

at Arnhem (Netherlands), never before have been displayed in public.

March 1964 examining the collection of souvenirs brought together at "Bronbeek" by several former soldiers living there and others interested in the colonial history of The Netherlands, we found a series of about 60 flags and standards in very deplorable circumstances, most of the flags being rolled up around rotten flagstaves, others folded up or decoratively (!) spread out in many wrinkles etc. Following the catalogue this concerned to flags and standards, used and captured in the 19th and 20th century at Atjeh, Borneo, Boni and others of the period of 1942-1945.

Funds have been found starting up from that moment to get repaired those flags. At Haarlem the WERKPLAATS TOT HERSTEL VAN ANTIJK TEXTIEL entered upon the commission to save as much as possible of the flags, a few of them being in a situation of total loss.

Since 7 very interesting flags got ready to be displayed again, waiting now for a renovation of the exhibition rooms.

Determination of the flags now will be possible, but many things will remain unknown forever. Difficulties are brought up by fading of the colors, the use of symbols and emblems now disappeared, etc.

Flags shown here can be listed up as follows:

- 3 flags dating of the 1st expedition 1824 at Boni.
- A red flag from Borneo (the flagpole being of Netherlands origin and of later date)
- A very long flag, captured by the Navy at Atjeh 1874
- An interesting flag, captured at the Benteng Soengai Kamati on Borneo, 1859.
- A standard, dated before 1830, of the Corps Barisan of Soemanap.

At hotel HET RECHTHUIS

20.00 p.m.

Capt. E.N.C. Barraclough, C.B.E., R.N., Iylington:
BRITISH SHIP ENSIGNS

I am often asked why we have so many different ensigns. Well, I will try to explain how that came about. But first I want to say, that to me as a sailor the whole array of flags we see flying from ships should be called the ensign, and not the merchant flag. This is the correct historical name !

In 1633 a man called Boetler wrote a series of dialogues, imaginary conversations between an admiral and ship captain. You must remember that in those days the admiral was often a distinguished soldier and no seaman, what we would call a landlubber. One of the dialogues runs like this...Admiral: "Colours and ensigns I take to be one, but where are they placed and wherefor serve they ?" And the reply by the captain is: "They are placed in the sterns or poops of ships; and very few ships there are, whether men of warre or merchantmen, that are without them. And there special service is, that when any strange shuyppes meet one with another at sea, or find one another in any harbour or rode, by showing abroad these ensigns or colours, it is known one to another of what country they are and to what place they belong." And he added, that they served in many other ways by way of direction (I.E. as a signal). And so we see that the flag should be called an ensign and that it served more than one purpose.

What is interesting is, that the first English ensigns were all striped flags. The first record of these is in the year 1574, but it is probable that they were in use before that date, because there is a rather garbled mention of ancients in the records of the Scottish treasurer dated 1540, but no exact record of what those ensigns were like. A contemporary drawing of an English ship circa 1545 shows no signs of what we call an ensign. When we come to the well known engraving by Pine of the Spanish Armada sailing up the English channel and being attacked by English ships, we see several English ships with their striped ensigns flying. We must be carefull here, because the Spanish ships also wore a yellow and red striped ensign.

An early East Indianman "The Delight", taken from Barlows MS. of a voyago round the world, and a Tudor ship, both dated about 1600, show the striped ensigns.

Now these ensigns fulfilled a dual function, in part they were the national flag and in part they were the individual flag of the ship. In some cases it appears that ships from the same port might all wear the same ensign and thus it was that these early ensigns were of many differing designs. These ensigns can in fact be compared to what are now called the colours of regiments, originally called ensigns; hence the rank of ensign still retained in the U.S. Navy. It appears probable, that ships copied the idea of ensigns from the army; but it might have been the other way also, the army may have got the idea from the Navy.

However striped ensigns did not last very long. In 1621 we hear of a large red ensign being made at Chatham; the white and blue ensigns appeared very soon after that and the striped ones started to fade out. But two of these lingered on, the British East India Company kept their stripe ensign which they adopted in 1600 until 1823 and - strange to relate - this is still the state flag of Hawaii, Fiftieth State of the U.S.A.

These early red, white and blue ensigns were purely tactical flags for the navy, which was divided into red, white and blue squadrons.

The national flag for ships had been at first the Cross of St. George, and then the Union Flag introduced by King James I. At first this flag was used both by war and merchant ships, but in 1633 merchant ships were forbidden to use the Union and reverted to the Cross of St. George for English ships and the Saltire of St. Andrew for Scotch ships. And then in 1674 the merchant ships were granted the privilege of using the red ensign, and have done so ever since. Only ships of the royal navy are allowed to fly the Union Jack, as we now call it. Now I must go back a little bit. With the execution of Charles I and the establishment of the Commonwealth under Cromwell there was a temporary change and the Commonwealth Jack and Standard replaced the Union Flag of James I. But there is some doubt as to whether the red, white and blue ensigns remained in use or were superseded by the commonwealth flag, as a picture of the battle of the gabbard by the artist Wttmont shows, whereas a few years later Van der Velde in his drawing of the

battle of Scheveningen shows the English wearing the old red ensigns. With the Restoration and the return of King Charles I to the throne in 1660 the old flags came back. Now one interesting point, that I should like to make about these ensigns is, that although the Union Flag had been introduced in 1606 combining the crosses of England and Scotland, the ensigns still retained the cross of St. George. Probably this was because there was still a nominal Scotch and Irish navy with their own ensigns. There is a well known picture of Van der Velde the Younger of a visit by King Charles to the fleet in 1672. This clearly shows the red ensigns and what is of interest shows the ship "Prince Charles" flying the admiralty flag, the royal standard and the Union Flag. This array of flags is used to this day in our royal yacht when the queen is embarked !

About 1760 the master of privateers started to complain that they were being mistaken for pirates. They were classed as merchant ships and so were not allowed to wear the Union Jack of the warships, although many did so unofficially. And so in 1694 a royal proclamation established a special flag for privateers. This is a form of red ensign, but it has the Union Flag in the canton, whereas the ship ensign only had the plain St. George Cross until 1707, the year when the governments of England and Scotland were completely amalgamated. This privateers flag was called by our well known Samuel Pepys "A budgee jack". This was obviously a corruption of Bougia, now Bougie, a port on the northern African coast, in those days a haunt of pirates, and letters of marque were given to merchant ships operating in the Mediterranean, so giving them official status as privateers, to enable them to defend themselves against these pirates and if necessary to attack them in their lairs; hence their flag was called a Bougie jack. This same proclamation also laid down, that this flag should be the flag of ships employed by departments of the government, such as the customs, which were not warships; but in this latter case the flag would bear in its fly the badge or seal of the department concerned. Some of these badges have lasted till the present day, and some like the attractive flag of the postal packets

have passed away. And so you see this was the origin of the many defaced ensigns which we have, and carried on the tradition put forward by Boetler in 1633 that the ensign fulfilled two functions: one as the national flag and one as denoting the function of the ship flying it.

Earlier the Union Flag was introduced into the canton of the ensigns in 1707, but before that in 1702 there was a change in the white ensign. Up to that time the white had a plain white field, but in order to prevent confusion with the white flag of France (with the Fleur de Lys) the red St. Georges Cross was superimposed. This pattern has remained until the present day, although during the first few years the St. Georges Cross was much wider than it is now. The present proportions came into use with the new ensign in 1707.

It is also of interest that the proclamation that introduced the union into the canton only mentions the red ensign thus showing that the white and blue were regarded as purely naval flags.

There was little change in the ensigns during the eighteenth century although the tendency was for them to increase the proportion of their length to their height. The next important change occurred in 1802, when Ireland formally became part of the United Kingdom and the so called Cross of St. Patrick was placed in the Union Flag and the ensigns and the flags assumed the designs that have lasted to this day. Apart from minor changes in dimensions and the shades of the colours until today.

In the year 1864 the squadronal colours of the Navy were abandoned and it was laid down, that the white ensign should be the ensign for the Royal Navy, the blue for government ships that were not war ships, and the red for any other ship owned by a British subject. And that is how we got our various ensigns.

Still I must say a word about yachts. There were many efforts by yacht owners to get permission to wear special ensigns, and in fact there are recorded many cases of them doing this. But it appears very doubtful in the light of our latest knowledge whether they in fact ever had such permission. However King William IV was a keen yachtsman and supporter of what is now The Royal Yacht

Squadron and it was through his offices that in 1829 they received a warrant allowing their members to fly the white ensign of the Royal Navy from their yachts. As a result of that in the course of time other clubs obtained permission to have special ensigns, and any club can now apply to our Ministry of Defence for permission to have a special ensign. They do not receive such permission unless they satisfy certain rather stringent rules.

20.30 P.M.

Dr. O. Neubecker, Wiesbaden: FLAGGENWESEN UND
GESETZGEBUNG

In der dänischen Ausgabe des Büchleins "Alverdens Flag" von Preben Kannik, das in vielen Sprachen erschienen ist, steht eine längere Bemerkung über die Masse der Flaggen von Dänemark, die in den übrigen Ausgaben fehlt. Diese Bemerkung veranlasste mich zur Wahl des Themas, das ich in einigen Gedankensplittern vorführen möchte: Flaggenwesen und Gesetzgebung.

Eine Reihe der Berichte, die auf diesem Kongress vorgebracht worden sind, bestärken mich darin, sie zur Diskussion zu stellen. Denn wir finden selbst in unseren Kreisen noch grössere Unsicherheit in der Terminologie der Flaggenkunde; und wenn wir von den Behörden, die die Gesetze vorbereiten, verlangen wollen, dass sie in den Beschreibungen genau seien, dann müssen wir es auch in unseren Kreisen sein.

Das Thema, auf das ich also hinsteuere, ist die Frage, wie weit überhaupt von den Behörden eine Einflussnahme auf die Fixierung von flaggenkundlichen Einzelheiten erwartet werden darf und soll, d.h. wie weit die Behörden auf die Äusserung der flaggenkundlichen Bestrebungen der Bevölkerung einfluss nehmen sollen. Denn die Bevölkerung flaggt ja neuerdings auch !

Wir müssen uns den Gedankengang vor Augen halten, wie es überhaupt dazu kommt, dass sich die Bevölkerung daran beteiligt, Flaggen zu zeigen. Die meisten Vorträge, die auf diesem Kongress gehalten worden sind, behandelten zunächst nur Flaggen, die von Stellen gebraucht werden, die Flaggen führen müssen, aber nicht von denjenigen, die