

The Spanish navy flag chart of 1854

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ABSTRACT: A coloured flag chart of the Spanish Navy dating from 1854 is presented and discussed. The history of each flag is explained, starting with the royal standard, followed by the war and commercial ensigns, the flags of the revenue and mail services, the flag to call a pilot and the flags of the Royal Maritime and Royal Philippine companies. Rank pennants are shown as well, as are the numeral triangular flags of the coast guard divisions. Also shown on the chart are the maritime province or register flags, introduced in 1845. The important influence of these register flags on the development of Spanish civic flags and yacht club burgees is discussed. The Spanish text of the chart is entirely reproduced, followed by extracts of English translation.

The illustrations for this paper appear on Plates 40-41.

1 Introduction

The Hydrographic Office in Madrid published in 1854 a flag chart¹ showing all the Spanish ensigns, rank flags, coast-guard pennants and maritime province flags (Fig. 1). It is the first and only comprehensive official Navy flag chart ever to have been published in Spain. The chart, which has a size of 50×70 cm, was printed with flags in detailed outlines and then hand coloured. The library of the Naval Museum in Madrid keeps an original of the chart, its water-colours having slightly faded with time. The chart presented here was originally uncoloured, the author having coloured it like the chart in the Naval Museum, but with opaque colour instead of water-colour, which gives it a more vivid impression. Flanked by an explanatory text on each side, the chart shows on top two rows of ensigns, in the centre a row of coast-guard pennants, and in the lower four rows all the maritime province flags, also called register flags, in use at the time.

2 The official state flags

2.1 The royal standard

The first flag in the top row is the royal standard, or *Estandarte Real*, of dark red colour with golden fringes and bearing the full royal arms in the centre of the flag. The royal arms are surrounded by the collar of the Order of the Golden Fleece.² The golden fringes on the free sides of the standard are unusual in maritime flags, but it seems likely that royal flags with and without fringes were used by the Navy of the time in an indiscriminating way since there were no official regulations governing the use of the royal standard by the Navy. The Navy flag regulation of 1802, which was still effective in 1854, speaks only of the 'royal standard' to be flown when the monarch is on board, but it does not describe it.³

The slightly darker shade of red in the royal standard - in comparison to the shade of red used for the other flags on the chart - corresponds to the Spanish colour *carmesí*, or crimson⁴; it is not identical with the dark purple colour called *morado*, which one would expect from actual use of the standard on land at the time.

In 1827 the boat carrying king Ferdinand VII across the Ebro river in Amposta flew a *morado* royal standard.⁵ The Navy protested against what it considered a mistake, since the royal standard of Ferdinand VII still was the traditional crimson red flag, which Spanish kings had used for centuries.^{6,7,8}

The first official *morado* royal standard dates from 1833, the year king Ferdinand VII. died. When his daughter, aged 3, acceded to the throne as Isabel II, the crimson colour of the royal standard was changed to *morado*.⁹ No document prescribing the change or explaining it has been found. Liberal and democratic political forces in Spain used *morado* flags from 1820 on, since they thought that the *Comuneros* - Castilian rebels against the Habsburg emperor Charles V - had used in 1520 a flag of that colour.¹⁰ In fact the *Comuneros* did not have just one flag, but used the various flags of their towns and lords, which in most cases were of a red or crimson colour.¹¹ Against this background it is possible that the regent Maria Cristina wanted to signal her sympathy for the liberal tendencies of the time by changing the colour crimson from the time of absolutism into the modern, liberal colour *morado*.

Until 1833 only a handful of military units had officially been allowed to carry flags with the colour *morado*, most of those colours dating from the early 18th century¹²: for example the colonels' colours of the Spanish and of the Swiss Royal Guard regiments set up between 1702 and 1708 and disbanded in 1841, or the captains' colours of Marine Infantry battalions set up in 1717. These *morado* captains' colours were abolished by a Royal Order of 24.3.1809, which introduced white flags for all units.¹³ The colonels' colours of Marine Artillery brigades, which were established a few years after the Marine Infantry battalions, were *morado*, as was the colour of the Royal Engineer regiment set

up in 1803.¹⁴ The infantry regiment 'Inmemorial del Rey' attempted to use a *morado* colour several times after 1738, this privilege being denied each time until 1830, when the regiment finally got *morado* flags.¹⁵ The *morado* or purple colour of most of these military flags was of a light, violet shade.

The ships of the Navy belonging to the Cartagena squadron had used *morado* ensigns from 1732 until 1760.¹⁶ While naval flags were standardised in 1785, it took until 1843 for the colours of the Army, Navy and National Militia to be standardised as well. A Royal Decree of that year introduced the national red and yellow flag for all units, abolishing privileges, such as the use of a *morado* colour.¹⁷

While the royal standard on land was *morado* from 1833 on, the Navy continued to fly the crimson red royal flag on its ships whenever the Monarch came on board.¹⁸ Finally, in 1867 a new Navy flag regulation officially introduced a square royal flag of a dark *morado* colour with the full royal arms on it.¹⁹

2.2 The war ensign and merchant ensign

The state flag at sea, or war ensign (*De Guerra*), and the national flag at sea, or merchant ensign (*Mercante*), which were both introduced by Royal Order of 28 May 1785, are also shown on the chart. The war ensign has a new form of the royal or national coat-of-arms consisting of a crowned oval shield, parted per pale with the arms of Castile and Leon. The Navy flag regulation of 1793 extended the use of the war ensign to the Navy buildings ashore.²⁰

Whereas the war flag is correctly shown on the chart, the yellow top and bottom stripes in the merchant ensign are too narrow. The original colour drawing from the Royal Order of 28 May 1785 shows the right proportions of the stripes. On the other hand, the red colour on the drawing is too pale and the flags are too long, the proportion being meant to be of 3:5.²¹ The merchant flag was in use until 31.12.1927, the form we know today being official as from 1.1.1928.

2.3 The revenue flag

The revenue flag (*De Hacienda N.*) was introduced by Royal Order of 2nd August, 1791, to differentiate the ships of revenue or customs from those of the Navy. The original coloured drawing accompanying the Royal Order of 1791²² has the coat-of-arms quarterly Castile and Leon, flanked by the crowned blue letters R and H, which stand for 'Real Hacienda.' The quartered arms of Castile and Leon denote that the revenue service depended directly from the royal government. The full royal arms were reserved for the King and his family, for important matters of the royal government and for the Army. The minor royal arms, which consisted of the centuries old, traditional quartered arms of Castile and Leon, were used to represent the state, the government and the

nation in general. Finally, the simplified per pale arms of Castile and Leon were for exclusive use by the Navy.

The flag chart shows the revenue flag with black H and N letters without crowns, instead of blue R and H letters with crowns. The constitution of 1837 changed the royal revenue into a public revenue (*Hacienda Publica*), reflecting the influence of liberal, bourgeois politicians, which considered the state no more the King's prerogative but a domain of all the people.

In 1842 the revenue service was militarised (Royal Decree of 11.11.1842). A unit of the *Carabineros del Reino*, a state police force set up in 1799 and from 1842 on falling under the war department, was in charge of the maritime revenue service. This unit was also known as the *Carabineros del Mar*, the maritime revenue service was also known as *Resguardo Marítimo*.

The library of the Naval Museum in Madrid keeps a letter of 4.5.1831 from the commander of the Ferrol naval base to the Admiralty²³ complaining about the fact that revenue cutters used the Navy ensign with the addition of tiny and almost invisible black letters R and H at each side of the arms - the letters not even being crowned - instead of the revenue ensign. Navy authorities then ordered the revenue cutters to fly the flag according to regulations.

From 1842 on, the *Carabineros* began to use the Navy ensign on their vessels again, arguing first, that the revenue was no longer royal but public or national, hence the use of the letters R and H on the flag were outdated, and second, that they were no longer civilians but belonged to the armed forces, thus having the right to use the Navy ensign.

In 1848 this controversy reached the highest Naval authorities²⁴: the *Carabineros* no longer wanted to use the letters R and H, nor the quartered arms, and the Navy would not allow them to use the exclusive naval parted per pale arms, but it would consider to alter the letters into CDR (*Carabineros del Reino*), or into R and M (*Resguardo Marítimo*). An anecdote tells, that the logical change to the letters H and P (*Hacienda Publica*) was out of question, since these letters would vulgarly be interpreted as 'Hijos de Puta' (sons of a bitch)! Finally, a Royal Order of 1.2.1850 tried to settle the dispute by ordering the *Carabineros* to keep the old flag with the crowned letters R and H, as stipulated in the Navy flag regulation of 1793.

Nevertheless struggle for a change and confusion of officials on the correct form and use of the revenue flag continued, as can be seen on this chart. I haven't been able to locate any official document regarding a revenue flag with black letters H and N and no crowns. So, if we assume that the design was not just an error, then this flag must have been some sort of compromise by the Hydrographic Office, which obviously had no authoritative guidance in the matter. Again, in a letter of 6.3.1858 the Minister of the Navy informed the Minister of War, supreme commander of the *Carabineros*, that the Queen wanted the flag of the revenue service to be as it had always been since the Navy flag regulation of 1793, that is, with blue R and H letters with blue crowns at each side of the quartered coat-of-arms.²⁵

The Navy flag regulation of 13.3.1867 introduced a slightly different revenue flag with blue letters H and H at each side of the quartered arms, each letter being surmounted by a crown.²⁶

2.4 The mail flag

The mail flag (*Correos Marítimos*) was introduced by a Royal Order of 8th March 1793 by adding an olive branch and a laurel branch to the per-pale arms.²⁷ The branches were originally held together by the ribbon of the order of Charles III, consisting of a triband of sky-blue, white and sky-blue. Spanish mail vessels had already used these olive and laurel branches with the same ribbon on their white ensign with the royal arms since the service was created in 1777 (Royal Order of 26.1.1777). The ribbon on the chart has the national colours red and yellow instead, a change nowhere recorded. This slight change however reflects, in my opinion, the political position of the Navy at the time, in concordance with the slow evolution from a royal to a national state, as can be seen with the change from a royal to a national revenue. Perhaps the abolition in 1843 of all flag designs other than the red and yellow one influenced the change of the ribbon into the national colours as well.

It may be argued that it was easier to use red and yellow water-colours, which obviously were at hand, instead of a light shade of blue, which had to be specially mixed for just this tiny detail. But since the chart is carefully printed in most detailed outlines and as carefully painted, it seems unlikely to me that such an arbitrary decision was just due to carelessness. The red colour of the Royal standard also has a slightly darker shade than all other red colours in the chart. The ribbon must have been painted deliberately with the national and not with the royal colours.

This mail ensign was in use until 1867, when a war ensign with the blue letters C and M flanking the coat-of-arms was introduced for ships carrying mail.

2.5 The Royal Philippine Company

The flag of the Royal Philippine Company (*Compañía de Filipinas*) was introduced by Royal Order of 25.9.1785 and had the arms of the town of Manila placed on the red stripe below the royal arms.²⁸ The Manila coat-of-arms had been granted in 1596 and consisted of a yellow tower with blue door and windows on red (Castile) over a white sea-lion on blue, over all the royal crown.²⁹ The arms were slightly altered in 1826 by putting a little royal crown on top of the tower. The drawing of the arms which originally accompanied the royal order has been lost, so only various slightly different designs from other sources are known. When the chart was printed in 1854, the company had already ceased to exist for 20 years - the flag thus being obsolete since 1834 - and probably nobody at the Hydrographic Office exactly knew about this flag. This perhaps

may explain to some extent why the Manila arms are missing in the flag and why only an awkwardly drawn crown is placed there.

2.6 The Royal Maritime Company

The last flag on the first row belongs to the Royal Maritime Company, better known as 'Whale Hunting' (*Pesca de la Ballena*), since this was the purpose of the company. The flag, established by Royal Decree of 7.9.1789, had the company's emblem on each of the red stripes of a war ensign without royal arms.³⁰ The oval emblem contains a black ship with black and white rigging on a blue sea and white sky. It is surmounted by a golden crown and surrounded by various nautical instruments and symbols of commerce. The Decree was accompanied by a coloured drawing of the flag, so we know that the flag on the chart is identical to the original flag, the adorning symbols around the emblem lacking on the flag. At the end of 1809, having run out of ships during the Napoleonic war and thus not being able to renew the 20-year contract with the state, the company ceased to exist and with it the flag. So the chart shows again an anachronism.

The reason for including this obsolete flag, like the flag of the Royal Philippine Company, presumably was the Hydrographic Office's aim to show all Spanish maritime flags since 1785. The 1793 Navy flag regulation, whose text was repeated by the Navy flag regulation of 1802, and which was still effective in 1854, specifically described the war and civil ensigns as well as the revenue and mail flags, but it mentioned only in a general way flags of companies, without specifying them. Until 1854 only the two previously mentioned companies had existed.

2.7 The flag to call a pilot

The last distinguishing flag of the Navy is the flag to call a pilot (*De pedir Practico*), introduced by Royal Order of 22.1.1827.³¹ The order followed the example of the British Navy, which had introduced a special flag for pilots in 1824.³² The chart shows a flag with 24 white and red squares, the uppermost at the hoist being white. The original design accompanying the Royal Order shows only 12 squares, the uppermost at the hoist being red. Perhaps at some stage the Admiralty decided to have two of these original 12-square flags sewn together; I have been unable to locate any document relating to this change. The famous Le Gras flag album³³, printed only 4 years later than this chart, shows the flag with only 20 squares.

3 Pennants, streamers and triangular flags

The pennants and streamers shown on the second row of the chart were used by the Navy to distinguish ranks, their position on the various masts of a ship (generally mainmast, foremast and mizzenmast) and their combination denoting a certain rank or commission of an officer or of the ship. The marginal text on the chart, which corresponds to the unchanged Navy Regulation of 1793, explains their significance and use. Spanish naval flag terminology cannot easily be translated into English, but it seems suitable to call the *corneta* a pennant, the *gallardetón* a broad pennant, the *gallardete* a commission pennant³⁴ (also known as masthead pennant) and the yellow, white and red *grimpolas* streamers. The red and yellow commission pennant (*Gallardete*) shows the arms of Castile and Leon per pale on a yellow square at the hoist.

So, a pennant (*Corneta*) flown at the mainmast denotes a lieutenant-general who is captain-general of a department commanding a naval squadron. The broad pennant (*Gallardeton*) on top of the mainmast identifies a brigadier or a non-subordinated sea-captain in command of a ship. The commission pennant (*Gallardete*) flown at the mainmast distinguishes a frigate captain and any other officer of inferior rank in command of a ship and not subordinated. If in one or more naval squadrons rank flags identical to the one of the commanding officer are flown, then these other flags will be flown below a yellow streamer (*Grimpolas*).

The square war ensign (with the arms positioned in the centre of the flag) is not shown on the chart, but its function is described in the text; if flown at the mainmast it is the flag of the captain general of the fleet, when flown at the foremast it denotes the presence of a lieutenant general, whereas the presence of a chief of a naval squadron is signalled by the flag flown at the mizzenmast. A multitude of other ranks and functions are signalled by different pennants on different masts, sometimes in combination with a streamer.

The central part of the chart shows triangular flags (*Triangulares*) used in the Navy to distinguish the ships in charge of the different coast-guard divisions. These flags, shorter and broader than streamers (*grimpolas*), are numeral flags from the Spanish Navy signal code of 'Mazarredo', which had been introduced by Royal Order of 30.7.1845. Coast-guard ships, which fell under the maritime revenue service, wore the revenue flag at the rear and the triangular divisional or numeral flag at the top.

4 Maritime register flags

The same Royal Order of 30.7.1845 also introduced a set of 35 maritime province flags to distinguish ships from the various maritime provinces of the mainland and of the colonies, the flags becoming effective as of 4.8.1845.³⁵ These flags were designed by Navy officials in an arbitrary, but geometric and beautiful

way using up to 4 colours - red, white, blue and yellow - which were perfectly visible at long distance. Merchant ships, fishing boats and pleasure yachts had to wear the flag of their province on top and the merchant flag at the rear (at least when entering harbour or in sight of a warship). The chart shows all of the original 36 flags arranged in alphabetical order, first the rectangular flags of the peninsula, then the swallow-tailed flags of the colonies. It is not known why the flag of Iviza was arranged between those of Vivero and Havana, disturbing thus the alphabetical order; perhaps it is because Ibiza used to be spelled in earlier times Yviza.

The accompanying text prescribes for these maritime province flags, also known as register flags, a proportion of 230cm × 334cm for big ships and of 184cm × 267cm for coastal ships. The tails of swallow-tailed flags had to measure half the length of the flag. The original order of 1845 also stipulated that the width of crosses and borders on the flags had to be one fifth of the total flag width. The sides of squares measured half the flag's width. The chart not only respects these proportions, it also updates the register flags, a new province having been established in Cuba between 1845 and 1854 - Nuevitas. The swallow-tailed red and blue flag of Nuevitas is included in the chart, thus bringing to 36 the total number of register flags.

It is probable that the introduction of this set of maritime province flags was one of the principal motivations to publish the flag chart. The register flags are no longer used today, but they have never officially been abolished³⁶; official publications of the Spanish merchant navy department showed these flags as recently as 1974.³⁷ The register flags underwent a series of amendments and changes since they were established in 1845, new maritime provinces being created, old ones being abolished.³⁸

The official Spanish signal book of 1894³⁹ contains a plate showing register flags in use at the time, with the flag of Gran Canaria (diagonally divided from lower hoist to upper fly into an upper yellow and a lower blue triangle) and the amended form of the flag of La Coruña (a diagonal stripe of blue from upper hoist to lower fly). A Royal Order of 15.7.1905 established the Pontevedra maritime province and its diagonally quartered flag of blue and white, the upper triangle being blue.⁴⁰ In 1923, the white rectangles of the flag of Villagarcía were changed into yellow ones, and later still, on 30.8.1932, the Castellón maritime province was established, its flag being chequered like the Ferrol flag, but with red and white instead of blue and white.⁴¹

5 Influence of maritime register flags on Spanish vexillology

Register flags had an enormous impact on modern civic vexillology of coastal regions of Spain. Some coastal regions, provinces or towns, as well as yacht

clubs and shipping companies, lacking historic, traditional flags or having lost the memory of such, adopted new flags on the basis of their home register flags.⁴² At the end of the last century political liberties made it possible to develop local councils, which were seeds of regionalism and which gave birth to local flags. In many cases the only local flag familiar to the people at the time was the register flag which they had seen on the ships of their home town and with which the people could easily identify. This explains why many coastal towns simply placed their arms on the register flag to create a municipal flag, or even just adopted the plain register flags as their own. The towns of La Coruña, Alicante, Gijón, El Ferrol, Villagarcía de Arosa, *etc.*, use a municipal flag consisting of the register flag with the city's arms in the centre. The plain register flag is used by the towns of Huelva, Algeciras, Vigo, Bilbao, Pontevedra, *etc.*

The influence of register flags on civic vexillology is especially obvious in the Atlantic regions of Spain, where industry and commerce developed earlier and more vigorously, but also where emigration was strongest. After the civil war of 1936-1939, the use of municipal flags and of some historical regional flags was tolerated but not encouraged. The regional flags of Galicia, Aragon, Asturias, Catalonia, Mallorca and Valencia were permitted to be flown only for 'folkloric' purposes. When Franco died in 1975, Spanish civic vexillology began to flourish again.⁴³ Regional councils were established. When the region of Galicia was established in 1981, it adopted the register flag of La Coruña as its regional flag, and when in the same year the region of Cantabria was established it adopted the register flag of Santander as its regional flag. The Canary Islands region adopted in 1982 a vertical tricolour of white, blue and yellow, combining thus the colours of the register flags of Tenerife and Gran Canaria.⁴⁴ Today, out of 14 official regional flags two once were simple register flags and a third one undeniably has its origin in register flags.

Not surprisingly, many yacht clubs adopted burgees based on register flags, starting with the Nautical Club of Bilbao in 1881 (white with a red canton with white star).⁴⁵ Many shipping companies also adopted a house flag based on the home harbour register flag, generally adding letters, a monogram or other symbols to the plain register flag. The official Spanish ships' list, issued annually since 1871, sometimes includes a series of flag plates in colour, showing distinguishing flags of the Navy, register flags and house flags of national shipping lines and fishery companies.⁴⁶

6 The marginal text on the flag chart

The Spanish text in the margin of the flag chart is reproduced here for the sake of completeness. An English translation of extracts of this original text follows afterwards. The text reads:

El Estandarte Real se arbolará siempre que se embarquen el Rey,

Reyna, Principe ó Princesa de Asturias; y en ausencia de estas Augustas Personas, cuando lo verifiquen los Infantes de España: en iguales terminos se verificará en las embarcaciones menores.

La bandera cuadra de guerra, arbolada al tope mayor, es la insignia del Capitan Gräl. de la Armada, al tope de trinquete de Teniente Gräl. y al de mesana, de Gefe de Escuadra.

La corneta arbolada al tope mayor, es la insignia de Teniente Gräl., Capitan Gräl. de Departamento con mando de Escuadra.

El gallardetón ó rabo de gallo, arbolado al tope mayor, es la insignia de Brigadier, ó Capitan de navio no subordinado con mando de buque.

El gallardete arbolado al tope mayor, es la insignia del Capitan de fragata y demas oficiales de grados inferiores sin distincion, con mando de buque, no estando subordinados.

Son insignias de preferencia, para el Teniente Gräl., la corneta al tope mayor, para el Gefe de Escuadra, la bandera cuadra al tope de trinquete y para el Brigadier ó Capitan de navio, Comandantes de Escuadra, la bandera cuadra al tope de mesana.

Habiendo en una ó mas Escuadras concurrentes varias insignias iguales á la del Comandante Gräl., ó mas antiguo de los Comandantes Gräles., se pondra grimpola amarilla encima de aquellas.

Concurriendo en mar ó puerto bajeles sueltos, Divisiones ó Escuadras al mando de oficiales particulares con diverso destino, no habiendo Escuadra de oficial Gräl., el Brigadier ó Capitan de navio mas antiguo, arbolará su gallardeton correspondiente; el que siga de cualquier grado con comision separada, gallardete y los demas Comandantes tendrán sus gallardetes debajo de grimpola amarilla.

En las embarcaciones menores ó botes, el Capitan Gräl. de la Armada llevará la bandera en su asta delante de la Carroza ó al tope del palo mayor; los Capitanes Gräles. de Departamento en los puertos de su comprension ó mandando Escuadra, la corneta en el mismo parage, los Tenientes Gräles. ó Gefes de Escuadra, la bandera á proa ó al tope de trinquete; los Brigadieres, Capitanes de navio y de fragata, oficiales de ordenes de las Escuadras y lo mismo cualquier otro oficial ó guardia marina que mande bajel, llevarán la bandera á popa yendo en su lancha ó bote, y los Ayudantes de Departamento, Escuadra ó Division, cuando vayan de oficio; pero fuera de esta circunstancia, desde el guardia marina hasta el Teniente de navio inclusive, no podrán largar la bandera sino solamente el asta arbolada á popa; equivaliendo á la bandera larga á popa un gallardete largo en asta puesto á proa, y al asta de bandera el asta con el gallardete arrolado puesto á popa.

Concurriendo Tenientes Gräles. ó Gefes de Escuadra de una ó mas Escuadras, los ultimos usarán de una grimpola pequeña roja

sobre las insignias de sus faluas; el Comandante Gräl. en Gefe, pondrá un grimpolon amarillo del largo de la insignia: si son dos las Escuadras, el 2.º lo pondrá rojo, y si tres el de la 3.ª blanco; y del propio modo el Capitan Gräl. de la Armada ó el de Departamento en su residencia, cuando hubiese en el mismo parage quien pueda usar de igual insignia, pondrá encima de la suya, aun llevandola aferrada, el grimpolon amarillo para distinguirse.

El Brigadier ó Capitan de navio que mande Escuadra, usará de la bandera à proa en puerto extranjero, no habiendo oficial Gräl. ó particular de mas grado ó antigüedad.

Los intendentes de Departamento ó Escuadra, llevarán tambien la bandera à proa, añadiendo la grimpola roja cuando pueda haber equivocacion de otra insignia semejante.

Los intendentes subordinados, comisarios ordenadores, de guerra y de Provincia, podrán en todo tiempo largar la bandera à popa, como tambien los oficiales de contaduria cuando ejerzan de ministros principales de una Escuadra ó vayan y vuelvan de actos de revista ó pagamentos; fuera de estos casos, solo llevarán el asta arbolada, y lo mismo los contadores de navio y fragata, oficiales supernumerarios y los Capellanes.

Se graduarán por la regla antecedente las insignias que deven usar los oficiales del Ejercito cuando se embarquen en los botes, tanto en España como en América, siendo peculiar à solo los Capitanes Gräles. la bandera cuadra delante de la Carroza ó al tope mayor en todas partes, y à los Vireyes en los puertos de sus Vireynatos, y la corneta en el mismo parage en sus respectivas jurisdicciones ó destinos à los Capitanes Gräles., de Reyno ó Provincia, ó Comandantes Gräles. de Ejercito, que fueran Tenientes Gräles.: usando estos fuera de los espresados casos y los Mariscales de Campo en los mismos y en todas partes la bandera à proa.

Rejirán las propias reglas para las insignias que deban largarse en las faluas à las personas de otras gerarquias, que se embarquen en ella: la del Capitan Gräl. à los Grandes de España, Consejeros de Estado, Arzobispo de Toledo Primado del Reyno, Caballeros del Toison, Gran Canciller y Grandes Cruces de Carlos 3º. Embajadores que son ó han sido; y la bandera à proa à los Minisitros plenipotenciarios y à los Obispos; y las mismas respectivamente à los personajes extranjeros, seguun sus grados militares ó caracter, y à las mugeres de los que gozan honores de armas ó de saludo; pero si los Grandes de España &. Sirviesen en la Armada ó Ejercito, sus insignias se ceñiran á su grado militar.

Los correos maritimos usarán de gallardete aun en concurrencia de bajeles de guerra poniendolo en este caso bajo de grimpola amarilla, pero à vista de oficial Gräl. solo lo mantendrán hasta el

desembarco de los pliegos.

En los Convois fletados por cuenta del Estado, usarán los buques mercantes la bandera de guerra durante la comision.

Los buques de rentas, los Corsarios y los de Compañías, podrán arbolarse fuera de la vista de los de guerra, y los particulares mercantes, solo podrán arbolarse bajo grimpola en los puertos extranjeros en que no halla embarcacion de la Armada ó particular mandada por oficial de ella.

Los Corsarios particulares en tiempo de guerra, usarán de la misma bandera que los buques de la Armada; pero ejecutandolo en corso y mercancia, deverán añadir el distintivo que se les señale.

(Ordenanzas Generales de la Armada.)

A small part of the above text is translated in the section on pennants and streamers. Further excerpts of the Spanish text are translated here:

.... In minor ships or boats, the Captain General of the Fleet shall fly his flag on a mast at the stern of the boat or on the mainmast; the Captain Generals of Department, whilst in harbour of their area or commanding a Squadron, shall carry a pennant at the same place, the Lieutenant Generals or Chiefs of Squadron, a flag at stern or at the top of the foremast. The Brigadiers, ship Captains and frigate Captains, first officers of the squadrons and any other officer or cadet in command of a ship shall carry the flag at the rear whilst on their boat, and the Adjutants of Department, Squadron or Division, while on commission; but apart from these circumstances, all from the cadet to the ships' Lieutenant inclusively, shall not fly the flag but keep it rolled on the mast at the rear. The ensign at the rear is equivalent to a long commission pennant at the stern, and the flag mast is equivalent to a rolled commission pennant at the rear.

If Lieutenant Generals or Squadron Chiefs from one or more Squadrons meet, the last ones shall use a small red streamer above their rank flag on the boat; The Supreme Commander shall fly a yellow streamer as long as the rank flag: if there are 2 Squadrons, the second shall fly a red streamer, and if 3, the third shall use a white one.

.... The Brigadier or ships' Captain in command of a Squadron shall fly a flag at the stern in foreign harbours, if no officer of older age or higher rank is present.

The superintendents of a Department or a Squadron shall also fly the flag at the stern, adding the red streamer should ever a similar rank flag lead to a mistake.

.... The maritime mail shall use the commission pennant even in the presence of war ships, but flying it below a yellow streamer if so,

but in view of a General officer they shall fly it only until the mail has been delivered.

In Convoys chartered by the State the merchant ships shall wear the war ensign as long as commissioned.

Ships of the revenue service, Corsairs and ships of the Companies may fly a commission pennant when out of sight of war ships, and the private merchantmen may only fly it below a streamer in those foreign harbours where no ship of the Navy or any other ship commanded by a Navy officer is present.

Private Corsairs shall fly the same flag as the ships of the Navy during war time; but doing both corsair and commerce, they shall add the badge to be appointed.

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Plate 40

BANDERAS, INSIGNIAS Y CONTRASEÑAS MARITIMAS ESPAÑOLAS.



Estandarte Real



De Guerra



De Hacienda N.



Correos Maritimos



Compañia de Filipinas



Pesca de la Ballena



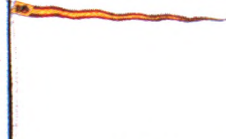
Mercante



Corneta



Gallardeton



Gallardete



Grimpolas



De pedir Practico

TRIANGULARES CONQUE SE DISTINGUEN LOS BUQUES DE CADA DIVISION DE GUARDA COSTAS RIGIENDO Á SUS NUMERALES



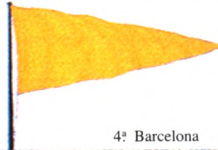
1ª Cadiz



2ª Malaga



3ª Alicante



4ª Barcelona



5ª Coruña



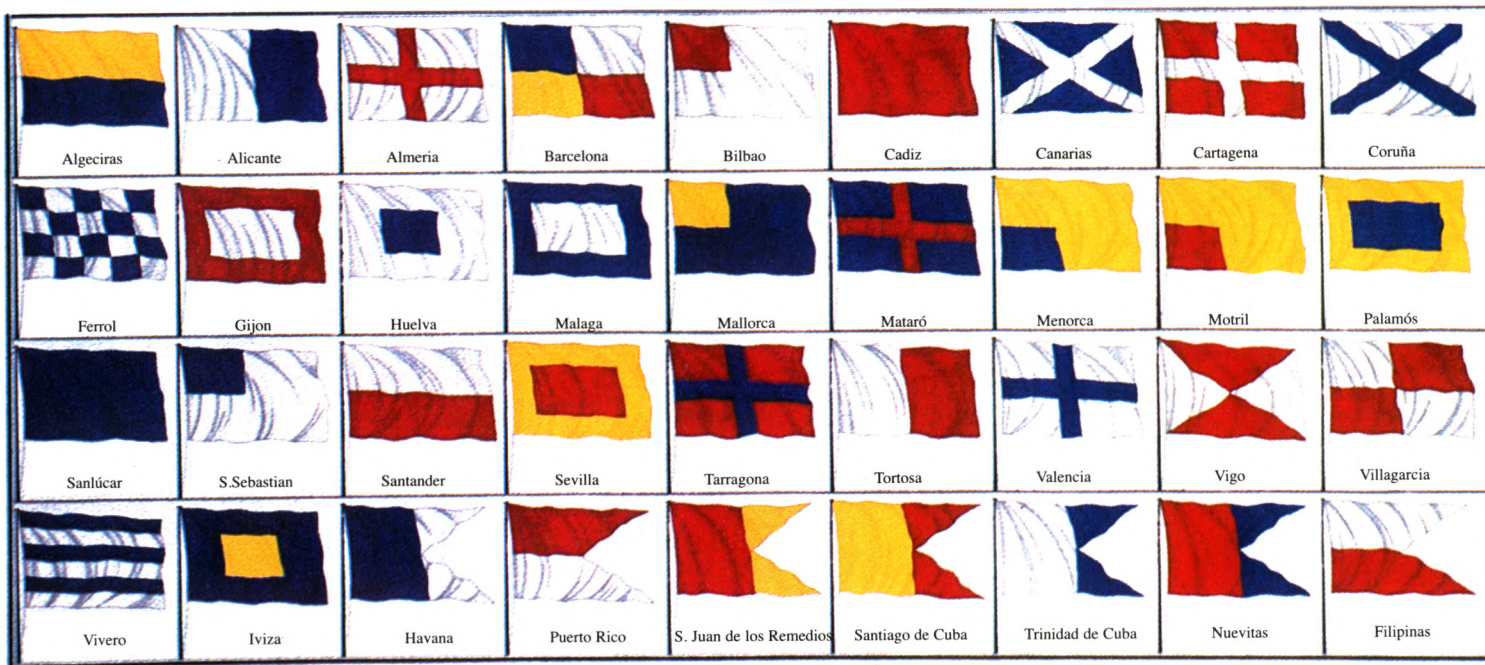
6ª Baleares

Top half of Spanish navy flag chart of 1854

Figure 1a

Plate 41

BANDERAS QUE PARA DISTINGUIRSE EN MAR Y EN PUERTO LOS BUQUES MERCANTES DE LAS PROVINCIAS MARITIMAS DE ESPAÑA Y ULTRAMAR DEVEN ARBOLAR AL TOPE MAYOR AL TIEMPO DE LARGAR LA NACIONAL
 Las de los buques de travesía tendrán cinco paños de ancho y cuatro varas de largo, y las de los de cabotaje cuatro paños de ancho y tres varas con siete pulgadas largo. Las puntas de las cornetas tendrán de largo la mitad de estas.



DIRECCION DE HIDROGRAFIA, MADRID, AÑO DE 1854.

Bottom half of Spanish navy flag chart of 1854

Figure 1b