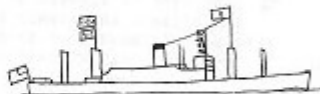


THE INFLUENCE OF FLAG USAGE ON  
NAVAL ARCHITECTURE

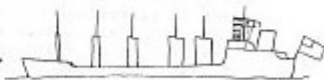
Top - The British royal yacht **ERITANNIA** (built 1954) as she appears underway with the Sovereign on board. At the foremast the Admiralty flag signifies that the monarch is Lord High Admiral of the United Kingdom. The sovereign's personal flag is at the main. The jack at the mizzen denotes the sovereign's rank as Admiral of the Fleet. Jack at Jack-staff and ensign at ensign staff complete the flag picture.



Middle - Sketch of the Admiral Oriental liner **PRESIDENT MCKINLEY** as she would have appeared leaving Seattle for Tokyo in 1922, carrying mail. Japanese merchant flag at foremast, signal letters **MCTL** on signal halyard U.S. Shipping Board (owners) flag over Admiral Oriental flag (operators) at mainmast, U.S. ensign at flagstaff.



Bottom - Impression of the Liberian bulk carrier **MARGARITE**, sketched at the East River, New York, 9 August 1967. The Liberian flag flies at the stern staff; all the other flags are hoisted on halyards to the signal yard on the mast just abaft the bridge. From starboard to port these are: house flag, blue pennant with white letters **ESA**; U.S. flag (courtesy flag), signal flag **H** (signifying pilot on board), and **6ZVQ** in the International Code (ship's name).



Maritime law and flag usage

For the purpose of this discussion, we may consider that there are four components of maritime law, namely (1) International Conventions, (2) National Statutes, (3) Administrative Regulations, and (4) Custom. The last-named might also be described as the innate conservatism of seamen. All four of these components contribute in some degree to maritime flag usage.

## INTERNATIONAL CONVENTIONS.

Although there doubtless were older international conventions in which flags were mentioned in one aspect or another, the 1958 Geneva Convention on the High Seas seems to contain all the currently valid agreements on maritime flags. One article, for example, states that every State, coastal or not, has the right to sail ships under its flag on the high seas. This provision was hardly novel, since the Swiss government, early in World War II, exercised this right to use its neutral flag.

Another article, apparently designed to prevent some existing abuses, states that a ship shall sail under the flag of one State only, and prohibits a ship from changing her flag except in the case of a real transfer of ownership or change of registry. A ship which sails under the flag of two or more States, using them according to convenience, may not claim any of the nationalities in question and may be assimilated to a ship without nationality. I know of no example of this assumption of dual nationality by ships in recent times: the traditional area where this practice was carried on (according to fore-castle legend) was the Aegean, where a given ship might have either Turkish or Greek captain and flag depending on the circumstances of the moment. A third article of the 1958 Geneva Convention provides that ships have the nationality of the State whose flag they are entitled to fly and that there must be a genuine link between the State and the ship. In particular, the State must effectively exercise its jurisdiction and control in administrative, technical, and social matters over ships flying its flag. This article illustrates a weakness of international law, for, although this Convention has been in effect since 1962 it has been ratified by only 54 States (less than half the membership of the United Nations.) Clearly, it is not regarded as binding in Panama, Liberia, and some other countries who permit their flags to be used as "flags of convenience" (or monkey flags", as many seamen call them. In particular, social links between Panama or Liberia and the Feroerian, Taiwanese, Cayman Island, or Italian seamen who man the ships of those countries are conspicuously absent. For further information, the interested reader is referred to Boozek (1962).

## NATIONAL STATUTES.

A study of laws relating to maritime flag usage in all the major seafaring countries would doubtless reveal a variety of points of view on the extent to which a country should restrict the use of its flag by its nationals at sea. For the present, however, I can undertake to describe the situation in only two countries, the United States and the United Kingdom.

The British Merchant Shipping Acts are quite specific as to the eligibility for flying the British merchant flag and the penalty for violation of the Act (McNair and Honour 1954, pp. 52-55). To begin with, the flag (which is the Red Ensign unless by Admiralty or Royal warrant the privilege of flying another national colour has been granted) may not be flown by a ship unless the owners are all British subjects or corporations. The penalty, if flying the flag was for the purpose of making the ship appear to be a British ship, is forfeiture; but there is an important exception. It is legal to hoist the British flag for the purpose of escaping capture by an enemy or a foreign warship exercising some belligerent right.

Only a special ensign allowed by warrant (in the case of merchant ships receiving an Admiralty subvention or manned by a specified complement of officers and men of the Royal Naval Reserve the Blue Ensign; in the case of yachts the Blue Ensign, the Blue Ensign defaced, the Red Ensign defaced, or even the White Ensign, depending on the yacht club to which the owner belongs), the Red Ensign, or the Union Jack with a white border, may be flown on a ship belonging to a British subject, under penalty of a £ 500 fine, and Naval officers, customs officers, and consular officers are authorized to board ships and confiscate unauthorized national colours or colours usually worn by ships of the Royal Navy. The effect of this statute is to prohibit the use at sea by an Englishman of the Union Jack, which is his national flag ashore.

The merchant Shipping Acts also prescribe conditions under which the proper national colors are required to be hoisted, under penalty of a £ 100 fine: when being signalled by one of H.M. ships (defined as one commanded by a Naval officer on full pay), on entering or leaving a foreign port, and (if 50 gross tons or over) on entering or leaving a British port.

In contrast, the Navigation Laws of the United States are silent as to flags and their usage, except for a provision (enacted in 1848) requiring licensed yachts to use a signal prescribed by the Secretary of the Navy. Canfield and Dalsell (1921), p. 229, state "the American flag may be flown upon any vessel owned by American citizens. For many years vessels of this character flying the American flag have been familiar in the trade in the Far and Near East". The reference to the Near East is obscure; the Far East apparently refers to vessels owned by an American oil company operating on the Yangtze, escorted by U.S. gunboats such as the fictional "SAN PABLO" or the PANAY.

Thus there is no restriction on the use by American citizens of flags similar to those worn by ships of the U.S. Navy. One west coast steamship company, in fact, once called itself the Admiral Line and adopted as its distinguishing emblem a four-star blue flag very like that of an Admiral, U.S.N.

#### ADMINISTRATIVE REGULATIONS

There exists a substantial body of literature containing administrative rules on the use and display of flags by vessels. It includes regulations laid down by various navies for their own use, rules promulgated by shipping companies for the guidance of ship's officers, and the statutes and by-laws of yacht clubs.

Navy regulations commonly specify an elaborate ritual for the use of flags aboard ship. There are many similarities but also important differences between usage in different navies.

The usage laid down in the official regulations is usually clarified and amplified in signal manuals and training publications. In the following tabulation, I compare the British usage as specified in Great Britain, Admiralty (1913, pp.106-113) with American usage as it developed from Hovey (1913 and 1917) through U.S. Hydrographic Office (1937) to U.S. Bureau of Naval Personnel (1968), Statements. In quotation marks are direct quotations; the others are my condensations or paraphrases:

#### COMPERATIVE FLAG USAGE

##### Royal Navy

Royal Standard hoisted at main when sovereign embarked on a ship of war; flag of Lord High Admiral at force; Union Flag at mizen (if fewer than three masts, at mast shifted to another ship.

Standards appropriated to Queen and other members of Royal Family; flown at the main when embarked in a vessel. Viceroy of India's flag hoisted at main when embarked in Indian waters. Lord Lieutenant of Ireland's flag hoisted when embarked within Irish waters or St. George's Channel. Admiral's flag shifted to another mast.

Lord High Admiral's flag worn in ships in which the Lord High Admiral or the Commissioners for executing his office are embarked, displacing an admiral's flag, a commodore's broad pendant, or the ship's pendant.

Union Flag worn at the main by an Admiral of the Fleet as his proper

When two or more H.M. ships are in a port or roadstead, senior hoists a small broad white pennant at starboard topsail yardarm in addition to the masthead pennant.

"When a Commodore, junior to the Senior Officer, is also present,

##### U.S. Navy

President's flag hoisted at main (1913, p.67; 1937; 1968, p.33). "No other flags or pennants will be flown from the main when the President's, Secretary's or Assistant Secretary's flag is flying therefrom". (1917, p.94)

Vice President and Cabinet Officers saluted by national flag at fore (1913, p.67). Since 1933 Secretary of State's flag has been displayed at fore during his visit (1937). Vice President, Secretary of State, and Secretary Deputy Secretary, and Assistant Secretaries of Defense display their personal flags (only the senior if more than one) at main (1968, p.33).

Secretary of the Navy's or Assistant Secretary of the Navy's flag hoisted at main during visit (1913 p.67;1937). Personal flag of Secretary, Under Secretary, and Assistant Secretaries of the Navy displayed at main truck (1968, p.33)

Fleet Admiral's flag is 5 white stars in a circle on a blue field (1968, p.29)

Triangular blue pennant flown by Senior Officer Present (not being a flag officer) at starboard after yardarm (1937). Shown on Plate II (1917).

Broad Command Pennant and Burgee Command pennant specified to re-

the Senior Officer shall fly his Broad Pendant at the Masthead in addition to his Captain's Pendant

Commissioned warships wear White Ensign, "and when it shall be thought proper to do so, they may display the Union Flag at the Stem (Jack Staff)." "Whenever H.M. Ships are under way flying the Royal Standard, or escorting one of H.M. Ships which is flying the Royal Standard, or when dressed with Masthead Flags, they are to wear a Union Flag at the Stem (Jack Staff)."

"All H.M. Ships in Commission, when not bearing a Flag or Broad Pendant, are to wear at the Main masthead a Pendant, having a St. George's Cross on a white field in the part next the mast, with a white fly".

"H.M. Ships, when at anchor in Home Ports and Roads, shall hoist their Ensigns at 8 o'clock in the morning from 25th March to 20th September inclusive, and at 9 o'clock from 21st September to 24th March inclusive; but when abroad, at 8 or 9 o'clock as the Commander-in-Chief shall direct; and they shall be kept flying, if the weather permit, or the Senior Officer present see no objection thereto, throughout the day until sunset."

"Whenever a Ship shall come to anchor, or get under way, if there be sufficient light for the Ensign

place commission pennant in vessels carrying squadron commanders or division commanders not of flag rank (1937). Shown on Plate II (1917).

Union Jack displayed from morning to evening colors in port (1917, p.63). "When it starts to rain, haul down the jack" (1913, p.62). "It is never displayed while coaling ship or when scrub canvas or wash clothes are up" (p.71). "When the anchor is reported aweigh the jack is hauled down" (p.70). The union jack is the same size as the union of the ensign displayed from the flagstaff (1968, p.28).

"The commission pennant is a distinctive mark of a ship of the Navy in commission. It is flown from the after masthead by all such ships except those flying an admiral's flag, a Broad or Burgee Command pennant, a naval district command flag, or the flag of the President, the Secretary of State, the Secretary of the Navy, or the Assistant Secretary of the Navy, in which case the personal flag displaces the commission pennant". (1937). The pennant is flown at the after truck or, in a mastless ship at the highest and most conspicuous point of hoist (1968, pp 28-30). Shown on Plate II (1917).

In port, morning colors are made at 8:00 A.M. and evening colors at sunset (1913, pp.74,83). "The national ensign on board a ship of the Navy at anchor shall be hoisted at 8 a.m. and kept flying until sunset" (1937).

"Whenever a ship comes to anchor or gets under way, if there is sufficient light for the ensign to

to be seen, it is to be hoisted, though earlier or later than aforesaid; also on her passing, meeting, joining, or parting from, any other of H.M. Ships; and also, unless there should be sufficient reason to the contrary, on her falling in with any other Ship or Ships at sea, or when in sight of, and near, the land, and especially when passing or approaching Forts, Castles, Batteries, Lighthouses, or Towns.

"In harbour the Ensign is to be flown at the Ensign Staff. At sea the Ensign is to be flown at the Ensign Staff whenever possible, but in bad weather or whenever the Ensign Staff is not available from any cause, such as the Ship being cleared for action, &c., it should be flown (a) in Ships with one mast, on a staff in a suitable position on the after superstructure (b) in Ships with two masts, either as in (a) or at a small gaff to be fitted as a "Peak" on the Mainmast."

"In action the Captain is to see that Two Ensigns are always displayed in a conspicuous position, without interfering with signaling."

"H.M. 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."

seen, it shall be hoisted, although earlier or later than the time specified. Unless there are good reasons to the contrary, the ensign shall be displayed when falling in with other ships of war or when near the land, and especially when passing or approaching forts, lighthouses or towns". "A ship of the Navy entering port at night shall hoist her ensign at daylight for a short period, to enable the authorities and ships of war present to determine her nationality. It is customary for other ships of war to show their colors in return (1937).

"Custom dictates that when underway the normal point of display for the national ensign is the gaff, and that at anchor the normal point of display is the flagstaff, except that when the ensign is hoisted prior to 8 a.m. or after sunset it is hoisted at the gaff. If the ensign, hoisted at the gaff prior to 8 a.m., is still flying at 'first call' (7:55), it is then hauled down" (1937).

"During battle the ensign is hoisted at the gaff" (1937). "In wartime, no action is commenced nor a battle fought without displaying the national ensign" (1968, p.27).

"When any vessel salutes a ship of the Navy by dipping her national ensign it shall be returned dip for dip. If before 8 a.m. or after sunset the colors shall be hoisted the dip returned, and, after a suitable interval, the colors hauled down" (1937). In 1968 (p.27) it reads "a vessel of any nation formally recognised by the United States" and adds "an ensign displayed at half-mast is hoisted to the peak or truck before a dip is answered." Dips by yachts displaying a yacht ensign also are returned.

The 1913 Admiralty Signalling Handbook also specified the flags to be flown by Colonial vessels, no counterparts of which exist in the U.S. Service. Canadian and Australian naval vessels wore the White Ensign at the stern, a White Pendant at the masthead, and the Blue Ensign with the badge or emblem of the Dominion at the jackstaff. Other Dominions or Colonies maintaining warships under the Colonial Defence Act of 1865 wore the appropriate Blue Ensign at the stern and a blue Pendant at the masthead, the latter distinguishing them from other vessels in the service of these Dominions or Colonies, which flew the Blue Ensign but not a Pendant. The regulations of shipping companies are not as complicated as navy regulations yet seldom overlook flag usage. The earliest company regulations that I have seen were those of the Liverpool White Star Line as written in 1871, reprinted as Appendix A of Oldham (1961). With regard to flags they specify: "In port from the 21st day of March to the 21st day of September, the ensign and company's signal to be hoisted at 8:30 a.m.; and from the 22nd day of September to the 22th day of March, at 9 a.m.; and hauled down at sunset. In stormy weather, small flags must be substituted."

Oldham points out (1961, p.31) that the White Star steamers always flew their ensigns from the stern (even when under way) as a means of minimizing soiling the flag in smoke. Examination of photographs shows that White Star continued this practice until it was absorbed by the Cunard Line in 1934, and also that it was joined in this practice by a number of other leading British steamship lines.

More detail on liner company flag usage is furnished by Admiral Oriental Line (1922). This company was a new subsidiary, engaged in the trans Pacific trade, of the Admiral Line mentioned above. The latter had its origin in the Pacific Coast Steamship Company, established in the 1860's, so its 1922 regulations were the result of over half a century of experience. The Second Officer, who was responsible for navigation, was also in charge of the ship's flags. Here is what he was required to oversee:

Union Jack, to be flown from the jackstaff between 8 a.m. and sunset when the vessel is alongside the wharf or at anchor; never under way. Ensign, to be flown from the flagstaff at the stern when entering or leaving harbor or passing a signal station during daylight. Flown in port 8 a.m. to sundown. To be set and a salute given by lowering lance when meeting or passing another vessel. Merchant vessel to salute a foreign ship is bound salutes the stranger (whether the stranger is bound to or from the port); outward-bound ship salutes homeward-bound ship of same nationality. House flag (6x8 ft on vessels over 5000 gross tons; 4 x 7 ft on smaller) flown at the main and set with but after ensign (but not for a passing vessel). U.S. Shipping Board flag replaces house flag on Shipping Board vessels managed by Admiral Oriental. On two-masted vessels house flag flown under Shipping Board flag at mainmast; on vessels with three or more masts house flag at mizzen. Blue Peter, flown from foremast head on sailing day from day-light until moment of leaving wharf or anchorage. If ensign not set at that time, Blue Peter is not mastheaded but either hoisted a little above half mast or flown from a signal yard on or near the foremast.

Quarantine flag, in similar position to Blue Peter, on entering harbor when medical instruction is required or contagious disease on board.

U.S. Mail flag, flown from signal halyards while in port with U.S. Mail on board. International code, used as required. Ship's numbers flown on signal halyards on entering or leaving port.

Foreign flags. Flag of the foreign port visited on the foremast when carrying mail for that port. Foreign flags also flown in foreign ports at discretion of Master.

Full-dressing. Ships dressed on legal holidays and such other times as directed never under way.

Contemporary practise on the transatlantic route can be found in S.S. LEVIATHAN (1923). This book does not specify which of the officers was in charge of the flags, but it prescribes the following usage:

Under way: fore truck, ensign of country of destination; main truck, house flag, monkey gaff, ensign. When clear of harbors, flags displayed at direction of Captain. In stormy weather, small flags should be used.

At anchor or in dock: union jack at bow, blue peter at fore truck on sailing morning only, house flag at main truck, and ensign at the stern.

Taking fuel oil: red B from signal halyards.

Dressing ship: in port on Washington's Birthday and 4th of July; in port in Great Britain on King's birthday and Empire Day; and similarly in any other country. Otherwise only on special instructions from the management. Flags run vertically on fore and main masts.

Saluting: entering or leaving port, care to be taken that salutes of passing vessels are promptly answered and all Government vessels are saluted. Officer of the Watch to see that when dipping ensign to a passing vessel, it is not done in a slovenly manner.

Signalling: Officer of the Watch must see that all signals are answered smartly, and that the ensign is always hoisted either before or the same time as the signal.

Understandably, flag usage on cargo vessels is somewhat less complicated than on passenger vessels. One tanker company's operating manual, for example, contains no reference to flags except to require that a red flag be hoisted during daylight hours when petroleum cargo is transferred at anchorage or dock and to note that the third officer is responsible for visual signalling equipment, including flags (Socony-Vacuum, 1946). In the Texas Company (1954) he is called the third mate, and the operating procedure specifies that the Master is responsible for the correct display of every national ensign, in accordance with the customs of the country concerned; that the custom of dipping the ensign when passing men-of-war of any nationality shall be observed; and that the U.S. ensign and Company house flag shall be properly displayed when entering or leaving port and from 8:00 a.m. until sunset at anchor and at the dock.

The four preceding references have been discussed in considerable detail in view of the scarcity of such material: each of these books is prefaced by a statement that the information in it is not for general knowledge and that the volume must be turned back to the company when the holder severs his connection with it. In contrast, the flag regulations of yacht club are readily available in the yearbooks issued by the principal clubs. In general, these regulations follow those of the New York Yacht Club, which, founded in 1844 and incorporated in



1865, is regarded as the parent body of yachting in America. Study of its yearbooks (New York Yacht Club, 1889; New York Yacht Club, 1916) shows that its usage, originally patterned on that of the Navy, has undergone considerable evolution with time.

It is unnecessary, however, to seek out yacht club yearbooks, since a number of publications give full discussions of yacht flag usage, such as Anes (1902), Anonymous (1927), Chapman (1949), and Post (1945). The main feature of yacht flag usage, as distinguished from naval or merchant vessel usage, is the need to accommodate a pennant (called a burgee in Britain) identifying the yacht club to which the yacht owner belongs. In American usage the burgee is flown on a two-masted vessel at the forward mast (foremast of a schooner, mainmast of a yawl) whereas in Britain (Irving, 1938; Moir, 1948; Watts, 1974) as well as on the Continent (Yacht-Club de France, 1906) and in the Colonies (Boyle, 1953) it is flown at the principal mast, which is the mainmast of a schooner.

There is at least one volume devoted entirely to yacht club burgees (Stewart, 1957), and the annual yacht registers incorporate a section giving color plates of yacht club flags. These include in Britain Hunts Universal Yacht Club List, issued from 1848 until 1914, and Lloyd's Register of Yachts, which began in 1878 and has since appeared annually (except for gaps in the two World Wars). In America we have Mannix's American Yacht List, established in 1874, which was superseded after 1903 by Lloyd's Register of American Yachts. These sources also contain the private signals (called house flags in Britain) of individual yacht owners. These, however, are often limited to subscribers to the annual volumes, but additional private signals can sometimes be found in the yearbooks of the more prosperous yacht clubs.

As indicated above, in Britain the ensign of a yacht may also indicate membership in a yacht club, and this custom is followed in many other countries. As far as I can determine, however, the United States is the only country where all yachts are distinguished by a special ensign: the U.S. flag in which the 50-star union is replaced by 15 stars circling a fouled anchor bendwise. American yachts, however, are also entitled to fly the 50-star ensign, and they commonly do so in foreign waters. I cruised in July 1974 in a small yacht from the Netherlands through Belgium to Britain, flying the yacht ensign, and although the general public recognized it as American many waterfront professionals were baffled and made special enquiries to us as to its significance.

In the Netherlands, which permits privileged yacht clubs to use special ensigns, yachts in general are identified by a special jack (Figure 1).

#### CUSTOM

The custom of flying a private signal (American terminology) or house flag (British) to identify the ownership of a merchant vessel seems to have originated about 1800. There was a rapid development of signalling systems in many seaports about this time, and the house flag served as a means of notifying the merchant (who in those times commonly owned both ship and cargo) that one of his ships was in sight of the harbor, and that his countinghouse, wharf, and warehouses soon would be busy attending to the requirements of an incoming ship.

In more modern times, the house flag has continued to perform a use-

ful function. Ships, except for the tops of their masts, are blocked from view by the roofs of warehouses when lying at a wharf. The house flag, flying at the main truck, tells the visitor to dockland where the particular ship that he is seeking is located. At sea, as we have seen, the house flag is not flown. This is because the insignia on the ship's stack (American) or funnel (British) provide the same information. Sometimes the actual house flag appears in the stack emblem; sometimes elements of the flag design are repeated as colored bands on the stack; sometimes there is no correspondence between funnel marking and house flag.

The extensive literature on funnel markings began as long as 1874 (Granville, 1875) and includes periodically issued series like Reed (1895) and Wedge (1926), as well as single sheets that may show the owners domiciled in a given port. U.S. Hydrographic Office (1961) is a exhaustive compilation.

The custom of dipping the ensign as a salute to warships is traced by Preble (1894, p.36) as far back as the year 1554. In the years when Britain asserted domination over the seas, her naval vessels frequently claimed this salute from the warships of other countries (Perrin, 1922, p. 190). But since about the beginning of the 19th century, warships have saluted each other only by gun salutes or rendering "passing honors", and the dipping of the flag, except as a return of the compliment, has been relegated to merchant ships and yachts. It is interesting to note, however, that Cold War politics has involved this old custom, and that U.S. Naval vessels are forbidden to return the salute if rendered by a vessel flying a flag of a country not recognized by the United States.

The use of the jack as a bow flag is confined in the U.S. Naval service to vessels at anchor or tied to a pier. Yacht etiquette is similar in America; in Britain a jackstaff flag is regarded as unsuitable for yachts (Watts, 1974, p.780). Incidentally, the 13-star plus anchor blue flag similar to the canton of the yacht ensign would make a most fitting jack for yachts, were it not for the fact that the New York Yacht Club has already appropriated it as the designation of its Commodore. Many commercial craft fly a jack at the jackstaff while underway in U.S. harbors.

This practice is widespread in other countries as well. In Britain, a whitebordered Union Jack was prescribed in 1823 as a pilot signal (Mead, 1938, p.20), and many British ships have used the jack in this form. An 1894 statute prohibits the use of a pilot signal under penalty of a £ 20 fine for any purpose other than calling a pilot; but inasmuch as an Order in Council of 1933 established the Pilot Jack hoisted at the fore as one of three daytime pilot signals (McNair & Honor, 1954, p.601, 819), it is clear that flying this jack at the jackstaff is not a violation of the statute. And in fact the Admiralty is on record as sanctioning such as use as long as 1938 (Irving, 1938, pp.27-28). Some British excursion steamers use the white bordered jack at the stemhead even when under way (see the cover of *Sea Breezes* for September 1974).

Other British steamers use the house flag as a jack, a practice seen also in Japan, which has no distinctive jack. In Scandinavian countries where the naval jack closely resembles the ensign, merchant vessels often use the flag of the city (home port) as a jack, a pleasant custom which makes a real contribution to flag usage. In Dutch waters, it is considered proper to fly a jack (except by warships) when under way,

and naval vessels and yachts each have their own (Figure 1). Dutch barges seem to have no official jacks; they often make up this deficiency by flying pennants that advertise either the maker of their engines or the supplier of their fuel. I am told that these flags are handed out in return for a large purchase, and not, as might be imagined, to identify a credit-holder, as all such transactions are strictly for cash.

One further custom deserves examination in some detail, namely the flying of a "courtesy flag" or "trading flag". There are two versions of this usage, as we observed in studying the Admiral Oriental and S.S. LEVIATHAN rulebooks. One version is to fly at the foremast in home waters the flag of the foreign country to which a vessel is bound. The other is to fly at the fore masthead or starboard fore yardarm the flag of the foreign country while in foreign harbors. Both of these practices can be recognized in prints of the first transatlantic steamers from the period just before 1840. It seems likely that the custom arose in the first steamers that crossed the English Channel or North Sea and is as old as steam navigation, although apparently the first mention in print was by Elliott (1895).

In the 1930's, the Texas Oil Company extended this practice to the use of state flags. Thus a Texaco tanker in Los Angeles harbor would fly the Bear Flag at her foremast, while in Norfolk it would be the Virginia state flag. This pleasing custom apparently never spread to other companies and did not survive World War II.

It will be observed that both the Admiral Oriental and Texas Company instructions left it up to the master to determine the local custom. Complications can result when the discretionary ability to conform to local custom is withheld. For example, when the U.S. Navy after World War II set up its own cargo ship service (which eventually became the Military Sea Transportation Service), it decided that these public vessels should not be required to observe merchant vessel customs. When Morocco became independent in 1956, Moroccan longshoremen refused to work cargo on MSTSS ships unless they flew the Moroccan flag in the same manner as other foreign cargo vessels in Moroccan ports. A considerable effort in expensive passenger airlifts and transshipping of cargo from Spanish ports had to be taken by the U.S. Navy before the matter was cleared up.

Occasionally a courtesy flag is seen which falls into neither of the two categories noted above. In the Adriatic in 1968 I was puzzled when in several ports of call the passenger liner in which I was travelling from Piraeus toward Venice fell in with a Yugoslav cruise ship which flew the Federal Republic of Germany at her foremast. The mystery was solved when I found out that she had a West German cruise party on board.

Yachts also follow the courtesy flag custom, and the skipper of a yacht undertaking a foreign voyage is careful to provide himself with the appropriate flag (the maritime merchant ensign) of the countries to be visited. Unfortunately, his local ship chandler may not always be correctly informed; thus, in spite of the explicit statements in Watts (1974, pp. 780-781), continental yachts often appear in British waters with the Union Jack instead of the Red Ensign. I questioned the officer of H.M. Customs who boarded us at Ramsgate on this point in July 1974, and he assured me he had no instructions on the subject. So we have the paradoxical situation where a foreigner can fly the Union Jack and it will be overlooked, whereas a British subject is prohibited

on penalty of a £ 500 fine or at least confiscation of the offending flag from flying his national flag afloat !

#### SEQUENTIAL FLAG USE

Lying at a pier, a well-manned passenger vessel would have a jack at her jackstaff, courtesy flag at her foremast (if not in home waters), house flag at the main, and ensign at the stern staff. While bunkering, she would fly Bravo of the International Code at her fore, and on sailing day would hoist the Blue Peter (now called Papa). Within an hour before scheduled sailing time, the pilot comes aboard, and Papa is replaced by Hotel. When the lines are cast off, a whistle signal is given, and this is also the signal to haul down the jack, hoist the ensign at the main gaff, and haul down the ensign at the stern staff. When the pilot is dropped (i.e., taken off by boat lying to for the purpose), Hotel is hauled down. At this time, or perhaps a little farther out to sea, the courtesy flag and the house flag would also be hauled down, but the ensign would generally remain aloft until dark.

The corresponding ritual on a U.S. Naval vessel is described in the Bluejacket's Manual (19th ed., 1973, p.498). The moment the last mooring line leaves the pier or the anchor is weighed, the boatswain's mate of the watch blows a long whistle blast over the general announcing system and passes the word "Shift colors!" The jack and ensign are hauled down smartly, and at the same instant the steaming ensign is hoisted at the gaff and the ship's call sign and other signal flags are hoisted or broken. The latter are hauled down when the ship is clear of the harbor control post: the steaming ensign is flown from sunrise to sunset but may be hauled down to save wear and tear when steaming independently out of sight of land and other ships.

U.S. Navy ships no longer make morning and evening colors when underway. In harbor the ceremony begins by two-blocking PREP (a horizontally striped yellow-green-yellow pennant), and "First call" is sounded on the bugle. At 0800, is lowered to the dip, the bugle sounds "Attention" and then "To the colors", and the ensign and jack are hoisted smartly to the tops of their respective staffs, if the ship has a band, the national anthem is played; otherwise the word is passed "Attention to colors" At the end of the music (or when the flags are two-blocked), the word is passed "Carry on," and PREP is hauled down.

In Figure 2 is a sketch (with flag sizes exaggerated) of the British Royal Yacht BRITANNIA, showing how the flags that she must carry when the sovereign is embarked dictated that she be designed with three masts. Figure 3, based on the Admiral Oriental instructions, shows how flags were carried a generation ago. Figure 4, though showing a cargo vessel, is typical of modern practice. As many as possible of the flags are concentrated on halyards leading from the bridge, so that a minimum of manpower is required in their use.

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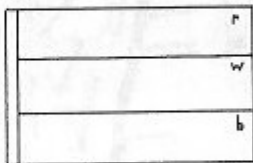
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#### THE THREE DUTCH JACKS

Top - the naval jack since 1931 (same as the national flag); now used by merchant ships

Middle - the Double Prince's Jack used since 1931 by naval vessels (last Royal Decree August 31 1956)

Bottom - the Single Prince's Jack, used by yachts (since 1945 also in orange, white and light blue)

