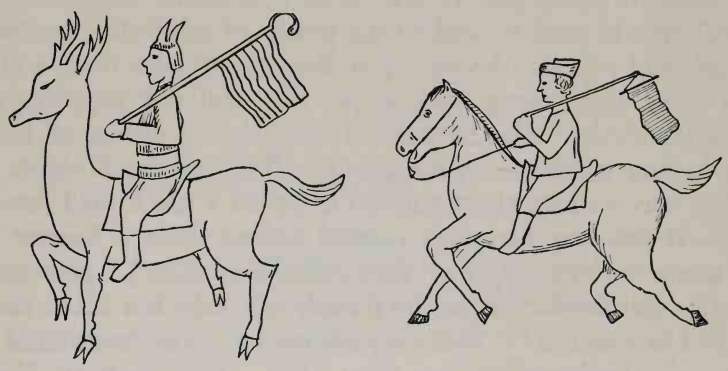
There were, however, other insignia. The Roman vexillum was a square piece of material (usually purple or red, but sometimes white or blue), either plain or charged with devices, and frequently richly fringed. It was hung by the upper edge, or its two top corners, from a crossbar at the head of a lance or staff, and was the principal form of flag used in the classical period. The insignia which distinguished the allied forces from the Roman legions were also more or less flags, as may be seen on the sculptured columns of Trajan and Antonine, the arch of Titus, and many coins and medals of ancient Rome. Later on the Romans adopted for their auxiliaries the dragon of Parthia, which in time became the standard or personal flag of the Emperors of the West and the origin of the golden dragon of Wessex and the red dragon of Wales. The Jutes carried the rampant white horse, at first as an image, which became the flag of the Men of Kent; the Danes carried the raven, also at first as an image and then as a flag which when captured in 878 was small, triangular in shape, fringed, bearing a black raven on a blood-red field. The Gauls fought under a carved lion, bull, or bear until they adopted the Roman eagle. The Imperial Standard or Labarum of Constantine and his successors resembled the vexillum. It was of purple silk richly embroidered with gold, and, though generally hung from a horizontal crossbar like that we now know as a banner, was in later days occasionally displayed in accordance with present usage by attaching one of the sides to a staff—a style adopted from the Saracens. The Raven flag of the Danish vikings, *circa* A.D. 878, is reputed to have been the first one seen in this country having one of its vertical edges fastened to the staff instead of being hung from a crossbar.

The Roman standards were guarded with religious veneration in the temples of the chief cities, and, after Christianity was adopted, and particularly after the emperor's portrait appeared

on them, in the churches; and modern practice follows ancient precedent.

When new Colours are presented to a Regiment, it is the modern practice to "troop" the old pair. The latter are then laid up in some church or public building, where they gradually moulder and fall away until all that remain are the Colour pikes, and then they must go.

It would appear that what are now known as flags—a distinguishing design on fabric supported from a pole or staff—were an invention of the Chinese. There are records that the founder of



EARLY CHINESE FLAGS

the Chou Dynasty in China (1122 B.C.) had a white flag carried before him, and low relief sculpture on the tomb of one Wou Leang T'Seu of the Han Dynasty (*circa* 200 B.C.) shows cavalrymen with pennons on their lances and one distinct portrayal of a horseman with a banner over his shoulder.

From China the use of flags appears to have travelled to India and the Middle East. There is no record of the design of Indian flags before the 14th century, but a lance with a pennon is shown in Assyrian sculpture of 885–860 B.C. Black is supposed to have been the colour of the banner of Mohammed (A.D. 571–632), and it seems reasonable to assume that the general use of flags and banners in Western Europe was, in part, due to the Crusaders adopting the practice of their opponents, the Saracens; but this is only part of the story, as there are numerous records of their use in Europe

many years before the first Crusade in 1097. We have the Raven flag of the Vikings, mentioned above, also the description given by the Venerable Bede of a banner being borne before King Ethelbert (A.D. 552–616) at his interview with St. Augustine. Bede also mentions banners being borne before Edwin, King of Northumbria (A.D. 585–633). It must be remembered that Bede was writing of these events nearly a hundred years after they had taken place, so perhaps it is right to regard his statements with some reserve; but they do show that flags or banners were well known to Bede, who lived between A.D. 673 and 735. Banners of this type were formerly part of the usual ornaments of the altar and are still largely used to add to the pomp of religious processions. Heraldic and political devices upon flags are of later date, and even when these came freely into vogue they did not supplant ecclesiastical symbols. The banners of the original orders of Knighthood belong to the religious group. That of the Knights Hospitallers was a silver eight-pointed cross on a black field (see page 117). At first the Templars carried before them a banner black over white horizontal (which they called Beauséant) " because they were fair and favourable to the friends of Christ but black and terrible to His enemies "; later they adopted a red eight-pointed cross on a white background (see page 117). The Teutonic Knights bore the black cross formy on a white field which survives in the Iron Cross.

About the middle of the 14th century, an anonymous Spanish Franciscan Friar wrote a work on geography and travel entitled " The Book of Knowledge of all the Kingdoms, Lords and Lordships that are in the World." The text was illustrated by arms, flags, and devices in colour, and, so far as is known, this is the very earliest representation of the flags of all nations.

The national banner of England for centuries—the red cross of her patron, St. George—was a religious one, and whatever other banners were carried this was the first in the field. The Royal Banner of Great Britain and Ireland, in its rich blazonry of the lions of England and Scotland and the Irish harp, is a good example of the heraldic flag, while our Union Flag similarly symbolizes the three nations of the United Kingdom by the allied crosses.

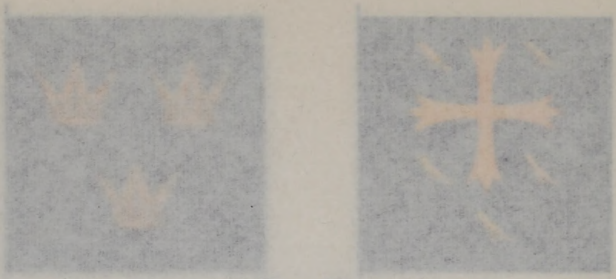
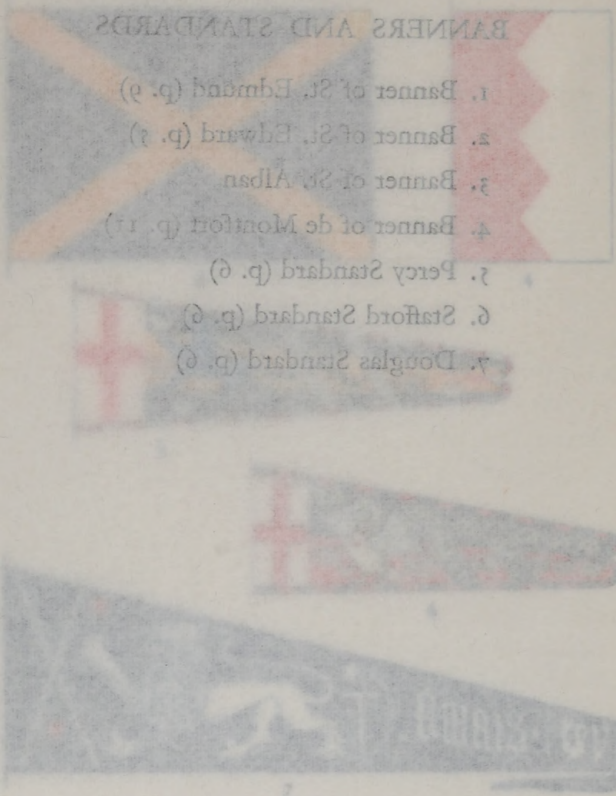


Plate II

BANNERS AND STANDARDS

1. Banner of St. Edmund (p. 9)
2. Banner of St. Edward (p. 9)
3. Banner of St. Alban
4. Banner of de Montfort (p. 11)
5. Percy Standard (p. 6)
6. Stafford Standard (p. 6)
7. Douglas Standard (p. 6)



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[illegible] banner of England for centuries—the [illegible] George—was a religious one, and [illegible] this was the [illegible] Britain and Ireland, [illegible] Scotland and the Irish [illegible] while our Union Flag [illegible] the three [illegible] United Kingdom by the [illegible]

Plate II

BANNERS AND STANDARDS

1. Banner of St. Edmund (p. 9)
2. Banner of St. Edward (p. 5)
3. Banner of St. Alban
4. Banner of de Montfort (p. 11)
5. Percy Standard (p. 6)
6. Stafford Standard (p. 6)
7. Douglas Standard (p. 6)

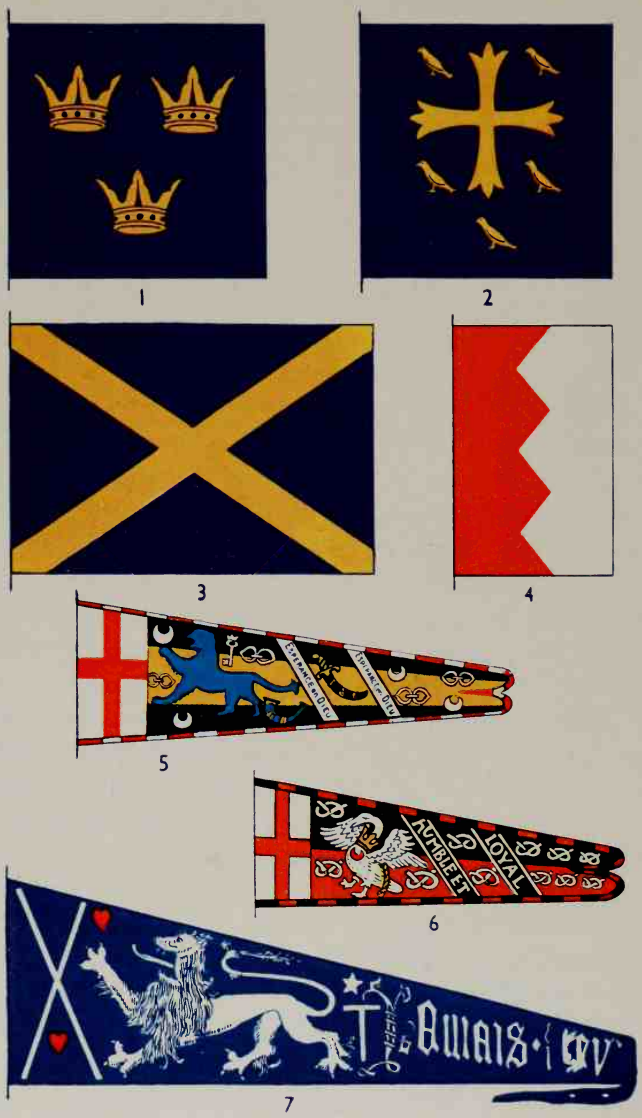

Plate II

A.4

BANNERS AND STANDARDS

At Agincourt Henry V displayed not only his own Arms but in special prominence the banners of the Trinity, St. George, and St. Edward (Plate II, 2). Such banners of religious significance were often borne from the monasteries to the field of battle while monks in attendance on them invoked the aid of Heaven during the combat. In an old statement of accounts we read that Edward I made a payment of eightpence halfpenny per day to a priest of Beverley for carrying throughout one of his campaigns a banner bearing the figure of the St. John, Bishop of York, who founded that monastery. This banner with those of St. Wilfrid from Ripon and St. Peter from York, all three displayed from a ship's mast fitted into a four-wheeled frame, were brought on to the field at the battle of the Standard, in which King David of Scotland was defeated near Northallerton in 1138. At the battle of Lewes also Simon de Montfort displayed his standard from a pole rising from a car. The banner of St. Denis, the original oriflamme, was carried in the armies of St. Louis and Philip the Fair; and the banner of St. Cuthbert of Durham was borrowed by the Earl of Surrey and borne at Flodden, where it so nearly lost its reputation of assuring victory to those who fought under it. It was suspended from a horizontal bar below a spearhead, and was a yard or so in breadth and a little more in depth, the lower edge having five deep indentations. The material was red velvet sumptuously enriched with gold embroidery, and in the centre was a piece of white velvet half a yard square having a cross of red velvet on it, the central portion protecting a relic of the saint. It had been in action before at Neville's Cross, where it is said to have done wonders for Queen Philippa.

A standard is that which stands by itself, as an upright post or pole, and the word came to be used as descriptive of the flag which flew from it. In England and Scotland the term became applied to any flag of noble size that had the Cross of St. George or that of St. Andrew next to the staff, with the rest of the field divided horizontally into two or more stripes of colours, these being the prevailing colours in the arms of the bearers, or their livery colours, the edge of the standard being richly fringed or bordered, the motto and badges of the owner introduced, and the length considerably in excess of the breadth. Such standards were in use

chiefly during the 15th century, though examples of earlier and later date are met with. In the Percy Standard (Plate II, 5), for instance, the blue lion, the crescents, and the fetterlocks are all family badges, while the silver key shows relationship by marriage with the Poynings, the bugle-horn with the Bryans, and the falchion with the Fitzpaynes. The old badge of the Percies was the white lion statant—but Henry Percy, the fifth earl, turned it from white into blue. The silver crescent is the only badge of the family that has remained in continuous use, and we find frequent references to it in the old ballads.

The motto is an important part of the standard, though it is occasionally omitted. Its less or greater length, or its repetition, may cut up the field into any number of spaces; the first space after the cross was always occupied by the most important badge, and in a few cases the spaces beyond were empty.

Standards in the true heraldic sense were not used until the reign of Edward III, who adopted as his own the Royal Arms with the blue field of the French quarter extended along to the end bearing a row of golden lilies, the red of the English quarter being similarly continued bearing a row of passant golden lions. Though exceptions are rare a standard is not necessarily of two colours, nor has it always a border (e.g. the Douglas Standard, Plate II, 7). It is laid down in the Harleian Manuscripts No. 2358 that "every standard or guydhome is to hang in the chiefe the Crosse of St. George, to be slitte at the ende, and to conteyne the crest or supporter, with the poesy, worde and devise of the owner," but standards were not always "slitte" at the end, for a few are found which were evidently pointed.

There is at the College of Arms a drawing of the standard of Sir Henry de Stafford, K.G., which is strictly in accordance with the description (Plate II, 6). It is charged with the banner of St. George, and, on a black over red field, has the white swan of the Bohuns with a ruddy crescent on the swan's breast as a mark of cadency, three silver Stafford knots and the motto "Humble et Loyal," and eight more knots and a black and red edging or fringe. The Cross of St. George is in all cases significant, showing that the bearer was first and foremost an Englishman (Plate II, 5, 6).

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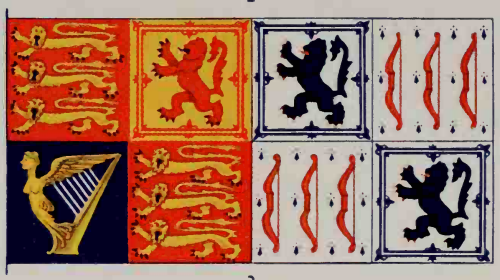

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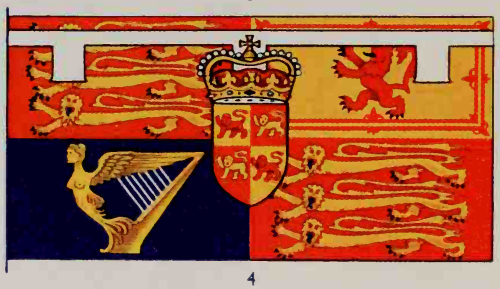


4

Plate III

B.7

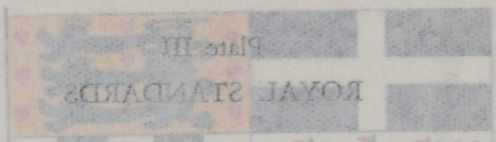
ROYAL STANDARDS

Plate III

ROYAL STANDARDS

1. Her Majesty the Queen (p. 28)
2. His Royal Highness the Duke of Edinburgh (p. 37)
3. Her Majesty Queen Elizabeth the Queen Mother (p. 37)
4. His Royal Highness the Prince of Wales (p. 34)

1



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ROYAL STANDARDS

Our mention of the Percy Standard reminds us that one of the oldest flags in existence, the very standard of the Douglas at the battle of Otterburn, that is Chevy Chase, in 1388, is still in the possession of Douglas of Cavers at the family seat in Roxburghshire together with the trophy won on that occasion from Sir Henry Percy, known to us generally as Harry Hotspur, when he was surrounded and captured with his brother Ralph instead of being killed as in the ballad. It bears the white saltire, the bleeding heart, the white lion and star (Plate II, 7).

This standard is known as the Douglas Banner, which is not according to English usage, but the words were often used as synonyms though the two flags were distinct. Richard II, for instance, not only flew the Royal Banner, that is the Royal Standard now so called, but had a personal standard of his own—white and green, a white hart couchant between four golden suns, the motto "DIEU ET MON DROIT," with two golden suns in the next space and four in the next. Henry V also had two, the personal one being white and blue, a white antelope standing between four red roses, the motto "DIEU ET MON DROIT," and in the interspaces more red roses. Edward IV had a white lion and six white roses. While no one could have more than one banner, this being composed of his heraldic arms, the same individual might have two or three standards, these being mainly made up of badges he could multiply at discretion, and a motto or poesy he might change every day. Hence the standards of Henry VII were mostly green and white, which were the Tudor livery colours; or else white over blue edged with white and blue; in one was "a red firye dragon," in another "was peinted a donne kowe," in another the white swan of Bohun, while yet another had a silver greyhound between red roses. Stow and others tell us that the two first of these were borne at Bosworth Field, and that after his victory there over Richard III these were borne in solemn state to St. Paul's, and there deposited.

Unfortunately, the names bestowed upon flags have varied from time to time, the various authorities differing in their definitions occasionally, so that, while the more salient forms are distinguishable, doubt creeps in when we endeavour to give a

definite form to a name we meet with, particularly among the poets who have thought more of the general effect of the description and the necessities of rhyme and metre than of the accuracy of the terms they have used.

During the course of time a rectangular flag comprising the Royal Arms of our Sovereign, and also those of other countries, has come to be called the Royal Standard, but in the paragraphs which follow it will be seen that, strictly speaking, the term used should be "Royal Banner" (see also page 28). Similarly, we find that the flags of some Presidents and Heads of States are referred to as "Standards," e.g. the President of France and the Head of State of Spain.

The banner in the earlier days of chivalry was usually square, though in some cases its length was *less* than the hoist. The size, at one period, varied with the rank of the owner.

According to an ancient authority, the banner of an emperor should be six feet square; of a king, five; of a prince or duke, four; and of an earl, marquis, viscount, or baron, three feet square. When we consider that the great function of the banner was to bear the Arms of its owner, and that these were emblazoned upon it and filled up its entire surface in just the same way that we find these charges represented upon his shield, it is evident that no form that departed far either in length or breadth from the proportions of the shield would be suitable for their display. Though heraldically it is allowable to compress or extend any form from its normal proportions when the exigencies of space demand, it is better to avoid this where possible.

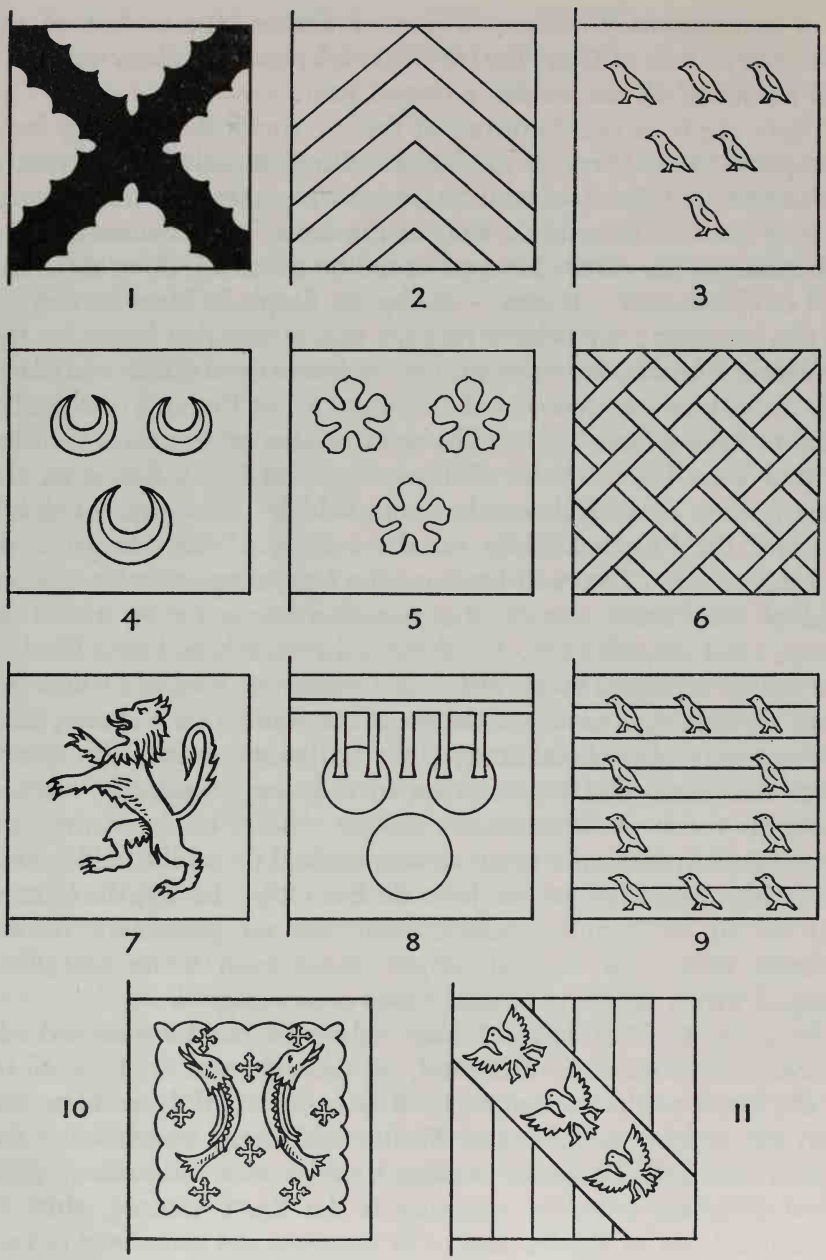
The Rolls of Arms prepared on various occasions by the heralds form an admirable storehouse of examples. Some of these have been reproduced in facsimile, and are, therefore, more or less accessible, such as the Roll of the Arms of the spiritual and temporal peers who sat in Parliament in the year 1515.

When Edward I decided on his invasion of Scotland in the year 1300, he found it necessary to reduce Caerlaverock Castle. This was the Ellangowan of *Guy Mannering*, the home of the Maxwells, on the north side of Solway Firth at the mouth of the Nith. Its investment and all the details of the siege are minutely described

by a contemporary writer, Walter of Exeter, the author of the romantic history of Guy, Earl of Warwick; and he gives the Arms and names of all the nobles engaged in it.

There are over one hundred of these Arms in banner-flag form (see page 10). There is the black saltire engrailed on a yellow ground of Sir John Bottetourt (1), who was afterwards the Admiral of the Fleet of Edward II. One of the most famous coats-of-arms in heraldry is the three chevrons in red on gold of Gilbert de Clare, Earl of Gloucester. It was borne by Sir Ralph de Monthermer (2) on this occasion; we believe that the reason was that he was at the time *acting* Earl of Gloucester during the minority of Gilbert de Clare. The six golden martlets on red belonged to Sir Emlan Touches, "a knight of good fame" (3). The three golden crescents on the blue ground were borne by Sir William de Rider (4), a Banneret, the three golden cinquefoils on the azure field by Sir Hugh Bardolph (5), and the "fretted silver on the red field" by Sir John de Holdeston (6). The well-known blue lion rampant on a golden field of the Percys was on this occasion borne by Sir Henri de Percy, Lord Topclive (7); the three red roundels and blue label of five points belonged to Sir Hugh de Courtenay, Earl of Devon (8). Then there is the banner of the great Sir Aylmer de Valence, Earl of Pembroke (9), whose arms, eight horizontal stripes (four each white and blue) and ten martlets in red, are beautifully worked upon his tomb in Westminster Abbey. Next we have the two fishes (Roach) and eight small crosses in gold on a blue field with a red border engrailed, of Sir John de Bar (10). Lastly, the banner (11) of Sir William Grandison who was so prominent in the Scottish wars: six vertical stripes (three each white and blue) charged with a red bend bearing three eagles in gold.

As soon as the castle fell into Edward's hand he caused his banner and those of St. Edmund, St. George, and St. Edward to be displayed on its battlements. His banner is duly emblazoned with the rest by the aforesaid Walter of Exeter, and is what we should now call the Royal Standard, which is a misnomer. The Royal Standard correctly speaking is the Royal Banner, since it bears the Arms of the Sovereign in precisely the same way as our examples bear the Arms of the knights with whom the King



BANNERS USED AT THE SIEGE OF CAERLAVEROCK CASTLE

associated, and especially in the case of Monthermer, whose banner was that which went with his domains. A standard was an entirely different kind of flag, but the term in its modern meaning is so firmly established as to be beyond alteration, and, like "Union Jack," which is also a misnomer, must be accepted under protest and with regret.

The whole area of the mainsail of a mediaeval ship was often emblazoned with arms and formed one large banner, as may be seen in the illuminations and seals of the period. As early as 1247 we find Otho, Count of Gueldres, represented as bearing on his seal a square banner charged with his arms, a lion rampant; and in a window in the cathedral at Chartres is a figure of one of the de Montforts holding in his hand a banner of red and white similar to that shown on Plate II, 4. The banners of the Knights of the Garter, richly emblazoned with their armorial bearings, are hung over their stalls in St. George's Chapel, Windsor, while those of the Knights of the Bath are similarly displayed in the chapel of Henry VII in Westminster Abbey, those of the Knights of St. Patrick in St. Patrick's Cathedral, and those of the Knights of St. Michael and St. George in St. Paul's. The knight's banner, like the pennon, was as dear to him as his honour, hence the caution in books of chivalry: "from a standard or streamer a man may flee, but not from his banner or pennon bearing his arms."

The use of these banners and other flags was to distinguish different bodies of troops and to serve as rallying points in time of danger; and when armies moved into action the effect must have been very imposing.

After the battle of Poitiers had been won, Chandos, according to Froissart, said to the Black Prince, "Sir, it were good that you rested here and set your banner a-high in this bush, that your people may draw hither, for they be sore spread abroad, nor I can see no more banners nor pennons of the French party"—whereupon the banner was so set up and the trumpets and clarions began to sound. At the battle of Bouvines in 1214 Galon de Montigny, who bore the banner of Philip Augustus, drew attention to his master's imminent danger by continually raising and lowering the flag over the spot where the unequal combat was raging.

In the old chronicles and ballads many forms of flags are mentioned which are either obsolete or known under other names. The word flag is a generic one and covers all kinds. It has been said to be derived from the Anglo-Saxon *fleogan*, to fly or float in the wind, but it is not only English, but Swedish and Danish and German and Dutch, and in each language has the same meaning. Ensign is an alternative term expressing the idea of the display of insignia and was formerly used where we should now say colours. The junior officers in the British infantry who till 1871 were known as ensigns were at an earlier period termed ensign-bearers, but in time the term had become applied to the man as well as the flag. At the present day, even, a Second Lieutenant in the Brigade of Guards is known colloquially as an "Ensign." Although this term is no longer official in Great Britain, the rank of Ensign—equivalent to sub-lieutenant in our Royal Navy—is still retained in the navy of the United States of America.

A clear distinction between standard and banner is made in the description of the flags borne at the obsequies of Queen Elizabeth I—the great embroidered banner of England, the banners of Wales, Ireland, Chester, and Cornwall, and the standards of the dragon, greyhound, and falcon. In like manner Stow tells us that when King Henry VIII took the field in 1513, he had with him the standard with the red dragon and the banner of the arms of England.

Standards varied in size according to the rank of the person entitled to them. A manuscript of the time of Henry VIII gives the following dimensions: for that of the king, a length of eight yards; for a duke, seven; for an earl, six; a marquis, six and a half; a viscount, five and a half; a baron, five; a knight banneret, four and a half; and for a knight, four yards. In fact they come into the same category as the enormous ensigns and national flags worn by our warships, the largest White Ensign made at Chatham being eleven yards long and the largest Union nine yards.

Richard, Earl of Salisbury, in the year 1458, ordered that at his burial there should be banners, standards, and other accoutrements according as was usual for a person of his degree. These were all regulated by the heralds, who devised a kind of pictorial pedigree

to surround the bier; and in state funerals the practice continued into the 19th century. At Nelson's funeral were the square bannerols with the arms of his family lineage, and his banner of arms and standard were borne in the procession; it is worth noting that in his standard the Cross of St. George was replaced by the Union, old England having then expanded into the United Kingdom. At Wellington's funeral there were ten of these bannerols announcing his pedigree, besides his banner and standard, as also the national flag, and colours of the regiments he had led to victory. But bannerol in all its spellings is now a word of the past, and banner has undergone a change of meaning that misleads.

The guilds and companies of the Middle Ages all had their special banners that came out, as do those of their successors, on occasions of civic pageantry; and in many cases, as shown in the illuminated MSS. in the British Museum and elsewhere, they were carried to battle by the companies of men provided at the cost of those corporations.

A banner as generally understood now is the sort of thing used by trade unions, friendly societies, and Sunday schools—a broad sheet of fabric hung from a crossbar between two poles, each carried in a sling by a man and stayed by two or three ropes hung on to by other men in windy weather—and no harder work is known than that of a banner-bearer in a procession along the Thames Embankment, his burden nearly carrying him off his legs in anything of a breeze. The smaller banners are carried by one person, in which case the banner is suspended from the crossbar of a single pole.

The Gonfalon or Gonfanon was in its latest form in England a square pennon fixed to the end of a lance like a small banner; but earlier, and on the Continent, it had two or three streamers or tails and was fixed in a frame made to turn like a vane, its object being "to render great people more conspicuous to their followers and to terrify the horses of their adversaries." The Italian cities had their municipal gonfalons, of much the same character as our trade society single banners, and the bearer was the gonfalonier, who was annually elected.

When a knight had performed on the field of battle some

especially valiant or meritorious act, it was open to the Sovereign to mark his sense of it by making him a knight banneret—a dignity attainable only by the rich owing to the retinue it entailed, and therefore frequently declined. Thus, in the reign of Edward III, John de Copeland was made a banneret for his service in taking prisoner David Bruce, the King of Scotland, at the battle of Neville's Cross; Colonel John Smith, having rescued the royal banner at Edgehill, was in like manner made a knight-banneret by Charles I. The title does not seem to have been in existence before the reign of Edward I, and after this bestowal by Charles I we hear no more of it till 1743, when it was conferred upon several English officers by George II, upon the field of Dettingen.

The ceremony of investiture was in the earlier days very simple. The flag of the ordinary knight was of the form known as the pennon—a small, swallow-tailed flag like that borne by our lancer regiments. When the knight was summoned to the royal presence, the king took from him his lance, and either cut or tore away the points of his flag, until he had reduced it roughly to banner form, and then returned it to him with such words of commendation as the occasion called for. The pennon so torn seems to have been preserved as a certificate, and a new banner made as soon as possible, for on the morning of the battle of Najara in 1367 we are told by Froissart that Sir John Chandos, who had been bannereted, "brought his banner rolled up together to the Prince, and said 'Sir, behold here is my banner: I require you to display it abroad and give me leave this day to raise it; for, sir, I thank God and you, I have land and heritage sufficient to maintain it withal.' Then the Prince and King Don Peter took the banner between their hands and spread it abroad, the which was of silver, a sharp pile gules, and delivered it to him and said: 'Sir John, behold here your banner, God send you joy and honour thereof.' Then Sir John Chandos bare his banner to his own company and said: 'Sirs, behold here my own banner and yours; keep it as your own.' And they took it and were right joyful thereof."

It was an essential condition that the rank should be bestowed by the Sovereign on the actual field of battle and beneath the Royal Banner. General Sir William Erskine, the hero of Emsdorf, was

given this rank by George III on his return from the Continent in 1764, four years after the battle; but as the investiture took place in Hyde Park and not in actual warfare, it was deemed irregular, and, the royal will and action notwithstanding, his rank was never recognized.

The pennon is a small, narrow flag, forked or swallow-tailed, which was carried on the lance. It bore the arms of the knight, which were in the earlier days of chivalry so emblazoned upon it as to appear in the proper position when the lance was held horizontally for the charge. The earliest brass extant, the one of Sir John Daubernoun, at Stoke d'Abernon Church, in Surrey, represents the knight as bearing a lance with pennon. Its date is 1277, and the device is a golden chevron on a blue field. In this example the pennon, instead of being forked, ends in a point.

The pennon was borne by those knights who were not bannerets, and the bearers of it were therefore sometimes called pennonciers. The pennons of our lancer regiments fairly resemble in form, size, and general effect the ancient knightly pennon, though they do not bear devices upon them, and thus fail in one notable essential to recall the brilliant blazonry that must have been so marked a feature when the knights took the field. Of the thirty-seven pennons borne on lances by various knights represented in the Bayeux tapestry, twenty-eight have triple points, while others have two, four, or five. The devices upon these pennons consist of roundels, crescents, stars, and other such simple forms.

The pennoncelle, or pencel, is the diminutive of the pennon, and was carried by esquires. Such flags were often supplied in large quantities at any special time of rejoicing or of mourning. At the burial in the year 1554 of the Duke of Norfolk, we note amongst other items a "baner of damaske, and xij dosen penselles."

The pennant, or pendant, is the long narrow flag (in Tudor times called a streamer) which ends in a point and is flown from a height, as is shown by its obvious derivation from the Latin for hanging. It should perhaps be explained that, in the pages which follow, the use of the latter spelling is now restricted (except in the case of the flags of the United States of America) to the Masthead Pendant, Paying-off Pendant, and the Broad Pendant of a

Commodore. Pendants were of any length and can be so still, their length being limited only by the nearest obstruction in which they may get entangled.

In former days many badges were introduced, the streamer being made of sufficient width to allow of this display.

In the picture at Hampton Court of the embarkation of Henry VIII at Dover in the year 1520, to meet Francis I at the Field of the Cloth of Gold, and in many other similar pictures, we find a great variety and display of flags of all kinds. Those engaged in flag research are well aware that the recording of particulars of the flags of bygone days appears to have been left, in a large degree, to the artist, who, with few exceptions, used them aesthetically rather than with a view to leaving a record of correct details.

There is much of interest in the badges with which the old streamers were so plentifully spotted. Really the badge is the oldest and simplest heraldic device, being derived as it is from the tribal emblem of the uncivilized. The badges of the kings of England are so useful in many ways as indicative of date that they are worth a passing note. The reader familiar with the Japanese chrysanthemum of sixteen petals may be surprised to learn that the badge of William Rufus was a flower of five petals, that of Henry I one with eight petals, that of Stephen one with seven petals. Stephen had, however, another badge, the centaur, now one of the company colours of the Coldstream Guards. Henry II had also two, one being the *Planta genista* known to country-folk as dyer's greenweed, the other being the boss of a shield hammered out elaborately into an escarbuncle. His son Richard had a mailed hand and lance, the pheon or spearhead which developed into the broad arrow, and the moon and star of the Turks with the moon on her back which was also used by John and Henry III. Edward I had a golden rose; Edward II adopted his mother's castle of Castile, and Edward III chose the single feather of Hainault borne by his wife, and, of course, the fleur-de-lis. Richard II had a tree-stump (the wood stock) from his uncle, besides the sun in splendour and in cloud and the familiar white hart at rest. Henry IV had several badges, including the red rose of his father, a columbine flower, and the white swan of the Bohuns, which was also adopted

by Henry V in addition to the antelope and the cresset. Henry VI used either two feathers crossed or three feathers in a row; Edward IV had amongst others the white rose and the falcon and fetterlock, while Richard III had the white boar. With Henry VII the Tudor rose appeared among the royal badges, as did also the Beaufort portcullis, the red dragon, and the greyhound; Henry VIII added a white cock on a red wood stock to his father's array; Edward VI chose the sun in splendour; Mary had the rose and pomegranate; and Elizabeth had the Tudor rose and the falcon and sceptre. After that came variants of the rose and thistle until in 1801 it was decreed that the badge of England should be a Tudor rose and crown, that of Scotland a crowned thistle, that of Ireland a harp and trefoil, and that of Wales the red dragon with expanded wings.

Thus it can be seen that, originally, flags were the banners or insignias of individuals. A nation, tribe, or regiment used as its flag the flag of its king or leader. Gradually, however, the use of the personal flag of the king as the national flag of the country was abandoned, and in its place the nations adopted flags of a design which had some national significance—often the flag of the Patron Saint. The personal flag of the sovereign became simply the standard of the head of the State, flown only when the head of the State was present in person.

Gradually, too, with many exceptions and different presentations, nations adopted more than one flag. There is, for instance, the national flag of the country, then special variations of the national flag as the flag or ensign for its warships, another ensign for its merchant ships, and, in recent years, cnsigns for air forces. Great Britain has a multiplicity of ensigns—the white, the red, and the blue—while in France one flag—the famous tricolour—is used both as the national flag and the ensign for warships and merchant ships. All these flags and ensigns are described in detail in subsequent chapters, under the headings of the individual nations.

Flags are usually made of bunting, a woollen fabric which, from the nature of its texture and its great toughness and durability, is particularly fitted to stand wear and tear. It comes from Yorkshire in pieces of forty yards in length. Originally it was nine inches in breadth, hence a flag measuring one yard at the hoist

was technically described as being four breadths. In spite of the fact that manufacturers no longer make it in that breadth, the Admiralty continues to refer to the size of flags in these terms.

Experiments with a mixture of 75% nylon and 25% bunting over a number of years have proved very successful. Although the cost may be anything up to double that of bunting alone, the life of a flag is increased to from one-and-a-half to three times.

Silk is also used for special and military purposes. Flags made of bunting, or nylon and bunting, are sewn; when very small or of some other material they are printed in colours; and when of intricate pattern, as in the case of armorial bearings, they are painted. The real flags used at sea, unlike those that come from the toyshop, are sewn to a short rope having a toggle at the top, the toggle being a spindle-shaped wooden pin beneath which is hitched the rising end of the halyards so that the flag cannot well be hoisted upside down.

Earlier in this chapter we have seen that flags were invented essentially for the purpose of indicating by visual means the identity of those who bear them. A flag then is a signal, and if properly designed will not only be distinguishable at a distance but also carry the message intended.

Generally speaking, most countries have rules and regulations governing, to a greater or less degree, the construction and display of flags which must be complied with.

In regard to the proportion of the field of the flag, mention has already been made of the early banner with its square field (page 8). The longer-than-square proportions, five by four, and four by three, of the banner-flag had already made an appearance by 1606, when the first Union Flag was adopted. In due course the field was extended to three by two, and by the middle of the 19th century had reached five by three. To-day, the last mentioned is recommended by the College of Arms as being suitable for flags flown *on land*. Ensigns worn at *sea* under the direction of the Admiralty have, since *circa* 1890, been of the relative proportions of two by one; these provide a reasonably smooth flat floating surface in a moderate wind, identifiable at a great distance with the aid of binoculars. They are frequently referred to as " Admiralty "

pattern flags, and have come to be used extensively on land, more especially when of a considerable size and flown over a large building or on a tall flagstaff.

In order to make a rapid comparison, the various proportions mentioned above are reduced to a common hoist, thus:

5 × 4 . . .	15 × 12
4 × 3 . . .	16 × 12
3 × 2 . . .	18 × 12
5 × 3 . . .	20 × 12
2 × 1 . . .	24 × 12

Flag-designing is really a branch of heraldry and should be in accordance with its laws both in the forms and colours introduced.

The serious student of flags cannot do better than consult such works as the following: *Boutell's Heraldry*, by C. W. Scott-Giles, O.B.E. and J. P. Brooke-Little, F.S.A. (Warne & Co.), *Intelligible Heraldry*, by Sir Christopher and Adrian Lynch-Robinson (Macdonald & Co.), *Shield and Crest*, by Julian Franklyn (MacGibbon and Kee), and *Simple Heraldry*, by Iain Moncreiffe and Don Pottinger. The Heraldry Society, whose address is 59 Gordon Square, London, W.C.1., will always give a warm welcome to anyone wishing to become a member.

Yellow in blazonry is the equivalent of gold, and white of silver, and it is one of the requirements of heraldry that colour should not be placed upon colour nor metal upon metal; but it is not everyone who knows heraldry, as is evident from the national flags of the South American republics and other states that should have known better. Even the Popes with their white and yellow, that is silver and gold, have displayed their ignorance of heraldry for over a thousand years and imposed it on the kingdom of Jerusalem, or was this a deliberate attempt on their part to demonstrate that they recognized no such law?

In regulation flags the assemblage of colours is held to be sufficient, and anything of the nature of an inscription is rare, indeed, this is as it should be, for the use of lettering would be a negation of the purpose for which heraldry was invented. However, on the flags of insurgents and malcontents the inscription

often counts for much. The flags displayed in Scotland by the Covenanters, during their struggle for liberty during the 17th century, often bore mottoes or texts. One of them, the famous Bloody Banner, was carried at the battle of Bothwell Bridge in 1679. It was made of blue silk. The first line of the inscription, which appeared in gold lettering, was in Hebrew—"JEHOVAH NISSI"—"The Lord is my banner." The next line was painted in white—"FOR CHRIST & HIS TRUTHS"; and then followed the words, in reddish or blood colour, "NO QUARTERS FOR Y^e ACTIVE ENIMIES OF Y^e COVENANT." During the Civil War between the Royalists and Parliamentarians flags with mottoes were much used.

The red flag is the symbol of mutiny and of revolution. As a sign of disaffection it was twice displayed in the Royal Navy. A mutiny broke out at Portsmouth in April, 1797, for an advance of pay; an Act of Parliament was passed to sanction the increase, and all who were concerned in the mutiny received the royal pardon, but in June of the same year, at the Nore, the spirit of disaffection broke out afresh, and the ringleaders were executed. It is noteworthy that, aggrieved as these seamen were against the authorities, when the King's Birthday came round, on June 4th, though the mutiny was then at its height, the red flags were lowered, the vessels gaily dressed in the regulation bunting, and a royal salute was fired. The seamen, having thus demonstrated their loyalty, re-hoisted the red flags, and the dispute with the Admiralty was resumed in all its bitterness. A curious relic of these mutiny days is the flag hoisted by the crew of H.M.S. *Niger* when they opposed these Sheerness mutineers of 1797. It was presented by the crew to their captain and can be seen in the United Services Institution, being a blue flag with the crown, evidently made aboard ship, the motto, in large letters, being "SUCCESS, TO A GOOD CAUSE."

The Red or Bloody flag of the buccaneers and pirates of the 17th and 18th centuries was hoisted as a signal to indicate that no quarter would be given. It may have had its origin in the red streamers flown at the masthead in Norman ships when engaged by English ships off the coast of Brittany during the last few years of the 13th century. The display of this streamer indicated "death without quarter and mortal war in all parts where mariners are to be found."

The black flag signifies mourning or death, and with the skull and crossbones thereon is the flag of a pirate. Pirate flags probably date from about the year 1700; they were usually displayed to indicate that good quarter was offered. If this was not accepted, some pirates replaced the flag with a plain red one in order to show that the offer had been withdrawn.

The term " Jolly Roger " appears to have embraced pirate flags in general, whatever the design; although there are other descriptions such as the " Black Flag," the " Roger," and " Old Roger " to be found in various works on Piracy, e.g. *Jolly Roger*, by Patrick Pringle (Museum Press, London, 1953). The charges are usually white in colour, although there are instances where red or yellow have been used; one pirate, at least, preferred a yellow flag with black charges. Incidentally, since 1926, the Orient Steam Navigation Company has used an *unofficial* port signal flag to indicate that a ship is undergoing the process of fumigation. It has a yellow field with black border and is charged with the skull and crossbones, also in black.

However, when mention is made of the Jolly Roger these days we usually visualize a black flag, charged with two bones in saltire surmounted by a human skull, in white. This has long been accepted as the symbol of Death; indeed, those who have travelled towards the East, and others, are aware that this is a very ancient device, the origin of which, to use the favourite expression of antiquaries, is " shrouded in the mists of antiquity."

During the present century certain of our submarines have flown this flag whilst on active service, thereby providing an interesting link with the past. On the return from an eventful patrol, they would hoist it, bearing additional small white charges such as bars, stars, etc., to record successes against the enemy. As an unofficial flag it was, of course, not included in the list of articles " issued " and had, therefore, to be made by members of the crew.

The white flag is the symbol of amity and of goodwill; of truce amidst strife, and of surrender when the cause is lost. Quarantine signal flags are yellow or yellow and black. The green flag is hoisted over a wreck; the red cross with the arms of equal length, half as wide as they are long, stopping short of the edges of the

white field, is the hospital and ambulance flag that flies over the sick and wounded in war.

The first legal and international obligation on record to carry colours at sea appears to have been agreed upon at the Convention of Bruges when Edward I and Guy, Count of Flanders, undertook that their respective subjects should " for the future carry in their ensigns or flags the arms of their own ports certifying their belonging to the said ports," but the Cinque Ports had carried colours for many years before, and a sort of code of flag etiquette was already in existence.

Honour and respect are expressed by " dipping " the flag. At any parade of troops before the Sovereign the colours are lowered as they pass the saluting point, and at sea they are dipped by hauling them down from the peak, or ensign-staff, and then promptly replacing them. They must not be suffered to remain at all stationary when lowered, as a flag flying half-mast high is a sign of mourning or death, or for some national loss, and it is scarcely a mark of honour to imply that the arrival of the distinguished person is a cause of grief.

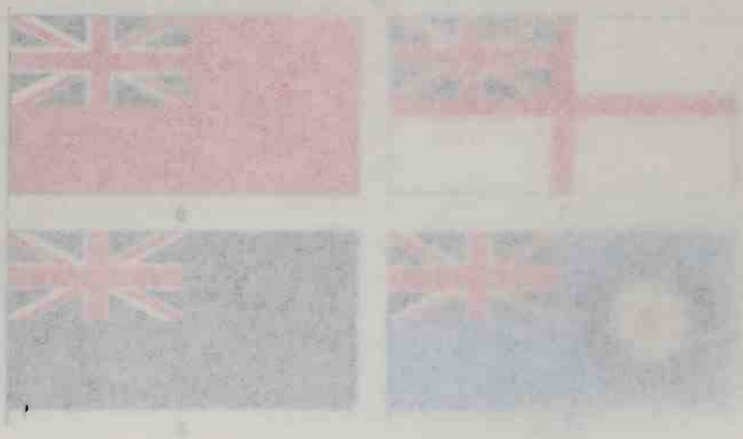
Half-masting a flag to indicate deferential mourning is a curious custom, the origin of which has yet to be ascertained, but its observance dates back to perhaps the 16th century. It has been suggested that the lowering of a flag at sea as a sign of submission may have given rise to this practice, especially when the flying of the colours of the victor over those of the vanquished became an established custom. Thus in half-masting a flag in the presence of Death, sufficient space is left for its invisible standard to occupy the superior position temporarily. The correct method of half-masting a flag is to lower it slowly from the " close-up " position; it must be returned to the latter before finally hauling it down at sunset.

In time of peace it is an insult to hoist the flag of one friendly nation below another, so that each flag must be flown from its own staff, and when royal personages of two nations are on board the same ship their standards are flown side by side, hence the double or treble set of sheaves in main trucks which have come in useful for signalling purposes. Saluting by lowering the flag is of ancient date and a more convenient method than the older custom of

Plate IV

BRITISH NATIONAL FLAGS

1. Cross of St. George (p. 41)
2. Cross of St. Andrew, the National Flag of Scotland (p. 45)
3. Cross of St. Patrick (p. 48)
4. First Union Flag (1606–1801) (p. 47)
5. Second and present Union Flag (p. 49)
6. Red Ensign (p. 54)
7. White Ensign (p. 54)
8. Blue Ensign (p. 54)
9. Ensign of the Royal Air Force (p. 129)



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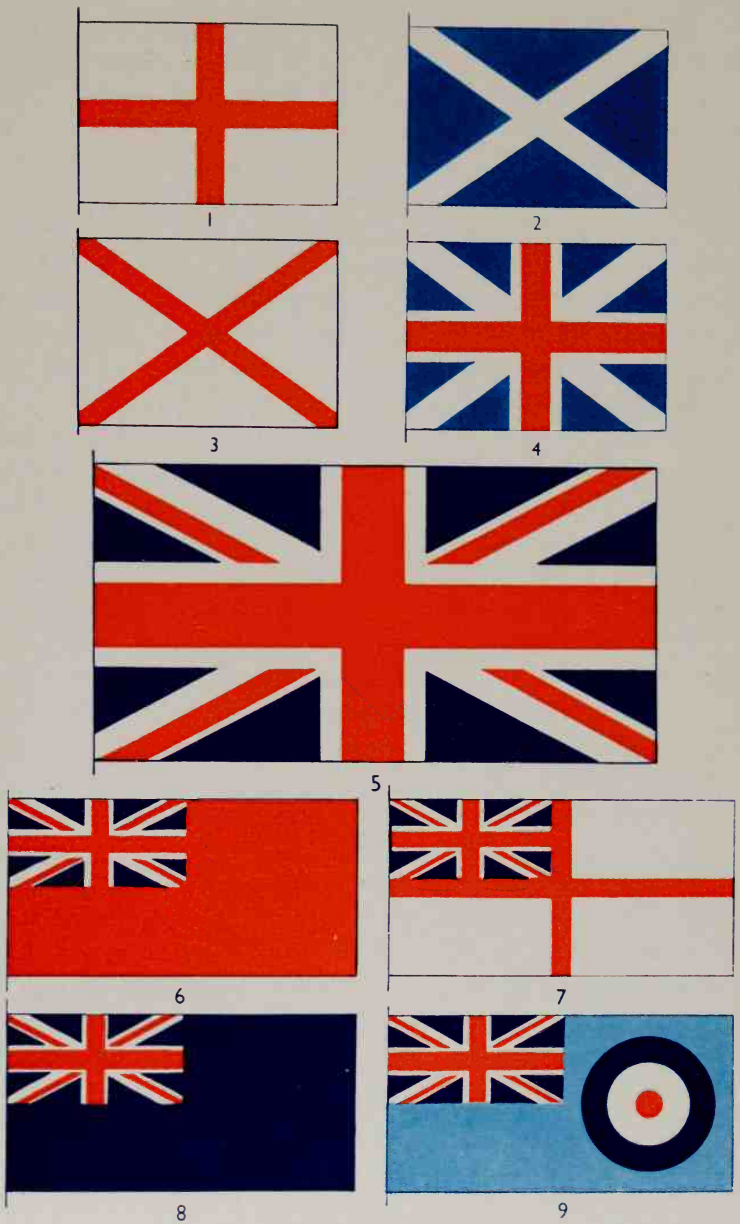


Plate IV

B.22

BRITISH NATIONAL FLAGS

lowering the topsails. In 1201 King John decreed that if his admiral or lieutenant should meet any ships at sea which refused to strike and lower their sails at command their crews should be reputed as enemies and their ships and cargo forfeited; and foreign vessels were brought into port for not so saluting.

The first occasion on which the claim to the sovereignty of the four seas was admitted by foreigners appears to have been in 1320 when Edward II was appealed to by the Flemish envoys to put a stop to piracy. In 1336 Edward III referred to his royal progenitors as having been lords of the sea on every side, but the claim did not become effective until 1350 after the fight of Lespagnols-sur-mer, off Winchelsea, when the King had to save himself from his sinking ship by capturing one of the enemy's, the Prince of Wales had to do likewise, and little John of Gaunt, aged ten, refused to stay with his mother and bore himself like a man in aiding in a victory so decisive that it gave his father the title of King of the Sea and set him in a ship on his gold coins. The Netherlanders of those days willingly admitted this sovereignty on the understanding that its limits were reached when the ship passed Craudon in the extreme west of Brittany.

Under the Tudors, if any commander of an English vessel met the ship of a foreigner who refused to salute the English flag, it was enacted that such ship, if taken, was the lawful prize of the captain. A notable example of this insistence on the respect to the flag arose in May, 1554, when a Spanish fleet of one hundred and sixty sail, escorting their King on his way to England to his marriage with Queen Mary, fell in with the English fleet under the command of Lord William Howard, Lord High Admiral. Philip would have passed the English fleet without paying the customary honours, but the signal was at once made by Howard for his twenty-eight ships to prepare for action, and a round shot crashed into the side of the vessel of the Spanish admiral. The hint was promptly taken, and the Spanish fleet struck their colours and topsails as homage to the English flag. When Anne of Austria was on her way to Spain to marry Philip in 1570 Hawkins is reported to have compelled the Spanish vessels to show the same respect at Plymouth; and there are other instances of the same sort with

lesser luminaries. The reason why foreigners submitted to the custom for so long was that England levied no duties on ships passing through the Straits but insisted only on the salute, which cost them nothing and showed their sea manners, just as a gentleman raises his hat to a lady; but it became different when the Stuarts arrived, because the claim to the sovereignty of the seas was no longer satisfied with a mere courteous acknowledgement but took a practical and pecuniary form.

This was in 1609, when James I forbade foreigners to fish on the British coasts without being licensed by him. His son Charles I asserted his right to rule over the surrounding seas as part of his realm, and the Commonwealth abated none of this claim; and in 1654, on the conclusion of peace between England and Holland, the Dutch consented to acknowledge the English supremacy of the seas, the article in the treaty declaring that " the ships of the Dutch —as well as ships of war of others—meeting any of the ships of war of the English, in the British seas, shall strike their flags and lower their topsails in such manner as hath ever been at any time heretofore practised."

During the 18th century the regulation ran: " When any of His Majesty's ships shall meet with any ship or ships belonging to any foreign Prince or State, within His Majesty's seas, which extend to Cape Finisterre, it is expected that the said foreign ships do strike their topsail, and take in their flag, in acknowledgement of His Majesty's sovereignty in those seas; and if any shall refuse, or offer to resist, it is enjoined on all flag-officers and commanders to use their utmost endeavours to compel them thereto, and not to suffer any dishonour to be done to His Majesty."

This instruction was withdrawn in the regulations of the Trafalgar period, but His Majesty's ships were cautioned not to strike their topsails or take in their flags unless the foreigners had already done so or did so at the same time; and, further, if any British merchant vessel attempted to pass any of His Majesty's ships without striking topsails the fact was to be reported to the Admiralty in order that the owners of the ship might be proceeded against in the Admiralty Court. After the war was over this gradually lapsed into the obsolete, and merchant ships now salute each other

by dipping the ensign as an act of courtesy, though they are compelled to show their colours when required. Warships do not dip to each other, but, if a merchantman dips to them, they reply.

Another act of courtesy is the well-established custom of displaying the "Courtesy Ensign" when a ship visits another country. The national colours of that country are hoisted at the foremast—if this is not available the foremast yardarm is used—as a compliment; thus it is sometimes referred to as the "Complimentary Ensign." For example, ships of the Commonwealth, and other nations, use the British Red Ensign (undefaced) when visiting ports in the United Kingdom. (Also see pages 73, 89, and 144.)

Occasionally foreign merchantmen use our Union Flag for this act of courtesy. Those responsible for this unquestionably mean well. However, they are, presumably, unaware that the undefaced Red Ensign should be flown at the foremast in these circumstances. The use of the Union Flag *afloat* is dealt with on page 52.

A reference should perhaps be made here to a not inconsiderable number of merchant ships "flying flags of convenience." This is a device whereby these ships are registered (for convenience or economy) in, and wear the Merchant flag of, Panama, Liberia, Honduras, or Costa Rica. They are sometimes referred to as constituting the "Panlibhonco fleet." There is much concern at the rapidly increasing use of a means which enables owners to escape obligations inherent in using the flag of their own country.

The reader who is particularly interested in the origin and early history of our flags, especially maritime ensigns, would do well to consult *British Flags*, by the late W. G. Perrin, O.B.E., F.R.Hist.S., sometime Admiralty Librarian. However, a word of warning may not be out of place; some may find this work a little difficult to read.

The chapter on the flags of the United States of America includes a table showing how the number of stars on the National Flag was increased, and the actual date when each successive design was brought into use.

It may not be out of place at the end of this chapter to explain one or two of the technical expressions concerning flags which may be met with in this book.

The " hoist " is that portion of the flag which is nearer to the mast. The " fly " is that portion farther from the mast. The circular cap at the masthead is known as the " truck." It may be fitted with either one, two, or three sheaves through which are rove the " halyards," i.e. the ropes by which flags are hauled up and secured.

A " canton " is, roughly speaking, a rectangle, placed in the top left-hand corner of the hoist—it can be, if necessary, one quarter the area of the flag.

" Swallow-tailed " flags have triangular pieces cut out of the fly so as to leave two " tails." A " triple swallow-tail " is one that has a tongue left in the middle of the cut.

Many people, including those who have served or who are at present serving afloat, are often puzzled by the anything but uniform use of terms and expressions met with in connection with maritime flags. One reads, for example, of ships and senior officers " carrying," " flying," " bearing," " wearing," " displaying," and " hoisting " certain flags. It is not surprising therefore that this has, on occasion, led to heated arguments between senior officers, and others having strong views on the subject.

There is little doubt that this confusion has been caused by the inconsistent use of these terms and expressions by those who, in the past, were responsible for drafting official regulations and instructions. However, it would appear that a very real attempt to rectify this state of affairs has been made in compiling the 1956 edition of *Queen's Regulations and Admiralty Instructions*.

Thus, a ship is said to " wear " her colours, i.e. the Ensign and Jack; these are properly referred to as her " suit of colours." Again, she may be said to " fly " a masthead pendant, a personal standard or flag, a distinguishing flag, etc., or if a standard or a flag is to be used temporarily for a special occasion, she may " hoist " it. A person " flies " his (or her) standard or flag, etc., " in " a ship or " on " shore; an ensign and a masthead pendant may be " flown " at a shore naval establishment.

The staves to which Regimental Colours are attached are known as the "Colour pikes."

In the chapters dealing with the flags, badges, etc. of Great Britain and the Commonwealth, one of the charges not infrequently mentioned is the Royal Crown.

Soon after the accession of H.M. Queen Elizabeth II it was decided that the St. Edward's Crown should be used by the Services, Government Departments, etc., instead of the Tudor Crown as heretofore. In order that there should be no unnecessary expense, it was further decided that the replacement of existing crowns should be undertaken as and when suitable circumstances permit.

TUDOR CROWN

ST. EDWARD'S CROWN

An "Achievement of Arms," "Achievement," or "Armorial Bearings" is the complete display of the Arms or Shield of Arms, the Crest, the Supporters, Badges, the Motto, etc. A "Coat-of-Arms" or "Arms" comprises the heraldic devices displayed on a shield, banner, or flag (sometimes referred to as a "banner-flag").

The heraldic description of these often puzzles those unversed in heraldry. "Dexter" or "right" refers to that half of the shield positioned on the right hand of the person holding it, and "sinister" or "left" is on the left hand of the bearer. The dexter half is the more honourable. When a charge is said to be on the "right," it does in fact appear, from the standpoint of the spectator, on the left, and *vice versa*. All this is equally true of a flag; when its obverse side is displayed, the mast appears on the spectator's left and the flag flies towards his right. In other words, dexter is the hoist and sinister is the fly.

CHAPTER II

THE ROYAL STANDARD OF THE SOVEREIGN OF GREAT BRITAIN AND ITS HISTORY; STANDARDS OF MEMBERS OF THE ROYAL FAMILY

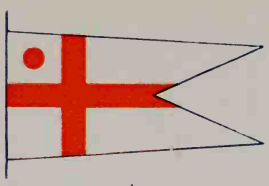
THE Royal Banner—in common parlance, the Royal Standard (see page 8)—is the symbol of the personal tie that unites British subjects throughout the world under one Sovereign.

By the "Royal Standard" is meant the flag with the four quarterings alone, and with no additions or charges. Of these quarterings, the first and fourth contain the Standard of England, the second the Standard of Scotland, and the third the Standard of Ireland (Plate III, 1).

The field of the Standard of England is red, and on it are three golden lions, heraldically described as "Gules, three lions passant guardant in pale or." How the three lions came to represent England is not as clear as it might be. It is said the shield of William the Conqueror bore two lions, one for Normandy and the other for Maine, but there is no sound evidence that he ever bore them. Indeed, there is good proof to the contrary, for they do not appear on the famous Bayeux Tapestry, a piece of embroidery, about two hundred and thirty feet long and twenty inches wide, on which the story of the conquest of England by the Normans is recorded in pictorial form. Although the exact date has yet to be ascertained, this work was probably executed towards the end of the 11th century.

It is generally believed that the three lions were first used by Richard Coeur-de-Lion, for, while his first Great Seal bore "two lions combattant or," his second Great Seal showed them exactly as they appear now. The date of that Seal is 1195, and from that day, and without change, the red ground with its three golden lions has been borne by the Sovereigns of England.

The Standard of Scotland is golden and bears the famous red "lion rampant" within a tressure of the same colour, heraldically



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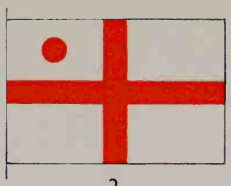

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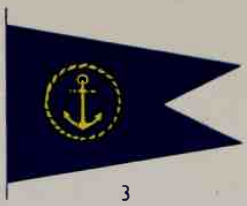

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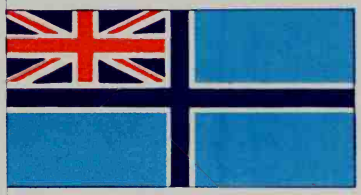

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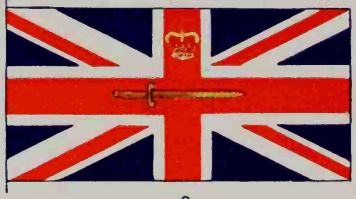

8

9

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11

12

Plate V

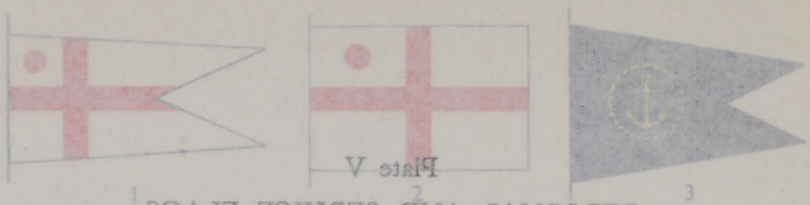
C.29

PERSONAL AND SERVICE FLAGS

Plate V

PERSONAL AND SERVICE FLAGS

1. Broad Pennant of a Commodore, Royal Navy (p. 127)
2. Flag of a Vice-Admiral, Royal Navy (p. 127)
3. Broad Pennant of a Commodore in the Royal Fleet Auxiliaries (p. 130)
4. Flag of the Chief of the Defence Staff (p. 58)
5. Flag, Cinque Ports (p. 61)
6. Ensign, Ministry of Transport (p. 60)
7. The Civil Air Ensign (p. 143)
8. Flag, Lords Lieutenants of Counties (p. 57)
9. Trinity House, Ensign (p. 63)
10. Trinity House, Flag of the Master (p. 62)
11. Commissioners of Northern Lighthouses, Ensign (p. 65)
12. Commissioners of Irish Lights, Ensign (p. 65)



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PERSONAL AND SERVICE FLAGS

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10. Trinity House, Flag of the Master (p. 62)
11. Commissioners of Northern Lighthouses, Ensign (p. 67)
12. Commissioners of Irish Lights, Ensign (p. 67)

PERSONAL AND SERVICE FLAGS

blazoned as "Or, a lion rampant within a double tressure flory counterflory gules." Here again the exact date of its adoption as the Banner of the King of the Scots is not definite, but it appeared on the Great Seal of King Alexander II, who married the daughter of King John. The lion itself was borne by William the Lion about 1165. And so, from the far-off days of Alexander II through all the years to the present time, this flag has been unchanged as the Standard of Scotland, sometimes referred to as the "Lion rampant flag."

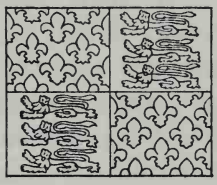
In both Scotland and in England it is now recognized that the "tressure flory counterflory" is a part of the Royal Arms, and needs the personal permission of the Sovereign before it may be granted as part of a new Coat-of-Arms, but this does not apply to tressures which have already been granted. It has been awarded as a special "augmentation" to reward distinguished services in the history of Scotland, e.g. in the arms of the family of Her Majesty the Queen Mother, the lion of Bowes-Lyon is surrounded by a tressure. While on the subject it is just as well to remark that the "Lion rampant flag" is *not* the national flag of Scotland, but is the *personal* Standard of the Sovereigns of Scotland. The *national* flag is the blue flag with the white saltire of St. Andrew (Plate IV, 2), and this is the flag which should be displayed by all true Scots.

This has on many occasions been the subject of keen controversy. Some people maintain that when the two kingdoms were united, and the Scottish arms were incorporated into the Royal Banner as one of its quarters, the flag resulting thus became the Royal Banner of Scotland, and that therefore the Lion rampant flag ceased to be the personal flag of the Sovereigns of Scotland and may thus be flown by private individuals. This argument is weak. The King of Arms of Scotland, the Lord Lyon, who is the sole authority for the northern kingdom in such matters, still holds a warrant from Mary Queen of Scots empowering him to punish persons who misuse the Royal Arms. This has never been rescinded.

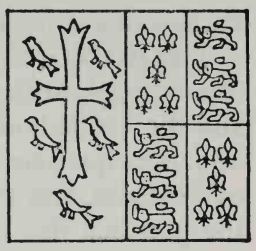
On more than one occasion he has confirmed that the Lion rampant flag may be flown only when either of the following are present—the Sovereign, the Secretary of State for Scotland, the Lord High Commissioner to the General Assembly of the Church of Scotland, or a Lord-Lieutenant. The Scottish Office in London

(which, incidentally, always flies the Lion rampant flag over its office in Whitehall) holds a different view, and has stated publicly on more than one occasion that, so far as it is concerned, there is no objection to the flying of this flag by private persons. There is no doubt at all about the matter. Lyon King of Arms is legally right. The Scottish Office cannot over-rule him. To do this, it would require a writ from the Crown to him, countersigned by the Secretary of State for Scotland, or, possibly, even an Act of Parliament.

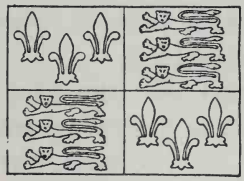
As a complete quartered Standard, many changes have taken place in its marshalling since 1340, when Edward III laid claim to the throne of France. The three lions did duty during the reigns of Richard I, John, Henry III, Edward I, Edward II, and, for the first thirteen years of his reign, Edward III. The last-named, on claiming the throne of France, quartered the Standard and placed in the first and fourth quarters the Arms of that country—a blue ground powdered with golden fleurs-de-lis. (This form of coat is now known as "France Ancient.") In the second and third quarters he placed the lions of England. Then Richard II altered the Standard again. He divided it into vertical halves, and in the hoist he placed the so-called "Arms" of Edward the Confessor. These Arms (Plate II, 2) were "assigned" to the saint long after his death. Henry IV dropped the Confessor's half, and resumed the pattern in use at the time of the death of Edward III. In 1365 King Charles V of France reduced the number of golden lilies on his Standard to three, placed two side by side with one beneath. (This is known as "France Modern.") In 1405 Henry IV adopted this pattern, on the grounds that he did not claim ancient France but France as it was then. This pattern remained unchanged during the reigns of the next ten sovereigns—a period of



FRANCE ANCIENT: 1340–1377, 1399–1405

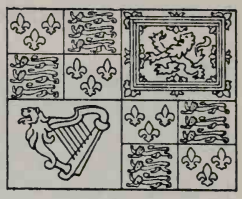


1377–1399



FRANCE MODERN: 1405–1603

some one hundred and ninety-eight years. When James VI of Scotland became James I of England in 1603, another quartered Standard was designed. The Standard as it existed was placed in the first and fourth quarters, the Lion rampant flag occupied the second quarter, and the new Standard of Ireland, a golden harp with silver strings on a blue background, appeared in the third. Needless to say, the Scots took considerable umbrage at their lion and tressure being given second place. They claim that Scotland is the older kingdom, and that, on the death of Elizabeth, the Scottish monarch virtually annexed the southern kingdom.



1603–1689, 1702–1707

The placing of the Standard of Ireland in the third quarter at that date may puzzle some readers, especially as the Union of Ireland with England and Scotland did not take place until 1801 (see page 49).

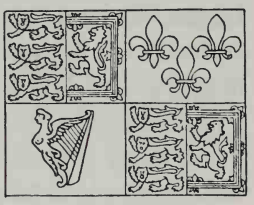
The conquest of Ireland was entered upon in 1172, in the reign of Henry II, but was not really completed until the surrender of Limerick in 1691. Until January 23rd, 1542, the country was styled not a Kingdom, but the Lordship of Ireland, the title of King being confirmed by Act of Parliament, 35, Henry VIII, cap 3 of 1544.

An early standard of Ireland had three golden crowns on a blue background, arranged over each other as are the English Lions. A Commission appointed in the reign of Edward IV to enquire what really were the arms of Ireland, reported in favour of the three golden crowns. The early Irish coinage bears three crowns upon it, as do the coins of Henry V and his successors. Henry VII substituted the harp on the coins, but neither crowns nor harps nor any other device for Ireland appear in the Standard borne by the Sovereign until the reign of James I. In the Harleian MS. No. 304, in the British Museum, we find the statement that " the arms of Ireland is Gules iij old harpes gold, stringed argent " and on the silver coinage for Ireland of Elizabeth I the shield bears these three harps. At her funeral Ireland was represented by a blue flag having a crowned harp of gold upon it and, as we have seen above, James I adopted this, but without the crown, in 1603, as a

quartering in his standard, this being its first appearance in the Standard. Why Henry VIII substituted the harp for the three crowns is not known. Some would have us believe that the King was apprehensive that the three crowns might be taken as symbolizing the triple crown of the Pope. A note in regard to the various forms of harp used from time to time will be found on page 33.

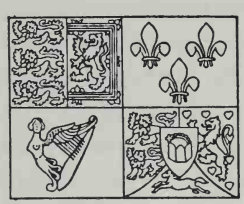
1689–1694

In this form the Standard was used by the remaining Stuarts, Charles I, Charles II, and James II, but after the flight of James in 1689 the Royal Standard began to look a little complicated. With the accession of William III and Mary II, an escutcheon of Nassau was added, because William was also Prince of Orange. He is reputed to have impaled the Stuart Standard of his wife who was the daughter of James II (see illustration). However, so far as can be ascertained, there is no record of this complicated Standard ever having been used.



1707–1714

William III died in 1702, the "Escutcheon of Pretence" of Nassau was omitted, and for five years Queen Anne reverted to the use of the Stuart Banner. In 1707 the Union with Scotland made another change inevitable. Again a quartered Standard was used; the first and fourth quarters were halved vertically, and on the hoist side were placed the lions of England, impaling, on the fly side, the lion and tressure of Scotland. The rules of heraldry decree that only half the tressure, but the whole of the lion, may be depicted. The second quarter showed the three lilies of France Modern, while the third bore the harp of Ireland. In 1714 Anne died, leaving no heir, and was succeeded by her kinsman, George, Elector of Hanover, Duke of Brunswick-Luneburg. The Arms of Hanover then took up the fourth quarter of the Standard. These Arms showed three divisions,

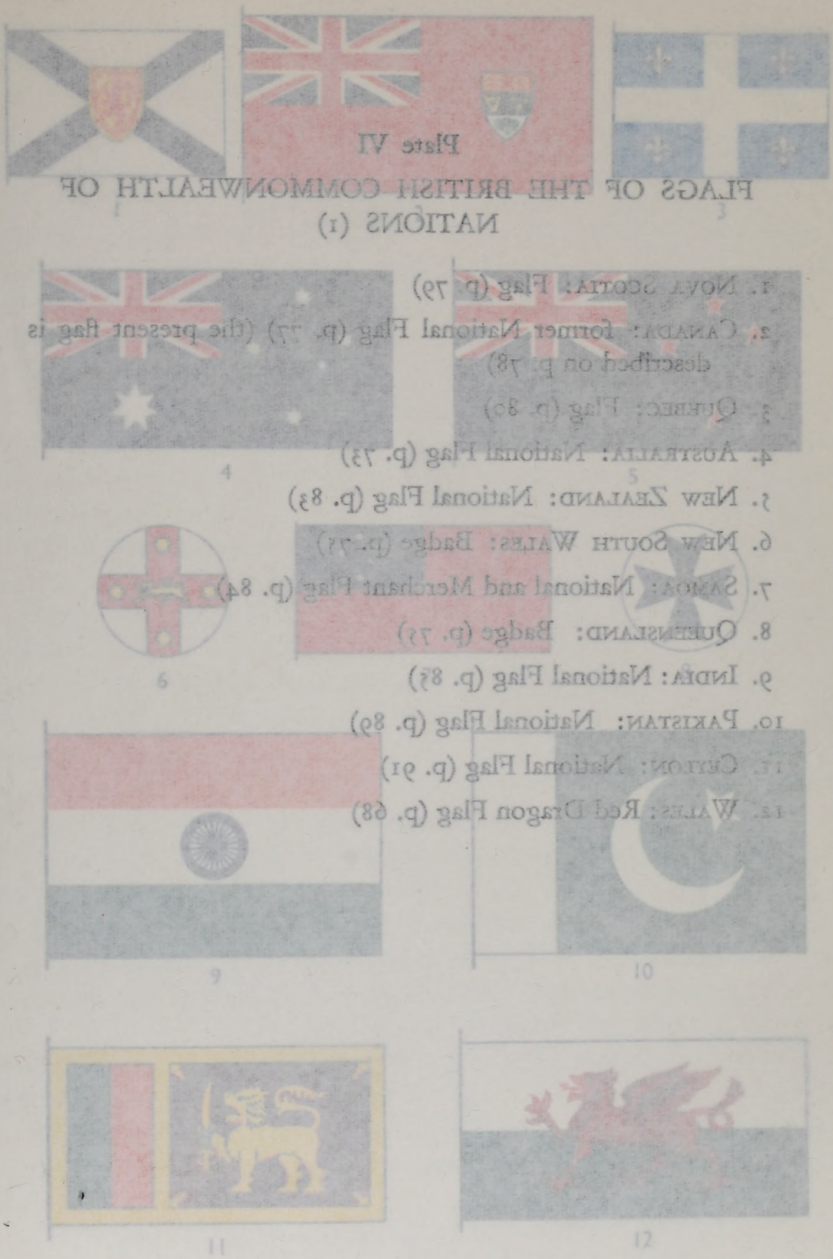


1714–1801

Plate VI

FLAGS OF THE BRITISH COMMONWEALTH OF NATIONS (1)

1. NOVA SCOTIA: Flag (p. 79)
2. CANADA: former National Flag (p. 77) (the present flag is described on p. 78)
3. QUEBEC: Flag (p. 80)
4. AUSTRALIA: National Flag (p. 73)
5. NEW ZEALAND: National Flag (p. 83)
6. NEW SOUTH WALES: Badge (p. 75)
7. SAMOA: National and Merchant Flag (p. 84)
8. QUEENSLAND: Badge (p. 75)
9. INDIA: National Flag (p. 85)
10. PAKISTAN: National Flag (p. 89)
11. CEYLON: National Flag (p. 91)
12. WALES: Red Dragon Flag (p. 68)



FLAGS OF THE
BRITISH COMMONWEALTH OF NATIONS (1)

Plate VI

FLAGS OF THE BRITISH COMMONWEALTH OF NATIONS (1)

1. Nova Scotia: Flag (p. 79)
2. Canada: former National Flag (p. 77) (the present flag is described on p. 78)
3. Quebec: Flag (p. 80)
4. Australia: National Flag (p. 73)
5. New Zealand: National Flag (p. 83)
6. New South Wales: Badge (p. 75)
7. Samoa: National and Merchant Flag (p. 84)
8. Queensland: Badge (p. 75)
9. India: National Flag (p. 85)
10. Pakistan: National Flag (p. 89)
11. Ceylon: National Flag (p. 91)
12. Wales: Red Dragon Flag (p. 68)

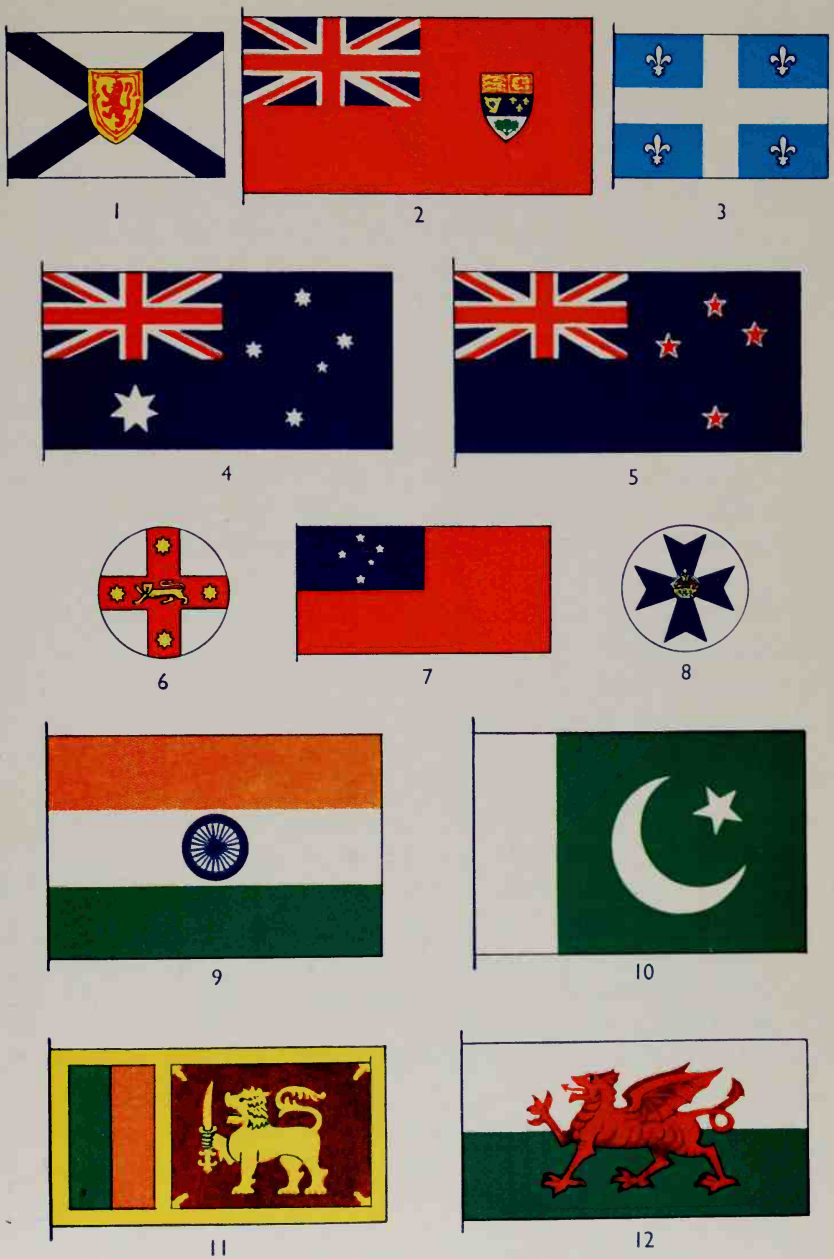
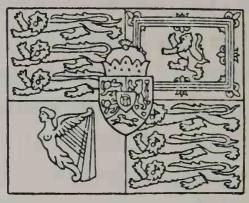


Plate VI

C.32

FLAGS OF THE
BRITISH COMMONWEALTH OF NATIONS (1)

that to the hoist bearing the two golden lions on a red field of Brunswick, that to the fly showing the blue lion rampant on a golden field strewn with red hearts of Luneburg, while below appears the white horse on a red field of Westphalia. Over all is an inescutcheon, or small shield, in red, charged with the golden crown of Charlemagne. The next change was to come in 1802, when as a result of the Treaty of Amiens, the Lilies of France were removed for ever from the Royal Standard. This left a quarter empty, so the banner was rearranged. The lions of England were placed in the first and fourth quarters, Scotland's banner was placed second, and Ireland remained third. In the centre, over all, was a little escutcheon of pretence bearing the Arms of Hanover. On top of the latter was placed the electoral bonnet, which in 1816 gave place to a Royal Crown.



1802–1816

This Standard was used during the reigns of George IV and William IV. When Queen Victoria came to the Throne in 1837 the arms of Hanover were removed, thus leaving it in its present form, namely, " Quarterly, (1) and (4) England, (2) Scotland, (3) Ireland " (Plate III, 1).

A

" WINGED LADY "

B

CELTIC HARP

In regard to the last mentioned, the frame of the harp has, from time to time, appeared in various forms. For many years the " winged lady " version, as shown in illustration (A), had been used. On the accession of Queen Elizabeth II she expressed a preference for the Celtic Harp, as depicted in illustration (B); however, in 1958 the " winged lady " (A) pattern was brought into use once again.

Comment is very often made that Wales is not represented in the Royal Standard, and many patriotic Welshmen are very resentful of the omission.

The Standard of Wales is an old one, that of Llewellyn ap Griffith, Prince of North Wales, and a descendant of Owen

Gwynned, and when he was killed in 1248 Owen Glendower assumed it. It is a quartered coat "Quarterly or and gules four lions passant counterchanged."

In 1911 a Committee of the Privy Council was set up to consider the question of incorporating the Arms of Wales into the Royal Arms. The report was adverse, and the King confirmed it.

The answer must be that Wales is a Principality and not a Kingdom, although at the present moment the daffodil appears in the design of some of our postage stamps!

However, in 1912 the escutcheon bearing the Arms of Saxony on the Standard of the Prince of Wales was superseded by the Arms of Wales, ensigned with his coronet (see Plate III, 4).

King Edward VII was extremely interested in flags and flag-etiquette, and, on more than one occasion, made decisions which have remained unaltered to this day. In 1906 he expressed displeasure at the current abuses, and indiscriminate use of the Royal Standard, and commanded that in future it should be flown on land or at sea only when the Sovereign is present in person. However, he granted special permission for it to be flown on Westminster Abbey whenever the Sovereign (1) visits Westminster School, and (2) opens or prorogues Parliament in person; in the latter case, an additional one is flown on the Victoria Tower of the Houses of Parliament. Again, during parades on shore in honour of the Sovereign's birthday, the Royal Standard, if available, is flown even if the Sovereign is not present in person.

The presence of the Sovereign afloat is indicated by the flying of a suite of three flags, the Royal Standard, the Admiralty Flag, and the Union Flag (see page 52). As to the origin of this custom, recent researches have brought to light some very important information.*

Had this been available in the past, certain flag authorities, including the present writer, would not have expressed the opinion that it dates from 1660.

So far as is known at the present time, the Royal use of this three-flag combination was referred to *officially* for the first time in

* See "The Queen's Sea Flags," *The Mariner's Mirror*, Vol. 43, No. 4, Nov. 1957, and Vol. 44, No. 2, May 1958.

the Order in Council dated July 3rd, 1833. Therein it was laid down that the Royal Standard, the flag of the Lord High Admiral (now generally referred to as the Admiralty Flag), and the Union Flag should be hoisted at the main, fore, and mizzen mastheads respectively whenever the Sovereign *or* his Consort were embarked. It has been suggested that these instructions were promulgated in order to distinguish between the Sovereign and other members of the Royal Family afloat.

When these instructions were revised in 1844 the use of this three-flag combination was restricted to the Sovereign, and has remained thus to the present day: at the same time it was laid down that if a vessel had fewer than three masts these flags should be flown in the most conspicuous parts of her.

In regard to the flying of the Union Flag in the foregoing circumstances, there is a widespread impression, even in the Royal Navy itself, that it indicates that the Sovereign holds the rank of Admiral-of-the-Fleet. However, we cannot perhaps do better than quote no less an authority than Sir Gerald Wollaston, Norrey & Ulster King of Arms (sometime Garter King of Arms), thus: ". . . The Union Flag is a Royal Flag. . . . As a coat-of-arms, on a shield, it is one of the Royal Badges, and has been such since Stuart times (then without the red saltire of St. Patrick, added at the union with Ireland in 1801). . . . It is a Royal Flag. . . ."

When circumstances warrant it, the Sovereign may decide to change the above flag arrangements; indeed, there have been a number of occasions when the Royal Prerogative has been exercised.

In the event of the Sovereign paying a short visit to one of H.M. ships the Royal Standard at the main masthead only is hoisted (see *Queen's Regulations & Admiralty Instructions*, 1956, Art. 1201 (2)).

At the end of 1948, it was laid down that in the event of the Sovereign visiting a merchant ship the Royal Standard should be flown at the mainmast head in her.

In 1960, when arrangements for Her Majesty's forthcoming visit to India were being considered, it was felt that a new personal flag of distinctive design would be more appropriate for use in the nations of the Commonwealth of which she is the head. The

Royal Standard had become associated in the public mind with the United Kingdom.

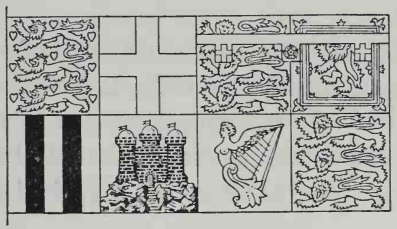
Accordingly, a banner, or square flag, consisting of Her Majesty's initial " E " in gold ensigned with the Royal Crown, all within a chaplet of golden roses on a blue field, was authorized. This flag was fringed or edged with gold (see Plate I, 1).

It was not, however, intended as a Commonwealth flag, but rather as something entirely personal to the Queen, to be flown only when Her Majesty was present in person, or from buildings where she was in residence. This flag was used during the Queen's visit to India in 1961.

It was subsequently felt that for those Commonwealth countries of which she is Queen it would be appropriate if the new device of the crowned " E " within the chaplet of roses were used by Her Majesty in conjunction with the Arms of the country she was visiting. Flags were accordingly designed for Sierra Leone, Canada, New Zealand, and Australia (see Plate I). The details of these personal flags of the Queen are given in Chapter V under the headings of those countries. When Her Majesty visits a Commonwealth country for which a personal flag has been approved, the appropriate flag for the country is used instead of the Royal Standard. For example, in a port of such a country it is worn by the Royal Yacht when the Queen is living on board.

Each member of the Royal Family has a Standard of his (or her) own, which cannot be confused with that of the Monarch.

The design of the Duke of Edinburgh's Standard, approved by His late Majesty King George VI in November, 1951, consisted of the Arms of the Duke impaled with those borne by Her Majesty the Queen when she was the Heiress Presumptive, and described later on in this chapter. The Duke's Arms were quartered thus : (1) yellow, three blue lions crowned passant and nine red hearts (Denmark); (2) blue, a white cross (Greece); (3) white, two vertical black stripes (Mountbatten); (4)



DUKE OF EDINBURGH
(1951 pattern)

white, on a rock in natural colours, a black castle having three towers each topped with a red dome and vane, the windows and closed portcullis also red (Edinburgh).

The shade of blue was uniform throughout, being that used in the third quarter of the Royal Standard.

However, since Her Majesty came to the Throne the Duke has used a standard consisting of his Arms only (Plate III, 2).

In passing, it is interesting to mention that he flew this standard at the main masthead in the Royal Yacht *Britannia* when he returned from Canada in August, 1954. At the same time, the Union Flag (the flag of an Admiral-of-the-Fleet afloat—see page 52) and the Trinity House Jack (the flag of an Elder Brother afloat—see page 64) were flown at the fore and mizzen mastheads respectively.

Mention should perhaps be made here that since February 22nd, 1957, the Duke's title has been H.R.H. The Prince Philip, Duke of Edinburgh.

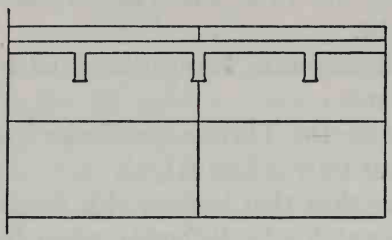
In the Standard of Queen Elizabeth the Queen Mother, the Royal Arms are placed in the hoist, while in the fly are those of Her Majesty's family, Bowes-Lyon. This is a splendid example of the use of canting or punning arms. It is a quartered coat; in the first and fourth quarters on a white field is the blue lion rampant within the double tressure flory counterflory of Lyon, while in the second and third quarters are the three bows " proper " of Bowes on an ermine field (Plate III, 3).

In that of the late Queen Mary, the Royal Arms were in the hoist, the other half of the Standard containing a quartered coat. In the first and fourth quarters of this were the Arms of Her late Majesty's mother, Princess Mary of Cambridge, Duchess of Teck, while in the second and third were those of her father, Francis, Prince and Duke of Teck.

THE LATE QUEEN MARY

A white " label " placed along the top of the Standard differences it for the Sovereign's children and grandchildren. The inset

diagram illustrates how it is placed. In the case of the children, the label has three points, in the case of the grandchildren it has five points.

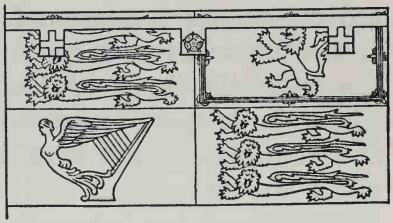


A plain white label is the mark of the eldest son, the hereditary Duke of Cornwall and Rothesay. The labels of the other children each bear difference marks.

When the eldest son of the Sovereign is created Prince of Wales, his Standard has an additional difference in the centre thereof, namely, a small shield bearing the Arms of Wales—the first and fourth quarters yellow with a red lion thereon, and the second and third red with a yellow lion thereon (see page 34). This shield is ensigned with the Prince's coronet, which has *one* arch, not two (see Plate III, 4).

H.R.H. Prince Charles was created Prince of Wales on July 26th, 1958; at the same time he assumed the title of Earl of Chester and became a Knight of the Garter.

The previous bearer of this Standard was Edward VIII prior to his accession to the Throne in 1936. After his abdication he assumed the title of Duke of Windsor and was granted the Royal Arms differenced by a label with three points, the centre one being charged with the Royal Crown. So far as can be ascertained, the use of the Royal Crown as a charge on the label of a Royal Duke is an innovation in English heraldry. Her Majesty will, no doubt, grant the Duke permission to fly a flag displaying these Arms, if and when he expresses the wish to do so.



PRINCESS ELIZABETH

The centre point of the label of Princess Elizabeth bore the Tudor Rose, the two outside ones being each charged with the red Cross of St. George. Her Royal Highness, of course, ceased to bear these Arms when she became Queen Elizabeth II.

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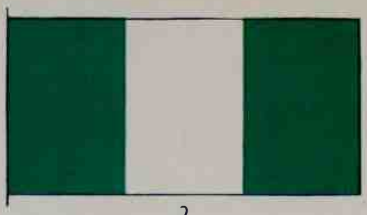

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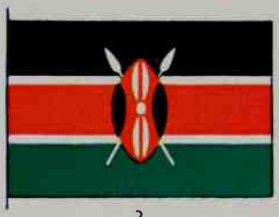

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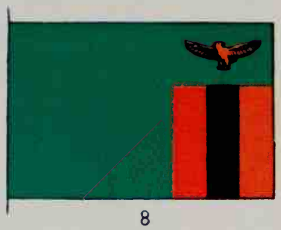

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Plate VII D.39

FLAGS OF THE
BRITISH COMMONWEALTH OF NATIONS (2)

Plate VII

FLAGS OF THE BRITISH COMMONWEALTH OF NATIONS (2)

1. GHANA: National Flag (2nd. version) (p. 93)
2. NIGERIA: National Flag (p. 94)
3. KENYA: National Flag (p. 95)
4. SIERRA LEONE: National Flag (p. 95)
5. RHODESIA: National Flag (p. 99)
6. UGANDA: National Flag (p. 97)
7. MALAWI: National Flag (p. 98)
8. ZAMBIA: National Flag (p. 99)
9. UNITED REPUBLIC OF TANGANYIKA AND ZANZIBAR (TANZANIA): National Flag (p. 97)
10. CYPRUS: National Flag (p. 116)

1

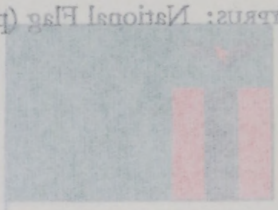
2

Plate VII

FLAGS OF THE BRITISH COMMONWEALTH OF NATIONS (2)

1. Ghana: National Flag (2nd. version) (p. 93)
2. Nigeria: National Flag (p. 94)
3. Kenya: National Flag (p. 95)
4. Sierra Leone: National Flag (p. 95)
5. Rhodesia: National Flag (p. 99)
6. Uganda: National Flag (p. 97)
7. Malawi: National Flag (p. 98)
8. Zambia: National Flag (p. 99)
9. United Republic of Tanganyika and Zanzibar (Tanzania): National Flag (p. 97)
10. Cyprus: National Flag (p. 116)

7



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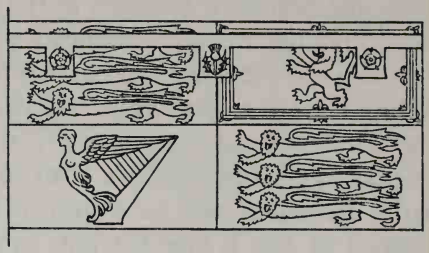
FLAGS OF THE
BRITISH COMMONWEALTH OF NATIONS (2)

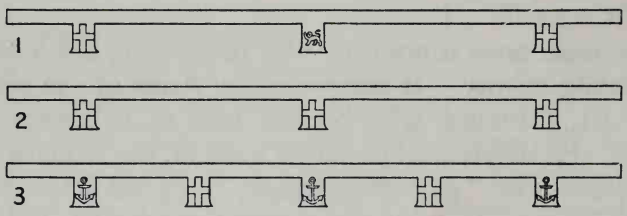
On the other hand, the centre point of the label of Princess Margaret bears the Thistle, and the other two the Tudor Rose.



PRINCESS MARGARET

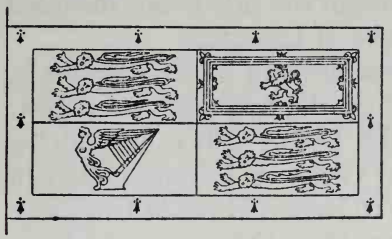
The Duke of Gloucester has a red lion on the centre point and a St. George's Cross on each of the others (1), while each of the points of the Princess Royal's label bears the red Cross of St. George (2).

The label of the Duke of Kent (a grandson of King George V) has five points; the first, third, and fifth each bear the blue anchor



from his father's label, and the second and fourth the cross of St. George (3).

The distinguishing Standard for other members of the Royal Family, who bear the title of "Royal Highness," is the Royal Standard, surrounded by a narrow white border, charged with four ermine spots on the top and bottom, and with another ermine spot in the centre of each side. It is currently used by their Royal Highnesses the Duchess of Gloucester and the Duchess of Kent.



A reference has already been made to the flag arrangements obtaining in the Royal Yacht *Britannia* when H.R.H. the Duke of Edinburgh is embarked (see page 34).

If any member of the Royal Family, other than Her Majesty or

the Duke of Edinburgh, uses the Royal Yacht, the appropriate Personal Standard is flown at the main masthead. The fore masthead and the mizzen masthead will, in these circumstances, carry the flag of the Flag Officer Commanding Royal Yachts and the White Ensign respectively. However, it may be noted that H.R.H. the Duke of Gloucester may, as the Master of Trinity House, decide to fly the Master's Flag in addition to his Personal Standard. In which case he would fly the first mentioned at the mizzen instead of the White Ensign, in accordance with Queen's Regulations and Admiralty Instructions 1956 Article 1207 (see also page 62).

Mention should perhaps be made here of the two little-known historical flags, namely, those of the Duchy of Lancaster and the Duchy of Cornwall.

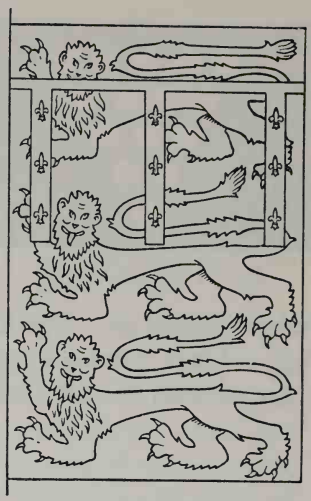
The first mentioned is not only very distinctive, but it has a long and interesting history. It comprises the Arms of the second son of Henry III, Edmund, who became Earl of Lancaster on June 30th, 1267. He differenced his father's shield, the Arms of England —three golden lions " passant guardant," on a red field—by adding a label " of France," i.e. a blue label with three points, each charged with three golden fleurs-de-lis.

Henry of Grosmont was created 1st Duke of Lancaster, and the county of Lancashire became a County Palatine, on March 6th, 1351. He already bore the arms described above.

In accordance with the Great Charter of October 14th, 1399 (Henry IV), the Duchy was merged with the Crown, and has remained thus to the present day; although the title is not included in the royal style, the Sovereign is Duke of Lancaster.

In 1953 it was decided to use these arms in banner-flag form, and fly them over the Duchy Office on the following occasions: (a) Whenever the Sovereign visits the Duchy Office, and during Council Meetings. (b) Anniversaries: Grant to Edmund, Earl of Lancaster, October 25th, 1265; Grant to Henry, Duke of Lancaster, March 6th, 1351; and Great Charter Day, October 14th, 1399. (c) On those days appointed for the flying of flags on public buildings. (d) A small edition of this flag is flown on the car of the Chancellor of the Duchy.

The design of the flag is a very ancient one: it was, in fact, taken from the Duchy Banner illustrated on one of the Great Cowchers, a collection of Duchy title-deeds made in 1402–7. This banner has a fringe comprising the Lancastrian Livery colours—white and blue.



DUCHY OF LANCASTER: BANNER-FLAG

The proportions of the field are two (length) to three (hoist): these approximate those used for banners during the earlier days of chivalry (see accompanying illustration and also page 8).

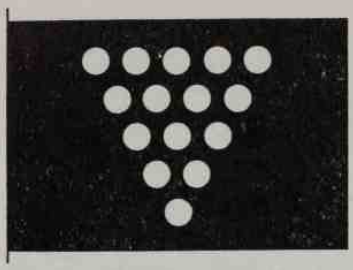
Those who are interested in the history of the Duchy are recommended to read the excellent and erudite work *The History of the Duchy of Lancaster* by R. Somerville, C.V.O.

Although the Earldom of Cornwall was originally created *circa* 1067, it was not until March 17th, 1337, that Edward the Black Prince became the first Duke of Cornwall.

So far as can be ascertained, the earliest reference to a distinctive flag is to be found in a Tudor Record, *circa* 1540. Therein it is recorded that Edward, son of Henry VIII and Jane Seymour, Duke of Cornwall from 1537 until he became Edward VI ten years later, used a black flag bearing fifteen bezants, i.e. fifteen golden discs. A similar flag was carried at the funeral of Queen Elizabeth I in 1603.

The field and its charges appear to have their origin in the border which surrounded the silver shield bearing a red lion rampant, of the second son of King John, Richard (Plantagenet), who became the eighth Earl of Cornwall in 1225. An illustration of this shield may be seen on the south wall of Westminster Abbey.

The use of the Duchy flag was revived in 1932. It is twelve feet and three inches long and eight feet and three inches at the hoist; the fifteen bezants are borne on an heraldic "pile"—5, 4, 3,



DUCHY OF CORNWALL

2, and 1 (see accompanying illustration). This flag is flown over all Duchy Offices on March 17th, the anniversary of the original Duchy Charter, and whenever a member of the Royal Family visits one of these offices. Again, it is flown over all Duchy Offices on those days appointed for the flying of flags over public buildings. The Duchy launch at St. Mary's, Isles of Scilly, flies a black pennant, three feet long and two feet at the hoist, charged with the fifteen bezants.

CHAPTER III

BRITISH NATIONAL FLAGS

THE flag of the British Commonwealth of Nations is the Union; it is composed of the national flags of England and Scotland, and the so-called " Cross of St. Patrick " of Ireland (Plate IV, 5).

Strictly speaking the Union Flag, or, as it is often called colloquially, the Union Jack, is a Royal Flag (see Chapter II, page 35), the flag of the Sovereign and the representative of the Sovereign; in this connection it should be noted that all but Royal Ships are forbidden to fly the Union Flag. In the course of time, however, it has become and is now recognized as the National Flag of Great Britain (see page 52). Formerly it was also the National Flag of all the members of the British Commonwealth, but this is no longer so, as many of the newly independent nations of the Commonwealth have adopted their own National Flags; these are described in Chapter V.

THE FLAG OF ST. GEORGE

The actual date when the flag of St. George, a red cross on a white field (Plate IV, 1), was adopted as the National Flag of England has yet to be ascertained. Old records do not give much information; there were a number of legends of St. George during the Middle Ages, but the accounts of his life and death vary considerably. It has been said that he became especially popular among the Crusaders because of the miraculous intervention accredited to him in bringing them victory on several occasions during the reigns of Richard I and Edward I. There is no doubt that the Cross of St. George was in use in England as *a* national emblem in 1277.

St. George is also reputed to have had a decided influence in bringing us victory at the battle of Crécy, 1346, and to record this for all time Edward III founded the Chapel of St. George at Windsor in 1348.

About 1349 he instituted the Order of the Garter and had St. George's Cross placed in the centre of the star which forms part of the insignia of the Order.

Until that date St. George seems to have shared with St. Edmund and St. Edward the Confessor the position of the patron saint of England.

Records show that his cross was worn as a distinctive mark on both front and back of a surcoat, over the armour, by all soldiers of Richard II when they went north in 1385 to repel the threatened invasion by the Scots, who had previously been instructed to display the white diagonal cross of St. Andrew (Plate IV, 2) on their surcoats.

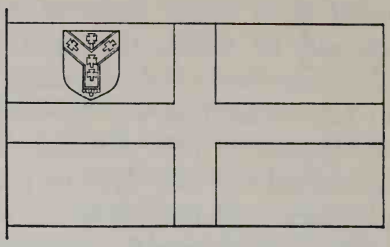
After the battle of Agincourt, 1415, Archbishop Chicheley referred to St. George as being " as it were the patron and special protector " of England. His Arms thus became common to Church and State alike, and remained so until the Legislative Union of 1707, when the first version of the Union Flag (Plate IV, 4) was adopted for use on land as well as at sea.

The flag of St. George was the flag of battle, and we see it represented in the old prints and drawings that deal with military operations both on land and sea. " St. George's banner broad and gay " was the flag under which the great seamen of Elizabeth I's reign traded, explored, or fought; it was the flag that Drake bore round the world. To-day, it is the proper flag of a British Admiral, in accordance with an Order in Council dated July 9th, 1864. The white ensign of the Royal Navy is the old flag bearing, in addition, the Union; while the Union itself bears conspicuously the red cross of the warrior saint. It occupied the post of honour in most of our minor flags. Among the London Trained Bands of 1643, the different regiments were known by the colour of their flags, in each case the Cross of St. George being in the canton. Thus, there was the Green Regiment, the Yellow Regiment, the Blue Regiment, and so on.

When there are two or more flagstaffs on a Government building in the United Kingdom, the flag of St. George may be flown in addition to the Union Flag on St. George's Day, April 23rd. This procedure was approved by Her Majesty the Queen in August, 1959.

A pronouncement by the Earl Marshal, on February 11th, 1938,

settled a long controversy as to what is the proper flag to be flown over a church. A common practice was to hoist the flag of St. George. It has now been laid down, as far as any church within the Provinces of Canterbury and York is concerned, that the Cross of St. George may be flown *with, in the first quarter, the Arms of the See in which the particular church is ecclesiastically situated.* Descriptions of the last mentioned will be found in *Crockford's Clerical Directory* (O.U.P.).



CHURCH FLAG

THE FLAG OF ST. ANDREW

Since the 8th century, St. Andrew has been the patron saint of Scotland. The reason for his adoption by Scotland as her patron saint has never been satisfactorily settled.

On the martyrdom of St. Andrew, in the year 69 at Patras, his remains were carefully preserved as relics, but in the year 370, Regulus, one of the Greek monks who had them in their keeping, was warned in a vision that the Emperor Constantine was proposing to translate them to Constantinople, and that he must at once visit the shrine and remove thence an arm-bone, three fingers of the right hand, and a tooth, and carry them away over sea to the west. Regulus was much troubled at the vision, but hastened to obey it, so, putting the relics into a chest, he set sail with some half-dozen companions, to whom he confided the instructions he had received. After a stormy voyage the vessel was dashed upon a rock, and Regulus and his companions landed on an unknown shore, and found themselves in a gloomy forest. Here they were presently discovered by the natives, whose leader listened to their story and gave them land on which to build a church for the glory of God and the enshrining of the relics. This inhospitable shore proved to be that of Caledonia, and the little forest church and hamlet that sprang up around it were the nucleus of St. Andrews, a thriving busy town in Fife, for centuries the seat of a bishopric and the headquarters of the game of golf.

The Cross of St. Andrew is a saltire; that is, it is shaped like the letter X, it being made of two pieces of timber driven into the ground to which the saint was tied instead of being nailed. Tradition has it that the saint, deeming it far too great an honour to be crucified as was his Lord, gained from his persecutors the concession of this variation, from which unpleasant position he continued for two days to preach and instruct "the surrounding populace in that faith which enabled him to sustain his sufferings without a murmur." It is legendarily asserted that this form of cross appeared in the sky to Achaius, King of the Scots, the night before a great battle with Athelstan, and, being victorious, he went barefoot to the Church of St. Andrew, and vowed to adopt his cross as the national device.

On the other hand, the saltire may have been adopted from the Greek letter "X" (in English "CH"—the first two letters of Our Lord's name).

The National Flag of Scotland comprises the white saltire of St. Andrew on a blue field (Plate IV, 2).

ENGLAND AND SCOTLAND

On the joining of the two kingdoms into one under the sovereignty of King James, it became necessary to design a new flag that should typify this union, and blend together the emblems of the two patron saints—the flag of the united kingdoms of England and Scotland, henceforth to be known as Great Britain.

This was indeed no easy task; heraldry knows no way of making two places on a flag of equal value. The position next the staff is more honourable than the corresponding position in the fly; in the same way the upper part of the flag is more honourable than the lower.

However, the heralds and the authorities set to work, and by a Royal Ordinance dated April 12th, 1606, endeavoured to deal with the matter as follows:—

"Whereas some difference hath arisen between our subjects of South and North Britain, travelling by seas, about the bearing of their flags,—for the avoiding of all such contentions hereafter we have, with the advice of our Council, ordered that from henceforth all our subjects of this isle and kingdom of Greater Britain,

and the members thereof, shall bear in their main-top the Red Cross, commonly called St. George's Cross, and the White Cross, commonly called St. Andrew's Cross, joined together, according to a form made by our heralds, and sent by us to our Admiral to be published to our said subjects: and in their fore-top our subjects of South Britain shall wear the Red Cross only, as they were wont, and our subjects of North Britain in the fore-top the White Cross only, as they were accustomed. Wherefore we will and command all our subjects to be comparable and obedient to this our order, and that from henceforth they do not use or bear their flags in any other sort, as they will answer the contrary at their peril."

The proclamation was needed, as there was much ill-will and jealousy between the sailors and others of the two nationalities, but the flag did not by any means please the Scots; furthermore, the right to carry in the fore-top the St. Andrew's Cross pure and simple failed to conciliate them. The grievance was, of course, that in this combination of the Crosses of St. George and St. Andrew, the former was placed in the superior position, thus partially obliterating the latter (Plate IV, 4).

On May 5th, 1634, King Charles I issued a proclamation forbidding any but Royal ships to carry the Union Flag; all merchantmen were to fly either the Cross of St. George or that of St. Andrew.

When Charles I was executed, the two countries dissolved partnership, and the earliest Commonwealth flag seems to have been a reversion to the flag of St. George.

The ordinance for the reunion of Scotland with England and Ireland was promulgated on April 12th, 1654. In the first flag following that ordinance, England and Scotland were represented by the Crosses of St. George and St. Andrew, and Ireland by a golden harp on a blue ground, which is the correct standard of that country. These were displayed quarterly, St. George being first and fourth, St. Andrew second, and Ireland third. The standard of the Protector consisted of this flag with his escutcheon of a white lion rampant on a black field placed in the centre. The harp, however, seemed quite out of place in this flag, and another was tried in which St. George was in the first and fourth, St. Andrew

in the second, and the red saltire on white placed in the third as representing Ireland. This was a most unsatisfactory arrangement for visibility at sea, and the old Union was reverted to, but as Ireland was not shown on it, a golden harp was placed in the centre, and at the Restoration the harp was removed and the flag became as it was at the death of Charles I (Plate IV, 4). And such it remained until the union of Ireland with Great Britain in 1801, when a new Union Flag had to be devised in which some emblem of Ireland had to be introduced, and for this purpose the so-called "Cross of St. Patrick" was added (Plate IV, 3).

THE "CROSS OF ST. PATRICK"

St. Patrick—according to the most credible story—was born in Scotland, at Dumbarton, in 373. He was the son of a Scottish deacon. When a boy he was carried off by a band of raiders from the north of Ireland and sold as a slave to a chieftain in Antrim, who set him to work tending cattle and thought fit to change his name from Sucat to Cothraig, "signifying four families and designing to convey the circumstance of his having been purchased from the service of three persons, his masters by capture, to be employed under the fourth who so named him." After six years, during which he picked up the Irish language, he made his escape and was taken on board a ship to look after some Irish wolfhounds that were being exported to the East. He landed at the mouth of the Loire and took the hounds overland to Marseilles, where his engagement ended. In his endeavour to improve his education in Gaul he eventually became a pupil of St. Martin of Tours, under whom he studied for four years. On taking priest's orders his name was changed, for the second time, to what is phonetically written as Mawn, and on his consecration as bishop he changed his name for the third time and became Patricius; and it was as a bishop that he went from Britain to Ireland at the head of a missionary expedition, and there he died, as far as is known, at Armagh, on the 17th day of March, 463. He did not convert all Ireland, and some tell us that he was preceded by Palladius and went to Wicklow to secure for orthodoxy the pre-Patrician Pelagian communities.

St. Patrick never had any particular form of cross of his own; he was neither crucified nor martyred, but died in his bed at the ripe old age of ninety. Thus the "Cross of St. Patrick" is not found among the emblems of saints, and its use is rather in defiance of all tradition and custom. The saltire rouge on a field argent was the heraldic device of the Geraldines dating at least from Maurice Fitzgerald, the grandson of Rhys the Great, King of South Wales, who landed in Ireland in 1169.

THE UNION FLAG

The first intimation of the composition of the new national flag was made in the Order of the King in Council of the 5th of November, 1800, and the immediate use of the flag was required by the following proclamation of the 1st of January, 1801: "Whereas by the First Article of the Articles of Union of Great Britain and Ireland it was declared: That the said Kingdoms of Great Britain and Ireland should upon this day, being the First Day of January, in the Year of our Lord One Thousand Eight Hundred and One, for ever after be united into One Kingdom, by the name of the United Kingdom of Great Britain and Ireland and that the Royal Style and Titles appertaining to the Imperial Crown of the said United Kingdom and its Dependencies, and also the Ensigns Armorial, Flags and Banners thereof, should be such as We, by our Royal Proclamation under the Great Seal of the said United Kingdom, should appoint: We have thought fit, by and with the advice of our Privy Council, to appoint and declare that our Royal Style and Titles shall henceforth be accepted, taken, and used as the same set forth in Manner and Form following: Georgius Tertius, Dei Gratia, Britanniarum Rex, Fidei Defensor; and in the English Tongue by these words: George the Third, by the Grace of God of the United Kingdom of Great Britain and Ireland King, Defender of the Faith; and that the Arms or Ensigns Armorial of the said United Kingdom shall be Quarterly: first and fourth, England: second, Scotland: third, Ireland: and it is Our Will and Pleasure that there shall be borne thereon on an escutcheon of pretence, the Arms of Our Domains in Germany, ensigned with the Electoral Bonnet: and that the Union Flag shall be Azure, the

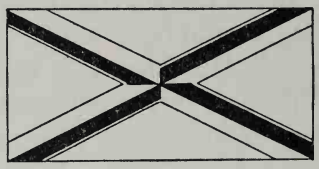
Crosses Saltire of St. Andrew and St. Patrick Quarterly, per Saltire counterchanged Argent and Gules: the latter fimbriated of the second, surmounted by the Cross of St. George of the third, fimbriated as the Saltire."

Such was the flag as described by the heralds, but, as will appear on examination, it does not exactly conform to its heraldic description. This will be clear to the reader if he will make two coloured drawings, one of the flag as described in the proclamation and the other from the measurements required by the Admiralty. For some years after the union there were, as a matter of fact, two patterns: one used by the soldiers, which came from the College of Arms—whence all military flags still come—which was exactly according to the blazon; and the other issuing from the Admiralty and used afloat. There can be no doubt as to which is the more effective and more visible at a distance; and the King's Colours of our infantry regiments took on a gradual change, and as they wore out were replaced by new ones as nearly approaching the Navy pattern as the heraldic conscience permitted until once more the older pattern which many thought obsolete was reverted to.

The Order in Council referred to a draft or drawing of the proposed flag, and of this drawing the one accompanying the Admiralty memorandum professed to be a copy, which it may have been; but if so the heraldic draughtsman did not follow his instructions; though perhaps some practical man adjusted the design, as textile designs are adjusted to suit the loom, in the one case, as generally in the other, with a happy result. The blazon directs that the Cross of St. George shall be "fimbriated as the saltire," that is, it must have a border the same as that of the Irish saltire; but in the drawing the border of the Cross of Ireland is less than one sixtieth the width of the flag, while in the Admiralty memorandum the border of the Cross of St. George is one fifteenth and it is about that in the drawing. This is in no sense a fimbriation; it represents two crosses, a white one with a red one over it. In heraldry, the purpose of a fimbriation is to separate colour touching colour or metal touching metal and, in accordance with modern heraldic practice, it should be as narrow as possible, to mark the contrast. The white border of our St. George's Cross is not, strictly speaking,

a fimbriation at all: it is a white cross of one third the width of the flag, surmounted by a red cross. The Admiralty memorandum is responsible for another difference. When two saltires are placed on the same shield or flag they should be of the same width, and such the crosses of Scotland and Ireland should be. In the official drawing of 1800 they are nearly the same, but the Admiralty, disregarding both blazon and drawing, makes the Scottish saltire one tenth the breadth of the flag and the Irish saltire only one fifteenth. In short, if our Union Flag agreed with its blazon, the Crosses of St. Andrew and St. Patrick would be of the same width and one could not be placed over the other without obliterating it: also, the border of St. Patrick's would be as wide as that of St. George.

It was to avoid this difficulty that the diagonals were counter-changed, that is, so arranged that in one half of the flag they are of the same colour (red) and metal (argent, that is, white) as in the other, but reversed, the red taking the place of the white and the white that of the red—the effect being that on each half of the flag one cross appears higher than the other and the red bars are not in the middle nor continuous right across. No criticism or objection has ever come from Ireland as to the Union Flag, but in 1853, some of the Scots renewed their grievance against the Cross of St. Andrew being placed behind that of St. George.



The Scots have the satisfaction of knowing that St. Andrew must always be on the top with his right hand in the very point of honour.

The dimensions of the Union Flag are officially given as follows: in the St. George's Cross the red cross is one fifth the width of the flag and its white borders one fifteenth the width of the flag, that is one third the width of the red cross; in the St. Andrew's and St. Patrick's Crosses the red is one fifteenth the width of the flag, or one third the width of St. George's Cross, that is equal to the border of that cross, the narrow white border is one thirtieth the width of the flag, or one sixth the width of the red St. George's Cross, the

broad white border is one tenth the width of the flag, or one half the red of St. George's Cross, and therefore equal to the red and narrow white together (see Plate IV, 5).

To put it in other words, in a 10-breadth flag, that is one of 7 ft. 6 in. in the hoist and 15 ft. 0 in. in the fly, the red of St. George's Cross will be 18 in. and the white 6 in., the red of the saltires will be 6 in., the narrow white border 3 in. and the broad white border 9 in. As the breadths of the red and narrow white stripe of the saltires are together equal to the broad white stripe, it follows that the centre line of the three stripes is one edge of the red cross and forms a diagonal to the flag, the broad white being on the upper part of the cross in the quarters of the hoist and on the lower part of the cross in the quarters of the fly.

A full-sized Union Flag, with its colours fresh and new, arranged in its intricate and yet pretty pattern, is indeed a beautiful sight to a patriotic Briton.

In the Royal Proclamation of 1801 it was laid down that the Union Flag should be flown on all His Majesty's forts and castles, and worn by all His Majesty's ships—but not by His Majesty's subjects. Although this proclamation has never been amended, the Union has, in the course of time, come to be used by all and sundry as the national flag. Indeed, the opinion has been expressed in Parliament, on at least two occasions—once in the House of Lords in 1908, by the Earl of Crewe, and again in 1933 by the Home Secretary in the House of Commons—that the Union may be flown *on land* by any of His Majesty's subjects.

The circumstances in which the plain Union Flag (i.e. without a badge in the centre) is used *afloat* are limited as follows: when it is (1) flown as one of the suite of three flags indicating the presence of the Sovereign on board (see page 34), (2) worn at the jackstaff of Her Majesty's ships when at anchor or when under way and dressed with masthead flags, (3) flown at the mainmast, or at the principal mast, as the proper flag of an Admiral-of-the-Fleet, and (4) hoisted at the peak of the gaff (or yardarm, if there is no gaff) as a signal to denote that a court-martial is sitting or about to sit on board. In the latter case the Union has sometimes been incorrectly referred to as the "Court-martial Jack."

THE "UNION JACK"

It will be recalled that in accordance with the Proclamation of James I, 1606, Royal ships and merchantmen were to fly the Union Flag at the main; also that Charles I issued another proclamation, in 1634, forbidding all but Royal ships to wear the Union (see page 47).

About this period it had become the general practice for the Royal ships to wear a diminutive of the Union Flag on the bowsprit. When worn in that position it was called the "Jack." It has remained thus until this day, for strictly speaking, one should refer to the Union Flag as the "Union Jack" only when it is worn at the jackstaff in the bows of one of Her Majesty's ships.

Towards the end of the 18th century the Union Flag was flown at the fore in naval vessels as a signal to indicate that a pilot was required, and merchantmen soon began to adopt the same practice. However, in an Admiralty Warrant dated November 15th, 1822, it was laid down that in future they should fly a white-bordered Union Flag, the border of which should be one-fifth the hoist of the Union Flag, at the fore as a signal for summoning a pilot. This flag was included in the list of signal flags which came into official use on January 1st, 1824. It came to be known as the "Pilot Jack" (most probably in order to distinguish it from the aforesaid "Union Jack"), instead of the "Pilot Flag." This was undoubtedly the reason for the issuing of various conflicting official orders which were subsequently made, and the cause of controversy and misunderstanding which flared up periodically in regard to its use as the British Merchant Jack.

The white-bordered Union is very rarely seen nowadays; it is occasionally used by yachts when they are dressed overall.

It was explained in Chapter I how National Flags came into being, and how many nations have, in addition, special flags called ensigns, which are used as the National Flags for their ships. It was in the latter part of the 16th century that British ships first started the practice of using ensigns. The early English ensigns almost invariably consisted of a striped field; sometimes the

stripes were red and white, sometimes red, white, and blue, and sometimes white and green, with the National Flag, the red cross of St. George, in the upper canton next the hoist, though there are recorded cases where the cross of St. George was superimposed over the whole field (see *British Flags*, by W. G. Perrin). The story of British ensigns is too long and involved to be more than touched on here; suffice to say that, with the exception of the ensign of the British East India Company, which lasted until the early part of the 19th century (see page 176), the striped ensigns soon gave way to the red and white and blue ensigns which are the basic designs of today. As they were introduced the Union Flags replaced the St. George's Cross in the upper canton.

The red and blue each have a plain red or a plain blue field, with the Union in the upper canton, while the field of the white is charged with the cross of St. George, again with the Union in the upper canton (see Plate IV, 6, 7, and 8).

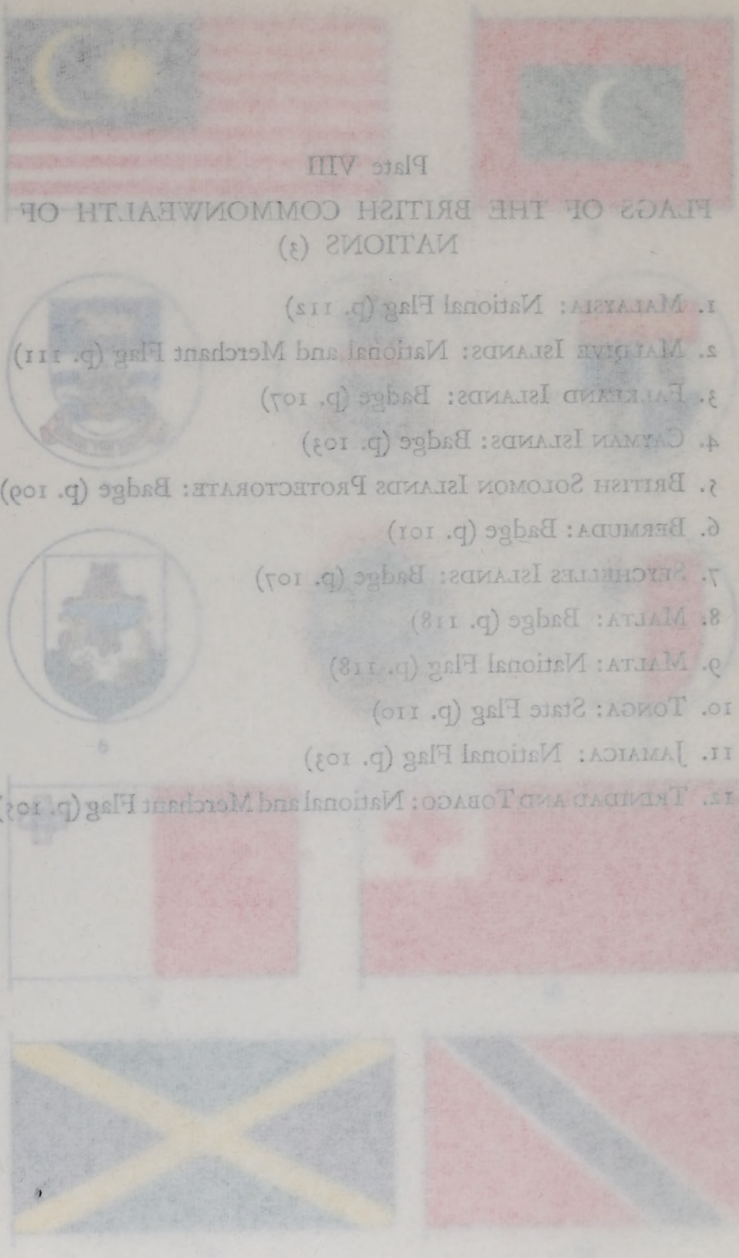
Prior to July 1864 the Red, White, and Blue Ensigns were all used by ships of the Royal Navy. In addition, the Red Ensign had been established as the proper colours for British merchant ships by a proclamation dated September 18th, 1674. Non-combatant ships of the Government service wore the Red Ensign defaced by the badge of the Government department to which they belonged, and some of these old badges are most interesting, e.g. the ensign of the Postal Packets, which carried in the fly a badge consisting of a post-boy on a galloping horse and blowing his post horn. There were a number of other special ensigns, such as that of the East India Company already mentioned.

A plain white ensign without the St. George's Cross was also used; it was allocated to the Royal Thames Yacht Club and also the Commissioners of the Northern Lighthouses, who still use it—with, however, the pre-1801 Union Flag in the flag of the Commissioners. However, as explained more fully in Chapter VI, an Order in Council dated July 9th, 1864, established the White Ensign as the only recognized colours of the Royal Navy. This order also established the Blue Ensign for other Government services and the Naval Reserves. The Merchant Shipping Act of 1894 brought up to date the law concerning the wearing of the

Plate VIII

FLAGS OF THE BRITISH COMMONWEALTH OF NATIONS (3)

1. MALAYSIA: National Flag (p. 112)
2. MALDIVE ISLANDS: National and Merchant Flag (p. 111)
3. FALKLAND ISLANDS: Badge (p. 107)
4. CAYMAN ISLANDS: Badge (p. 103)
5. BRITISH SOLOMON ISLANDS PROTECTORATE: Badge (p. 109)
6. BERMUDA: Badge (p. 101)
7. SEYCHELLES ISLANDS: Badge (p. 107)
8. MALTA: Badge (p. 118)
9. MALTA: National Flag (p. 118)
10. TONGA: State Flag (p. 110)
11. JAMAICA: National Flag (p. 103)
12. TRINIDAD AND TOBAGO: National and Merchant Flag (p. 105)



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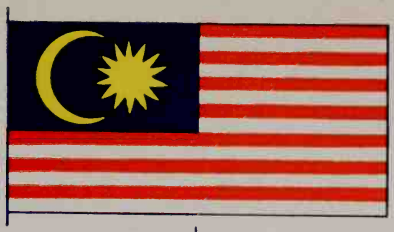

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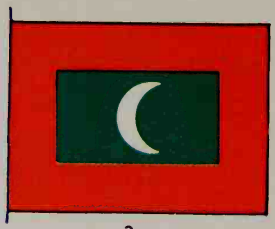

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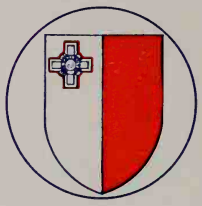

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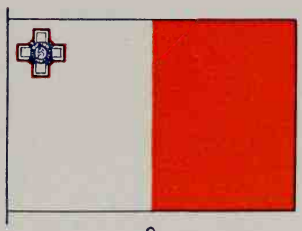

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Plate VIII D.54

FLAGS OF THE
BRITISH COMMONWEALTH OF NATIONS (3)

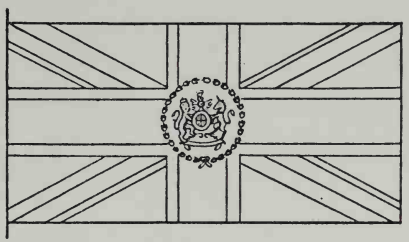
Red Ensign by merchant ships. Finally, yachts owned by members of certain yacht clubs are permitted to wear privileged ensigns.

Primarily, ensigns are *maritime* flags and should not be used ashore (see page 126). There are a number of exceptions to all these general rules, mostly relics of tradition, and these, together with more detailed explanation, are given in subsequent chapters.

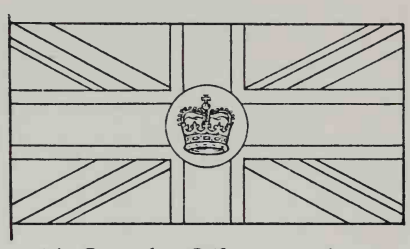
CHAPTER IV

THE QUEEN'S REPRESENTATIVES AND GOVERNMENT DEPARTMENTS

HER Majesty's Ambassadors and Ministers (and in their absence, Chargés-d'Affaires) fly the Union Flag with the Royal Arms on a white circular background, surrounded by a garland, in the centre (Fig. 1). This flag is flown over our Embassies and Legations on certain prescribed days in the year, and it is also used when the holders are afloat. Two flags are used by the Consular Service. When ashore, Consuls-General, Consuls, Vice-Consuls, etc., are



(1) The Diplomatic Service on shore and afloat. (Ambassadors, Ministers, Chargés-d'Affaires, etc.)



(2) Consular Officers on shore.

(3) Consular Officers afloat.

distinguished by the Union Flag, with, in the centre and without any laurel wreath surrounding the white circular background, a Royal Crown (Fig. 2). When on duty afloat, the Blue Ensign is

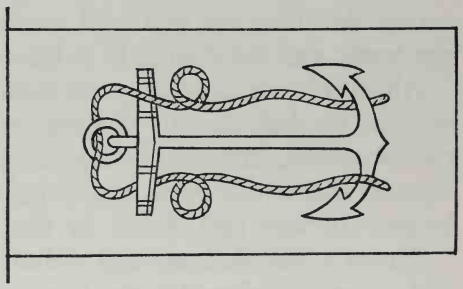
flown, with the full Royal Arms in colour in the fly and without any white background (Fig. 3). The Consular Blue Ensign, being a personal distinguishing flag, must be flown at the bow, and not at the stern, which is the accepted position for the national colours. No further flag is necessary, but if, for some special reason, it is desired to wear a flag at the stern, then this should be the Red Ensign.

The flags of the representatives of the Queen in Commonwealth countries and colonies, and where applicable the Heads of State of those countries which have elected to become republics within the framework of the Commonwealth, are dealt with in Chapter V.

A Lord Lieutenant of a county flies the Union Flag, charged in the centre with a golden sword, placed horizontally, point towards the fly, and with the Royal Crown above (Plate V, 8).

The Defence (Transfer of Functions) Act of 1964 came into force on April 1st, 1964, and effected a major reorganization of the central direction of the armed forces of Britain. Until this date the Royal Navy, the Army, and the Royal Air Force had been governed by the Board of Admiralty and the Army and Air Councils. By the new act control of all three services has been transferred to the Secretary of State for Defence, under whom the Defence Council exercises powers of command and administrative control. The Defence Council deals mainly with major defence policy and delegates management to its Admiralty, Army, and Air Force Boards. It is not the province of this work to go into the organization of Government departments more than is necessary to explain the effect of new organization on the flags used by the services.

With few exceptions the standards, ensigns, and flags used by the Royal Navy, the Army, and the Royal Air Force remain as they were. The main changes are that the flags of the Army and Air Councils disappear, and in future the flag formerly flown



OLD ADMIRALTY FLAG

by the Board of Admiralty, namely, the Flag of the Lord High Admiral, will be used only by the Sovereign. The historic flag of the Lord High Admiral, which has flown from the Admiralty in Whitehall for the last 114 years, was hauled down at a ceremony on March 31st, 1964. It is described and its story told in Chapter VI. At the same time the authority formerly vested in the Admiralty for issuing, on behalf of the Sovereign, warrants for ships to wear special privilege ensigns was transferred by Royal Proclamation to the Secretary of State for Defence.

There are no special flags for the Secretary of State for Defence or any of the departments of the Ministry of Defence. The Union Flag is flown at one end of the building of the Ministry of Defence and at the other the White Ensign, the Union Flag, and the Ensign of the Royal Air Force to represent the three services.

The Chief of the Defence Staff retains his former flag, a horizontal tricolour, proportions two by one, dark blue at the top, red and then Royal Air Force blue; in the centre is superimposed, in generous proportions, the badge of the Chief of the Defence Staff; this consists of a white and blue eagle (R.A.F.), two red swords (Army), and a blue foul anchor (Royal Navy), all on a white ground encircled by laurel leaves in gold, surmounted by the Royal Crown in proper colours (see Plate V, 4). The flag of the Vice-Chief of the Defence Staff is similar, but with the emblem in black outline.

Mention should be made here of the flag of the Unified Commanders-in-Chief. The field of this is three by two; the stripes are the same colours as those of the flag of the Chief of Defence Staff, except that they are arranged vertically with the dark blue next to the hoist, and the charge is in black.

Although maritime flags are dealt with later, it will be more convenient to deal, in this chapter, with those Government departments which, although shore-based, are concerned with marine matters and which have under their control a number of ships and boats. It was laid down in the year 1868 in the addenda to "Queen's Regulations and Admiralty Instructions" that "Ships and vessels employed in the Service of any public office shall carry

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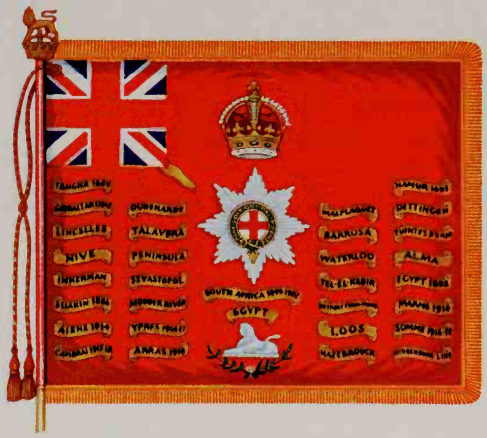

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Plate IX E.59

COLOURS OF THE ROYAL NAVY, ARMY AND ROYAL AIR FORCE

Plate IX

COLOURS OF THE ROYAL NAVY, ARMY AND ROYAL AIR FORCE

1. A Queen's Colour of the Royal Navy (p. 126)
2. Queen's Colour of the 3rd Battalion of the Coldstream Regiment of Foot Guards (p. 135)
3. Queen's Colour of the Royal Air Force in the United Kingdom (p. 139)

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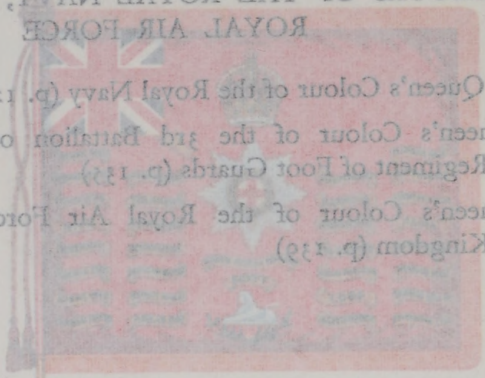

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Plate IX

E.59

COLOURS OF THE ROYAL NAVY, ARMY AND ROYAL AIR FORCE

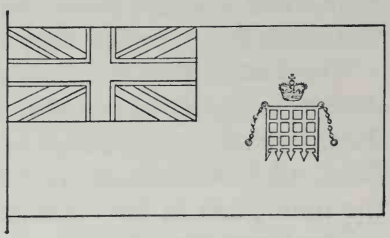
a Blue Ensign, and a small blue flag with a Union described in the canton at the upper corner thereof next to the staff as a Jack, but in the centre of such Blue Ensign and Jack there shall be described the Seal or Badge of the Office to which they belong." An Admiralty Memorandum dated February 28th, 1936, stated that although the White and Blue Ensigns are purely maritime flags, and in general their use ashore is incorrect, they can be used on Fleet Establishments, barracks, and other buildings serving the same purpose. In other words, the Blue Ensign defaced can be flown from the offices of those Government departments which are connected with seafaring matters and which fly such flags from their seagoing tenders.

Vessels belonging to the Ministry of Agriculture and Fisheries employed in Fishery Research wear the Blue Ensign with, in the fly, a weird-looking fish in white, surmounted by a Royal Crown in colours, both inside a narrow yellow circlet.

The Scottish Home Department Fisheries Division also uses the Blue Ensign, its distinguishing badge in the fly being a foul anchor, the anchor in yellow and the cable in black, between the initials in white "S.F." The Royal Crown (see page 27) in full colour is placed above, and the design is completed by a wreath of thistles in yellow.

The Board of Trade uses its distinctive badge—a circular device showing a sailing-vessel at sea—in the fly of the Blue Ensign at the stern, and the Jack for vessels in the employ of public offices at the jackstaff. The latter is a small square blue flag with the Union taking up the first quarter exactly.

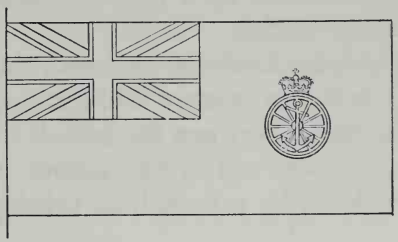
Her Majesty's Customs are now known by the plain portcullis and chains in gold surmounted by the Royal Crown (see page 27) without background, in the fly of the Blue Ensign. It is not only worn by Customs vessels but is also flown on shore at the Custom House. This appears to be justified by the old maritime character of that department. In accordance with an Order in Council,



FLAG OF H.M. CUSTOMS

dated February 1st, 1817, vessels employed in the prevention of smuggling, whether in the service of the Admiralty, Treasury, or Customs, wore the Red Ensign defaced by the Royal Crown. With the substitution of Blue for Red in the field of the flag, also the addition of the plain portcullis mentioned above, the Ensign has continued to be flown over Custom Houses, in the same way as the White Ensign is flown at shore Naval Establishments. However, in common with other Government buildings, the Union Flag is flown at the Custom House on festive days. The Customs Commissioners' flag is a white pendant, edged at the top and bottom with a narrow red border, and bearing in the hoist the same badge, in red.

The golden device of a winged wheel in the fly of the Ministry of Transport's Blue Ensign has been superseded by a white anchor of conventional design in front of and interlaced with a red wheel, ensigned with the Royal Crown. This design was approved by His late Majesty King George VI in September, 1950. Troopships and emigrant ships owned or chartered by the Ministry of Transport now wear this ensign. It was hoisted for the first time in the troopship *Empire Fowey* at Southampton on July 11th, 1951 (Plate V, 6).



MINISTRY OF TRANSPORT FLAG

British Ocean Weather Ships wear the Blue Ensign with a special badge in the fly. This is in gold, and consists of the sun rising over the sea, encircled with the words "OCEAN WEATHER SHIP," and overall a Royal Air Force eagle. It was hoisted for the first time in March, 1949.

The Post Office presents a rather startling design, in the fly of the Blue Ensign, of Father Time, seated and holding his scythe in his left hand, all in white. A vivid flash of lightning, in yellow, smashes the hour-glass in his outstretched right hand.

The Royal Mail Pennant is white and bears, in red, a bugle horn

ensigned with the Royal Crown, and on either side is one of the words "ROYAL MAIL." When first adopted, in 1884, the charges thereon did not include the bugle horn: this was not added until 1902. This pennant is flown at the foremast, or starboard yard arm, when carrying Her Majesty's mails.

The flag of the Queen's Harbour Master is the Union, within a very broad white border. In the centre is a white circle, charged with the initials "Q.H.M." in black, and surmounted by the Royal Crown in full colour.

The Cinque Ports have a most complicated flag. It is in the proportion of four by two, and is quartered, the first and fourth quarters being dark blue. In the first quarter are three representations of Dover Castle in yellow, one on top and two, side by side, below. In the fourth quarter is a single representation of the same castle, also in yellow, but much larger in size. The second quarter is halved. The left-hand half is yellow, and bears a yellow horizontal anchor with its flukes towards the fly, ensigned with a peer's coronet, complete with its scarlet cap and tassel, but the exact rank of the Peer, whether Baron, Marquess, Viscount, Earl, or Duke, is not clearly indicated! The coronet and anchor are surrounded by a narrow border of red. In the right-hand half, in pale, are the well-known three lions and ships dimidiated, i.e. the fore-halves of the lions are conjoined to ships' sterns, in yellow. The third quarter is also halved. The left-hand half is yellow, and is charged with a sailing-ship in red, while the other half is red, with a repetition of the three lions dimidiated with the ships' sterns, as mentioned before (Plate V, 5).

This flag has long since become the personal flag of the Lord Warden. It is flown upon Walmer Castle, his official residence. This office was formerly held by Sir Winston Churchill, K.G. This flag was frequently seen flying over his private residence—Chartwell, in Kent—and he flew it on his motor-car. He flew it in the bows of the Admiral's barge on May 14th, 1954, when he greeted H.M. the Queen and H.R.H. the Duke of Edinburgh returning in the Royal Yacht *Britannia* from the Commonwealth Tour. The office is now held by Sir Robert Menzies.

Vessels employed on the North Sea fisheries protection duties

are known by a distinguishing triangular flag, quartered in blue and yellow, blue above yellow in the hoist and yellow above blue in the fly.

The Corporation of Trinity House, London, is one of those peculiar bodies that are found in few places other than Great Britain. It is the authority responsible for the lighthouses, lightships, and buoyage, or as the old term has it the sea marks, of England and Wales. It is also the Chief Pilotage Authority of the United Kingdom. Although it provides a public service, and some of the funds to do this are collected by the Commissioners of Customs (Light Dues), it is a private and not a Government organization, working very closely with the Government departments concerned —the Admiralty and the Ministry of Transport.

The badge of the Corporation, which is used in differing dimensions and with different embellishments in all the five flags of Trinity House, consists of a white field charged with the red cross of St. George, in each quarter of which there is a representation of a sailing-ship of the period of Queen Elizabeth I in black, sailing on a blue heraldic sea towards the hoist. The flag of the Master (in modern times an office held by a Prince of the Royal Blood—at present H.R.H. the Duke of Gloucester) consists of this badge in the proportions two by one on which are superimposed in the centre the complete display of the armorial bearings of the Trinity House Guild or Fraternity, granted in 1573—"Argent, a cross Gules between four ships, each under full sail, Sable; on each ensign a cross of the first; and each quarter representing a sea piece. Crest, a demi-lion rampant guardant and regally crowned Or, holding in the dexter paw a sword Argent, hilted and pommelled Gold." An esquire's helm and mantling of white and red complete the design (Plate V, 10). It is flown at the main masthead whenever the Master is embarked and also at the Trinity House, Tower Hill, London, when he is present.

A personal flag for the Deputy Master was officially approved and adopted on June 10th, 1952. It is similar to the Master's flag; however, in this case the field is three by two and the charge in the centre thereof consists of a gold-lined red disc bearing the aforementioned crest only, in generous proportions.

This flag is flown at district depots whenever the Deputy Master is present and at the main masthead when he is embarked, having the status of a "command" flag; it is also flown at the Trinity House on Trinity Monday if the Master is not present.

It was flown in the Trinity House vessel *Patricia* for the first time on July 14th, 1952, when the Deputy Master, Captain Gerald Curteis, M.V.O., R.N. (now Captain Sir Gerald Curteis, K.C.V.O., R.N.), embarked and left Harwich for the Olympic Games at Helsinki. En route, at Oslo, H.R.H. Prince Philip, Duke of Edinburgh (who had been elected an Elder Brother of Trinity House the preceding month) joined the vessel and his Personal Standard was broken at the masthead. At the express wish of the Prince, the Deputy Master flew his personal flag at the yardarm—the vessel, at that time, having one mast only—thus giving the new flag a "flying start." However, a second mast was stepped abaft the funnel just prior to the Coronation Naval Review, June 15th, 1953.

On such and other important occasions the Royal Yacht is escorted by the *Patricia* or one other of the Corporation's vessels—an ancient privilege of which it is justly proud. In an Admiralty letter dated June 21st, 1894, permission was granted "for the Elder Brethren of Trinity House to fly the White Ensign of H.M. Fleet on board their Steam and Sailing Vessels on all occasions upon which Ships are dressed, and while escorting Her Majesty in company with Royal Yachts and Ships of War."

Thus, at the aforesaid Coronation Naval Review the *Patricia* flew the Deputy Master's flag at the main masthead (the Master having previously embarked in the Royal Yacht for the occasion) and the White Ensign at the fore masthead; she wore the Trinity House ensign at the stern and a small edition of the Trinity House Jack at the jack-staff. In accordance with custom these flag arrangements obtained throughout the period during which she was employed on escort duties.

The Ensign of the Corporation is the Red Ensign defaced with the badge of the Corporation (as described above) in the fly (see Plate V, 9).

All Trinity House vessels, tenders and lightships wear this ensign; it is also flown at (a) all the Corporation's lighthouses,

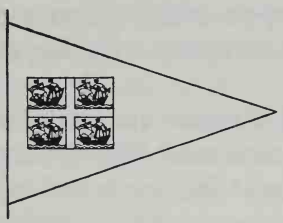
(b) the Trinity House throughout the year, except on those occasions when special distinguishing flags are flown, (c) district depots in addition to the Burgee (see below), always providing the necessary facilities exist for so doing.

The Trinity House Jack consists of the badge of the Corporation in the proportions five to four. Strictly, this is the flag of Trinity House (see below), and should only be called " Jack " when flown as a diminutive at the jackstaff of vessels belonging to the Corporation.

An Elder Brother has, since June 26th, 1928, been entitled to fly this flag at the masthead when he is afloat on official duty in the service of the State or of the Corporation of Trinity House. Among those who have made use of this privilege are H.R.H. Prince Philip, Duke of Edinburgh, Admiral of the Fleet Earl Mountbatten of Burma, Field Marshal the Earl Alexander of Tunis, and Sir Winston Churchill.

This flag is also flown at the Trinity House on special occasions such as the birthdays of members of the Royal Family; a diminutive of it is worn at the jack-staff when (a) vessels are moored alongside or at anchor, (b) ships are dressed.

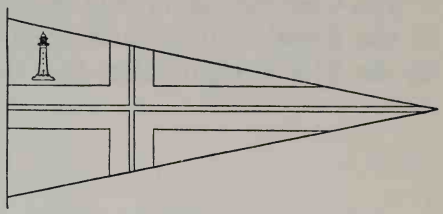
The Burgee (or Cornet) consists of a red triangular flag charged with a rectangular panel similar to that on the Ensign. It is flown at (a) the masthead in tenders when they are in port; also when they are under way with the District Superintendent on board, (b) all district depots.



TRINITY HOUSE: BURGEE

Another distinctive suite of flags is that of the General Lighthouse Authority for Scotland and the Isle of Man, namely, the Commissioners of Northern Lighthouses. The Board is constituted in accordance with an Act of Parliament passed in 1786. Their flag has a white field, two by one, with the Union Flag (1606 pattern) in the first quarter, and a representation of a lighthouse, in blue, in the fly. There appears to be no record of the date of origin; however, in the absence of the St. Patrick's Cross in the Union, it seems probable that it was adopted before 1801.

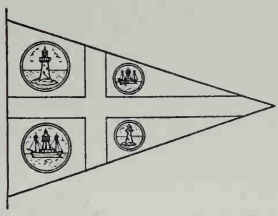
It is flown at the main masthead when the Commissioners are embarked; in addition, they fly their "Pennant" at the fore masthead. The title of the last mentioned is rather misleading in that this flag functions much in the same way as a house-flag or yacht burgee. It is blue and bears a white cross, charged with a very narrow red cross; in the first quarter, the lighthouse in white. The ensign is the Blue Ensign defaced with the lighthouse in white; this is worn in tenders and flown on lighthouses and depots on shore (Plate V, 11). It was adopted in 1855.



COMMISSIONERS OF NORTHERN LIGHTHOUSES: PENNANT

We now pass on to the Commissioners of Irish Lights. In 1863 the Port of Dublin Corporation, which was not only the General Lighthouse Authority in Ireland, but also the Corporation for preserving and improving the Port of Dublin, was granted permission to use the Blue Ensign defaced with a badge in the fly. This consisted of a lighthouse on a circular blue background surrounded by a scroll bearing the words "Irish Lights Department." The General Lighthouse Authority became a separate body in accordance with the Dublin Port Act of 1867, and was designated the Commissioners of Irish Lights. At the same time, the design of the badge on the Blue Ensign was changed as shown on Plate V, 12.

The flag of the Commissioners is white, three by two, charged with the red cross of St. George; each quarter comprises a seascape—first and fourth showing a lighthouse on a rock, second and third a lightship, all proper. There seems to be no record of the date of adoption of this flag. Similar charges, only placed within a circle, are displayed on the blue triangular field bearing the St. George's Cross, of the "Pennant." This is flown at the main masthead, but



COMMISSIONERS OF IRISH LIGHTS: PENNANT

is replaced with the Commissioners' flag whenever they are embarked.

The Commissioners' flag is also flown at all lighthouse stations in the Republic of Ireland; however, those in Northern Ireland fly the Blue Ensign defaced, as described above.

Plate X

E.66

COLOURS OF THE ROYAL MARINES, ARMY AND ROYAL AIR FORCE

is replaced with the Commissioners' flag whenever they are embarked.

The Commissioners' flag is also flown at all lighthouse stations in the Republic of Ireland; however, those in Northern Ireland fly the Blue Ensign defaced, as described above.

Plate X

COLOURS OF THE ROYAL MARINES, ARMY AND ROYAL AIR FORCE

1. Regimental Colours of the 40th Commando, Royal Marines (p. 132)
2. Regimental Colours of the 3rd Battalion of the Coldstream Regiment of Foot Guards (p. 135)
3. Queen's Colour of the Royal Air Force College, Cranwell (p. 140)

1

2

3

Plate X E.66

COLOURS OF THE ROYAL MARINES, ARMY AND ROYAL AIR FORCE

CHAPTER V

FLAGS OF THE BRITISH COMMONWEALTH OF NATIONS

DURING the last fifteen years or so there has been a rapid development of the British Commonwealth of Nations, and with the emergence of many new and independent countries many new flags have come into being.

Formerly, the British Commonwealth consisted of a group of countries all of whom acknowledged the King or Queen of Great Britain as their head of State. With some variations the flags used by these countries and territories followed the same general pattern. The Union Flag of Britain was their flag, although some used a Blue Ensign defaced with the badge or insignia of their country as a National Flag, and a similar Red Ensign was used by their merchant ships; in accordance with an Admiralty Circular issued in January, 1866, all vessels provided and used under the Colonial Defence Act of 1865 wore the Blue Ensign defaced with the seal or badge of the colony in the fly, and a similar ensign was used by all vessels that were not war vessels but which belonged to or were permanently in the service of the colonies.

The flags used by the representatives of the Queen in these countries also follow the same general pattern. If he is a Governor-General his flag is dark blue with the Royal Crest of the lion and crown in full colour in the centre and the name of the Dominion in a scroll beneath. A Governor or Lieutenant-Governor flies the Union Flag, with the distinctive badge of the Colony or Dependency on a disc surrounded by a garland of laurel complete with berries superimposed on the centre of the St. George's Cross.

A new pattern, however, is emerging. Some of the countries which have attained independence in the last few years have elected to become independent republics, with their own Presidents, and to sever all official connection with the British Crown, although in

the majority of cases they have remained within the British Commonwealth of Nations. These countries have all adopted distinctive National Flags in which, with the exception of South Africa, the National Flags of Britain bear no part. The countries which, although independent, have remained in the Commonwealth are dealt with in this chapter, whilst those few which have become completely independent and severed all official connection with the British Commonwealth are dealt with in other chapters.

We have already dealt with the flags of England, Scotland, and Ireland in tracing our National Flag and its development (Chapter III); but there are other flags flown in the United Kingdom of Great Britain and Northern Ireland which must be mentioned.

WALES is not represented either in the Royal Standard or in the Union Flag, the reason doubtless being that she is a Principality. Nevertheless, she has a fine Coat-of-Arms, those of the early Welsh princes, the four lions of Llewellyn—" Quarterly, or and gules, four lions, passant guardant, counterchanged " (see page 34). These are displayed on a banner and carried on ceremonial occasions such as the Coronation, etc.

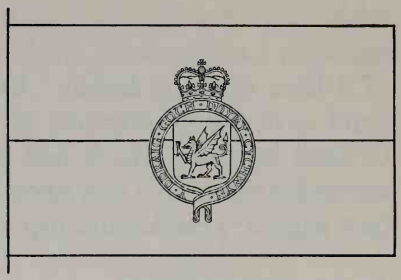
Welshmen are very proud of the Red Dragon (*Y Ddraig Goch*) of Cadwallader displayed on a field divided horizontally, white over green—the livery colours of Llewellyn, and later those of the Tudors (Plate VI, 12).

It was announced on March 11th, 1953, that Her Majesty Queen Elizabeth II had approved that " the existing red dragon badge, which was appointed as a Royal Badge for Wales over one-hundred-and-fifty years ago, should be honourably augmented by enclosing it in a scroll carrying the words Y DDRAIG GOCH DDYRY CYCHWYN in green lettering on a white background and surmounting it a Royal Crown."

The motto (taken from a 15th-century Welsh poem), when freely translated, means the Red Dragon inspires action.

This badge is superimposed in the centre of a field, proportions five to three and divided horizontally white over green, and occupies two-thirds the depth of the hoist. The flag thus formed

is sometimes used as an alternative to the Red Dragon flag on special occasions.

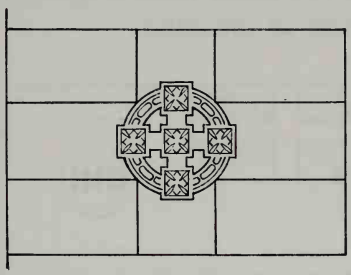


OLD WELSH

It was announced in the House of Commons on February 23rd, 1959, that Her Majesty the Queen had been pleased to command that in future only the Red Dragon on a white over green flag was to be flown on Government buildings in Wales, and where appropriate in London.

Many churches in Wales flew a very beautiful, though unofficial, flag from about 1936 until the end of 1954.

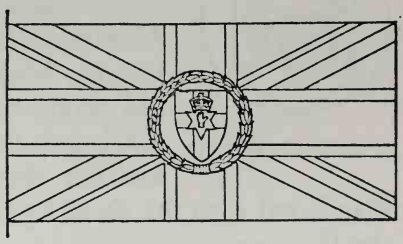
It consisted of a black cross on a golden field and is said to have been taken from the arms of the manors of Llawhaden and Pebidiog (anciently known as Dewisland), of which the early Bishops of St. David's were barons. The Representative Body of the Church in Wales adopted a distinctive flag in accordance with the Grant of Arms received from the College of Arms and dated December 9th, 1954. It comprises a white field charged with a royal blue St. George's Cross, and in the centre thereof a Celtic Cross in gold. This flag may be flown on any Church within the Province of Wales.



WELSH CHURCHES

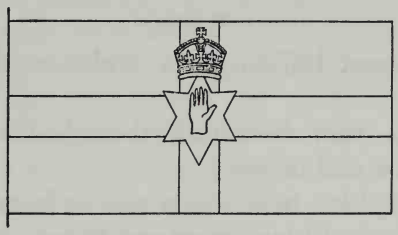
In the pages which follow, mention will frequently be made of the distinctive " badges " borne in the Commonwealth.

The badge in the centre of the Union Flag flown by the Governor of Northern Ireland consists of the Arms of Northern Ireland, a shield superimposed on a yellow disc. The shield is white and bears the red cross of St. George. Over the cross is a six-pointed



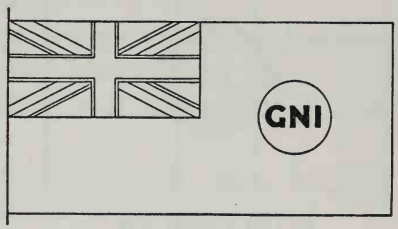
GOVERNOR OF NORTHERN IRELAND.

white star (for the six counties of Antrim, Armagh, Down, Fermanagh, Londonderry, and Tyrone). In this star is the red hand of Ulster (a right hand). One of the earliest references to this hand is in the description of the regimental flag used by Gordon O'Neill in 1646, which had a white field bearing a red hand and around it the motto PRO REGE ET PATRI PUGNO. The Royal Crown (see page 27) enfiles the top point of the star.



NORTHERN IRELAND: GOVERNMENT FLAG

The national flag of NORTHERN IRELAND is, of course, the Union Flag. The Arms of the Government of Northern Ireland described above were used as the basis for the design of its flag, as shown in the accompanying illustration. In 1953 the Government assented to any citizen of Northern Ireland flying it on any festive occasion or other occasions of rejoicing.



Vessels under the control of the Government wear the Blue Ensign defaced with the letters "GNI" on a white circular background, and a small square edition of it as a Jack.

The Lieutenant-Governor of the ISLE OF MAN uses the Arms, placed in a white circle and surrounded by the garland in the middle of the Union Flag. The shield is red, the armed legs being white with yellow embellishments. It is believed that King Alexander III of Scotland introduced these Arms into the island in the 13th century. There is an old saying that "The Arms of Man are *three legs*, one kneels to England, another kicks at Scotland, and the third spurns Ireland"! Her National Flag is red with the three legs thereon and is to be seen flying over the House of Keys.

ISLE OF MAN

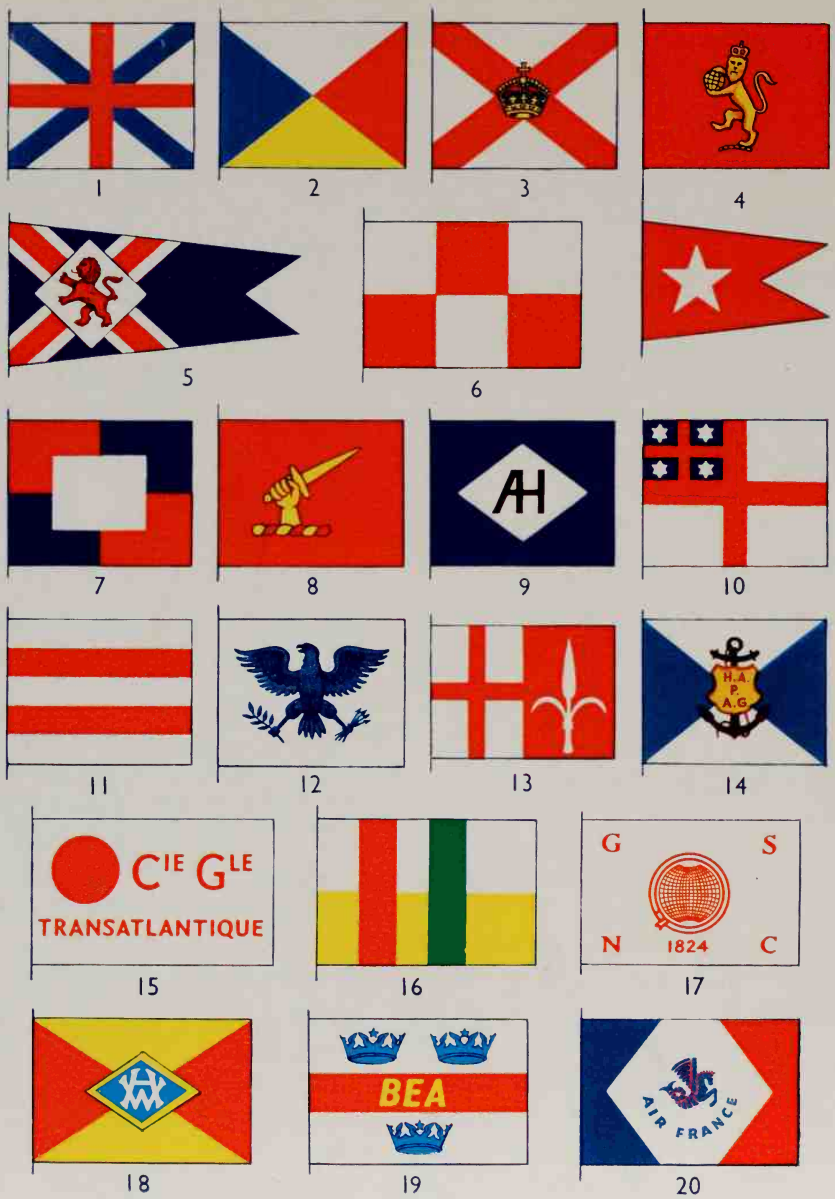


Plate XI

F.71

HOUSE FLAGS OF SHIPPING LINES
SHIPBUILDING COMPANIES AND AIR LINES

Plate XI

HOUSE FLAGS OF SHIPPING LINES, SHIPBUILDING COMPANIES AND AIR LINES

(*See Chapter VIII, p. 144, and Chapter IX, pp. 145–152.*)

1. Port Line
2. Peninsular and Oriental Steam Navigation Company
3. Royal Mail Line
4. Cunard White Star Line
5. British and Commonwealth Shipping Company
6. Canadian Pacific Railway Company
7. Devitt and Moore
8. Bibby Line
9. Blue Funnel Line (Alfred Holt and Company)
10. Shaw Savill and Albion Company
11. Nippon Yusen Kaisha Company (Japanese Mail)
12. United States Lines
13. Italia Line
14. Hamburg–America Line
15. Compagnie Générale Transatlantique
16. Shell-Mex and British Petroleum
17. General Steam Navigation Company

Shipbuilding Company

18. Harland and Wolff

Air Lines

19. British European Airways
20. Air France

Plate XI

HOUSE FLAGS OF SHIPPING LINES, SHIPBUILDING COMPANIES AND AIR LINES

(See Chapter VIII, p. 144, and Chapter IX, pp. 147–152)

1. Port Line
2. Peninsular and Oriental Steam Navigation Company
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11. Nippon Yusen Kaisha Company (Japanese Mail)
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13. Italia Line
14. Hamburg–America Line
15. Compagnie Générale Transatlantique
16. Shell-Mex and British Petroleum
17. General Steam Navigation Company
18. Harland and Wolff
19. British European Airways
20. Air France

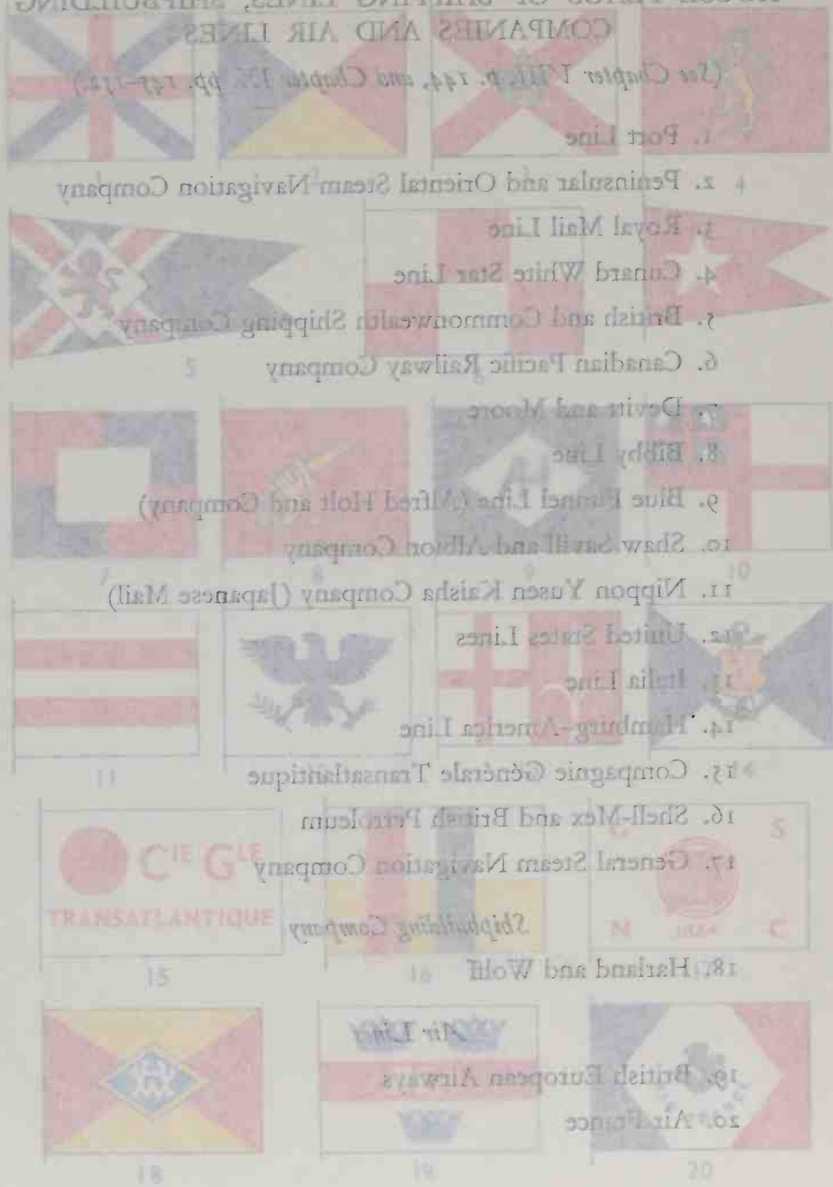
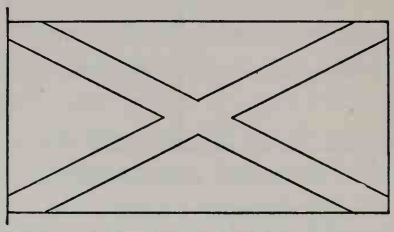


Plate XI

HOUSE FLAGS OF SHIPPING LINES, SHIPBUILDING COMPANIES AND AIR LINES

We now pass on to the flags of the CHANNEL ISLANDS.

JERSEY uses a white flag charged with a red diagonal cross. Although this flag has yet to receive the formal recognition of H.M. Government, it appears to have been established as the island's territorial flag for well over a century. Space will not permit of a detailed account of its origin. Major N. V. L. Rybot, D.S.O., F.S.A., dealt with this very thoroughly in an article entitled "The So-Called Jersey Flag" in *The Mariner's Mirror*, Vol. 37, No. 1, pp. 82–84, January, 1951.



JERSEY STATE FLAG

This flag is flown on all official occasions on public buildings, as well as on business establishments. The Bailiff flies a diminutive of it on his motor-car.

In passing, it is interesting to recall that when the Channel Islands were occupied by Germany during World War II, this flag was *worn as an ensign* by ships carrying passengers and cargo between the islands—the use of the Red Ensign being, for obvious reasons, out of the question!

JERSEY

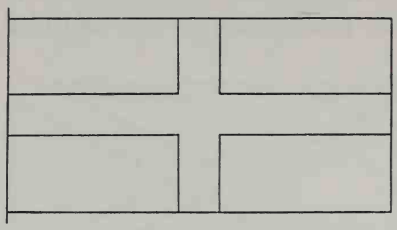
The Lieutenant-Governor flies the Union Flag with a badge superimposed on the centre of the St. George's Cross. This badge consists of a red shield charged with three lions (sometimes referred to as leopards) passant guardant in gold (taken from the Seal), on a white circular background encircled by a garland.

The Lieutenant-Governor of GUERNSEY and its Dependencies, Alderney and Sark, flies the Union Flag with a similar badge, but in this case there is a sprig of golden leaves projecting from the top of the shield.

GUERNSEY

The State and Island Flag of Guernsey, the red cross of St. George on a white field, is claimed by some to have been the official flag since 1907. However, it was announced in December, 1935,

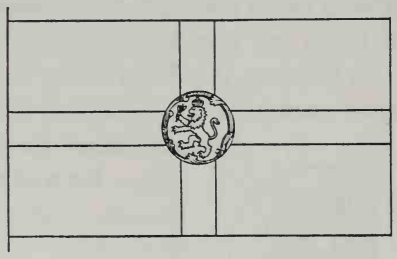
that King George V " was graciously pleased to sanction the continued use of the flag bearing the St. George's Cross on a white ground, as a distinct flag of Guernsey." Unfortunately, those responsible for advising the King omitted to include in their draft two important words, namely, "*on land*," the use of this flag *afloat* having been reserved as the flag proper for a British Admiral, in an Order-in-Council dated July 9th, 1864. It can be flown by all and sundry in the island.



GUERNSEY STATE FLAG

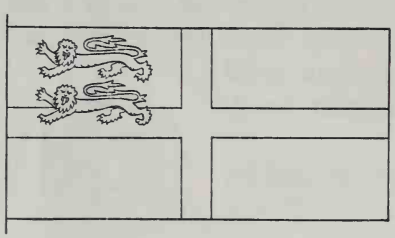
This flag also did duty as an *ensign* during World War II in the same circumstances as that of Jersey, as recorded on the previous page.

ALDERNEY also uses the St. George's Cross flag, but in the centre thereof has a device consisting of a golden lion wearing a red crown and having a red tongue and claws and holding a sprig of leaves; the background is green having an ornamental border in gold. This flag, which was approved by King Edward VII in 1906, is hoisted on official buildings only.



ALDERNEY

Although there is no official flag for SARK, the Seigneurial flag has been used by the reigning Seigneur, or Dame, for many years. It might be described as being a cross between a State flag and a mediaeval personal banner denoting Territorial Sovereignty. The field is white with the red cross of St. George, the first quarter being " Gules, two lions—or leopards—passant guardant, Or "—known heraldically as " Normandy Ancient "—the lion in the base impinging on the dexter arm of the cross.

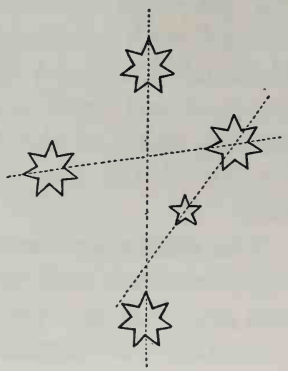


SARK

When AUSTRALIA adopted her distinctive Blue Ensign in 1901, no official steps were taken to determine the circumstances for its use. However, during the reign of Edward VII, the draft of a Bill, whereby it should become the National Flag, was prepared. The King agreed with its contents, but it was not proceeded with at that time; however, during the course of time, this flag came to be accepted and used as such. It was not until the passing of the *Flags Act*, 1953, that legislative effect was given to this custom. When the Bill was being drafted, the question of the shade of the blue colour was raised. After due consideration, it was decided to adopt the shade of Royal Blue. Australians are indeed very proud of the fact that H.M. Queen Elizabeth II gave her personal assent to the Act on February 15th, 1954, during her visit to Canberra, the Federal Capital. This was an historic occasion of some importance in that it was the first Australian legislation to which a reigning sovereign had ever assented in Australia.

The Act also proclaims that the flag which is declared by Section 406 of the *Navigation Act*, 1912–1953, to be the proper colours for merchant ships registered in Australia shall be known as the Australian Red Ensign. It further preserves the right or privilege of a citizen to fly the Union Flag, as had been the custom heretofore.

Thus the National Flag (see Plate VI, 4) comprises the British Blue Ensign defaced with a large seven-pointed white star beneath the Union, and a representation of the Southern Cross, consisting of four similar stars and a still smaller five-pointed star. The Merchant Flag is the plain Red Ensign defaced in a similar manner. Although there is no legal requirement for ships entering Australian ports to fly a courtesy flag, British merchant ships (irrespective of whether they are sailing under the Red or Blue Ensigns) may display the Australian Red (*not Blue*) Ensign at the fore for this purpose (also see page 25).



The inset diagram shows how the stars are placed in their true position, and it will be seen how freely they have to be treated

to get them into the shape of a cross as they appear on the flag. The big star under the Union is the "Commonwealth Star," and, of course, has nothing to do with the Southern Cross. It represents the six states, and the Territories of Australia. Of the stars in the actual cross, the top one is "Gamma Crucis," the left-hand one "Beta Crucis," the one to the extreme right "Delta Crucis," the small five-pointer "Epsilon Crucis," and the star in base is "Alpha Crucis."

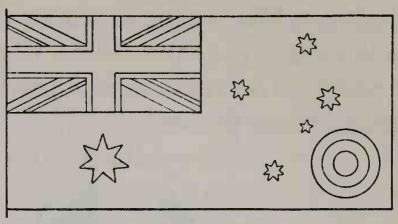
On September 20th, 1962, royal approval was given to the design for the Queen's Personal Flag for Australia. This consisted of the Arms of the Commonwealth of Australia, as granted by Royal Warrant dated September 19th, 1912, with the Queen's device of a crowned "E" upon a royal-blue ground, surrounded by a chaplet of gold roses, superimposed upon the gold seven-pointed star from the crest of Australia, and the whole placed in the centre. In this case a banner of more heraldically conventional shape was approved, although in practice a longer shape was used (Plate I, *Frontispiece*, 3).

GOVERNOR-GENERAL OF THE COMMONWEALTH OF AUSTRALIA.

Ships of the Royal Australian Navy wear the White Ensign, and fly the Masthead Pendant, of the Royal Navy. However, the National Flag, as described above, is worn *as a Jack* for distinguishing purposes when ships are at anchor, or under way and dressed with masthead flags. The last mentioned comprise the National Flag and the White Ensign; these are hoisted at the fore and main respectively. Incidentally, in similar circumstances, ships of the Royal New Zealand Navy hoist the White Ensign at the *fore* and the New Zealand Blue Ensign at the *main*.

The Australian Naval Board's flag has a field divided horizontally, red over blue, and overall the British Admiralty's yellow anchor and cable (*see page* 57).

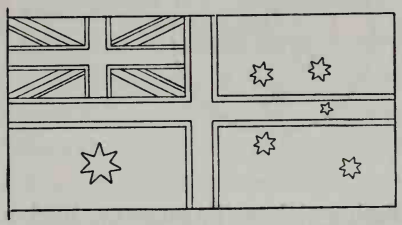
The Royal Australian Air Force uses an adaptation of the



R.A.A.F. ENSIGN

Australian Blue Ensign with two important differences, namely, the field is air force blue in colour, and the Southern Cross constellation is turned slightly in a clockwise direction in order to make room for the R.A.F. target in the lower corner of the fly. Those responsible for this design overlooked the fact that the target will soon suffer damage in use.

The Australian Civil Air Ensign is similar to that of the United Kingdom, but has the large seven-pointed Commonwealth Star and the Southern Cross constellation added as in the accompanying illustration. When first adopted in 1935, these stars were yellow; however, the colour was changed to white in 1948.



AUSTRALIAN CIVIL AIR ENSIGN

Each of the States has its own badge, the design of which is, in each case, modelled upon the Coat-of-Arms of the individual State. These badges are inserted in the fly of the plain Blue Ensign and flown on State Government Buildings: they are also displayed, encircled with the usual garland, on the Union Flag flown by their respective Governors.

NEW SOUTH WALES

QUEENSLAND

The badge of New South Wales is white, thereon the red Cross of St. George. In the centre of the cross is a lion, and on each arm is an eight-pointed star, all in yellow (Plate VI, 6).

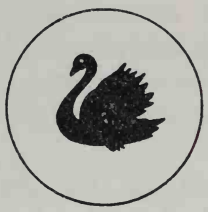
Queensland also has a circular white background, thereon

being a blue Maltese Cross, charged with a Royal Crown in full colour in the centre (Plate VI, 8).

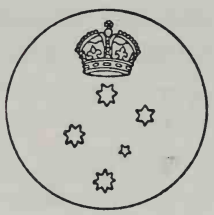
South Australia is known by its white-backed piping shrike on a yellow ground.

SOUTH AUSTRALIA

TASMANIA



WESTERN AUSTRALIA

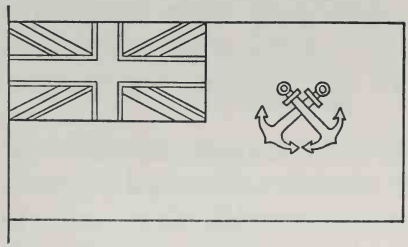


VICTORIA

A red lion on a white ground distinguishes Tasmania, and a black swan on yellow stands for Western Australia. It should be noted that this swan was depicted as swimming towards the sinister until 1953.

Victoria has a blue background on which, in white, are the stars of the Southern Cross, surmounted by the Royal Crown in full colour.

Vessels belonging to the Melbourne Harbour Trust Commissioners wear the Blue Ensign bearing two conventional anchors in saltire, in white, in the centre of the fly, as shown in the accompanying illustration. So far as can be ascertained, no records are extant as to the date of origin, but it is believed that it was taken over by the Trust on January 1st, 1877, from the State Government



MELBOURNE HARBOUR TRUST

Department which preceded it, which explains the absence of an Admiralty warrant.

The Government of Australia is responsible for the administration of the Territories of PAPUA and NEW GUINEA. The Australian national flag (the Blue Ensign with the Southern Cross in the fly) is flown on Government offices and by private citizens. Government vessels wear the same flag but merchant ships wear the Australian Red Ensign.

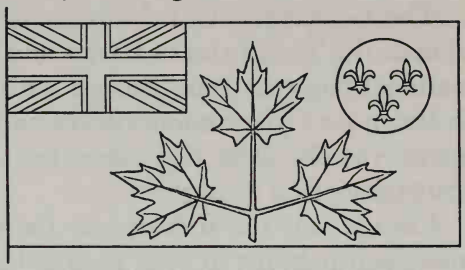
Canada was the first of our Dominions to possess a distinctive merchant flag, for in 1892 permission was granted for the Canadian Coat-of-Arms of 1869 to be placed in the fly of the Red Ensign. These consisted of a quartered shield which combined the Arms of the four Provinces of New Brunswick, Nova Scotia, Ontario, and Quebec. In 1921 this shield was superseded by the present one, which is divided into three horizontal stripes, of which the upper two are again divided into vertical halves which form four quarters. These quarters contain the three golden lions on the red field of England, the red lion and tressure on the golden ground of Scotland, the golden harp on blue of Ireland, and the three golden fleurs-de-lis on blue of Royal France—the countries from which came the men who made Canada. In the base of the shield on a white ground are the three green maple leaves, the emblem of Canada herself.

GOVERNOR-GENERAL OF CANADA

Three years later the Canadian Government approved this flag as "the distinctive flag for Canada overseas," and in 1945 it was approved for general use. Although it had never received Royal approval it did in fact become the National Flag of Canada (Plate VI, 2).

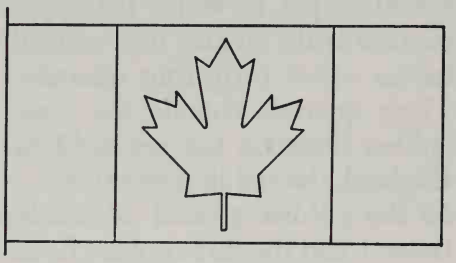
For nearly half a century controversy has raged in Canada over the desirability and design of a distinctive National Flag, and many varied designs have been submitted to and debated in Parliament. In May, 1964, a design was proposed which bore a resemblance to the flag designed for the Canadian Active Service Force in 1939,

the difference being that the latter has in the canton the Union Flag of Great Britain and in the fly three golden fleurs-de-lis of France; both are charged with a device consisting of three red maple leaves of generous proportions. The Active Service flag was designed by Colonel Archer Fortescue Duguid, D.S.O., Director of the Historical Section of the Department of National Defence, Ottawa.



CANADIAN ACTIVE SERVICE FORCE

However, the flag submitted to Parliament in May, 1964, did not find favour, and another design was put forward and approved by the Senate of the Canadian Parliament on December 16th, 1964. This flag replaces the defaced Red Ensign which has for so long done duty as the National Flag of Canada. The new flag is described as a red flag, proportions two by one, containing in its centre a white square the width of the flag, bearing a single red maple leaf; in heraldic terms, it is described as "gules on a Canadian pale argent a maple leaf of the first". The shade of red in the new flag is the same as that in the old Red Ensign. The new flag was inaugurated by Royal Proclamation on February 15th, 1965, and is now flown by the Canadian Armed Forces in place of the former Canadian Red and Blue Ensigns and the Service Ensigns. It will also be flown on all Department of Defence and Government buildings. Ships of the Royal Canadian Navy and Naval Auxiliary Vessels will wear the flag at their ensign staffs—and, when ships are dressed, at the masthead—in place of the White Ensign, and at their jackstaffs in place of the Canadian Blue Ensign. It will also be the Ensign for merchant ships. The new flag replaces the former Ensign of the Royal Canadian Air Force,



CANADA: NATIONAL FLAG

and the Union Flag of Great Britain on the occasions when this flag used to be flown.

The Queen's Colours and the Regimental Colours of the regiments of the Canadian Army are not affected and the old colours will continue in use. The possibility of a single Service Ensign representative of the three Armed Forces is under consideration.

In July, 1961, royal approval was given to the design for the Queen's Personal Flag for Canada. This consists of the Arms of Canada as granted by Royal Warrant dated November 21st, 1921, with the Queen's device of the crowned " E " upon a royal-blue ground surrounded by a chaplet of gold roses placed in the centre (Plate I, *Frontispiece*, 2).

A distinctive flag for Anglican Churches in Canada was adopted in September, 1955. It comprises a red St. George's Cross on a white field, each quarter being charged with a green maple leaf. If he so wishes, a diocesan bishop may use this flag with the diocesan arms superimposed on the centre of the St. George's Cross. The General Synod displays its own Arms in a like manner on the flag.

Each of the Canadian Provinces has its own Arms: these are described below.

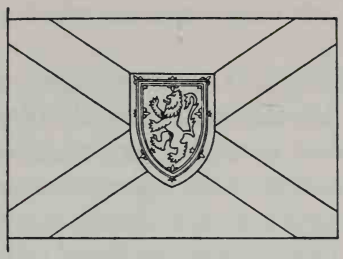
A Lieutenant-Governor of the Province flies the Union Flag bearing the Arms encircled with the usual green garland on a white disc.

The Arms of NOVA SCOTIA (granted by Royal Warrant dated July 19th, 1921) have a white field bearing the blue diagonal cross of St. Andrew charged with the Royal Arms of Scotland—a red lion rampant within a double tressure, of the same colour, on a golden background—as shown in the accompanying illustration. They are derived from those granted by Charles I in 1626. This unique combination of the Royal and the National Arms of Scotland is claimed to be the oldest of all the Arms borne by the British Dominions.

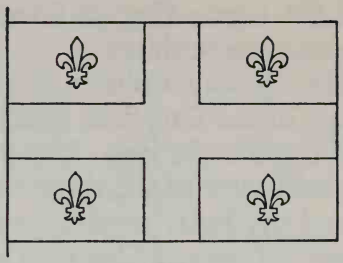
NOVA SCOTIA ARMS

The flag of Nova Scotia consists of the Arms displayed in banner-flag form (Plate VI, 1).

The original Arms of QUEBEC were granted by Royal Warrant



NOVA SCOTIA



QUEBEC

on May 26th, 1868. They consisted of a shield in gold, charged with one of the golden lions of England in " fesse," i.e. a broad horizontal stripe in the centre. Above it were two blue fleurs-de-lis—an allusion to its days under French Sovereignty—and in the base three green maple leaves issuing from the same stalk. An amended design was approved on December 9th, 1939, wherein the red " fesse " and the lion were made slightly larger and the two blue fleurs-de-lis on gold were superseded by three golden ones on blue.

The flag of Quebec has a sky-blue field charged with a white cross and four fleurs-de-lis, one in each quarter. It is known as the *fleurdelisé* flag, and is flown on the central tower of the Quebec parliament buildings, and also on the occasion of official provincial manifestations. This flag became the official flag of the Province in accordance with an Order-in-Council of January 21st, 1948 (Plate VI, 3).

QUEBEC ARMS

The Arms of ALBERTA are in accordance with the Royal Warrant granted on May 30th, 1907. The upper part of the shield is white and bears the red cross of St. George; below in the foreground is a wheatfield, and in the distance is a prairie with a range of green fields. In the far distance are the snow-covered Rocky Mountains.

ALBERTA

In the upper part of the Arms of BRITISH COLUMBIA, granted by Royal Warrant dated March 31st, 1906, is the Union Flag, with a gold five-pointed crown in the centre. A golden sun rises from the base over a background of blue and white wavy bars; under this the motto, " SPLENDOR

SINE OCCASU"—"A radiance which never sets." The Arms in banner form have been flown on the Parliament Buildings in Victoria, and on British Columbia House in London, since 1961.

MANITOBA has a green shield, thereon a buffalo standing upon a rock. The upper portion of the shield comprises the red cross of

BRITISH COLUMBIA

MANITOBA

NEW BRUNSWICK

St. George on a white background. These Arms were granted by Royal Warrant dated May 10th, 1905.

The Arms of NEW BRUNSWICK were granted by Royal Warrant dated May 26th, 1868, the same day as those of Quebec were granted. They consist of a "lymphad" or ancient galley on a golden field, an allusion to her maritime situation. A golden lion of England on a red background occupies the upper part of the shield.

Like Alberta and Manitoba, ONTARIO has the red cross of St. George on a white field in the upper part of the shield. The remainder of the shield is green, and bears three golden maple leaves issuing from the same stalk. The Royal Warrant granting these Arms is dated May 31st, 1907.

ONTARIO

NEWFOUNDLAND, our oldest Colony, became a province of Canada on March 31st, 1949. She was granted Arms on January 1st, 1637, the shield of which is red and bears a white cross; the first and fourth quarters are charged with a crowned lion passant guardant, in gold, and the second and third quarters a unicorn in white, with golden mane and wearing about its neck a coronet with chain attached thereto, also in gold.

However, in this particular province it is the *badge* (approved in 1904) which appears on the Union Flag, within the usual garland on a white disc, flown by the Lieutenant-Governor. Again,

unlike the other provinces, Government vessels and merchant ships registered in Newfoundland wear the Blue and Red Ensigns with the badge in the centre of the fly respectively (see the National Flag Act of Newfoundland, Chapter 272 of the Revised Statutes, 1952).

NEWFOUNDLAND

This badge, which is rather ugly, is circular and the design incorporates a representation of Mercury, the God of Commerce and Merchandise, presenting to Britannia a Fisherman who in a kneeling attitude is offering the harvest of the sea; all as described in the Great Seal. In the top of the circle on a scroll are the words "TERRA NOVA," while in base is the legend, "HAEC TIBI DONA FERO," which may be construed as, "I bring you these gifts."

PRINCE EDWARD ISLAND

PRINCE EDWARD ISLAND was granted Arms by Royal Warrant dated May 30th, 1905. They comprise a white shield charged with an oak tree and three saplings on a green island. The upper part of the shield consists of one of the golden lions of England on a red background.

SASKATCHEWAN has a very simple, but nevertheless pretty, shield. In chief is a red lion on a golden field, and in base are three sheaves of wheat on a green ground. These Arms were granted by Royal Warrant dated August 25th, 1906; the three sheaves of wheat represent one of the resources of the Province.


SASKATCHEWAN

YUKON TERRITORY and the NORTH-WEST TERRITORIES had no official Arms until 1956; however, each had used an unofficial device for some thirty years or more. That of the former consisted of a blue field charged with three red triangles, edged white, each bearing three golden discs; in the upper portion of the shield the red lion of England on a golden background. The field of the shield of the North-West Territories was red and charged with four wheat-sheaves in gold; in chief a white polar-bear on a white and blue chequered background.

The unofficial arms of the Yukon Territory and the North-West Territories were superseded by those approved by Her Majesty the Queen in February, 1956. Here follows the heraldic description of them:—

Yukon Territory: "Azure on a Pallet wavy Argent a like Pallet of the field issuant from the base two Piles reversed Gules edged also Argent each charged with two Besants in pale on a Chief Argent a Cross Gules surmounted of a Roundel Vair."

North-West Territories: "Per bend wavy Gules and Vert Billety Or in sinister Chief the Mask of an arctic Fox Argent on a Chief indented also Argent a Barrulet wavy Azure."

YUKON TERRITORY

NORTH-WEST TERRITORIES

The flag of the Governor-General of NEW ZEALAND is the standard flag of Governor-Generals as described on page 67. Her ensigns bear a representation of the Southern Cross, consisting of four five-pointed stars, in the fly. The sizes of these stars vary slightly; that nearest the fly is the smallest and that in the base the largest, the other two being identical. On the Blue Ensign the stars are red, edged with white (Plate VI, 5). On the Merchant Flag, the Red Ensign, the stars have to be white. Theoretically the Union should be the National Flag of New Zealand, but almost everywhere in that country the Blue Ensign described above is in fact used, and it can be taken that for practical purposes the blue New Zealand ensign is the National Flag.

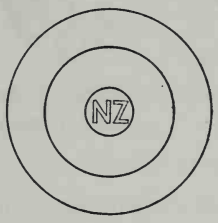
On August 25th, 1962, royal approval was given to the design for the Queen's Personal Flag for New Zealand. This consisted of the Arms of New Zealand, as granted by Royal Warrant dated August 26th, 1911, with the Queen's device placed in the centre (see page 36). In this case a banner almost square, and of more heraldically conventional shape, was approved, although in practice flags of somewhat longer shape were used (Plate I, *Frontispiece*, 4).

Ships of the Royal New Zealand Navy wear the White Ensign, and fly the Masthead Pendant, of the Royal Navy. However, the Blue Ensign, described above, is worn *as a Jack* for distinguishing purposes when ships are at anchor, or under way and dressed with

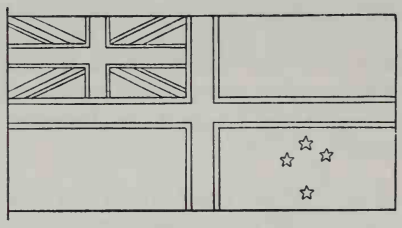
masthead flags. The last mentioned comprise the aforesaid Blue Ensign and the White Ensign; these are hoisted at the main and fore respectively. It will be recalled that the reverse procedure is adopted in the case of ships of the Royal Australian Navy (see page 74).

The flag of the New Zealand Naval Board bears the British Admiralty's yellow anchor and cable on a field bisected vertically red and blue, the red portion being nearest the hoist.

The Royal New Zealand Air Force Ensign can be distinguished



R.N.Z.A.F.



N.Z. CIVIL AIR ENSIGN

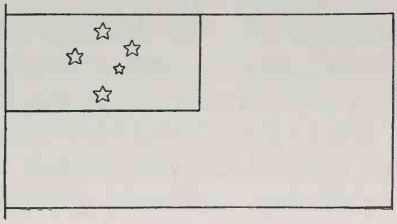
from that of the R.A.F. by the addition of the letters "NZ" superimposed in white upon the red centre disc of the target.

In regard to the Civil Air Ensign, this is the same as ours, but the fourth canton—i.e. the lower quarter in the fly—is charged with the Southern Cross of four five-pointed stars coloured red.

SAMOA

The Trust Territory of SAMOA had a rather pretty badge, three coconut palms growing on sandy base.

The people of Samoa obtained permission from the Government of New Zealand, on May 26th, 1948, to fly a red flag, proportions of the field two by one, with a blue canton containing four white stars, each having five points, *on land*, equally with the Blue Ensign of New Zealand. On February 24th of the following year, a smaller five-pointed white star was added. Samoa



SAMOA (on land)

became independent on January 1st, 1962, and this flag became the National Flag and the merchant ship ensign (Plate VI, 7).

When INDIA and PAKISTAN became separate Dominions on August 15th, 1947, each adopted a distinctive National Flag.

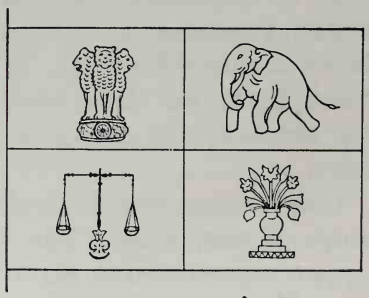
INDIA chose a field, three by two, consisting of three horizontal stripes of equal width, deep saffron (on top), white, and bottle-green; in the centre of the white stripe, a representation of the *Chakra* of Asoka, the Buddhist ruler of the 3rd century B.C., in dark blue (Plate VI, 9).

Of this new flag it has been said that the dark saffron colour symbolizes the spirit of renunciation, humility, and disinterestedness; the white denotes a path of light, truth, and simplicity; and the bottle-green represents the relation with the soil. The *Chakra* of Asoka is the wheel of the Law of Dharma denoting motion and virtue and represents the dynamism of a peaceful change.

The flag of her first and only Governor-General, Earl Mountbatten, has already been described.

Each of the Governors of the ten Provinces (Bombay, Madras, West Bengal, Bihar, Orissa, United Provinces, Assam, East Punjab, Central Provinces, and Central Provinces and Berar) had a special flag, whose field was dark saffron, proportions two to one. This was charged with the Royal Crown in natural colours, with the name of the province in white block letters, on a slight curve.

When India became a republic within the British Commonwealth of Nations on January 26th, 1950, it was decided to adopt the National Flag of the former Dominion. This flag thus became the first of a new range of official flags, all of which have the proportions of three to two, except those of the Air Force Ensign, which are two to one.



INDIA: PRESIDENT'S FLAG

The flag of the President is quarterly, blue and red, with the charges in gold line: first, the Asoka lions; second, an elephant; third, a pair of scales; fourth, a lotus

bowl. The lions came from the Asoka column capital, and are said to represent unity. Patience and strength are supposed to be embodied in the lively-looking, 5th-century A.D. elephant, taken from the Ajanta frescoes. The scales, a 17th-century A.D. Moslem design, came from the Red Fort, Delhi, and symbolize justice and economy; and the lotus bowl, from Sarnath, *circa* 1st century B.C., stands for prosperity and plenty.

The Asoka lions charge in the first quarter of the flag was adopted as the State Emblem and Seal of the Government of India, and with the other three, represent certain epochs in her political and cultural history.

State Emblem of INDIA

The Royal Crown on the former flags of Governors of Provinces was superseded by the State Emblem, and the names of the provinces were changed into Devanagri script, which is said to be less understood by many than the English on the old ones!

Units of the Indian Navy wear a white Ensign similar to ours, except that the Union in the first quarter has now given place to the National Flag of India. Some surprise has been expressed at the retention of the red St. George's Cross on this Ensign; however, it is regarded as a symbol of the Indian Navy's association with the other navies within the British Commonwealth. The same may be said regarding the Naval Reserve ensign—a dark blue field with the National Flag in the first quarter.

The Jack is a diminutive of the National Flag, but the Masthead or Commission Pendant, Admirals' Flags and Commodores' Broad Pendants, also Senior Officers' Pendants, of the Royal Navy continued in use, as heretofore, until April 22nd, 1958. Since then, the dark blue *Chakra* has been superimposed on the centre of the red cross of St. George on these pendants and flags.

Government vessels (including vessels on Charter), other than ships of war, wear a Blue Ensign with the National Flag in the upper canton and a plain yellow Admiralty anchor in the fly. This Blue Ensign charged with two yellow conventional anchors

Plate XII

YACHT FLAGS

(See Chapter X, pp. 115–117.)

1. Royal Yacht Squadron, Burgee
2. Racing Flag of Britannia when owned by King Edward VII and King George V
3. Royal Cornwall Yacht Club, Burgee
4. Royal Thames Yacht Club, Burgee
5. Racing Flag Bluebottle (By gracious permission of H.M. the Queen and H.R.H. the Duke of Edinburgh)
6. Royal Power Yacht Club, Burgee
7. Royal Lymington Yacht Club, Burgee
8. New York Yacht Club, Burgee
9. Yacht Club Argentino, Burgee
10. Royal Cornwall Yacht Club, Ensign
11. Royal Forth Yacht Club, Ensign
12. Royal Norwegian Yacht Club (K.N.S.), Burgee
13. Yacht Club de France, Ensign
14. Royal Cruising Club, Burgee
15. Yacht Club de France, Burgee
16. Island Sailing Club, Burgee
17. Royal Sydney Yacht Squadron, Burgee
18. United States of America, Yacht Ensign
19. Royal Norwegian Yacht Club (K.N.S.), Ensign

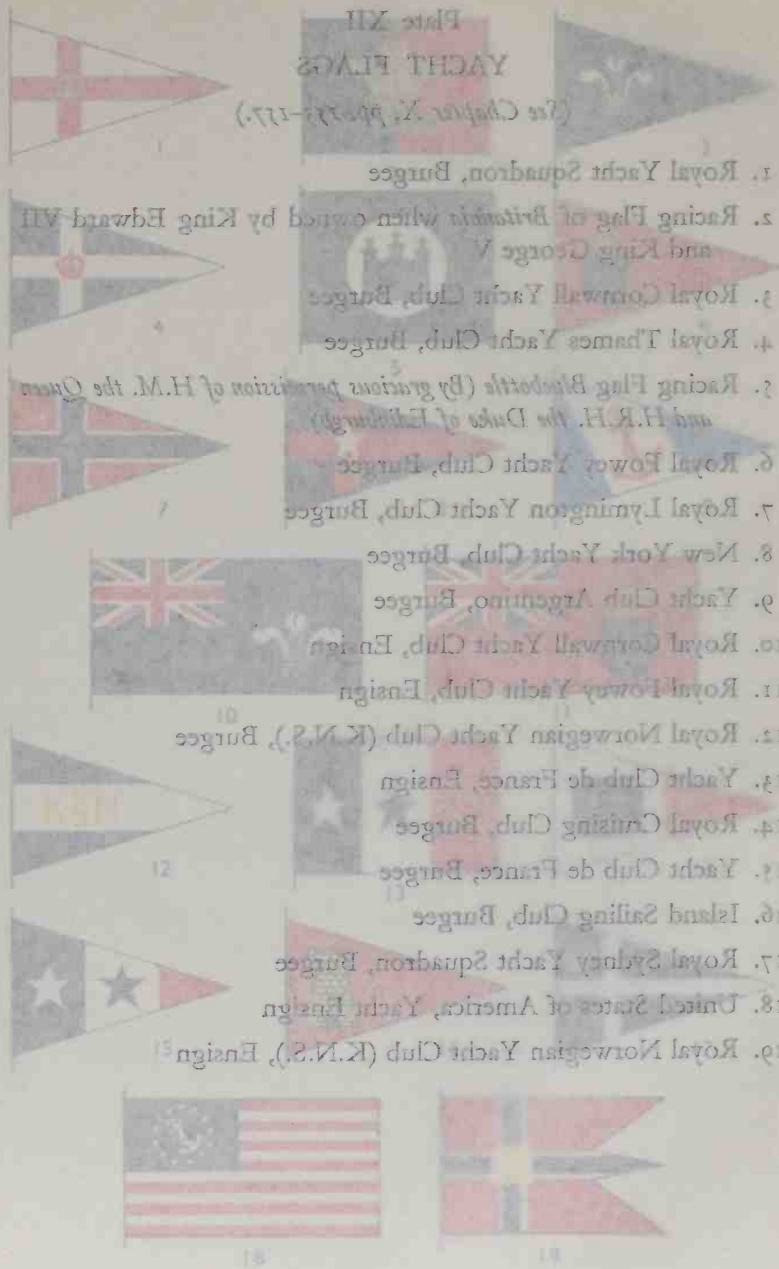


Plate XII

YACHT FLAGS

(*See Chapter X, pp. 153–157.*)

1. Royal Yacht Squadron, Burgee
2. Racing Flag of *Britannia* when owned by King Edward VII and King George V
3. Royal Cornwall Yacht Club, Burgee
4. Royal Thames Yacht Club, Burgee
5. Racing Flag *Bluebottle* (*By gracious permission of H.M. the Queen and H.R.H. the Duke of Edinburgh*)
6. Royal Fowey Yacht Club, Burgee
7. Royal Lymington Yacht Club, Burgee
8. New York Yacht Club, Burgee
9. Yacht Club Argentino, Burgee
10. Royal Cornwall Yacht Club, Ensign
11. Royal Fowey Yacht Club, Ensign
12. Royal Norwegian Yacht Club (K.N.S.), Burgee
13. Yacht Club de France, Ensign
14. Royal Cruising Club, Burgee
15. Yacht Club de France, Burgee
16. Island Sailing Club, Burgee
17. Royal Sydney Yacht Squadron, Burgee
18. United States of America, Yacht Ensign
19. Royal Norwegian Yacht Club (K.N.S.), Ensign

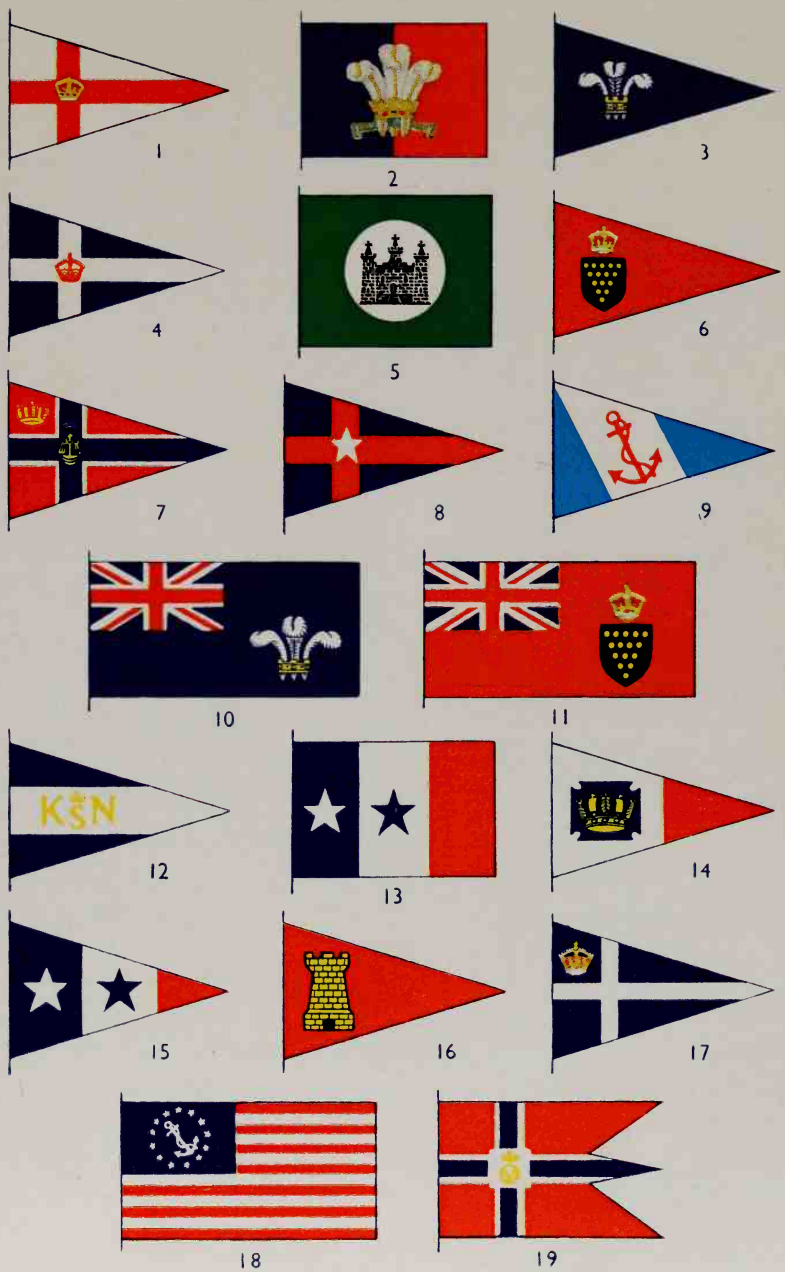
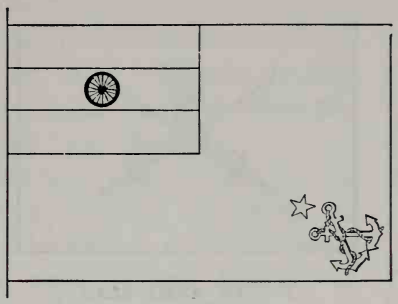


Plate XII

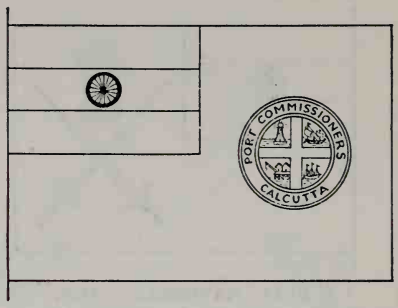
F.86

YACHT FLAGS

in saltire and positioned in the lower corner of the fly is worn by vessels belonging to the Bombay Harbour Trust. It is also flown on shore over its administrative buildings.



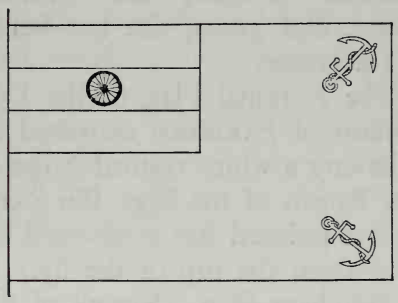
FLAG OF BOMBAY HARBOUR TRUST



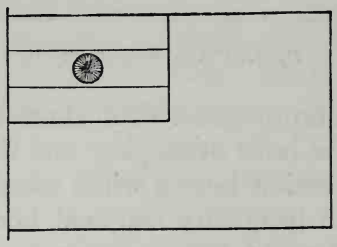
CALCUTTA: PORT COMMISSIONERS' FLAG

The Commissioners of the Port of Calcutta use the Blue Ensign bearing their badge in the centre of the fly. It comprises an amulet in gold, edged white, and thereon the name in white lettering. The centre of the badge has a cross in gold; each of the quarters so formed is white and charged with a seascape, as in the accompanying illustration.

Again the Blue Ensign of the Port of Cochin has two conventional anchors in gold in the upper and lower corners of the fly.



ENSIGN OF PORT OF COCHIN

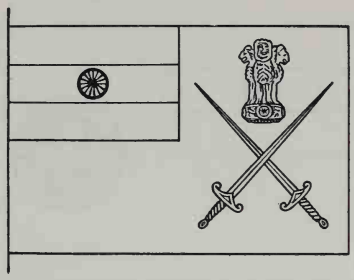


INDIAN MERCHANT FLAG

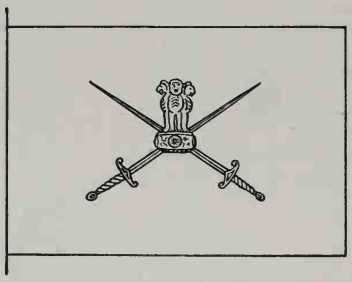
Indian merchant ships wear a Red Ensign, with the National Flag in the first quarter.

A similar flag but having in the centre of the fly two swords in saltire ensigned with the State emblem, in gold, is now displayed on

Service buildings where it was formerly the custom to fly the Union Flag. It is officially known as the "Flag National India" (see accompanying illustration).



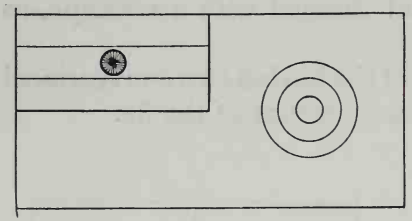
"FLAG NATIONAL INDIA"



INDIAN ARMY FLAG

We have already noted the similarity between the Naval Ensign and that of our own. This also applies to the Army Flag. It has a red field bearing the State emblem superimposed upon two swords in saltire, in gold, as shown in the accompanying illustration.

The field of the Air Force Ensign is air force blue in colour, containing the National Flag in the first quarter, and a target in the fly similar to that of the Royal Air Force, but composed of the national colours, i.e. saffron, white, and green, the last being in the centre.



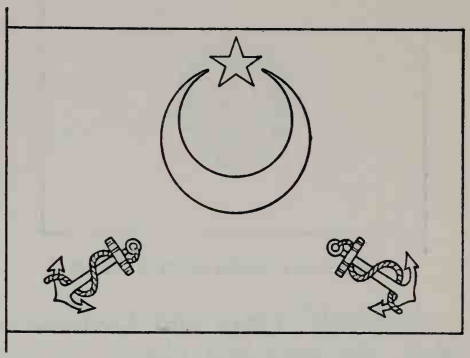
INDIAN AIR FORCE ENSIGN

The National Flag of the Dominion of PAKISTAN consisted of a bottle-green field, three by two having a white vertical stripe at the hoist occupying one fourth the length of the flag; the green portion bore a white crescent and five-pointed star positioned on an imaginary diagonal line running from the top of the fly. It also did duty as the Jack and the Merchant Flag. Vessels of the Royal Pakistan Navy wore the White Ensign and Masthead Pendant, as in the days of the Royal Indian Navy.

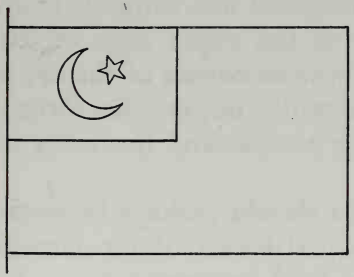
Governors of the four Provinces, Sind, East Bengal, West Punjab, and North-West Frontier Province, had flags similar to those of their opposite numbers in India before the republic was

inaugurated; however, in this case the field is green, of the same shade as that on the National Flag.

The Islamic Republic of Pakistan was formally declared a republic within the British Commonwealth of Nations on March 23rd, 1956. It was decided to retain the old National Flag (see Plate VI, 10), and also use it as the Ensign for naval vessels; however, in the latter case the field should be two by one instead of three by two. The shade of green used in all flags was changed to *Tartan Green* (see British Colour Council's Colour Card). The Masthead Pendant is white (at the mast) and tartan green; the Jack has a tartan green field, three by two, bearing in the centre thereof a five-pointed star within a crescent (horns pointing upwards), and a representation of a foul anchor, in white, in each of the lower corners. At the same time a distinctive Merchant Flag was adopted. It had a royal blue field, three by two, with a white canton bearing a crescent and five-pointed star in tartan green. However, in accordance with the Ministry of Commerce Government of Pakistan, notification No. 365/116/54-Sh, dated October 22nd, 1958, this was superseded by one having a red field, also three by two, with the National Flag in the first quarter next to the mast.



PAKISTAN: JACK



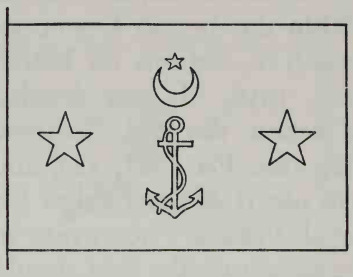
PAKISTAN: MERCHANT FLAG

It should be noted that merchant ships of other countries wishing to fly a "courtesy flag" at the foremast when visiting Pakistan now use the National flag of that country for this purpose (also see page 25).

The President's Flag has a royal blue field, 9 ft. by 6 ft. 6 in.: superimposed in the centre thereof, in gold, the crescent and star

emblem between two olive branches with the word "PAKISTAN," in Pakistani script, below.

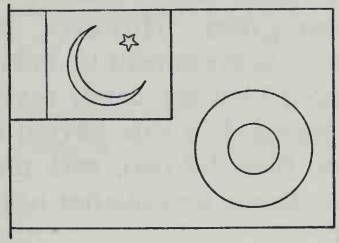
PAKISTAN: PRESIDENT'S FLAG



PAKISTAN: REAR-ADMIRAL

Admirals' Flags and Commodores' Broad Pendants are royal blue, the principal charge on each consisting of a white foul anchor surmounted by the white crescent and small five-pointed star emblem. The addition of larger white five-pointed stars is used to denote rank, thus—five for an Admiral-of-the-Fleet, four for an Admiral, three for a Vice-Admiral, two for a Rear-Admiral, and one for a Commodore. A Senior Officer's Pendant is similar to that of a Commodore but bears no larger five-pointed star.

The proportions of the Ensign of the Pakistan Air Force are the same as those of the National Flag; it has an air force blue field with the National Flag in the first quarter. Situated in the centre of an imaginary diagonal line running from the middle of the upper edge of the flag to the bottom corner of the fly, is a green-and-white target, the former colour being outside and the latter in the centre.



PAKISTAN: AIR FORCE ENSIGN

Before passing on to Ceylon, mention should perhaps be made of the flag of the Aga Khan, the spiritual leader of the Ismaili Moslems. It has a dark emerald green field, proportions two to one, with a crimson stripe. This is approximately one-quarter the hoist in width, and is placed diagonally across the field from the top of the hoist to the bottom of the fly.

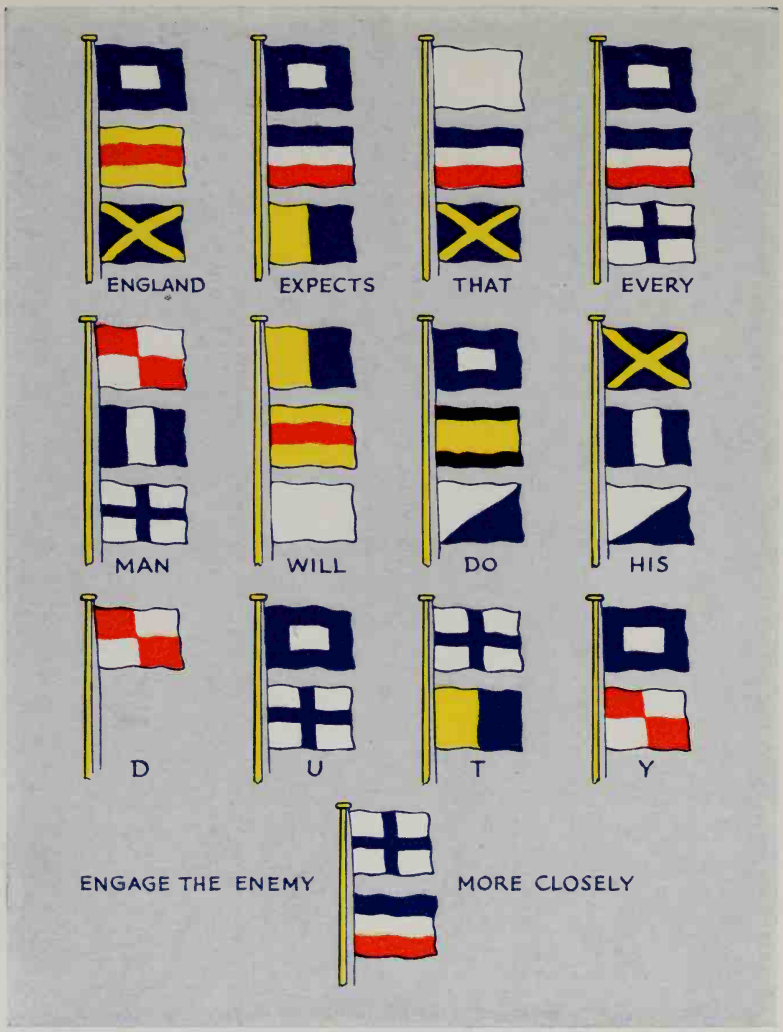


Plate XIII G.91

NELSON'S FAMOUS SIGNAL

Plate XIII

NELSON'S FAMOUS SIGNAL

(*See page 168.*)

ENGLAND:	253
EXPECTS:	269
THAT:	863
EVERY:	261
MAN:	471
WILL:	958
DO:	220
HIS:	370
D:	4
U:	21
T:	19
Y:	24
ENGAGE THE ENEMY MORE CLOSELY	16

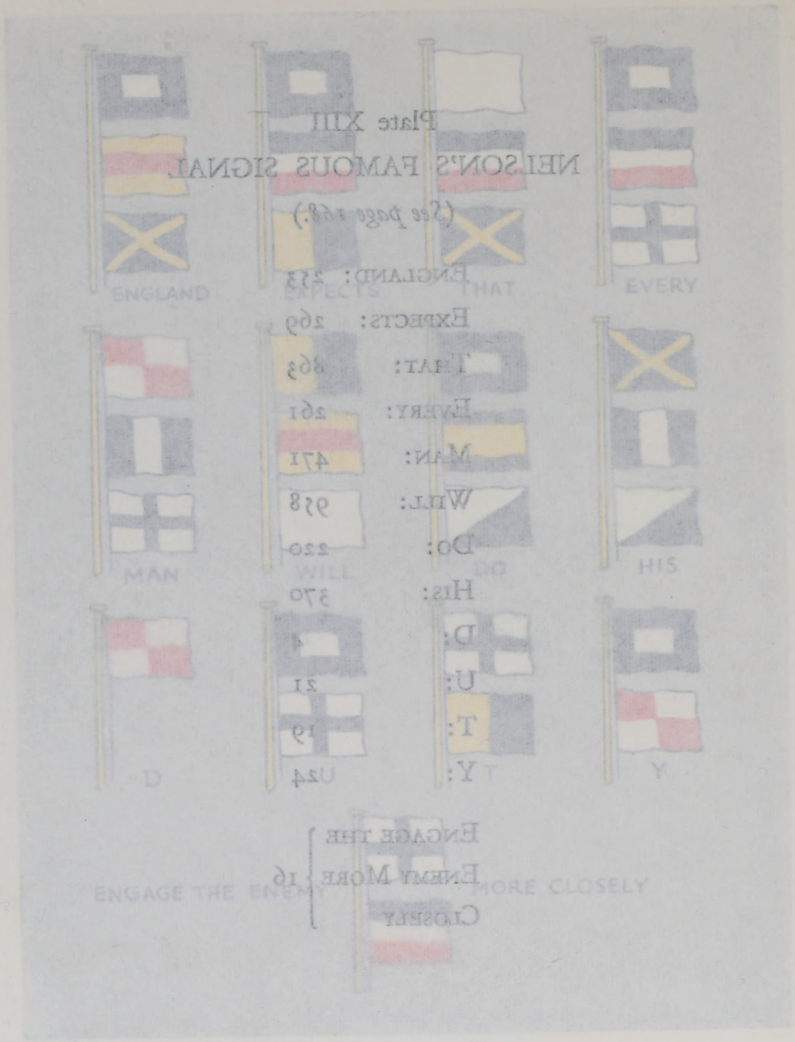


Plate XIII

NELSON'S FAMOUS SIGNAL

After CEYLON had been granted self-constitution in 1946, it was decided to adopt the *Sinhala rajakiva dajaya*—the Sinhalese Royal Flag—of the last King of Kandy, Sri Wikkrama Rája Sinham, as the National Flag. It had a dark crimson field, and within a golden border having an ancient Sinhalese pinnacle or spire in each corner, a royal lion (*sinha rája*) passant holding a sword in the right paw, also in gold.

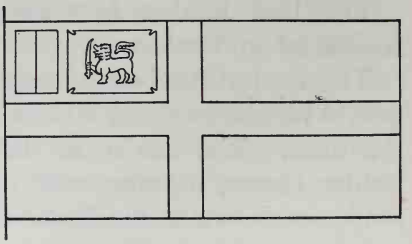
This "Lion Flag," as it is called, was hoisted equally with the Union Flag on Government Offices at 7.30 a.m. on February 4th, 1948, proclaiming a new era in the history of Ceylon, when she became a self-governing Dominion in the British Commonwealth of Nations. The very early hour fixed for the ceremony was chosen, it was reported, by local astrologers as being the most propitious for the future of the new Dominion.

It was not long before the minorities wanted the design modified so as to represent all sections. The National Flag Committee was appointed on March 6th, 1948, and after many sittings, made its recommendations known on February 13th, 1950.

These were that the Lion Flag should be retained, but that vertical stripes of green and saffron, of equal size and "in the proportion of one to seven of the entire flag (excluding the vertical yellow border on the outside of the green stripe)," should be inserted between it and the hoist. The new flag is approximately thirty-five by eighteen, and is illustrated on Plate VI, 11.

It was officially announced in Colombo on October 30th, 1953, that in future the Union Flag would no longer be flown side by side with the National Flag on official buildings or at official functions as heretofore.

Units of the Royal Ceylon Navy used to wear our White Ensign: however, H.M. the Queen approved the design for a new ensign on September 1st, 1955. It is similar to the aforementioned, i.e. the field is white and bears the red cross of St. George: the National Flag, however, replaced the Union Flag in the upper

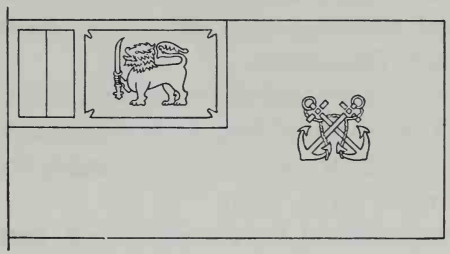


CEYLON: ENSIGN

quarter next to the mast. It will be recalled that this follows the procedure adopted in the case of the ensigns of India and Burma (see pages 86 and 89 respectively). Command flags are similar to those of the Royal Navy, except that where appropriate the plain red discs are replaced by discs bearing the Royal Lion from the National Flag in yellow.

The Jack comprises a diminutive of the National Flag.

Four ensigns were introduced in December, 1954; namely, the Blue Ensign, Government Vessels Ensign, Customs Ensign, and Red Ensign. Each has a field two by one with the National Flag occupying the upper quarter next to the mast.



CEYLON: GOVERNMENT VESSELS ENSIGN

The Blue Ensign is worn by Naval Auxiliaries: the Government Vessels Ensign and that of the Customs comprise this ensign with distinguishing badges in the centre of the fly.

The first of these badges bears two golden anchors in saltire entwined with a cable, and the other the national Arms with a scroll beneath. This scroll is multi-coloured thus: first section green, centre section red, and the remainder saffron: the lettering thereon is in white. In regard to the Arms, the golden lion on a red background is encircled with lotus leaves of the same colour, edged with green and ensigned with the golden crown of the last King of Ceylon.

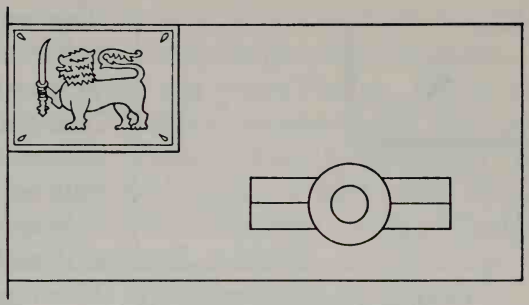
CEYLON: BADGE ON CUSTOMS ENSIGN

The Red Ensign is worn by merchant ships registered in Ceylon.

The Ceylon Air Force Ensign has an air force blue field, two by one, with the original "Lion" flag in the upper portion next to the mast. The device in the fly consists of a red disc with a golden centre, superimposed upon a saffron over green horizontal stripe, as shown in the illustration on page 93.

Of the High Commissioners' Territories, Basutoland and

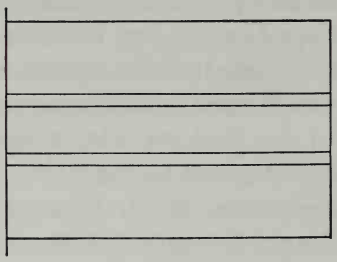
Swaziland, only BASUTOLAND has a badge, which consists of the Arms granted by Royal Warrant on March 20th, 1951. It consists of a crocodile, in proper colours, surmounted by a fleece between two sheaves in gold on an olive-green shield. This badge is placed in the centre of the Union Flag, with the usual garland, and used as the resident Commissioner's flag. The High Commissioner for the Territories has a flag badge consisting of a Tudor Crown with the initials H.C. below in a green garland which is emblazoned in the centre of the Union Flag. This flag is a combination of the flags used by the Diplomatic Service and Consular Officers.



CEYLON: AIR FORCE ENSIGN

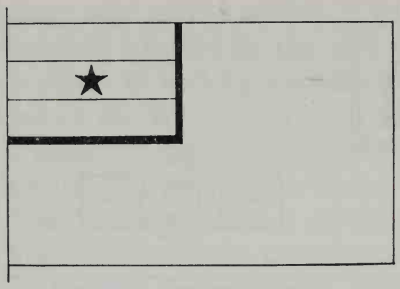
BASUTOLAND

The old badge of GAMBIA had an elephant standing in front of a palm-tree. Gambia became independent on February 18th, 1965. Her new flag consists of three broad horizontal stripes divided by thin white stripes; the broad stripes are coloured red at the top, then blue with dark green at the bottom.



GAMBIA

The Gold Coast became the self-governing dominion of GHANA on March 6th, 1957, and an independent Republic within the British Commonwealth of Nations on July 6th, when it adopted as its National Flag, a simple, horizontal tricolour, proportions three by two, red over yellow over green, with a large five-pointed black star on the centre stripe. In 1964 the colour of the centre stripe was changed to white (Plate VII, 1). The new Military Government which displaced that led by President Nkrumah announced in June 1966 that they would revert to the flag with the yellow stripe.

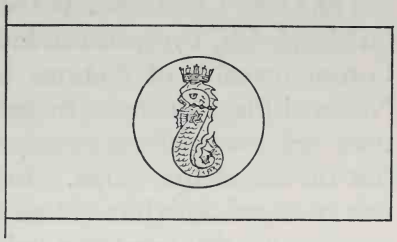


GHANA: MERCHANT FLAG

The red field of the ensign for merchant ships has the unusual proportions of eight to five; the National Flag is in the upper canton and is separated from the field by a narrow, black border.

NIGERIA, the largest British Colonial territory, comprising the Northern, Eastern, and Western Regions and the Federal Capital of Lagos, became the Federation of Nigeria on October 1st, 1954, an independent country in the British Commonwealth of Nations on October 1st, 1960, and, finally, a Republic in the British Commonwealth on October 1st, 1963, when the Governor-General, who had used the standard Governor-General flag (see page 67), was replaced by a President. On becoming independent Nigeria adopted a distinctive National Flag. The field, which is two by one, is divided into three vertical stripes, green, white, green (see Plate VII, 2). This replaced the former Blue Ensign defaced by the old badge of Nigeria, and has been retained now that Nigeria has become a Republic. The National Flag is also the Jack and the ensign for merchant ships. The ensign worn by naval units is similar to the White Ensign, except that a diminutive of the National Flag takes the place of the Union Flag in the upper canton next to the hoist. The masthead pendant is green with the red cross of St. George at the head. The flag of the Nigerian Naval Board is green, charged with a large, conventional, yellow foul anchor lying along the horizontal line with its stock towards the hoist.

The flag of the Nigerian Ports Authority is green, proportions two to one, with a white disc in the centre occupying one-third of the hoist; this disc is charged with a green dolphin, similar to the supporters in the Arms of the Authority, but is ensigned with a



FLAG OF NIGERIAN PORTS AUTHORITY

naval crown in gold. Around the neck of the dolphin is a gold chain beneath which are two interlaced triangles, also in gold.

After being a British colony for 153 years SIERRA LEONE attained independence within the British Commonwealth on April 27th, 1961, and adopted as her National Flag a horizontal tricolour, proportions three to two, of green over white over cobalt blue (Plate VII, 4). The badge on the Union Flag and Blue Ensign which this flag supersedes comprised a Union Flag as it was before 1801. The lower part was divided into halves: a liberated slave seated on the seashore with a ship, reputed to be H.M. brig *Miro*, in the offing; and a palm-tree on a golden ground. Beneath was a motto " AUSPICE BRITANNIA LIBER " (" Free under Britain's protection ").

In May, 1961, approval was given to the design for the Queen's Personal Flag for Sierra Leone. This consisted of the Arms of Sierra Leone, as granted by Royal Warrant dated December 1st, 1960, with the Queen's device of the crowned " E " upon a royal blue ground surrounded by a chaplet of gold roses placed in the centre. This flag was depicted and used as a long flag, in the proportions of three by two, but there was no particular reason for this and a square banner would have been equally correct (Plate I, *Frontispiece*, 5).

ST. HELENA has rather an ugly badge. On the Union Flag it has the usual circular background surrounded by the garland, while on the Blue Ensign it has no background at all. The scroll round the shield is yellow with a pink riband stretched across the top. On a vivid green sea against blue sky is an Indiaman, the red Cross of St. George flying from her stern, sailing between two cliffs, the nearer one black, the other brown.

ST. HELENA

ASCENSION became a Dependency of St. Helena in 1922. Previously, this island was administered by the Board of Admiralty and flew the White Ensign.

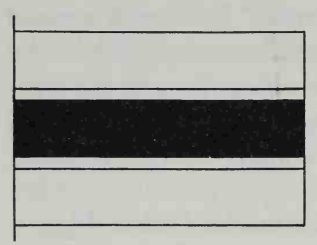
As a colony KENYA had as a badge a very poor specimen of a

lion rampant guardant in red. Kenya became an independent nation in the Commonwealth on December 12th, 1963, and adopted as her National Flag a striking design. This has a field of three by two and consists of three equal horizontal stripes, black over red over green; these stripes are divided by narrow white stripes. In the centre is an African shield of generous proportions, coloured red, white, and black; beneath the shield are two crossed native spears or assegais in white (Plate VII, 3).

KENYA

TANGANYIKA, a former German Colony, was placed under British trusteeship in 1919. Its badge was the head of a giraffe in natural colours. Tanganyika became an independent Republic within the Commonwealth on December 9th, 1961, and her new flag was hoisted for the first time. This had a field of three by two and consisted of three horizontal stripes of equal width, bright green over black over bright green; these colours were separated by narrow golden yellow stripes one-sixteenth of the hoist in width.

TANGANYIKA

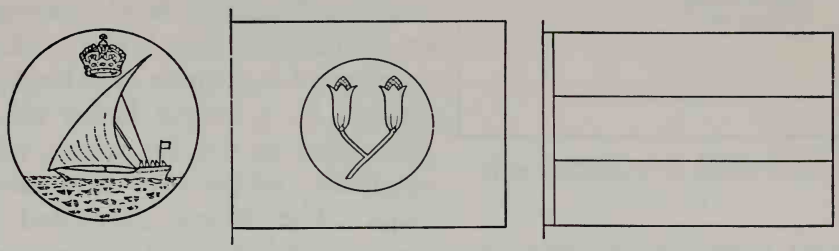


TANGANYIKA: OLD FLAG BEFORE UNION WITH ZANZIBAR

The National Flag of ZANZIBAR, also the ensign, standard, and merchant ship ensign, used to be a plain red flag, and her badge, which was placed in the centre of the Union Flag of the British Resident, showed a native dhow with a brown hull and white sail, with the red flag in the stern and a Royal Crown (see page 27) in the top of the design. On becoming independent Zanzibar adopted a handsome red flag with a green disc, on which were displayed two golden cloves in the centre.

In January, 1964, the Government was overthrown and on January 12th, 1964, a new flag was adopted; this was a horizontal tricolour, royal blue at the top, then black with green at the bottom, and a narrow white stripe, or pale, equal to one-thirty-sixth of the length of the flag, at the hoist.

On April 24th, 1964, Zanzibar merged with Tanganyika and the two countries became the United Republic of Tanganyika and



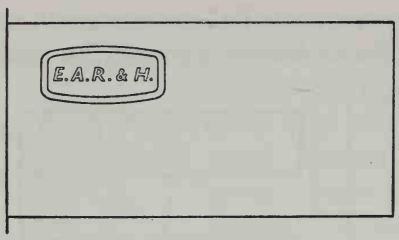
FORMER FLAGS OF ZANZIBAR

Zanzibar, for which " Tanzania " has been adopted as an abbreviated name. The National Flag of this new Republic has proportions of three by two and the same broad black stripe bordered by gold that was in Tanganyika's flag, but in the flag of the United Republic this stripe runs diagonally from the tack to the upper corner of the fly, the top half of the flag is green and the lower blue. The black represents the people of the United Republic of Tanganyika and Zanzibar, the green the land, the blue the adjoining sea, and the gold the wealth of the United Republic (Plate VII, 9).

UGANDA, together with Buganda, became an independent country in the Commonwealth on October 9th, 1962, and a Republic a year later. Prior to independence the badge of Uganda was a bird, the African Balearic crested crane, and this badge was placed in the centre of her new National Flag which has six horizontal stripes of equal width, black at the top, then gold, red, black, gold, and red (Plate VII, 6).

The ROYAL EAST AFRICAN NAVY was disbanded in December, 1961. Its ships wore the White Ensign, and as the Jack a Blue Ensign defaced with an attractive badge, composed of the old emblems of Kenya, Uganda, Tanganyika, and Zanzibar, the whole ensigned with the Royal Crown.

Since the latter half of 1961 the EAST AFRICAN RAILWAYS AND HARBOURS ADMINISTRATION has



EAST AFRICAN RAILWAYS AND HARBOURS

used a royal blue ensign, proportions two to one, with the inscription "E.A.R. & H." within an outline panel in white. This superseded the British Blue Ensign defaced by a unique badge on a white disc in the fly, which was originally adopted in February, 1949. The badge comprised a royal blue circular ribbon, with narrow yellow edges bearing the words "East African Railways and Harbours," also in yellow. The area within the ribbon was divided into three compartments containing the badges of Kenya, Uganda, and Tanganyika (see above). Flanking this emblem was a landscape with palm-trees, and surmounting the whole the Royal Crown (see page 27) in proper colours.

On September 7th, 1953, the Colony of Southern Rhodesia and the Protectorates of Northern Rhodesia and Nyasaland were amalgamated and became the Federation of Rhodesia and Nyasaland. The badge of the Federation comprised the shield from the Arms granted by Royal Warrant dated July 22nd, 1954. This shield was divided horizontally, light blue over black, and overall a white band whose upper and lower edges were dovetailed. The charges were a sun rising in gold, a red lion, and six wavy vertical bars in white, as shown in the accompanying illustration. These were taken from the arms of Nyasaland, Southern Rhodesia, and Northern Rhodesia, respectively.

FEDERATION OF RHODESIA AND NYASALAND

FORMER BADGE OF NYASALAND

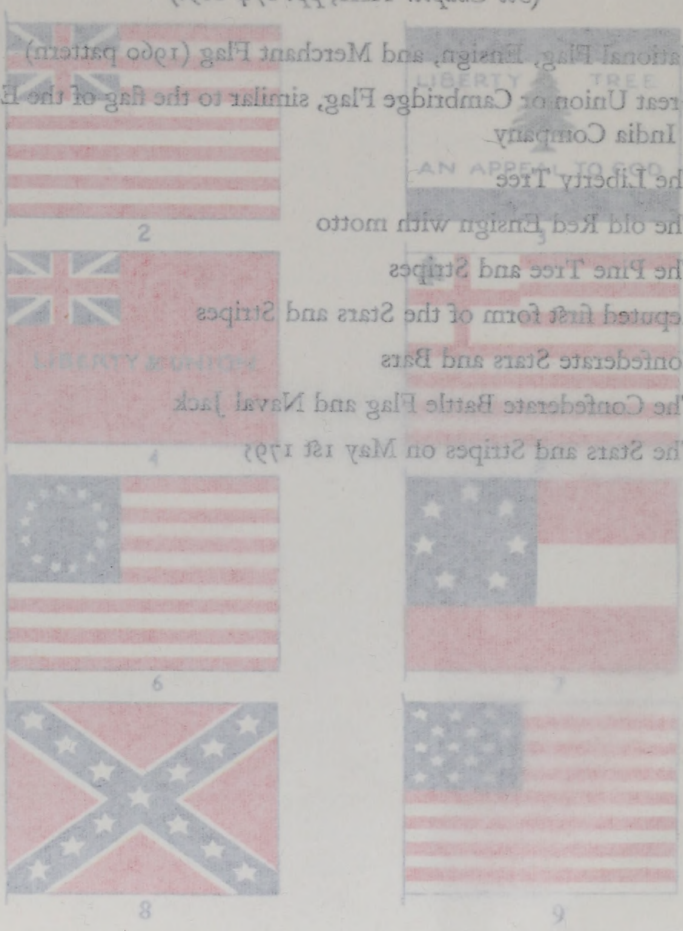
The Federation was dissolved at midnight on December 31st, 1963, and the three partners went their own ways. Nyasaland became an independent country in the Commonwealth on July 6th, 1964, assuming the name of MALAWI, and at midnight on that day her new National Flag was hoisted; this is an horizontal tricolour of black over red over

Plate XIV

FLAGS OF THE UNITED STATES OF AMERICA (1)

(See Chapter XIII, pp. 174–189.)

1. National Flag, Ensign, and Merchant Flag (1960 pattern)
2. Great Union or Cambridge Flag, similar to the flag of the East India Company
3. The Liberty Tree
4. The old Red Ensign with motto
5. The Pine Tree and Stripes
6. Reputed first form of the Stars and Stripes
7. Confederate Stars and Bars
8. The Confederate Battle Flag and Naval Jack
9. The Stars and Stripes on May 1st 1795



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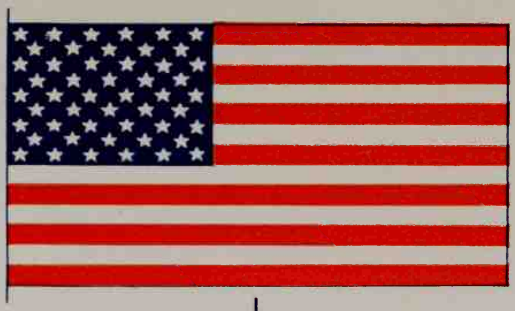

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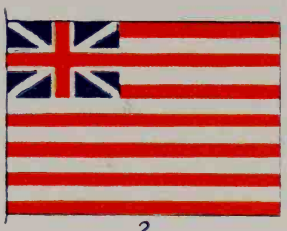

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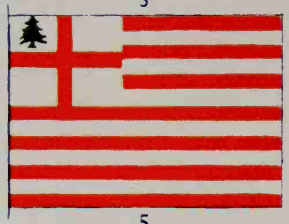

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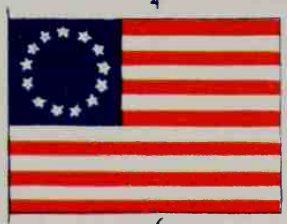

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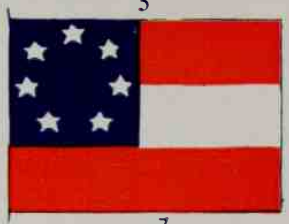

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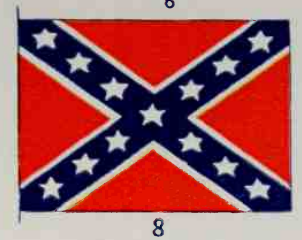

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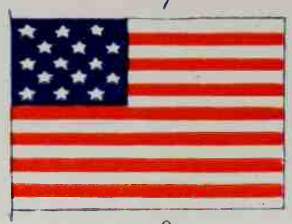

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Plate XIV G.98

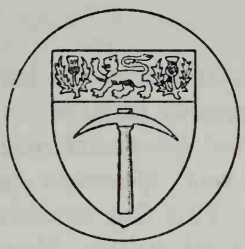
FLAGS OF THE UNITED STATES OF AMERICA (1)

green, with a rising sun superimposed on the centre of the black stripe (Plate VII, 7). Black represents the people of Africa, red the blood of the martyrs of freedom, and green the evergreen nature of Malawi.

On October 23rd, 1964, Northern Rhodesia became an independent Republic remaining within the Commonwealth and assumed the name of ZAMBIA. The National Flag that Zambia has chosen is of a very unusual design. The field is green, proportions three by two, with, in the upper part of the fly, a flying eagle coloured orange, and in the lower corner of the fly three vertical stripes, red towards the hoist, then black, and orange next the fly (Plate VII, 8).

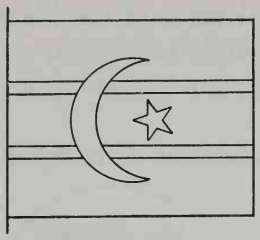
FORMER BADGE OF NORTHERN RHODESIA

With the break-up of the Federation of Rhodesia and the attainment of independence by Nyasaland (Malawi) and Northern Rhodesia (Zambia), Southern Rhodesia became RHODESIA, and chose as her National Flag a British ensign which has a field described as pale or light blue; this ensign is defaced by the badge of Rhodesia (lately Southern Rhodesia) in the fly. The badge is a green shield charged with a golden pickaxe, an allusion to the mining industry. On a white chief at the top is a red lion passant between two thistles; these devices are from the arms of the Rhodes family (Plate VII, 5).



The position in South Arabia is involved, and discussions are currently taking place as to the future form of government for these territories.

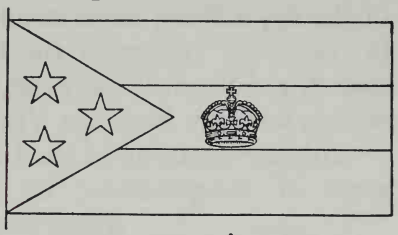
The South Arabian complex consists of Aden and nineteen States which form the South Arabian Protectorate. Six of these States came together in February, 1959, and formed the Federation of Arabian Amirates of the South. A further eight States, including Aden, have now joined the Federation, making fourteen in all, and the applications for membership of three other States are under consideration. On May 3rd, 1962, the name of the Federation was changed to the FEDERATION OF SOUTH ARABIA. The



FEDERATION OF SOUTH ARABIA

Federation has its own flag, as do each of its component States. The flag of the Federation consists of three wide stripes of equal width, black at the top, then green, then blue; these stripes are separated by thin yellow stripes. Superimposed is a large, white crescent moon with a white five-pointed star in its centre.

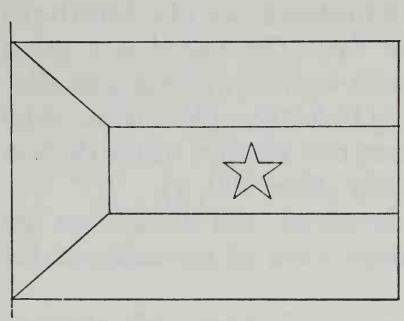
Space does not permit descriptions of the flags of each of the States, but as an example the Standard of the Sultan of KATHIRI is illustrated. The National Flag is similar, but without the crown.



KATHIRI: SULTAN'S STANDARD

The stripes are yellow, green, yellow, with a red triangle in the hoist, with three white five-pointed stars upon it.

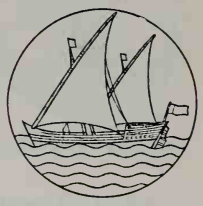
ADEN is still legally a British Colony, but the mainland part of the Colony acceded to the Federation of South Arabia on January 18th, 1963, and became the State of Aden. A special flag for the State was approved in January, 1963. This flag consists of three horizontal stripes, blue, white, blue, with a red trapezoid at the hoist and a green five-pointed star in the centre of the white stripe. This flag was approved on the understanding that on ceremonial occasions the Union Flag would take precedence, and that the Blue Ensign, defaced with the badge of the Colony, would continue to be used as a distinguishing flag for the State of Aden outside the Federation, and for Government vessels.



ADEN: STATE FLAG

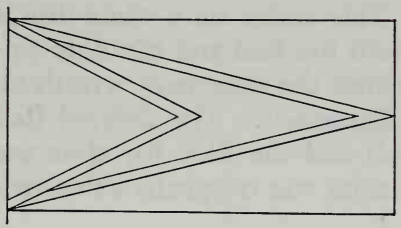
The other parts of Aden which are not parts of the State of Aden, e.g. Perim and the Kuria Muria Islands, fly the Union Flag and the

Blue Ensign defaced with the badge of the Colony. This badge is a two-masted dhow, with a green and white hull and two white sails, sailing on a sea represented by blue and white wavy bars. On the Union Flag the badge is surrounded by a garland; no garland is used when the badge defaces the Blue Ensign.



ADEN

BERMUDA uses her Arms. On the Union Flag the shield is placed upon the white circular background, which is surrounded by the garland. On the Blue Ensign there is no wreath or background. The shield is white with a green grassy "mound" in base, upon which is seated a red lion "affronté." The lion supports a scrolled shield upon which is a representation of the wreck of the *Sea Venture*, which, in 1609, under the command of Admiral Sir George Somers, came to grief on Sea Venture Flat. The Flat is actually a sunken reef, but in the badge it appears as a huge rock, as high as the ship's masthead (Plate VIII, 6). The Bermudas are sometimes called the Somers Islands, after the aforesaid admiral who colonized them. In passing, it is interesting to note that Bermuda has retained the 1606 pattern Union Flag, i.e. without the St. Patrick's Cross, as a reminder of its great age as a colony.



GUYANA

British Guiana became the independent country of GUYANA at midnight, May 25th, 1966, remaining in the British Commonwealth. The flag adopted has a green field with a red triangle at the hoist, which is divided by a black fimbriation from a golden arrow, which in turn is divided from the green field by a white fimbriation.

BRITISH HONDURAS is famous for its mahogany, and announces the fact in its badge, which is designed on the lines of its Arms. But whereas the Arms are well balanced and handsome in their composition, the badge is very poor in comparison. The white circle

BRITISH HONDURAS

which, surrounded by the garland, appears on the Union Flag, is occupied by a white shield with a scrolled yellow edge, divided into three. On the top left-hand side is the Union Flag; on the top right-hand side are the axes and saw of the mahogany feller. In the third part in base is a ship at sea. On the Blue Ensign there is no white circular background.

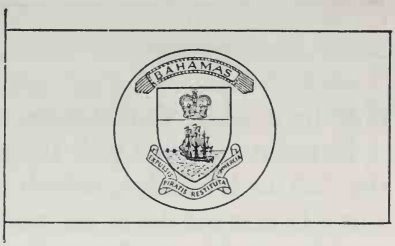
The badge of BARBADOS displays the well-known design which appears on the stamps of that Colony. A female figure, crowned and attired in robes of crimson and ermine, holding a trident, is standing in a shell which is being drawn along the surface of the sea by two sea-horses. On the Union Flag the garland surrounds the badge; on the Blue Ensign the garland is omitted.

BARBADOS

The flag badge of the BAHAMAS is shown in the accompanying illustration; it consists of a seascape with a ship, flying the Union Flag at the peak of the mizzen, chasing two pirate ships, surrounded by a garter bearing a motto whose meaning is "Commerce restored by the defeat of the pirates," surmounted by a crown, with "Bahamas" on a scroll beneath. This badge on a white disc is used to deface both the Red and the Blue Ensigns and also within the customary wreath on the Union Flag as the flag of the Governor. The defaced Red Ensign is used for ships and vessels and the Blue for civic use ashore. The flag badge of the Bahamas was originally submitted to the Secretary of State for the Colonies in about 1850, but it was not until January 10th, 1964, that it received Royal approval.

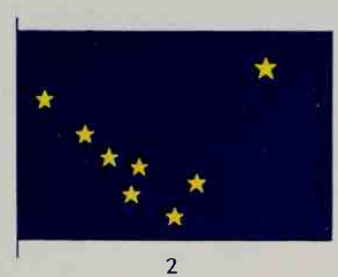
BAHAMAS

The Bahamas received a new constitution in January, 1964, and the flag of the Premier of the Bahamas—used only by the Premier



BAHAMAS: PREMIER'S FLAG

1



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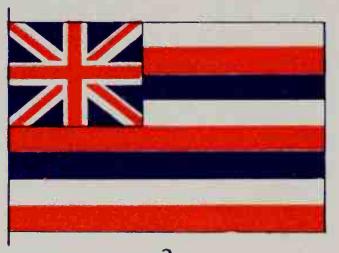

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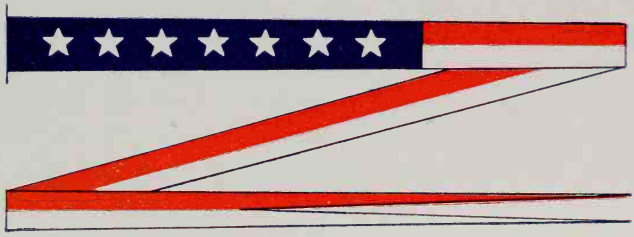

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Plate XV H.105

FLAGS OF THE UNITED STATES OF AMERICA (2)

when on official visits and from a single staff to indicate that the House of Assembly is in session—has a blue field with the Arms of the Bahamas on a white disc in the centre. This is similar in general design to the flag badge, except that it is placed on a shield.

JAMAICA became an independent country within the Commonwealth on the night of August 5th–6th, 1962, and adopted a new National Flag consisting of a diagonal cross in gold, the triangles thus enclosed being black at the hoist and fly and green at the top and bottom (Plate VIII, 1). The Blue Ensign and the old badge of the Jamaica Defence Force (Plate VIII, 2) use the standard blue Government Ensign (Plate 67).

The CAYMAN ISLANDS and the TURKS AND CAICOS ISLANDS were formerly dependencies of Jamaica, the latter having been annexed to Jamaica in 1766. On Jamaica attaining independence these islands remained as British Colonies and retained their old badges which are used to deface the Blue Ensigns, and so form the distinguishing flags of these Colonies. The badge of the Cayman Islands is the Arms granted by Royal Warrant dated May 14th, 1958, and consisting of a shield having six wavy horizontal stripes, white and blue alternating, and three five-pointed green stars, edged in gold; on a red chief a lion passant guardant also in gold. The crest comprises a green turtle in front of a pineapple plant in gold, on a wreath of the colours, i.e. white and blue. Beneath the shield is the motto "He hath founded it upon the seas" in green lettering on a white scroll, shaded in red (Plate VIII, 4).

The badge of the Turks and Caicos Islands is shown in the accompanying illustration. The meaning of the design is open to conjecture. In the foreground is a man on the seashore wearing a red coat, and making salt, presumably for shipment in the big three-master lying ashore.

TURKS AND CAICOS ISLANDS

The LEEWARD ISLANDS consist of the four separate presidencies of Antigua, with Barbuda and Redonda; St. Kitts (St. Christopher) and Nevis with Aguilla; Montserrat; and the British Virgin Islands with Sombrero. The badge was

Plate XV

FLAGS OF THE UNITED STATES OF AMERICA (2)

(*See Chapter XIII, pp. 174–189.*)

1. The President's Flag (48-star version)
2. Alaska, the 49th State
3. Hawaii, the 50th State
4. Masthead Pennant

1

2

3

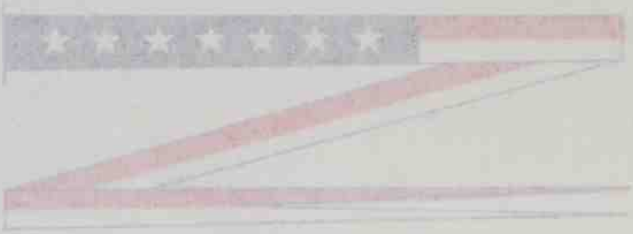

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Plate XV

FLAGS OF THE UNITED STATES OF AMERICA (1)

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JAMAICA became an independent country within the Commonwealth on the night of August 5th–6th, 1962, and adopted a new National Flag consisting of a diagonal cross in gold, the triangles thus enclosed being black at the hoist and fly and green at the top and bottom (Plate VIII, 11). The Blue Ensign and the old badges are no longer used. The Governor-General uses the standard blue Governor-General's flag (see page 67).

The CAYMAN ISLANDS and the TURKS AND CAICOS ISLANDS were formerly dependencies of Jamaica, the latter having been annexed to Jamaica in 1873. On Jamaica attaining independence these islands remained as British Colonies and retained their old badges which are used to deface the Blue Ensigns, and so form the distinguishing flags of these Colonies. The badge of the Cayman Islands is the Arms granted by Royal Warrant dated May 14th, 1958, and consisting of a shield having six wavy horizontal stripes, white and blue alternating, and three five-pointed green stars, edged in gold; on a red chief a lion passant guardant also in gold. The crest comprises a green turtle in front of a pineapple plant in gold, on a wreath of the colours, i.e. white and blue. Beneath the shield is the motto " He hath founded it upon the seas " in green lettering on a white scroll, shaded in red (Plate VIII, 4).

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TURKS AND CAICOS ISLANDS

The LEEWARD ISLANDS consist of the four separate presidencies of Antigua, with Barbuda and Redonda; St. Kitts (St. Christopher) and Nevis with Aguilla; Montserrat; and the British Virgin Islands with Sombrero. The badge was

LEEWARD ISLANDS

designed by the first Governor, Sir Benjamin Pine, and is one of the worst designed badges we possess. On the white circle is a representation of a bay running into hilly country. In the foreground is a full-rigged ship drawn to a small scale, and in the middle distance is another ship of half the tonnage, but drawn to twice the scale. On the edge of the shore is a big pineapple and three smaller pineapples, all apparently growing out of the sand. It is said that these are a pun on the designer's name. At the top of the badge are the Royal Arms. When used on the Union Flag the badge is encircled by the garland, but the latter is omitted on the Blue Ensign.

Each of these presidencies possesses a distinctive badge, consisting of a shield bearing a coloured representation of the device used on the Public Seal.

The landscape on that of ANTIGUA consists of hills, in various shades of yellow, tropical vegetation, sandy shore, and a calm sea. This badge is placed on a white disc in the centre of the fly of the Blue Ensign.

ANTIGUA

The badge of ST. KITTS (sometimes referred to as ST. CHRISTOPHER), NEVIS AND AGUILLA, consists of the Arms. The shield comprises a unique combination of their respective pictorial devices, and the crest, three dolphins and a golden coronet, on a white and blue "wreath," as shown in the accompanying illustration. When the badge is used on the Blue Ensign it is displayed on a white disc.

ST. KITTS, NEVIS AND AGUILLA

The blue shield of MONTSERRAT is charged with a black Latin or Passion Cross, erected on a light brown soil. Standing beside it is a female figure, in emerald green attire and wearing san-

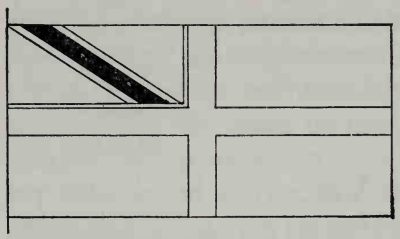
MONTSERRAT

dals, supporting a light brown harp with the left hand. It is positioned on a white disc in the centre of the fly of the Blue Ensign.

A very appropriate design was chosen for the British Virgin Islands. It comprises a green shield charged with twelve golden oil lamps with red flames, and a female figure, attired in white and wearing sandals, carrying one of these lamps. This shield is placed in the centre of the fly of the Blue Ensign, directly on the field, i.e. without the white disc.

BRITISH VIRGIN ISLANDS

The independence of Trinidad and Tobago within the Commonwealth was celebrated at a ceremony held on August 31st, 1962, when the new National Flag was hoisted for the first time. This has a red field with a broad, diagonal black stripe, bordered on each side by white stripes, running from the top of the hoist to the bottom of the fly (Plate VIII, 12). The National Flag is used as the ensign for her merchant ships, but the Coastguard Ensign consists of a white flag with a red St. George's Cross and in the upper canton a replica of the National Flag fimbriated in white, as in the accompanying illustration. These new flags replace the former British Blue Ensign with the elaborate old badge consisting of a sea piece with an enormous yellow mountain in the background and a jetty in the foreground. A frigate is at anchor with a White Ensign at her stern, while the Blue Ensign is flying at the quay. In the background again is another ship, and right in front a small boat manned by six men in bright-red coats. Beneath, on a golden scroll in black lettering, is the motto "Miscerique probat populos et foedera jungi" ("She is satisfied to unite nations and to make treaties").



TRINIDAD AND TOBAGO: COASTGUARD ENSIGN

TRINIDAD AND TOBAGO

The flag of the Governor-General is the standard blue flag (see page 67).

The badge of the WINDWARD ISLANDS appears on the Union Flag, and is surrounded by the garland. In the centre of a circular garter, which is surmounted by a Royal Crown (see page 27), is a quartered shield, placed upon a blue ground. The quarterings of this shield are red, yellow, green, and black. On the garter is the inscription: "GOVERNOR IN CHIEF, WINDWARD ISLANDS," and under is a scroll bearing the legend: "I PEDE FAUSTO" ("Go with a lucky foot").

WINDWARD ISLANDS

The Windward Islands comprise Grenada and the Grenadines, St. Vincent, St. Lucia, and Dominica.

GRENADA uses but one flag, the Blue Ensign charged with the badge without a garland. The badge shows a ship with a large stern cabin heading in full sail for the land. In base is a scroll with the motto: "CLARIOR E TENEBRIS"—"Brighter out of the darkness"—which may refer to Grenada being out of the hurricane line.

GRENADA

ST. VINCENT

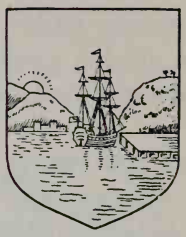
The badge of ST. VINCENT is borne only on the Blue Ensign and has no garland. The background of the circle is blue, thereon, on a sand-coloured base, is a yellow altar. On the right is a female figure, garbed in white, holding an olive branch, while on the other side of the altar is another female figure, also robed in white, kneeling down and presumably offering up a sacrifice. The motto "PAX ET JUSTITIA" ("Peace and Justice") appears at the bottom. The design, which is taken from the Arms, is certainly curious.

ST. LUCIA used to have a landscape for its badge. The present design consists of a black shield with charges in dull gold, thus: two pieces of cane forming a cross, the extremities of which do not extend in any


ST. LUCIA

direction to the border-lines of the shield, a rose in the first and fourth quarters, and a fleur-de-lis in the second and third. The badge is used on the Blue Ensign, without garland or a white disc.

The island of DOMINICA was transferred from the Leeward to the Windward Islands group in 1940. The distinctive badge consists of a shield bearing a coloured illustration of the device used on the Public Seal. This comprises a sailing-ship, wearing the Red Ensign, secured to a jetty, with a castle, the setting sun and green hills in the background. The shield is positioned in the centre of the fly of the Blue Ensign, without garland or a white disc.



DOMINICA

The present badge of the FALKLAND ISLANDS is the same as the new Arms which were granted in 1948. It consists of a blue shield having three wavy white bars in the lower half on which is superimposed the ship *Desire* in gold. In the chief there is a ram in natural colours standing upon tussac grass. The motto "DESIRE THE RIGHT," in black letters, is placed upon a scroll beneath the shield. Used on both the Union Flag and the Blue Ensign, it is encircled by the usual garland in the former case, and on a white circular background in the latter (see Plate VIII, 3).

ARMS OF BRITISH ANTARCTIC TERRITORY

The Falkland Islands Dependencies were divided on March 3rd, 1962, South Georgia and South Sandwich Islands remaining dependencies, while the area south of 60° South forms a separate colony under a High Commissioner, and is known as the BRITISH ANTARCTIC TERRITORY. A new Coat of Arms has been prepared for that territory, but so far no flag badge has been approved for superimposing on the Union Flag or Blue Ensign.

The old badge of the SEYCHELLES was redesigned in April, 1961. It is now oval in shape, with the seascape comprising a green island and a two-masted schooner in full sail; on a sandy foreshore is a tortoise in front of a tall palm-tree, all in natural colours. This badge has a decorated border bearing the inscription

"Seychelles" in red and "FINIS CORONAT OPUS" ("The end crowns the work") in green, all on a white disc (Plate VIII, 7). The usual garland surrounds the white disc when it appears on the Union Flag, but not when it is borne on the Blue Ensign.

MAURITIUS uses its full Arms. The quarterings contain an ancient galley in gold on a blue field, three green palm-trees on a golden ground, a red key on gold, and a reversed "pile" and five-pointed star in white on blue. The supporters are a sambur deer and a dodo—that extinct and quaint bird—both embattled. They each support a sugar cane. The motto, "STELLA CLAVISQUE MARIS INDICI," which may be translated as "The sign is a star and the key of the sea," serves to remind us that Mauritius is the Star and the Key of the Indian Ocean, the reference being also seen in the Arms. The sugar canes are an allusion to the staple industry of the island. On the Blue Ensign there is no garland round the circular background, but on the Union Flag the usual practice is followed.

MAURITIUS

FIJI is another Colony which uses its Arms. On the Blue Ensign there is no background to the badge, but on the Union Flag the usual white disc and garland is incorporated. The shield has a red chief, charged with a golden lion which holds a cocoa pod between its fore-paws. The remainder of the shield is white, and bears a red St. George's Cross, between, in the first quarter, three sugar canes, in the second a coconut palm, in the third a flying dove with a sprig of olive in its beak, and in the last a bunch of bananas. The crest is a Fijian canoe, the supporters are Fijian natives wearing the "Tapa sulu" (a kilt of mulberry-tree bark cloth). One of them holds a pineapple club. The translation of the Fijian motto, "RERE VAKA NA KALOU KA DOKA NA TUI," is the loyal "Fear God and honour the king."

FIJI

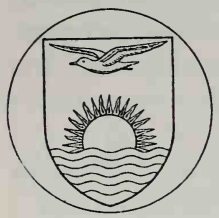
The smaller Pacific Islands come under the WESTERN PACIFIC HIGH COMMISSIONER, who has the Crown (see page 27) and initials on a white disc surrounded by the garland on the Union Flag.

Under his jurisdiction are Pitcairn Island, the New Hebrides, the Phoenix Islands, British Solomon Islands, and the Gilbert and Ellice Islands. Also in this group are the Tongan or Friendly Islands, far out in the South Pacific, constituting the protectorate of Tonga.

WESTERN PACIFIC HIGH COMMISSIONER

Originally, the badge of the British Solomon Islands Protectorate consisted of the Royal Crown encircled with the words "British Solomon Islands" in black block lettering. This was placed on a white disc in the centre of the fly of the Blue Ensign. In 1947 this was superseded by a white disc charged with a red shield bearing a turtle standing erect, in natural colours: in chief, eight white isosceles triangles on a black background. The name of the protectorate was positioned beneath the shield in black lettering.

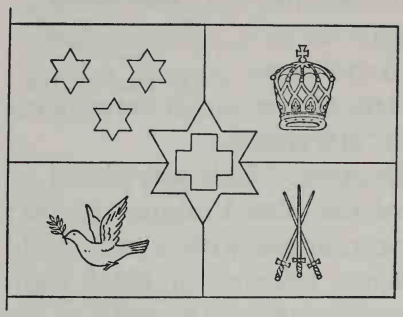
To-day, the white disc on the Blue Ensign bears the new Arms, which were granted by Royal Warrant dated September 24th, 1956. These comprise a quartered shield, bright blue and white: the chief is red and bears a golden lion, described heraldically as "passant guardant." The charges on the aforementioned quarters are as follows: (1) a Sandfordi eagle perched on a branch; (2) a turtle standing erect; (3) a bow surmounted by two spears, heads upwards, in saltire and two spears, heads downwards, also in saltire, and overall a Melanesian dancing shield: (4) two Frigate birds, one above the other. All these charges are in natural colours (see Plate VIII, 5).


GILBERT AND ELLICE ISLANDS COLONY

Similarly, the badge of the Gilbert and Ellice Islands Colony is a shield having blue-and-white wavy bands, representing the sea, in the base, with the sun and a frigate bird in gold set against a red sky. This badge is placed on the Union Flag with garland as usual, and on the Blue Ensign without a white background.

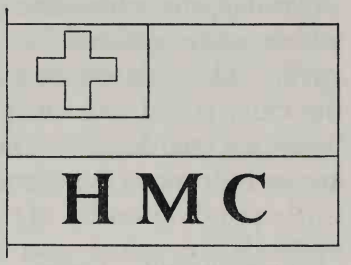
The Standard of the Queen of Tonga has a quartered field—(1) yellow, charged with three white stars having six points; (2) red, bearing a crown in proper colours; (3) a bird in flight carrying an

olive branch in its beak, in white on a light blue background; (4) yellow, charged with three grey swords, as shown in the accompanying illustration. Overall, and on the centre of the field, a white six-pointed star charged with the red cross from the State Flag. It is interesting to note in passing that this Standard was hoisted at the main when Her Majesty Queen Salote embarked in the *Orontes* (Orient Steam Navigation Company) at the conclusion of her visit to this country for the Coronation, in 1953.



TONGA: QUEEN'S STANDARD

The State Flag is red, proportions two to one, with a rectangular white canton, charged with a truncated red cross, occupying the upper half of the hoist (see Plate VIII, 10). In regard to the Customs Flag, this is similar to the State Flag, but the field is blue and there is a broad white horizontal stripe along the lower edge, bearing the letters H M C in black.



TONGA: CUSTOMS FLAG

The New Hebrides are a group of islands in the South Pacific; they are administered by an Anglo–French Condominium Government. The badge is composed of a white disc charged with the Crown in proper colours and "New Hebrides" in black block lettering. On the Union Flag it has the usual garland but not on the Blue Ensign.

Hong Kong used to have a harbour scene in its circular badge. It depicted an island in the background and some tea chests on a quay in the foreground, with a three-masted sailing ship and a junk anchored in mid-stream. This badge was superseded in 1959 by one bearing the new

HONG KONG

Arms of the colony (granted by a Royal Warrant, dated January 21st, 1959) as shown in the accompanying illustration. Incidentally, H.R.H. Prince Philip, Duke of Edinburgh, presented these Arms on March 7th, 1959, during his visit.

The shield is white and bears two three-masted Chinese junks in full sail, bows inwards, in natural colours, on blue and white narrow wavy stripes; on a red chief embattled, a naval crown in gold. A demi-lion, also in gold, wearing a Royal Crown, in proper colours, and holding between the paws a pearl, on a white-and-blue wreath forms the crest. The supporters comprise a Royal lion and a Chinese dragon, again in gold, symbolizing the British and Chinese aspects of the colony. A white and blue-edged green verge with a yellowish-gold scroll inscribed with the words HONG KONG, in red, completes the achievement. The usual rule applies—the garland is used on the Union Flag but not when the badge appears on a white disc in the fly of the Blue Ensign.

Four hundred miles to the south-east of Ceylon lie the MALDIVE ISLANDS. They became an independent Republic within the British Commonwealth on January 1st, 1953. However, within fourteen months they again became a sultanate, as indeed they had been for more than eight centuries. The National Flag and Merchant Flag consists of a green field with a broad red border. Formerly there was a narrow stripe at the hoist composed of black and white diagonal stripes, but this has now been removed.

The centre of the green field is charged with a white crescent (Plate VIII, 2). A similar flag, with the addition of a white five-pointed star (two points of which are turned *upwards*) within the crescent does duty as the Sultan's flag.

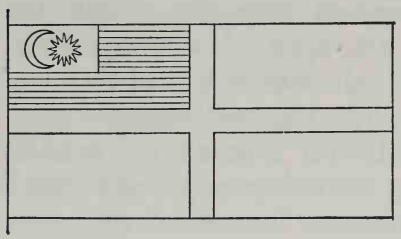
The old federated and unfederated Malay States and two settlements were united in the new Federation of Malaya which came into being in May, 1950, and attained independent status within the British Commonwealth of Nations on August 31st, 1957.

On September 16th, 1963, MALAYSIA was formed by the amalgamation of the Federation of Malaya with the State of Singapore and the Colonies of Sarawak and North Borneo, which assumed the name of Sabah. The Federation of Malaya consisted of the Malay States of Johore, Kedah, Kelantan, Negri Sembilan, Pahang,

Perlis, Perak, Selangor, and Trengganu together with the two British Straits Settlements of Malacca and Penang.

The National Flag of the old Federation consisted of eleven horizontal stripes of equal width, six red and five white, and in a royal blue canton occupying half the length of the flag and of a depth equalling the width of seven stripes was a crescent and an eleven-pointed star of generous proportions in gold. The new National Flag of Malaysia, which has superseded the flag of the Federation, is very similar in design. Its proportions are still two to one, but the number of stripes has been increased to fourteen and the number of points on the star is now also fourteen, one for each of the member States of Malaysia (Plate VIII, 1).

Units of the Royal Malayan Navy used to wear the White Ensign, Blue Masthead Pendant, and as a Jack a square Blue Ensign defaced by the badge of Singapore in the fly. These were replaced by the Federation Naval Ensign, Masthead Pendant and Jack in June, 1958. The Naval Ensign was similar to the White Ensign, except that the Union Flag in the upper canton was replaced by the Federation flag. The Masthead Pendant is blue and has a crescent and star in gold at the head; the Jack is a diminutive Federation flag. With the formation of Malaysia in September, 1963, the Naval Ensign and Jack were again modified; the new ensign now has the National Flag of Malaysia in the upper canton, and similarly the Jack is a miniature of the National Flag.

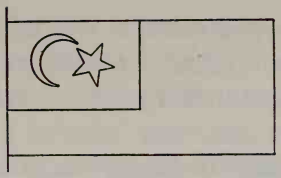


MALAYSIA: NAVAL ENSIGN

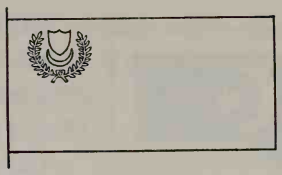
All the States which form Malaysia have their own flags, which are as follows:

The State Flag of JOHORE is dark blue, having a red canton (of rather unusual proportions—half the length of the flag and two thirds the hoist) with a crescent moon and a five-pointed star in white.

That of KEDAH is red, having a yellow shield over a green crescent moon turned upwards, all within a yellow wreath of coconut leaves, in the upper hoist.

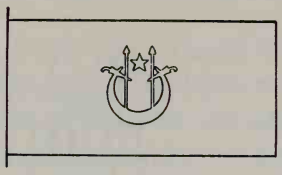


JOHORE

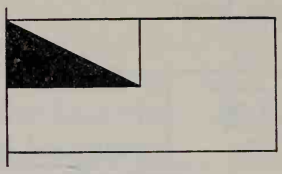


KEDAH

The State Flag of KELANTAN is also red, bearing in the centre thereof a complicated design in white.



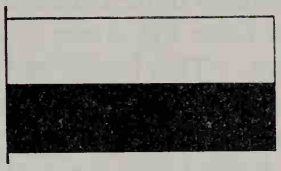
KELANTAN



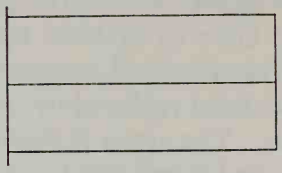
NEGRI SEMBILAN

NEGRI SEMBILAN, on the other hand, has a yellow flag with a canton (occupying one quarter of the field) divided diagonally, from the upper hoist to the lower fly, red over black.

The State Flag of PAHANG is halved horizontally, white over black.



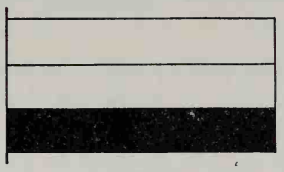
PAHANG



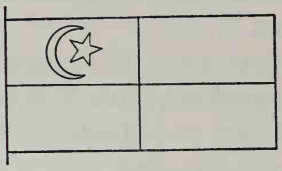
PERLIS

Equal halves of yellow over dark blue form the State Flag of PERLIS.

That of PERAK consists of three horizontal stripes of equal width, white over yellow over black.

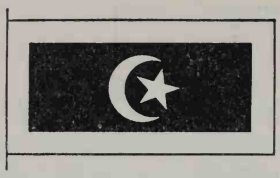


PERAK



SELANGOR

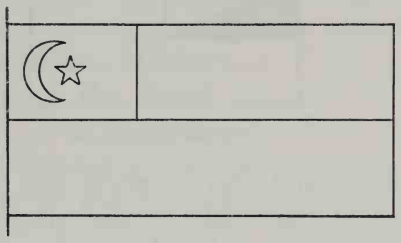
The State Flag of SELANGOR is quartered, first and fourth red and second and third yellow; in the first quarter a crescent moon and five-pointed star in yellow.



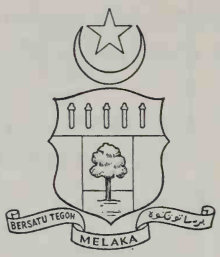
TRENGGANU

TRENGGANU possesses a white-bordered black flag with a white crescent moon and five-pointed star superimposed in the centre of the field.

The State Flag of MALACCA consists of two horizontal stripes of equal width, red over white, having a dark blue canton, charged with a yellow crescent and five-pointed star, in the upper half of the hoist.



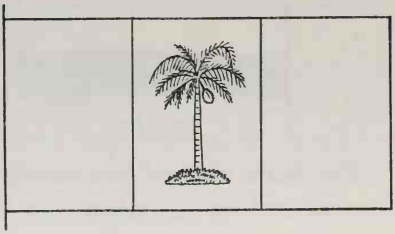
MALACCA



MALACCA

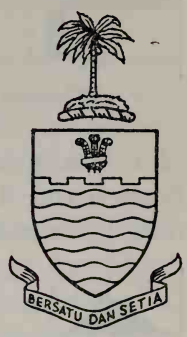
The original badge of Malacca was a representation of the Santiago Gate of Malacca town taken from the Arms granted by Royal Warrant dated August 14th, 1951. This badge and Coat of Arms has been replaced by one consisting of a shield supported by two deer. The upper portion of the shield is blue with five golden daggers, or krises; the lower part is divided into three, the right-hand section yellow and the left red; in the centre is a tree in full foliage on a greensward. Above is a horizontal crescent and five-pointed star, and below on a blue scroll is inscribed in roman and native script " BERSATU TEGOH—MELAKA " (" Unity is strength —Malacca ").

The State Flag of PENANG is a vertical tricolour, azure blue (at the hoist), white and golden yellow; the charge on the white stripe comprises a representation of a Pinang or Areca-nut Palm, in proper colours, on a green mount, from the Crest of the Arms.



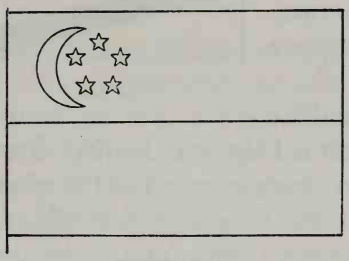
PENANG

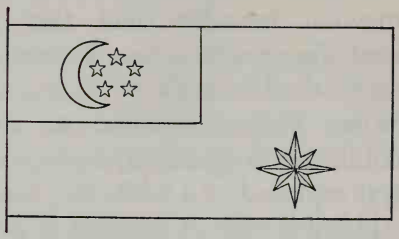
The badge of Penang comprises the shield from the Arms, granted by Royal Warrant on September 11th, 1949. The eight wavy bars are blue and white—the uppermost being blue; in chief, the three white feathers from the badge of the Prince of Wales. The blue ribbon bearing the words ICH DIEN has now been replaced by the motto "BERSATU DAN SETIA" ("United and loyal"). Above the shield is the Pinang Palm.



PENANG

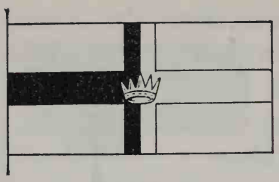
When SINGAPORE ceased to be a Colony and became a self-governing State within the British Commonwealth of Nations, she adopted a new State Flag which was approved by the Legislative Assembly in November, 1959, and this flag has been retained by Singapore. Its field is three by two, divided horizontally red over white; in the upper hoist there is a crescent and five five-pointed stars, in white and arranged as shown in the accompanying illustration. The red is said to stand for the universal brotherhood and equality of man, the white for purity and virtue, the crescent


SINGAPORE


SINGAPORE: ENSIGN OF GOVERNMENT VESSELS

stands for a young country and the five stars for its ideals—democracy, peace, progress, justice, and equality. Government vessels of the State of Singapore wear a Blue Ensign with, in a red canton, dimensions half the breadth and length of the flag, the badge of Singapore, a white crescent and five white stars. In the fly is a large star-shaped device.

The flag of SARAWAK is taken from its old badge, which in turn was taken from the colours of the former Rajah, Sir Charles

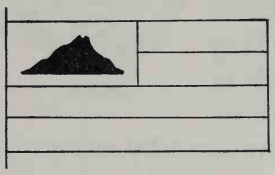


SARAWAK

Vyner Brooke. It has a golden field on which there is a St. George's Cross divided vertically black and red (black to the hoist), and in the centre an antique crown in gold.

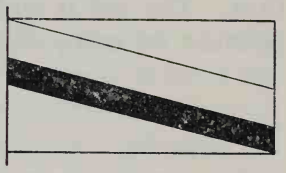
SABAH has modified the old badge she had when she was North Borneo. Instead of one of the supporting arms being that of a native of Borneo and the other that of a white man they are now both arms of a native, and the flag they now support is Sabah's new flag, which consists of four horizontal stripes of equal width, red on top, then white, yellow and blue, with, in the upper hoist, a green canton on which is displayed a brown mountain, Kinabalu, taken from the Coat of Arms of Sabah.

SABAH



SABAH

The State Flag of BRUNEI has a yellow field with a band (divided horizontally white over black—the white portion being somewhat broader than the black one) placed diagonally across it from the upper hoist to the lower fly.



BRUNEI

When CYPRUS became an independent republic on August 1st, 1960, the Union Flag was hauled down. It was replaced by a white flag bearing a representation of the island, in old gold, with two sprigs of green leaves beneath (Plate VII, 10).

Previously, two red lions, one above the other, on a white disc, were superimposed on the centre of the Union Flag, and also in the centre of the fly of the Red Ensign. On the Blue Ensign these lions were displayed, without the white disc, in the centre of the fly.

GIBRALTAR

GIBRALTAR has a triple-towered castle (in natural colour) and a golden key on a red ornamental shield for its badge. On the Union Flag the white background and garland are used, but on the Blue Ensign this garland is omitted.

The motto, "MONTIS INSIGNIA CALPE" (Gibraltar was the "Mons Calpe" of the ancients), reads: "The Badge of Mount Calpe." It is hardly necessary to remark that the key symbolizes the Rock as being the key to the Mediterranean.

Count Roger, the Norman, a cousin of William the Conqueror, is reported to have landed on the island of MALTA in 1090, and was welcomed by the Maltese, who were at that time subject to an Arab garrison. His colours are reputed to have been white and red, representing purity and martyrdom respectively.

The Knights Hospitallers of the Order of St. John, who figured prominently in the 12th-century crusades, were given the island in 1530 and became known as the Knights of Malta; from that time onwards their eight-pointed silver or white cross on a black background has been designated the "Maltese Cross." The Templars were also organized in the 12th century and rendered valuable service during the crusades. They wore an eight-pointed cross of the same design, but it was red and was displayed on a white background. The Order was abolished by Pope Clement V in 1312. Four years earlier Edward II had confiscated the possessions of the Order of the English Templars and gave them to the Hospitallers of St. John.

Napoleon expelled them in 1798, but his troops had to withdraw in 1800. Thereupon the Maltese asked to be allowed to become a member of the British Empire—a fact of which they are still extremely proud—and this became an accomplished fact when the Treaty of Paris was signed in 1814.

At the beginning of the 19th century the shield and flag of Malta had a white field charged with a red Maltese cross. However, during the second half of the century the design was superseded. The Admiralty Flag Books of 1875 and 1889 depicted the shield divided vertically white and red with a *white* Maltese cross overall; flag manufacturers' flag-sheets included an illustration of the Blue Ensign defaced with this shield in the fly.

By the time the 1907 edition of the Admiralty Flag Book appeared this white cross had disappeared from the shield.

During the first half of World War II the island fortress was awarded the Decoration of the George Cross "to bear witness to

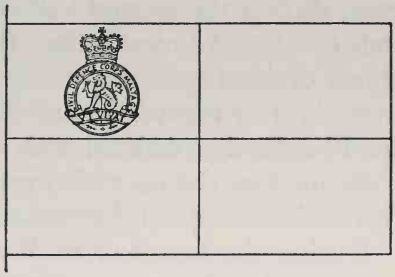
the heroism and devotion of its people" in the time of the great siege. In order to perpetuate the award, a representation of this cross was included in the Arms of Malta, G.C., which was granted by Royal Warrant dated December 28th, 1943, thus: "Per pale Argent and Gules on a Canton Azure a representation of the George Cross proper," to be borne "for the greater honour and distinction of Our Island of Malta and its Dependencies upon Seals, Shields, Banners and otherwise, according to the Laws of Arms."

Malta became an independent country within the British Commonwealth on September 21st, 1964, and adopted a new National Flag and Coat of Arms. The flag is similar to the former Island Flag; it is divided vertically into two equal bands, white to the hoist and red to the fly, bearing the George Cross in silver fimbriated (or thinly edged) in red in the top corner next the staff (Plate VIII, 9). The former Island Flag differed in having the George Cross set in a blue canton.

MALTA

The Coat of Arms has on a shield a design similar to that of the National Flag, with, as a crest, a helmet surmounted by a sally port; the shield is flanked by two dolphins, with beneath, on a scroll, the motto "VIRTUTE ET CONSTANTIA" ("Courage and Constancy"). The flag of the Governor-General is the usual blue flag (see page 27), charged with a Crown and Lion, and with the word Malta on a scroll beneath.

During 1953 the Civil Defence Corps adopted a flag, quartered yellow and royal blue. The badge of the Corps is in the centre of the first quarter; it consists of a sea-lion passant in proper colours on a circular background, divided


MALTA: CIVIL DEFENCE CORPS

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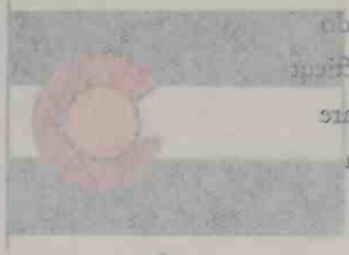

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Plate XVI

FLAGS OF THE UNITED STATES OF AMERICA (5)

(See Chapter XIII, pp. 172–173)

1. Alabama
2. Arizona
3. Arkansas
4. California
5. Colorado
6. Connecticut
7. Delaware
8. Florida

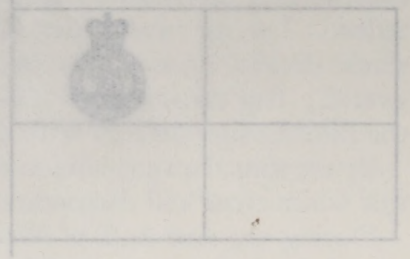
the heroism and devotion of its people" in the time of the great siege. In order to perpetuate the award, a representation of this cross was included in the Arms of Malta, G.C., which was granted by Royal Warrant dated December 28th, 1943, thus: "Per pale Argent and Gules on a Canton Azure a representation of the George Cross proper," to be borne "for the greater honour and distinction of Our Island of Malta and its Dependencies upon Seals, Shields, Banners and elsewhere according to the Laws of Arms."

Malta became an independent sovereign state within the British Commonwealth on September 21st, 1964, and adopted a new National Flag and Coat of Arms. The flag is similar to the former Island Flag; it is divided vertically into two equal bands, white to the hoist and red to the fly, bearing the George Cross in silver fimbriated (or thinly edged) in red in the corner next the staff (Plate XVI). The former Island Flag differed in having the George Cross set in a blue canton.

MALTA

The Coat of Arms has on a shield a design similar to that of the National Flag, with, as a crest, a helmet surmounted by a sally port; the shield is flanked by two dolphins, with beneath, on a scroll, the motto "VIRTUTE ET CONSTANTIA" ("Courage and Constancy"). The flag of the Governor-General is the usual blue flag (see page 27), charged with a Crown and Lion, and with the word Malta on a scroll beneath.

During 1953 the Civil Defence Corps adopted a flag, quartered yellow and royal blue. The badge of the Corps is in the centre of the first quarter; it consists of a sea-lion passant in proper colours on a circular background, divided



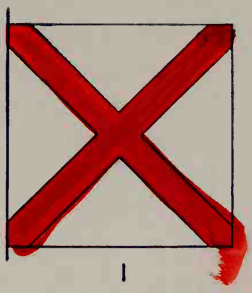
MALTA: CIVIL DEFENCE CORPS

Plate XVI

FLAGS OF THE UNITED STATES OF AMERICA (3)

(*See Chapter XIII, pp. 174–189.*)

1. Alabama
2. Arizona
3. Arkansas
4. California
5. Colorado
6. Connecticut
7. Delaware
8. Florida



1

2

3

4

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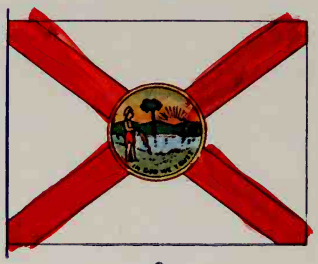
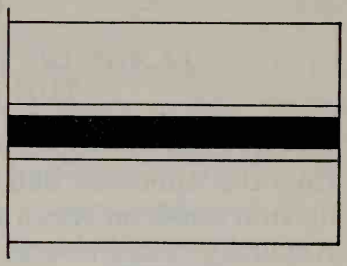


8

Plate XVI H.118

FLAGS OF THE UNITED STATES OF AMERICA (3)

vertically white (at the hoist) and red, surrounded by a royal-blue scroll inscribed "CIVIL DEFENCE CORPS, MALTA, G.C." and the motto "UT VIVAT" ("In order that it may live"), and surmounted by the Royal Crown (see page 27), also in proper colours.



BOTSWANA

It has been announced that Bechuanaland will become the REPUBLIC OF BOTSWANA on September 30th, 1966. Botswana is remaining within the British Commonwealth. The proportions of the new flag are three by two. The three stripes are of unequal width, the upper and lower blue, divided by thin white stripes from the narrow central black stripe.

CHAPTER VI

FLAGS OF THE ROYAL NAVY AND THE ROYAL MARINES

As explained in Chapter IV, the Admiralty Flag which had flown from the Admiralty Building in Whitehall since 1850 was hauled down at sunset on March 31st, 1964, as from that time the Board of Admiralty ceased to exist and the affairs of the Royal Navy came under the control of the Defence Council of the newly constituted Ministry of Defence. But although the Anchor Flag of the Lord High Admiral had flown over the Admiralty for 114 years it is much older than that; its story is interwoven with the story of the Lord High Admirals of England, and of the Board of Admiralty, as the Lords Commissioners who were appointed to carry out the duties of the Lord High Admiral were called. W. G. Perrin,[1] and more recently Admiral of the Fleet the Earl Mountbatten of Burma in a booklet entitled *The Sovereign and the Navy*, which can be seen at the Maritime Museum at Greenwich, tell this story in far more detail than can be done in this work.

Although the exact date is obscure there is evidence that the " anchor " was used as the badge of Lord High Admirals at a very early date; it first appears on their seals of office. The earliest instance of the anchor in a flag occurs in the well-known engraving supposed to be the *Ark Royal*, Lord Howard's flagship, in 1588, which shows the anchor in the head of a streamer flown from the foretop. Among flags surveyed at Deptford in 1633 is included a silk " red ensigne with ye Lo. Admiralls badge." There seems no doubt that this was the official anchor and cable. Beyond the fact that the field of this flag was red there is no evidence as to the exact design of the anchor upon it, but it seems probable that it was a horizontal golden anchor with a cable draped round it as a border. An oil painting by Van der Velde the Younger of the

[1] W. G. Perrin, *British Flags* (Cambridge University Press).

Royal visit to the Fleet at the Nore in 1672 shows the *Royal Prince* wearing the Admiralty Flag at the fore, the Royal Standard at the main, and the Union Flag at the mizzen. The design of the Admiralty Flag is of a yellow horizontal "foul anchor." This picture is in the Maritime Museum at Greenwich.

This design gradually deteriorated, becoming in about 1725 the foul anchor design with the cable twisted round the anchor. When in 1685 James II ascended the throne and retained the office of Lord High Admiral in his own hands, he placed the anchor vertically and surmounted it with a crown. A pencil and wash drawing by Van der Velde the Elder in the Maritime Museum at Greenwich shows the *Britannia* wearing this version of the Admiralty Flag at the foremasthead, with the Standard at the main and the Union at the mizzen; the date of this drawing is *circa* 1685. The design reached its present form in 1815, with the anchor horizontal and the cable draped round the anchor and passed loosely through the ring (see page 57).

In modern times, during the last 150 years or so, the Royal Standard and the Admiralty Flag have come to be personal flags, flown only when the Sovereign or Members of the Board of Admiralty are present in person. Before there were National Flags, both warships and merchant ships frequently wore the Royal Standard as their distinguishing flag; then for a period, as National Flags were being established, the Royal Standard and Admiralty Flag were used to celebrate special occasions, as an extract from the log of H.M.S. *Centurion* (commanded by the Honourable Augustus Keppell) dated October 30th, 1750, shows: "Being His Majesty's [George II] birthday hoisted the Anchor and Hope, Standard & Union at the fore, main and mizzen mastheads and fired a salute of 21 guns." The *Centurion* was lying in Tunis Bay at this time.

This extract from the log gives another piece of interesting information, that the familiar name for the Admiralty Flag was the "Anchor and Hope." This fact is commemorated in the names of some inns in the south of England, notably a well-known hostelry in the High Street of Lymington, Hampshire.

Throughout its long life the Anchor Flag has survived many vicissitudes and controversies. At first it was used largely as a

decoration and as the distinguishing sign of the ship of the Lord High Admiral, acting as the Commander of a Fleet at sea. It was also abused more than once, the most flagrant case being when the Duke of Clarence (afterwards William IV), who had been appointed Lord High Admiral in 1827 on the express understanding that he would exercise no military command, suddenly put to sea flying the Anchor Flag in command of a squadron on manoeuvre which it had been intended to place under the command of Vice-Admiral Sir Henry Blackwood.[1]

The Admiralty Flag has also been a continual bone of contention between the Sovereign and the Admiralty. The Sovereign has contended that, as the source from which the Lords of the Admiralty derived their powers, he should have the right to fly the Admiralty Flag. The Lords of the Admiralty, on the other hand, have insisted that theirs was the sole right, as they were in sole control of His Majesty's ships, a contention that was upheld by the Law Officers of the Crown when, in 1833, William IV endeavoured to legalize his right to the Anchor Flag of the Admiralty. Nevertheless, it has come to be recognized, in part because of the persistence of Queen Victoria, that it could be used by the Sovereign, and that is why the Admiralty Flag is flown at the foremasthead of the Royal Yacht when H.M. the Queen is on board.[2]

In the past the Admiralty Flag was also flown from any ship in which two or more of the Lords Commissioners were embarked, but as explained on pages 57 and 120, with the demise of the Board of Admiralty the flag becomes a "Royal Flag." It will, however, continue to be flown by vessels of the Royal Navy at their launching (see page 152), and probably the only other occasion on which it will be seen is when it is flying from the foremasthead of the Royal Yacht, indicating that the Sovereign is on board.

For over two hundred years the Navy was divided into three squadrons, distinguished by their respective ensigns, the red squadron ranking first and the blue last, but this plan had many disadvantages. It was puzzling to foreigners, and it was necessary

[1] See W. G. Perrin, *British Flags* (Cambridge University Press).

[2] See booklet *The Sovereign and the Navy* by Admiral of the Fleet the Earl Mountbatten.

that each vessel should have three sets of colours to be able to hoist the right flag for the squadron in which for the time being it might be placed. It was also awkward that, in accordance with the Proclamation of September 18th, 1674, already noted on page 54, the peaceful merchantmen were wearing the same ensign as the red squadron. However, the great objection was that the red and the blue were not easily distinguishable among the battle smoke and too much like some of the foreign flags when not flying clear against sea or sky; hence at Trafalgar, Nelson, who was Vice-Admiral of the White, ordered the whole of his fleet to hoist the White Ensign as being more distinguishable from the French flag in action. But there were difficulties regarding the seniority of the admirals on the three lists, and it was not until July 9th, 1864, that an Order in Council put an end to Squadronal Colours, and declared that the White Ensign alone should be the flag of the Royal Navy (Plate IV, 7).

SQUADRONAL COLOURS ABOLISHED.

Order in Council dated 9th. July, 1864.

" Under the Regulations established by Your Majesty's Order in Council of the 25th. July, 1861, for the governance of the Royal Naval Service, the Flag Officers of the Fleet, whether Admirals, Vice-Admirals, or Rear-Admirals, are classed in Squadrons of the Red, White, and Blue, and are (with the exception of the Admiral of the Fleet) authorized to fly their flags of the colour of the Squadron to which they belong, this regulation necessitating the adoption of ensigns and pendants of a corresponding colour in every ship and vessel employed under their orders, each vessel is therefore supplied with three sets of colours, and the frequent alterations that have to be made when the Fleet is distributed as at present, under the Orders of many Flag Officers, is attended with much inconvenience from the uncertainty and expense which the system entails.

" The increased number and size of merchant steam-ships render it a matter of importance to distinguish on all occasions men-of-war from private ships by a distinctive flag; the latter vessels bearing at present the same red ensign as your Majesty's ships when employed under an Admiral of the Red Squadron. It also appears desirable to grant (under such conditions as we may from time to time impose) the use of a distinguishing flag to such ships of the merchant service as may be employed in the public service, or whose commanding officer (with a given proportion of the crew) may belong to the Royal Naval Reserve. We therefore most

humbly submit that Your Majesty may be pleased by your Order in Council to prescribe the discontinuance of the division of Flag Officers into the Red, White, and Blue Squadrons, and to order and direct that the White Ensign, with its broad and narrow pendants, be henceforth established and recognized as the colours of the Royal Naval Service, reserving the use of the Red and Blue colours for such special occasions as may appear to us or to officers in command of Fleets and Squadrons to require their adoption: the White flag with a Red St. George's Cross to be borne by Admirals, Vice-Admirals, and Rear-Admirals on their respective masts: Commodores of the first class to carry a White broad pendant with the Red Cross at the main-top-gallant-mast-head, Commodores of the second class a similar pendant at the fore-top-gallant-mast-head, and senior officers when two or more vessels are present to bear the broad pennant [*sic*] at the mizzen-top-gallant-mast-head. The Blue Ensign and Union Jack, with a White border, to be carried by all vessels employed in the service of any public office; by vessels employed under the Transport Department, and the Civil Departments of the Navy (with the Seal or Badge of office to which they belong as at present), and, under our permission, by ships commanded by Officers of the Royal Naval Reserve Force, and fulfilling in other respects the conditions required to entitle them to the privilege. The Red Ensign and the Union Jack, with a White border, continuing as at present the national colours for all British ships, with such exceptions in favour of Yachts and other vessels as we may from time to time authorize to bear distinguishing flags."

The white Ensign is charged with the red cross of St. George, and the Union Flag in the upper canton next to the mast.

It is laid down in *Queen's Regulations and Admiralty Instructions*, 1956, Article 1236, that " Her Majesty's ships, when lying in home ports and roads, are to hoist their Colours at 0800 from 25th March to 20th September inclusive, and at 0900 from 21st September to 24th March inclusive; but when abroad, at 0800 or 0900 as the Commander-in-Chief shall direct; and they shall be worn if the weather permits or unless the Senior Officer present sees objection thereto, or directs otherwise, throughout the day until sunset when they are to be hauled down." These instructions apply in like manner to the use of the Union Flag at the jackstaff. Shortly before the Ensign and Jack are hoisted a guard is paraded on the quarter-deck facing aft and the ship's band marches aft, usually marching and counter-marching for five minutes before taking up a position in rear of the guard. As the bell denoting the hour is struck the bugle sounds " The Alert," and all hands

on deck stand to attention, face aft and salute, except parties of men fallen in by ranks; in the latter case, the officers and petty officers only salute. The band strikes up the National Anthem, and the Ensign is hoisted slowly so that it may be close up to the truck as the anthem is concluded.

Similar ceremonial marks the hauling down of the Ensign at sunset, except that no guard or band is paraded, the bugle sounding " Sunset " as the Ensign is lowered.

When at sea, on passing, meeting, joining, or parting from any other of Her Majesty's ships or on falling in with any other ship the Ensign is worn and also when in sight of land, and especially when passing any fort, battery, lighthouse, signal station, or town, or when coming to an anchor or getting under way if there be sufficient light for the colours to be seen; but " Her Majesty's Ships shall not, on any account, lower their flags to any Foreign Ships whatsoever, unless the Foreign Ships shall first, or at the same time, lower their flags to them."

The Jack is *not* worn when ships are: (1) under way, except when dressed with masthead flags; (2) in dock or undergoing a dockyard refit.

It will be recalled that when the Union Flag is worn at the jackstaff, it may be correctly referred to as the " Union Jack " (see page 49).

There are certain establishments belonging to the Admiralty, e.g. civil and medical, at which the Union Flag is normally flown at the masthead. However, when H.M. ships are dressed on ceremonial occasions, the White Ensign is flown at the gaff or yard-arm or from a separate mast, in addition to the above at these establishments.

During a period of hostilities, the medical establishments continue to fly the Union Flag but fly the Red Cross flag at the gaff or yard-arm.

It is a serious offence for any vessel to wear improper colours, the authority being the 73rd Section of the Merchant Shipping Act, 1894 (see page 145).

When in action, a warship always displays not less than two White Ensigns; if one should be shot away, then there is no danger of the ship being regarded as having surrendered.

One yacht club alone, the Royal Yacht Squadron, is authorized to use the White Ensign (see page 154).

The White Ensign is never used with a badge on it, with the exception of the Sovereign's Colour of the Royal Navy (see below). However, it is interesting to note that ships belonging to the Royal Niger Company wore the White Ensign bearing its badge in the centre of the fly from 1887 until 1895.

While on the subject of the White Ensign, a few words concerning its use ashore will not be out of place. The following is an extract from an Admiralty memorandum dated February 18th, 1936:—

" The White and Blue Ensigns of His Majesty's Fleet are purely maritime flags, and in general their use on shore is incorrect. There has, however, been a customary extension of the use of the White Ensign from the harbour ship used as a Fleet establishment to barracks and other buildings on shore serving the same purpose. . . .

" It is common also for the White and Blue Ensigns to be used on cenotaphs and other memorials to naval personnel.

" With these exceptions the use of these ensigns on shore is improper . . . the White Ensign is nothing else but the national colours of a ship of war in commission and no past service in the Navy or other connection with the Navy make it correct to hoist it on private buildings on shore." However, with the permission of the Admiralty, the White and Blue Ensigns may be used on shore for decoration purposes during periods of national rejoicing provided they (1) are hung out, (2) are suspended in a line, or (3) form part of a set of small flags on a shield or the like on a wall, *as part of a display of flags*; they should not, however, be flown at the head of a flagstaff. Although there is no mention of the use of the Red Ensign on shore in Section 73 of the Merchant Shipping Act of 1894, it would appear that no objection would be raised if it were used for decoration purposes in the manner described later (see page 145).

The White Ensign used for ceremonial purposes known as the Queen's Colour was an innovation of 1924. There are a certain number of them for use by Naval Guards of Honour.

Each has a field three feet nine inches long and three feet at the hoist, and is made of silk. It has no fringe, and is secured

to the staff by a gold-and-white cord with tassels in the usual way. The staff is topped by a gilt Royal Crown (see page 27) set upon a mace-shaped base which is charged with three silver foul anchors. In the centre of the flag is a crimson circle, bearing the Royal Cypher and surrounded by the Garter, which is ensigned with the Royal Crown as shown on Plate IX, 1.

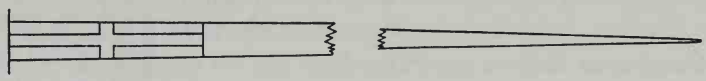
Now that there is no longer a Lord High Admiral or Board of Admiralty the highest ranking officer in the Royal Navy is the Admiral-of-the-Fleet who flies the Union as his proper flag. An Admiral flies the old English national flag of St. George; a Vice-Admiral a similar flag but with a red disc, the diameter of which is half the depth of the white canton in which it is placed (Plate V, 2); and a Rear-Admiral is similar to the last mentioned, but has an additional red disc which is positioned in the lower canton next to the mast. Commodores 1st and 2nd Class have now been merged in the single rank of Commodore, whose Broad Pennant has one red ball in the canton and is the same as that of a former Commodore 2nd Class (Plate V, 1).

The N.A.T.O. Starboard Pennant (three vertical stripes—green, white, and green) is flown at the starboard yard-arm, when at anchor in a port or roadstead, to indicate the Senior Officer of each nation present.

The Masthead Pendant (see page 16) has its origin in the streamer, which dated from the 13th century, if not before. At first it was flown as a decoration, sometimes at the masthead whilst at others it was hoisted to the fighting top; its length at times was so great that it reached the water's edge.

The space available will not permit an account of the interesting history of this long narrow " coach-whip " pendant, as it is sometimes called. However, Pepys tells us that in 1674 it was customary for men-of-war, including those of foreigners, to fly a masthead pendant in order that they might not be mistaken for merchantmen. The *King's Regulations for the Navy* of 1824 contain definite instructions wherein ships of war were required to fly a

masthead pendant continuously throughout their commission, but it has been suggested that these only regularized a practice which had been in use for a quarter of a century or more. When Squadronal Colours were abolished in 1864 (see page 123) ships were wearing either the Red or the White or the Blue Ensign and



flying a pendant of corresponding colour at the masthead. These had a St. George's Cross on a white background in the hoist. The White Ensign and Pendant were allocated to the Royal Navy. In the year following the Colonial Naval Defence Act made provision for any colony, subject to certain conditions, to fly the Blue Pendant in their Naval Service ships. The Red Pendant has remained in "cold storage," except for a brief period, namely from 1921 until 1928, during which ships of the Royal Indian Marine were permitted to fly it.

To-day, *Queen's Regulations and Admiralty Instructions*, Article 1211, states that "All Her Majesty's ships in commission commanded by a naval officer, or Royal Marine officer appointed in command and not flying a flag or broad pendant, are to fly at the main a masthead pendant. In a fleet establishment, commissioned as one of H.M. ships and similarly commanded, the masthead pendant is to be flown at the head of the flagstaff where fitted."

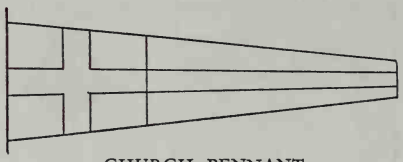
This pendant is hoisted at the mainmast head on the day of commissioning, and is flown continuously by day and by night so long as the ship is commanded by an executive officer under flag rank—the flying of the flag of a flag officer is in itself sufficient evidence that the ship is in commission.

Definite sizes are officially laid down for the Masthead Pendant: they vary from three to twenty yards in length and two-and-one-half inches to four inches in breadth at the head, the length of the St. George's Cross being from one foot six inches to four feet six inches and its breadth one inch to one-and-a-half inches.

In order to celebrate the home-coming of a ship at the completion of her commission, it has long been an unofficial custom to

increase greatly the length of the pendant to anything from fifty to eighty yards or more—a figure of one quarter of a mile has been mentioned in connection with "dandified ships," such cases necessitating something in the nature of an inflated football bladder being attached to the end in order to keep it afloat when trailing astern. It is usually referred to as the "Paying-off Pendant" in the Royal Navy. In the United States Navy its opposite number is known as the Homeward Bound Pennant (see page 83) and is said to be an "official Un-official" flag. The list of articles "issued" does not include this item and it has, therefore, to be made up of bunting "acquired" or "scrounged" during the commission.

The Church Pennant has a field divided horizontally red over white over blue, bearing the red cross of St. George on a white background at the hoist. It is hoisted at the peak of the gaff (or in the most suitable position along the centre line of the ship, if there is no gaff) as a signal indicating that the ship's company is engaged in Divine Service.

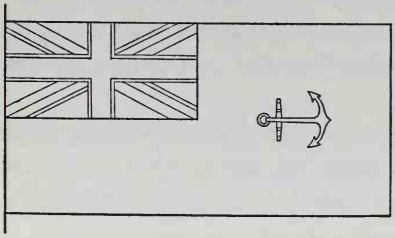


CHURCH PENNANT

The earliest known use of the Church Pennant is to be found in Article 10 of the *Additional Instructions* of 1778. There is, however, a tradition, a picturesque one, that its use dates from the days of the Dutch Wars, when services were held in ships of both sides before battle. In order that these services should not be interrupted, a pennant, composed of the St. George's Cross and the Dutch tricolour sewn together, was hoisted in all ships; it was not until it had been hauled down in all ships that the battle would commence.

The Court-martial flag is dealt with on page 52.

Royal Fleet Auxiliary vessels wear the Blue Ensign defaced with an Admiralty pattern anchor (without cable) in the fly.

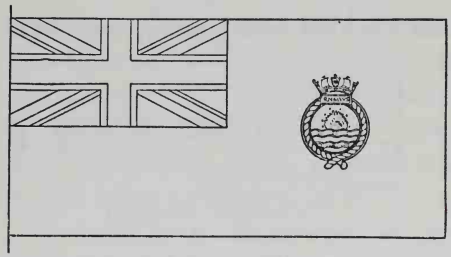


ROYAL FLEET AUXILIARY

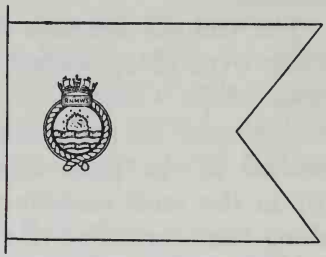
In 1951 the Admiralty an-

nounced the granting of a Broad Pendant for the Commodore (a courtesy title) of the Royal Fleet Auxiliaries. The field is dark blue, and bears in the centre thereof an Admiralty pattern anchor (without cable) in gold, with its axis parallel to the *hoist*, within a circle composed of cable laid rope, also in gold (see Plate V, 3). It was flown for the first time on October 7th, 1951, in the R.F.A. *Fort Dunvegan*.

Three years later, the Royal Naval Minewatching Service was granted the use of the Blue Ensign with its distinctive badge in the fly. The dark blue field of the Senior Officer's Burgee bears this badge as shown in the accompanying illustration.



ROYAL NAVAL MINEWATCHING SERVICE



R.N. MINEWATCHING SERVICE: SENIOR OFFICER'S BURGEE

The badge is blue, of a somewhat lighter shade, charged with a representation of a mine on the upper of two wavy bands, in white, encircled by a length of cable which is surmounted by a naval crown in gold. On a panel, also gold, beneath the last mentioned are the letters "R.N.M.W.S." in black.

The plain Blue Ensign (Plate IV, 8) is worn by British merchantmen commanded by an officer of the Royal Naval Reserve, having a certain number of R.N.R. officers and ratings on board, and holding an Admiralty Warrant which is issued in accordance with the conditions laid down in *Queen's Regulations and Admiralty Instructions*.

During the early part of 1950 it was decided that Commodores R.N.R., whether on the active or retired list, may, *when afloat*, use the Blue Ensign *in their own right*, provided Admiralty permission has been obtained (see page 123).

The use of the Blue Ensign *on shore* is dealt with in detail on page 126.

The Blue Ensign, defaced with the appropriate charge or badge in the fly, is now distinctive of Public Offices, the Consular Service, the Colonial Governments and their ships, and a variety of other services.

Towards the end of 1942, the Sea Cadet Corps, the voluntary pre-entry training organization for the Royal and Merchant Navies, was granted permission by the Admiralty to use the Blue Ensign with the badge of the Corps in the centre of the fly.

This badge has been described as follows: "Within a circle, the words 'SEA CADET CORPS' and a six-pointed star, and ensigned with a Naval Crown, a foul anchor; beneath the whole upon a scroll the motto 'READY AYE READY'."

The circle and scroll are light blue, edged with gold; the crown is also gold, but the anchor, star and lettering are white, and the dark blue field of the fly shows through behind the anchor.

A certain number of yacht clubs have an Admiralty Warrant to use the Blue Ensign, and a number have an Admiralty Warrant to use the Blue Ensign defaced by the badge of the club. A list of such clubs is to be found in the "Navy List" (see also Chapter X).

In the famous "Sea Regiment", the Royal Marines, the Army principle of two Colours, Queen's and Regimental, is carried out. The Queen's Colour is the Union, and bears in the centre the foul anchor with the Royal Cypher interlaced ensigned with the Royal Crown (see page 27) and "GIBRALTAR" above; in base is the globe surrounded by a laurel wreath, and underneath the famous motto of the Corps, "PER MARE PER TERRAM"—"By Land by Sea."

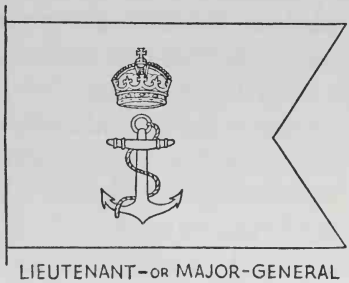
The Regimental Colour is blue. In the centre is the foul anchor interlaced with the Royal Cypher, "G.R. IV," ensigned with the Royal Crown (see page 27) and "GIBRALTAR" above; in base is the globe encircled with the laurel wreath and with the motto beneath it. In the dexter canton is the Union, and in each

of the other three corners is the Royal Cypher of the reigning sovereign. However, when H.M. Queen Elizabeth II came to the Throne in 1952, it was decided to ensign the last mentioned Cypher with the Royal Crown. An illustration of the Regimental Colours of the Royal Marine Commandos will be found on Plate X. These were presented by H.R.H. the Duke of Edinburgh at Malta, G.C., on November 29th, 1952. It will be noted that these not only bear the Royal Cypher of the new reign and the new design of Royal Crown, but also the numerical designation of the Commandos to which they were presented.

The significance of the globe and motto is evident. The laurel wreath was won at the capture of Belle Isle on June 7th, 1761, and the honour " GIBRALTAR " for the capture and defence of the Rock in 1705. When H.R.H. the Duke of Clarence (afterwards King William IV) presented Colours to all four Divisions in 1827, he said that the King, George IV, had " directed that whatever King or Queen they might serve under hereafter, though the Cypher of the reigning sovereign must appear on their Standard, still in those of the Royal Marines, the Cypher G.R. IV was for ever to appear."

The Colours are secured to the pikes in the usual way by golden cords with tassels, but they have no golden fringes round the edges. The pikes are topped with the gilt Royal Crest.

COMMANDANT-GENERAL



LIEUTENANT-OR MAJOR-GENERAL

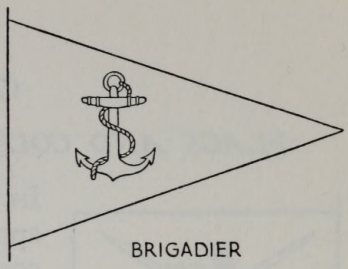
There are three pairs of Colours, one for each Division, 1st (or Chatham), 2nd (or Portsmouth), and 3rd (or Plymouth).

Senior Royal Marine Officers have distinguishing flags for use afloat in small boats, or for use in miniature on motor-cars; these all have a dark blue field, three by two.

The Commandant-General's is rectangular with, in the centre, a yellow foul anchor surmounted by the Royal Crest in proper colours.

That of Lieutenant- or Major-General is a burgee, i.e. it has a triangular piece cut out of the fly, and has a similar anchor, but ensigned with the Royal Crown, both in white.

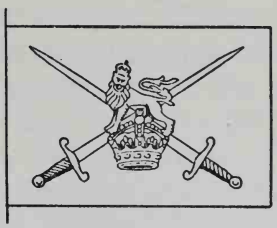
A Brigadier displays a triangular flag charged with the white foul anchor.



BRIGADIER

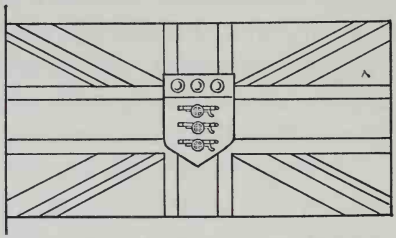
CHAPTER VII

FLAGS AND COLOURS OF THE BRITISH ARMY



In 1938, His late Majesty King George VI approved a badge for the Army, which consists of the Royal Crest superimposed upon two crossed swords, all in full colour. When displayed upon a flag, the colour of the latter is to be red.

With the merging of the Army Council in the Defence Council (see page 57) the former flag of the Army Council, the Union, charged in the centre with the Arms of the Board of Ordnance, disappears and will no longer be used.



FORMER ARMY COUNCIL FLAG

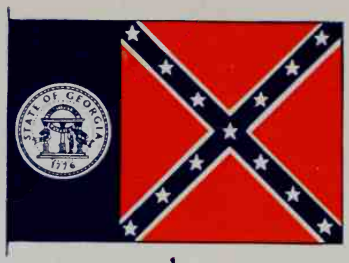
General Officers Commanding, when afloat, are known by the Union Flag which bears the Royal Cypher and Crown (see page 27), on a blue circular field in the centre, surrounded by a laurel wreath.

Appointments held by senior officers are also shown by flags flown from the radiator caps of their motor-cars.

As in future there will be no Chief of the Imperial General Staff his special flag will no longer be used. The distinguishing flag of the Adjutant-General, the Quartermaster-General, and the Master-General of the Ordnance is square, divided horizontally red over blue; for motor-cars the Royal Crest appears on each side.

A General Officer Commanding in Chief, or a G.O.C. of a Command, flies the distinguishing red, black, and red, horizontal, of the Headquarters of an army.

The G.O.C. of a division (which includes the G.O.C., London District), Northern Ireland District, and Chatham Area, flies a red swallow-tail, with the number or letter of the Division, District,



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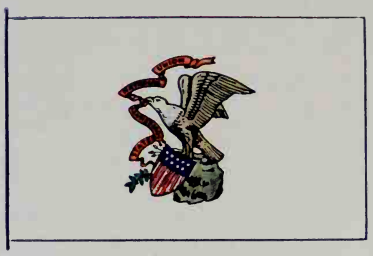

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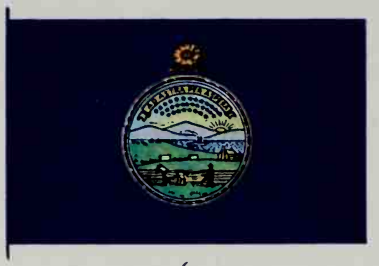

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Plate XVII K.135

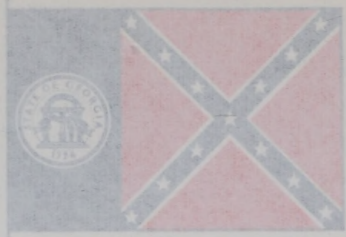
FLAGS OF THE UNITED STATES OF AMERICA (4)

Plate XVII

FLAGS OF THE UNITED STATES OF AMERICA (4)

(*See Chapter XIII, pp. 174–189.*)

1. Georgia
2. Idaho
3. Illinois
4. Indiana
5. Iowa
6. Kansas
7. Kentucky
8. Louisiana



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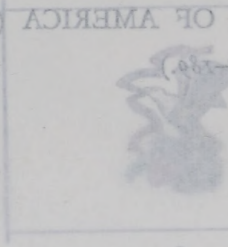

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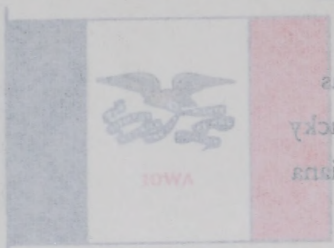

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Plate XVII K.135

FLAGS OF THE UNITED STATES OF AMERICA (4)

or Area thereon in white. Some of the Territorial Commanders use the Divisional "Sign" in place of the number, while the Cavalry Division is known by a "C."

We now come to the "Colours," the distinguishing standards carried by the individual units of the Army.

The Colours are the representatives of the old banners, the regiment representing the baron's array made up of the companies which represent the retinue of the knights; hence in the old days there was a stand of Colours to every company. These Colours were called ensigns when infantry were first organized into regiments and for some time after. At Edgehill, however, we read of King Charles's Royal Regiment of Foot-Guards losing eleven out of thirteen Colours; and at the beginning of our standing army in 1660, or rather 1661, we have a Royal Warrant, dated February 13th, authorizing the newly raised Foot-Guards to have twelve stands of Colours, thus: "Our Will and pleasure is, and we do hereby require you forthwith to cause to be made and provided twelve Colours or Ensigns for our Regiment of Foot-Guards, of white and red taffeta, of the usual largeness, with stands, heads, and tassells, each of which to have such distinctions of some of our Royal Badges painted in oil, as our trusty and well-beloved servant, Sir Edward Walker, Knight, Garter Principal King-at-Arms [*sic*] shall direct."

There are three types of Colour, namely:—

(i) The Standard, carried by the Household Cavalry and the Dragoon Guards, rectangular in shape, thirty inches in length and twenty-seven inches in width.

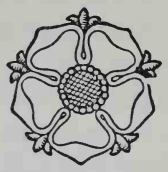
(ii) The Guidon, carried by The Royal Dragoons, The Royal Scots Greys, the 5th Inniskilling Dragoon Guards, and by certain Yeomanry dragoon regiments. The name is derived from the French *guide-homme* and was at first so spelt, but in the days when men enjoyed a freedom in their orthography which is denied to us it is met with as guydhome, guydon, gutton, geton, and so on, until at last it took on the official form of "guidon." It is forty-one inches long and twenty-seven inches in depth, slit in the fly and having the upper and lower corners rounded off at a distance of a foot from the upper end.

(iii) The Queen's Colour and the Regimental Colour, carried in

pairs by each battalion in the Brigade of Guards and in the Infantry of the Line, except rifle regiments. They are three feet nine inches in length and three feet in depth.

CREST OF ENGLAND

PRINCE OF WALES PLUME

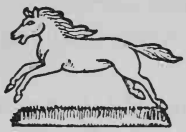


WHITE ROSE

UNION ROSE

ROSE & THISTLE

UNITED RED & WHITE ROSE WITH CROWN



WHITE HORSE

RISING SUN

LION OF ENGLAND

PASCHAL LAMB

These are all made of silk, beautifully embroidered, the design appearing on both sides. A golden fringe surrounds the three free sides, the fourth side having a broad hem, through which the staff, or to give it its proper name, the "colour pike" is thrust. As

a rule, this hem is made of scarlet silk, irrespective of the colour of the flag itself. The pike is topped with the Royal Crest in gilt metal, and immediately below this are two rings attached to the pike. (Until 1868 the pike was topped by a gilt spear-head.) In the canton corner of the flag is an eyelet hole, and a thick cord is threaded through this and then through the rings; this cord secures the flag to the pike, is made of gold, and has a tassel at each end.

These Colours bear, in addition to their other distinctive badges, the "battle honours" of the unit they represent. These may either be in the form of an emblem or device, or consist of a scroll bearing the names of battles or campaigns.

Regulations controlling the Colours of the Army were first issued in 1747. It was not until some eighty years later that the practice of placing on the Colours the names of the victories in which the corps had distinguished itself was officially sanctioned. At first the list was limited to battles, beginning with Minden, but after many years earlier victories were allowed to appear, and others were added.

The distinctive badges can be classed under two heads: Royal Badges, and badges which have a territorial significance. Among the Royal Badges illustrated on the preceding page are the Crest of England, the Plume of the Prince of Wales, the White Rose, the Union Rose, the Rose and Thistle growing from the same stalk, the United Red and White Rose, slipped and ensigned with the Royal Crown, the White Horse, the Rising Sun—sometimes referred to as a Sunburst—the Lion of England, and the Paschal Lamb.

Included among the badges with a territorial significance are the White Horse of Kent, the Stafford Knot, the castles of Exeter, Inniskilling, and Edinburgh, the Thistle, and so on.

The chief battle honour devices, the next set of illustrations, are the Mural Crown; the Naval Crown, for service when embarked; the Castle and Key, for the capture and defence of Gibraltar; the Sphinx, for service in Egypt; the Tiger and Elephant, for service in India; and the Dragon, superscribed "CHINA," for service in that country.

Examples of Queen's Colours and Regimental Colours will be found on Plates IX and X. Incidentally, these were presented by King George VI on July 5th, 1950.

Space will not permit of the inclusion of more examples from the very considerable number of military flags in existence to-day.

CHIEF BATTLE HONOUR DEVICES

The reader who is interested in this particular section is referred to *Standards, Guidons, and Colours of the Commonwealth Forces*, by Major T. J. Edwards, M.B.E., F.R.Hist.S., the well-known exponent of military flag-lore (Gale & Polden, Ltd.), 1953, *Heraldry in War*, by Lieut.-Colonel Howard C. Pole, O.B.E. (Gale & Polden, Ltd.), and *Badges of H.M. Services* (William Briggs & Co., Ltd.).

CHAPTER VIII

FLAGS OF THE ROYAL AIR FORCE; ROYAL OBSERVER CORPS ENSIGN AND AIR TRAINING CORPS ENSIGN; CIVIL AIR ENSIGN AND AIRLINES' HOUSE FLAGS

THE ROYAL AIR FORCE

The Ensign of the Royal Air Force is blue, of the shade known as "Royal Air Force Blue." In the canton is the Union, and in the fly is the distinguishing mark used on aircraft by the Royal Air Force, a target of red, white, and blue, the blue being outside and the red in the centre (Plate IV, 9).

The colours of the Royal Air Force are red, dark blue, and air force blue; the red represents the Army (the Royal Flying Corps), the dark blue the Royal Navy (the Royal Naval Air Service)—from these two arms the Royal Air Force sprang—while the lighter shade of blue represents the Royal Air Force and the air.

"Colours" for the Royal Air Force were approved, in principle, by His late Majesty King George VI in December, 1947. They comprised (1) the King's Colour for the Royal Air Force in the United Kingdom; (2) the King's Colour for individual Units; and (3) the Standard for individual operational Squadrons: all three were made of silk.

In regard to the first mentioned, this is in the form of the Royal Air Force Ensign, with the Royal Cypher, in gold, ensigned with the Royal Crown in proper colours in the centre; the addition of the latter necessitated the placing of the red, white, and blue roundel in the lower corner of the fly (Plate IX, 3).

It will be remembered that a similar use of the White Ensign for the King's Colour of the Royal Navy was approved in the early nineteen-twenties.

The Colour is forty-five inches square, excluding the blue and silver fringe, with blue and silver tasselled cords, and is carried on a staff eight feet six inches long, surmounted by the Royal Crown (see page 27).

H.R.H. Princess Elizabeth, deputizing for His Majesty, presented it for the first time on May 26th, 1951, at Hyde Park, London; it is accorded full honours and is used only on special ceremonial occasions.

The second also has a light (air force) blue field of the same dimensions, with a wreath of silver running the whole length of the periphery and in the centre thereof the badge of the Unit (Plate X, 3).

This Colour has the same fringe, cords, and staff as the former.

When King George presented the Royal Air Force College, Cranwell, Lincolnshire, with the first King's Colour to be borne by the Royal Air Force on July 6th, 1948, he expressed the wish that it should be carried as frequently as possible, also that it should remain unfurled in the Cadets' Dining-Hall during their period of residence.

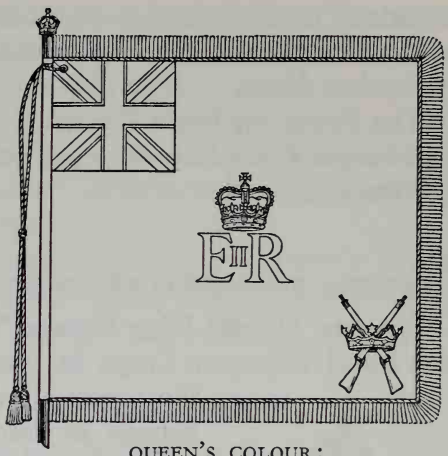
The badge in the centre of this Unit Colour is that of the College. This consists of a gold annulet, edged with red, inscribed with the words "ROYAL AIR FORCE COLLEGE CRANWELL" in red lettering, and ensigned with the Royal Crown in natural colours; in the centre of this annulet is a figure representing Daedalus, the flying man of Greek mythology—the Crest from the Coat-of-Arms of the College. (Cranwell was a Royal Naval Air Service station during World War I, when it was known as H.M.S. *Daedalus*.)

As to the third, this has a rectangular field of the same colour, with a wreath, composed of roses, thistles, leeks, and shamrocks, running the whole length of the periphery; in the centre thereof the appropriate badge of the operational squadron, with scrolls added as requisite for recording not more than eight selected battle honours. Although the same fringe, cords, and staff are used, the last named in this instance is surmounted by a golden eagle.

The design was approved by His late Majesty on June 20th, 1950. No. 1 Squadron was the first to be presented with a Standard; Air Vice-Marshal Sir Charles Longcroft performed the ceremony on April 24th, 1953. It bears the badge and eight selected battle honours of the Squadron.

The Royal Air Force Regiment received its first Queen's Colour

from Her Majesty at Buckingham Palace, on March 17th, 1953. It is similar to that of the Royal Air Force in the United Kingdom, except that it has the Royal Cypher "E II R" in the centre thereof and the badge of the Regiment in the lower corner of the fly. This consists of an astral crown superimposed on two rifles in saltire.



QUEEN'S COLOUR: ROYAL AIR FORCE REGIMENT

Distinguishing flags are flown by senior officers of the Royal Air Force; they are also worn in the bows of Royal Air Force Marine Craft on ceremonial occasions.

A Marshal is known by air force blue, bordered at the top and bottom by dark blue; in the middle is a broad red horizontal band, between two narrower red bands. The flag of an Air Chief Marshal consists of seven equal horizontal stripes. Those at the top and bottom are dark blue, and in the centre are two red stripes between three air force blue ones. An Air Marshal has one red stripe on the light blue ground; the top and bottom are of the usual dark blue, and the red and dark blue stripes are all the same depth. The flag of the Air Vice-Marshal is similar, but the place of the red stripe is taken by two red stripes each of which is half the depth of the blue ones. A swallow-tailed flag denotes the Air Commodore, having one very narrow red stripe in the centre of the light blue field with the usual dark blue edges to the top and bottom. Group Captains and Wing Commanders have triangular flags of air force blue, edged at the top and bottom with dark blue. The Group Captain has one red stripe in the centre, of the same depth as the dark blue edgings; the Wing Commander has two red stripes each half the width of that of the Group Captain.

When Her Majesty, or any other member of the Royal Family, travels by air, the Royal Standard or the appropriate Personal

Standard, as the case may be, is hoisted on a small staff over the cockpit of the aircraft used before it takes off, and again when it touches down.

The Royal Air Force Ensign is flown in a like manner for High Personages (including those of other countries), Ministers of the Crown, etc.

THE ROYAL OBSERVER CORPS ENSIGN

His late Majesty King George VI approved a special badge for the Royal Observer Corps in June, 1945. This is positioned in the centre of the fly of the Royal Air Force Ensign in place of the red, white, and blue target. It consists of the figure of an Elizabethan Coast-watcher holding aloft a torch, within a wreath of laurel, surmounted by the Royal Crown (see page 27), and in the base a scroll containing the motto "FOREWARNED IS FOREARMED." The Coast-watcher is depicted in gold, standing upon a green verge and holding a golden torch with a red flame; the laurel wreath is also in gold and has red berries; the golden scroll has the motto in royal-blue lettering with red diamonds before and after the word "IS," and the reverse of the scroll is red. The air force blue field shows through behind the badge.

ROYAL OBSERVER CORPS BADGE

AIR TRAINING CORPS ENSIGN

The Air Training Corps is a voluntary pre-entry training organization for the Royal Air Force. Its Ensign is the same as that of the latter, except that the charge in the fly consists of the corps badge instead of the target.

The design of the badge, approved and adopted in June, 1941, has been described as

AIR TRAINING CORPS BADGE

follows: "Within a circle inscribed with the words 'AIR TRAINING CORPS' and ensigned with an Astral Crown, a Falcon rising, the head to the sinister, beneath the whole upon a scroll the motto 'VENTURE ADVENTURE'." As to colours, the crown, falcon, and scroll are in gold: the annulet bearing the name of the Corps and the star, also in gold, has a vermilion background (edged in gold), and the motto is in black lettering.

The motto may be said to typify the spirit of Britain's young falcons—sixteen to eighteen years of age—all eager for the pre-entry training for the Royal Air Force.

THE CIVIL AIR ENSIGN

By the Civil Air Ensign Order of 1931, issued by the Air Ministry on September 23rd, it is stated that an ensign called the "Civil Air Ensign" is established.

The Ensign is of light (air force) blue, fifteen feet by seven feet six inches. It is charged with a dark blue cross edged with white, the arms of the cross being nine inches across, the width of the white edging being three inches all through. In the first quarter is the Union (Plate V, 7).

This distinctive flag may be flown by any British aircraft when grounded, and registered in the United Kingdom; at aerodromes situated in the United Kingdom which are licensed under the Air Navigation Act of 1920; and by air transport undertakings which own such aircraft on, or in proximity to, buildings used by such undertakings for the purposes of air transport.

The Ensign may be flown as aforesaid, subject to any directions issued from time to time by the Air Council.

Aircraft which carry the Mails fly a dark blue pendant, having thereon the stringed bugle horn beneath the Crown in yellow; over the Crown is the word "ROYAL," in the hoist the word "AIR," and in the fly "MAIL," all in distinctive white block lettering. It first came into use when Mails were carried under an official Post Office contract by an inland air service between Inverness and Kirkwall, and by the Imperial Airways liner *Hengist* from England to India in May, 1934.

When grounded abroad, the Ensign may be displayed in company with the National Flag of the country concerned, a practice which, no doubt, has its origin in the maritime custom wherein ships and vessels frequently display the last mentioned at the foremast as a " Courtesy Ensign " (see page 25).

Again, there is little doubt but that the practice of adopting a distinctive House flag by many of the airlines is linked with the long-established custom among shipping companies (see next chapter). Indeed, so far back as 1935, the well-known General Steam Navigation Company's House flag (see page 148 and Plate XI, 17) was displayed by the aircraft chartered from Hillman's Airways, Ltd., to connect with its London to Thanet summer pleasure-steamer service.

To-day, the speed-bird emblem of British Overseas Airways Corporation needs no introduction. This is displayed, in yellow, on a light blue (a shade slightly darker than air force blue) field, two by one, with swallow-tails, and having a narrow yellow border. Another equally well-known House flag is that of British European Airways. The design is taken from its Coat-of-Arms and consists of a white field, three by two, having a red horizontal stripe in the centre thereof and occupying four fifteenths of the hoist. There are three sky-blue astral crowns, two on the upper white stripe and one on the lower: the letters " B E A," in yellow, are positioned in the centre of the red stripe (Plate XI, 19).

House flags are flown on the administrative buildings at airfields and displayed by grounded aircraft, often in company with the Civil Air Ensign (Plate V, 7) and when circumstances warrant it, the Royal Mail Air Pendant.

Thus, the visitor to a large airport becomes acutely conscious of the many and varied pieces of coloured bunting which, although perhaps somewhat bewildering, add aesthetic charm to what might well be a dull airfield. Looking into the future, we can visualize the companies responsible for operating spaceships having their own House flags, which, together with their national colours, will be displayed during their visits to the planets in the Milky Way !

CHAPTER IX

FLAGS WORN BY MERCHANT SHIPS

As mentioned in Chapter I, special National Flags, known as ensigns, have been adopted by many nations for their ships, both warships and merchant ships, and these are described in later chapters under the headings of the individual nations.

The ensigns of Great Britain were described in Chapter III, where it was stated that the Red Ensign was established as the proper colours for British merchant ships by a proclamation dated 1674, and that the Merchant Shipping Act of 1894 brought up to date the law concerning the wearing of ensigns by British ships. Prior to this many ensigns of various designs were in use, perhaps the most interesting being those of the East India Company. There are two versions of these, one consisting of nine red and white horizontal stripes with the Union Flag in the upper canton; this is very similar to the Grand Union Flag of the U.S.A. (see page 176). The other version was similar, but consisted of thirteen red and white stripes, over which was superimposed a red St. George's Cross—again with the Union Flag in the upper canton.

The relevant portions of the Merchant Shipping Act are as follows:

Section 73

(1) The Red Ensign usually worn by merchant ships, without any defacement or modification whatsoever, is hereby declared to be the proper national colours for all ships and boats belonging to any British subject, except in the case of Her Majesty's ships or boats, or in the case of any other ship or boat for the time being allowed to wear any other national colours in pursuance of a warrant from Her Majesty or from the Admiralty.

(2) If any distinctive national colours, except such Red Ensign or except the Union Jack with a white border, or if any colours usually worn by Her Majesty's ships or resembling those of Her Majesty, or if the pendant usually carried by Her Majesty's ships or any pendant resembling that

pendant, are or is hoisted on board any ship or boat belonging to any British subject without warrant from Her Majesty or from the Admiralty, the master of the ship or boat or the owner thereof, if on board the same, and every other person hoisting the colours or pendant, shall for each offence incur a fine not exceeding £500.

(3) Any commissioned officer on full pay in the military or naval service of Her Majesty, or any officer of customs in Her Majesty's dominions, or any consular officer may board any ship or boat on which any colours or pendant are hoisted contrary to this Act, and seize and take away the colours or pendant, and the colours or pendant shall be forfeited to Her Majesty.

(4) A fine under this section may be recovered with costs in the High Court in England or Ireland, or in the Court of Session in Scotland, or in any Colonial Court of Admiralty or Vice-Admiralty Court within Her Majesty's dominions.

(5) Any offence in this section may also be prosecuted, and the fine for it recovered summarily, provided that : (*a*) where such offence is prosecuted summarily, the court imposing the fine shall not impose a higher fine than £100; and (*b*) nothing in this section shall authorize the imposition of more than one fine in respect of the same offence.

Section 74

(1) A ship belonging to a British subject shall hoist the proper national colours, (*a*) on a signal being made to her by one of Her Majesty's ships (including any vessel under the command of an officer of Her Majesty's navy on full pay), (*b*) on entering or leaving any foreign port, and (*c*) if of fifty tons gross tonnage or upwards, on entering or leaving any British port.

(2) If default is made on any such ship in complying with this section, the master of the ship shall for such offence be liable to a fine not exceeding £100.

(3) This section shall not apply to a fishing boat duly entered in the fishing-boat register and lettered and numbered as required by the Fourth Part of this Act.

Section 75

The provisions of this Act with respect of colours worn by merchant ships shall not affect any other power of the Admiralty in relation thereto.

Note 1. As there are now a large number of self-governing countries within the British Commonwealth of Nations, the term

" Her Majesty's dominions " has not the same significance that it bore in 1894 when the above Act came into force. The Act, therefore, no longer applies to these independent countries, unless it has specially been made to do so.

Note 2. In accordance with the Defence (Transfer of Functions) Act of 1964, the powers formerly vested in the Admiralty to grant warrants for the wearing of special privilege ensigns are now transferred to the Secretary of State for Defence (see page 58).

The British Merchant Shipping Act has been quoted as an example; most other nations have similar laws covering the use of their National Flags and ensigns.

In addition to their ensigns most merchant ships wear a House flag. This is usually flown at the main, but as so many modern ships have only one mast the flag has to be flown from the masthead.

The owners of most merchant ships are now large public companies and the House flag is the " marque " of the company; but this is a fairly modern innovation. The ownership of eighteenth-century ships was complex, and although there were exceptions, notably the East India Company and the Hudson Bay Company, the modern permanently established companies mostly appeared after 1815. The earlier ships seem often to have worn the banner of their Master (who was sometimes a part owner), and the expeditions of the merchant adventurers and explorers, such as Columbus (see page 174), Magellan, Hudson, and Cabot, usually sailed under the banner or flag of the leader.[1]

The modern version of the House flag is said to have originated from the flags hoisted on Bidston Hill (overlooking the old entrance to the Mersey) to inform the owners in Liverpool of the comings and goings of their ships on Hoyle Lake, which was invisible from their office windows. At the present time there are hundreds of House flags, and space precludes mention of more than a few; the specimens shown on Plate XI have been taken almost at random.

As flags many are really good, being simple, effective, and recognizable at a glance, especially those of the older firms, who, of course, had a wider choice. With flags as with Arms, names in

[1] See W. G. Perrin, *British Flags* (Cambridge University Press).

natural science, and many other things the simpler forms come first, and those that have to follow must be more complicated because the ground has already been occupied. Thus, it is not easy to design a new House Flag, and a large number simply bear the initials of the firm and tend to look cheap and unsightly.

One of the oldest and best-known flags of the British Mercantile Marine is that of the Peninsular and Oriental—known generally as the P and O (Plate XI, 2). The P and O Company was originally Messrs. Willcox and Anderson, who rendered great service to the Queen of Portugal in 1832–3; hence the four triangles of which the House flag of the P and O is comprised are the blue and white taken from the Portuguese Royal Standard and the red and yellow of Spain.

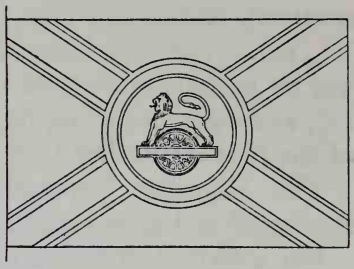
The old East India Company does not appear to have had a House flag, but had its own special ensigns (see page 145).

Among the more interesting House flags are those of the General Steam Navigation Company—perhaps the earliest steamship Company, founded in 1824 (Plate XI, 17); Shaw Savill and Albion (Plate XI, 10), who have the flags of the original Company, said to have been originally designed as a National Flag for New Zealand; and the Canadian Pacific Railway Company (Plate XI, 6), whose flag has an interesting origin. In the fertile prairie lands of Canada through which the Canadian Pacific Railway runs, it was agreed in the early days that certain squares of land, both on the north and the south of the track, should belong to the Government and the Company alternately. When the early maps showing the route of the railway were coloured to show these alternate sections, there appeared a series of red and white squares, six of which, with the railway in the centre, inspired the flag.

As a result of the amalgamations of the White Star and Cunard Lines the Cunard White Star ships now sail under two flags, the red Cunard flag with the crowned lion and the red swallow-tailed pendant of the White Star being flown together on the same hoist (Plate XI, 4).

The well-known oil-tanker shipping company, Shell-Mex and British Petroleum Ltd., has a very distinctive House flag (Plate XI, 16).

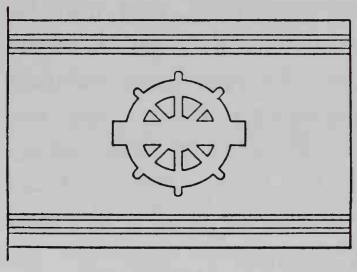
British Railways announced the adoption of a House flag for their vessels on February 15th, 1949, and described it as having a navy-blue background with white diagonals, lined dull red with a white outer edging.



BRITISH RAILWAYS

Superimposed on a blue base in the centre of the flag is the British Railways badge, a yellow lion astride a wheel carried out in red and white. The proportions of this flag are rather unusual, being twelve to seven.

Within a few months another new House flag made its appearance—namely, that of the Docks and Inland Waterways Executive. This has a royal-blue field, three by two, charged with a conventional ship's steering-wheel having a horizontal bar across the centre, in yellow; near the upper and lower edges of the field, two horizontal narrow yellow stripes extend the full length of the flag.



DOCKS AND INLAND WATERWAYS

The United States Lines fly a white flag charged with a representation of the American Eagle in blue (Plate XI, 12).

The well-known Japanese Line, Nippon Yusen Kaisha, possesses a very simple flag, the same pattern appearing on its black funnels (Plate XI, 11).

Messageries Maritimes is easily recognized, and so is the Compagnie Générale Transatlantique (Plate XI, 15). Quaintly enough, this is—next to the Tricolour of France—perhaps the best-known flag in the Sahara, for the Company has built some thirty hotels in that territory, from each of which flies the House flag.

The Batavier Line flag also needs no comment—the initials being those of the owners, William H. Müller & Co.

The two leading Italian Lines, Lloyd Triestino and Italia, fly flags of the same design; in the case of the former (which includes the Lloyd Triestino, Marittima Italiana, and Sitmar Lines) the

red cross is in the fly, while in the case of Italia, which covers the Cosulich, Lloyd Sabaudo, and Navagazione Generale, the flag is reversed, and in this case the red cross appears in the hoist (Plate XI, 13). The Hamburg-America " Hapag " flag is easily picked out by its blue-and-white triangles and the centre-piece (Plate XI, 14), and so is the white flag with the blue crossed key and anchor of the Norddeutscher Lloyd of Bremen.

The Nigerian National Shipping Line was established and registered in Lagos early in 1959.

For a House flag it adopted one having an emerald green field, three by two, bearing a large letter " N," in white, in the centre thereof and occupying one-half the depth of the hoist.

The above brief epitome is enough to indicate the nature of the House flags of the mercantile vessels of the world, and may be taken as typical of all. However, there are various publications in which are included lists and illustrations of a very great number of these flags: among them are the following: *House Flags and Funnels of British and Foreign Shipping Companies*, by Paymaster-Lieutenant E. C. Talbot-Booth, R.N.R. (S. Low), *Brown's Flags and Funnels* (Brown, Son and Ferguson, Glasgow), and *All About Ships*, by Edwin P. Harnack (Faber & Faber).

It will, no doubt, come as a surprise to many to learn that there are over fifty British shipbuilding companies possessing a distinctive House flag. Some of the designs date back to the 18th century, whilst others of many years' standing have been re-designed recently or superseded by entirely new ones. Space will not permit a detailed description of these flags; however, a coloured illustration of one of " the Big Five " will be found on Plate XI, 18.

When a merchant ship is launched the shipbuilder's House flag is generally displayed in company with that of the owners; the former is again flown during her trials. When these have been successfully completed it is replaced with that of the owners, thus indicating that she has been accepted.

The custom of displaying special flags in naval vessels during the launching and naming ceremony probably dates back some four hundred and fifty years or more. It would appear, from the accounts recorded by contemporary chroniclers, that during the

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Plate XVIII

FLAGS OF THE UNITED STATES OF AMERICA (1)

(See Chapter XIII, pp. 174–189.)

1. Maine
2. Maryland
3. Massachusetts
4. Michigan
5. Minnesota
6. Mississippi
7. Missouri
8. Montana

3

4

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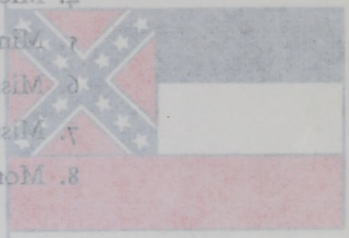

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8

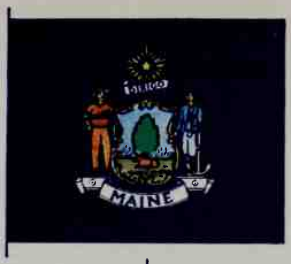
FLAGS OF THE UNITED STATES OF AMERICA (1)

Plate XVIII

FLAGS OF THE UNITED STATES OF AMERICA (5)

(*See Chapter XIII, pp. 174–189.*)

1. Maine
2. Maryland
3. Massachusetts
4. Michigan
5. Minnesota
6. Mississippi
7. Missouri
8. Montana



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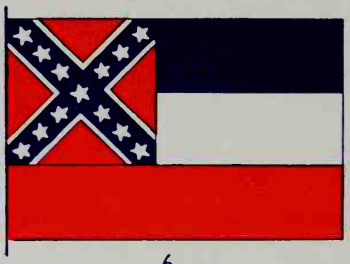

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Plate XVIII K.150

FLAGS OF THE UNITED STATES OF AMERICA (5)

reign of Henry VIII this became a well established practice in the Royal Dockyard at Deptford (*Deptford Strond* as it was called in those days), where subsequently Peter the Great studied the art of shipbuilding, on the River Thames.

At that time, launching flags comprised banners and streamers bearing the Royal Arms and the Banner of St. George. The Elizabethan striped ensigns were added towards the end of the Tudor period, and the first Union Flag in 1606. By the middle of the 18th century the Royal Standard was displayed at the main, the Lord High Admiral or Admiralty Flag at the fore, and the Union Flag at the mizzen, also the Jack and Ensign at their respective staves. Since 1906 the Royal Standard has ceased to figure among a vessel's launching flags. Some two years later the Admiralty adapted and regularized this very old custom to modern requirements, and issued an order in which it was laid down that at her launching a vessel should wear her Ensign and Jack, and the Admiralty Flag amidships. However, the flags to be worn on other masts erected temporarily in intermediate positions were not specified. As a consequence, various flags were used; these sometimes included the shipbuilder's House flag. That of John Brown was the last to be used in this way; the occasion was at the launching of H.M.S. *Vanguard* by Princess Elizabeth on November 30th, 1944.

An addition to *King's Regulations and Admiralty Instructions* made on October 4th, 1945, restricted the number of launching flags displayed to three, namely, the Admiralty Flag, Ensign, and Jack.

Article No. 1242 of *Queen's Regulations and Admiralty Instructions* 1956, states:

> At all launches of ships built for the Royal Navy at which there is a naming ceremony, the White Ensign is to be hoisted at the ensign staff, the Union Flag at the Jackstaff and the Admiralty Flag at the main masthead or equivalent position. No other flag is to be worn. Exceptionally, in the case of launches with ceremony of Inshore Minesweepers, Seaward Defence Boats, Fast Patrol Boats (M.T.B.s, M.G.B.s) and other similar and small craft, only the White Ensign need be hoisted, unless it is desired to conform to the general practice stated in this clause.

2. None of the aforesaid flags is to be hoisted again, whether or not the vessel is in commission, before her official acceptance from the shipbuilders, except dockyard-built ships temporarily commissioned for trials, which wear the White Ensign. Contract-built ships undergoing sea trials while still under the control of the contractor should wear the Red Ensign.

Although, as a result of the Defence (Transfer of Functions) Act of 1964, the Admiralty Flag will in future be a Royal Flag, it is understood that it will still be worn by ships built for the Royal Navy at their launching. At the successful conclusion of the acceptance trial the ship is handed over to the Royal Naval crew at sea, when the Red Ensign and the House flag of the contractor are replaced by the White Ensign and the Commissioning Pennant. A slightly different procedure is followed in the case of ships built in one of the Royal dockyards.

In recent years it has become the custom to hold a commissioning ceremony just before the ship proceeds on acceptance trials, and it is now usual to hoist the White Ensign and Commissioning Pennant during this ceremony; but at the end of the ceremony the Red Ensign and the builder's House flag are rehoisted and worn until finally hauled down after the acceptance trials.

CHAPTER X

YACHT FLAGS

YACHTS usually fly the following flags: their national colours or ensigns, and the burgee or flag of the Yacht Club to which the owner belongs; sailing yachts, when racing under British rules, wear a racing flag in place of the burgee, and yachts may also fly the owner's private or distinguishing flag. Owners of yachts who are flag officers of their club fly a special flag in place of the burgee. All these flags will be described later. The most important flag is the National Ensign. Quite a few countries, including Belgium, Denmark, Eire, Italy, France, Netherlands, Poland, the United States of America, and Great Britain, grant certain of their yachts the privilege of wearing a special ensign. The special Yacht Ensigns are described in the sections dealing with those nations which authorize the use of them.

This wearing of special Yacht Ensigns appears to have started in Great Britain, possibly because the first yacht owner was King Charles II. In more recent years it has been due to the desire to foster the sport of yachting, as yachtsmen provide a source of reserves for the Royal Navy. (In passing it can be said that the yachtsmen of Great Britain have served their country well in two world wars.)

The rules permitting yachts to wear special or privilege ensigns differ in different countries. A number of countries have a principal or national club, e.g. the Royal Norwegian Yacht Club, the Yacht Club Italia, etc. These clubs are the bodies which control yachting in their countries, and only yachts owned by members of these clubs are privileged to wear the special ensign. In the U.S.A. all yachts may wear the special Yacht Ensign (see Plate XII, 18); there is also another special U.S.A. ensign for the "U.S. Power Squadron" (see page 183). This is flown by members of this squadron, sometimes in place of the National Ensign and sometimes in addition. It is reported that the custom of wearing the U.S. National Ensign in preference to the Yacht Ensign is growing.

The rules authorizing British yachts to wear a privilege ensign

are very strict and the Secretary of State for Defence is the Authority which grants the privilege (see page 58). There is an idea that the privilege of having a special ensign is connected with the title "Royal," which many yacht clubs have, or that there is some difference between a yacht and a sailing club; this is not so. The prefix "Royal" to the title is granted by the Sovereign, but in all matters concerning ensigns the Secretary of State for Defence is the sole arbiter. Briefly, the practice is that the yacht or sailing club is given a warrant permitting it to use a special or privilege ensign. This may be a plain Blue Ensign, or a Blue Ensign or Red Ensign defaced by a badge. This badge is almost invariably in the fly, but there are one or two cases where it is placed in the centre of the Union in the upper canton. The owner of a yacht, who is a member of a yacht or sailing club which holds a warrant, applies through his club to the Secretary of State for Defence for a warrant for his yacht to wear the privilege ensign; note that the warrant is granted to the yacht and not the owner. There are a number of other strict rules which it is impossible to go into in this book.

The history of our British National Flag and ensigns is a fascinating one. In the early years of the 19th century there were four British ensigns afloat, and not three, the fourth being a white one without a red cross; this one still remains with us as the flag of the Commissioner of Northern Lights, although this is defaced by a representation of a lighthouse, and uses the first Union Flag (pre-1801) in the upper canton. Even as late as February 19th, 1835, an Admiralty Warrant was granted to the Royal Thames Yacht Club, authorizing their vessels to carry a White Ensign without a red cross with the Union in the upper canton and bearing in the fly a crown over the letters R.T.Y.C. in red. This ensign, without any lettering, may have been flown unofficially by members of the Yacht Club, now the Royal Yacht Squadron, when it was founded in 1815, but it was replaced in 1821 (the year after we hear of the Royal Yacht Club) by the Red Ensign, which in its turn was replaced by the present White Ensign—known to many as the St. George's Ensign—granted by the Admiralty Warrant of 1829.

The Royal Yacht Club, which by King William's wish in 1833 became the Royal Yacht Squadron, is the only yacht club now

Plate XIX L.155

FLAGS OF THE UNITED STATES OF AMERICA (6)

Plate XIX

FLAGS OF THE UNITED STATES OF AMERICA (6)

(*See Chapter XIII, pp. 174–189.*)

1. Nebraska
2. Nevada
3. New Hampshire
4. New Jersey
5. New Mexico
6. New York State
7. North Carolina
8. North Dakota

1

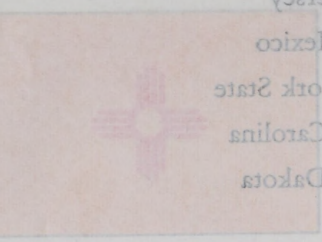
2

Plate XIX

FLAGS OF THE UNITED STATES OF AMERICA (6)

(See Chapter XIII, pp. 174–189.)

1. Nebraska
2. Nevada
3. New Hampshire
4. New Jersey
5. New Mexico
6. New York State
7. North Carolina
8. North Dakota



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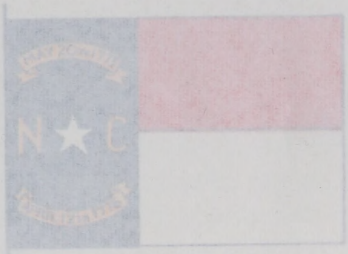

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FLAGS OF THE UNITED STATES OF AMERICA (6)

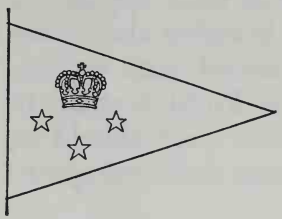
flying the ensign of the Royal Navy, but the 1829 warrant did not grant an exclusive use, for in 1832 a similar warrant was issued to the Royal Western of Ireland. In 1842, at the request of Lord Yarborough, the Admiralty decided that the privilege should be restricted to the Squadron—of which he was then the commodore—and sent out copies of a minute to that effect to the Royal Thames, the Royal Southern, the Royal Western of England, the Royal Eastern, the Holyhead, the Wharncliffe, and the Gibraltar clubs, which were all under the White Ensign, with or without the cross; but owing to there being two Royal Westerns, one of England and one of Ireland, the minute was sent by mistake to one and not to both, so that the Irish club went on with the white flag, and in 1853 actually obtained permission to continue with it. In 1858, however, the Royal St. George of Kingstown, and the Holyhead, which had had to haul down its White Ensign in 1842, applied for authority to enjoy the same privilege, thus bringing the matter officially before the Board, who promptly refused both applications, and at the same time ordered the Irish Royal Western to strike its white colours, so that for the future they should be distinctive of the Squadron which has always been under the special patronage of the Royal Family.

When the yacht clubs first obtained official recognition is not known, but some form of Admiralty Warrant was certainly in existence in 1788, for in the *Public Advertiser* of June 7th of that year there is an advertisement announcing a meeting of the members of the Cumberland Fleet—that is, the Royal Thames in its early stage—at which " the gentlemen who enter their boats are to attend at the same time to draw lots for situations at starting, and are hereby informed that they are expected either to produce their licence from the Admiralty or other proofs of being owners of the vessels they intend to sail." It follows then that yachts whose owners belong only to clubs which have no Admiralty Warrant and yachts whose owners belong to no club wear the plain Red Ensign, and it is interesting to note that the Island Sailing Club of Cowes, Isle of Wight, which has one of the largest memberships of any British club, uses the Red Ensign.

In addition to the ensign nearly all yachts fly from their mainmast

head a burgee. The burgee is the distinguishing flag of the yacht club to which the yacht belongs; it has been likened to the Commissioning Pennant flown by Her Majesty's ships. A burgee is a triangular flag, generally of dimensions three by two, and on it is the badge of the club. If the club has a warrant for a privileged ensign, the badge on the ensign is generally similar to the device on the burgee, but this is not always so; for instance, the badge on the Blue Ensign of the Royal Ocean Racing Club is a white "Naval Crown," while the badge on the burgee is a white heraldic seahorse, which is attractive and unusual.

Although many of the designs of the burgees are pleasant and many have some local association, they are not particularly outstanding. Many of the clubs, of both foreign and British countries, which have the appellation "Royal," incorporate a crown in the badge on their ensign and on their burgees, and of these one with a very neat design is that of the Royal Yacht Squadron; the white burgee with a golden crown and three red stars of the Royal Danish Yacht Club is very pretty.



BURGEE OF ROYAL DANISH YACHT CLUB

Some of the flags flown by the yacht clubs in Eire are worthy of notice. Several, such as the Royal Cork and the Royal St. George, keep their old names. The Royal Cork once used both the British Red Ensign defaced by a badge in the centre of the Union in the upper canton and also the Eire blue yacht ensign, which has a blue field with a badge in the fly and the National Flag of Eire, the green, white, and orange tricolour, in the upper canton (see page 262). It now uses only the latter. The Royal St. George still uses the British undefaced Blue Ensign.

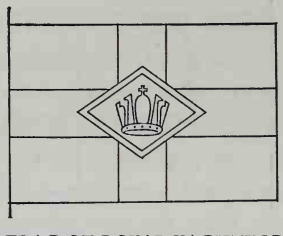
A random selection of ensigns and burgees is given on Plate XII, but as in Great Britain alone there are some twelve hundred yacht and sailing clubs, to say nothing of those in foreign countries, it is impossible to illustrate all of them. Lloyd's Register of Shipping, however, publish a Flag Supplement to their Yacht Register, which illustrates a very large number of the yacht ensigns and burgees of all nations.

This supplement also carries an extensive selection of the private distinguishing flags of yachtsmen. Many yachtsmen fly these private flags from their yachts while they are on board, and they are loosely called House flags.

When sailing yachts race in British waters they do so under the rules of the International Yacht Racing Union. These rules lay down no instruction, but the British National Authority, the Royal Yachting Association, prescribes that yachts when racing under British jurisdiction must carry a rectangular flag at the masthead. This " racing " flag is generally of the same design as the private distinguishing flag mentioned above. Formerly, the racing flag was very important, as it was the only means of distinguishing one yacht from another, but practically every yacht which races nowadays has an insignia and number on her sail and the racing flag is a pleasing conceit; in fact, in the smaller classes, many yachts fly a simple rectangular flag of one colour without any device. It is sad that these racing colours are losing their importance, but with the large number of craft taking part—in the dinghy classes there are sometimes close on 200 starters, and even in the Fastnet Ocean Race of 1963 there were some 130 starters—it would be an impossible task for the race officers to recognize all of them by their racing flags alone.

Over the years a comprehensive flag etiquette for yachts has grown up. Briefly, this lays down recommendations as to what flags to fly and when and where they should be flown. The official booklet on this subject is *Flag Etiquette for Yachts*, published by Iliffe.

Finally, the Royal Yachting Association —the British National Body which watches over the interests of all British yachtsmen, racers, cruisers, power, and sail—has its own flag, a white rectangular flag with a blue cross superimposed, and in the centre a badge consisting of a stylized Naval Crown.



FLAG OF ROYAL YACHTING ASSOCIATION

CHAPTER XI

FLAGS OF CORPORATIONS AND PUBLIC BODIES

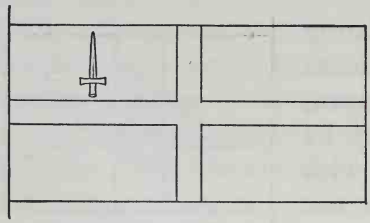
In a book of this size it is quite impossible effectively to deal with such a vast subject as the above title implies. There are so very many Corporate Bodies, Counties, Cities, Municipalities, Colleges, Schools, Companies, and so on, who have legal Arms and can use them on flags, that only a brief summary of such is possible.

The British Broadcasting Corporation possesses a very distinctive flag, which may be seen hoisted in company with the Union Flag on Broadcasting House in London. The design, taken from the Corporation's Arms, consists of a sky-blue field charged with the seven planets in white, three at the hoist, three in the fly, and one immediately above the central charge—the Globe surrounded by a narrow golden ring.

Although the National Coal Board has an excellent Coat-of-Arms, it prefers to display an imperial blue flag with the shield from these arms in the upper hoist and its initials, "N.C.B.," in large white letters in the fly.

The House flags of British Railways and the Docks and Inland Waterways are described and illustrated on page 149.

The flag that flies over the Mansion House can be cited as one of the best examples of its kind. It is the white flag with the red Cross of St. George bearing in the canton the red sword of St. Paul; these are the Arms of the City of London, and date back at least to 1381, and perhaps to 1359.



ARMS OF CITY OF LONDON

The flag of Westminster may also be mentioned here. In their present form the Arms are of modern origin, and consist of a blue field charged with a gold portcullis, with a chief divided into three compartments. The two outer ones are gold and bear a Tudor rose, and the centre one contains the

Arms attributed to Edward the Confessor—namely, a gold cross patonce and five gold martlets on a blue field (Plate II, 2).

Another well-known flag is that of the city of Glasgow, whose Arms had been used for centuries before they were matriculated on October 25th, 1866. As described in the patent they are: "Argent, on a mount in base vert an oak tree proper, the stem at the base thereof surmounted by a salmon on its back also proper, with a signet ring in its mouth or, on the top of the tree a red breast, and in the sinister fess point an ancient hand-bell, both also proper."

The bird is St. Serf's robin, restored to life by Kentigern, better known as St. Mungo in his youth; the tree is the bough with which the monastery lamps were relighted when he made it burst into flame; the fish and the ring—which is the one Rhydderch found on the knight's finger—are emblems drawn from the romantic legend of the imprudence of Queen Langueth, and her remarkable deliverance by the saint who sent the monk to catch the fish that swallowed the ring which she had given her lover, and of which her husband demanded the return; and the bell is the consecrated one brought by him from Rome on the occasion of his last visit.

The Arms of Aberdeen have a story of quite a different kind to tell. It was there that Robert Bruce took refuge after his defeat at Methven in 1306, and the citizens, rising suddenly by night in a well-planned insurrection, captured the castle, razed it to the ground, and put its English garrison to the sword, whereupon "in honour of that resolute act," says Bailie Skene, "they got their Ensignes-Armorial," which to this day they bear—gules, three towers triple-towered within a double tressure counter-flowered argent, supported by two leopards proper; the motto in an escroll above, their watchword "BON ACCORD." Edinburgh has a black triple-towered castle (which in no way resembles the present one) on a rock displayed on a white field. By the castle is the oldest bit of architecture the city can boast, the chapel of St. Margaret. A representation of this saint, with crown and sceptre, standing in a ship with the sail furled and the yard on the slope, appears in the Arms of Queensferry. This device, like Leith's Madonna, compares favourably with the vase of lilies that has distinguished Dundee from before 1586.

Newcastle, like Aberdeen, has three castles on a red field, but the castles are of different build and have no tressure, while Gateshead has also its castle but it is on a green mount. Nothing could be more distinctive than Sunderland's sextant; and Middlesbrough's three golden barques, with silver sails on a black chief with the blue lion under (though of course much more modern) are also unmistakable. Hull has borne the three golden coronets one over the other on their blue field for centuries, and Grimsby's three boars' heads and chevron, in black on a silver ground, are as clear. Yarmouth combines by dimidiation its three herrings with the lions of England. Ipswich, in accordance with its grant of 1561, uses its three demi-hulks and rampant lion. Hastings shows its old Cinque Port origin in its two dimidiations of lions and ships and the middle lion complete stretching across both the red and blue halves of the shield.

Brighton's two black dolphins on a white ground within a blue border bearing the six golden martlets are well known, as are Southampton's three roses, the two white ones on red, the red one on white. Weymouth has the old ship; Dartmouth has the King in a ship on each side and the moon and sun above. Plymouth's old Arms are also familiar, with the green saltire cross between four black castles. Cardiff has the famous banner of the Clares (who held the Lordship of Glamorgan in the 13th century), the three red chevrons on yellow (see page 9); and Newport has the reversed yellow chevron on red, said to have been borne by the Lord of Newport, better known as the Duke of Buckingham, beheaded by Richard III.

Bristol's Arms of the ship emerging from the castle are as old as the ship and castle depicted; but Liverpool's date only from 1797, when the heralds, having never heard of Litherland close by, were left to choose between the pool of laver—that is, the seaweed Porphyra—and the pool of the liver, a bird unknown to naturalists; and, failing to find a figure of the imaginary bird, they invented a sort of short-necked cormorant, into whose beak they put a couple of fronds of Porphyra in case it was Laverpool after all. This very neat instance of heraldic hedging did not, however, meet with the success it deserved, for the old name was discovered

to be Litherpool—that is, the sluggish pool—yet the cormorant and the seaweed remain, for they are in the grant.

Inland, a few of the noticeable ones are Lincoln with the St. George's Cross with a golden fleur-de-lis in the centre, and York with a similar cross on which are five lions. Leeds has its golden-fleece and three stars; Halifax has its Halez and Fax, or holy face, the face being that of John the Baptist, whose head, according to legend, is supposed to have rested eventually at Halifax in the church dedicated to that saint. Huddersfield has three black rams with three white towers on a black chevron. Bradford has three hunting-horns and a well. Rochdale has a woolpack between two cotton sprigs. Manchester has three yellow bendlets "enhanced" on a red field with a ship in the chief, and the grant, of date 1842, may be considered almost as a prophecy of the coming of the Ship Canal. Shrewsbury has its famous three leopards' faces; Bury St. Edmunds three crowns with the two crossed arrows in each, and Winchester has five castles and two lions.

Oxford has a red ox on a ford of water, which are the Arms of the county; and in many other cases the Arms assumed by the county are those of the county town.

The counties which were ancient kingdoms have had insignia for centuries, and the later shires took Arms which were mostly from the towns from which they took their names. Many of these arms make handsome flags. Berkshire flies the five heads of Reading; Buckinghamshire the swan on the red and black ground of the Bohuns; Cheshire the three golden wheatsheaves on blue; Derbyshire has the stag in a ring fence of Derby; Devonshire the castle of Exeter; Essex the three scimitars which represent the old seaxes of the Saxons, shown there in a truer form than they are in the Arms of Middlesex.

Hampshire, which should properly be called Southamptonshire, has the three red roses of Southampton, corresponding with Northamptonshire, which similarly flies the castle and lions of Northampton. Hertfordshire has a stag in a ford; Kent is known by its white horse on a red ground; Surrey sometimes uses the Arms of Guildford; Cornwall flies the Arms of the Duchy, the fifteen golden-coins, or bezants, on a black ground, and Rutland flies the horseshoe.

Plate XX

FLAGS OF THE UNITED STATES OF AMERICA (7)

(*See Chapter XIII, pp. 174–189.*)

1. Ohio
2. Oklahoma
3. Oregon
4. Pennsylvania
5. Rhode Island
6. South Carolina
7. South Dakota
8. Tennessee

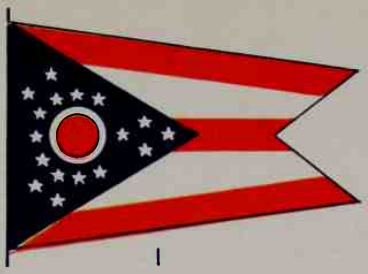


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Plate XX L.162

FLAGS OF THE UNITED STATES OF AMERICA (7)

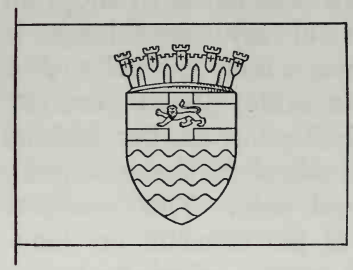
SUPPORTERS. "On either side a sea horse proper, gorged with a naval crown or, that on the dexter supporting a staff proper head or, flying therefrom the Union Jack and that on the sinister supporting a like staff flying therefrom the Red Ensign also proper."

MOTTO. "Loyalty and Service."

During 1948 the Company purchased the ex. H.M. Sloop *Wellington* from the Admiralty and had her converted into a floating Headquarters and Livery Hall. As H.Q.S. *Wellington* she took up her permanent berth at the Temple Stairs, Victoria Embankment, London, at the end of that year. At the same time it was decided to adopt a new flag which could take its place along with the barge flags mentioned above and also be flown at the main masthead as a House flag. This has a white field with a very narrow border, white and blue, having the proportions of five (*length*) to six. Thereon is the *Golden Hind* in full sail in proper colours on a green sea: in the centre of the upper portion of the field, which is blue, there is a representation of a terrestrial globe with a white five-pointed star on either side, taken from the armorial bearings described above and as shown in the accompanying illustration. The Red Ensign and the white-bordered Union Flag are worn at the ensign-staff and jack-staff respectively.

HONOURABLE COMPANY OF MASTER MARINERS

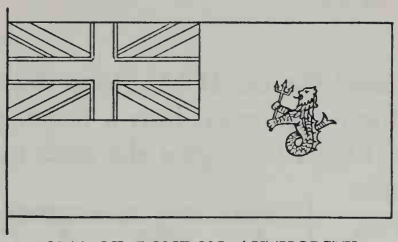
A familiar flag to the citizens of London was that of the London County Council, easily distinguishable by its badge. The shield bore the six wavy bars of blue and white which represent water in heraldry, and in the chief was the Cross of St. George charged with a lion. Above the shield was a mural crown. The badge of the new Greater London Council is a shield, the lower part consisting of six wavy



LONDON COUNTY COUNCIL

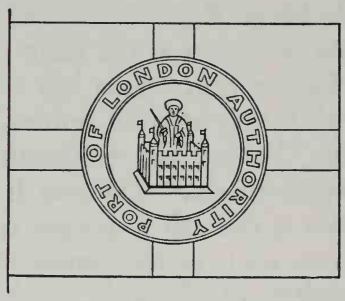
bars alternately white and blue. On the red chief is a Saxon crown in gold.

Familiar on the River Thames from Twickenham to the Nore are the Ensign and the House flag of the Port of London Authority—often referred to as the "P.L.A."



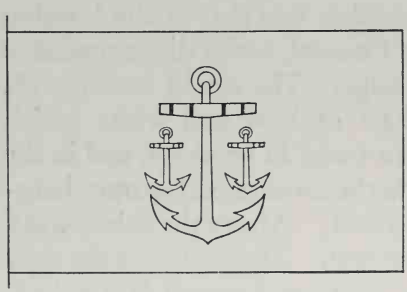
PORT OF LONDON AUTHORITY: ENSIGN

These two flags are worn by virtue of an Admiralty Warrant dated November 25th, 1911. The first mentioned is the Blue Ensign defaced with the badge of the Authority—a sea-lion grasping a trident in yellow—in the centre of the fly. The House flag comprises the banner of St. George bearing in the centre thereof the P.L.A. arms within a yellow-edged red annulet inscribed "Port of London Authority" in yellow lettering, as shown in the accompanying illustration. The arms look quaint; they consist of a representation of St. Paul—the Patron Saint of London—encamped up to his waist in the Tower, holding in his right hand a drawn sword and in his left hand a yellow scroll, all on a light blue background.



PORT OF LONDON AUTHORITY: HOUSE FLAG

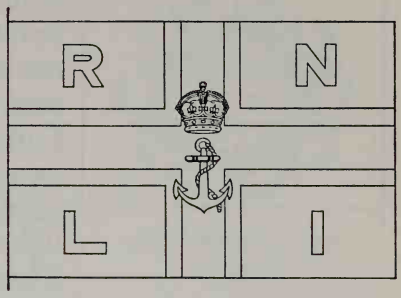
On July 28th, 1957, the Lords Commissioners of the Admiralty granted the National Maritime Museum permission to adopt an ancient and very beautiful flag. It comprises a conventional anchor (without cable) placed vertically with similar but smaller anchors on each side of the shank, in gold, on a red field. This was first flown at the museum on January 8th, 1958; originally it was



FLAG OF NATIONAL MARITIME MUSEUM

the flag of the old Navy Board, the charges having been taken from the seal and badge of the Navy Board (1546–1832).

There must be many people who have admired the very distinctive flag of the Royal National Lifeboat Institution which flutters over its shore establishments around our coasts.



ROYAL NATIONAL LIFEBOAT INSTITUTION

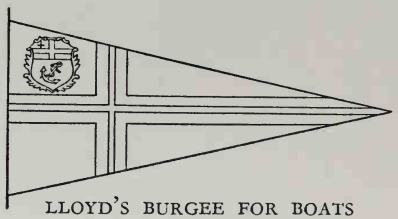
Its white field, whose proportions are three by two, bears the red cross of St. George with a narrow dark blue border; the letters R.N.L.I., in red, are positioned one in the centre of each of the four white cantons. Centred upon the St. George's Cross is the Royal Crown and a foul anchor in yellow.

This voluntary institution was founded by Colonel Sir William Hillary, Bt., in 1824, and the flag was designed some sixty years later by Miss Leonora Frances Margaret Preston, a sister of one of the members of the Committee of Management. It has been known as the " House flag " since 1908, and from 1920 onwards it has been the custom to have it painted on the bows of all lifeboats.

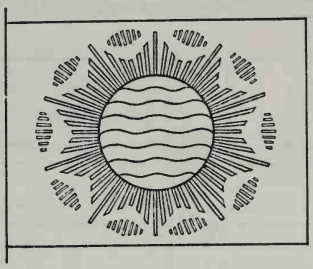

LLOYD'S SHIELD

" Lloyd's of London " needs no introduction. The shield of the Corporation is divided into horizontal halves, the upper of which contains the red cross and sword of London. Beneath, on a blue ground, is a golden foul anchor, placed diagonally, with its flukes in the bottom right hand corner.

In accordance with an Admiralty Warrant dated September 9th, 1882, Lloyd's were granted permission to place this badge in the fly of the Blue Ensign: however, it is not used afloat because they do not own any vessels. Members of Lloyd's and Lloyd's Agents may fly " Lloyd's Burgee for Boats " in their private yachts. This comprises a white

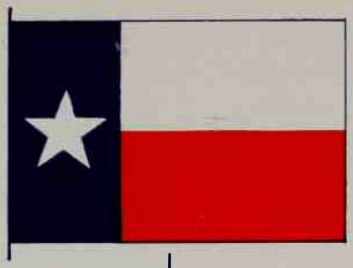

LLOYD'S BURGEE FOR BOATS

triangular flag charged with a St. George's Cross, bearing a very narrow blue cross, and the badge described above in the first canton.



ROYAL SOCIETY OF HEALTH

We cannot perhaps end on a better note that by making mention of the beautiful flag adopted by the Royal Society of Health during 1957. It consists of the Society's arms in banner-flag form—an Imperial blue field, proportions four to three, bearing a white disc, having golden rays, charged with four light blue wavy horizontal stripes. These charges are said to symbolize the health giving rays of the sun, pure water and a blue sky free from atmospheric pollution.



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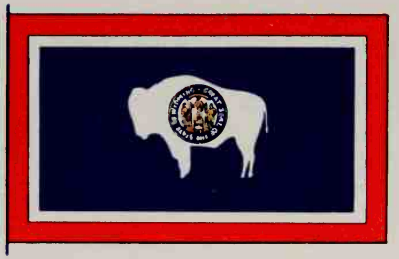

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Plate XXI M.167

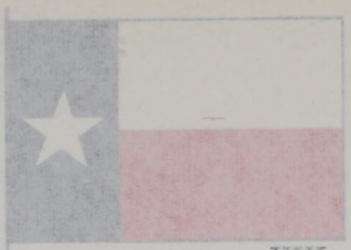
FLAGS OF THE UNITED STATES OF AMERICA (8)

Plate XXI

FLAGS OF THE UNITED STATES OF AMERICA (8)

(*See Chapter XIII, pp. 174–189.*)

1. Texas
2. Utah
3. Vermont
4. Virginia
5. Washington
6. West Virginia
7. Wisconsin
8. Wyoming



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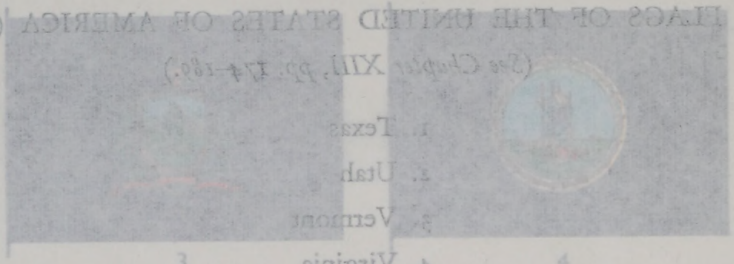

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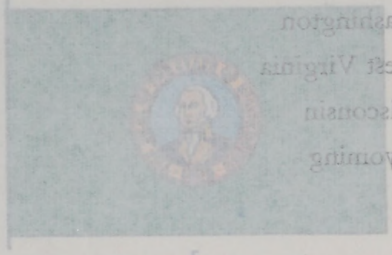

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FLAGS OF THE UNITED STATES OF AMERICA (8)

CHAPTER XII

SIGNAL FLAGS; THE INTERNATIONAL CODE

It is said that the idea of signalling by flags can be dated back to the 13th century, if not earlier, and it may be recalled that on page 1 mention was made of Thermistocles hoisting his red cloak in the rigging as a signal to the Greeks to attack the galleys of Xerxes. All the references, however, are obscure, and it was not until after the establishment of a Royal Navy that we come across anything definite.

In *Fighting Instructions, 1530–1816*, so ably edited by Mr. Julian Corbett for the Navy Records Society, we not only have a most interesting book, but are, for the first time, provided with the means of noting when the flags were introduced and the use that was made of them.

It is evident that up to the 17th century, flag signals were of an elementary character, and that from then onwards properly organized codes of naval signals were gradually evolved and adopted.

Various codes were tried out, and by the end of the 18th century the numerary method was well established. Lord Howe produced his first and second signal books in 1782 and 1790 respectively. From then onwards many alterations, improvements, and additions were made; also Sir Home Popham drew up his *Telegraphic Signals*, or *Marine Vocabulary*—the word "Telegraphic" being used in the literal sense of writing at a distance, for it was not until some thirty years later that the electric telegraph was invented. Popham's method was to use a short dictionary and interpret the words in it by numeral groups of flags.

This Vocabulary was used by the Fleet as a companion volume to Howe's 1799 *Signal Book for Ships of War*.

In order to make it perfectly clear that the signal hoisted was to be deciphered by the Vocabulary Code, Popham designed a special "Telegraph or Preparative" flag. This had to be hoisted

in a conspicuous position prior to making the signal. It could remain in this position throughout the period of the message, and then be hauled down to indicate that it had been completed, or, alternatively, be hauled down before actually commencing to make the signal. In the latter case, provision was made for hoisting another special flag, called the "Message finished" flag. However, so far as is known, the last mentioned was never used.

The field of these two flags was divided diagonally from the top of the fly to the bottom of the hoist. These flags are described in the text of Popham's Vocabulary thus:

> "Instructions for the Flags used with this Vocabulary only.
>
> Preparative. Preparatory to any message a diagonal red and white flag.
>
> Message finished. It is denoted by a diagonal blue and yellow flag, which may be hoisted or not according to circumstances, or the telegraph flag hauled down."

Thus, Nelson used Howe's numeral flags in conjunction with Popham's Vocabulary at the battle of Trafalgar, October 21st, 1805. His historic signal was made at approximately 11.56 a.m., in twelve hoists; the first eight words were to be found in the Vocabulary, each having a three-figured number, but the last word, "duty," had not been included by Popham, and had therefore to be spelt out in full by the numerical alphabet, which was known by the numbers one to twenty-five. This alphabet had two peculiarities: (1) "I" and "J" were bracketed as one letter—thus only twenty-five flags were necessary; (2) "V" preceded "U," which accounts for the fact that many people have been puzzled at the spelling out of the word "duty."

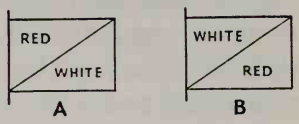
Nelson's famous message ran thus: ENGLAND(253) EXPECTS(269) THAT(863) EVERY(261) MAN(471) WILL(958) DO(220) HIS(370) D(4) U(21) T(19) Y(24).

Some twenty minutes after this signal was made, the general signal for close action was hoisted: it was Nelson's favourite, No. 16—"Engage the enemy more closely" (see Plate XIII).

When Nelson first dictated his message to his signal officer, Lieutenant John Pasco, he used the words "England confides that

every man will do his duty"; however, the word "confides" was not in the Vocabulary and, in order to save spelling out the word, he agreed to substituting the word "expects."

In regard to the "Telegraph" flag, there has been, and still is, much controversy as to whether it was flown as shown in figure (A) or (B). We have already seen that Popham apparently intended it to be hoisted as depicted in the former version. The reason for this, it is suggested, may well have been that, at a great distance and/or in bad visibility, there would be little chance of it being mistaken for another flag: we refer to Howe's No. 6 flag, which, incidentally, became Zero flag when the numeral flags were transposed on November 4th, 1803. The field of this flag was divided diagonally in exactly the same manner, namely, from the top of the fly to the bottom of the hoist, but coloured white and blue, the white being uppermost (see Plate XIII).



"TELEGRAPH" FLAG

It should be pointed out that flags in most of the signal books of his day were illustrated in line only, the hand colouring of them being left to the recipient; also that many manuscript copies of these books were made. This naturally allowed variations and errors to creep in. It is not surprising, therefore, that flag research workers can be easily misled in such circumstances. Thus the "Telegraph" flag has, from time to time, been illustrated and described by some authorities as being "diagonal red and white," and by others, "diagonal white and red."

Up to the time of writing, there is no official document extant recording precisely which version, (A) or (B), was used in the *actual* flag flown in the *Victory* at Trafalgar.

Two official publications are in favour of version (B); they are (1) an Admiralty printed plate "Nelson's Signal at the Battle of Trafalgar," dated January 4th, 1908, and (2) "Nelson's Signals" (N.I.D. Historical No. 1), dated October, 1908 (H.M. Stationery Office).

Nelson's historic signal is flown annually in the *Victory* at Portsmouth on October 21st, and visitors will notice that the "Telegraph" flag is hoisted in accordance with the above official publications.

At the outbreak of World War II, the British Naval Code consisted of the following pieces: twenty-six Alphabetical Flags, ten Numeral Pendants, twenty-six Special Flags, ten Numbered Pendants, and fourteen Special Pendants. In addition to these, the flags of the International Code were also used, making a grand total of one hundred and twenty-six flags, some of which had definite meanings, but all of which could have their signification changed if and when it became necessary.

It will be readily appreciated that this state of affairs did not make for speedy inter-communication between units of the Royal Navy and those of the United States during the period of hostilities, when the closest co-operation was of vital importance. Certain war-time arrangements were made, and worked reasonably well. Finally it was decided to revise our Naval Code and adopt a new one which closely resembled that of the United States, but with certain additions, resulting in a total of seventy-eight flags. This was brought into general use throughout the Service on December 1st, 1948.

In the light of experience, and in order to ensure efficient inter-communication between all vessels taking part in combined exercises, a further revision was made in order to bring it into line with the signal books of members of the N.A.T.O.—North Atlantic Treaty Organization—on January 1st, 1952. It should be noted that there was a change in spelling—" pendants " became " pennants." Thus, at the time of writing, our Naval Code contains twenty-six Alphabetical Flags, ten Numbered Pennants, ten Numeral Flags, four Substitutes, and twenty Special Flags and Pennants. Details of these are given on the 1952 Signal Card, No. B.R. 232(2), which is obtainable from H.M. Stationery Office.

It is to be much regretted that one of our oldest signal flags, the well-known " Preparative "—five horizontal stripes of equal width, three blue and two white—was superseded by the yellow over green over yellow pennant, which is extremely difficult to recognize in poor visibility.

We cannot pass without mentioning a signal which is always given a very warm welcome—namely " B over X "—" Splice the Main Brace." An amusing incident occurred in connection

with the " Crossing the Line " ceremony on February 10th, 1947, in H.M.S. *Vanguard*, outward bound to South Africa with the Royal Family on board. When proceeding for'ard to the ceremony, His late Majesty King George VI halted to examine two ends of a twenty-eight-inch manilla rope (conveniently placed in order to arrest the Royal progress !), and was informed that it was the Main Brace. The King is reported to have said, " Well, it's in a sorry state—you had better splice it ! " Thereon the Bo'sun piped " Splice the Main Brace " in obedience to the Royal order.

Although Popham devised a code of signals for the East India Company in 1804, it was not until 1817 that Captain Frederick Marryat drew up what has been described as the forerunner of modern commercial codes. This was used as a basis in designing the " Commercial Code of Signals for use of all nations," which the Board of Trade issued in 1857. It consisted of eighteen alphabetical flags and a " Code & Answering Pendant."

In the course of time this was translated into many languages, and by about 1880 its title had become the " International Code." This was revised and enlarged towards the end of the century to include a separate flag for every letter and came into use on January 1st, 1901, as the " First International Code of Signals."

This Code was in existence when World War I broke out in 1914, and it was naturally subjected to a very severe test during the following four years. Speaking candidly, it failed that test. Experience showed that it was not really an International Code, for ships of different nationalities when making signals to one another often found that more messages were indecipherable than were clear.

It was thus realized that a revised code was necessary, and advantage was taken of the International Radio Telegraph Conference which assembled in Washington in 1927, for Great Britain, in conjunction with France, Italy, Japan, and the United States of America, to put forward revised rules for signalling, and a draft code in English, French, and Italian.

The Conference then decided that Great Britain should be asked to undertake the work of revising the old Code with the help of representatives from each of the Governments concerned.

The Committee accordingly assembled in London in October, 1928, and completed its labours in December, 1930.

The new Code was to come into general use on January 1st, 1934, and there were seven original copies—or editorial editions—in English, French, German, Italian, Japanese, Spanish, and Norwegian. The Scandinavian countries agreed to select Norwegian as the Scandinavian language.

As might be expected, this Code is a tremendous improvement on anything which has appeared before. It is divided into two parts: Volume I, for Visual Signalling, and Volume 2, for use by Radiotelegraphy, and it is in the former that our interest lies.

The chief improvements may be summarized briefly as follows :—

In the 1901 Code twenty of the flags of the alphabet were of the oblong 6 by 8 pattern, the other five (C, D, E, F, and G) being of the pennant type. They were replaced by five new flags of the oblong type.

Whereas in the 1901 Code the alphabet flags also did duty as numerical flags, representing the numbers from 2 to 27, in the new Code ten pennant-shape flags with blunted ends were added, from 0 to 9. Thus there could be no confusion between a letter flag and a numeral pennant.

Three substitute flags were also instituted. They are triangular in shape, but are short in the fly and are sharply pointed. These make it possible to use any combination of four letters or four figures. For further particulars, the reader is referred to the *International Code of Signals*, Part 1, and *Brown's Signalling*, published by H.M. Stationery Office, and Brown, Son and Ferguson, Ltd., Glasgow, respectively.

It is sad to have to report that while flags are still used for a few specialized purposes they are becoming obsolete, superseded in this electronic age by the radio telephone and radio telegraph. There were few more lovely sights than that of a squadron of warships carrying out flag drill, with the strings of colourful flags being hoisted and lowered in rapid succession.

But, although signalling by flags may be on the decline, flags are still used on important festivals to dress ship, and all must enjoy the

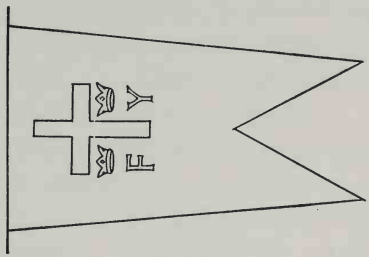
sight of ships dressed overall, or rainbow fashion as it is called. The flags used on the " dressing lines " to dress ship should be the signal flags, and National, House, and similar flags should not be used for this purpose. Ships should be dressed overall only while at anchor or moored in harbour; while under way only the extra masthead flags and the jacks should be flown. Although this is the practice of warships, merchant ships frequently leave their dressing flags hoisted while moving.

CHAPTER XIII

FLAGS OF THE UNITED STATES OF AMERICA

At the beginning of the 11th century, Leif Ericsson set out on a voyage of exploration and discovered North America, but it would appear that he did not claim it for his fellow-countrymen. He is reputed to have carried the Viking banner—a raven " displayed," on a white background (see page 2).

The first voyage of Columbus in 1492 was made possible by King Ferdinand and Queen Isabella of the Kingdoms of Leon and Castile. He discovered islands in the West Indies and took possession of one of them, San Salvador, in the name of his Sovereigns on October 12th of that year. Two flags were carried ashore for the ceremony: the Royal Banner displaying the Arms of Castile and Leon quartered, and a special white one, having a swallow-tailed fly, charged with a Latin Cross in green, with the letters " F " and " Y " (for Fernando and Ysabel) in gold on either side of the lower portion of the vertical limb, each surmounted by a golden crown. These are generally recognized as being the first European flags in America.



FLAG OF COLUMBUS

The first flag to be flown on the mainland proper was that of the Kingdom of England, the red Cross of St. George on a white field, which John Cabot hoisted near Cape Breton in 1497.

Ponce de Leon landed in Florida in 1512, and planted the Castile-Leon flag. Twelve years later Verrazano the Florentine raised the lilies of France on behalf of King Francis I in North America They were again hoisted in 1534; this time by the French explorer, Jacques Cartier, when he landed and claimed that portion of land which later became Quebec.

In 1609 Hudson arrived in the *Half Moon* at New Amsterdam (later to be called New York) wearing the flag of the Dutch East India Company, a horizontal tricolour, orange (on top), white, and light blue with the letters " V.O.C.", in black, on the white stripe, these being the initials of the Vereenigde Oost-Indische Compagnie (see page 216).

In 1621 these letters were replaced by the monogram of the Dutch West India Company—" G.W.C."—(Geoctroyeerde West-Indische Compagnie), the " G " being on the left outer bar of the " W," and the " C " on the right.

The Pilgrim Fathers landed on Plymouth beach, now Massachusetts, on Christmas Day, 1620. The famous *Mayflower* in which they sailed wore the British Union Flag (1606–1801 pattern, see Plate IV, 4) at the main, and the red Cross of St. George on a white field, at the fore.

As Charles I, on May 5th, 1634, had restricted the use of the Union Flag to the Royal Navy, the National Flags of England and Scotland, those of St. George and St. Andrew respectively, were used for public departments and the merchant services; and when in 1643 the colonies of Plymouth, Massachusetts Bay, Connecticut, and New Haven became the United Colonies of New England, their flag, as colonies of England, became the St. George's Ensign with the Royal Crown and King's Cypher in the centre, just as it would have been St. Andrew's Ensign with a similar crowned cypher if they had been Scottish, as Nova Scotia was, the two kingdoms being under separate administrations and separate flags until May 1st, 1707.

By this time many of the colonies were using flags of their own to distinguish their vessels from one another; these were probably the forerunners of the State flags of the present time.

The first Congress met at New York in October, 1765, and the organized opposition to the Stamp Act gained such force that in 1766 the Act was repealed. But the issue could not be too long delayed, and in December, 1773, came the Boston Tea Party.

With that began the war and the making of many flags. Massachusetts had its tree; New York its black beaver on a white field; South Carolina its handsome silver crescent on blue, designed by

Moultrie, which was soon afterwards replaced by the very unpleasant yellow with a rattlesnake on it; Rhode Island, best of all, had the white bearing the blue anchor of hope; there is no need to give them all, but they were so various, and so disfigured with mottoes, that none would, or could without jealousy, be adopted as a national flag. A national flag was wanted; what was it to be?

The answer came on January 1st, 1776, when a flag was hoisted at Prospect Hill in Somerville, or, as some writers would have it, at Cambridge, where General Washington had his headquarters—less than two miles away.

This flag is known as the Great (or Grand) Union Flag or the Cambridge Flag (Plate XIV, 2). It had seven red and six white horizontal stripes, and in the first canton the British Union Flag referred to earlier in this chapter. It appears to have been designed and adopted for use in naval vessels and on fortresses, not as a battle flag for the army, as some have suggested. Strange to say, there has yet to be found a record of it having been officially adopted by the Continental Congress, in spite of the fact that it soon became known variously as the "Congress Flag," the "Union Flag," and as the "Colours" of the United Colonies.

As to what facts actually governed the first design of the "Cambridge" flag much speculation exists. In the United States there seems to be a belief that a clear-cut origin will never be discovered; this is a great pity, for, after all, it is still less than two hundred years since the hoisting of the flag took place.

Several reasons have been given for it. Here are two.

The thirteen stripes stood for the thirteen States which were revolting against the Mother Country, while the Union was inserted to prove that loyalty still existed, and that there was still a hope that the Colonies would not be forced to break away.

The British Red Ensign was used, six white stripes being placed thereon, so that the Colonists should have a distinctive flag.

To complicate the issue, the Cambridge Flag was very similar to the ensign of the East India Company. Some writers state that it was the same, but this appears incorrect, as all old illustrations show the East India flag as having nine horizontal stripes, five red

and four white, whereas the Cambridge Flag had thirteen stripes, seven red and six white; both flags had the Union Flag of Britain in the upper canton.

Probably the reason this design was chosen was the simple one that flags with horizontal stripes were very common; Bowles, in his *Naval Flags* of 1790, shows numerous such flags (see also page 53). Thirteen stripes represented the thirteen States which were revolting, and the Union Flag was retained to prove that loyalty still existed and that there was still a hope that the Colonies would not be forced to break away.

During the period 1776–95 merchant ships, with which are included privateers, wore an ensign consisting of thirteen stripes with no Union Flag or other device in the upper canton. There are a number of old prints showing such ships in the National Maritime Museum at Greenwich, and the interesting thing is that while in the majority the ensign is shown as being of red and white stripes, there are quite a few where the stripes are red, white, and blue—almost green in one case. Whether this is due to artistic licence or inaccuracy, or whether the flag was the design of the Master of the ship, remain unanswered questions, but it is interesting to note that Hawaii has a flag whose field is striped red, white, and blue (Plate XV, 3).

It was obvious, however, that this new flag would not do, for it most undoubtedly had a drawback in the Union which could not be explained away.

No surprise will therefore be felt that some change was soon asked for. The stripes did very well—nothing could be better—but what was to replace the Union in the upper canton?

Surely the obvious reply must have been white stars, and as there were thirteen States, there should be thirteen stars.

So the Continental Congress on June 14th, 1777, "Resolved, that the Flag of the United States be thirteen stripes alternate red and white, that the Union be thirteen stars white on a blue field, representing a constellation."

It will be noted that the Resolution does not give specific details, such as the proportions of the field and its blue canton containing the thirteen stars. The design of the flag is reputed to

be as that illustrated on Plate XIV, 6, but documentary evidence proving that this is indeed the case has yet to be brought to light.

In spite of all that has been written—and it is considerable—about George Washington's Arms being responsible for the Stars and Stripes, or the part Mrs. Betsy Ross of Philadelphia is supposed to have played in the construction of the first flag, we cannot perhaps do better than quote the well-known American authority, M. M. Quaife, who wrote, in 1942, as follows: "Homer, alive, attracted but scant attention; when safely dead, and assured of immortality, numerous Grecian cities eagerly claimed him as their son. A like obscurity shrouds the birth of the Stars and Stripes. No one bothered at the time to record the name of its creator, or claim the honour for himself."

The thirteen States were New Hampshire, Massachusetts, Rhode Island, Connecticut, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, New York, New Jersey, and Pennsylvania. Vermont joined in 1791 and Kentucky (which was part of Virginia formed into a separate State, just as Tennessee was afterwards formed out of North Carolina) in 1792. Here were, therefore, fifteen States, and not thirteen, and to meet the new conditions Congress on January 15th, 1794, enacted that "from and after the 1st day of May, 1795, the flag of the United States be fifteen stripes and the Union be fifteen stars" (Plate XIV, 9).

There was little difficulty in dealing with an increase among the stars, though every additional star weakened the artistic effect, but by 1818, when five other States had been brought in, and the future had others in store, it became evident that the original idea of a stripe for each State would simply ruin the appearance of the flag by making it look like a piece of shirting; and on April 4th of that year Congress enacted that the stripes should be reduced permanently to the original number of thirteen, and that the Union should then have twenty stars, and that for each new State admitted, a star should be added on the next Independence Day, July 4th, following its admission to the Union. Readers have not infrequently asked for a list showing how the number of stars was increased and when each successive design was brought into use. Since the original design came into use on June 14th,

1777, there have been twenty-seven official changes in the number of stars, the last being on July 4th, 1960 (see Table below, also Plate XIV, 1).

Before proceeding, we must first retrace our steps and give a brief account of the ephemeral flags of the Confederacy.

DESIGN.	NUMBER OF STARS.	DATE WHEN BROUGHT INTO USE.	ADDITIONAL STATES REPRESENTED.
1st	13	June 14th, 1777	—
2nd	15	May 1st, 1795	Vermont and Kentucky.
3rd	20	July 4th, 1818	Tennessee, Ohio, Louisiana, Indiana, and Mississippi.
4th	21	,, 1819	Illinois.
5th	23	,, 1820	Alabama and Maine.
6th	24	,, 1822	Missouri.
7th	25	,, 1836	Arkansas.
8th	26	,, 1837	Michigan.
9th	27	,, 1845	Florida.
10th	28	,, 1846	Texas.
11th	29	,, 1847	Iowa.
12th	30	,, 1848	Wisconsin.
13th	31	,, 1851	California.
14th	32	,, 1858	Minnesota.
15th	33	,, 1859	Oregon.
16th	34	,, 1861	Kansas.
17th	35	,, 1863	West Virginia.
18th	36	,, 1865	Nevada.
19th	37	,, 1867	Nebraska.
20th	38	,, 1877	Colorado.
21st	43	,, 1890	North Dakota, South Dakota, Montana, Washington, and Idaho.
22nd	44	,, 1891	Wyoming.
23rd	45	,, 1896	Utah.
24th	46	,, 1908	Oklahoma.
25th	48	,, 1912	New Mexico and Arizona.
26th	49	,, 1959	Alaska.
27th	50	,, 1960	Hawaii.

When the eleven Southern States seceded from the Union in 1860 and formed the Confederation, the Government made no change in the Stars and Stripes, and did not omit the stars which represented its enemies.

The First Confederate Flag was adopted on March 5th, 1861, and was known as the "Stars and Bars" (Plate XIV, 7). It

consisted of a field, horizontally red over white over red. A large square canton covered the left-hand halves of the top and middle stripes. It was blue and had a circle of seven white stars upon it. This flag also did duty as the Ensign of the Confederate Navy.

It soon became evident that the Confederate armies needed a more distinctive flag for use in the field, and so the Battle Flag was designed and adopted (Plate XIV, 8).

On May 1st, 1863, it was decreed that the Stars and Bars should be superseded by a new flag. This had a white field, two by one, with the aforementioned Battle Flag as a square canton which occupied two thirds the depth of the hoist, and became known as the Second Confederate Flag. Nearly four weeks later, the Secretary of the Navy signed an order (dated May 26th, 1863) instructing warships to hoist this flag as the Ensign, and the Battle Flag mentioned above as a Jack. However, the proportions of the Ensign were three by two, not two by one.

In certain circumstances—i.e. in bad or indifferent visibility—the Second Confederate Flag was extremely difficult to recognize at a distance; and so on March 4th, 1865, a large red stripe was added to it down the edge of the fly. At the same time, it was decided to alter the proportions of the field to three by two, slightly reduce the size of the canton, and make the width of the red stripe equal to one half of the flag, measuring from the canton.

For nearly half the present century (see page 179) the National Flag, Naval Ensign, and Merchant Flag had a field, whose length was 1·9 times that of the hoist, divided into thirteen horizontal stripes of equal width, seven red and six white (representing the original States from which the Union was gradually developed). The dark blue canton in the upper hoist occupied 0·76 the length of the flag and had a depth equal to the first seven horizontal stripes, in accordance with President Wilson's Executive Order of 1916. It was charged with forty-eight white five-pointed stars, of equal size and arranged in six rows of eight.

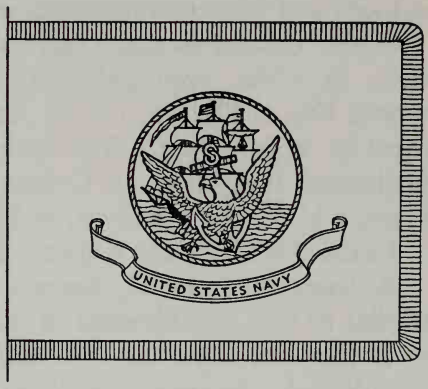
The forty-ninth and fiftieth stars were added for Alaska and Hawaii (see Plate XIV, 1) on July 4th, 1959, and July 4th, 1960, respectively. However, the proportions of the flag and its canton remain as heretofore.

This flag is something more than the National Flag to the citizen of the United States of America—it is the symbol of the nation to which he or she owes allegiance, just as we owe ours to the Throne. The *Pledge to the Flag* is as follows: "I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all." The *Flag Code*, which is a very strict one, consists of a comprehensive set of rules governing the display and use of the flag.

The Jack comprises the Union, i.e. the dark blue canton with the white stars, from the National Flag. Naval vessels in commission fly the Warship Pennant, i.e. a Masthead pennant; this is dark blue at the head and is charged with seven white five-pointed stars, the remainder being divided horizontally red over white and having a long slit in the fly (see Plate XV, 4).

Ensigns and Jacks are worn at half-mast on Memorial Day, May 30th, from 8 a.m. until the noon salute of twenty-one minute guns is completed, or until 12.22 p.m. if no salute is fired.

The Naval Ceremonial Flag has a dark-blue field with a golden fringe; in the centre there is a three-masted ship under sail, a conventional anchor, and the American Eagle, the whole enclosed in a cableloid rope. Beneath is a golden scroll bearing the inscription "United States Navy" in black.



U.S. NAVAL CEREMONIAL FLAG

At the time of writing there is no distinctive Air Force Ensign; this Service uses the National Flag.

There are a very large number of official flags in use in the United States; the space available will allow of the mention of but a few of them.

The President's Standard is dark blue; in the centre thereof is a representation of the Seal of the President of the United States

surrounded by a circle of small white five-pointed stars—one for each State (Plate XV, 1). That of the Vice-President has a white background with a slightly different spread-eagle device in the centre, encircled with thirteen small dark blue five-pointed stars.

Heads of Executive Departments with civilian status have four stars, one in each corner of their respective flags.

The Secretary of Defence flies a blue flag charged with a central device, in proper colours, which is taken from the Seal of his Department; in each corner of the flag there is a small white five-pointed star. Dark blue flags, bearing the four small white stars (one in each corner) are used by the Secretaries of the Navy and also of the Air Force. In the centre of the former there is a large white foul anchor, whereas in that of the latter the charge consists of the emblem of the Air Force Headquarters—a pair of pilot's wings in gold charged with a red-centred white five-pointed star. Again, the flag of the Secretary of the Army is red, bearing the four white stars as above; the Arms of the United States, in proper colours and generous proportions, occupy the centre of the field.

Senior officers in the Army have a red flag with the number of stars, in white, appropriate to their rank. A five-star General, whose title is General of the Army, has his stars arranged in the form of a pentagon. The others have the stars displayed in a horizontal line, thus: a General has four, a Lieutenant-General three, a Major-General two, and a Brigadier-General one.

In the Air Force the flags are similar, but have a *dark* blue field.

A five-star Admiral, known as a Fleet Admiral, has a flag similar to that of a General of the Army, but the field is dark blue, as is the case with the command flags of officers with the rank of Admiral. In order that these may not be mistaken for those of Air Force officers, the respective number of stars are arranged thus: an Admiral has four white stars arranged in the form of a diamond on the field; a Vice-Admiral's three stars are placed in the form of a triangle; and a Rear-Admiral has his two stars one above the other. The Commodore's Broad Pennant has one star in the centre thereof. It should be noted that Vice-Admirals and Rear-Admirals who are not eligible for command at sea fly *white* flags with *blue* stars.

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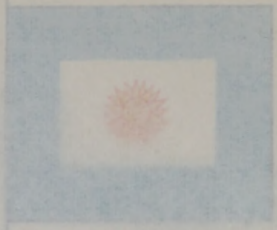

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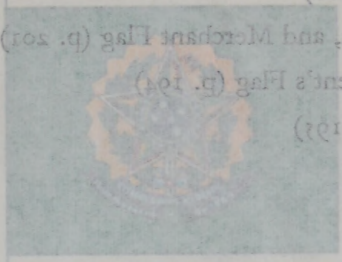
Plate XXII

FLAGS OF LATIN AMERICA (1)

1. Argentine: National Flag and Ensign (p. 202)
2. Argentine: Jack (p. 202)
3. Bolivia: Merchant Flag (p. 198)
4. Brazil: National Flag, Ensign, and Merchant Flag (p. 200)
5. Brazil: President's Flag (p. 200)
6. Chile: National Flag, Ensign, and Merchant Flag (p. 201)
7. Colombia: Ensign and President's Flag (p. 194)
8. Colombia: Merchant Flag (p. 195)



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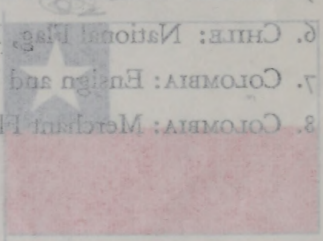

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8

FLAGS OF LATIN AMERICA (1)

Plate XXII

FLAGS OF LATIN AMERICA (1)

1. ARGENTINE: National Flag and Ensign (p. 202)
2. ARGENTINE: Jack (p. 202)
3. BOLIVIA: Merchant Flag (p. 198)
4. BRAZIL: National Flag, Ensign, and Merchant Flag (p. 200)
5. BRAZIL: President's Flag (p. 200)
6. CHILE: National Flag, Ensign, and Merchant Flag (p. 201)
7. COLOMBIA: Ensign and President's Flag (p. 194)
8. COLOMBIA: Merchant Flag (p. 195)

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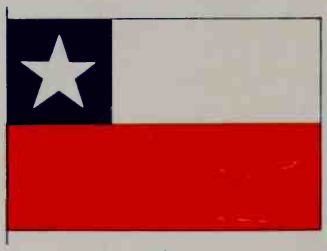

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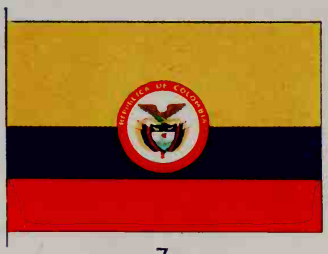

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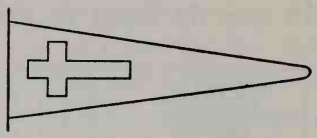
Plate XXII

M.182

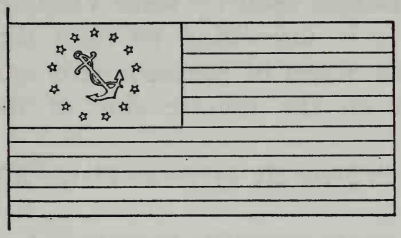
FLAGS OF LATIN AMERICA (1)

The Church Pennant is white, charged with a blue Latin Cross placed horizontally along the centre line of the field. It is flown superior to the Ensign in vessels of the United States Navy during the period when the ship's company is engaged in Divine Service. This is the *only* occasion when the Stars and Stripes occupy the inferior position.



U.S. CHURCH PENNANT

Synonymous with the Paying-off Pendant of the Royal Navy (see page 129) is the Homeward Bound Pennant. It is divided horizontally, red over white with a long slit in the fly; the blue portion at the hoist contains one or more five-pointed white stars—one for twelve months of a commission in foreign waters, plus one for every additional six months. Like its British counterpart, it is said to be an "official Un-official" flag; not being in the list of articles "issued" it has to be made up of bunting "acquired" during the commission.



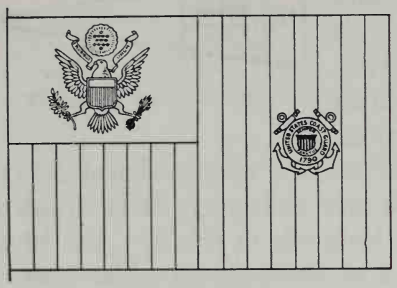
U.S. YACHT ENSIGN

Yachts meeting certain requirements are authorized to wear the Yacht Ensign in lieu of the Stars and Stripes (see page 153). It is clearly distinguishable from the latter in that the blue canton contains a large white foul anchor, the axis of which is inclined at forty-five degrees, encircled by thirteen white five-pointed stars, as shown in the accompanying diagram.

In addition to the Yacht Ensign there is a special ensign for the U.S. Power Squadron. The field of this ensign, which is three by two, consists of seven blue and six white stripes arranged vertically, and in the upper canton an insert of similar design to that of the Yacht Ensign except that it is red instead of blue with thirteen white stars and foul anchor.

U.S. POWER SQUADRON

The Coast Guard Ensign is interesting. It has sixteen red and white vertical stripes of equal width, a red one at the hoist. In the fly there is the crossed-anchors badge with the motto "SEMPER PARATUS"—"Always prepared"—and the date 1790, in dark blue. The white canton used to contain a dark blue eagle under a curve of thirteen stars of the same colour. However, a modification of the arms of the United States, with the eagle in blue, has been used since 1951.



U.S. COAST-GUARD ENSIGN

In regard to the Customs Service, its distinctive badge is placed in the fly of a similar ensign.

Each of the States has its own flag. Some of them are very beautiful; some of them are plastered with devices which can only be compared with the ugly badges used by some Colonies of the British Commonwealth. It is interesting to note that two of them—namely, those of the States of Massachusetts and Oregon—have a different charge on the reverse side of the field.

The illustrations of the flags of each State are given in Plates XV to XXI.

The red cross on the flag of ALABAMA is said to have its origin in the Confederate Battle Flag (see Plates XIV, 8, and XVI, 1).

ALASKA, admitted as the forty-ninth State of the American Union on January 3rd, 1959, chose a dark-blue flag with the constellation of the Great Bear and the North Star (Plate XV, 2).

The central star in the flag of ARKANSAS commemorates the Confederacy, and the other three stand for Spain, France, and the United States of America, to which the State successively belonged (Plate XVI, 3).

HAWAII was admitted as the fiftieth State in the Union and adopted a flag of unique design; the field consists of eight horizontal stripes of equal width, white (top), red, blue, white, etc., with the Union Flag of Great Britain in the upper canton. This design was originally adopted on May 31st, 1845, and became the Territorial

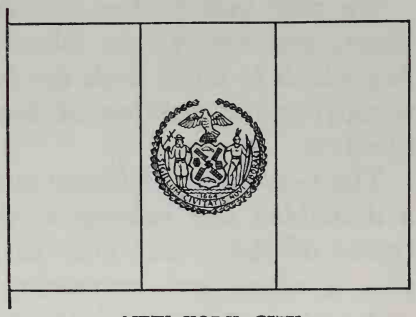
Flag when Hawaii was annexed by the United States of America, but the origin of the design is obscure. The eight stripes are held to represent the eight islands of the group, but there are different theories about the Union Flag. It will be recalled that Captain James Cook discovered the islands in 1778, and subsequently it is suggested that the British explorer George Vancouver presented the King of Hawaii with the Union Flag to fly over his palace. Another version is that the King made a vague concession of Hawaii Island to Vancouver and that the British flag was flown until news of the 1812 War was received; at about that time the King decided to have a flag of his own and an English sea captain, George C. Beckley, designed the present eight-striped flag bearing the British Union Flag (Plate XV, 3).

One of the most striking of the State flags is that of MARYLAND, for it is pure heraldry and is taken from the Arms of the Baltimore family (Plate XVIII, 2). Although adopted officially on March 9th, 1904, it is said to have been in use long before American Independence.

MINNESOTA used to have an unusual flag in that it was white on the obverse and blue on the reverse; this made it very expensive, and in 1957 the flag was revised and became deep blue on both sides, with the State seal emblazoned in bright colours on a white circle in the centre (Plate XVIII, 5).

The flag of NEW MEXICO is a simple, yellow flag with a device, the ancient Zia Sun Symbol, in red, the colours of the flag being those of Aragon and old Spain (Plate XIX, 5).

The Anglo-Dutch origins of the CITY OF NEW YORK are recalled by its flag, whose field consists of three vertical stripes of equal width, blue (at the hoist), white, and orange—the colours of the flag of the Dutch East India Company flown by Hendrik Hudson when he founded New Amsterdam, which was to become New York. The City Seal is superimposed on the centre



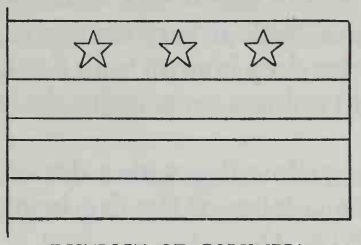
NEW YORK CITY

white stripe. When this flag is used by the Mayor of New York five blue stars, each with five points symbolizing the five boroughs of the City, form an arc above the centre charge.

The flag of OHIO (Plate XX, 1) is of unusual shape. The seventeen stars mark the fact that Ohio was the seventeenth State to join the Union; some other States have adopted the same idea.

Formerly the flag of SOUTH DAKOTA, like that of Minnesota, was different on each side, but in 1963 the State Legislature approved a new design, which has both sides the same. This flag consists of a sky-blue field with in the centre the Great Seal of South Dakota; this seal can have either a white or a sky-blue background, with the seal outlined in dark blue. Thus South Dakota has, in fact, two official State flags. Surrounding the seal are a serrated sun and the words "South Dakota" and "The Sunshine State" (Plate XX, 7).

The flag of the State of WASHINGTON can be recognized at once as it is the only green flag in the whole fifty (Plate XXI, 5).



DISTRICT OF COLUMBIA

A reference should here be made to the flag of the District of Columbia, which was approved on October 15th, 1938. Of simple and distinctive design, the field is white with two red horizontal stripes and three five-pointed stars of the same colour on the upper white stripe, taken from the Arms of George Washington.

We now pass to the Dependencies of Guam, Panama Canal Zone, and the Virgin Islands. They each have a distinctive flag which is flown with the Stars and Stripes—the latter always occupying the position of honour, i.e. on the *left* hand of the observer.

The Governors of Guam and the Panama Canal Zone each fly a dark blue flag bearing a representation of their Seals in the centre of the field. That of the former consists of a vertical ellipse, edged red, containing an estuary, an outrigger canoe, and a coconut-tree, with the word "GUAM" in red block letters

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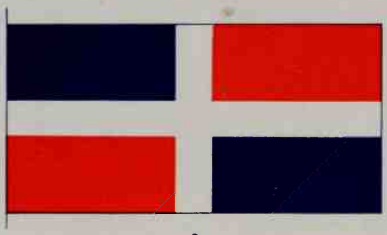

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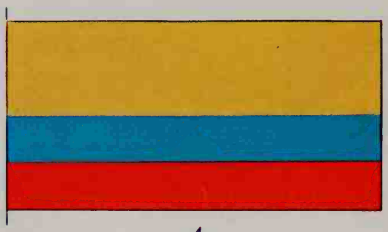

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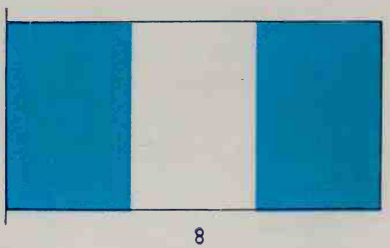

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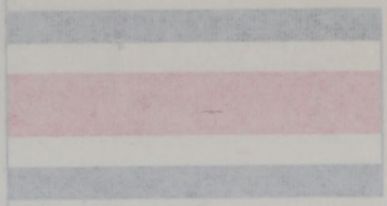
Plate XXIII N.187

FLAGS OF LATIN AMERICA (2)

Plate XXIII

FLAGS OF LATIN AMERICA (2)

1. Costa Rica: National and Merchant Flag (p. 193)
2. Cuba: National Flag, Ensign, and Merchant Flag (p. 206)
3. Dominican Republic: Merchant Flag (p. 208)
4. Ecuador: Merchant Flag (p. 196)
5. Ecuador: President's Flag, National Flag, and Ensign (p. 196)
6. El Salvador: Merchant Flag (p. 192)
7. El Salvador: National Flag, Ensign, and President's Flag (p. 192)
8. Guatemala: Merchant Flag (p. 191)



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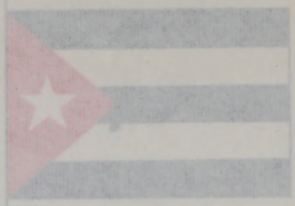

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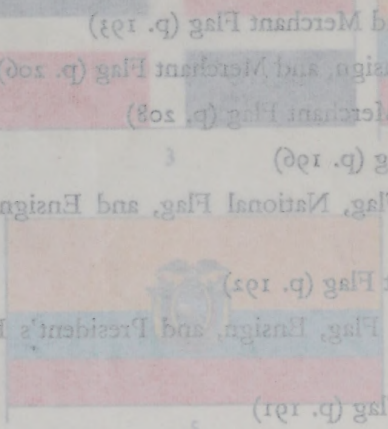
Plate XXIII

FLAGS OF LATIN AMERICA (2)

1. Costa Rica: National and Merchant Flag (p. 193)
2. Cuba: National Flag, Ensign, and Merchant Flag (p. 206)
3. Dominican Republic: Merchant Flag (p. 208)
4. Ecuador: Merchant Flag (p. 196)
5. Ecuador: President's Flag, National Flag, and Ensign (p. 196)
6. El Salvador: Merchant Flag (p. 192)
7. El Salvador: National Flag, Ensign, and President's Flag (p. 192)
8. Guatemala: Merchant Flag (p. 191)



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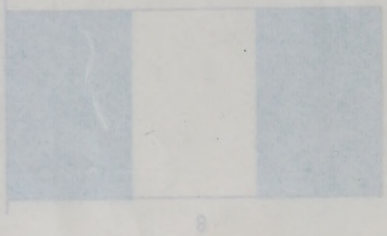

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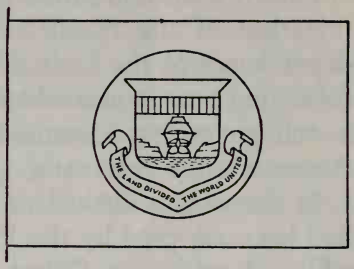
FLAGS OF LATIN AMERICA (2)

overall; whereas the latter has a large white circle charged with a shield having in the base a Spanish galleon in full sail and in

GUAM



PANAMA CANAL ZONE

chief thirteen vertical stripes, seven white and six red, from the Arms of the United States, and on a scroll beneath the motto "THE LAND DIVIDED, THE WORLD UNITED."

The Virgin Islands possess a white flag with the spread-eagle device in the centre thereof between the letters "V" and "I," as shown in the accompanying illustration.

VIRGIN ISLANDS

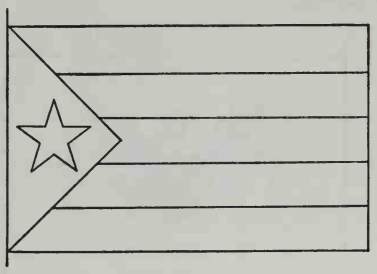
Finally we come to the island of PUERTO RICO (Rich Port). When Columbus discovered it on November 19th, 1493, he took possession of it on behalf of Spain, and named it San Juan Bautiste (St. John the Baptist). In accordance with a decree dated November 8th, 1511, King Ferdinand, who with Queen Isabella, was sovereign of Spain at that time, granted a seal. This consisted of a green circular shield charged with the silver lamb of St. John, resting on a copy of the Bible in red and bearing between a yoke and a cluster of arrows the initials "F" and "I," each surmounted by a crown, all in gold: and a motto, JOANNES EST NOMEN EJUS—"John is his name"—in silver. The border surrounding the shield consists of two each of the following emblems: a red lion rampant with golden crown (Leon), a golden

PUERTO RICO

castle (Castile), a cross potent in gold (Jerusalem), and the Royal Banner, as shown in the illustration on the previous page.

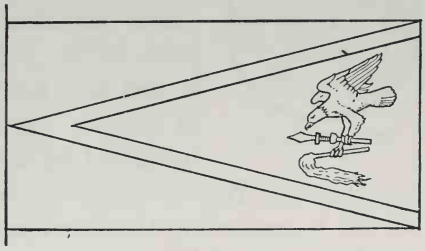
Puerto Rico continued to be a Spanish possession until the termination of the Spanish-American War in 1898, and became a dependency of the United States of America on April 11th of the following year in accordance with the Treaty of Paris. It has been a self-governing commonwealth within the United States of America since July 25th, 1952.

In choosing a distinctive flag, it was decided to revive one which had been adopted by the Puerto Rican patriots of 1895, who were affiliated with the Cuban Revolutionary Party which was the spearhead of the movement for the independence of both countries from Spain. It is similar to that of Cuba except that the five horizontal stripes of equal width consist of three red ones and two white, and the equilateral triangle at the hoist is blue, charged with a large white five-pointed star. The proportions of the field are eight by five. The flag of the Governor-General has a white field, three by two, charged with the Seal described on the previous page, and occupying two-thirds of the depth of the hoist.



PUERTO RICO

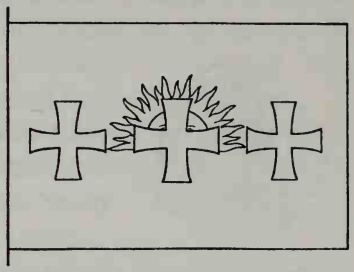
American Samoa adopted a distinctive flag early in 1960, and it was flown for the first time at Pago Pago on April 27th of that year—the sixtieth anniversary of the first raising of the Stars and Stripes there in 1900. The field, proportions two to one, is blue and has a red-bordered white triangle extending from the fly to the hoist. On this an American Bald Eagle in proper colours is in flight towards the hoist, looking downwards and grasping in his right talon a Pue (Samoan chief's symbol), and in his left a Nifo Oti (Samoan



AMERICAN SAMOA

dancing knife), both in gold. The blue and red used in this design are the colours used on the Stars and Stripes; the American Eagle holding in his talons the symbols of Samoan authority and culture indicates the protection and friendship of the United States.

Before passing on to the flags of Latin America, mention should perhaps be made of the Organization of American States which was formed in Washington on April 14th, 1890, and later became known as the PAN AMERICAN UNION. It comprises twenty-one members, namely, Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, United States of America, Uruguay, and Venezuela.



PAN AMERICAN UNION

This organization was formed " to achieve an order of peace and justice, to promote their solidarity, to strengthen their collaboration, and to defend their sovereignty, their territorial integrity, and their independence."

In 1932 a distinctive flag was adopted; this has a white field charged with three crosses of a reddish-purple shade (the middle one is slightly larger than the other two), and a rising sun in bronze behind the middle cross. The three crosses are said to symbolize ships of Columbus and the rising sun the " Bronze sun of the Incas." It is usually flown on April 14th Anniversary—Pan American Day.

CHAPTER XIV

FLAGS OF LATIN AMERICA

MEXICO became an Empire in 1821, and her National and Merchant Flag, a vertical tricolour of equal stripes of green, white, and red, was adopted soon after that. It is said that green represented Hope, the white Peace, and the red Union. ← First mistake is the blood of our fers

The badge of Mexico is an eagle holding a snake in its beak and standing on a prickly pear. A wreath of oak and laurel surrounds the eagle. These Arms owe their origin to an Aztec legend to the effect that the Aztecs could not settle until they found a place on an island in a lake on which grew a cactus. On this cactus plant there would be an eagle holding a snake in its beak.

MEXICO

The National Flag (Plate XXIV, 3), Naval Ensign, and President's Standard now have this eagle badge in the centre of the white stripe; the Merchant Flag remains the plain tricolour. The Jack is square and of unusual design. Its field is divided diagonally from the upper fly to the lower hoist, white over red; positioned centrally over the dividing line, a wide green stripe bearing a white anchor, axis parallel to the hoist, in the centre thereof. There are three yellow eight-pointed stars, one each in the upper and lower hoist, the other in the lower fly. The Masthead Pendant is divided vertically into three sections, green (at the hoist), white, and red.

A square edition of the National flag is used by the Secretary of State and a similar one, but swallow-tailed, by the Under-Secretary of State. Many officials use similar flags with distinguishing marks added. For example, that of the Secretary of State for the Navy is similar to the former but has in addition a large white anchor on the green stripe, whereas the Commander-in-Chief of the Navy has four white five-pointed stars, one under the other, in place of the anchor. Admirals, Vice-Admirals, and Rear-Admirals with an

independent command have similar stars, three, two, and one respectively, on the green stripe. However, if they have no independent command they fly similar flags but swallow-tailed.

Ambassadors and Ministers have a square white flag with the eagle badge in the centre. The Consular Officer's flag is similar, but is swallow-tailed.

The Governor of a State flies a square-shaped tricolour without a badge, but the colours are placed horizontally, with the green on top and the red at the bottom.

The General commanding a Division has the same flag as the Governor of a State, but has the eagle badge added in the centre of the white stripe. The Brigade Commander flies a similar flag, but has it swallow-tailed.

The vertical tricolour is used by the Customs and vessels carrying mails. The former mount a black foul anchor in the white stripe, the latter the letters " C.M.," also in black.

Central America starts with GUATEMALA.

The Spanish dominion in Mexico ended with the surrender of the capital by O'Donoju—which is the Spanish way of rendering the pronunciation of O'Donoghue—and in the same year, 1821, Guatemala obtained its freedom. When it hauled down the Spanish flag it was much bigger than it is now, Honduras, Salvador, Nicaragua, and Costa Rica having split off from it in 1839. The republic was established in 1847.

The Merchant Flag consists of three vertical stripes of equal width, blue, white, and blue (Plate XXIII, 8). The National Flag and the Ensign are similar to the Merchant Flag, but in each case the centre stripe is charged with the badge shown in the accompanying illustration, in full colours. This badge shows a white scroll charged with the inscription " LIBERTAD 15 DE SEPTIEMBRE 1821," which is placed in front of two crossed swords and two crossed rifles with bayonets fixed. A quetzal (*Paramocrus mocinno*) is perched on the flies, its colouring a bright metallic green with a vivid red breast. The design is surrounded by a laurel wreath which is tied with ribbon of the national colours.

GUATEMALA

The old Naval Ensign was a horizontal tricolour, the top stripe being half red, half blue, the centre stripe white, and the bottom stripe half yellow, half blue. Later on it appeared with seven stripes, blue, white, red, yellow, red, white, and blue.

El Salvador is the smallest of the Central American Republics. She formed part of Spain's dominions until September 15th, 1821, when she joined the Federation of the Central American States, but became independent when she eventually broke away in 1838.

However, the old Federation flag (horizontally blue over white over blue) was retained until 1865. In that year a new flag was adopted, consisting of five dark blue and four white horizontal stripes, with a red canton charged with fourteen white five-pointed stars. On September 15th, 1912, this was superseded by the old Federation flag mentioned above. Four years later a slightly modified version of the Arms of the old Federation was placed in the centre of the white stripe to form the National Flag, Naval Ensign and President's Flag (see Plate XXIII, 7).

The Arms consist of a triangular shield; thereon are five conical mountains rising out of the sea (the five volcanoes of the Central American isthmus). In the centre is a pole, and thereon is a Cap of Liberty. The sun's rays appear in the background with the inscription "15 de Septiembre de 1821"; on each side are two of the old Federation flags, and underneath a scroll bearing the legend "Dios, Union y Libertad"—the "Y" is sometimes omitted. A wreath of laurel tied with dark blue ribbon encircles the design, while in a circle outside the whole are the words "Republica de el Salvador en la America Central."

EL SALVADOR

The legend only from the scroll is placed in block lettering on the white stripe of the Merchant Flag (Plate XXIII, 6).

A blue flag charged with a white diamond, whose major and minor axes are the same as the length and hoist respectively, does duty as the Jack.

The horizontal blue over white over blue flag of 1838 is also used as a basis for the flags of HONDURAS. The National and Merchant Flags have five blue five-pointed stars arranged two, one, and two on the central white stripe (Plate XXIV, 2). The Naval Ensign has the badge in the centre of the white stripe; there are different designs of the badge, but the type illustrated, either with or without the five stars, is the one in general use. The details include an oval compartment containing the triangle from the Arms of the United Provinces, the water around which represents the two oceans. Surrounding the oval are the name of the country and motto "LIBRE, SOBERANA, E INDEPENDIENTE"—"Free, Sovereign, and Independent," with the date of independence, September 15th, 1821. Surmounting the oval is a quiver of arrows between two cornucopias, and below are oak and pine trees with various tools, which include a square, wedge, hammer, etc.

HONDURAS

The Masthead Pendant is vertically blue, white and blue, with the five blue stars from the Merchant Flag on the white stripe.

Columbus discovered NICARAGUA in 1520, and it remained under Spanish rule until 1821. Then, for a while, it belonged to the Federal Union of five Central American States which broke up in 1838. The National Flag, Naval Ensign, and Merchant Flag are of the same blue, white, and blue, with the badge of Nicaragua on the white stripe (Plate XXIV, 4). This badge consists of a triangle, which bears a landscape consisting of five conical mountains rising out of the sea. A pole rises out of the middle mountain, a red Cap of Liberty being placed thereon. The sun is rising between the two right-hand mountains. Encircling the triangle is the legend, "REPUBLICA DE NICARAGUA—AMERICA CENTRAL," in gold lettering.

NICARAGUA

The flag which is illustrated on Plate XXIII, 1, is the National and

Merchant Flag of COSTA RICA; it was adopted in 1848. The Naval Ensign and Government Flag is similar, but on the centre stripe—slightly nearer the hoist than the fly—is a white circle charged with the Arms. These are rather complicated. The shield bears a landscape design of two seas separated by three mountains, and on each of the seas a ship is sailing. The sun is rising on the horizon. The mountains represent the volcanoes of Barba, Irazu, and Poás, while the two seas allude to the fact that Costa Rica has outlets to both the Atlantic and Pacific Oceans, and in general symbolize the international nature of her trade. On the top portion of the shield are five white five-pointed stars, a relic of the old Central American Federation; above, on two scrolls, are the inscriptions "AMERICA CENTRAL" and "REPUBLICA DE COSTA RICA."

COSTA RICA

PANAMA became a separate Republic in 1903, and the famous canal was opened to commerce in 1914. There is a canal zone extending for five miles on either side, which is under the jurisdiction of the United States of America.

The flag was designed by the first President, Manuel Amador Guerrero, and it was hoisted for the first time on November 3rd, 1903. Of simple and commendable design, it serves as the National Flag, Naval Ensign, and Merchant Flag (Plate XXIV, 5).

South America begins with the three Republics of Colombia, Ecuador, and Venezuela, whose flags consist of three horizontal stripes, yellow over dark blue over red. These colours have their origin in the banner which Francisco Miranda carried during the period of revolution which finally led to the break-away from Spain.

COLOMBIA, which was formerly New Grenada, gained its independence in 1819 under Simon Bolivar.

The National Flag consists of three horizontal stripes, yellow over dark blue over red, the first mentioned occupying the upper half of the field. However, when the arms of Colombia are super-

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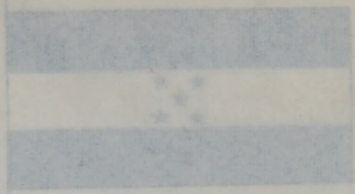

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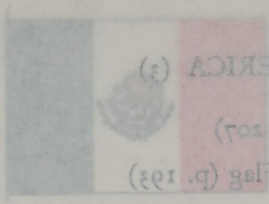
Plate XXIV

FLAGS OF LATIN AMERICA (3)

1. Haiti: National Flag and Ensign (p. 207)
2. Honduras: National and Merchant Flag (p. 193)
3. Mexico: National Flag, Ensign, and President's Flag (p. 190)
4. Nicaragua: National Flag, Ensign, and Merchant Flag (p. 193)
5. Panama: National Flag, Ensign, and Merchant Flag (p. 194)
6. Paraguay: National Flag, Ensign, and Merchant Flag (p. 204)
7. Peru: Merchant Flag (p. 198)
8. Uruguay: National Flag, Ensign, and Merchant Flag (p. 203)
9. Venezuela: Merchant Flag (p. 196)



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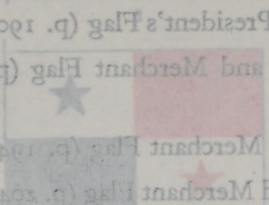

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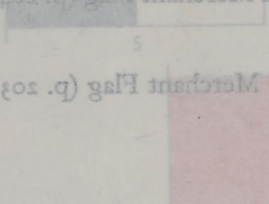

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FLAGS OF LATIN AMERICA (3)

Plate XXIV

FLAGS OF LATIN AMERICA (3)

1. HAITI: National Flag and Ensign (p. 207)
2. HONDURAS: National and Merchant Flag (p. 193)
3. MEXICO: National Flag, Ensign, and President's Flag (p. 190)
4. NICARAGUA: National Flag, Ensign, and Merchant Flag (p. 193)
5. PANAMA: National Flag, Ensign, and Merchant Flag (p. 194)
6. PARAGUAY: National Flag, Ensign, and Merchant Flag (p. 204)
7. PERU: Merchant Flag (p. 198)
8. URUGUAY: National Flag, Ensign, and Merchant Flag (p. 203)
9. VENEZUELA: Merchant Flag (p. 196)

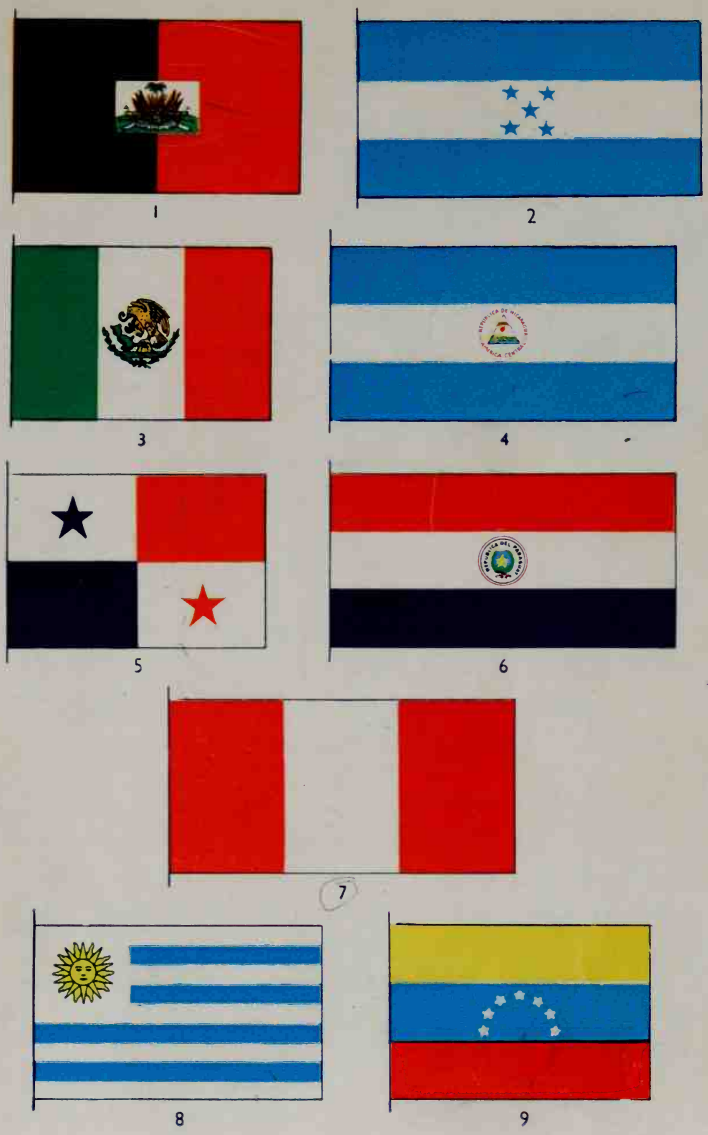


Plate XXIV N.194

FLAGS OF LATIN AMERICA (3)

imposed on the centre of the flag it becomes the Naval Ensign and the President's Flag (see Plate XXII, 7). They are displayed on a white background encircled with a narrow red border. The foregoing circular charge is placed on the rectangular dark blue field of the Jack.

COLOMBIA

These Arms consist of a shield, with a white "fesse" in the middle, charged with a red Cap of Liberty. Above the fesse, on a blue ground, is a pomegranate between two cornucopias, all in yellow. In the base of the shield is a landscape between two oceans with a sailing ship on each. This is representative of the Pacific and Atlantic Oceans, divided by the Isthmus of Panama, which was at one time Colombian territory. On each side of the shield are two tricolours, while the crest is a condor holding up the shield with a rope of laurel in green.

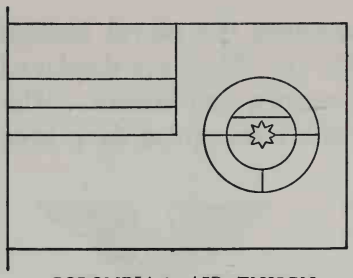
Originally nine golden stars were placed under the arms, and were symbolical of the nine States of Colombia, but when the States were revised and increased to fourteen these stars were omitted.

The Masthead Pendant is sky-blue with the national colours, yellow over dark blue over red, in the head.

In order to make a clear distinction between the Naval Ensign and the Merchant Flag, the charge on the centre of the last mentioned consists of a white eight-pointed star on a dark blue oval having a red rim (see Plate XXII, 8). A similar flag, with the addition of a large black conventional anchor at the hoist on the yellow stripe, is worn by merchant ships commanded by an officer of the Naval reserve.

A blue-bordered diminutive of the National Flag serves as the Customs Flag.

The Air Ensign has a sky-blue field with the National flag in the upper quarter next to the mast. In the centre of the fly is an ingeniously contrived "target" comprising the national colours. The white star from the Merchant flag is placed upon three horizontal



COLOMBIA : AIR ENSIGN

stripes, red over dark blue over yellow, and surrounded by an annulet, the upper half of which is yellow and the lower quarter is dark blue (nearest the hoist) and red.

The flag of ECUADOR, which is illustrated on Plate XXIII, 4, is the Merchant Flag. The President's Standard, National Flag, and Naval Ensign all have the Arms in the centre (see Plate XXIII, 5).

The Arms consist of an oval shield which contains a landscape showing a snow-capped mountain rising out of the sea with a steamer thereon and the sun with four of the signs of the Zodiac in the sky. They were adopted upon the Declaration of Independence in 1822. The snow-topped mountain represents the Chimborazo, the highest peak in the country, of historic importance during the War of Independence; the steamer stands for commerce, while the four signs of the Zodiac are those of March, April, May, and June—memorable months in the history of the country. Above the oval is the condor of the Andes, below is a fasces, and on each side are two tricolours, the heads of which are fashioned like halberds.

ECUADOR

The Jack has a rectangular blue field bearing a white foul anchor surmounted by a condor in flight, and the Masthead Pendant is divided vertically into three sections, yellow (at the hoist), dark blue, and red.

The name VENEZUELA, "Little Venice," was originally given by Columbus to the Gulf of Maracaibo, where the native settlements were built on piles in the water. Venezuela obtained her independence in 1830.

The Merchant Flag, which is shown on Plate XXIV, 9, is also yellow, blue, and red in horizontal stripes, but here the stripes are equal, and in the centre of the blue stripe are seven white five-pointed stars arranged in an arc.

The National Flag and Naval Ensign are the same as the Merchant Flag, but have the Arms positioned at the hoist on the yellow stripe.

In the present Arms, which date from 1930, the shield has a blue base charged with an untamed white horse, and a chief divided vertically into two, red and yellow, charged with a sheaf of golden corn and two tricolours in saltire with swords, respectively.

The shield is flanked by a green wreath of palm and laurel, and below an elaborate scroll was inscribed "19 DE ABRIL DE 1810—INDEPENDENCIA" and "20 DE FEBREO DE 1850—FEDERACION," with "E.E.U.U. DE VENEZUELA" (standing for the "United States of Venezuela") beneath. Two horns of plenty form the Crest. On April 15th, 1953, the official name of Venezuela was changed to "Republica de Venezuela," in accordance with Article 1 of the Constitution, and substituted in all cases where formerly "E.E.U.U. de Venezuela" was used, including the scroll referred to above.

VENEZUELA

These arms are borne in the centre of the President's Flag, which consists of a square field, divided horizontally, yellow over blue over red. In addition, there are four white five-pointed stars, one each above and below the arms on the yellow stripe and one on either side on the blue stripe. The aforementioned arms occupy one-half the depth of the field.

The Masthead Pendant is divided horizontally, yellow over dark blue over red.

Blue rectangular flags bearing a large white conventional anchor in the centre thereof are flown by the Minister of Defence and the Commander-in-Chief of the Navy. However, the former has additional charges, namely, the shield from the arms in the upper hoist and four white five-pointed stars—one on either side of and one above and below the anchor. Admirals, Vice-Admirals, and Rear-Admirals fly yellow pendants with blue five-pointed stars on the centre line, three, two, and one respectively.

PERU in its long history has had troublous times and many

flags, but since 1825 the basic design of flags has been one consisting of three vertical stripes of equal width, red, white, and red. Indeed, this is used to-day as the Merchant Flag (Plate XXIV, 7). With version (*a*) of the Arms added on the centre of the white stripe, it becomes the National Flag, whereas with version (*b*) it is the Naval Ensign. The shield is halved horizontally; the top half is again halved, but vertically this time; the blue half is charged with a llama, and the white half with a cinchona tree. In the base, which is red, there is a golden cornucopia and gold coins.

The edges of the shield and the partition lines are bordered with a narrow gold edging.

PERU (*a*)

PERU (*b*)

The crest comprises a laurel wreath. In version (*a*) the shield is placed within a wreath of palm and laurel, and in (*b*) it is flanked on each side with two flags.

Again, version (*a*) is placed in the centre of a square red-bordered white flag which does duty as the Jack. The President flies a white rectangular flag with version (*b*) in the centre thereof and a golden sun in each of the four corners.

The Masthead Pendant is divided into three sections, red (at the hoist), white, red.

Bolivia was formerly Upper Peru, and took its name from Bolivar in 1825. Like Peru, it has had a troubled history, and is now without a coastline of its own.

A horizontal tricolour, red, yellow, and green, with the Arms in the centre of the yellow stripe, is the National Flag, Naval Ensign,

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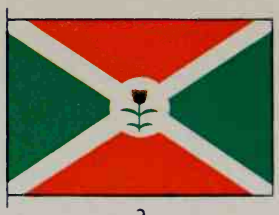

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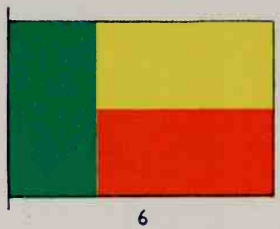

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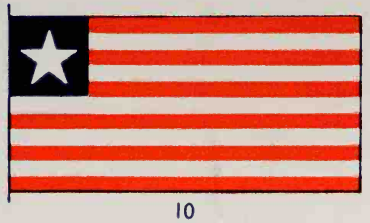

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Plate XXV O.199

FLAGS OF AFRICAN COUNTRIES (1)

Plate XXV

FLAGS OF AFRICAN COUNTRIES (1)

1. ALGERIA: National Flag (p. 210)
2. BURUNDI, KINGDOM OF: National Flag (p. 210)
3. RWANDA, REPUBLIC OF: National Flag (p. 210)
4. CAMEROUN REPUBLIC: National Flag (p. 210)
5. CONGOLESE REPUBLIC (Leopoldville): National Flag (p. 211)
6. DAHOMEY: National Flag (p. 212)
7. ETHIOPIA (Abyssinia): National and Merchant Flag (p. 212)
8. GUINEA, REPUBLIC OF: National Flag (p. 214)
9. IVORY COAST REPUBLIC: National Flag (p. 214)
10. LIBERIA: National Flag, Ensign, and Merchant Flag (p. 214)

1

2

Plate XXV

FLAGS OF AFRICAN COUNTRIES (1)

1. ALGERIA: National Flag (p. 210)
2. BURUNDI, KINGDOM OF: National Flag (p. 210)
3. RWANDA, REPUBLIC OF: National Flag (p. 210)
4. CAMEROUN REPUBLIC: National Flag (p. 210)
5. CONGOLESE REPUBLIC (Leopoldville): National Flag (p. 211)
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7. ETHIOPIA (Abyssinia): National and Merchant Flag (p. 212)
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9. IVORY COAST REPUBLIC: National Flag (p. 214)
10. LIBERIA: National Flag, Ensign, and Merchant Flag (p. 214)

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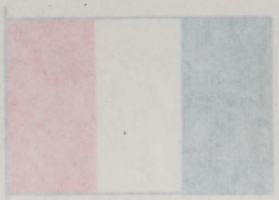

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FLAGS OF AFRICAN COUNTRIES (1)

and President's Flag. Merchant ships wear the plain tricolour (Plate XXII, 3); private citizens also display a similar flag.

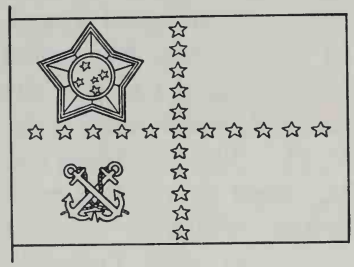
The present Arms, and the tricolour, were adopted by law on July 14th, 1888. The former consist of an oval cartouche, encircled with a border, the upper half of which is yellow, and bears the name "BOLIVIA" in crimson; the lower half is blue and is charged with nine golden stars representing the nine departments into which the country is divided. In the centre is a landscape with the sun shining over a mountain—the Mountain of Potosim, famous for its mineral wealth—a house, a breadfruit-tree, a corn-sheaf, and a llama, these symbols representing the riches of the country, mineral, vegetable, and animal. Behind the oval are two crossed cannon and four rifles with fixed bayonets, two on each side. On one side is a Cap of Liberty, and on the other an axe, while three of the national flags also appear on each side. On the top is a wreath with a condor alighting thereon.

BOLIVIA

BRAZIL may be regarded as Portuguese South America. It is true that the Spanish flag was hoisted by Pinzon at Cape St. Augustine in January, 1500, but Cabral had the Portuguese up at Porto Seguro in the following April, and his "Terra da Vera Cruz," as it was then named, was the real beginning of Brazil. The Spanish Flag consisted of the red and yellow horizontal stripes from the Arms of Aragon; that of Portugal had a white field charged with the white shield, bordered red, which is still to be seen on her present flag (see Plate XXXIV, 5). Then Portugal was captured by Spain, and the Spanish flag went up; the Dutch arrived at Bahia, and hoisted their tricolour, which at different places on the coast remained for twenty years until Portugal, emancipated from Spain, resumed possession of her American colonies. In 1808 these became the refuge of the Portuguese king, whose eldest son threw off the parental yoke in 1822; and they became an Empire with a flag of its own, which in 1889 was replaced by that of the Republic. In the Imperial days the flag

was green with a yellow diamond as now and a shield flanked with sprigs of coffee and tobacco. Crown, shield, and sprigs have gone, and in their place is a blue celestial globe, once an armillary sphere, with a white equator on which is inscribed in green "ORDEM E PROGRESSO," the globe being sprinkled with stars in a free-and-easy rendering of a constellation. In accordance with a decree signed on April 16th, 1960, an additional star (i.e. the twenty-second) has been incorporated in this constellation. It is positioned slightly above the Southern Cross constellation, on the left of its axis and below the inscription. It represents the new State of Guanabara, formerly Rio de Janeiro, the old capital—now superseded by Brasilia (Plate XXII, 4). This flag does duty as the National Flag, warship and merchant ship ensign.

The President's Flag is green, and bears the badge which we will now describe. In the centre is a blue circle containing the Southern Cross, while round the edge of the circle are twenty white five-pointed stars, for the twenty States of the Brazilian Federation. The circle forms the centre of a five-pointed star, in green and yellow, with a red edging. The star is encircled by a green wreath, which shows the hilt of a sword in base, and the whole design appears upon a star of twenty-one golden rays. Underneath, in yellow lettering upon blue scrolls, is the inscription "ESTADOS UNIDOS DO BRAZIL" and the date of the proclamation of the Republic, "15 DE NOVEMBRO DE 1889" (see Plate XXII, 5).



BRAZIL: ADMIRALTY FLAG

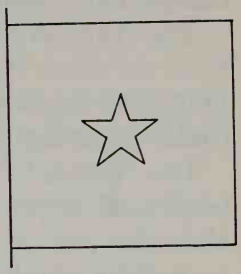
The field of the Jack is dark blue, divided into quarters by a cross of twenty-one white five-pointed stars, five in each arm and one in the centre. This is the basic design used for the Minister of Marine's flag, the Admiralty flag and Admirals' flags. Thus, the former has a simplified version of the badge on the President's flag, in the first quarter; the Admiralty flag is similar, but has in addition a pair of white anchors in saltire, in the third quarter.

We now pass to the third type, namely Admirals' flags. In the

flag of an Admiral the first quarter contains five small white five-pointed stars in the form of a pentagon: an Admiral commanding a squadron has four similar stars arranged in a square diamond form; a Vice-Admiral a triangle of three stars; while a Rear-Admiral shows but two stars, placed side by side.

The dark blue Masthead Pendant has twenty-one small white five-pointed stars positioned on the horizontal axis at the head.

CHILE has a very handsome flag (which is illustrated on Plate XXII, 6), the design of which dates from 1817; it does duty as the National Flag, Ensign, and Merchant Flag. The Jack is square, dark blue in colour, and is charged with a small white five-pointed star. The Masthead Pendant is divided horizontally, white over red, charged with a blue panel at the hoist bearing a small white five-pointed star.



CHILE: JACK

The President's Standard bears the Arms on the National Flag. These date back to 1834, and consist of a shield, half blue and half red, the blue being on top, while over all is a white star. Above are three plumes of red, white, and blue, the feathers of the rhea, the representative of the flightless birds in South America. The dexter supporter is a "huemal" (sometimes called a "guemal"), a furciferine deer which is found only in the mountain ranges of Chile, the sinister supporter is a condor, of the type found in the Andes. The motto "POR LA RAZON O LA FUERZA"—meaning "By Right and Might"—was used during Chile's War of Independence.

CHILE: ARMS

The Ministers of State and Generals have a blue flag with a red cross, edged with white, whose upright limb is off centre and nearer the hoist, a white five-pointed star being in the upper canton; the Minister of National Defence hoists plain dark blue on which are the Arms in gold; the Commander-in-Chief of the Fleet has dark blue with four white stars, one in each corner; a

Vice-Admiral has a dark blue flag with three white stars, one above two, while the Rear-Admiral, if in command, flies a dark blue flag with two white stars, one above the other. If he is not in command, he shows the same two stars, but upon a red flag. Brigadier Generals and Governors of Provinces are distinguished by a red flag with a white cross, the upper left-hand quarter being dark blue and bearing the star. The Consular flag is of similar design, but is shaped like a yacht's burgee.

The ARGENTINE Republic, which takes its name as a synonym from the silver river, La Plata, was discovered by the Spaniards in 1516, and began its struggle for independence at the same time as Chile, obtaining it in 1816.

The National Flag and Ensign (Plate XXII, 1) consists of three horizontal stripes of equal width, light blue over white over light blue (the pre-independence colours), having the "Sun of May," with sixteen straight and an equal number of wavy rays alternating, in gold, in the centre of the middle stripe.

This charge on a square white field having a light blue border constitutes the Jack (Plate XXII, 2), while the Merchant Flag consists of the three horizontal stripes only.

The Masthead Pendant is divided horizontally, light blue over white over light blue.

ARGENTINE

The President's Standard is light blue, with the badge in the centre and a white five-pointed star in each of the four corners. This badge consists of an oval shield, divided into halves, the top being light blue and the lower white. Over all are two hands grasping a staff on which is a red Cap of Liberty. Above is a golden sun, and the shield is surrounded by a laurel wreath, which, unlike most wreaths used in a similar position, partly obscures the face of the sun.

The flag of the Minister of Marine is also light blue; in the centre thereof a white anchor charged with the "Sun in May" emblem, all within a narrow white rectangular frame. That of the Chief of Naval Operations is also blue but carries five white five-pointed stars, one in the centre and one in each corner of the field.

Naval command flags have a light blue rectangular field. An Admiral, if Commander-in-Chief afloat, has a white star in each corner, but otherwise he has three white stars placed diagonally across the field; a Vice-Admiral has two stars in a diagonal position, and a Rear-Admiral one star placed centrally.

After a century of domination, first by the Spaniards and then by the Portuguese, URUGUAY achieved its independence in December, 1828, and adopted its National Flag. The field was white, with nine horizontal azure blue stripes, with El Sol de Mayo—the Sun of May—in a white canton.

By a law of July 11th, 1830, the number of stripes was reduced to five white and four blue—one for each of the nine political divisions forming the Republic.

The sun has sixteen rays, straight and wavy alternating. This symbolizes Uruguay's independence, while the white and blue stripes are indicative of her former association with Argentina.

This flag has remained the National flag to the present day. It also does duty as the Naval Ensign and the Merchant Flag (Plate XXIV, 8). The Masthead Pendant is striped horizontally white over blue over white and has a white panel at the hoist charged with the " Sun in May " emblem.

The Jack consists of three horizontal stripes of equal width, blue, white, and blue, and overall a red diagonal stripe from the top of the hoist to the bottom of the fly. This flag was originally designed and used in 1811 by the national hero, José Gervasio Artigas, when fighting for Uruguay's independence.

A rectangular flag having a white field charged with the arms of Uruguay does duty as the President's Flag. These arms are quartered: the first quarter is blue, and bears the golden scales of Justice; the second is white, and has a representation of the " Cerro " of Montevideo, with a fortress upon its summit. This is the symbol of Power. The third is also white, and is charged with a horse, the symbol of Freedom

URUGUAY: ARMS

and Liberty, while the fourth quarter is blue and bears a golden bull as the symbol of Wealth. These Arms date from 1829. The wreath which surrounds them and which is tied with light blue is half olive and half laurel, and was added in 1906. The shield is ensigned with the Sun of May, as shown in the illustration on the previous page.

The Minister of National Defence flies a white flag charged with a blue foul anchor between two blue five-pointed stars, and the Inspector-General of the Navy a white flag bearing the blue anchor at the hoist and one blue five-pointed star in the centre of the fly.

A Vice-Admiral has a white flag charged with three blue stars, one and two; and a Rear-Admiral's flag is similar but has two stars only.

PARAGUAY gained its independence from Spain about the middle of 1811, through a bloodless revolution led by Dr. Francia. Towards the end of that year a horizontal red, white, and blue tricolour charged on the one side with the King of Spain's Arms, and those of Asunción on the other, was adopted. Francia, who was President from 1816 until 1840, is reported to have been particularly interested in the design of this flag; he also revised the charges, which were adopted by law at the end of 1842. These remain in use to-day on the tricolour, which is not only the National Flag, but also the Ensign and Merchant Flag (Plate XXIV, 6).

This flag is unique in that it is the only South American flag having a different charge on each side of the field.

These charges are positioned in the centre of the white stripe; that on the obverse side being the national Arms, whereas that on the reverse side is the Treasury Seal. In each case the charge is placed on a white disc with a red, white, and blue rim. The former has a yellow five-pointed star within a palm and olive wreath, tied at the bottom with red, white, and blue ribbon, encircled with the words "REPUBLICA DEL PARAGUAY" in black block letters; on the

Obverse

latter, a yellow lion seated and supporting a staff carrying a red Cap of Liberty and, above, the inscription "PAZ Y JUSTICIA"—"Peace and Justice"—in blue, take the place of the yellow star and wreath.

Reverse

Both charges have the land and sky as a centre background.

The Masthead Pendant is striped horizontally red over white over blue, with a white panel bearing a yellow five-pointed star at the hoist.

The Jack has a square white field with an unusual saltire; this is red from the top of the hoist to the bottom of the fly, and blue from the top of the fly to the bottom of the hoist. The centre of the saltire is charged with a yellow five-pointed star.

The President's Standard is blue, and bears a large white disc with a red, white, and blue rim, the red being outside and the blue inside. This disc bears a large yellow five-pointed star, surrounded by a laurel wreath, as shown in the Arms. There is a yellow five-pointed star in each corner of the flag. The Defence Minister flies a blue flag. In the centre thereof is a yellow anchor and in each corner of the field there is a small yellow five-pointed star. Without the anchor it becomes the flag of the Chief of Naval Staff, and with the four stars only, that of the Commander-in-Chief of the Navy.

A Vice-Admiral flies a blue flag with three small yellow stars placed diagonally across the field from the top of the hoist to the bottom of the fly. A Rear-Admiral, when in command, is known by a similar flag, but there are only two yellow stars, also placed diagonally across the field.

Turning to the Army, a General has a blue flag, thereon a red cross with a narrow white edging. The first quarter is red, however, and bears a yellow five-pointed star in the centre.

The Diplomatic Service is known by a red flag, charged with a blue cross edged with white, the first quarter being blue with a yellow five-pointed star in the centre.

The Consular Service flies a flag with a white cross thereon, the top two quarters being red and the bottom two quarters blue, while in the first quarter is the yellow star.

When Columbus made his first journey to the New World, he first landed at Guanahani, an island in the Bahamas, and called it San Salvador. Thence he sailed on to CUBA, which remained a Spanish Colony until 1898.

It was the Venezuelan General Narciso López who, in 1848, made the first serious attempt to help Cuba break away from Spanish rule. He carried *La Estrella Solitaria*—"The Lone Star"—banner, Cuba's present flag.

The field consists of five horizontal stripes of equal width, three blue and two white, with a red triangle, charged with a five-pointed star, at the hoist.

The long struggle for independence continued for half a century until, as a result of the Spanish–American War, it was taken under the protection of the United States in 1898. Cuba became an independent republic in 1902, and López's flag was adopted as the official flag. To-day it is the National Flag, Naval Ensign, and Merchant Flag; it is illustrated on Plate XXIII, 2.

The Masthead Pendant is divided horizontally blue over white, with a small red triangle charged with a white five-pointed star thereon at the hoist.

The Jack is divided into horizontal halves. The upper half is again divided, but vertically, red (at the hoist) and white, the red portion being charged with a white five-pointed star, while the lower half of the Jack is blue. This was the flag used by Carlos Manuel de Céspedes during the ten years' war 1868–1878.

The President's Flag has a light-blue rectangular field bearing three small white five-pointed stars near the upper edge and three similar stars along the lower edge. In the centre is a representation of the Arms. These Arms consist of a shield which is halved vertically. On its right-hand side are two white diagonal stripes running from left to right on a blue ground—the national colours. The other half contains a design in full colour, incorporating a royal palm, the most beautiful tree among the Cuban

CUBA

flora, which stands in a valley between two mountains, these representing the island. At the top of the shield is a " chief," on which the sun is shown rising over the sea, the former representing the tropics, and the latter the Caribbean Sea. On each side is a promontory, symbolical of the coasts of Florida and Yucatan, while a golden key is placed horizontally upon the sea, the conception being that Cuba is the key of the Gulf of Mexico. Behind the shield is a bunch of lictor's rods, the emblem of support and authority, which is topped by the Phrygian cap, for freedom, democracy, and equality. The shield is flanked by a wreath of oak and laurel.

The flag of the Minister of Defence is blue; in the centre thereof a large white anchor within a narrow white rectangular frame.

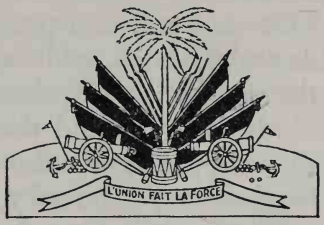
From the eastern point of Cuba Columbus proceeded southeast to what he named " Hispaniola "—Little Spain—but which was known to the natives as HAITI. This is still the name of the smaller or western part of the island.

The real break-up of Spanish America may be said to have begun with the Treaty of Ryswick, 1697, when Spain ceded Haiti to France. Then it was that the lilies of France superseded the scarlet and gold of Spain. It will be recalled that the former were replaced by the Tricolour in 1789, during the Revolution.

General Jean Jacques Dessalines, founder of the independence of Haiti, adopted a distinctive flag on May 18th, 1803. It comprised the blue and red vertical stripes from the Tricolour: these, he said, represented the negroes and mulattoes respectively who were fighting side by side for liberty. He was assassinated three years later and Henri Christophe changed the blue stripe to black. However, this ephemeral flag was superseded by one divided *horizontally* blue over red charged with the Arms of Haiti which were designed by President Alexander Sabès Petion, who held office from 1807 to 1818. It was re-affirmed in the Constitution of 1843.

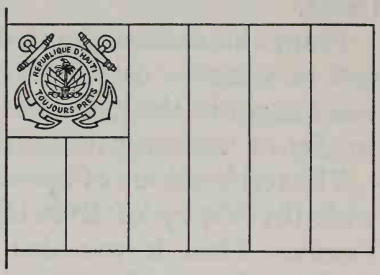
In 1963, however, Haiti adopted a new flag, which is divided vertically, black to the hoist and dark red to the fly. While the ensign for merchant ships is the plain black and red flag unadorned, the National Flag and the warship ensign have, in the

centre, a white rectangular panel containing the Arms. These Arms have also been slightly modified; the Cap of Liberty which formerly surmounted the palm-tree has been omitted, and the flags below are now black and red. The Arms now consist of a palm-tree on a green mount in the centre; in front of the tree is a drum, with three black and red flags and three rifles with fixed bayonets on each side. Finally, a cannon on its carriage is placed on each side and beneath, on a white scroll, is the motto "L'Union fait la Force" ("Union makes Strength") (Plate XXIV, 1).



HAITI

It is not known whether any changes in the President's Flag, the Jack, or the Coast Guard Ensign have been made or are contemplated.



HAITI: COAST GUARD ENSIGN

The Dominican Republic occupies the eastern (and larger) side of Hispaniola, and has a very distinctive flag. It was designed in 1839 by Juan Pablo Duarte, founder of the society called "La Trinitaria" (The Trinitarians), who were responsible for the formation of the Republic in 1844. This flag is quartered, first and fourth blue and second and third red, while overall is a white cross; it is now the Merchant Flag (Plate XXIII, 3).

The National Flag and Naval Ensign are the same, but in addition, there is the national Arms in the centre of the white cross. These consist of a shield with blue and red quarterings with a white cross overall, and thereon three pairs of Dominican flags in saltire on which a Bible and a golden cross are superimposed. Flanking the shield are two branches, a palm and a laurel; above the shield is a blue scroll inscribed "Dios Patria Libertad"—"God,

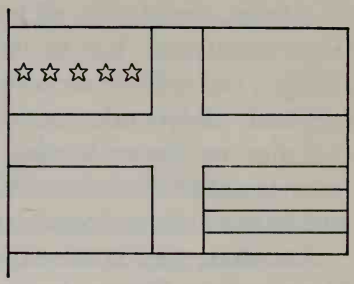
DOMINICAN REPUBLIC

country, liberty"—the secret password of the Trinitarians, and beneath a red scroll with the words "REPUBLICA DOMINICANA."

The Masthead Pendant is quartered like the Merchant flag and charged overall with a white cross.

The Jack has a royal blue field with the Arms on a white disc in the centre, encircled with seventeen white five-pointed stars.

The President's Flag is white. The first quarter comprises a diminutive of the National flag, and the fly is charged with a large anchor in gold. The Army flag is a little startling. Over all it has the white cross. In the first quarter, which is dark blue, are five white five-pointed stars, arranged in a horizontal line. The second and third quarters are red: the fourth quarter is composed of four equal horizontal stripes, reading from the top to bottom, of green, white, red, and yellow—representing infantry, aviation, artillery, and cavalry respectively.



ARMY FLAG

Naval command flags have a dark blue field, nine by five, with a white "Greek" cross in the centre thereof. White five-pointed stars are added to denote rank, thus—Admiral four, Vice-Admiral three, Rear-Admiral two, and Commodore one.

CHAPTER XV

FLAGS OF AFRICA AND THE MIDDLE EAST

UNTIL a short time ago there were few independent countries in Africa, practically all being colonies or dependencies of European countries; but in the last few years there has been a great change, and with few exceptions all the African countries have now attained independence. Those which were formerly British colonies or dependencies have become republics; the majority have remained members of the British Commonwealth of Nations, and flags of these countries are described in Chapter V.

ALGERIA, the northern part of which was considered part of Metropolitan France, became an independent Republic on 3rd July, 1962, and adopted as its National Flag the flag displayed by the revolutionaries in 1959. This flag is divided vertically, green (at the hoist) and white, in the centre thereof a five-pointed star between the horns of a crescent, both in red (Plate XXV, 1).

The former Belgian trust territory of Ruanda-Urundi achieved independence on July 1st, 1962, and divided into two countries, the KINGDOM OF BURUNDI, which adopted a red, green, and white flag (Plate XXV, 2), and the REPUBLIC OF RWANDA, which has a new National Flag, red, green, and yellow (Plate XXV, 3).

The former trust territory of the French Cameroons, part of the old German colony of Kamerun, became the CAMEROUN REPUBLIC on January 1st, 1960. The flag consists of a vertical tricolour, green (at the hoist), red, and yellow, with two yellow stars in the upper corner of the green stripe (Plate XXV, 4).

On gaining independence the following six former French colonies opted to remain in the French Community (see page 267). As all these States are situated in Africa they have been included in this chapter.

The banner flag of the Community is the French tricolour (see page 265), bearing the inscription " Liberté, Egalité, Fraternité " in gold, with a golden fringe on three sides of the field. The

banner is square, and is carried on a staff surmounted by a device of clasped hands surrounded by laurel and oak leaves—all in metallic blue (Plate XXVI, 1). The ensign of the Community is the tricolour and this is flown from buildings and as the ensign for merchant ships.

In addition each member State has its own distinctive flag as described below:

On attaining independence French Equatorial Africa divided into two countries: Ubanghi-Shari becoming the CENTRAL AFRICAN REPUBLIC and Gabon the REPUBLIC OF GABON. The National Flag of the Central African Republic has a field five by three, and consists of four horizontal stripes of equal width, blue (at the top), white, emerald green, and yellow, overall in the centre a vertical red stripe; a five-pointed star is positioned at the hoist on the blue stripe (Plate XXVI, 2). The National Flag of Gabon, field three by two, is a horizontal tricolour, green at the top, golden yellow, and royal blue (Plate XXVI, 3).

CHAD's National Flag, adopted on November 6th, 1959, is a vertical tricolour, proportions eleven to seven, blue at the hoist, yellow, and red (Plate XXVI, 4).

The REPUBLIC OF CONGO (Brazzaville) has a distinctive National Flag, field three by two, with a broad, yellow diagonal stripe running from the tack (the lower corner of the hoist) to the upper corner of the fly; the upper triangle so formed is green and the lower red (Plate XXVI, 5).

Madagascar became the REPUBLIC OF MALAGASY and its new National Flag, three by two, is divided horizontally, red over emerald green, with a broad white stripe at the hoist (Plate XXVI, 6).

The flag of the REPUBLIC OF SENEGAL, on the north-west coast of Africa, just south of Mauritania, is a vertical tricolour, green at the hoist, yellow, and red, with a five-pointed green star on the centre stripe (Plate XXVI, 7).

The former Belgian Congo, now the CONGOLESE REPUBLIC (Leopoldville), adopted a new National Flag in 1963. This consists of a blue field with a diagonal red stripe running from the bottom corner next the hoist to the upper corner of the fly; this red stripe is bordered or fimbriated by two thin yellow stripes.

In the top corner next the hoist is a large yellow five-pointed star (Plate XXV, 5).

DAHOMEY, another former French colony, adopted a new flag of simple design on November 16th, 1959; it consists of a green stripe at the hoist with horizontal stripes, yellow over red, in the fly (Plate XXV, 6).

The flags of EGYPT are described under the heading of the United Arab Republic (page 223).

The horizontal tricolour, green over yellow over red, of ETHIOPIA (Abyssinia) does not seem to have come into existence before 1894, and even then it took the form of three pennants of the aforementioned colours, one above the other. These pennants are said to have been used as distinguishing colours for different bodies of troops.

In 1898 the first Abyssinian mission which came to France hoisted these colours as the National Flag. After World War II the yellow stripe was charged with a crowned lion, in natural colours, supporting a cross-staff bearing a green, red, and yellow pennon, known as the "Lion of Judah." It should be noted that the lion is depicted as walking away from the hoist. Although this is the National Flag and Merchant Ship Ensign, the plain tricolour is sometimes used as an alternative (Plate XXV, 7).

Several reasons are given for the adoption of these colours, namely:

They represent the three parts of Ethiopia: Tigre, red; Amhara, yellow; and Choa (our form of which is Shoa), green.

The colours are those of the rainbow, frequently seen in Ethiopia.

The emblem of the Trinity: yellow for the Father; red for the Son; and green for the Holy Ghost.

They represent the three Christian virtues: Faith, red; Hope, green; and Charity, yellow.

The Naval Ensign has a blue field with a diminutive of the National Flag in the first quarter. Blue is also used for the Masthead Pennant, the head of which bears the same diminutive.

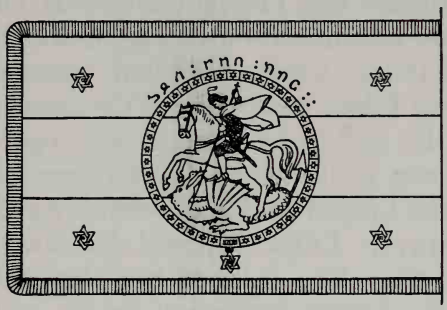
When Emperor Haile Selassie returned in January, 1941, after nearly five years in exile, he hoisted the green, yellow, and red

standard bearing the brown Lion of Judah with the Amharic inscription "Lion of Judah. King of the Kings of Ethiopia."

The accompanying illustrations show the standard which has been in use since 1949. The field is ninety-five by fifty-five and comprises the national tricolour charged with the Grand Cordon of the Seal of Solomon with seal pendant. Above is an inscription, which translated means "Conquering Lion of the Tribe of Judah." Within the Grand Cordon is the Lion of Judah bearing the national colours. The seal is also placed at each of the four corners of the flag; these charges are in gold.

ETHIOPIA: EMPEROR'S STANDARD, OBVERSE

The reverse side of the standard is similar, but the Lion of Judah gives place to a representation of St. George and the Dragon. The horse is white and St. George wears a purple suit and cap, red plume and cape, and green stockings; the green dragon has purple wings and a red tongue. The meaning of the inscription over the charge is "Strong Star of Honour." The standard has a golden fringe on three sides.



ETHIOPIA: EMPEROR'S STANDARD, REVERSE

Great Britain took over the administration of ERITREA, a former colony of Italy, from the end of World War II until September 11th, 1952, when it was federated with Ethiopia. The flag of Eritrea was sky blue, bearing in the centre an olive twig with six branches, flanked by two olive branches, each having fourteen leaves, in green. This flag was abandoned on December 23rd, 1958, and the Ethiopian flag used in its place.

The Republic of Guinea (formerly French Guinea) has a flag consisting of three vertical stripes of equal width, red (at the hoist), yellow, and emerald green (Plate XXV, 8).

The Ivory Coast Republic, Ghana's western neighbour, has as her National Flag a vertical tricolour, field eleven by seven, which is the reverse of the National Flag of Eire, i.e. orange at the hoist, then white and emerald green (Plate XXV, 9).

Liberia was founded about 1821 by the American Colonization Society as an experiment in the colonization of Africa by Africans. The Society bought land and settled upon it freed slaves from America. In 1847 it became an independent Negro Republic and in 1857 absorbed the African Maryland, which had been started as a colony in a similar way. The National Flag, Naval and Merchant Ship Ensigns frankly declare their origin, but there are only eleven stripes instead of thirteen, and only one white five-pointed star in the dark-blue upper canton (Plate XXV, 10). This star is on a dark-blue panel at the head of the Masthead Pennant, whose field is divided vertical red and white.

After World War II, Great Britain and France undertook, on behalf of the United Nations, the administration of Libya, which had been a pre-war colony of Italy. Under a United Nations Resolution an independent State of Libya, comprising Tripolitania, Cyrenaica, and Fezzen, had to be set up by January 1st, 1952. Provision for a National Flag was made in the Constitution of Libya, which was drawn up by the Libyan National Assembly and promulgated on October 7th, 1951. Libya achieved full independence on December 24th, 1951. The field of her National Flag is two by one, and consists of three horizontal stripes, red over black over green, with a white crescent and five-pointed star in the centre of the middle stripe. The width of this stripe is equal to that of the red and green stripes combined (Plate XXVII, 1). The black stripe and its charges were taken from the black flag which the King had adopted when he was proclaimed Amir of Cyrenaica in 1947; the red stripe represents Fezzen, and the green Tripolitania.

The flag of the Amir mentioned above, with the addition of a white crown in the upper hoist, became the Royal Standard of the

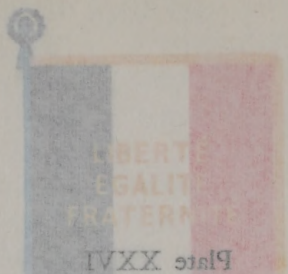
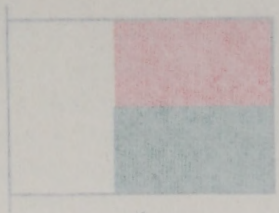


Plate XXVI

FLAGS OF THE FRENCH COMMUNITY IN AFRICA

1. French Community: Banner (pp. 211 and 268)
2. Central African Republic: National Flag (p. 211)
3. Gabon, Republic of: National Flag (p. 211)
4. Chad: National Flag (p. 211)
5. Congo, Republic of (Brazzaville): National Flag (p. 211)
6. Malagasy, Republic of: National Flag (p. 211)
7. Senegal, Republic of: National Flag (p. 211)



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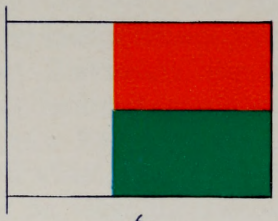

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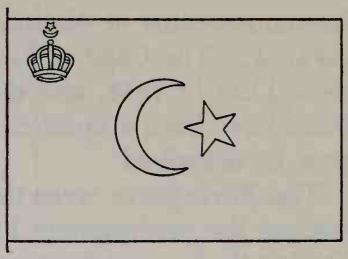
Plate XXVI O.214

FLAGS OF THE FRENCH COMMUNITY IN AFRICA

Amir when he became King of the United Kingdom of Libya.



LIBYA: ROYAL STANDARD

MALI, a former French possession, is named after one of the great Negro Emperors of the Middle Ages. Its flag, field three by two, is a vertical tricolour, emerald green (at the hoist), yellow, and red. The symbolic representation of a Negro dancer which was formerly on the middle stripe has been deleted, and the flag is now a simple tricolour (Plate XXVII, 2).

In accordance with the decree signed on April 1st, 1959, the ISLAMIC REPUBLIC OF MAURITANIA (formerly French West Africa) adopted an emerald-green flag, three by two, bearing a crescent and five-pointed star, in gold, in its centre (Plate XXVII, 3).

The KINGDOM OF MOROCCO came into being on March 2nd, 1956, when the former French Protectorate attained its independence and Sultan Mohammed V adopted the style of King. The old National Flag was retained. This has a red field, three by two, charged with a pentogram in green; this flag is also the Merchant Ship Ensign (Plate XXVII, 4). Formerly, this flag had a small French tricolour in the upper canton. At the time of writing the King uses the National Flag. As Sultan he used to fly a red triangular flag, with a yellow border on the upper and lower edges, charged with a green-bordered yellow "Solomon's Seal."

On April 7th, 1957, after some forty-five years, Spanish Morocco declared its independence and became part of the new Kingdom of Morocco. Previously, the Caliph flew a green flag bearing the Solomon's Seal emblem in yellow in its centre, and the merchant ships wore a Red Ensign, the first quarter of which was green, fimbriated white, and charged with the same emblem.

NIGER, on attaining independence, adopted a flag having three horizontal stripes of equal width, orange over white over emerald green, with an orange disc in the middle of the central stripe (Plate XXVII, 5).

On May 31st, 1961, South Africa withdrew from the British

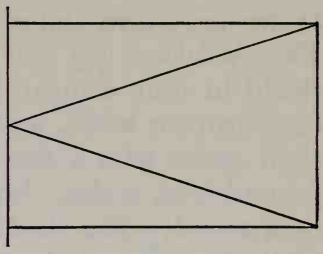
Commonwealth of Nations and became the REPUBLIC OF SOUTH AFRICA. The Cape of Good Hope was discovered by Bartholomew Diaz in 1488, and during the development of South Africa there have been a number of interesting flags, some of which will now be described.

The Portuguese were the first to exploit this new land and remained the predominant European settlers there until about 1500. During that period there is no record of any special flag being adopted, and it is probable that the Portuguese used a flag bearing the Arms of the Portuguese monarchy (see page 291 and Plate XXXIV, 5). During the first half of the 17th century the English and Dutch East India Companies used the Cape as a revictualling station, and on April 6th, 1652, Jan van Riebeeck, a ship's surgeon of the Dutch East India Company, founded the first European settlement at the Cape—a settlement that was to become the City of Cape Town. Again there is no record of any particular flag, but it can be assumed that the National Flag of the Netherlands (see page 283 and Plate XXXIII, 10) was flown over the fort, while the flag of the Dutch East India Company was flown over the settlement itself. This latter, the old National Flag known as the "Prinsevlag," was a horizontal tricolour, orange, white, and pale blue, with a black monogram consisting of the letters "V.O.C." (Vereenigde Oost-Indische Compagnie) on the white stripe (see page 175). In 1795 Great Britain agreed to occupy Cape Town in order to defend it against the French, and the Union Flag (1606 pattern) was hoisted at the Castle of Good Hope, which had been built on the site of the old Dutch fort.

One of the outstanding events in the history of South Africa was the Great Trek of the Cape Frontiersmen, undertaken in the years 1835–1848 by the Dutch colonists. To seek security and independence they trekked away to form new settlements; they became known as the Voortrekkers. The first region they settled became the Orange Free State and the flag adopted had a blue rectangular field, with a red diagonal cross of much the same proportions as the St. Andrew's Cross of Scotland.

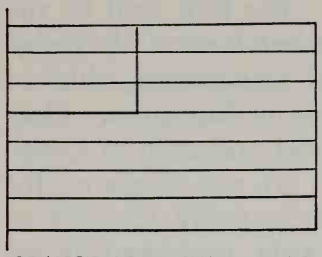
Another body went eastwards along the coast and founded the Republican State of Natal. They chose as their flag a version of

the Dutch flag, the middle white stripe being replaced by a white triangle, whose base occupied the whole width of the fly and whose apex was at the centre of the hoist. It was first hoisted in December, 1839, and remained in use until the Republic came to an end some three or four years later.



FLAG OF NATAL REPUBLIC

In 1854 the Orange Free State requested King William III of Holland to present the new Republic with a flag illustrating the mutual relationship between the two countries. On February 28th, 1856, the Volksradd adopted the design received from the King; it consisted of three orange and four white stripes of equal width, arranged horizontally and alternately, with the Dutch tricolour occupying the first three stripes next the mast. Thus the King illustrated the close bonds between the Free State on the one hand, and Holland and the House of Orange on the other.



ORANGE FREE STATE FLAG

The Transvaal chose the Vierkleur, the Dutch tricolour with a green " pale " (vertical stripe) next the hoist. It was first hoisted on January 5th, 1857, although not officially adopted until February 13th of the following year. For a long time there was a movement to revert to the Voortrekker flag mentioned previously, and the Vierkleur was dropped for a short time, from October 24th, 1874, to May, 1875. Although the old Voortrekker flag had been improved heraldically by the insertion of a narrow white border to divide the red cross from the blue field, the flag was not popular, and on the reintroduction of the Vierkleur it was declared to be the flag of the President. So far as can be ascertained it was never used.

There were two ephemeral Boer Republics, Land Gossen (1882–1885) and Stellaland. The flag of the former was similar to the Vierkleur, but the three horizontal stripes were black

at the top, white, and red, with a vertical green stripe at the hoist. The Stellaland flag was a complicated one, a green field with a shield in four compartments and with a gold border: top left compartment white, with a hand holding a bird by the leg; top right green with a five-pointed star in white; bottom left, blue ground with scales; bottom right, red with two fishes pierced by a sword. The shield was surmounted by a five-pointed star with rays, a scroll beneath bearing the words "Gewapend en Regtvaarig."

Stellaland took its name from a comet that is said to have appeared in the sky on the night of the declaration of the Republic; hence the five-pointed star in the Arms. The bird held by the hand is a Korhaan or Massauw, a South African bustard, the badge of David Massauw; the fish the mark of Mankoroare, chief of the Batlapin tribe; and the sword represents its distinction. Only one of these flags was made, and in 1885 was presented to Queen Victoria by the "Bestuur of Stellaland." It was displayed for many years in Windsor Castle and was eventually returned to South Africa by H.M. King George V in 1934, together with the silken banner of General Louis Botha, which had been worked by the women of Pretoria during the Boer War.

When the Treaty of 1902 was signed the Union Flag of Great Britain superseded the flags of the Republics. After the Imperial Conference of 1926 had given the Dominions equal status with the Mother Country, General Hertzog wished to have a distinctive flag for South Africa, and the new National Flag was established as set out in the following extract from the Union of Nationality and Flag Act, No. 40 of 1927: "The design of the National Flag of the Union shall be three horizontal stripes of equal width from top to bottom, orange, white, and blue; in the centre of the white stripe the old Orange Free State flag hanging vertically spread in full, with the Union Jack (*sic*) adjoining horizontally spread in full towards the pole, and the old Transvaal Vierkleur adjoining equidistant from the margin of the white stripe. The flags shall all be of the same size and their shape proportionally the same as the National Flag, and the width of each equal to one-third of the width of the white stripe." According to the official instructions:

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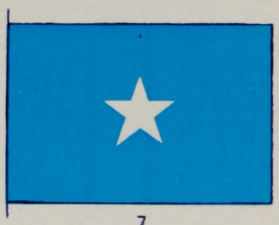

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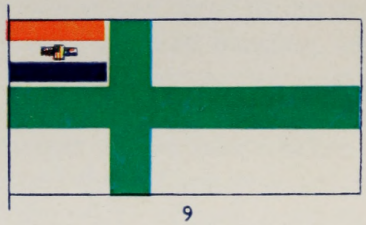

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Plate XXVII

FLAGS OF AFRICAN COUNTRIES (2)

Plate XXVII

FLAGS OF AFRICAN COUNTRIES (2)

1. LIBYA: National Flag (p. 214)
2. MALI: National Flag (p. 215)
3. MAURITANIA, ISLAMIC REPUBLIC OF: National Flag (p. 215)
4. MOROCCO, KINGDOM OF: National and Merchant Flag (p. 215)
5. NIGER: National Flag (p. 215)
6. SUDAN: National Flag (p. 221)
7. UNITED SOMALI REPUBLIC: National Flag (p. 224)
8. SOUTH AFRICA, REPUBLIC OF: National Flag (p. 218)
9. SOUTH AFRICA, REPUBLIC OF: Naval Ensign (p. 220)

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Plate XXVII

FLAGS OF AFRICAN COUNTRIES (2)

1. Libya: National Flag (p. 214)
2. Mali: National Flag (p. 215)
3. Mauritania, Islamic Republic of: National Flag (p. 215)
4. Morocco, Kingdom of: National and Merchant Flag (p. 215)
5. Niger: National Flag (p. 215)
6. Sudan: National Flag (p. 221)
7. United Somali Republic: National Flag (p. 224)
8. South Africa, Republic of: National Flag (p. 218)
9. South Africa, Republic of: Naval Ensign (p. 220)

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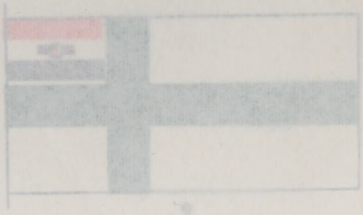

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" The shape of the flag will be such that the length is to the breadth as 3 is to 2 " (Plate XXVII, 8).

From then until 1957 the British Union Flag and the South African flag, both of equal size, were flown on public buildings. Each had its own flagstaff, of the same height, and the two flags were hoisted and lowered together.

The Flag Amendment Act was passed on March 5th, 1957, and on the 5th of the following month the Union Flag was hauled down and thereafter only the National Flag of South Africa was flown.

The South African Merchant Shipping Act, No. 57 of 1951, Section 65, states: " The National Flag of the Union is hereby declared to be the National colours of all ships registered in the Union." Prior to this merchant ships had worn either the Blue or Red Ensigns defaced by the badge of South Africa. This is a shield quartered, the horizontal dividing line being wavy. In the first quarter is a female figure leaning on a rock. This represents the Cape of Good Hope. In the second, on a gold field, two black wildebeeste symbolize Natal. The third quarter also has a golden ground with an orange-tree in fruit (some say this should be an olive-tree); this stands for the Orange Free State. The last quarter is green with a white trek-wagon, the device of the Transvaal.

SOUTH AFRICA

In common with other members of the British Commonwealth, units of the South African Navy wore the White Ensign, but this was replaced on September 1st, 1946, by a plain White Ensign with the National Flag in the upper canton; at the same time the National Flag was adopted as the Jack. This ensign proved unsuitable in indifferent or bad visibility and was superseded in November, 1951, by one consisting of the National Flag with a miniature of the same flag in the canton at the upper hoist; in the centre of the white stripe of the miniature, in place of the three small flags, was a red lion passant guardant. This charge was taken from the Crest of the Arms of the Union of South Africa.

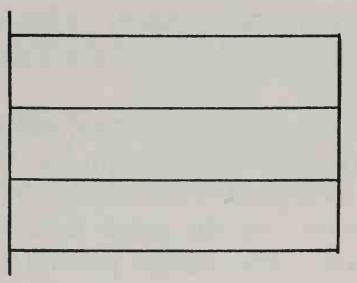
At the same time a similar flag, but with an orange anchor in the fly, superimposed vertically and centrally on the white and blue stripes, was introduced for the Minister of Defence.

Yet another ensign, together with a new range of distinguishing flags and pennants, was adopted in March, 1952. This has a white field, two by one, charged with a dark-green cross with its upright limb off centre slightly nearer to the hoist, and the National Flag in the upper canton next the mast. The Masthead Pendant is also white with a dark-green cross at the head.

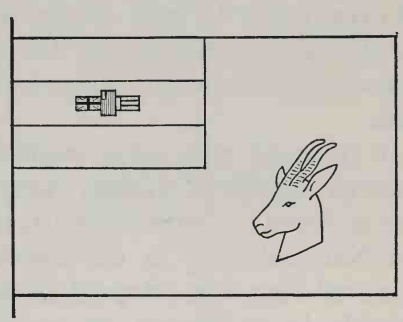
A similar flag to the ensign with a swallow-tailed fly does duty as the flag of the Naval Chief of Staff. The charge on the centre stripe of the tricolour in the upper canton consists of the Crest from the Arms of South Africa, the red lion passant guardant (as shown on page 221).

Finally, with the formation of the Republic of South Africa, the National Flag in the upper canton of the ensign, and also the tricolour in the flag of the Naval Chief of Staff, were separated from the green cross by a white fimbriation, i.e. a very thin line (see Plate XXVII, 9).

A flag consisting of three horizontal stripes of equal width, light blue over red over dark blue, is the flag of the South African



SOUTH AFRICAN DEFENCE FORCE

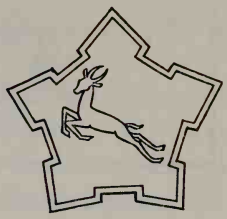


SOUTH AFRICAN ARMY FLAG

Defence Force; the flag of the Army is orange red with the National Flag in the upper canton next the mast and the head of a springbok in the fly. The field of both these flags is three by two.

The ensign of the South African Air Force is similar to the Naval

Ensign of 1946–1951, but the field is air-force blue, three by two. Originally, it had a dark-blue disc having a large white centre charged with a leaping springbok, coloured in orange, in the fly. This charge was superseded in 1958 by a representation of the plan of the fort at Cape Town, in dark blue with a narrow white edging, charged with the leaping springbok. This is positioned in the lower half of the fly and is within an imaginary circle whose diameter is one-third the length of the ensign.

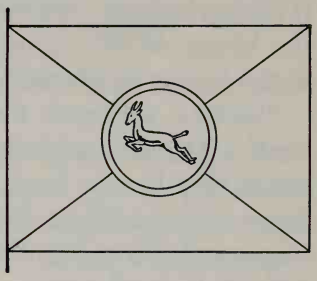


S.A.A.F. EMBLEM

SOUTH AFRICA: PRESIDENT'S FLAG

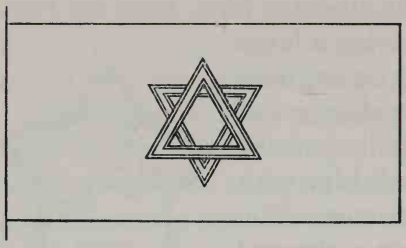
The flag of the President of the Republic is royal blue. In the centre is the achievement of the Arms of the Republic ensigned with the letters " S " and " P " (State President).

The House flag of the South African Railways and Harbours Administration has a field four by three and is quartered diagonally, green and gold (green at the hoist and the fly); superimposed on the centre is a white-edged green disc charged with a springbok in natural colours.



SOUTH AFRICAN RAILWAYS

The SUDAN was proclaimed an independent Republic at Khartoum on January 1st, 1956. The new National Flag, which consists of three horizontal stripes of equal width, imperial blue over yellow over emerald green, was hoisted at the ceremony (Plate XXVII, 6). Blue symbolizes the Nile, yellow the desert, and green agriculture. Previous to independence the Sudan was administered by an Anglo-Egyptian Condominium Agreement of 1899 and the Treaty of 1936, during which time the British and Egyptian flags were flown equally on all official buildings. Two white equilateral triangles, each

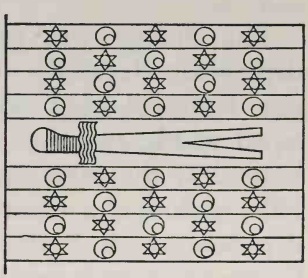


SUDAN: CUSTOMS SERVICE

charged with a similar red triangle, are placed in the centre of the blue flag of the Customs Service.

Togo, a former French trustee territory, was originally the western zone of the old German colony of Togoland. It was granted self-government in 1956 and in accordance with Law No. 56–1, Article 1, adopted a distinctive flag. This had an emerald-green field, charged with two yellow stars positioned on the diagonal running from the lower corner of the hoist to the upper corner of the fly; a small canton in the upper hoist contained the French tricolour. Complete independence was attained on April 27th, 1960, and it became the Republic of Togo and a new flag was designed, the field of which consisted of five stripes of equal width, three emerald green and two yellow; in a large red canton in the upper hoist is a white five-pointed star (Plate XXVIII, 1). It is said that green is for agriculture, yellow for mineral resources, red to commemorate the blood of the strugglers for independence, and the white star is the " Star of Hope."

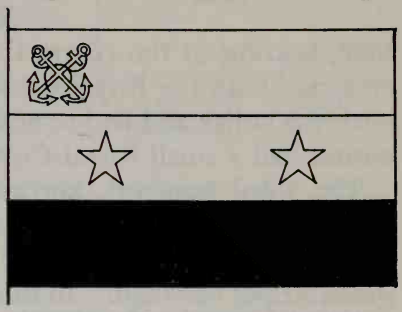
Tunisia, a French Protectorate since 1881, formally proclaimed itself a Republic on July 25th, 1957. The National Flag and Merchant Ship Ensign has a red field, proportions three by two, bearing in the centre a white disc charged with a crescent and five-pointed star in red (Plate XXVIII, 2). At the time of writing the President flies the same flag.



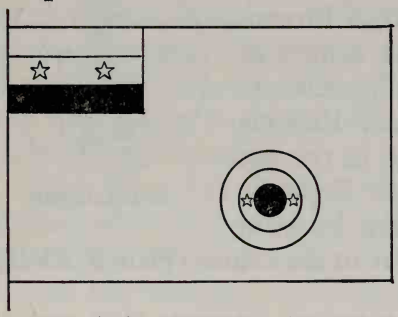
It is interesting that previous to independence H.H. the Bey flew a very striking standard consisting of nine horizontal stripes; commencing from the top they are: yellow, red, yellow, red, green, red, yellow, red, and yellow. The green stripe is twice the width of the others and is charged with a white two-edged sword, the hilt and pommel of which are laminated yellow, red, green, and white. The remaining stripes are charged with rowels

(stars with a central perforation) and crescents, positioned in five vertical rows. The yellow stripes have red rowels with green centres, and blue crescents on red; the red stripes have yellow rowels with blue centres and green crescents on yellow.

On the formation of the UNITED ARAB REPUBLIC, consisting of Egypt and Syria, on February 1st, 1958, a distinctive flag was adopted, and although Syria dropped out of the Republic, Egypt continued to style herself the United Arab Republic and to use the new flag as her National Flag and Ensign for her merchant ships. This flag consists of three horizontal stripes of equal width, red over white over black, with two green five-pointed stars on the white stripe (Plate XXVIII, 3). With the addition of two white conventional foul anchors in saltire this flag becomes the Naval Ensign and also the Jack. The Masthead Pennant, red over white over black, has the two green stars from the National Flag on the centre of the white stripe next the hoist.



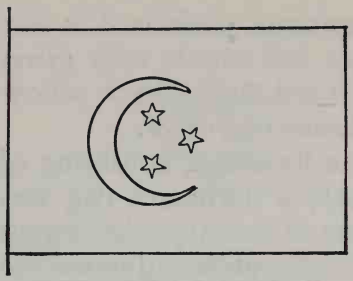
UNITED ARAB REPUBLIC: NAVAL ENSIGN



UNITED ARAB REPUBLIC: AIR FORCE ENSIGN

The Air Force Ensign has a sky-blue field with a diminutive of the National Flag in the upper hoist. A "target" consisting of black (centre), white and red is positioned in the lower fly; the white is charged with two small five-pointed stars.

Prior to becoming a part of the United Arab Republic, Egypt had a number of flags. Under Turkish rule her flag was red and bore three crescents, each with a five-pointed star within its horns, all in white. On becoming an independent kingdom in 1922 she changed her flag to green with one white crescent in the place of three, but the three



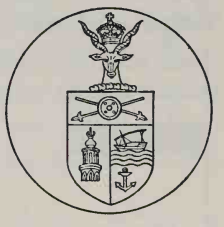
EGYPT: FORMER NATIONAL FLAG

white stars were kept. This was the National Flag and the ensign for merchant ships.

King Farouk at the time of his abdication on July 27th, 1952, had no less than four Royal Standards; the one for use ashore resembled the National Flag, but had a crown in colour in the upper left-hand corner. The standard for use afloat was dark blue, bearing in the centre the Royal Arms enclosed in a mantle ensigned with the Royal Crown. This achievement was encircled with the collar and badge of the order of Mohammed Ali. Each corner had a small Royal Crown.

The third standard, known as the Royal Standard (Air), was white with three broad green horizontal stripes, one in the middle and one each at the top and bottom edges, with two narrower green stripes between. In the upper corner of the hoist was a small crown in proper colours. When this crown appeared on the ensign of the Royal Egyptian Air Force it became the standard flown on the King's aeroplane.

The United Somali Republic was formed by the amalgamation of the former British Protectorate of Somaliland and the former colony of Italian Somaliland. As a British Protectorate Somaliland used the Blue and Red Ensigns defaced by a badge on a white disc in the fly. On attaining independence the new Republic adopted a light-blue flag, field three by two, bearing a large white five-pointed star in the centre (Plate XXVII, 7).



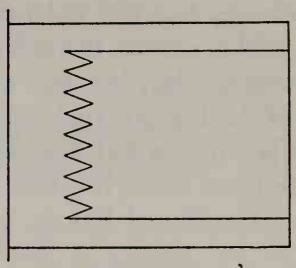
SOMALILAND

The Republic of Upper Volta, a former French colony, became independent on August 5th, 1960, and adopted as its National Flag a horizontal tricolour, black over white over red (Plate XXVIII, 4).

Countries of the Middle East

The State or Island Flag of BAHRAIN is scarlet, having a vertical white stripe, the width of which is one-fifth the hoist, at the mast.

The dividing line between these colours may be straight or serrated; in the latter case it consists of eight white points (Plate XXVIII, 9 and 10). The personal standard of the Sheik is white, with a scarlet inset in the fly; the serrated edge has eight white points.



BAHRAIN: SHEIK'S PERSONAL STANDARD

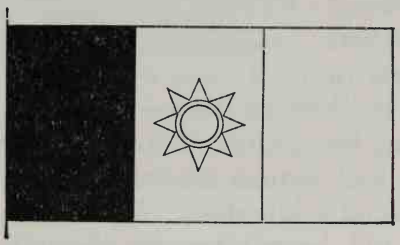
When World War I broke out, the HEJAZ—a slip of territory along the northern part of the Arabian coast of the Red Sea, in which lie Mecca and Medina, the Holy Places of Islam—was under the domination of the Turks. During the Arab revolt of 1916, the Emir, Sherif Hussein Ibn of Mecca, with British assistance, threw off the Ottoman control and established a kingdom. He became King Hussein of the Hejaz. His old banner became the new Royal Standard and National Flag; it consisted of three horizontal stripes of equal width, black over green over white, with a red triangle in the hoist. These four colours are sometimes referred to as the Pan-Arabian colours. There are several interpretations of the meaning of them, including the following: red is for the blood of the Arab enemies; green the fertility of Arab lands; black the fate in store for the Arab enemies; and white represents Arab nobility and chivalry.

King Hussein's second son, Abdullah Ibn, became Emir of Transjordan in 1921 and adopted an amended version of his father's banner. He added a white seven-pointed star in the centre of the red triangle, and transposed the green and white stripes. When Jordan's title was changed to the HASHEMITE KINGDOM OF THE JORDAN in 1950, this flag became the National Flag (Plate XXVIII, 6). A new flag has now been adopted using the old flag in the centre of a white field, with a succession of black, green and red stripes radiating from it.

In 1921 the third son of King Hussein of the Hejaz was elected

King Feisal of IRAQ (formerly Mesopotamia). In accordance with the Treaty of Lausanne, Iraq was placed under the protection of Britain, and seven years later became completely independent. The Royal Standard consisted of the Jordan tricolour described above, but the red triangle at the hoist was charged with a large golden crown instead of the white star; that of the Crown Prince was similar, but was swallow-tailed, the tails being cut off square, while his coronet appeared in the red triangle. The National Flag had a red trapezoid in the hoist, bearing two white seven-pointed stars, in place of the red triangle.

The Royal Family was assassinated in Baghdad and a Republic declared in July, 1958. Twelve months later a new National Flag was adopted. This was a vertical tricolour, black (at the hoist), white, and green; the white stripe bore a large red eight-pointed star charged with a white-bordered yellow disc. This star recalls the Revolution of July 14th, 1958, and its eight points represent the Arab nations. The yellow disc is said to have been taken from the flag of Salahuddin Al-Ayubi and expressed the co-operation between Arabs and Kurds. The government formed in 1958 under Kassem was overthrown in February, 1963, and a new government under Marshal Abdul Salam Mohammed Arif was formed. On August 23rd, 1963, this government adopted a new National Flag, which was a horizontal tricolour with stripes of equal width, red at the top, white, and black, with three green five-pointed stars placed on the white stripe (Plate XXVIII, 7). The number of stars has now been reduced to two.



IRAQ: NATIONAL FLAG

Ibn Saud became Sultan of the Nejd in 1921, and five years later conquered the Hejaz and became King Saud of the Hejaz and Nejd and its Dependencies. The name of this kingdom was changed to SAUDI ARABIA in 1932.

The National Flag is green and bears the great Arabic inscription "LA ILLAHA ILLA ALLAH WA MUHAMMAD UR-RUSUL ULLAH"

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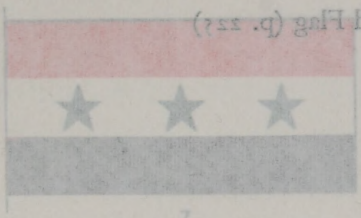
Plate XXVIII

FLAGS OF AFRICAN AND MIDDLE EASTERN COUNTRIES

1. Togo: National Flag (p. 222)
2. Tunisia: President's Flag, National and Merchant Flag (p. 222)
3. United Arab Republic: National and Merchant Flag (p. 223)
4. Upper Volta, Republic of: National Flag (p. 224)
5. Israel: National Flag (p. 227)
6. Jordan, Hashemite Kingdom of the: National Flag (old pattern) (p. 225)
7. Iraq: National Flag (old pattern) (p. 226)
8. Saudi Arabia: National Flag (old pattern) (p. 226)
9. } Bahrain: State or Island Flag (p. 227)
10. }



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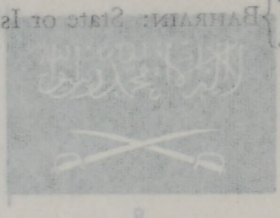

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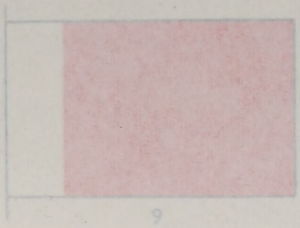

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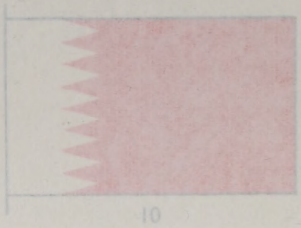

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King Feisal of IRAQ (formerly Mesopotamia). In accordance with the Treaty of Lausanne, Iraq was placed under the protection of Britain, and seven years later became completely independent. The Royal Standard consisted of the Jordan tricolour described above, but the red triangle at the hoist was charged with a large golden crown instead of the [illegible] that of the Crown Prince was similar [illegible] square, while his coronet appeared [illegible] triangle. The National Flag had a red trapezoid in the hoist, bearing two white seven-pointed [illegible] triangle.

The Republic [illegible] Republic [illegible] July, 1958. Twelve months later a new National Flag was adopted. [illegible] (at the [illegible] white, and green; the white stripe bore a large red eight-pointed star charged with a white-bordered yellow disc. This [illegible] Revolution of July 14th, [illegible] ns. The yellow disc is said to have been taken from the flag of Salahud-din A[illegible] between Arabs and Kurds. The government formed in 1958 under Kassem was overthrown in February, 1963, and a new government under Marshal Abdul Salam Mohammed Arif was formed. On August 25rd, 1963, this government adopted a new National Flag, which was a horizontal tricolour with stripes of equal width, red at the top, white, and black, with three green five-pointed stars placed on the white stripe (Plate XXVIII, 7). The number of stars has now been reduced to two.

Ibn Saud became Sultan of the Nejd in 1921, and five years later conquered the Hejaz and became King Saud of the Hejaz and Nejd and its Dependencies. The name of this kingdom was changed to SAUDI ARABIA in 1932.

The National Flag is green and bears the great Arabic inscription "LA ILLAHA ILLA ALLAH WA MOHAMMED UR-RASUL ULLAH"

Plate XXVIII

FLAGS OF AFRICAN AND MIDDLE EASTERN COUNTRIES

1. TOGO: National Flag (p. 222)
2. TUNISIA: President's Flag, National and Merchant Flag (p. 222)
3. UNITED ARAB REPUBLIC: National and Merchant Flag (p. 223)
4. UPPER VOLTA, REPUBLIC OF: National Flag (p. 224)
5. ISRAEL: National Flag (p. 227)
6. JORDAN, HASHEMITE KINGDOM OF THE: National Flag (old pattern) (p. 225)
7. IRAQ: National Flag (old pattern) (p. 226)
8. SAUDI ARABIA: National Flag (old pattern) (p. 226)
9. } BAHRAIN: State or Island Flag (p. 225)
10. }

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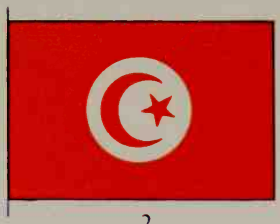

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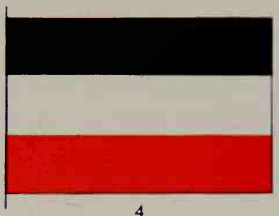

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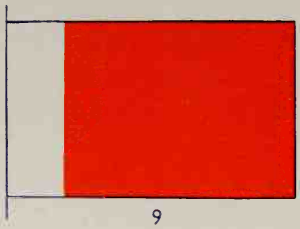

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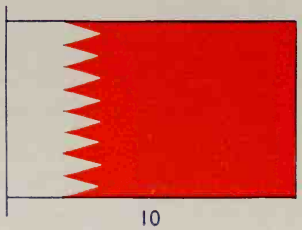

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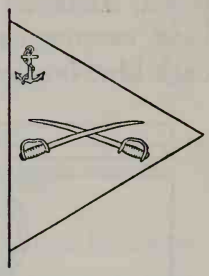
Plate XXVIII P.226

FLAGS OF AFRICAN AND MIDDLE EASTERN COUNTRIES

(" There is no God but God, and Mohammed is the Prophet of God "). The inscription, in accordance with Arab custom, reads from right to left. In order that it shall appear correctly on the reverse side of the flag it is necessary to print it in duplicate and sew the two back to back before fixing the canvas " heading." Under the inscription, which is in white, there used to be two swords in saltire. Now the Saudi-Arabian flags have only one white sword. The National Flag is 150 by 100 centimetres (Plate XXVIII, 8).

The Royal Standard and the ensign for warships are the same as the National Flag, except for the size of their fields (see below), and the ensign has an additional charge in the form of a white anchor in the upper corner of the fly. The Army and Air Force use the National Flag.



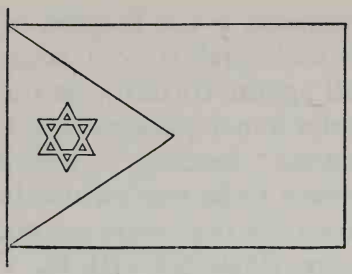
SAUDI ARABIA : MERCHANT FLAG

The Royal Standard is 250 by 230 centimetres, and the warship ensign 150 centimetres square. The ensign for merchant ships is unique in that it is triangular (each side being 140 centimetres); the two white swords in saltire are in the centre of the flag and a small white anchor is in the upper hoist.

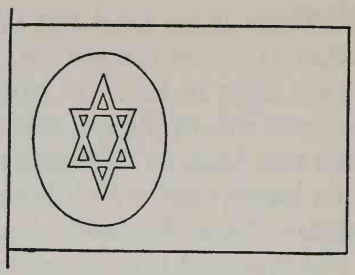
After thirty years of mandated control by Great Britain, Palestine became the independent State of ISRAEL on May 14th, 1948.

The National Flag is white with a blue horizontal stripe near the upper and lower edges of the field, and between them in the centre of the flag the " Magen David " (Shield of David, sometimes erroneously referred to as the " Star of David "), also in blue. This is composed of two interlaced equilateral triangles, whose bases are horizontal (Plate XXVIII, 5). This flag was apparently based on the design of the flag adopted by the Zionist movement, which dated back to 1891. The choice of colours is said to have been inspired by the " tallith "—the traditional Jewish prayer shawl.

The Naval and Merchant Ships Ensigns both have blue fields. The former has a white triangle at the hoist, bearing the Magen David device in blue, and the latter has a white oval panel near the

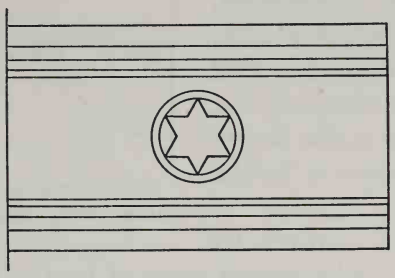


ISRAEL : ENSIGN

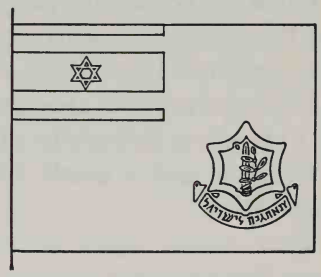


ISRAEL : MERCHANT FLAG

hoist, charged with the same emblem. The Air Force Ensign has two dark-blue horizontal stripes, one each near the top and bottom edges, followed inwards by narrow white stripes, which in turn have narrow dark-blue borders. In the centre of the field is a dark-blue-bordered white disc, bearing a dark-blue six-pointed star.



ISRAEL : AIR FORCE ENSIGN



ISRAEL : DEFENCE FORCE

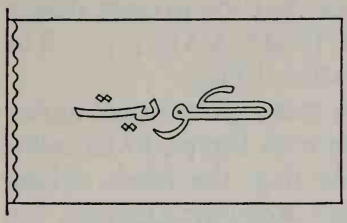
The Defence Force Flag has a sky-blue field with a white canton bearing two horizontal stripes and the Magen David emblem in sky-blue; in the lower fly is a device in gold.

ISRAEL : PRESIDENT'S STANDARD

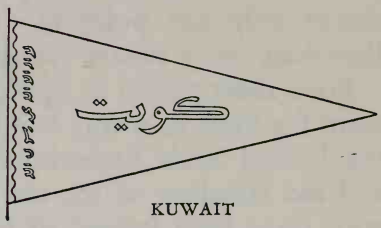
The President's Standard has a dark-blue square field with a white border. In the centre is the Great Menorah—a seven-branched candlestick—between two olive branches, with the word Israel beneath in white. The Great Menorah is said to be a symbol of light and inspiration for the Jews.

The Sheikdom of Kuwait or Koweit became the independent State of KUWAIT on June 19th, 1961. The new National Flag

adopted in accordance with decree No. 26/1961 was published in the official Government gazette on September 10th, 1961. It is a horizontal tricolour, green over white over red, with a black trapezoid at the hoist (Plate XXIX, 1). Prior to independence the Sheikdom had four National Flags; two of these were rectangular and two were triangular. All four flags had a scarlet field, with a narrow white stripe at the hoist, the scarlet edge of the stripe being wavy, and all had the word "Kuwait" in Arabic, also in white, along the centre of the field. One of each of the pairs is charged with the Arabic inscription "There is no god but God," in white,



KUWAIT



KUWAIT

positioned along the aforesaid wavy edge. So far as can be ascertained any one of the four could be flown, there being no official ruling on the matter, but it appeared that the triangular pattern was the one more commonly used.

While LEBANON was under French Mandate (see page 230) she used the French tricolour with a representation of a cedar-tree of the Lebanon in the centre of the white stripe. At the end of World War II she became an independent Republic, and adopted a new National Flag. This has a field of three by two, and is composed of three horizontal stripes, red at the top, then white, then red, the width of the red stripes being half that of the white stripe; in the centre of the latter and occupying nearly its whole width is a green cedar-tree with a brown trunk (Plate XXIX, 2). With the addition of a white vertical stripe charged with a red anchor at the hoist and fly, it becomes the Jack. The Masthead Pennant is divided vertically red, white, red.

MUSCAT AND OMAN use a plain red flag, proportions three by two, as their National Flag (Plate XXIX, 3).

The National Flag of QATAR has a maroon field, three by two,

with a white stripe at the hoist; the dividing line between the colours has a serrated edge of nine points. Sometimes the field is more of the colour of chocolate than maroon (Plate XXIX, 9).

SYRIA was freed from Turkish domination by the British, French, and Arab troops in 1918, and with Lebanon was placed under French Mandate. She was established as a Republic in 1930, and two years later adopted a National Flag composed of the so-called Pan-Arabian colours, black, white, red, green. It consists of a horizontal tricolour, green over white over black, with three red five-pointed stars on the white stripe. In earlier patterns the stars had two points upwards, but the present design shows only one point in this position (Plate XXIX, 5). The President flies a square version of the National Flag.

For a short period in April, 1963, there was a provisional agreement for Syria to merge in a federal State with Egypt, to be called the United Arab Republic and have one flag, the black, white, and red tricolour of the old United Arab Republic (Egypt), but with three stars instead of two; this arrangement has not been ratified.

The TRUCIAL STATES comprise seven independent Sheikdoms. They have treaty relations with the British Government, which is responsible for their external affairs. Six of these States are at the southern end of the Persian Gulf, namely, (*a*) Abu Dhabi; (*b*) Umm el Quwain; (*c*) Ajman; (*d*) Dubai; (*e*) Sharjah; and (*f*) Ras al Khaimah; the seventh (*g*), Fujairah, is on the Gulf of Oman. Details of the various flags are as follows:

(*a*) Red field with a white canton; (*b*) red field with white crescent and five-pointed star with vertical white stripe at the hoist (Plate XXIX, 7 and 8); (*c*) and (*d*) a similar flag, but without the crescent and star; (*e*) and (*f*) white field, with a small red square in the centre; (*g*) plain rectangular red field, the same as Muscat and Oman.

TURKEY's flag is red, charged with a white crescent and five-pointed star. It can be seen from Plate XXIX, 6, that one of the points of the star is placed directly towards the hoist.

The crescent is more a symbol of Constantinople than of the Turks, and dates from the days of Philip of Macedon, the father of

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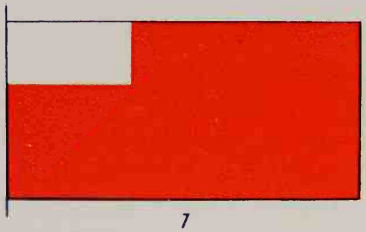

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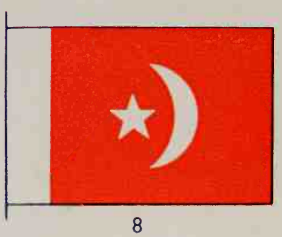

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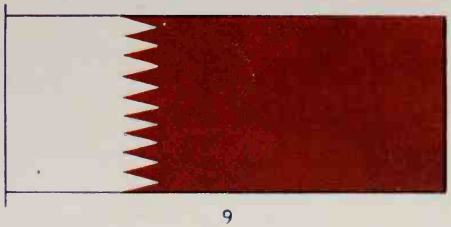

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Plate XXIX Q.231

FLAGS OF MIDDLE EASTERN COUNTRIES

Plate XXIX

FLAGS OF MIDDLE EASTERN COUNTRIES

1. KUWAIT: National Flag (p. 228)
2. LEBANON: National Flag (p. 229)
3. MUSCAT AND OMAN: National Flag (p. 229)
4. YEMEN: National Flag, Ensign, and Merchant Flag (p. 232)
5. SYRIA: National Flag (p. 230)
6. TURKEY: National Flag (p. 230)
7. TRUCIAL STATES, ABU DHABI: Flag (p. 230)
8. TRUCIAL STATES, UMM EL QUWAIN: Flag (p. 230)
9. QATAR: National Flag (p. 229)

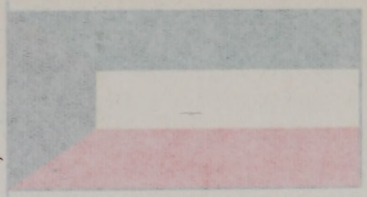

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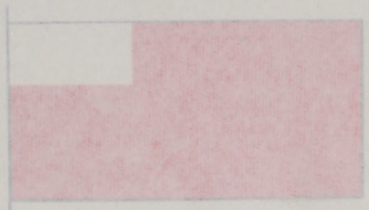
Plate XXIX

FLAGS OF MIDDLE EASTERN COUNTRIES

1. KUWAIT: National Flag (p. 228)
2. LEBANON: National Flag (p. 229)
3. MUSCAT AND OMAN: National Flag (p. 229)
4. YEMEN: National Flag, Ensign, and Merchant Flag (p. 232)
5. SYRIA: National Flag (p. 230)
6. TURKEY: National Flag (p. 230)
7. TRUCIAL STATES, ABU DHABI: Flag (p. 230)
8. TRUCIAL STATES, UMM EL QUWAIN: Flag (p. 230)
9. QATAR: National Flag (p. 229)



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FLAGS OF MIDDLE EASTERN COUNTRIES

Alexander the Great. When, so the legend runs, that enterprising monarch besieged Byzantium in 339 B.C., he met with repulse after repulse, and tried as a last resource to undermine the walls; but the crescent moon shone out so gloriously that the attempt was discovered and the city saved. Thereupon the Byzantines adopted the crescent as their badge, and Diana, whose emblem it was, as their patroness. When the Roman Emperors came, the crescent was not displaced, and it continued to be the city badge under the Christian Emperors. In 1453, when Mohammed the Second took Constantinople, it was still to the fore, and wanting something to vary the monotony of the plain red flag under which he had led his men to victory, he with great discrimination availed himself of the old Byzantine badge, explaining that it meant Constantinople on a field of blood. That is story number one, but there is another.

Some hundred and fifty years before the city fell, the Sultan Othman, founder of the Ottoman dynasty, had a dream in which he saw a crescent moon growing bigger and bigger, until it reached from the farthest east to the farthest west. This led him to adopt the crescent, which designated Constantinople, or Istanbul as it is now known.

Whichever story we accept, it is clear where the crescent came from. Even now in Moscow and other Russian cities the crescent and the cross may be seen combined on the churches, denoting the Byzantine origin of the Eastern rite.

Where the star came from is not so clear. A star within a crescent was a badge of Richard I more than two hundred and fifty years before Constantinople fell, which implies that the crescent was adopted by the Saracens if, as is alleged, the device was emblematic of the Crusades, and the star stood for the star of Bethlehem. In his badge Richard placed the crescent on its back and the star above it; but when Mohammedanism became triumphant the Turks placed the star with the upright crescent where the dark area of the moon should be, from which on some flags it has emerged. Others tell us that it is the star of piercing brightness, the morning star, Al Tarek, the star that appeareth by night of the eighty-sixth chapter of the Koran; but why or wherefore is not stated and no dates are given.

The old personal flag of the Sultan, the Royal Standard, displayed the "tughra" consisting of the Sultan's name, the title khan, and the epithet "EL MUZAFFAR DAIMA" ("the ever victorious"). When Murad, otherwise Amurath, who ascended the throne in 1362, entered into a peace treaty with the Ragusans, he was not sufficiently scholarly to write his name, so he dipped his hand in what must have been a somewhat capacious inkpot and pressed it on the document, the first, second, and third fingers making smears in fairly close proximity, while the thumb and little finger were apart on either side. This early specimen of smudgeography was large enough, owing to his taking about size ten in gloves, to afford room for additions, and indeed would look better with some of the spaces filled up; and so the Ottoman scribes wrote within them the name Murad, his title, and the phrase that bore testimony to his victorious career. Of this remarkable performance the tughra remained the symbol, the three upright forms being the Sultan's three fingers, firm and square at the tips, the curves to the left his very large thumb, and the double line to the right his almost dislocated little finger. These leading forms never varied on the standard, but owing to the name of the reigning Sultan being always written in, as in the original, the pattern of the tughra changed in details with every reign.

The plain red flag, with its white crescent and five-pointed star, is now the National Flag and the Ensign for both war and merchant ships. The President's Standard is similar, but the field is square and bears in the top left-hand corner a golden petal-shaped flower device within a ring of sixteen golden five-pointed stars.

The Masthead Pennant is red, and bears the white crescent and star at the hoist. Customs vessels fly a white-bordered square version of the National Flag.

Since September, 1962, the YEMEN has been in the throes of a civil war. Rebel forces, with the assistance of the United Arab Republic, have been endeavouring to overthrow the old Moutawakilite Kingdom of the Yemen and establish a Republic. On November 5th, 1964, it was announced that a cease-fire had been arranged between the opposing forces prior to talks. The flag of the Moutawakilite Kingdom is a simple red flag, with certain charges

symbolic of Moslem and Yemenite virtues. Although this has been in use for many centuries the present National Flag, Naval and Merchant Ship Ensigns date only from 1927. They are all of the same simple design (Plate XXIX, 4), a red field, with a white scimitar and five white five-pointed stars. Each star is said to represent one of the five divisions into which the Yemen is divided, and also the five dogmas of Islam; the scimitar is the traditional Arab symbol. The forces which have been seeking to establish a Republic are said to have adopted as their flag a horizontal tricolour of three equal stripes, red on top, white, and black, with a single green star in the centre of the white stripe. This flag is the same as that of the United Arab Republic (Plate XXVIII, 3), except that it has only one star instead of two. What will eventually be the government and flag of the Yemen remains to be seen.

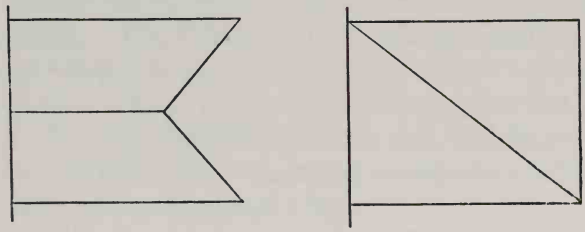
CHAPTER XVI

FLAGS OF ASIA

THE Royal Standard of JAPAN is red, charged with the State "Mon" of Japan (Kiku-non-hana-mon), a conventionalized golden chrysanthemum of sixteen rays (Plate XXX, 3).

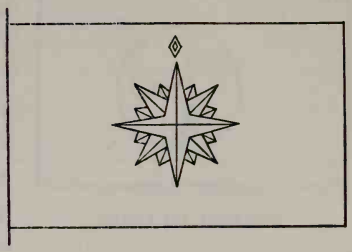
Japan is the land of the rising sun, and the sun as a plain red ball on a white field is the National, Merchant Flag, and Jack (Plate XXX, 4). If rays are added to the plain ball of the sun the design can be treated to admit of a wide variety, and noteworthy advantage has been taken of this. The Naval Ensign has the ball (placed on the centre horizontal line of the field and one third the length of it from the hoist) putting forth sixteen rays to the edges of the flag, five to the top, five to the bottom, and three to each of the sides (Plate XXX, 5). The Masthead Pendant is white with an eight-rayed sun at the hoist.

Allied Control flags were instituted by the Commander Naval Forces, Tokyo, in January, 1949, and continued in use until the signing of the Peace Treaty in April, 1952. These consisted of the International "E" flag, horizontally blue over red, with a triangle cut out in the fly; and a modified International "O" flag—i.e. one halved diagonally from the top of the hoist to the bottom of the fly, red over yellow—the modification changing the yellow portion to green. The former was flown at the triatic stay in Japanese-owned vessels under Allied control whilst at sea. These vessels were allowed to wear the Japanese Merchant Flag at the stern when in port, and also when within the three-mile limit in a specified coastal area of Japan, including a number of islands.



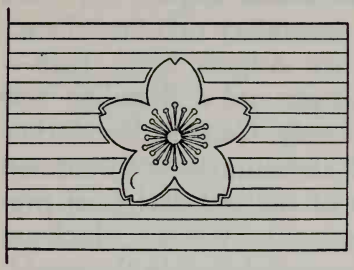
ALLIED CONTROL FLAGS, JAPAN

American-owned vessels having Japanese crews and engaged in occupation force work (the so-called " SCAJAP " fleet) displayed the modified " O " flag at the main-mast truck at all times, whether within or without Japanese home waters.



Vessels belonging to the Maritime Safety Agency (originally known as the Maritime Board) fly, at the main (or principal) mast a dark blue flag bearing a white compass-rose emblem in the centre thereof, as shown in the accompanying illustration.

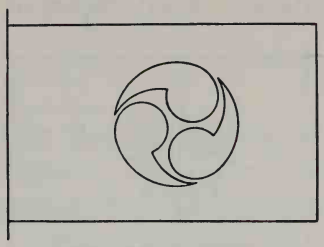
The Coastal Safety Force flag had a field three by two composed of fifteen horizontal stripes of equal width, eight white and seven blue; over all, in generous proportions, a conventionalized cherry-blossom in red. It was established by the National Safety Agency (the Ministry responsible for the activities of the National Safety Force and the Coastal Safety Force), Notification No. 2, dated October 31st, 1952, for use afloat and on shore. In the former instance, ships displayed it at the gaff, with the National and Merchant Flag at the ensign-staff. At a shore establishment, the two flags were flown equally at the truck of a flagstaff.



The use of this flag was discontinued towards the end of June, 1954, when the C.S.F., was superseded by the Coastal Defence Force. Units of this force wear the naval Ensign (see page 234 and Plate XXX, 5) and the Masthead Pendant previously described.

Merchant ships registered in the RYUKYU ISLANDS, a Japanese archipelago extending from Japan to Formosa, which are administratively controlled by the United States, wear an ensign similar to the International " D " flag (horizontally, yellow over dark blue over yellow), with an equilateral triangle cut out in the fly. At the time of writing, the Legislature has yet to decide on a national flag; however, many of the Ryukyuan people are reported

to be in favour of adopting one. It is said that before World War II the only national flag used in these islands, other than the Japanese, was a standard of the Sho kings who reigned from 1469 to 1879. This had a white rectangular field charged with three "reversed commas," yellow (centre), red (upper), and blue (lower), as shown in the accompanying illustration. Also compare this emblem with that used on the flag of Southern Korea, below.



RYUKYU ISLANDS

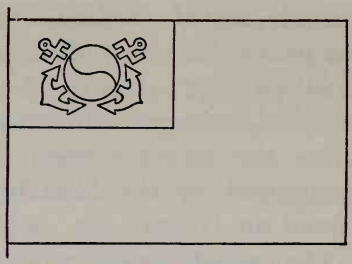
KOREA was under Japanese control for the forty years ending 1945, when Japan surrendered to the Allies. The Armies of Occupation of the United States of America and the U.S.S.R. moved into the Southern and Northern Zones respectively—the famous 38th Parallel being an arbitrary boundary dividing them.

Within three years—to be precise, on August 15th, 1948—Southern Korea was granted independence and a Republic was inaugurated. Some eight months previously, General MacArthur had established a new flag which eventually became the new National Flag (Plate XXX, 7). It is a variation of the old design of pre-World War II years. With its charges (described below), which are rich in symbolism, it is one of the most beautiful flags in the world.

The field is white, and in the centre thereof is a circular device which is to be found in the writings of the ancient Chinese philosopher, Chu-Hsi, and the two components of which are called "Yang" and "Yin," representing the opposites in Nature—male and female, summer and winter, fire and water, heaven and earth, etc. It is similar to the Japanese badge of triumph and honour, called the "Tomoye," which dates from about the 12th century, and is said to have been adopted from the Chinese cosmogony. The shapes formed by the S-like boundary line are red on top and blue below, being variously described as "streptocones," "pines," or "commas."

In each of the corners of the field are parallel bars, broken and unbroken, in black, called "trigrams": these also symbolize opposites such as father and mother, boy and girl, positive and negative, etc.

The naval Ensign and Jack worn by naval vessels have a blue field with a white canton bearing two black conventional anchors in saltire with the "Yang" and "Yin" device, from the National Flag, superimposed.

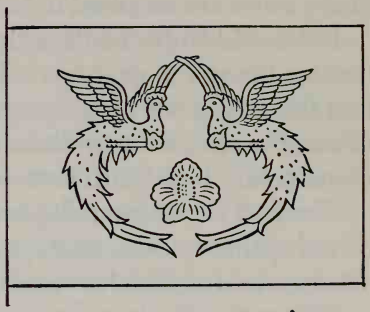


KOREAN ENSIGN

Coastguard vessels wear a similar ensign, but the emblem in the white canton is as shown in the illustration; the circle round it, and also the eagle, are white, but the anchors are yellow. A plain blue flag with the same device is flown ashore. Naval command flags are blue. They bear five-pointed stars to denote rank; Vice-Admiral three, in the form of a triangle; Rear-Admiral two, one above the other; and a Commodore one in the centre.

SOUTH KOREA: COASTGUARD ENSIGN

The President's Flag has a unique device in white on a rectangular blue field.



SOUTH KOREA: PRESIDENT'S FLAG

In Northern Korea the Democratic Korean People's Republic adopted a red flag with blue stripes along the upper and lower edges of the field, each being separated from the latter by a white fimbriation. In the centre of the red field is a large red five-pointed star on a white disc, positioned on the horizontal centre line, slightly nearer the hoist than the fly (Plate XXX, 8).

Before World War II the National Flag of Outer Mongolia was red with the State emblem, in blue, in the centre thereof and occupying approximately half the hoist; the Merchant Flag was yellow with a red saltire having the same emblem overall, also in blue. This emblem, an ideogram called the soyonbo, comprised mystical symbols, which included a flame, the sun and moon, a

triangle, and the "Yang and Yin" symbol found in the writings of the ancient Chinese philosopher Chu-Hsi, and which is dealt with in detail on page 236 in the description of the flag of Southern Korea.

Outer Mongolia finally broke away from China's sovereignty when the newly-formed MONGOLIAN PEOPLE'S REPUBLIC was recognized by the Sino-Soviet treaty, which was formally confirmed on January 5th, 1946.

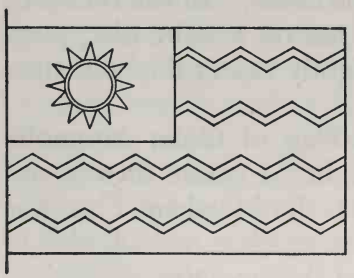
The flag adopted consists of three vertical stripes, of equal width, red, blue, and red; the red stripe at the hoist is charged with the soyonbo used on the earlier Mongolian flags mentioned above, but surmounted by a five-pointed star, in gold (Plate XXX, 9).

As described in Chapter I, it is probable that CHINA was the first country to use flags and banners, and so in her long history she has had a large number of different flags, many of them very beautiful. Many more are ascribed to her incorrectly, and are purely imaginary.

In the old Imperial days the colour was yellow, the one dominant feature being the dragon. The dragon on the Emperor's Standard had five claws on each foot, and it was said that, by a standing law of the Empire, no mandarin or nobleman, on pain of death, should show more than four claws to each foot.

The first Republican flag was a Jack of five equal horizontal stripes of red, yellow, blue, white, and black, one for each of the four Provinces, and the fifth for the Mohammedan members of the Republic.

When the Nationalist Party (Kuomintang) set up the Nanking Government in 1928, the National Flag shown on Plate XXX, 1, was adopted. This was red, with a dark blue canton on which is a white twelve-rayed sun. The red symbolizes sacrifice, the white justice, and the blue purity. This flag is also the Naval Ensign. The Merchant Flag is similar, but has, in addition, four rows of zig-zag yellow stripes running across the red portion of the field; the blue canton with the white star serves as the Jack.



NATIONALIST CHINA: MERCHANT FLAG

A diminutive of the Jack is placed in the head of the red Masthead Pendant.

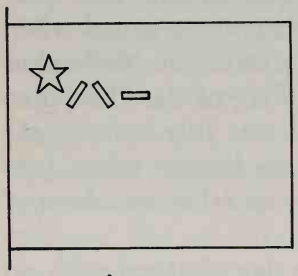
A red rectangular flag, bordered yellow, bearing on the centre of the field a dark blue disc charged with the white twelve-rayed sun, does duty as that of the President. The Vice-President uses a similar one, but this has a yellow border on the upper and lower edges only.

The Minister of Defence, and the Chief of General Staff, both fly white flags as shown in the accompanying illustration; in the case of the former the anchor and cross rifles emblem is in red and the latter dark blue.

NATIONALIST CHINA: MINISTER OF DEFENCE

A flag similar to the Merchant flag, but having the four zig-zag stripes in green, is used by the Customs Authority.

The People's Republic of China was proclaimed by Mao Tse-tung in Peiping (Pekin) on September 21st, 1949. The National and Merchant flag is red, with a large golden five-pointed star and four similar, but smaller, stars arranged on an arc slightly nearer the fly, in the upper hoist (Plate XXX, 2). The large star is said to represent the "Common Programme" of the People's Political Consultative Committee which adopted the new Constitution, and four smaller ones the four classes of the People's Republic—workers, peasants, petty bourgeoisie, and "patriotic" capitalists, who, it had been repeatedly stressed, were indispensable for Chinese recovery.

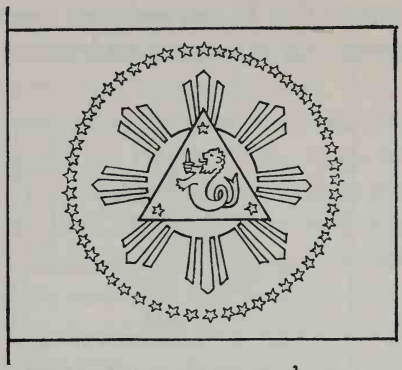


PEOPLE'S REPUBLIC OF CHINA: LIBERATION ARMY

With the addition of a special charge, in gold, in the lower corner of the fly, this flag becomes the Customs Flag. This charge consists of a key in saltire with a caduceus—the Staff of Mercury, consisting of a ball-headed rod, winged, and entwined by two serpents.

The flag of the Liberation Army is also red; it has charges in gold as shown in the accompanying illustration.

The National Flag, Naval Ensign, and Merchant Flag of the PHILIPPINES is illustrated on Plate XXX, 6. As the scale is so small, it must be mentioned that each of the eight rays of the yellow sun is itself composed of three rays, as is shown in the same emblem on the flag of the President.



PHILIPPINES: PRESIDENT'S FLAG

The design was first adopted in the early months of 1898 by the "Junta Patriotico," the council of exiled Filipino leaders in Hong Kong, and incorporates features of the earlier revolutionary flags. A certain Mrs. Marcela Marino Agoncillo was responsible for making the first flag, and General Emilo Aguinaldo took it to the Philippines on May 19th of the same year and carried it to victory in the closing stages of the war of independence against Spain. On June 12th it was adopted as the official flag of the ephemeral Philippine Republic. Then followed the war with America which ended in the defeat and capture of General Aguinaldo on March 23rd, 1901.

With the agreement of the United States, it was adopted as the National Flag on March 26th, 1920, with the proviso that when other flags were flown, the Stars and Stripes should take precedence, with the Filipino flag next. This flag was retained when the Philippines were granted Commonwealth status on November 15th, 1935, and it continued as the National Flag of the Philippine Republic when independence was attained on July 4th, 1946; from that date the Stars and Stripes has no longer taken precedence. It now takes its place among those of other members of the United Nations.

Originally the President had a dark blue flag charged with an emblem consisting of the yellow eight-rayed sun, and over all a red equilateral triangle having a small yellow five-pointed star in each corner: in the centre of the triangle a yellow sea-lion holding a dagger. There were four large yellow five-pointed stars, one in

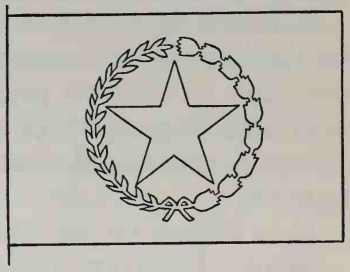
each corner of the field. Subsequently these were deleted, and at the same time the colour of the field was changed to sky-blue, the centre charge being surrounded with fifty-two white five-pointed stars.

The design of the Vice-President's Flag is identical to the President's original flag, but the colours are as follows: field—white, sun—blue, triangle—red, sea-lion and three small stars—white, and the four large stars on the field are blue.

The Jack is dark blue bearing a yellow twenty-four-rayed sun in the centre thereof, and three large yellow five-pointed stars positioned one each at the upper and lower hoist, and at the centre of the free edge of the field, respectively. The Masthead Pendant is divided horizontally, blue over red, and is swallow-tailed; at the hoist there are three yellow five-pointed stars on a white background.

Formerly the Netherlands East Indies, the new REPUBLIC OF THE UNITED STATES OF INDONESIA came into being in accordance with an Act which was signed by H.M. Queen Juliana of the Netherlands on December 27th, 1949. It is laid down in the Constitution that the National Flag shall consist of two horizontal stripes of equal width, red over white (Plate XXX, 11). This flag is said to have been used during various periods between the end of the 13th century until just before the beginning of the 19th century, the colours being regarded by some as representing freedom and justice. It is not surprising, therefore, that this flag was much in evidence during the Indonesian National Movement of 1929. Readers will note that this flag is identical with that of the Principality of Monaco in the South of France.

The President's Standard has a canary-yellow square field with a golden-yellow fringe on three sides. In the centre there is a large five-pointed star surrounded by a wreath of rice and cotton blades, also in golden-yellow.

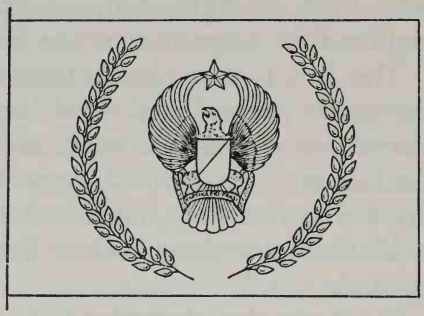


INDONESIA: PRESIDENT'S STANDARD

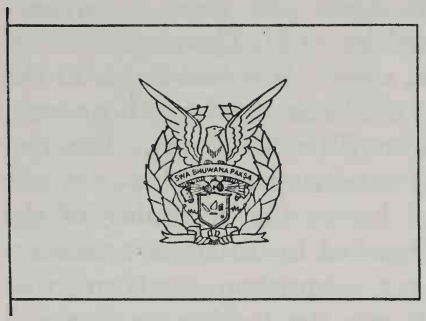
The Naval Ensign and the ensign for merchant ships are the same as the National Flag.

The ceremonial flags of the three armed forces have golden fringes on three sides and are really banners used in similar circumstances to our Queen's Colours. That of the Navy is royal blue, the Army emerald green, the Air Force sky blue, the field in each case being three by two.

INDONESIA: NAVAL ENSIGN



INDONESIA: ARMY FLAG



INDONESIA: AIR FORCE ENSIGN

REVERSE SIDE OF ALL THREE

The distinctive device of each service, in golden-yellow, is placed in the centre of the *obverse* side of the appropriate field.

In regard to the Naval Ensign, the small quartered shield borne by the Garuda bird surmounting the anchor is in full colours, as described on the next page. The small shield on the Army Flag is divided diagonally, red over white, while that on the Air Force Ensign is golden-yellow and bears a map of the Indonesian islands in black.

Here follows the mottoes on the *obverse* sides of the flags:

Navy. JALEṢVEVA JAYÂMAHE—" On the Seas We are Glorious."

Army. KARTIKA EKI PAKṢI—" Strength, Unity, and Loyalty."

Air Force. SWA BHUWANA PAKṢA—" The Wings of the Fatherland."

All mottoes are written in the old Indonesian language (Kawi), in black lettering.

The Indonesian Arms, in full colours, are superimposed on the *reverse* side of all three flags. They comprise a representation of the Garuda—the sacred bird of Hindu epics, in golden-yellow, and thereon a quartered shield (1) red, charged with a buffalo head in black; (2) white, bearing a bayan tree in green; (3) white with rice and cotton sprigs; and (4) red, charged with a yellow chain; over all a small black shield bearing a yellow five-pointed star. The motto BHINNEKA TUNGGAL IKA—" Unity through Diversity " —in black lettering is inscribed on the white scroll.

The Jack worn by naval vessels consists of nine horizontal stripes of equal width, five red and four white, the field being also three by two.

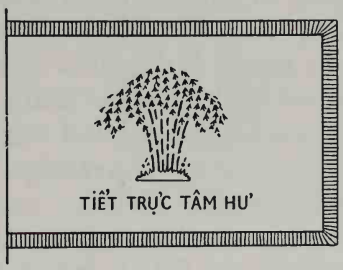
Soon after the conclusion of World War II, French Indo-China was divided into the three independent states of VIET-NAM, LAOS, and CAMBODIA, associated with France within the French Union. Great Britain and the United States of America announced recognition of them as such on February 7th, 1950.

The National Flag of VIET-NAM (Southern Zone) (Plate XXX, 10) has a deep yellow or orange field, three by two, with three narrow horizontal stripes, in crimson, in the middle, separated by two similar stripes of the field, all of equal size, i.e. one fifteenth of the hoist. It was adopted by H.M. Bao Dai (the former Emperor of Annam) in May, 1948, when the French granted Viet-Nam her independence. This flag had, in fact, been designed and adopted in 1944, when Tongking, Annam, Cochin China, and Cambodia were amalgamated into a " free state " by the Japanese-sponsored separatist régime and re-named Viet-Nam.

In May, 1949, the French National Assembly agreed to end the colonial status, and in the following month Bao Dai was officially invested as head of the new State of Viet-Nam, comprising Tongking, Annam, and Cochin China.

In accordance with the Geneva Conference of 1954, Viet-Nam was divided into two zones.

The Southern Zone became the new Republic of Viet-Nam during the year that followed, with Ngo dinh Diem as its first President. It was decided that the design of the National flag should remain as heretofore (Plate XXX, 10); also that a distinctive flag should be adopted for the President. This has a golden-yellow field bearing, in the centre thereof, a representation of a bamboo tree in green, and underneath an inscription in red, which may be freely translated as DUTY AND SACRIFICE, as shown in the accompanying illustration. It will be noted that this flag has a golden fringe.



VIET-NAM: PRESIDENT'S FLAG

The Northern Zone was designated the Democratic Republic of Viet-Nam, with Ho Chi Minh as its President. The latter signed a decree, No. 249-SL, on November 30th, 1955, adopting a red flag, proportions three to two, bearing a large yellow five-pointed star in the centre thereof, as the National Flag (Plate XXXI, 1).

According to Article 2 of the Constitution of the Kingdom of LAOS, adopted on September 14th, 1949, the National Flag consists of a red flag, three by two, with the Laotian national emblem, a white three-headed elephant surmounted by a conventional parasol in the centre thereof (Plate XXXI, 2).

A new design for the National Flag of CAMBODIA was approved by the King in October, 1948. It consists of three horizontal stripes, blue over red over blue, the red portion being twice the width of one of the blue stripes; in the centre of the red stripe, a conventional representation of a pagoda, the "Anger-Watt" surmounted by three towers, in white (Plate XXXI, 3).

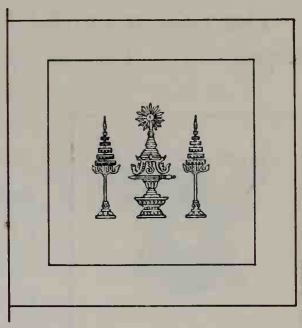
This flag also does duty as the Naval Ensign and the Merchant Flag. A diminutive of it is placed in the first quarter of a white swallow-tailed field to form the flag of the Chief of Naval Staff. The Masthead Pendant is divided vertically, blue (at the mast) and red.

The Royal Standard consists of a red-bordered square blue field

with the charges in gold outlined red, as shown in the accompanying illustration.

On special occasions a similar Standard, but bearing the very ornate and elaborate Royal Arms in the centre thereof, is displayed.

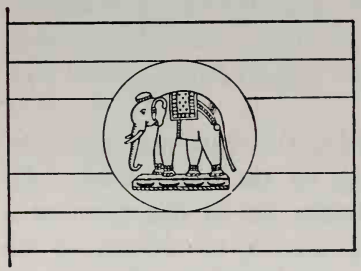
After the Geneva Conference of 1954 Cambodia became finally economically independent not only of France but also of Viet-Nam and Laos.



CAMBODIA: ROYAL STANDARD

THAILAND, the Land of the Free, formerly known as SIAM, is sometimes referred to as the country of the White Elephant, and has many flags. The legend of the white elephant is that before Zacca, the founder of the nation, was born, his mother dreamt that she brought forth a white elephant, and the learned affirm that Zacca, after a metempsychosis of eighty thousand changes, concluded his very varied experiences as this white elephant, and thence was received into the company of the gods. The white elephant thus stands in the same relation to Thailand as a patron saint.

The National Flag was originally plain red, but in December, 1899, this was changed to red with a white elephant in the centre. Just over a quarter of a century later, the flag was again changed to a horizontal pattern of red with two white stripes, each of the latter being one sixth of the depth of the flag and being placed one sixth of the depth from the top and bottom of the flag respectively. A year later, however, King Rama VI decided to introduce blue into the design (blue being the colour of the Siamese Navy flags and having been used in the ancient service flags of Siam), and so the broad central stripe of red was changed to blue. This is the National and Merchant Flag, and is known as the "Trairanga Flag" (see Plate XXXI, 4). The Naval Ensign is similar, but bears in the centre the device of an elephant on a red circle.



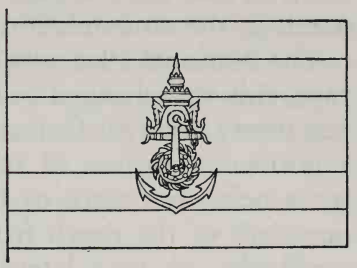
THAILAND: NAVAL ENSIGN

The design of the Royal Standard was also changed by King Rama VI. The King now flies a square standard of yellow, which is charged with the " Garuda " in red. According to the Brahman religion the Garuda was the bird upon which the god Vishnu rode, and Rama was one of the forms of incarnation of the latter.

THAILAND: ROYAL STANDARD

The Queen's Standard is similar, but has the fly forked. That of the Crown Prince is square like the King's, but has a deep dark blue border. That of the Crown Princess also has the dark blue border, but the fly is forked. The other Royal Princes fly square dark blue standards, in the centre of which are yellow discs, each charged with the red Garuda. The Royal Princesses fly standards of a similar pattern, but the fly is forked.

The flag used by the Diplomatic and Consular Services is also the Trairanga, which bears the white elephant in the centre of the blue stripe, but here it is placed on blue circles, and for the Diplomatic Service it is caparisoned, while for the Consular Service it is not caparisoned.



THAILAND: JACK

The Jack is again the Trairanga, charged in the centre with the device in yellow of an anchor, a jagged-edged wheel, and the crown of Siam. The flag of the Minister of Defence is white and bears the same device as the Jack, but has, in addition, a pair of green wings incorporated. It should be noted, however, that in this case the crown is yellow, the jagged-edged wheel red, and the anchor blue.

Admirals' flags have a dark blue field with white jagged-edged wheels, the number varying according to the rank held. An Admiral-of-the-Fleet has five white wheels, set in the form of a pentagon, and a white device in the centre, as shown in the illustration on page 247. The flag of an Admiral has four white

Plate XXX

FLAGS OF ASIAN COUNTRIES (1)

1. China, Nationalist: National Flag and Ensign (p. 238)
2. China, People's Republic of: National and Merchant Flag (p. 239)
3. Japan: Emperor's Standard (p. 244)
4. Japan: National Flag, Jack, and Merchant Flag (p. 244)
5. Japan: Naval Ensign (p. 244)
6. Philippines: National Flag, Ensign, and Merchant Flag (p. 245)
7. Southern Korea: National Flag (p. 256)
8. Northern Korea: National Flag (p. 257)
9. Mongolian People's Republic: National Flag (p. 258)
10. Viet-Nam, Republic of: National Flag (p. 243)
11. Indonesia, Republic of the United States of: National Flag (p. 241)

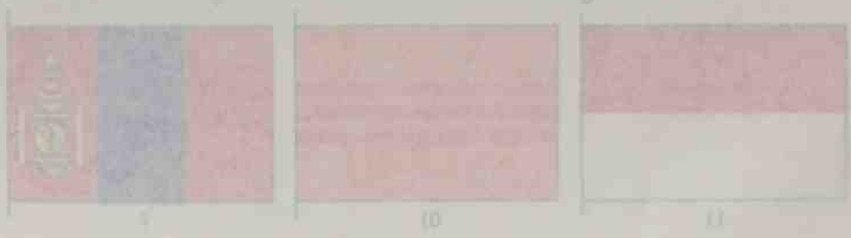


Plate XXX

FLAGS OF ASIAN COUNTRIES (1)

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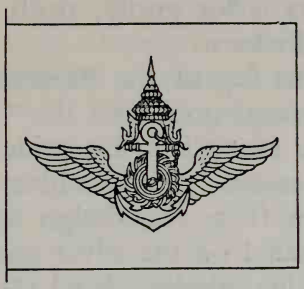
5. Japan: Naval Ensign (p. 234)
6. Philippines: National Flag, Ensign, and Merchant Flag (p. 240)
7. Southern Korea: National Flag (p. 236)
8. Northern Korea: National Flag (p. 237)
9. Mongolian People's Republic: National Flag (p. 238)
10. Viet-Nam, Republic of: National Flag (p. 243)
11. Indonesia, Republic of the United States of: National Flag (p. 241)

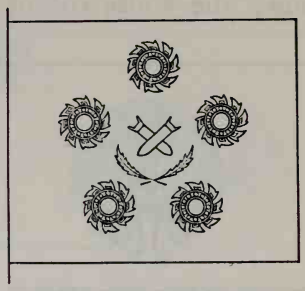
Plate XXX Q.246

FLAGS OF ASIAN COUNTRIES (1)

wheels (one in each corner), a Vice-Admiral three (one above two), a Rear-Admiral two (side by side), and a Commodore one (in the centre).

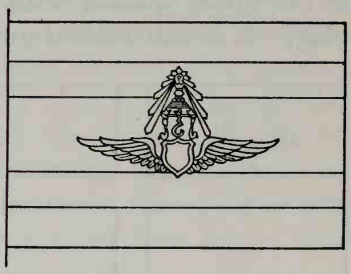


THAILAND: FLAG OF MINISTER OF DEFENCE



THAILAND: FLAG OF ADMIRAL-OF-THE-FLEET

The Masthead Pendant is red at the hoist and blue in the fly, and the Air Force Ensign comprises the Trairanga bearing an emblem in gold as shown in the accompanying illustration.



THAILAND: AIR FORCE ENSIGN

The Blue Ensign defaced with the Burmese Peacock was superseded by the National Flag of the REPUBLIC OF BURMA, in accordance with Paragraph 215 of the Constitution of the Union of the Republic of Burma, dated September 24th, 1947. It has a red field with a blue canton charged with a large white five-pointed star surrounded with five similar, but smaller, ones (Plate XXXI, 5).

The design has its origin in the flag of the Anti-Fascist Resistance Movement of World War II, which had a red field with a large white five-pointed star in the upper hoist. This star has been retained to commemorate the Resistance Movement of the whole of Burma, and the five smaller ones symbolize the unity of all the races of Burma—namely, Burmans, Karens, Shans, Kachins, and Chins; the Burmans embrace Mons and Arkanese and the remainder of their respective minorities.

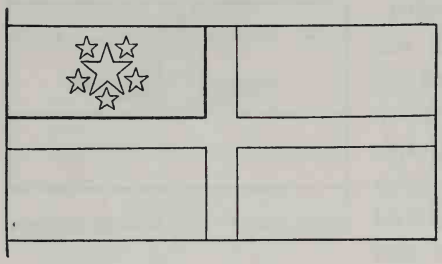
As to the significance of the colours of the new flag, the red field is said to denote courage, solidarity, and tenacity of purpose; the dark blue canton symbolizes the profound depths

of the night sky out of which the stars shine forth, and is considered aesthetically the most satisfying colour on a red background; the white colour of the stars is for purity, truth, and steadfastness.

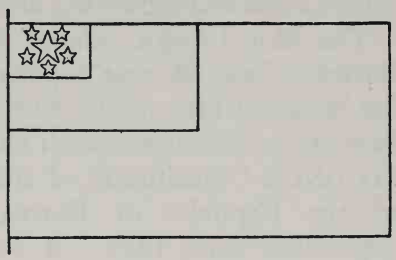
BURMA: PRESIDENT'S FLAG

The flag of the President is of orange-gold with the "Burmese Peacock in his pride" in the centre. This emblem was taken from the design which appeared on the silver coinage of King Mindon, dated 1852.

In choosing the Naval Ensign, it was decided to retain the White Ensign of the British Navy, but replace the Union Flag in the upper quarter with the blue canton from the new National Flag. It is half-masted on Martyrs' Day, 19th July.



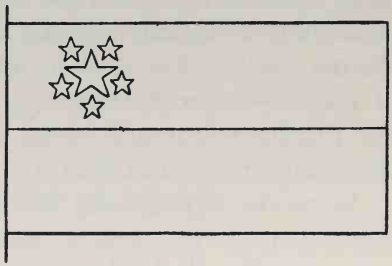
BURMA: ENSIGN



BURMA: ENSIGN OF SHIPS IN GOVERNMENT SERVICE

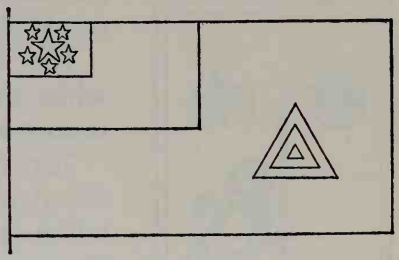
Government vessels, other than ships of war, wear a dark blue Ensign with the National Flag in the upper quarter next to the mast.

The field of the Merchant Flag is divided horizontally, dark blue over red, the upper stripe being charged with the white stars from the National Flag at the hoist. The Board of Management of the Port of Rangoon uses this flag with the addition of its badge in the fly of the red stripe.



BURMA: MERCHANT FLAG

Of unique design, the Burma Air Force Ensign is sky-blue with the National Flag in the upper hoist: in the fly is the distinguishing mark of the Burma Air Force—an equilateral triangle in dark blue, charged with a smaller triangle in white which in turn bears yet a smaller triangle in gold.

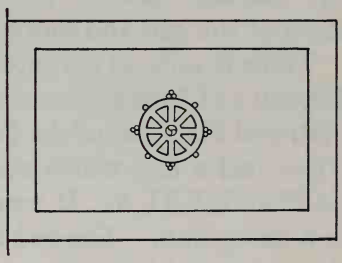


BURMA: AIR FORCE ENSIGN

The Chief of the Air Staff flies a sky-blue burgee with the same charge in the centre thereof, and the G.O.C. of the Army a burgee, horizontally red over blue over red, with a large white star on the centre stripe.

The state flag of BHUTAN has a field of the approximate proportions of five by four, divided diagonally from the top of the fly to the bottom of the hoist—orange-yellow over crimson. In the centre thereof, a dragon in white, of the type known heraldically as the "Chinese Dragon"; this is similar to the dragon of the West, except that it has no wings. It will be seen from the illustration that this particular one appears to be holding an egg in the claws of the right fore foot whilst trampling on the shell of another with the left fore foot (Plate XXXI, 6).

The State of SIKKIM has adopted a simplified version of the very ornate old flag. It comprises a white field with a red border. An ornamental circular emblem in yellow and red is superimposed in the centre of the field. The flag is shown in the accompanying illustration.



SIKKIM

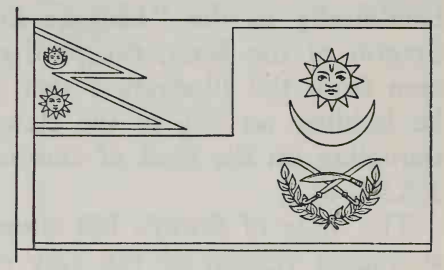
We now come to NEPAL which lies between northern India and Tibet. The famous Gurkha regiments were recruited from here. The flag is not too easy to describe, consisting as it does of a very distorted edition of the shape of a broad pendant of a Commodore in the British Navy. In regard to its colours, the

field is crimson, bordered with blue, and the charges are in white. These consist of a representation of the crescent moon (in the upper portion of the field) and the sun (Plate XXXI, 7).

NEPAL: ROYAL STANDARD

The Royal Standard is also red with white charges, but the border in this case is an orange-gold shade.

The flag of the Commander-in-Chief of the Armed Forces has a red field with a white canton containing the National Flag. In regard to the last mentioned, it should be noted that, in this instance, the crescent moon is white but the sun yellow. The charges in the fly are as follows: the crescent, crossed swords, and scimitar are white and the remainder yellow. The upper and lower edges of the flag have a narrow white border, and there is a narrow yellow vertical stripe at the hoist as shown in the accompanying illustration. The flags of Nepal have now been simplified by the removal of the human features from the faces of the sun and moon.



NEPAL: COMMANDER-IN-CHIEF ARMED FORCES

TIBET is now an Autonomous Region of China and uses as her National Flag that of the People's Republic of China. Before 1950 Tibet had a flag which almost defies description and is illustrated on Plate XXXI, 8. It represents a snowy mountain, behind which is a rising sun. The red and blue rays are merely used to fill up the space and have no meaning. On the mountain is the device of the "Kilin lions" fighting for the pearl, and above them is a flaming gem.

It is understood that the flag of JAMMU AND KASHMIR, a red field, bearing a representation of a native plough, also three vertical bars at the hoist, in white (Plate XXXI, 9) is no longer used. The

Plate XXXI R.251

FLAGS OF ASIAN COUNTRIES (2)

Plate XXXI

FLAGS OF ASIAN COUNTRIES (2)

1. VIET-NAM, DEMOCRATIC REPUBLIC OF: National Flag (p. 244)
2. LAOS: National Flag (p. 244)
3. CAMBODIA: National Flag (p. 244)
4. THAILAND (SIAM): National and Merchant Flag (p. 245)
5. BURMA, REPUBLIC OF: National Flag (p. 247)
6. BHUTAN: State Flag (p. 249)
7. NEPAL: National Flag (old pattern) (p. 250)
8. TIBET: former National Flag (p. 250)
9. JAMMU AND KASHMIR: National Flag (p. 250)
10. AFGHANISTAN: National Flag (p. 251)
11. PERSIA (IRAN): National and Merchant Flag (p. 251)

Plate XXXI

FLAGS OF ASIAN COUNTRIES (2)

1. Vietnam, Democratic Republic of: National Flag (p. 244)
2. Laos: National Flag (p. 244)
3. Cambodia: National Flag (p. 244)
4. Thailand (Siam): National and Merchant Flag (p. 245)
5. Burma, Republic of: National Flag (p. 247)
6. Bhutan: State Flag (p. 249)
7. Nepal: National Flag (old pattern) (p. 250)
8. Tibet: former National Flag (p. 250)
9. Jammu and Kashmir: National Flag (p. 250)
10. Afghanistan: National Flag (p. 251)
11. Persia (Iran): National and Merchant Flag (p. 251)

FLAGS OF ASIAN COUNTRIES (2)

Sultan's personal flag was red, charged with a narrow yellow stripe on the upper and lower edges of the field.

AFGHANISTAN gained independence in August, 1919, and for a while the old black flag continued in use. However, when Nadir Khan became King in 1929, a new flag was adopted, a vertical tricolour, black (at the hoist), red, and green with an emblem in white over all (Plate XXXI, 10). The design of the latter consists of an open mosque, the entrance of which is flanked by two flags, symbols of the Mohammedan religion, between two sprays of wheat linked with a scroll inscribed " AFGHANISTAN " and above the date " 1348 " (Mohammedan calendar—equivalent to 1929 in ours) in Persian.

PERSIA or IRAN has had many flags since Kawah's blacksmith's apron, until it arrived at its present horizontal tricolour of green, white, and red. For many years her colours were a tricolour of apple-green on top, white in the centre, and pink at the base.

PERSIA

In 1933, however, some drastic and official alterations were made. The National and Merchant Flag was to be a tricolour of grass-green at the top, white in the middle, and red at the bottom. Its length was to be three times the hoist (Plate XXXI, 11). Charged with the badge of the lion and the sun (which is inset) in yellow, this flag does duty both as Naval Ensign and as a military flag. Take away the crown and the wreath and it becomes the flag flown over Government offices, etc.

The Masthead Pendant is divided horizontally, green over white over red and bears the lion and sun badge in full at the hoist.

All of the Imperial Standards are light blue and are square in shape. The Imperial Standard itself bears the Imperial Crown in the centre in yellow, while in the small canton in the upper hoist is a square tricolour of the national colours charged with the badge in yellow. The standard of the Crown Prince is similar, but has no badge on the tricolour in the canton; while those flown by the other Princes of the Blood have no canton at all.

Bright green square flags, charged in the centre with the lion and sun (without the wreath or crown) in yellow, denote Ministers, that flown by the Minister for War and Marine having a large yellow anchor in each corner, placed so that the ring is in the corner, while the rest points diagonally to the centre.

Out of the huge number of other Persian national flags, the equivalent of our Geneva Red Cross flag must be mentioned, the Lion and the Sun in red upon white (Plate XXXVI, 4).

CHAPTER XVII

FLAGS OF EUROPE

ALBANIA's colours are red and black, and her emblem is the black double-headed eagle of Scanderbeg, the great 15th-century Albanian patriot. Conquered by the Turks in 1431, she regained her freedom in 1913 under the terms of the Treaty of London. Scanderbeg chose the eagle as the device on account of an old tradition which says that the Albanians are the descendants of an eagle, and the Albanian name for Albanians is "Shgipetar," or "Skipetar," which means "the descendants of the eagle."

The shade of red was very deep crimson until about 1934, when it was changed to a bright red. The flags were almost square, the length being very slightly less than the hoist—a most unusual feature. There was, however, one exception—namely, the State Flag, which had the usual proportions of three to two and bore the black eagle surmounted by a crown in gold. After 1945 this flag, but with a red five-pointed star edged with gold in the place of the golden crown, became the National Flag (Plate XXXV, 7).

ALBANIA: MERCHANT FLAG

The Merchant Flag consists of three horizontal stripes of equal width, red, black, and red, and in the centre of the middle stripe there is a red five-pointed star edged with gold. The proportions of the field are three to two.

ANDORRA, that little State tucked away in the Pyrenees between Spain and France, is in theory a "Principality" whose Constitution dates from the year 1278. Judicial powers in civil affairs are vested jointly in two representatives—one appointed by the Spanish Bishop of Urgel and the other by the

President of the French Republic. However, the Andorrans elect their own representatives to the Council which governs the country.

The original flag had a field divided vertically, yellow (at the hoist) and red. Later this was changed to a vertical tricolour by adding a bright blue stripe at the hoist and placing a Coat-of-Arms in the centre of the yellow stripe. Great difficulty has been experienced in obtaining details of the official flag. The Spanish version shows the shield from the Seal, which appears over the entrance of the archway to the Town Hall of Andorra. It is quartered, (1) a bishop's mitre and crozier in gold on a blue field; (2) and (3) seven vertical stripes, four in gold and three in red (probably taken from the arms of Aragon—see page 298); and (4) blue with two bulls in gold facing the *fly* and not the hoist as one might have expected (see Plate XXXII, 9). Another version, the French, is said to have a slightly different quartered shield, ensigned with a golden coronet; yet another variation is sometimes met with, namely a horizontal tricolour, bright blue over yellow over red, the centre stripe being charged with a coronet.

The National and Merchant Flags of AUSTRIA consist of three horizontal stripes of equal width, red, white, and red (Plate XXXIII, 4). These colours came from the arms of Leopold Heldenthum, the great Duke of Bebenberg, who fought in a battle in which his white surcoat became so stained with blood that the only white portion left was a band round the waist which had been covered up by the sword-belt. Leopold V of Bebenberg will be remembered as the captor of our own Richard Coeur-de-Lion when the latter was on his way home from the Holy Land.

It was decided to adopt this flag after the formation of Austria's first republic on November 12th, 1918. After twenty years it was superseded by the " Hakenkreuz " flag of Germany as a result of the " Anschluss " of 1938. However, it was restored again at the end of World War II, when the second republic was established on December 19th, 1945. The arms of the Republic, which were adopted in accordance with the Law of Coats of Arms, Article 1, para. 2, dated May 1st, 1945, are shown in the accompanying

illustration. The colours are as follows: eagle—black; tongue—red; crown, beak, legs, claws, sickle and hammer—yellow; chain—steel; shield—red over white over red. These arms are borne on the middle of the white stripe of all flags and banners flown by the President, State Authorities, Foundations, and Institutions. Austria recovered her independence on May 15th, 1955, when the State treaty was signed in Vienna by Great Britain, the United States of America, France, and Russia.

AUSTRIA: ARMS

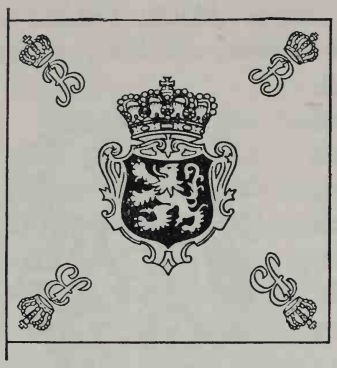
The National Flag of BELGIUM (Plate XXXII, 3) is a tricolour of rather unusual proportions—namely, 3 to 2·60—consisting of vertical stripes of equal width, black (at the hoist), yellow, and red—the old colours of the Duchy of Brabant; the Merchant Flag is the same, but the field is three to two.

These colours were raised by the Brabançons in 1787, when they revolted against the Austrians. Belgium became an independent kingdom in 1830, having been under the rule of Spain, Austria, France, and Holland, and when, in that year, the alliance with the Netherlands was severed, the old colours were adopted as the National Flag.

In accordance with a Royal Decree signed by Leopold I on June 15th, 1858, the first Royal Standard of Belgium comprised the national tricolour with the arms of the Royal House on the centre stripe. These consisted of a golden lion rampant having red tongue and claws, charged with a small shield quartering the British Royal Arms, and those of Saxony, upon a black shield and ensigned with the Royal Crown in proper colours. It was adopted for use *afloat only*, and was used on two occasions, namely in the Royal Barge on the Scheldt at Antwerp.

The Belgian Navy was disbanded in 1862, and the use of a Royal Standard was abandoned for the next sixty years.

The present Royal Standard, also for use *afloat only*, dates from 1921, and its design is governed by the Royal Decrees of July 21st, 1921, May 2nd, 1934, and October 28th, 1936, respectively.

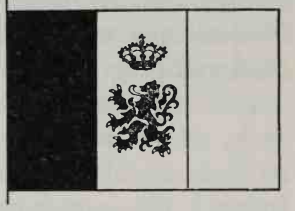


BELGIUM: ROYAL STANDARD, FOR USE AFLOAT

It is square; the colour of the field is identically the same as the ribbon of the Order of Leopold, known as "rouge ponceau"—a shade between crimson and amaranth. In the centre thereof the arms of the Royal House, as described on page 255, but without the small quartered shield thereon. Each of the four corners of the field bears the initial of the Sovereign ensigned with the Royal Crown, in gold. The Personal Standards of the Queen, and other *male* members of the Royal Family, are the same except that each has her or his initial under the Crown in the corners. Princesses of Belgium have no personal standards.

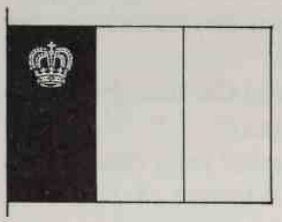
On land the Royal Family use the National Flag; however, there is one exception, namely, King Baudouin uses a diminutive of his Standard as a car flag.

The Ministry of Communications administers unarmed vessels owned by the Government, such as hydrographic, buoyage, passenger, Ostende–Dover packets, etc. They wear an ensign comprising the national tricolour (field three by two) with the Belgian Lion rampant, black with red tongue and claws, surmounted by the Royal Crown, also black, on the yellow stripe.



BELGIUM: GOVERNMENT VESSELS

Merchant ships commanded by officers of the Naval Reserve wear a similar ensign, but in this case there is no crown over the Belgian Lion rampant. The Yacht Ensign consists of the national tricolour with a golden crown in the upper part of the black stripe. It is worn by yachts whose owners are members of the Royal Belgian and one or two other Belgian Yacht Clubs.



BELGIUM: YACHT ENSIGN

The "Force Navale" was constituted on February 1st, 1946, with crews from the "Section Belge" of the Royal Navy. It was attached to the Ministry of Communications and used its ensign. However, the Ministry of National Defence took over the administration of this force on February 28th, 1949. A new ensign was approved for the Force Navale in a Royal Decree dated February 23rd, 1950. This consists of a white field, three by two, with an unusual saltire consisting of the national colours; the yellow saltire in the centre is flanked with red in the chief and the base, and with black towards the hoist and the fly. In chief, two ancient cannon in saltire surmounted by a crown, and in the base a foul anchor, these charges being in black (Plate XXXII, 4).

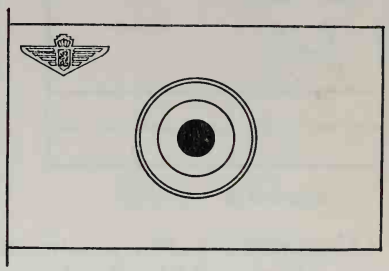
A square edition of the National flag does duty as the Jack.

The Ensign and Jack in naval vessels are worn at half-mast on February 17th in memory of the deceased members of the Royal Family.

The Masthead Pendant is divided vertically into three portions: black (at the hoist), yellow, and red. The red portion, which is forked, is approximately three-and-a-half times the length of each of the others.

During World War II the Belgian section of the Royal Air Force used the R.A.F. Ensign with the red, yellow, and black target (black in the centre), in place of our red, white, and blue one.

An official announcement of April 26th, 1950, stated that the Belgian Air Force ensign has a field of air force blue, three by two, and in the centre thereof a target comprising the aforesaid colours and separated from the field by a yellow fimbriation. This charge occupied two-thirds the depth of the hoist. In the upper corner of the field was a pair of stylized yellow wings charged with a shield ensigned with a crown of the same colour. The design of this emblem was slightly altered in 1953; the target now occupies approximately one-half the depth of the hoist, as shown in the accompanying illustration.

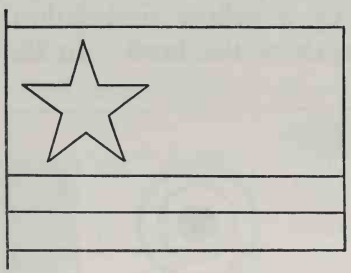


BELGIAN AIR FORCE

The shield on the winged emblem is black, having a narrow red border, and is charged with a yellow lion rampant.

A distinctive flag is flown by the Chaplain-in-Chief of the armed forces. It comprises a square edition of the National flag bearing a purple Latin Cross on the yellow stripe, occupying approximately one-third the depth of the hoist.

White, green, and red are the colours of BULGARIA. White stands for the country's love of peace, green for her main products of agriculture, while red signifies the bravery and endurance of her army. These colours were adopted by the Constituent Assembly in 1878. The Merchant Flag is the same as the National Flag (Plate XXXIV, 1), a horizontal tricolour of equal stripes, white at the top, green in the middle, and red at the bottom. The emblem of the State is placed on the white stripe, at the hoist, in accordance with the Constitution of the People's Republic of Bulgaria, dated December 4th, 1947. This emblem comprises a golden lion rampant, framed by a wreath composed of ears of corn tied with a ribbon of the national colours, and below a red scroll with the inscription " 9. IX. 1944 " in gold; above the lion there is a red five-pointed star. The field of the Naval Ensign was composed of the plain horizontal tricolour, having a red upper canton charged with the golden lion rampant, and a white lower canton bearing a large red five-pointed star. However, the present one is white with two narrow horizontal stripes, green over red, in the lower hoist: a large red five-pointed star is placed near the hoist above the two narrow stripes, as shown in the accompanying illustration. A diminutive of this ensign is positioned at the hoist of the red swallow-tailed Masthead Pendant. The Jack, which used to have a white field bearing a red cross over a green saltire, is now red and bears a large red five-pointed star, fimbriated white, in the centre.



BULGARIA: ENSIGN

CZECHOSLOVAKIA is one of those countries which has adopted red, white, and blue for her national colours, but they are arranged

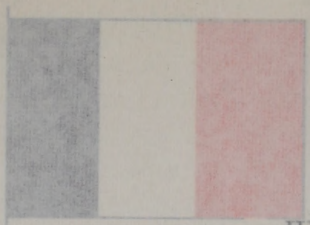


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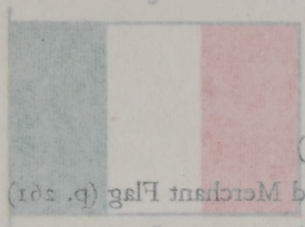
Plate XXXII

FLAGS OF EUROPEAN COUNTRIES (1)

1. France: Tricolour, National Flag, Ensign, and Merchant Flag (p. 266)
2. France: The Lilies (Standard of Charles VI) (p. 265)
3. Belgium: National and Merchant Flag (p. 255)
4. Belgium: Ensign (p. 257)
5. Italy: National Flag (p. 280)
6. Italy: Ensign (p. 280)
7. Vatican or Papal State (p. 302)
8. Eire: National Flag, Ensign, and Merchant Flag (p. 261)
9. Andorra: National Flag (p. 254)
10. Monaco: National Flag (p. 283)



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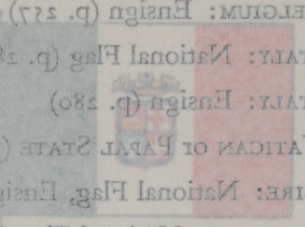

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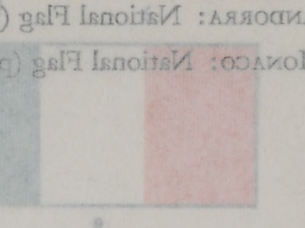

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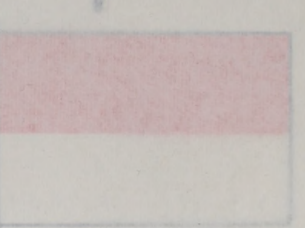

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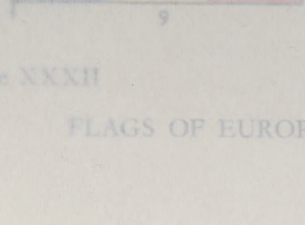

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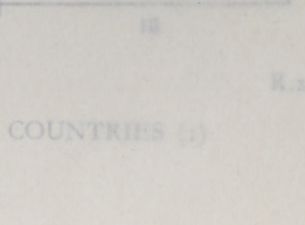

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Plate XXXII

FLAGS OF EUROPEAN COUNTRIES (1)

1. FRANCE: Tricolour, National Flag, Ensign, and Merchant Flag (p. 266)
2. FRANCE: The Lilies (Standard of Charles VI) (p. 265)
3. BELGIUM: National and Merchant Flag (p. 255)
4. BELGIUM: Ensign (p. 257)
5. ITALY: National Flag (p. 280)
6. ITALY: Ensign (p. 280)
7. VATICAN or PAPAL STATE (p. 302)
8. EIRE: National Flag, Ensign, and Merchant Flag (p. 261)
9. ANDORRA: National Flag (p. 254)
10. MONACO: National Flag (p. 283)

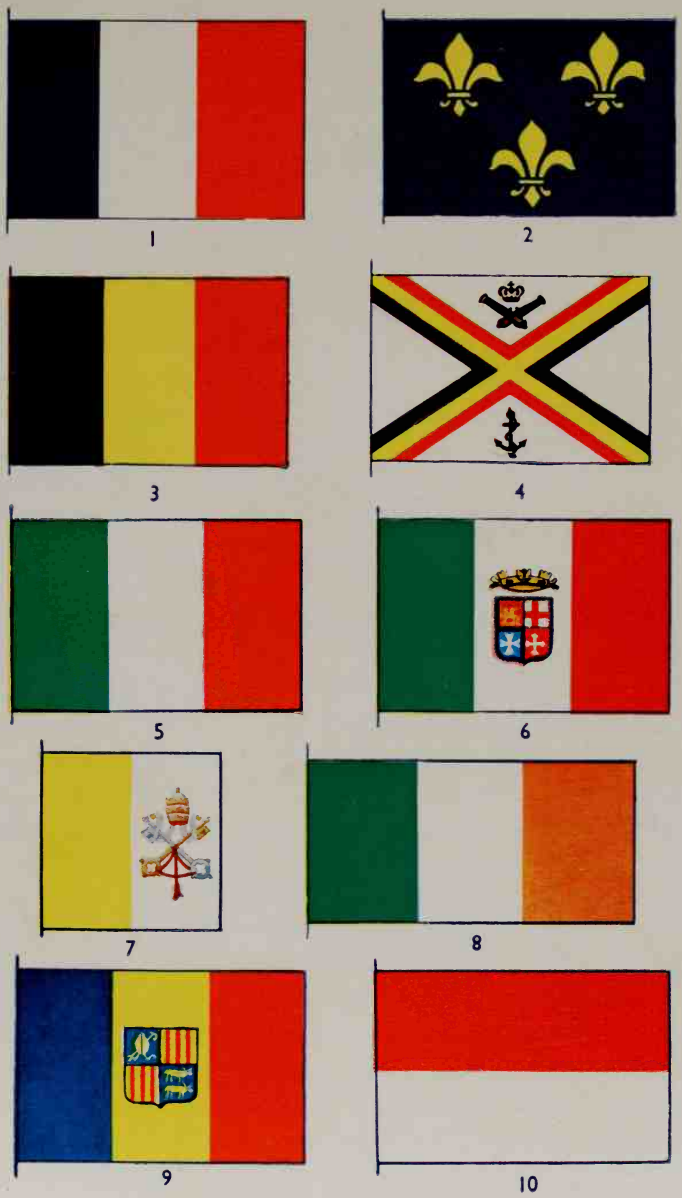
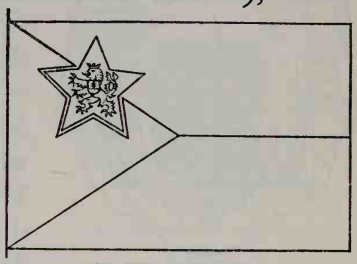


Plate XXXII R.258

FLAGS OF EUROPEAN COUNTRIES (1)

in rather a striking fashion. The top half of the National and Merchant Flag is white, and the bottom half red, while the blue appears as a blue triangle in the hoist (Plate XXXIV, 2). The flag was established by the law of March 30th, 1930. Czechoslovakia includes the former Austrian provinces of BOHEMIA and MORAVIA. The ancient colours of the Kingdom of Bohemia were red and white, while blue was contained in those of Moravia.

In accordance with Government Ordnance No. 29, dated October 10th, 1954, vessels of the Armed Forces wear an ensign consisting of the National Flag bearing in the upper hoist a red five-pointed star charged with the white lion rampant of Bohemia. This lion wears a golden coronet and has a double tail, as shown in the accompanying illustration.

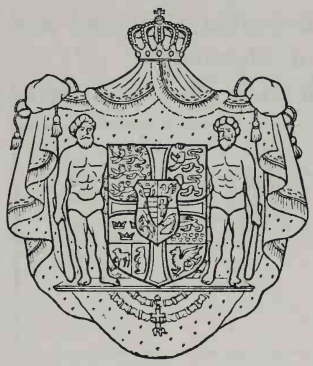


CZECHOSLOVAKIA: ARMED FORCES

One of the oldest flags in continuous use is the famous "Dannebrog," which may be translated as "Denmark's strength." In 1219 King Waldemar was leading his troops into battle against the pagan Livonians. The moment was critical, and the King saw, or thought he saw, a white cross in the blood-red sky, and this is said to have been the origin of the flag. In common with the emblems of other Scandinavian countries, the upright limb of the cross is displaced slightly towards the hoist. The National and Merchant Flag (Plate XXXIII, 5) is rectangular, the proportions being laid down in the Decree of July 11th, 1848, thus: the width of the cross is one seventh the hoist, the rectangles at the hoist are squares with sides three sevenths of the hoist, and the length of the rectangles in the fly is half as much again as that of the squares. The Ensign and Jack are longer in the fly than the National and Merchant Flag, and they are swallow-tailed to the bar of the cross, which, however, is cut square. In this case the length of the rectangles in the fly is five fourths that of the inner squares, and the length of the swallow-tails is half as much again as the fly rectangles (Plate XXXIII, 6).

The Masthead Pendant is red with a forked fly: overall, a narrow white cross.

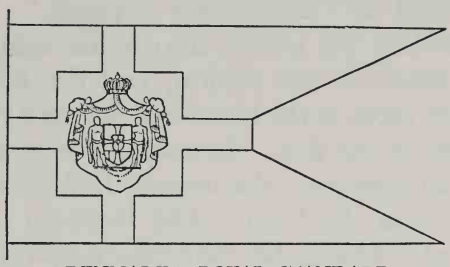
Mention should perhaps be made of a most unusual custom, obtaining in naval vessels, namely, Ensigns and Jacks, *also Masthead Pendants and Admirals' flags*, are half-masted *annually on Good Friday*. Again, Ensigns and Jacks are worn at half-mast on Remembrance Day, April 9th, from 8 a.m. until noon.



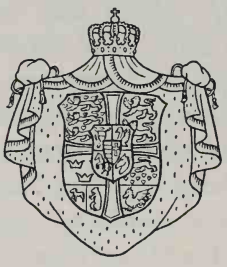
The Naval Ensign is also flown at all Royal Danish Air Force Stations, there being no distinctive ensign for this Service.

The Royal Standard is the Ensign with the addition upon the centre of the cross of a large white square bearing the Royal Arms, with Supporters, upon a pavilion which is ensigned with the Royal Crown. The Standard of H.M. the Queen is similar except that the Supporters to the Royal Arms are not included.

Provision is also made for a Crown Prince's Standard. In this case the charge on the large white square is less ornate. It consists



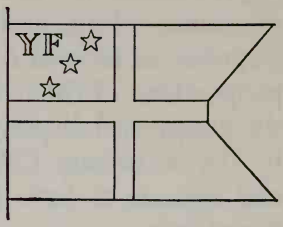
DENMARK: ROYAL STANDARD



DENMARK: ARMS FROM QUEEN'S STANDARD

of a shield, bearing the charges from the first quarter of the Royal Arms, surrounded by the collar and pendant of the Order of the Elephant and ensigned with the Royal Crown (see illustration). In the case of the Regent's Standard, the white square is charged with the Royal Crown over the Orb and between a sword and scabbard, in saltire, in proper colours. When the white square bears a blue foul anchor surmounted by the Royal Crown, the flag is that of the Minister of Marine.

There are a number of flags consisting of the Ensign with a special charge in the first quarter. These include the Government Vessels Ensign, the Ministry of Marine, the Mail Flag, the State Railways, the Royal Greenland Trading Company, etc., the distinctive charges being the Royal Crown in white, the Royal Crown over a foul anchor in gold, a post-horn surmounted by the Royal Crown in gold, the Royal Crown over the letters "D.S.B.", also in gold, and two white arrows in saltire, respectively. There is also a special Ensign worn by yachts whose owners are members of the Royal Danish Yacht Club. This consists of the Warship Ensign with the letters Y.F. in the upper canton; underneath these letters are three stars disposed diagonally, all in gold. The flag of the Ministry of Fisheries has a triangular red field bearing the Royal Crown, a foul anchor, and a trident, in gold.



ROYAL DANISH YACHT CLUB ENSIGN

Many Danes have a tall flagstaff in the front gardens of their houses from which they fly the National Flag. However, a streamer is often hoisted as an alternative because, it is said, they dislike a bare flagstaff. This has a red field, and bears the white cross of Denmark. It is a diminutive of the streamer (but without the swallow tail) used by ships in Tudor times.

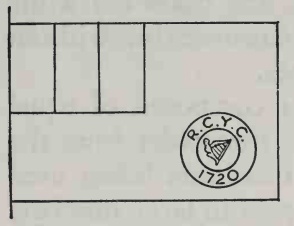
The flag of EIRE (Republic of Ireland) is composed of equal vertical stripes, green, white, and orange—in that order from the mast (Plate XXXII, 8). We read of Irish tricolours being used in 1830 and 1844; however, they did not appear in large numbers until 1848. During that year, meetings were held in various parts of Ireland to celebrate the French Revolution, and the Irish tricolour was flown side by side with that of the French. The colours used were green, white, and orange, but the order in which they appeared from the mast was anything but constant. Indeed, sometimes orange was placed next to the mast, followed by either white or green.

It is interesting to note that the National Flag at that time had a green field with a golden harp superimposed; this remained until

the Rising of 1916. From then onwards the tricolour captured the imagination of the people and was soon accepted by all and sundry as the National Flag.

By 1920 the arrangement of the colours comprising the tricolour appears to have been established, with green at the mast, orange at the fly, and white occupying the centre. This flag was recognized officially on the establishment of the Free State, 1921–22. It was formally confirmed in Article No. 7 of the Constitution of Ireland, 1937, wherein it was stated that " the national flag is the tricolour of green, white, and orange." It continued as such when the Republic of Ireland Act came into force on April 18th, 1949. The proportions of the field are two by one. A set of rules governing the design and display of the tricolour was drawn up and published by the Stationery Office, Dublin. It contains eleven paragraphs, and appears to have been based on the United States of America Flag Code.

The Merchant Flag and Naval Ensign are the same as the National Flag, but the Jack is green, with a golden harp, in generous proportions, superimposed in the centre thereof. The golden harp is also borne on the blue flag of the President, and a similar harp is placed at the head of the white Masthead Pendant.



ENSIGN OF ROYAL CORK YACHT CLUB

Although one Yacht Club in Ireland, the Royal St. George, continues to use the British Blue Ensign, other Irish clubs now use the Irish Blue; this has a blue field with a diminutive of the National Flag of Eire in the upper canton. The illustration shows the ensign of the Royal Cork Yacht Club, bearing the club badge in the fly.

FINLAND was part of the Kingdom of Sweden from 1154 until 1809, when, after a struggle which had lasted many years, it was ceded to Russia. Johan III of Sweden and Finland made the latter country a Grand Duchy in 1566. At that time its arms comprised the red shield bearing the yellow crowned lion rampant which is still used to-day; however, at that time the shield was surmounted by a ducal coronet. In 1581, the King approved a national flag

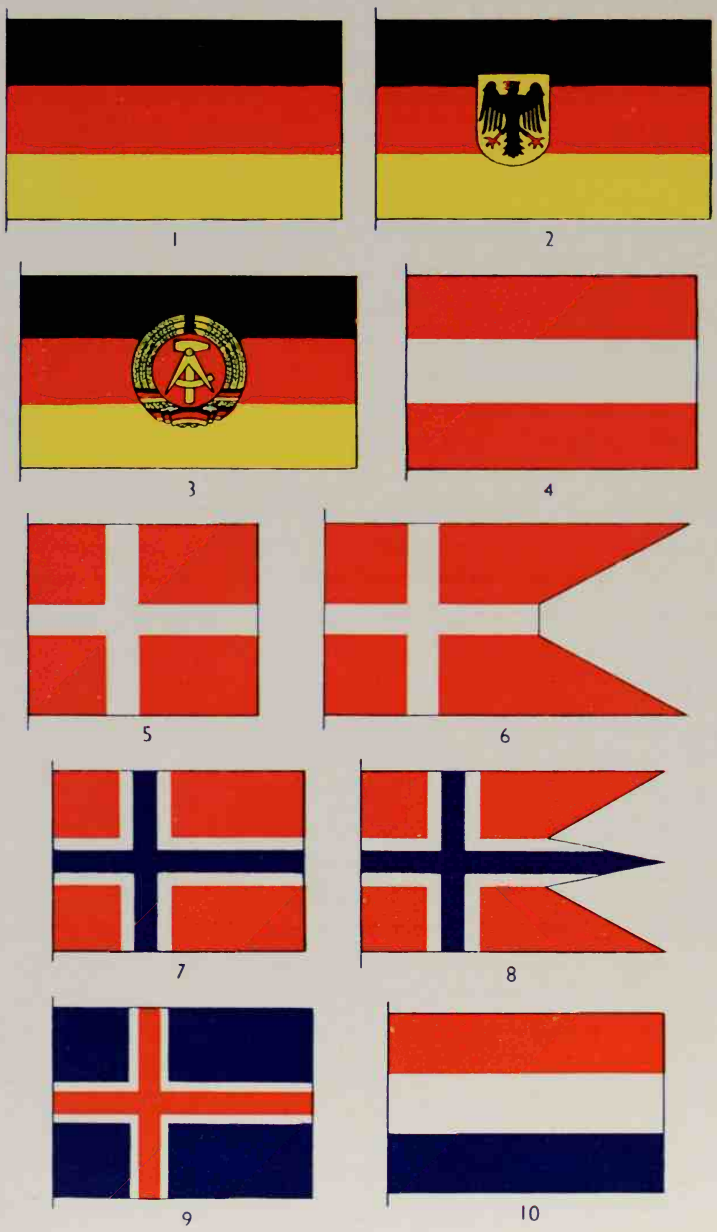


Plate XXXIII S.263

FLAGS OF EUROPEAN COUNTRIES (2)

Plate XXXIII

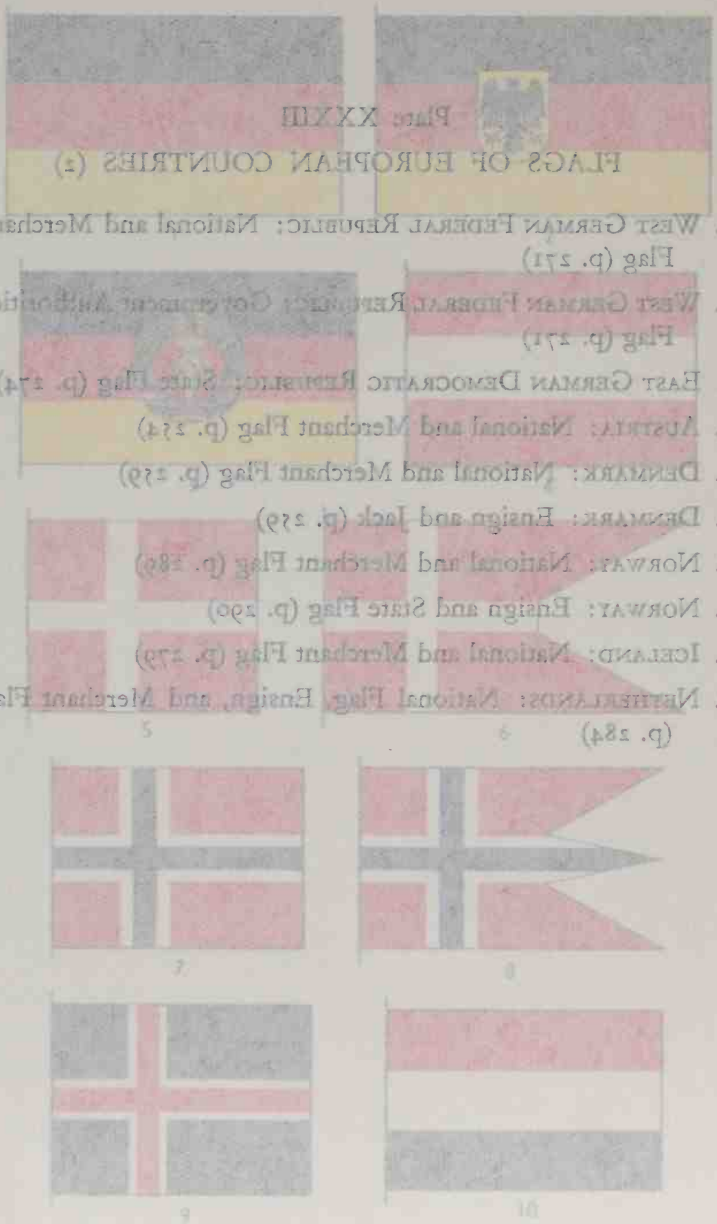
FLAGS OF EUROPEAN COUNTRIES (2)

1. West German Federal Republic: National and Merchant Flag (p. 271)
2. West German Federal Republic: Government Authorities Flag (p. 271)
3. East German Democratic Republic: State Flag (p. 274)
4. Austria: National and Merchant Flag (p. 254)
5. Denmark: National and Merchant Flag (p. 259)
6. Denmark: Ensign and Jack (p. 259)
7. Norway: National and Merchant Flag (p. 289)
8. Norway: Ensign and State Flag (p. 290)
9. Iceland: National and Merchant Flag (p. 279)
10. Netherlands: National Flag, Ensign, and Merchant Flag (p. 284)

Plate XXXIII

FLAGS OF EUROPEAN COUNTRIES (2)

1. West German Federal Republic: National and Merchant Flag (p. 271)
2. West German Federal Republic: Government Authorities Flag (p. 271)
3. East German Democratic Republic: State Flag (p. 274)
4. Austria: National and Merchant Flag (p. 254)
5. Denmark: National and Merchant Flag (p. 259)
6. Denmark: Ensign and Jack (p. 259)
7. Norway: National and Merchant Flag (p. 289)
8. Norway: Ensign and State Flag (p. 290)
9. Iceland: National and Merchant Flag (p. 279)
10. Netherlands: National Flag, Ensign, and Merchant Flag (p. 284)

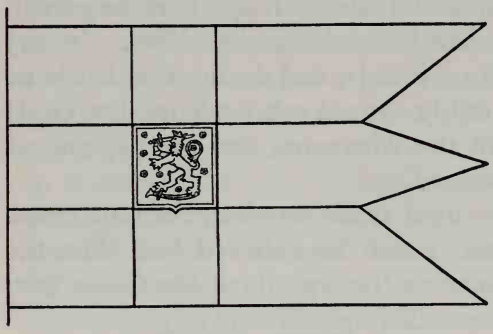


having a white field charged with an azure blue cross, the upright limbs of which were off the centre and towards the hoist, with the arms superimposed on the intersection of the cross. When Finland became an independent Republic at the end of 1917 the ducal coronet was removed from the shield. Except for this minor alteration, the flag has remained to this day as the State or Government Flag (Plate XXXV, 3).

FINLAND

The Arms are shown in the accompanying illustration and consist of a red shield, with a narrow yellow border; thereon are nine white roses, and overall a crowned lion rampant in yellow. The right fore-leg of the animal is enclosed in armour and holds a sword, while the lion is standing upon a Russian scimitar in white. The National and Merchant Flag is just the blue cross on the white ground without the Arms. It is said that the white is for the snow and the blue for the glorious colour of Finland's lakes.

The Naval Ensign is the same as the State Flag, but has a swallow-tailed fly, the blue horizontal limb of the cross being prolonged into a point so as to give the flag three tails. With the addition in the first quarter of: (1) two yellow cannon in saltire charged with two rifles, also in saltire, this becomes the flag of the Minister of Defence; (2) a thunderbolt over a post-horn, in gold, the Post Office flag.



FINLAND : ENSIGN

The Jack has a square white field with the shield of Arms, referred to before, in the centre in generous proportions. Again, the Masthead Pendant has a white field, with a forked fly; the light blue cross is placed in the hoist.

The President's Flag is like the Naval Ensign, but bears in the first quarter what is best described as an heraldic "cross-pattée,"

in blue, charged with a yellow "fylfot" or swastika-shaped cross, the Cross of Freedom—Finland's most distinguished order.

The flag of the Aland Islands, which have a semi-autonomous status, is light blue bearing a yellow cross charged with a red cross. It was adopted on April 7th, 1954, and may only be displayed *on land* (see Plate XXXV, 10).

During World War II the FAROE ISLANDS were under British protection. They adopted a very distinctive flag, which had a white field bearing a red cross edged (fimbriated) with blue; as with other Scandinavian flags the vertical limb of the cross is nearer the hoist than the fly. These islands were subsequently granted partial Home Rule, and this flag was officially recognized under Article No. 12 of the law concerning Home Rule, passed by the Lagting on December 5th, 1947, and ratified by the Danish Government on March 23rd, 1948. In accordance with a Royal decree of June 5th, 1959, the bright-blue border of the cross was changed to an azure-blue one (Plate XXXV, 9).

The history of FRANCE begins with her flag, for France began with Clovis, that is Chlodwig—whence Ludwig and Louis—who dreamt the night before the battle of Tolbiac, in 496, that the golden toads in one of his standards had been changed to lilies. In 493 he had married a Christian wife, Clotilda, and during that battle he had vowed that if he conquered he would acknowledge her God; and the result was the rout of the Alemanni, and the baptism of Clovis on the following Christmas Day.

After his conversion, Clovis used as his standard the blue chape —that is, cope—of St. Martin, which he believed had been the cause of his victory, St. Martin being the Apostle of the Gauls who retired from soldiering to become Bishop of Tours in 374.

In time its place was taken by the oriflamme. This oriflamme was the sacred banner of the abbey of St. Denis, and had frequently been borne to victory in the struggles of the abbots with their powerful neighbours. The abbey owned the valley of Montmorency and the district known as the Vexin, which is simply a prolongation of that valley down the Seine. Prince Louis, afterwards King Louis the Fat, had been educated in the abbey, and when our William Rufus claimed the Vexin and invaded it, Louis,

as its Count, marched against him and boldly took with him the abbot's banner. The effect was immediate, the enthusiasm was boundless, Rufus was swept away; and, to secure for the future such desirable results, the oriflamme became the principal flag of France, and kept its pre-eminence until the time of Charles the Well-beloved, when the English entered Paris.

The original oriflamme seems to have been a large red banner mounted on a gilt staff with its loose end cut into three tongues resembling flames, between each of which was a green tassel, but it appears in many other forms, in some of which it is bordered and ornamented with various crosses, one or more, and sometimes annulets.

At the battle of Bouvines, when he beat the Emperor Otho and the troops of King John, the banner of Philip Augustus, waved as a signal during the critical hour, was that of the lilies on a blue field, like the standard shown on Plate XXXII, 2; and when St. Louis returned from his captivity without the oriflamme he hoisted the lilies on a white field.

The fleur-de-lis is probably the flower of the yellow iris, the yellow flag—so called from waving in the wind, according to the botany books—being the iris with the round stem, *Iris pseudacorus*; but some authors aver that it is a lance-head shaped like an iris flower.

The lilies have always been held in esteem by the French, notwithstanding political changes. When Napoleon was at Auch, in Armagnac, he asked why many of the windows of the cathedral were partially covered with white paper, and he was told that it was because it was feared that he would be offended at the sight of certain ancient emblems there represented. "What!" he exclaimed, "the fleur-de-lis? Uncover them this moment. During eight centuries they guided the French to glory, as my eagles do now, and they must always be dear to France and held in reverence by her true children."

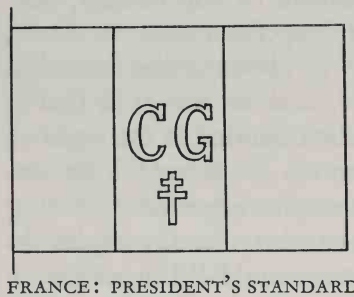
When the vertical tricolour (which has, save for a short break, been the National Flag ever since) made its first appearance in 1789, the stripes were then red, white, and blue—in that order from the hoist.

There is no doubt that there were two reasons for the adoption

of these colours. They were those of the Netherlands, the most flourishing and best-known existing Republic, and so would have had some considerable appeal to the Republican element. The second reason, which is preferred by the majority of Frenchmen, is that the red and blue were the colours of the city of Paris and the white that of the Bourbon monarchy.

In 1794 it was decreed that the National Flag was to consist of three equal bands placed vertically, the hoist being blue, the middle white, and the fly red. This was the pattern for many years, but though the stripes were equal, they never looked equal at a distance, owing to their different degrees of visibility, and so one more slight, though important, change was made. The width of the blue was to be 30 per cent that of the fly, the width of the white 33 per cent, leaving the remaining 37 per cent for the red. The proportions of the field remained unaltered at three to two.

It should be noted that, in accordance with Article 2 of the Constitution, dated September 28th, 1946, the National emblem is a square flag in which the three vertical stripes are of equal width. However, for the optical reasons given above, the National Flag, Naval Ensign, Jack, and Merchant Flag, also the President's Standard, continue to have the three vertical stripes of unequal width as heretofore (see Plate XXXII, 1). The field of the President's Standard used to be of unusual proportions, namely, 100 (length) to 110, with his initials in gold on the centre stripe occupying one-third the depth of the hoist. However, the present President, Charles de Gaulle, uses the *National flag* bearing the initials "C G" in gold with a small *red* "Cross of Lorraine" beneath, on the centre stripe as shown in the accompanying illustration.

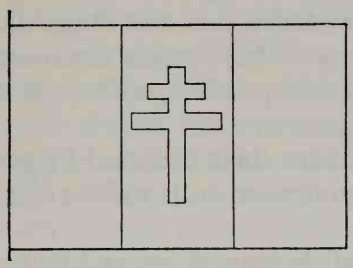


FRANCE: PRESIDENT'S STANDARD

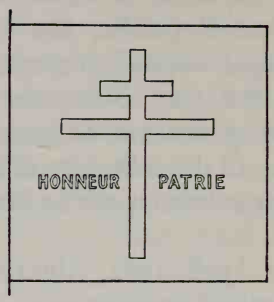
Yachts whose owners are members of the Yacht Club de France wear the National Ensign defaced by a large white star in the middle of the blue stripe and a large blue star in the white stripe; both these stars are five-pointed (Plate XII, 13).

The Masthead Pendant is divided vertically into three portions, dark blue (at the hoist), white, and red.

When Germany occupied France in 1940, General de Gaulle adopted a *red* "Cross of Lorraine" as the emblem of the Free French Forces. The type originally used is known in heraldry as a "Cross Patriarchal Botonée," but this was superseded almost immediately by a plain Patriarchal cross in order to assist the flag manufacturers, who were being pressed for deliveries.

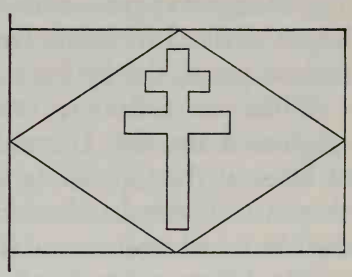


FREE FRENCH FLAG AND ENSIGN



FREE FRENCH JACK

It was superimposed on the white stripe of the National Flag, and also on a dark blue square flag, with the motto "HONNEUR PATRIE" in yellow block letters, for use as a Jack for the Free French Naval Forces. To-day, vessels which served in these forces record the fact by wearing a special Jack shown in this illustration.



This comprises a field divided vertically, blue (at the hoist) and red, and overall a white diamond charged with the Lorraine Cross in red.

The Governor of a Colony and a High Commissioner fly a dark blue flag, the first quarter of which contains the Tricolour.

Mention has already been made, on page 243, of the flags of VIET-NAM, LAOS and CAMBODIA, the territory previously known as Indo-China.

In 1958 President de Gaulle offered French Territories overseas

(except Algeria) a new form of association with France as self-governing Republics, and at the same time a chance to vote themselves into full independence. This association was named the French Community, and in May, 1960, underwent important changes which enabled member States to become independent without thereby ceasing to belong to the Community. As a result of these arrangements nearly all the former overseas territories of France chose independence. Six—the Central African Republic, the Republic of Chad, the Republic of Congo (Brazzaville), the Gabon Republic, the Malagasy Republic, and the Republic of Senegal—opted to remain in the remodelled French Community, and the rest to become completely independent, although most have agreements of some sort with France.

As all these States are situated in Africa their National Flags and also the banner of the French Community are dealt with in Chapter XV.

In April, 1962, Algeria attained full independence and its flag is described on page 210.

Before there were national flags, ships were distinguished by the flags of their ports, and in the north of Europe these flags, in the course of time, were gradually replaced by the red and white colours of the Hanseatic League, to which so many of them became united. The Hansa was pre-eminently German, and according to Werdenhagen derived its name from Ander-See, " On the Sea." As the nations grew, the Hansa naturally decayed.

When in October, 1867, the North German Confederation originated the first German National Flag, a horizontal tricolour of black at the top, white in the centre, and red at the bottom was chosen. The red and white represented the old Hanseatic League, the black and white came from Prussia.

The German States also had their flags: Prussia, black over white; Pomerania, blue over white; Saxony, white over green; Waldeck, black, red, and yellow; Württemberg, black over red; Mecklenberg, blue, white, and red; Brunswick, blue over yellow; Hesse, red over white; Baden, red over yellow; Bavaria, white over blue; and Hanover, yellow over white.

With the coming of the German Empire in 1871, the Imperial

flags with the well-known black eagle were introduced, but the old flag was retained as the Merchant Flag.

The Ensign under which the German Navy served in World War I was white, and bore thereon a black cross with a narrow black edging. The cross extended to the edges of the flag, and the upright of the cross was nearer to the flagstaff than to the fly. Superimposed on the centre of the cross was a white disc, with black rim, charged with the crowned black eagle with the sceptre and orb in its talons. The first quarter was filled with the black, white, and red tricolour, charged with the Iron Cross in black, with a narrow white edge. This was the cross of the old Teutonic Knights. After that war it became known as the "Imperial War Flag," and was hoisted at the masthead in German warships once a year on May 31st, in commemoration of the battle of Jutland.

The abdication of the Emperor, combined with the turmoil into which Germany was thrown as a result of her defeat, made drastic changes in her flags inevitable.

By Article 2 of the Weimar Convention, signed at Schwartzburg on August 11th, 1919, it was laid down that the Federal colours were to be black, red, and gold, while the Commercial Flag was to be the old black, white, and red, with the Federal colours in the upper inside corner.

These Federal colours—generally known as the "Weimar Colours"—"Schwarz-Rot-Gold," are said to have their origin in the black coats with red epaulettes and gold buttons worn by members of the irregular force which Von Lutzow raised in 1813 to assist in the struggle against Napoleon I. He recruited them mainly from the German universities. During the years that followed the war these students gradually became democratically minded under the impact of the French Revolution and had visions of a united Germany. They adopted a flag consisting of three horizontal stripes of equal width, black over red over gold. In choosing this design there is little doubt but that they were influenced by the tricolour of the French Republic.

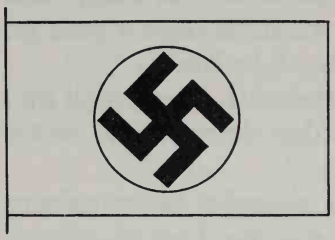
It was displayed again in the movement of Liberty and became the national flag of the German Federation on March 9th, 1848.

All public buildings had two flagstaffs, and the National and Commercial Flags were always hoisted together.

In the early months of 1933 the advent into power of Herr Hitler and the Nazi Party brought yet another change in the flags of the Reich.

The parties of the Right had always resented the Weimar colours as being an ever-present reminder of Germany's defeat in the War, and so the red, black, and gold were abolished. On April 22nd a decree was issued regarding the temporary arrangement for the flying of flags.

The National Flags were to be the black, white, and red tricolour (black at the top and red at the bottom) and the "Hakenkreuz" Flag, and these two flags were always to be hoisted together. The "Hakenkreuz" Flag, red, charged with a white disc bearing thereon the emblem of the Nazi Party—a "swastika" in black—also displayed the colours of the Reich. It was held that the red and white was symbolical of the commercial strength of the nation, while the black and white represented the armed might on which that prosperity depended.

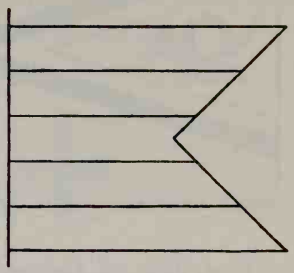


All merchant ships were ordered to fly the tricolour at the stern, and the "Hakenkreuz" Flag on the signal stay or starboard signal-yard.

This use of two flags on merchant ships led to an incident which might have had serious diplomatic consequences. A German liner was lying in New York harbour when a faction which was hostile to the Nazi Party hauled down the swastika flag. The German authorities, not unnaturally, took exception to this. It was pointed out, however, that the insult had been aimed at the "Party" Flag, and that the National Flag had not been interfered with.

Thereupon at Nurnberg on September 15th, 1935, the Reichstag unanimously decided that the Reich and National Flag was the "Hakenkreuz" Flag, and that this flag was also to be the Mercantile Flag. The Reich colours were to be black, white, and red. The proportions of the flag were to be five by three, and the white circle with the hakenkreuz was to be placed in the centre of the flag.

With the collapse of Germany after World War II, all swastika flags and emblems of the Nazi regime disappeared by order of the occupying Powers. The Allied Control Commission decided that as from November 17th, 1946, all German and ex-German ships operating under the Allied Control Authority should wear at the masthead a flag called the Allied Control Distinguishing Flag. This consisted of five horizontal stripes of equal width, blue, white, red, white, and blue (the International Code Flag "C"), but having a right-angled cut in the fly; the proportions of this burgee being approximately three to two. Ships wearing this flag were forbidden to wear an ensign at the stern or a jack at the stem.



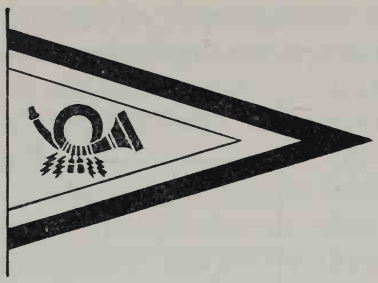
ALLIED CONTROL FLAG—GERMANY

The West German Federal Republic, the "Bundesrepublik," came into being on August 14th, 1949, and with it a National Flag was adopted in accordance with Article 22 of the new Constitution. This is a horizontal tricolour, proportions five to three, black over red over gold, the Federal colours of the Weimar Convention of 1919 (Plate XXXIII, 1). Although this flag was permitted to be used by shipping on rivers and lakes as from the end of the following January, it was not until another twelve months had expired that it could be worn at sea, and thus it became the Merchant Flag also.

In June, 1950, it was announced that three new flags had been approved; these were for the Government Authorities (Plate XXXIII, 2), the President and a special one for the Ministry of Posts and Telecommunications. The President's Flag is a square yellow field, with a red border, and in the centre the same black eagle as in the flag of the Government Authorities.

WEST GERMANY: PRESIDENT'S FLAG

The flag of the Ministry of Posts and Telecommunications is triangular in shape, with a



WEST GERMANY: MAIL PENNANT

yellow field bordered with red, and in the centre a post-horn in black.

Regarding the flag of the Ministry of Posts, this is similar to the National and Merchant Flag, but the red stripe is a little wider in order to accommodate the post-horn emblem. Three years later a Mail Pennant was introduced for the use of merchant ships carrying Mails.

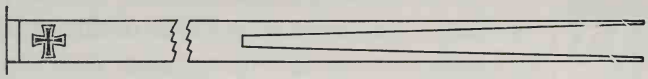
The flag of Government Authorities is used (1) by all non-commissioned vessels of the Navy, i.e. fleet auxiliaries, and naval establishments: (2) the Army: (3) buildings and ships of the various ministries (except that of Posts and Telecommunications). A diminutive of this flag is used as a jack.

When the Prime Minister, or the Minister of Defence, is embarked in a warship, the national tricolour, having a field *two by one* and bearing in the centre thereof the eagle badge, is hoisted at the main masthead.

Vessels of the Coast Guard Defence Service wore the Government Authorities flag as an ensign and a diminutive of it as a jack. The Masthead Pendant, Commodore's Broad Pendant and the Flotilla Leader's Pendant had white fields and golden shields charged with a black eagle having a red beak and claws.

The Republic became a free and independent State on May 5th, 1955, in accordance with treaties signed by Great Britain, the United States of America, and France.

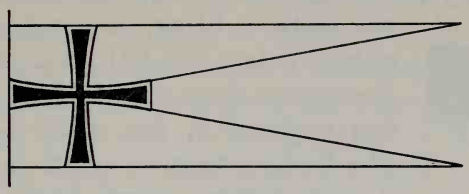
Twelve months later the Coast Guard Defence Service was incorporated in the new German navy and a new range of flags was announced; these consist of the Ensign, Jack, Masthead



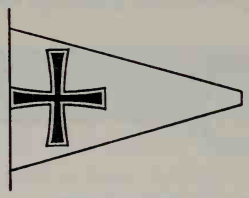
MASTHEAD PENDANT

Pendant, Squadron Flag and Division Flag. The Ensign is a swallow-tailed edition of the Government Authorities flag. A

diminutive of the Ensign does duty as the Jack. The Masthead Pendant, Squadron, and Division flags are shown in the accompanying illustrations. Their white fields are charged with the Iron Cross in black with a narrow edging of the same colour.



SQUADRON FLAG

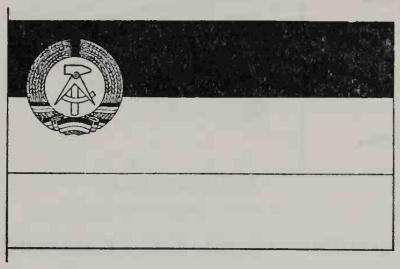


DIVISION FLAG

When the people of the Saar Territory voted for economic union with France on October 11th, 1947, their horizontal tricolour, blue (on top), white, and black, was superseded by a new flag, in accordance with Article No. 61 of the new Constitution. The field was three by two, divided vertically "light cobalt" (at the hoist) and "red vermilion"; the former portion occupied two-fifths of the length of the field; overall and centred on the division of these colours, a white cross whose limbs were one-fifth the hoist in width. However, on January 1st, 1957, this territory became part of Germany, as the state of SAARLAND within the West German Federal Republic, by agreement with France and in accordance with a plebiscite. A new flag was adopted, consisting of the black, red and gold horizontal tricolour with the Arms of the State. These arms are quartered thus: (1) Nassau-Saarbrücken—blue, charged with a crowned lion rampant and small crosses (of the type known heraldically as "botonée fitchée") in white, the tongue of the lion being red; (2) Kartrier—white, bearing a red cross; (3) Lothringen—yellow, charged with a red diagonal stripe bearing three white eaglets; (4) Pfalz-Zweibrücken—black, charged with a yellow lion rampant having a red crown, claws, and tongue.

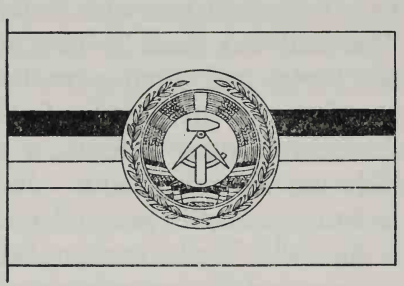
From September 26th, 1955, until October 1st, 1959, the EAST GERMAN DEMOCRATIC REPUBLIC, the D.D.R. (Deutchen Demokratischen Republik) as it is often called, used the same National flag as the West German Federal Republic, namely, a horizontal

tricolour, black over red over gold. In order to make a distinction it was then decided to place the State emblem, in generous proportions, in the centre thereof for the new State flag. This emblem consists of a red disc bearing a hammer and a pair of compasses in gold, within a wreath of ears of corn, also in gold, tied with a black, red and gold ribbon (Plate XXXIII, 3). Merchant ships wear the tricolour with this emblem in the upper hoist. The Ensign worn by naval vessels is red, having three horizontal stripes, black over red over gold, in the centre; overall the State emblem, in this case surrounded by a laurel wreath of gold leaves and red berries on a red background.



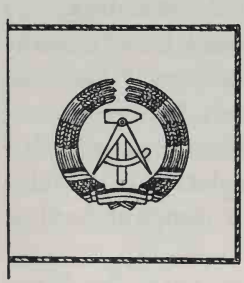
EAST GERMANY: MERCHANT FLAG

The Masthead Pendant is red and has swallow-tails; a small horizontal tricolour, black over red over gold, charged with the State emblem from the Ensign, is positioned at the head. Naval Reserve vessels fly a similar pendant but the colour of the field is blue.



EAST GERMANY: NAVAL ENSIGN

The Minister of Defence flies a blue flag with the State emblem superimposed in the centre thereof. Again this emblem is placed in the centre of the Head of State's flag, the field of which is red, bordered on three sides by a black and red and gold cord.



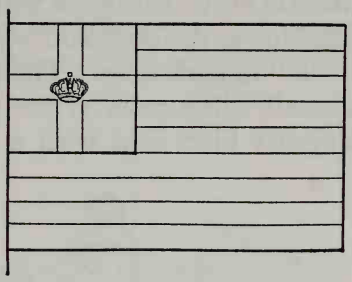
HEAD OF STATE

A white triangular flag, edged green, with this emblem in the centre does duty as the Customs Flag, and a similar flag, but with grey edges, is the Fisheries Protection Flag.

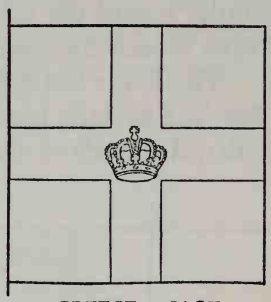
GREECE has two National Flags: one is displayed only inside Greece, whereas the other is flown at seaports and outside Greek

territory. The former is blue with a white cross, and the latter (perhaps the better known) has nine horizontal stripes, five blue and four white, with a blue canton bearing the white cross; this flag is also the Merchant Flag (Plate XXXIV, 3). The stripes are said to stand for the nine syllables in the Greek motto " Eleutheria a thanatos "—" Liberty or death."

The first National Flag of Greece, adopted in 1822, was red with a white cross, and it is generally believed that the change to light blue and white was made when Otto of Bavaria (the son of Louis I) became King of Greece in 1833, light blue and white being the colours of his family. There is some reason to believe, however, that light blue and white were used in the wars against Turkey some time before the Bavarian prince ascended the throne. The cross in the flag and in the national arms is intended as a reminder that Greece has ever been the champion of Christianity against the Moslems, as represented by the Turks.



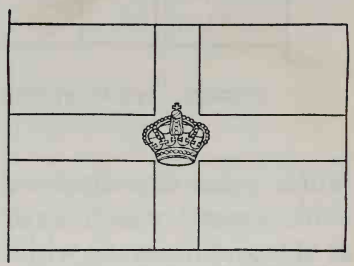
GREECE: ENSIGN



GREECE: JACK

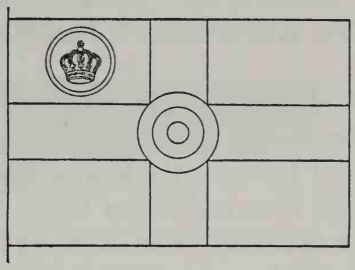
The shade of blue has varied considerably from time to time. In 1863 the change was made from azure to dark blue; since then it has been changed to a lighter blue and then to a medium azure: it is now royal blue.

The Naval Ensign resembles the National and Merchant Flag, but has a golden crown in the centre of the white cross in the canton. The square Jack is blue and bears the white cross also charged with a crown. The Fort or

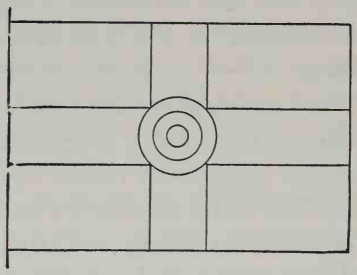


GREECE: FORT OR SERVICE FLAG

Service Flag, the Air Force Ensign, and the Civil Air Ensign are rectangular flags, all having the same basic design, i.e. a royal blue field charged with the white cross, but with distinguishing marks



GREECE: AIR FORCE ENSIGN

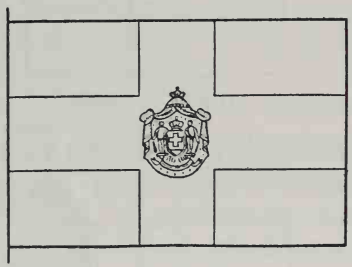


GREECE: CIVIL AIR ENSIGN

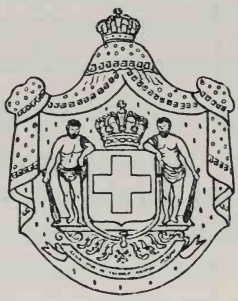
as shown in the accompanying illustrations. As to the target on the Air Force Ensign and the Civil Air Ensign, this is blue, white, and blue (*same shade as the field*), and the crowns are in proper colours. The annulet round the crown on the Air Force Ensign is white.

Customs vessels fly a pennant, dark blue at the hoist and white at the fly. The latter bears the letter " T " in dark blue. The Masthead Pendant is dark blue, with a small white cross at the hoist.

The Royal Standard has a rectangular blue field with a large



GREECE: ROYAL STANDARD

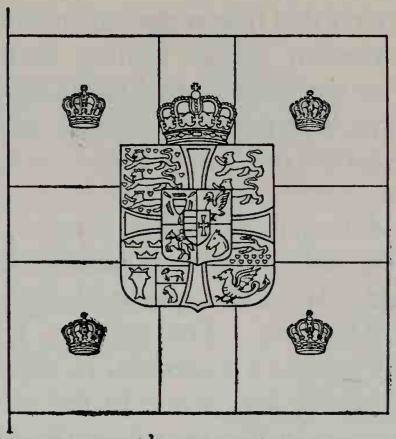


GREECE: ROYAL ARMS (FULL ACHIEVEMENT)

white cross superimposed, charged with the Royal Arms (full achievement) which were adopted in 1863. The shield thereon is blue and bears the white cross.

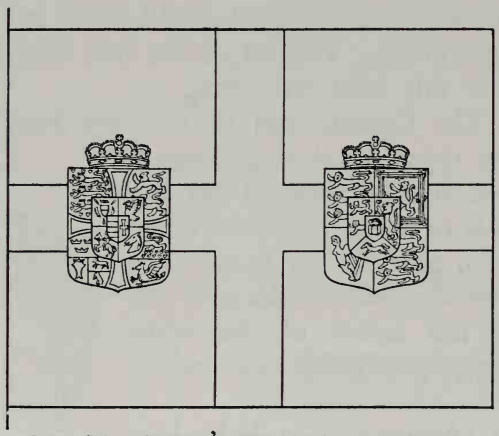
The King's Personal Standard has a square blue field and also

bears the white cross. On the centre is a shield comprising the Royal Arms, while a golden crown is placed in each of the four



GREECE : KING'S PERSONAL STANDARD

squares of blue. That of the Queen has the same field and white cross, the horizontal limb of which is charged with the Royal Arms on that portion nearest the hoist, and with her own Arms on that

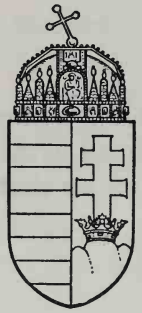


GREECE : QUEEN'S PERSONAL STANDARD

in the fly. The Crown Prince's Standard resembles that of the King, but has only one crown, in the first of the blue squares, while the standard used by other members of the Royal Family has no crowns at all in the squares.

So far as is known, red, white, and green made their first appearance as the national colours of HUNGARY at the beginning of the 17th century. It is recorded that at the coronation of King Mathias II in 1608, "the wooden bridge leading from the Coronation Church of Pozsony to the Franciscan Church had been covered by a carpet in red, white, and green colours"; also that three years later the King gave orders for "sixty flags in red, white, and green silk for warfare."

In 1920, after the downfall of the Dual Empire, Hungary reverted to her old colours of red, white, and green. In the old Austro-Hungarian Merchant Flag the right-hand side consisted of the Flag and Arms of Hungary. The 1919–45 National and Merchant Flag was a horizontal tricolour of equal stripes of red at the top, white in the centre, and green at the base. In the centre of the flag was the Coat-of-Arms, but the use of this coat was optional and the plain tricolour was often used. It will be seen that the cross on the top of the crown was bent over; legend has it that thieves once stole the crown and put it into an iron casket which was not deep enough to hold it. The lid of the box was forced down, and this bent the cross.



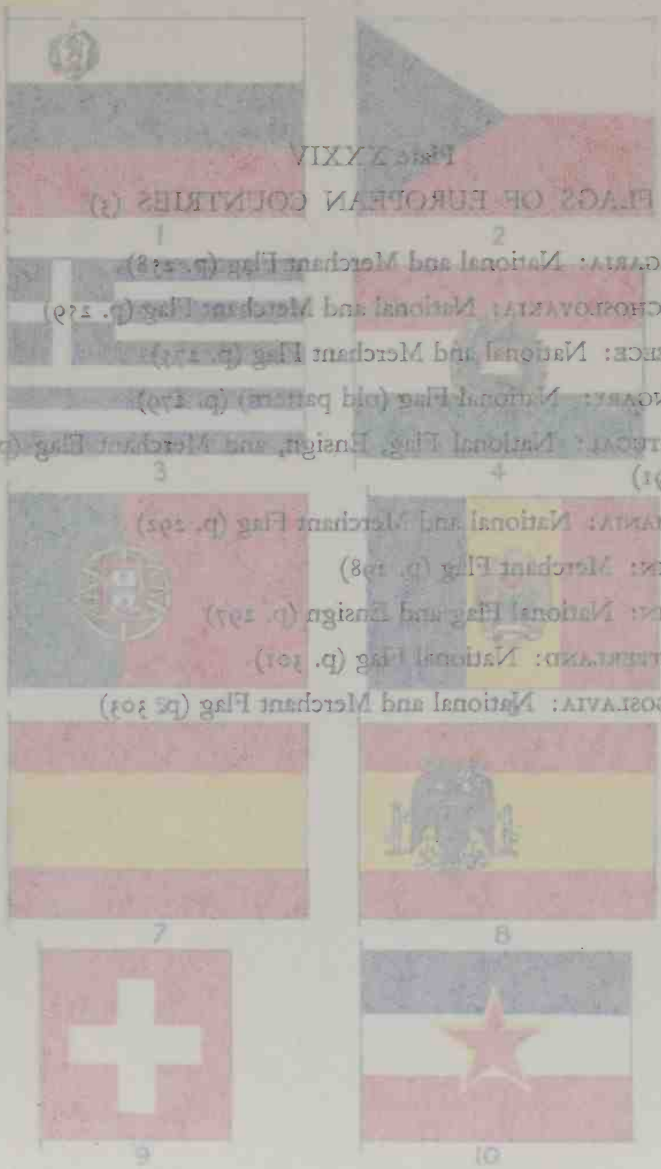
The Constitution of the new People's Republic of Hungary was approved during August, 1949, and with it the new national flag and emblem. Details of these were laid down in Decree No. 20, para. 68, of 1949. The old tricolour was adopted and the new emblem placed in the centre of the white stripe, occupying practically the whole depth of it.

The emblem consisted of a light blue field charged with a golden hammer and a golden-yellow ear of corn in saltire, surmounted by a red five-pointed star edged with gold, whose rays are pendant right across the field, framed by a wreath of golden-yellow corn connected below by a ribbon of the national colours.

Plate XXXIV

FLAGS OF EUROPEAN COUNTRIES (5)

1. BULGARIA: National and Merchant Flag (p. 278)
2. CZECHOSLOVAKIA: National and Merchant Flag (p. 279)
3. GREECE: National and Merchant Flag (p. 279)
4. HUNGARY: National Flag (old pattern) (p. 279)
5. PORTUGAL: National Flag, Ensign, and Merchant Flag (p. 291)
6. ROUMANIA: National and Merchant Flag (p. 292)
7. SPAIN: Merchant Flag (p. 298)
8. SPAIN: National Flag and Ensign (p. 297)
9. SWITZERLAND: National Flag (p. 301)
10. YUGOSLAVIA: National and Merchant Flag (p. 303)



FLAGS OF EUROPEAN COUNTRIES (5)

Plate XXXIV

FLAGS OF EUROPEAN COUNTRIES (3)

1. BULGARIA: National and Merchant Flag (p. 258)
2. CZECHOSLOVAKIA: National and Merchant Flag (p. 259)
3. GREECE: National and Merchant Flag (p. 275)
4. HUNGARY: National Flag (old pattern) (p. 279)
5. PORTUGAL: National Flag, Ensign, and Merchant Flag (p. 291)
6. RUMANIA: National and Merchant Flag (p. 292)
7. SPAIN: Merchant Flag (p. 298)
8. SPAIN: National Flag and Ensign (p. 297)
9. SWITZERLAND: National Flag (p. 301)
10. YUGOSLAVIA: National and Merchant Flag (p. 303)

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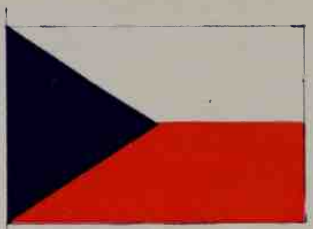

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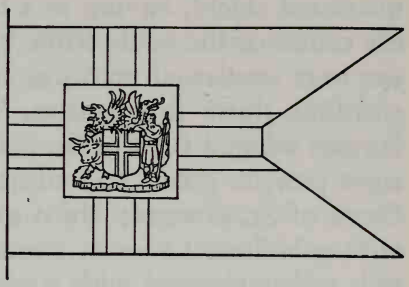
Plate XXXIV S.278

FLAGS OF EUROPEAN COUNTRIES (3)

This flag also served as the Merchant Flag. However, eight years later the hammer and ear of corn in saltire, also the ribbon beneath, were superseded by a gold-edged shield, horizontally red over white over green. The ribbon of the national colours is now entwined round the hoist side of the wreath while a red ribbon is used round the other. The National Flag at one time bore this emblem in the centre of the white stripe (Plate XXXIV, 4), but now, like the Naval and Merchant Ship Ensigns, it consists of a plain tricolour without any emblem.

A crimson flag bearing the emblem at the top of the hoist, and beneath it three narrow horizontal stripes, red over white over green, is used by the River Guard.

By the Danish–Icelandic Union Act of November 30th, 1918, ICELAND became an independent Kingdom, and by Royal Icelandic Decree of February 12th, 1919, King Christian X, King of Denmark and Iceland, approved the flag. The National and Merchant Flag is blue and bears a red cross edged with white (Plate XXXIII, 9). The Government Flag and Ensign is similar in pattern, but is longer and swallow-tailed.



ICELAND: PRESIDENT'S FLAG

When Iceland became a Republic on June 17th, 1944, these flags were retained, but a new Coat-of-Arms and a flag for the President were adopted.

The former consists of a blue shield bearing a red cross with a white border, in front of a group comprising a bull, a vulture, a dragon, and a giant—the old guardian spirits of the land—on what appears to be a portion of a rocky coastline. The President's Flag is similar to the Government Flag and Ensign, but has a large white square panel containing the Arms overall.

ICELAND: ARMS

A flag similar to the Ensign, but with the

addition of distinctive charges, in white, in the first quarter, is used for (*a*) the Post and Telegraph flag and (*b*) the Customs flag. That on the former consists of a posthorn and a thunderbolt, whilst that on the latter is the letter "T."

The green, white, and red tricolour of ITALY was originally the banner of Napoleon's Italian Legion of the 1796 Campaign. It is reputed to have been designed by Napoleon himself. About a half-century later, the King of Sardinia adopted a similar flag and added his Arms—namely, those of the House of Savoy: a white cross on a blue-bordered red shield—as a central charge. He was proclaimed Victor Emmanuel, King of Sardinia, King of Italy, in 1861, and this flag became the National Flag. It remained thus until the conclusion of World War II, when Italy became a Republic and the Arms of Savoy were removed and the plain green, white, and red vertical tricolour became the National Flag (Plate XXXII, 5). As this flag is the same as the Merchant Ship Ensign of Mexico (see page 190), the Merchant Ship Ensign of Italy has a quartered shield, having as a border a golden rope, positioned in the centre of the white stripe. This shield comprises the Arms of the four mediaeval maritime republics of Venice, Genoa, Amalfi, and Pisa, thus: first quarter, Venice, is red and charged with the famous winged Lion of St. Mark, supporting an open book in his right paw, in gold; second quarter, Genoa, is white with the red Cross of St. George; third quarter, Amalfi, is blue and charged with a Maltese Cross in white; and fourth quarter, Pisa, is also red, and is charged with a white cross known in heraldry as the "Pisa Cross" because of its distinctive design.

The Naval Ensign (Plate XXXII, 6) has a similar shield, but this is surmounted by an unusual but rather handsome crown in gold, of which we shall have more to say later. In regard to this shield, there is a small difference in the first quarter—namely, the winged lion in this case has his *left* paw on a *closed* book and a *sword* in the *right*.

The Jack is square and consists of the four quarters taken from the Naval Ensign, but without the rope border. On Armed Forces Day, November 4th, the Naval Ensign and Jack are half-masted from 11 a.m. until noon.

Yachts of the Yacht Club Italiano and the Naval Yacht Club wear the Naval Ensign.

The Masthead Pendant is divided vertically, green (at the hoist), white and red, the white portion being charged with the shield and crown from the Naval Ensign.

Mention has been made of the unusual type of golden crown which surmounts the shield on the Ensign. This has been referred to officially as a "towered and rostral" crown, a "turreted" crown, and also a "Corona Territa." It has three towers "embattled," overall in the centre an anchor, the flukes of which are flanked with what appears to be a representation of the afterpart of a galley (in elevation), which is repeated, in larger proportions, as a projection on each side of the crown. Those responsible for designing it no doubt chose these emblems as being symbolic of naval and coastal defences, and would presumably be justified in calling it a Naval Crown.

GOLDEN CROWN

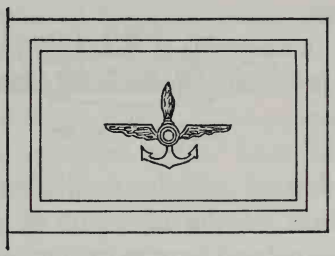
The Romans invented the Naval Crown, and awarded it for the display of gallantry at sea. Little is known about it except that it was always of gold and was issued in two forms—namely, the Corona Rostrata and the Corona Navalis. One writer suggests that the former was reserved for officers or an officer of high rank who destroyed an enemy's fleet, but states that details of the designs of these two crowns have yet to be brought to light. Others would have it that they consisted of turrets and sails or sterns of ships alternating; however, they may be confusing them with the graded crowns (in which these emblems were varied in size and number according to the number of inhabitants) used by maritime provinces, cities, towns, and communes.

These sterns should not be confused with those of our "wooden walls" used in the design of the British Naval Crown, which, so far as is known at present, first appeared about the middle of the 17th century. This was made up of the sterns of ships and sails alternatively, there being three sterns and two sails. The form of stern was similar to that used in the Royal ships of the period.

The sails were just ordinary square ones suitable for any mast except the lower mizzen.

About a century later heraldic artists began to ring the changes (see illustrations on pages 131 and 138).

At the time of writing, the Italian President has no distinctive personal flag, but uses the National Flag.



ITALY: MINISTER OF DEFENCE

The flag of the Minister of Defence has a dark blue field with a central device, consisting of a conventional grenade with wings and the flukes of an anchor in gold, surrounded by a golden fimbriation which in turn has a deep border the same colour as the field.

A similar flag, but without the golden fimbriation, is used by the Under Secretary of State for Defence.

The colours of LIECHTENSTEIN are royal blue and red, the flag being divided into two horizontally with the blue half on top (Plate XXXV, 11). A princely crown is placed near the hoist on the blue stripe. More often than not this flag is made to be *hung vertically*; in that case the axis of the crown is placed parallel to the line dividing the blue and red stripes. The Royal Flag consists of two horizontal stripes of equal width, yellow over red—the dynastic colours.

The little Grand Duchy of LUXEMBOURG sandwiched between France, Belgium, and Germany, flies a tricolour which is almost identical with that of the Netherlands, except that the length of the fly is longer, the proportions of the field being five to three, and the shade of blue somewhat lighter.

The Standard of the Grand Duchess is unique in that it shows the Royal Arms on an orange field, but the reverse side consists of the national horizontal tricolour. These arms are quartered, (1) and (4), a lion rampant and five billets, in gold, on a blue field—Nassau: (2) and (3), a red lion rampant on nine horizontal stripes

LUXEMBOURG: STANDARD OF GRAND DUCHESS

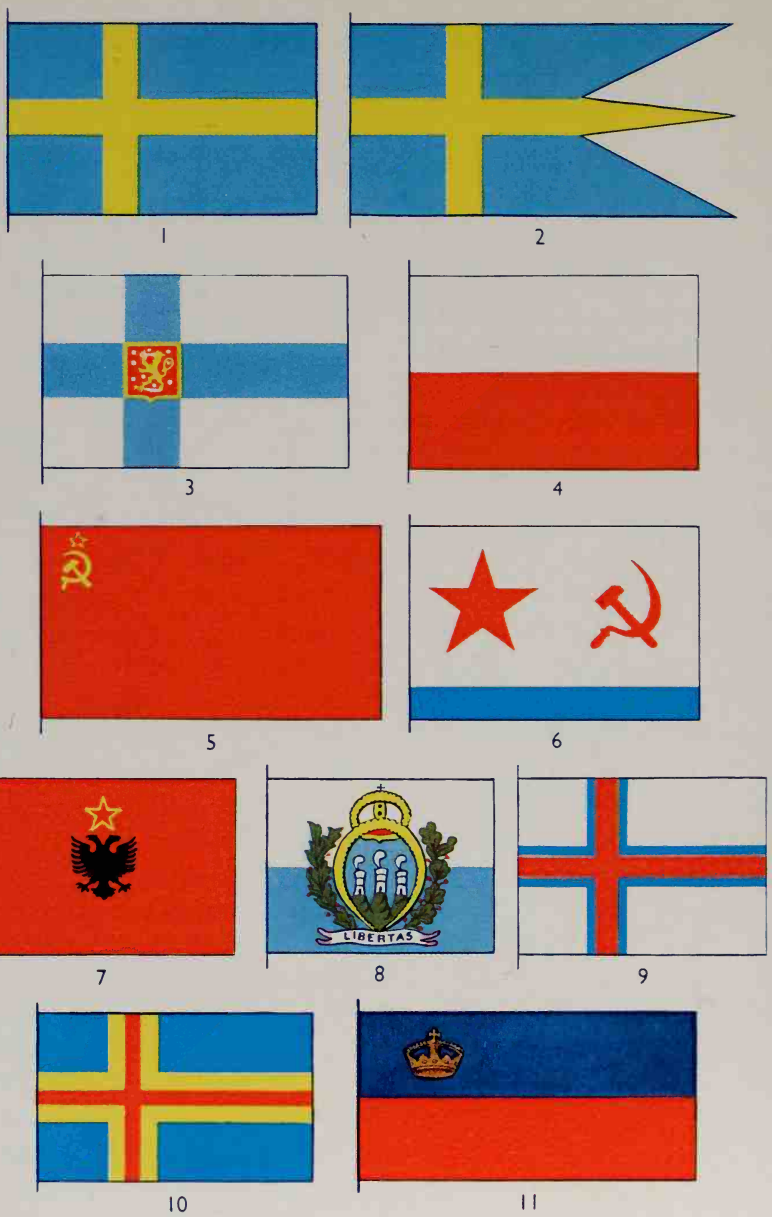


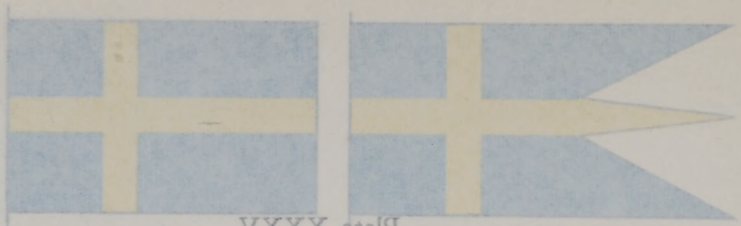
Plate XXXV T.283

FLAGS OF EUROPEAN COUNTRIES (4)

Plate XXXV

FLAGS OF EUROPEAN COUNTRIES (4)

1. SWEDEN: National and Merchant Flag (p. 299)
2. SWEDEN: Ensign and Jack (p. 299)
3. FINLAND: State or Government Flag (p. 263)
4. POLAND: National Flag (p. 290)
5. RUSSIA, U.S.S.R.: State and Merchant Flag (p. 293)
6. RUSSIA, U.S.S.R.: Ensign (p. 293)
7. ALBANIA: National Flag (p. 253)
8. SAN MARINO: National Flag (p. 292)
9. FAROE ISLANDS: National and Merchant Flag (p. 264)
10. ALAND ISLANDS: National Flag (p. 264)
11. LIECHTENSTEIN: National Flag (p. 282)



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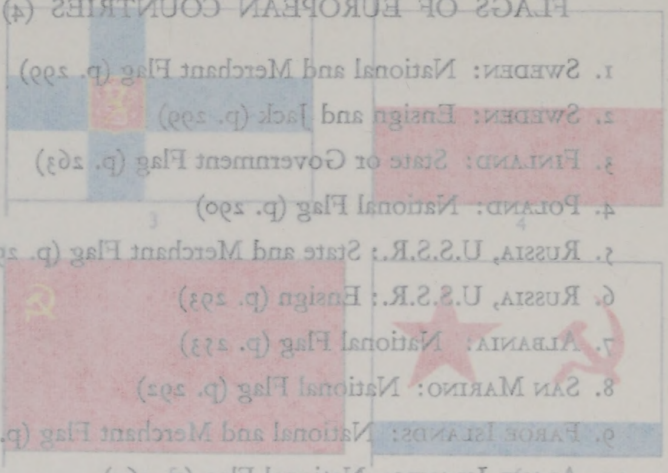

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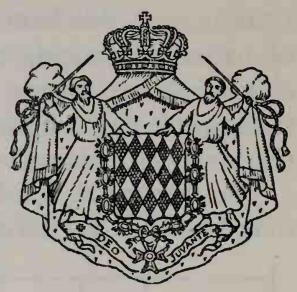
Plate XXXV T.283

FLAGS OF EUROPEAN COUNTRIES (4)

(five white and four blue)—Luxembourg: ensigned with a grand-ducal crown; the supporters comprise two crowned lions rampant in gold.

Another Principality is that of MONACO situated in the South of France, and famous for Monte Carlo. Her colours are simple, halves of red over white (Plate XXXII, 10). In passing, it is interesting to note that this flag is identical with that of Indonesia (see page 241).



MONACO: ARMS

The Prince's Standard is white and bears the Arms thereon in full colours.

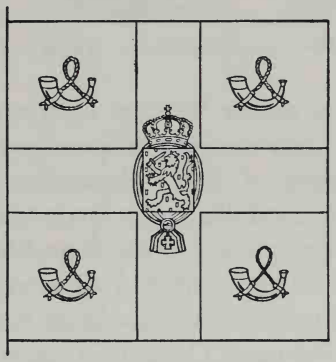
The NETHERLANDS, under their famous leader William I, Prince of Orange and Count of Nassau, started the war of independence with Spain in 1568. By 1581 the beginning of their independency may be said to have begun, but it was not until 1648 that Spain was forced to recognize officially that it was complete and the Republic of the United Netherlands established. This consisted of seven provinces, of which Holland was one. In choosing a national flag it is not surprising that the colours of the Prince of Orange—orange, white, and blue—were adopted. At first there was great latitude of treatment, the number of bars of each colour and their order being variable, but in 1599 it was laid down officially that the flag of the Netherlands was to be orange, white, and blue, in three horizontal stripes of equal width. The orange was changed to red about fifty years later; it is difficult to be absolutely definite as to the reason. It is possible that the indefiniteness of the orange and its liability to fade in the sea air may have been one of the causes, or it is also possible that the sturdy Netherlanders did not intend to allow the Prince of Orange to have too much power, and so changed the orange to the republican red.

During the French Revolution, when Holland became the Batavian Republic under the French, the Naval Flag had in the upper canton a figure of Liberty on a white field, but the innovation was not popular, as the sailors preferred the old plain tricolour under which the victories of De Ruyter and Maarten Harpertszoon Tromp

had been gained, and in 1806—when Louis Bonaparte became King—the figure disappeared.

The horizontal tricolour does duty as the National Flag, Naval Ensign, and Merchant Flag (Plate XXXIII, 10). On special days of national rejoicing such as Royal anniversaries, etc., patriotic citizens fly an orange pendant superior to it, or, alternatively, a rectangular flag whose field is divided vertically, the tricolour (at the hoist) and orange.

The Masthead Pendant is divided horizontally red over white over blue and has a forked fly.

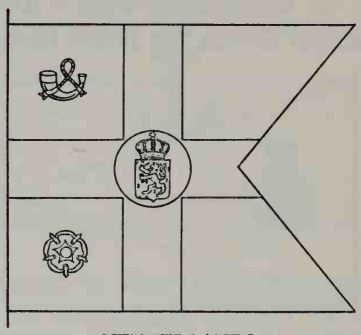


NETHERLANDS: ROYAL STANDARD

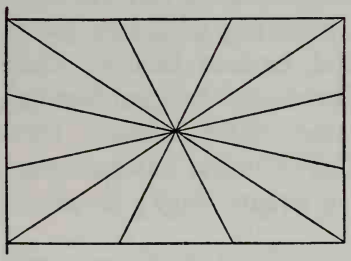
NETHERLANDS: STANDARD OF PRINCE BERNHARD

Her Majesty the Queen of the Netherlands' Standard was created in accordance with a Royal Decree dated August 27th, 1908. The field, which is square, is orange and is charged with a blue cross. In each of the quarters thus formed is a slung "Nassau" blue bugle-horn, the cords red, each horn garnished with silver. In the centre of the cross is the Royal Shield, "Azure billety, a lion rampant crowned or, holding in its dexter paw a naked sword and in the other a bundle of arrows." The shade of blue used for the shield is known as "Nassau" blue, the tongue and claws of the lion are red, the sword is silver with a golden hilt, and the arrows, of which there are seven (symbolizing the aforesaid seven provinces), are also silver, with golden points, tied with a golden ribbon. The shield is ensigned with the Royal Crown, and surrounded with the riband and badge of the Order of William.

Prince Bernhard's Standard was created by a Royal Decree dated June 18th, 1937. The field, which is six (length) by five, is charged with an orange cross having in the centre a " Nassau " blue shield charged with the golden lion rampant from the Royal Standard, ensigned with the Royal Crown. The first and fourth quarters are " Nassau " blue, charged with the same lion; the second and third quarters are white, bearing a red rose, barbed and seeded gold, from the first and fourth quarters of his paternal arms, those of Lippe Biesterfeld. The Standard of H.R.H. Princess Beatrix, Princess of the Netherlands, was created by Royal Decree dated November 10th, 1956; it has an orange field, six by five, with a triangle cut out of the fly. Overall a cross, in " Nassau " blue, charged with an orange disc bearing a crowned shield of the same design as on Prince Bernhard's Standard. The bugle-horn from the Royal Standard is placed in the first quarter while the third quarter is charged with the rose from Prince Bernhard's Standard.



NETHERLANDS: STANDARD OF PRINCESS BEATRIX



NETHERLANDS : JACK

The field of the Jack has six partition lines crossing at its central point, thus forming twelve triangles —known heraldically as a " gyronny of twelve pieces." Commencing with the middle triangle at the hoist, which is white, and moving in a clockwise direction, the remaining triangles are red, blue, white, red, blue, white, red, blue, white, red, and blue.

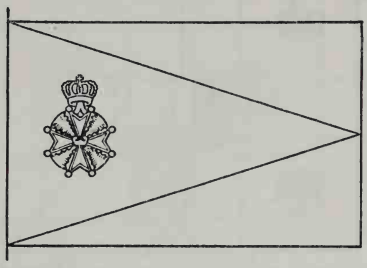
The Ensign and Jack are half-masted from noon until sunset on Remembrance Day—World War II, May 4th.

The Masthead Pendant is divided horizontally, red over white over blue, and has a slit in the fly.

A white rectangular flag, three by two, the upper and lower

edges of which are charged with three narrow stripes of equal width, red over white over blue, bearing on the centre of the field two black anchors in saltire, is flown by the Minister of Defence. On the other hand, the flag of the Secretary of State for the Navy has a rectangular field, three by two, consisting of seven horizontal stripes of equal width, red (on top), white, blue, white, red, white, and blue. In the centre thereof is a white disc, the diameter of which is equal to one-third the hoist, bearing two similar anchors.

In accordance with a Royal Decree dated June 18th, 1948, the Royal Dutch Air Force Ensign is light blue with an orange isosceles triangle, whose base occupies the hoist, extending right across the field. This triangle is charged with the badge of the Military Order of William 4th Class in proper colours, as shown in the accompanying illustration. The "Militaire Willemsorde"—Military Order of William—is the highest Dutch reward "for gallantry, conduct, and faithfulness" in battle, and the Air Force as a whole obtained this reward. This Ensign was brought into use on July 1st, 1948.

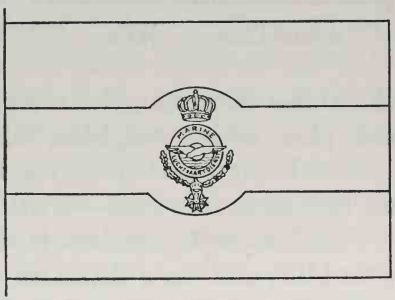


ROYAL DUTCH AIR FORCE ENSIGN

Admirals fly the tricolour, with the following additions placed in the red stripe near the mast—Admiral, crossed batons; Lieutenant-Admirals (a rank peculiar to the Dutch and Belgian Navies), four white six-pointed stars, two and two; Vice-Admiral, three similar stars, one above two, while a Rear-Admiral has two stars, placed side by side. The foregoing are square flags; it should be noted, however, that if an officer is without a command and is charged with a special mission, the proportions of the field of his flag are three to two.

Commodores fly a pendant consisting of the square tricolour with a right-angled slit in the fly.

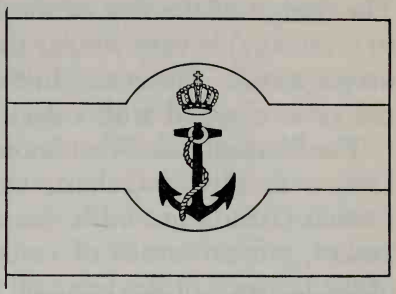
The flag of the Naval Air Service comprises the national tri-



NETHERLANDS: NAVAL AIR SERVICE

colour, field three by two, with its emblem in the centre thereof. This consists of an orange sun on a light blue sea within a dark blue annulet bearing the inscription "MARINE-LUCHTVAART-DIENST" (Naval Air Service) in white lettering; overall a yellow eagle in flight. The Royal Crown and the Badge and Chain of the Order of William complete the emblem.

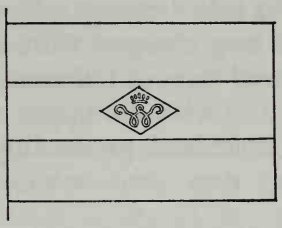
Ships commanded by an officer of the Naval Reserve wear the tricolour with a crown and foul anchor superimposed in the centre, as shown in the accompanying illustration.



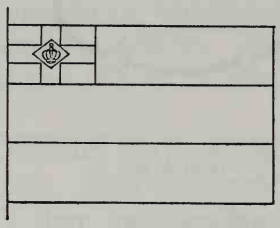
NETHERLANDS: NAVAL RESERVE

A Consul always flies a long, narrow, swallow-tailed orange pendant superior to the National Flag.

Another flag which is sometimes seen is the triangular one flown by vessels employed on fisheries protection duties: it is similar to the one displayed by our North Sea Fisheries protection vessels. There are also special ensigns for yachts whose owners are members of certain Yacht Clubs. The ensign for the



ROYAL NETHERLANDS YACHT CLUB ENSIGN



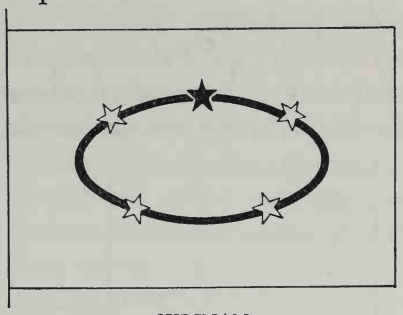
ROYAL MASS YACHT CLUB ENSIGN

Royal Netherlands Yacht Club consists of the National Flag with in the centre, on a blue diamond, a golden heraldic "W" ensigned with a crown, also in gold. The ensign of the Royal Mass Yacht Club is again the National Flag, with a white inset in the upper canton charged with a red St. George's Cross in the centre of which is a golden crown on a white diamond.

A blue rectangular flag bearing a large letter "L," in white, is

flown at the masthead of a pilot vessel when the services of a pilot are available. Mention must be made of another flag which is well known in the Netherlands; we refer to the flag of the West Frisian Islands. This is blue, and is charged with three bends in white; on these bends are seven leaves of the "pompe" (a water-plant) in red—three on the middle one and two on each of the others. The design of the flag of the East Frisian Islands (these belong to Germany) is very similar to that of the Aland Islands, described on page 264. However, in this case the field is yellow and bears a red cross charged with a dark blue one.

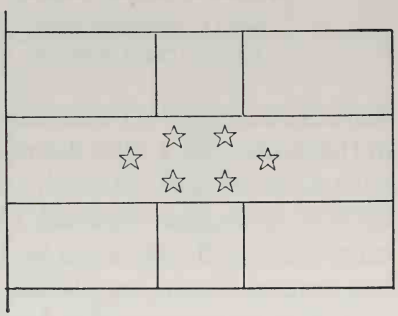
The Netherlands West Indies comprise (1) Surinam, sometimes known as Dutch Guiana, situated between British Guiana and French Guiana in South America, and (2) the Netherlands Antilles, which consist of certain islands in the West Indies—part of the Lesser Antilles lying off the coast of Venezuela—of which the chief is Curaçao. They received autonomy in domestic affairs, as part of the Realm of the Netherlands, on December 29th, 1954.



SURINAM

A distinctive design for a flag for Surinam was approved on December 8th, 1959 (Government Gazette No. 105). It has a white field bearing a black elliptical ring charged with five five-pointed stars of different colours. Starting with the upper one near the hoist and proceeding clockwise they are white, black, brown, yellow, and red. They are said to represent the different peoples of Surinam—whites, Negroes, half-castes, Chinese, and Indians.

The flag of the Netherlands Antilles was approved on December 2nd, 1959 (Government Gazette No. 173). It has a white field with a vertical red central



NETHERLANDS ANTILLES

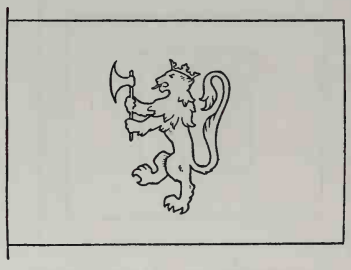
stripe and overall a blue horizontal stripe, charged with six five-pointed stars.

Netherlands New Guinea became Western Papua on November 1st, 1960, and a distinctive striped flag was adopted, but this was short-lived as Western Papua came under the administration of the United Nations in 1961, and on May 1st, 1963, became part of Indonesia under the name of West Irian and now uses the flags of Indonesia (see page 241).

NORWAY and Denmark were united at the end of the 14th century, and both countries used the Danish red flag bearing a white cross—the Dannebrog (see page 259). When the dissolution came in 1814, Norway was obliged to enter a union with a stronger country, Sweden, and a change was made in the flag. The golden lion of Norway, wearing the crown of St. Olave and holding in its fore-paw a battle-axe, was placed in the canton. This emblem dates from about the year 1200. Seven years later another change was made. The lion was left out, and a dark blue cross was superimposed upon the white one. Towards the middle of the 19th century a canton of the Union colours was added. The canton was divided saltirewise. The top and bottom triangles were red, while those in the hoist and fly were blue. Over all, and dove-tailed into the saltire, was a cross, the upright of which was dark blue with a white edge, and the crossbar was yellow. Thus the top and bottom triangles incorporated the flag of Norway, the other two that of Sweden.

This flag was superseded (except for military purposes) in 1898, when the Dannebrog was re-introduced. However, when the two countries separated in 1905, the Union in the canton was dropped from *all* Norwegian flags. The present National and Merchant Flag, proportions of the field being twenty-two to sixteen, is illustrated on Plate XXXIII, 7.

The Royal Standard is red and bears the lion and axe, described above, thereon; that of the Crown Prince is similar but the field is swallow-tailed.



NORWAY: ROYAL STANDARD

The Jack is a square edition of the National Flag, and the Naval Ensign and Government or State Flag resembles the last mentioned, but has three swallow-tails (Plate XXXIII, 8).

A similar flag, but charged with the crowned lion with axe from the Royal Standard, in white, in the upper red canton at the hoist, does duty as the flag of the Minister of Defence.

Customs vessels and those carrying Mails wear the Ensign, with the addition of a white square panel on the centre of the cross and bearing distinctive charges. These are in gold and consist of the Crown over the words " TOLL " and " POST " respectively.

The Yacht Ensign which may be worn by yachts owned by members of the Royal Norwegian Yacht Club is similar to the above, with the cipher of King Olav in the central panel (see Plate XII, 19).

The Masthead Pendant has a red field with a slit in the fly; overall, a narrow white cross charged with a dark blue cross.

POLAND became an independent republic in 1919, and adopted a very simple design for her National Flag—horizontal halves of white over red (Plate XXXV, 4). The Arms comprise a red shield charged with an uncrowned white eagle: they are placed in the centre of each of the flags described below (also see illustration of the Jack).

When placed in the centre of the white stripe of the National flag it becomes the Merchant Flag. The Ensign is similar, but in this case the fly is swallow-tailed. A diminutive of the last mentioned is placed in the upper half of the hoist of a blue flag which does duty as the Ensign of Fleet Auxiliaries. Again, the Arms are placed in the centre of the Jack, which has a red-bordered white field, the proportions of which are approximately seven to six. In passing, it is interesting to record that its predecessor was of unique design. It consisted of a nearly square version of the National flag and in the centre thereof a cross pattée counter-changed —that is, a cross of the same type as our Victoria Cross, with the top half red and the bottom white. The centre of

POLAND: JACK

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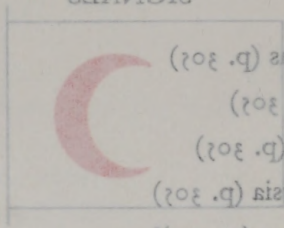

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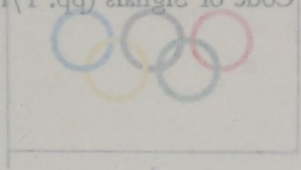

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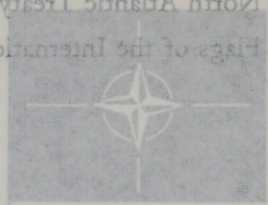

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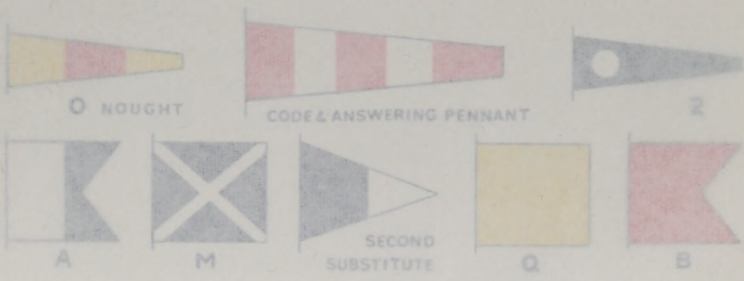

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Plate XXXVI T.290

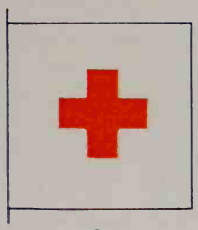
FLAGS OF INTERNATIONAL ORGANIZATIONS AND OF THE INTERNATIONAL CODE OF SIGNALS

Plate XXXVI

FLAGS OF INTERNATIONAL ORGANIZATIONS AND OF THE INTERNATIONAL CODE OF SIGNALS

1. United Nations (p. 305)
2. Red Cross (p. 305)
3. Red Crescent (p. 305)
4. Red Lion, Persia (p. 305)
5. Olympic Games (p. 309)
6. North Atlantic Treaty Organization (p. 306)
7. Flags of the International Code of Signals (pp. 171–173)

1



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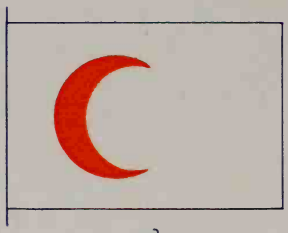

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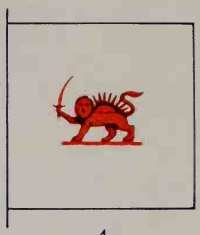

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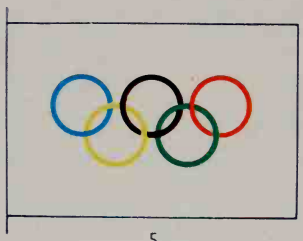

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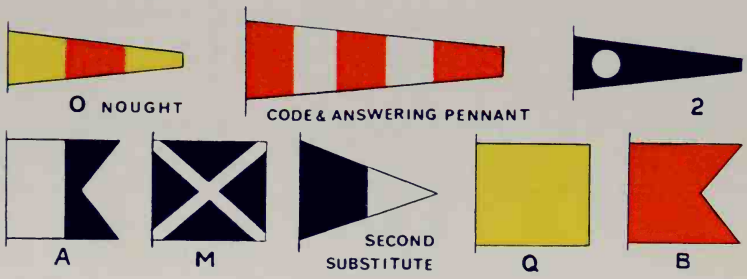

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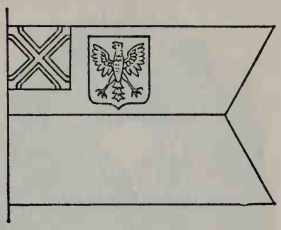
Plate XXXVI T.290

FLAGS OF INTERNATIONAL ORGANIZATIONS AND OF THE INTERNATIONAL CODE OF SIGNALS

this cross was circular and was all red, while on this circle was a human right arm grasping a scimitar. The eagle on a red flag with a red and white ornamental border is the standard of the President of the Republic.

The flag of the Minister of Defence is similar to the Ensign; however, it has an additional charge, namely, a yellow cannon and white anchor in saltire, positioned in the centre of the red stripe. There is a special ensign for yachts whose owners are members of the Yacht Club of Poland; this is similar to the Naval Ensign with, in the upper canton, a white inset fimbriated in red, and charged with a red St. Andrew's Cross fimbriated in blue.



ENSIGN OF YACHT CLUB OF POLAND

In the days of the Kingdom of PORTUGAL the national colours were blue and white, but with the coming of the Republic in 1910 they were changed to red and green placed vertically, the green portion being in the hoist. The red portion is about one-and-a-half times the width of the green. The Arms of the Monarchy have been retained, and appear over the colour division framed by a yellow armillary sphere (Plate XXXIV, 5). Unchanged for centuries, these Arms consist of a red shield charged with a smaller white shield. The red shield bears seven golden castles (added by Alfonso III after his marriage in 1252 with the daughter of Alfonso the Wise, King of Castile). The white shield is charged in turn with five blue shields, arranged in the form of a cross, each of these shields bearing five white roundels arranged in a saltire. The shields commemorate the great victory of Alfonso Henriquez in 1139 over the five Moorish Princes at the battle of Ourique, while the five white roundels symbolize the five wounds of the Saviour in Whose strength he defeated the infidels and became the first king of Portugal. The armillary sphere used to appear on the Braganza Arms of Brazil.

This is the design of the Ensign and Merchant Flag as well as the National Flag. The standard of the President is green with the Arms of the monarchy in the centre. A green bordered

square red flag, bearing these arms in the centre thereof, does duty as the Jack, and the Masthead Pendant is green (at the hoist) and red. Again, a rectangular flag divided vertically, green (at the hoist) and red, bearing five white five-pointed stars arranged in the form of a pentagon, is flown by the Minister of War.

RUMANIAN PEOPLE'S REPUBLIC

The National and Merchant Flag of the RUMANIAN PEOPLE'S REPUBLIC is a vertical tricolour, blue, gold, and red, in that order from the hoist, bearing the state emblem on the centre stripe, in accordance with Chapter VIII, Article No. 101 of the Constitution of 1948 (Plate XXXIV, 6). This emblem consists of a forest and mountain scene over which the sun with golden rays is rising, within a wreath of wheat-ears, tied with a ribbon of the national colours bearing the letters "R P R" which have been replaced recently by the motto "Republica ROMANIA Socialista." A small red five-pointed star, edged in gold, was added in the upper portion of the emblem, in accordance with Chapter IX, Article No. 102 of the Constitution, dated September 24th, 1952. The Naval Ensign has a field divided horizontally white over blue with the Arms of the Republic in the centre of the white stripe, and the Jack has a square blue field, charged with a broad red saltire, fimbriated yellow, bearing the Arms on the centre thereof.

A white flag, with the National flag in the first quarter and a red five-pointed star in the centre of the fly, is flown by the Minister of Defence.

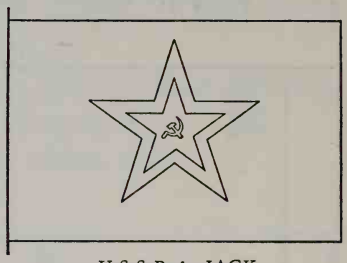
The National Flag of the Republic of SAN MARINO is a very pretty one. It is white over blue, and bears the Arms of San Marino in colour within a wreath of oak and laurel (Plate XXXV, 8). In the centre of the Arms are three white towers, each having a white ostrich feather on its top; they are said to represent the three castles on the three peaks of Mount Titano. Merchant ships wear this flag without the Arms.

Before the Revolution of 1917, RUSSIA had a great variety of flags.

Merchant ships wore a horizontal tricolour, white over blue over red. A white ensign charged with a blue diagonal cross was worn by naval vessels; the Jack comprised a red field bearing a white St. George's cross with a blue diagonal cross, edged white, overall.

The Union of Soviet Socialist Republics of Russia possesses a large number of flags. The State Flag has a red field, two by one, and bears in the upper hoist the hammer and sickle emblem of the workers, surmounted by a five pointed skeleton star, all in gold (Plate XXXV, 5).

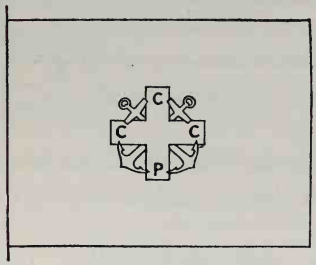
The Merchant Flag is the same as the State Flag. The field of the Ensign is white, three by two, and has a light blue border one sixth the depth of the hoist along the bottom edge of the flag. In the white portion are the star and crossed hammer and sickle in red, placed side by side, the star in the hoist and the emblem in the fly (Plate XXXV, 6).



U.S.S.R.: JACK

A red flag with a large white five-pointed star, charted with a smaller red star bearing the hammer and sickle emblem in white, serves as the Jack. The proportions of the field are three to two. A diminutive of the Ensign is placed at the hoist of the Masthead Pendant, whose field is red and forked at the fly.

Fleet Auxiliary Vessels wear a dark blue ensign bearing the U.S.S.R. Ensign in the upper quarter next to the mast. A similar flag, with the addition of a black-edged white disc charged with a lighthouse, in black and white, positioned in the centre of the fly, is worn by Hydrographic Vessels and lightships.



U.S.S.R.: SEA RESCUE FLAG

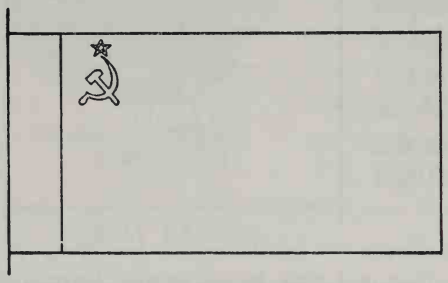
Coast Defence Vessels of the Ministry of State Security wear a green ensign with a diminutive of the U.S.S.R. Ensign in the upper hoist.

The Sea Rescue Flag of the U.S.S.R.

has a white field, three by two, charged with two conventional blue anchors in saltire with a red cross (similar to that on our Red Cross flag) bearing the letters " C.C.C.P."—one on each limb—in gold. These letters are the Cyrillic Alphabet—our equivalent being " S.S.S.R."—and stand for Soyus Sovetskikh Sotsialisticheskikh Republik—Union of Soviet Socialist Republics.

It would appear that this flag has its origin in that of the Finnish Sea Saving Society used from 1897 to 1917, which in turn was used in 1923 as a basis for the design of the Latvian Lifeboat Society's flag.

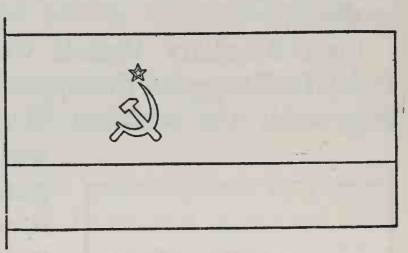
Each of the Republics which make up the Union has its own flag. These used to consist of a red field bearing various initials in cyrillic characters in the upper hoist, in gold.



RUSSIAN SOCIALIST FEDERAL SOVIET REPUBLIC

Since January 1954, the Russian Socialist Federal Soviet Republic has used the flag of the U.S.S.R., with a dark blue vertical stripe at the hoist; the field is two by one and the width of the vertical stripe is equal to one quarter of the hoist.

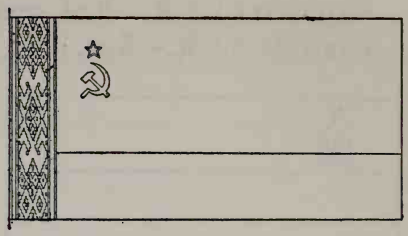
The design of the flag of the UKRAINIAN S.S.R. was changed on November 21st, 1949, in accordance with Article 125 of the amended Constitution, thus: the field is two by one, divided horizontally red over light blue, the width of the former being twice that of the latter; in the red portion, the hammer and sickle in gold surmounted by a red five-pointed star edged with gold. It would appear that the light blue was taken from the old Ukrainian national colours, yellow and light blue.



UKRAINIAN S.S.R.

The BYELORUSSIAN S.S.R. adopted a new flag, called the

National State Flag, on December 31st, 1951. Like that of the Ukrainian S.S.R., it has the U.S.S.R. Flag with a horizontal stripe beneath and occupying one third of the hoist. However, this stripe is light green in colour, and there is, in addition, a very distinctive red stripe at the hoist. This has a width equal to one quarter of the hoist, and bears what appears to be a woven carpet or inlaid linoleum pattern, in white.



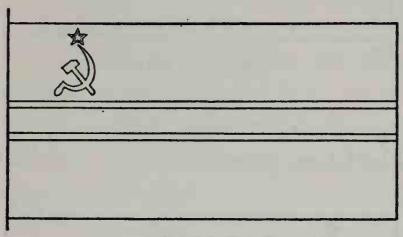
BYELORUSSIAN S.S.R.

The remainder of this new series of flags followed during 1953–54. In each case, the hammer and sickle emblem is in gold, and the red five-pointed star is edged in gold.

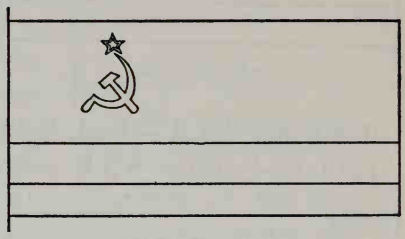
Here, then, is a brief description and an illustration of each flag, the colours reading from the upper edge of the field.

UZBEK S.S.R.—Red, white, light blue, white, red.

KAZAKH S.S.R.—Red, light blue, red.



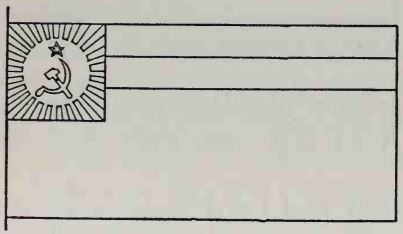
UZBEK S.S.R.



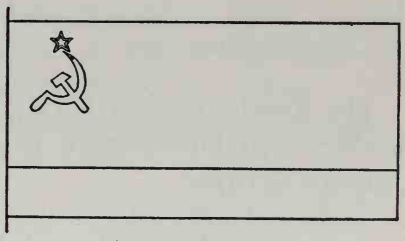
KAZAKH S.S.R.

GEORGIA S.S.R.—Red, light blue, red; with a light blue canton having red rays.

AZERBAIDJAN S.S.R.—Red, dark blue.

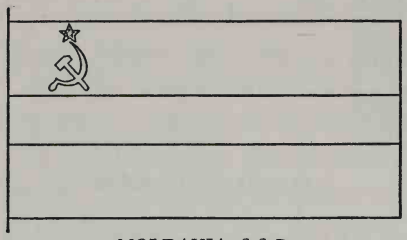


GEORGIA S.S.R.

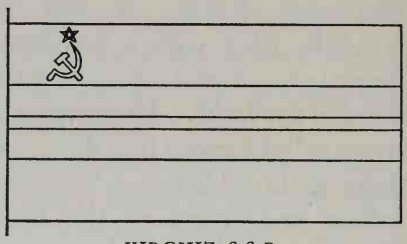


AZERBAIDJAN S.S.R.

MOLDAVIA S.S.R.—Red, green, red.
KIRGHIZ S.S.R.—Red, dark blue, white, dark blue, red.

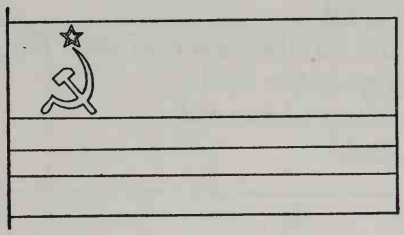


MOLDAVIA S.S.R.

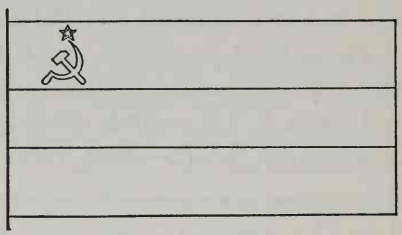


KIRGHIZ S.S.R.

TADJIK S.S.R.—Red, white, green, red.
ARMENIAN S.S.R.—Red, dark blue, red.

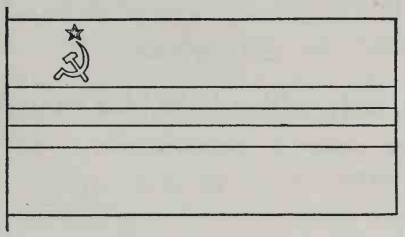


TADJIK S.S.R.

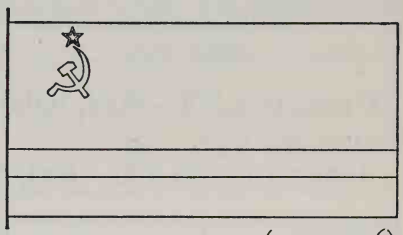


ARMENIAN S.S.R.

TURKMEN S.S.R.—Red, light blue, red, light blue, red.
KARELO-FINNISH S.S.R.—Red, light blue, green.



TURKMEN S.S.R.

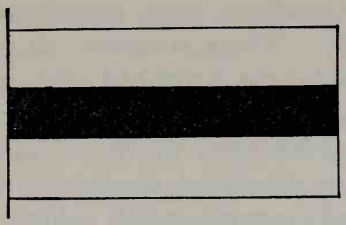


KARELO-FINNISH S.S.R. (1953–1956).

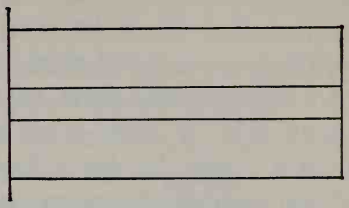
The Karelo-Finnish S.S.R. flag is now obsolete, the Republic having been incorporated in the R.S.F.S.R. (see page 294) on June 16th, 1956.

When independent ESTONIA, LATVIA and LITHUANIA had their own National Flags, that of Estonia was a horizontal tricolour,

bright blue at the top, then black, then white. Latvia's had a dark-crimson field with a white horizontal stripe, and her ensign was



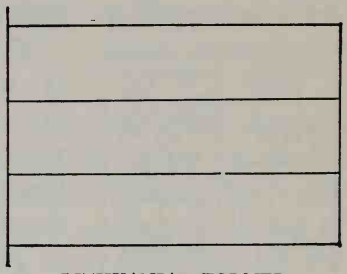
ESTONIA: FORMER NATIONAL FLAG



LATVIA: FORMER NATIONAL FLAG

white with a white St. George's Cross fimbriated in dark crimson. The flag of Lithuania was another horizontal tricolour, yellow at the top, then green, and, finally, gold.

When they became part of the U.S.S.R. they adopted flags similar in design to those of the other Soviet Republics, i.e. the Soviet State Flag, defaced in the case of Estonia by a horizontal blue stripe, invected (five points), and charged with two narrow white stripes. Latvia's has four wavy stripes, two white and two blue, across the lower part of the field, and at the bottom of the flag for Lithuania are two stripes, the upper and narrower white and the lower, on the edge of the flag, green.



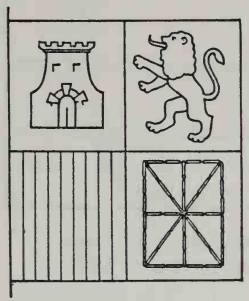
LITHUANIA: FORMER NATIONAL FLAG

One of the best-known flags in the world was that of Royal SPAIN, which comprised the colours of Aragon—red and yellow.

After the Revolution of 1931, the Republic added another colour—namely, purple. The Merchant Flag became a horizontal tricolour of red on top, yellow, and purple at the bottom. The National Flag and Naval Ensign were similar, but with the National Arms placed in the centre of the yellow stripe.

However, General Franco reverted to the old colours, and the Merchant Flag now consists of three horizontal stripes, red, yellow, and red, the width of the yellow stripe being equal to that

of the two red stripes combined (Plate XXXIV, 7). The National Flag and the Ensign are similar, but have the new national Arms, which are more elaborate than the previous coat, superimposed slightly nearer the hoist than the fly. These comprise an eagle supporting a quartered shield (1) and (4) the Arms of Castile quartered with those of Leon: (2) and (3) the Arms of Aragon impaled —placed side by side—with those of Navarre, whilst in the base there is a triangular inset, heraldically described as enté-en-point, in which appears the pomegranate of Grenada in full colours, on a white background. Behind the eagle's head, a golden halo and also a red scroll bearing the motto "VNA GRANDE LIBRE." Two pillars (the Pillars of Hercules) in silver, having a red scroll with the motto "PLUS ULTRA"—"More Beyond"—in golden lettering, serve as supporters (Plate XXXIV, 8).



SPAIN: JACK

The Jack is square, and is quartered thus: (1) red, bearing the yellow castle of Castile; (2) white, charged with the red lion rampant with golden crown of Leon; (3) gold, with four vertical red stripes superimposed, of Aragon; (4) red, bearing the golden chains of Navarre.

The Ensign and the Jack are worn at half-mast on Holy Thursday and Good Friday, also on Remembrance Day, November 20th. The Masthead Pendant is striped horizontally, red over yellow over red.

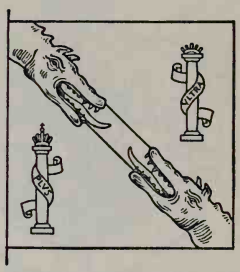
The Air Force Ensign consists of the Merchant Flag bearing the National arms over the inscription AVIACION in the centre of the yellow stripe and a winged emblem above on the red stripe, as shown in the accompanying illustration. The silver wings are charged with the black eagle on a red disc ensigned with a naval crown.

SPAIN: AIR FORCE ENSIGN

Again, ships of the Naval Reserve wear the Merchant Flag charged with the National arms on the centre of the yellow stripe; large block letters "R"

and "N" in silver are placed on either side of the arms. Two other ensigns are similar, namely, those of the Fishery Protection and Customs vessels. In the case of the former, the large block letters are "V" and "P" and in the latter, "N" and "H," each of the last mentioned being surmounted by a naval crown.

The Standard of the Head of State is a very striking one. It has a square red (of a very deep shade) field bearing the Pillars of Hercules, one in the base at the hoist and the other in the upper portion of the fly; on a bend (a diagonal stripe extending from the top of the hoist to the bottom of the fly) the heads of two "dragantes lobos" (wolf-dragons)—one each end and facing each other—all gold, except the tongues which are red, as shown in the accompanying illustration.

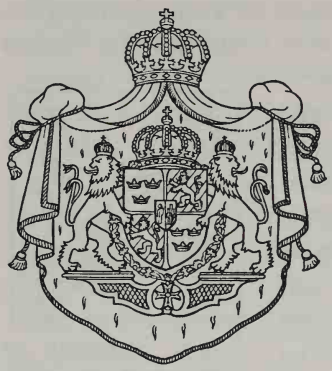


SPAIN: STANDARD OF THE HEAD OF STATE

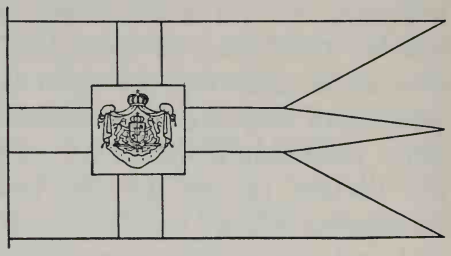
Light blue, thereon a golden yellow cross, the upright of which is placed one third the length of the flag from the staff, is the design of the National and Merchant Flag of SWEDEN (Plate XXXV, 1). This flag has been flown since Gustavus Vasa became King of Sweden in 1523. When Sweden and Norway were united, the first quarter of the flag was occupied by the Union device (see page 289), but this went with the separation in 1905. The Ensign is the National Flag with a swallow-tail, but the horizontal bar of the cross is prolonged into a point, so as to give the flag three tails. It is used by all establishments and vessels of the armed services and also as the Jack in naval vessels (Plate XXXV, 2). The Masthead Pendant is divided horizontally, light blue over yellow. Naval Reserve officers in command of merchant ships fly a light blue broad pendant charged with an anchor and three cornets in gold: the latter are positioned as follows—one above and one on either side of the anchor.

The Royal Standard consists of the Ensign with the addition of a large square white panel placed over the centre of the cross. This is charged with the Royal Arms and Supporters upon a pavilion ensigned with the Royal Crown, and known as the "Great Coat-of-Arms."

When H.M. the King is embarked, the Royal Standard—with the Royal Pendant superior—is worn at the main masthead. However, if H.M. the Queen only is on board, the Royal Standard is worn without the Royal Pendant.

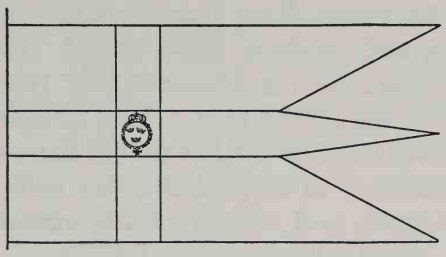


SWEDEN: ROYAL ARMS



SWEDEN: ROYAL STANDARD

This long, narrow, swallow-tailed pendant of light blue over yellow has a small white square charged with the Great Coat-of-Arms at its head.



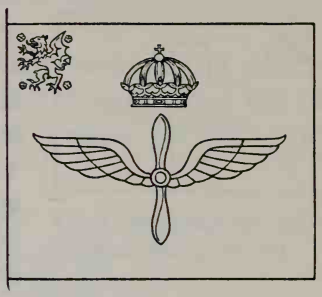
Other members of the Royal Family fly a similar flag, but the centre of the cross is formed of a small white square, which bears a blue oval shield, charged with the three golden crowns, two and one, of Sweden. The oval is surrounded with the collar and pendant of the Order of the Seraphim and is ensigned with the Crown. In order to distinguish this charge from the previous one, it is designated the "Small Coat-of-Arms."

When the Crown Prince is embarked his standard may be recognized by the addition of the Royal Pendant, worn superior.

The distinguishing flag of the Minister of Defence is the Ensign with two white batons in saltire in the upper canton at the hoist. A square flag divided horizontally, light blue over yellow, with the three golden crowns of Sweden on the former and two blue batons

in saltire on the latter, is used by the Supreme Commander of the Armed Forces.

Each of the Royal Swedish Air Force Wings has its own Colour. The rectangular light medium blue field is charged with stylized wings and propeller ensigned with the Royal Crown, in gold, with a distinguishing emblem, depending on the county in which the Wing is located, in the top of the hoist. The Colour illustrated belongs to *Kungl Östgöta flygflottilj* (fighter) at Linköping, the emblem consisting of a winged lion between four roses, in gold.



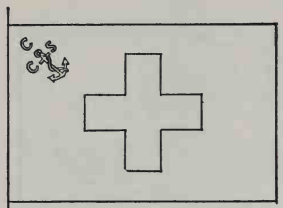
The flag of the Ministry of Shipping consists of a light blue burgee bearing a yellow five-pointed star, with rays, over a foul anchor. Vessels carrying Mails fly a light blue pennant charged with the Crown over a post-horn in yellow. A similar pennant, but bearing the Crown over the letter " T," in yellow, is used by Customs vessels.

Again, a light blue pennant with a yellow border and charged with the Crown over a winged wheel, also in yellow, does duty as the Railway Ferry flag. Another flag, which is sometimes seen, is a triangular one displayed by vessels employed in fisheries protection duties: it is similar to the one flown by our North Sea Fisheries protection vessels.

The Swiss, being in want of a flag, chose the simple white cross of the Crusaders, and Gautier tells us why. " The first time it is mentioned is in the chronicle of Justinger the Béarnois. He says, after giving an enumeration of the Swiss forces leaving Berne to march against the coalition of nobles in 1339, ' And all were distinguished by the sign of the Holy Cross, a white cross on a red shield, for the reason that the freeing of the nation was for them a cause as sacred as the deliverance of the Holy Places! ' "

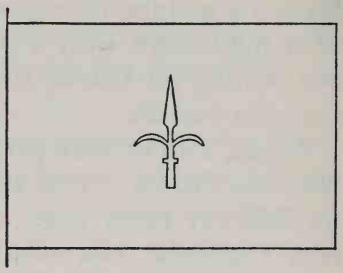
Thus the National Flag of SWITZERLAND is red, square in shape, with the white cross (Plate XXXIV, 9); ships registered at Basle wear the Merchant Flag. This is the same as the National Flag but has a field three by two. Each canton has its own colours.

Aargau has black beside blue; Appenzell, white over black; Basel, white over black; Berne, red over black; Freiburg, black over white; St. Gallen, white over green; Geneva, yellow beside red; Glarus, red over black; Lucerne, blue beside white; Neuchatel, green, white, and red vertical; Schaffhausen, green beside black; Solothurn, red over white; Thurgau, white and green diagonal; Schwyz, red; Unterwalden, red over white; Uri, yellow over black; Valais, white beside red; Zurich, white and blue diagonal; Zug, white, blue, and white horizontal, and so on for all the cantons. Yachts of the Cruising Club of Switzerland wear the National Flag; in the upper corner next the hoist is a small foul anchor with the letters "C.C.S.," all in gold, round the top.



FLAG OF CRUISING CLUB OF SWITZERLAND

The flag of the Free Port of Trieste has a red field, one hundred by seventy, bearing a spear-like halberd in white: it occupies about one half of the hoist.



FREE TERRITORY OF TRIESTE

The rapprochement between the Church and State in Italy and the creation of the Vatican State or Papal State brought out the ancient yellow and white flag of the Papal States again, but with a slightly altered design of the crossed keys and triple crown (Plate XXXII, 7). Yellow and white were the colours of the banner of Godfrey of Jerusalem, and the gold and silver of the Keys of Saint Peter are supposed to be the origin.

Yugoslavia, the Kingdom of the Serbs, Croats, and Slovenes, dates from 1918, when Serbia, Montenegro, Bosnia, Herzegovina, and other provinces were united with Croatia and Slavonia. Red, blue, and white were the colours of the old flags of Serbia and Montenegro, and the tricolour of Yugoslavia still retains them, with the blue on top, the white in the middle, and the red at the bottom—the exact reverse of the Dutch tricolour.

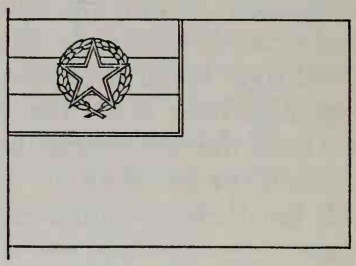
After World War II, the Federal People's Republic was formed,

in accordance with the new Constitution which was adopted on January 31st, 1946.

Although the new National Flag, and also the Merchant Flag, comprise the old tricolour with the addition in the centre of a large red five-pointed star outlined in gold (Plate XXXIV, 10), the field of the former flag is, strangely enough, two by one, whereas that of the latter is three by two—the reverse of what one would have expected.

The field of the Ensign is red, three by two, with a canton, fimbriated white, containing the National Flag having an additional small charge—namely, a golden wreath encircling the

YUGOSLAVIA: JACK AND FORTRESS FLAG

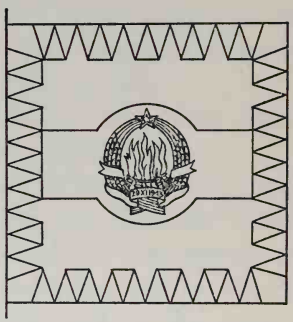


YUGOSLAVIA: ENSIGN

star. The Masthead Pendant is red with the canton from the Ensign in the head; a white fimbriation separates it from the field.

The Jack and Fortress Flag have a red square field charged with the State Emblem.

The President flies the National Flag, bearing the State Emblem in the centre thereof, having a narrow border composed of blue, white, and red triangles alternated. The State Emblem comprises five flaming torches, in red, flanked by a wreath of golden corn ears, tied with a blue ribbon bearing the inscription " 29. XI. 1943," surmounted by a gold-edged red five-pointed star.



YUGOSLAVIA: PRESIDENT

The Federal People's Republic of Yugoslavia consists of the People's

Republic of Serbia (January 17th, 1947), Croatia (January 18th, 1947), Slovenia, and Herzegovina (December 31st, 1946), Macedonia (December 31st, 1946), and Montenegro (December 31st, 1946), the dates indicating when each new Constitution was proclaimed.

The Federal Flag has a rectangular white field, fourteen by nine; in the centre thereof the State Emblem occupying approximately nine-tenths the depth of the field.

In each of the aforementioned new Constitutions provision is made for a State Flag.

Serbia and Montenegro have the same design as the National Flag of Yugoslavia, except that the colours of the tricolour are transposed : red on top, blue in the centre, and white at the bottom. In the case of Croatia the flag is similar, but the order of the colours is red over white over blue, whereas for Slovenia they are white over blue over red. The Flag of Bosnia and Herzegovina has a red field, the first quarter bearing the National Flag of Yugoslavia with a white fimbriation. In the case of Macedonia the field is also red, but there is a gold-edged red five-pointed star in the upper hoist.

CHAPTER XVIII

FLAGS OF INTERNATIONAL ORGANIZATIONS

It was at Geneva, in 1863, that the International Conference was held to consider how far the horrors of war could be mitigated by aid to the sick and wounded. This Conference proposed that in time of war the neutrality should be fully admitted of field and stationary hospitals, and also recognized in the most complete manner by the belligerent powers in the case of all officials employed in sanitary work, volunteer nurses, the inhabitants of the country who shall assist the wounded, and the wounded themselves; and that an identical, distinctive sign should be used for the medical corps of all armies, and an identical flag for all hospitals and ambulances, and for all houses containing wounded men. The distinctive mark of all such refugees where Christian armies were engaged was to be a white flag with a red cross upon it, the flag of Switzerland reversed in colouring (Plate XXXVI, 2). Thus, the design of the Red Cross Flag originated in, and as a compliment to, Switzerland; and like her flag is "for a cause as sacred as the deliverance of the Holy Places." It was not to be expected that Mohammedan troops would agree to the use of the Cross, so their flag is white with a red crescent, while that used in Persia is white, with the lion and sun thereon in red (Plate XXXVI, 3 and 4).

All medical stores, ambulances, and the like are to bear one of the devices of mercy, and doctors, nurses, and stretcher-bearers are to wear white armlets charged with the sign in red.

No flags fly over a nobler work of mankind; none has been more disregarded and abused by unscrupulous combatants.

We now pass on to the United Nations' Flag. The United Nations Organization came into official being on October 24th, 1945. In accordance with the General Assembly's resolution of October 20th, 1947, the flag has a United Nations blue (a shade midway between light and smoke blue) field, and in the centre

thereof the official emblem in white. This consists of a conventional map of the world showing the continents centred round the North Pole on the Greenwich Meridian, flanked by two olive branches; it is also the Official Seal. The flag was hoisted for the first time at noon on October 21st, 1947, over the interim headquarters at Lake Success, New York (Plate XXXVI, 1).

At the same time, a code was adopted regulating the use of the flag and protecting its dignity. Those responsible for drafting it would appear to have done their work very thoroughly, having provided as they did for almost every foreseeable eventuality. The Flag Code has twelve sections. Space will not permit the inclusion of more than their headings; they are: (1) Design of Flag; (2) Dignity of Flag; (3) Flag Protocol; (4) Use of the Flag by the United Nations; (5) Use of the Flag by Specialized Agencies; (6) Use of the Flag by Individual Members of the United Nations; (7) Use of the Flag Generally; (8) Prohibition; (9) Mourning; (10) Manufacture of the Flag; (11) Violation, and (12) Regulations.

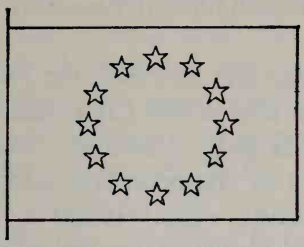
For those interested, the full details are to be found in a booklet published under the title of *The United Nations Flag Code*.

The flag of N.A.T.O. (the North Atlantic Treaty Organization) is a very distinctive one (Plate XXXVI, 6). It has a dark blue field (shade No. 218 of the British Colour Council) of the proportions four to three. This is charged with a thin white circle, and thereon a four-pointed star—the compass rose. The star, of the type known heraldically as " gyronny," is white and blue, the latter being fimbriated white, the fimbriation tapering towards the points of the star. Beyond these points, and radiating towards, but just short of the edges of the field, are four thin white lines. White and blue are the colours of the Organization. The circle is the symbol of unity, the compass rose suggests the common direction towards peace taken by the fourteen Member Nations of the Atlantic Alliance, and the dark blue background represents the Atlantic Ocean. This flag was flown for the first time on October 28th, 1953.

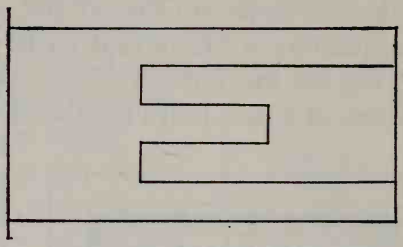
At its twenty-third sitting on September 25th, 1953, the Consultative Assembly of the Council of Europe adopted a distinctive flag in accordance with Recommendation No. 56. It

comprised fifteen stars—one for each of the nations represented in the Assembly—in gold on a sky-blue field. In accordance with Recommendation No. 88 of October 25th, 1955, the number of stars was reduced to twelve.

The field of this flag is three by two and the stars are arranged in a circle whose diameter is equal to two thirds the hoist, each star being contained within an imaginary circle whose diameter is equal to one tenth the hoist.



COUNCIL OF EUROPE FLAG



UNITED EUROPE FLAG

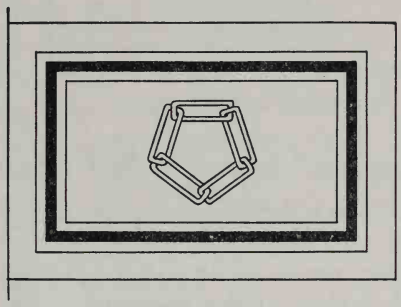
The flag of the "Mouvement Européen," known as the UNITED EUROPE FLAG, has a white field bearing the letter "E" in green occupying exactly two thirds the area of the field. Mr. Duncan Sandys is reputed to have been largely responsible for the design of this flag. It was flown for the first time at the meeting of the Council at The Hague, April–June, 1948.

In 1951 S.H.A.P.E.—the Supreme Headquarters Allied Powers Europe—adopted a very distinctive flag; the field is green, two by one, and centred thereon its insignia in proper colours. The last mentioned consists of a green shield, edged silver, charged with two golden swords, unsheathed, a golden scroll bearing the inscription VIGILIA PRETIUM LIBERTATIS —"Vigilance is the price of Liberty." At the base of the scroll are two sprays of olive leaves in gold; within the scroll and behind the swords are twelve silver fronds issuing from the base. This emblem occupies approximately two-thirds the depth of the hoist.

S.H.A.P.E. FLAG

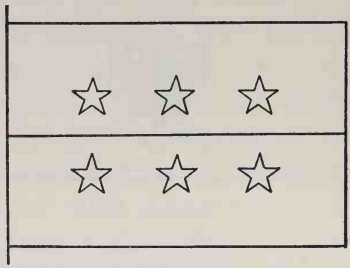
The two sprays of olive leaves are said to indicate the dedication of the North Atlantic Treaty Organization (N.A.T.O.) powers to peace, the swords the necessity of armed strength in order to preserve peace, the twelve silver fronds represent the original signatories of N.A.T.O. and produce, by their position, rays of hope, and the position of the swords forms a letter " A "—symbolizing the Allied Powers. The colour green is said to signify the peaceful woods and fields of Europe. This flag was flown for the first time on October 5th, 1951, over General Eisenhower's Headquarters at Marly near Paris.

A flag for the WESTERN UNION Commanders-in-Chief, the Headquarters of which is at Fontainebleau and whose first Chairman was Field-Marshal Viscount Montgomery of Alamein, was adopted in January, 1949. It has a dark blue field bearing five links forming an unbroken chain, in gold. The field has a multi-coloured border: red (outside), gold, black, and white, as shown in the accompanying illustration. These colours were taken from the national flags of the member countries, namely, Great Britain, France, Belgium, Holland, and Luxembourg; each of these countries being represented by one of the links mentioned above.



WESTERN UNION

An unusual flag is used by the EUROPEAN COAL AND STEEL COMMUNITY. It has a field, proportions three to two, divided horizontally ultramarine blue over black, charged with six yellow five-pointed stars as shown in the accompanying illustration. Each star represents one of the six member nations, namely, Belgium, the West German Federal Republic, France, Italy, Luxembourg, and the Netherlands; the



EUROPEAN COAL AND STEEL COMMUNITY

black stripe is said to symbolize coal and the blue one steel. This flag was hoisted for the first time in 1958, at the Brussels World Exhibition.

The South-East Asia Treaty Organization (S.E.A.T.O.) has a very appropriate emblem which, incidentally, was displayed for the first time on February 19th, 1959. It consists of a white shield, the symbol of defence: thereon a representation of the globe outlined in light ultramarine blue and overall an olive branch in gold. The latter forms the vertical axis of the globe, which also has a horizontal axis and four curved lines of latitude and four of longitude; the lower right-hand quadrant of the globe is coloured the same shade of blue with the lines of latitude and longitude in white. As to the charges, the globe illustrates the world-wide nature of the organization membership and the blue quadrant is indicative of the area afforded protection by the South-East Asia Collective Defence Treaty. Lastly, the olive branch denotes peace and the benefits which flow therefrom.

S.E.A.T.O.

The flag of S.E.A.T.O. is light ultramarine blue, proportions three to two, and in the centre thereof the emblem; the latter occupies two-thirds of the hoist. It should be noted that the blue quadrant is on the right hand of the observer on *both* the obverse and reverse sides of the flag.

The Olympic Games Flag made its first appearance at the meeting held in London during the summer of 1948. It has a white field bearing a chain-link emblem (Plate XXXVI, 5). Each of the five links is a different colour; commencing from the hoist, they are blue, yellow, black, green, and red.

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