VEXILLIANA
by Kevin Harrington

NAV News looks at the world's vexillological journals and newsletters.

ARGENTINA
Estandarte
No. 25: Presents the emblems of Buenos Aires, Argentina. Estandarte is a publication of Asociación Argentina de Vexilología and appears in Spanish.

AUSTRALIA
Crux Australis
No. 49: Tony Burton comments on the design relationship between Asafo flags of the Fante people of Ghana and Australian flags, both of which often contain the Union Flag in the canton. Ralph Kelly explores the 1901 competition that brought forth a winning design for an Australian flag. A colour sheet is included.

Crux Australis is a publication of the Flag Society of Australia.

BELGIUM/SPAIN
Gaceta de Banderas
No. 45: Presents articles covering: the service and ministerial flags of Hong Kong by Michel Lupant; the Georgian naval ensign and command flags; the South African Huguenot flag; the Women's Social and Political Union flag; the flag of Arlington Heights, Ohio; the flag of the Baltic Group of Nations; and Zimbabwe's air force ensign.

No. 47: Features articles on Ukrainian ensigns and ministerial flags; the Moroccan royal standard, the ensign of the Royal Moroccan navy, and merchant marine flag; the emblems of the Principality of Seborga, Italy; the Russian postal service flag; Russian and Serb party flags; and the Ido flag. Ido, which is pronounced "ee-do," is a reworking of Esperanto, an artificially created international language.

Gaceta de Banderas is jointly published by Spain’s Sociedad Española de Vexilología (SEV) and Belgium’s Centre Belgo-Européen d’Etudes de Drapeaux.

BRITTANY, FRANCE
Ar Banniel
Spring 1998: This issue covers Provincial regimental colours; the meeting of the First National Congress of Vexillology of Brittany; a new flag for Nantes, France; and flag days for Brittany.

(Continued on page 8)
LETTERS TO THE EDITOR:

Did the Titanic really have a gaff? Or did the author commit a gaffe?

Dear Mr. Ansoff:

Thank you for your recent letter concerning the Titanic article.

With respect to the jackstaff. In saying the jackstaff was a “fine” one, I did not mean to imply immobility. Titanic’s jackstaff was lowered when the jack was not worn and thus is not seen when the ship was underway. Perhaps this is a good thing given that waves at sea can sometimes damage bow gear—and the recent movie dramatically placed the young lovers at this precise spot. Few jackstaffs on oceangoing ships remain constantly fixed in place. In today’s terms, the mere fact Titanic was designed and outfitted with a jackstaff lead me to call it “fine.” Most modern commercial ships couldn’t host a jack forward (with any modicum of dignity) even if desired.

I agree that photos show Titanic wearing a jack on Good Friday, a ceremonial occasion. But to limit her jack’s use to ceremonial occasions based solely on this evidence may be restrictive. The scant evidence of Titanic’s jack use may be more a function of her incredibly short career (and lack of evidence) than an indicator of the jackstaff’s utility. Mobility is not necessarily fragile. Other British liners of the era are shown with jacks flying when alongside quay—as opposed to anchored in a harbor—and a few even when steaming through a busy port, such as New York. Had she made New York, I suspect Titanic probably would have worn the jack, at least while alongside.

With respect to the gaff: You make an excellent point. The photographic evidence indeed fails to show a gaff on Titanic, even when underway. Like you, I have reviewed photos, and the ones I can obtain fail to reveal a gaff. Also, a fairly clear picture of Titanic’s sistership, Olympic, fails to show a gaff while at anchor. Based on the photographic evidence, it appears clear Titanic did not automatically shift her ensign from the stern to the gaff position as soon as she went underway. The article should not have said that Titanic’s ensign was flown from the gaff at all times when underway; clearly, Titanic sailed near shore, at least, with her ensign worn at the stern.

But did Titanic ever fly the ensign from a gaff? Certain profiles of Titanic I have seen appear to show a very slight signal gaff; on the other hand, most profiles fail to show any gaff. One photograph I found of Titanic (from a fairly detailed website) taken from deck under way and looking aft, shows a funnel and the mainmast, and appears to show the ensign (or flag of some sort) flying from the gaff position, with a burgee (most likely the White Star Line flag) at the masthead. Sadly, the picture is insufficiently clear to be positive this is actually the ensign, and a gaff is not distinguishable; the picture is rather grainy. But it appears clear that something in the way of a flag has been hoisted to the gaff position.

Based on this photograph, I suspect Titanic either had the capability of hoisting a small signal gaff on the mast so as to be able to hoist the ensign, or simply hoisted the ensign on halyards to the gaff position as desired at sea. A signal gaff with ensign can be plainly seen on photographs of Mauretania (a Titanic contemporary), yet other profiles and photos of her do not show a gaff.

Gaff display either from a physical signal gaff or simply from an equivalent position in the rigging would certainly be convenient given the ship was legally required to hoist colors when meeting British warships. The stern staff was located on the end of the ship. In contrast, the ensign could be hoisted to the gaff from the greater height of an elevated deck and enjoy greater visibility higher in the rigging. I suspect further investigation into the gaff issue would require a review of the builder’s plans.

Many thanks for your keen interest in the article.
James Liston
NAVA News Editor

---

Dear Editor:

I enjoyed the article in the May/June issue about Titanic’s flags. However, the article raised an interesting question. The article said that Titanic’s mainmast had a gaff, and that the Blue Ensign was normally flown from the gaff when she was underway. However, the accompanying picture of the ship appears to show the ship underway with a flag flying from the stern and no gaff visible. It also mentioned that Titanic was equipped with a “fine jackstaff,” although none is apparent in the photo.

I did a quick rifle through my books on the shelf, and found the following to be of interest:

1. A photo on page 131 of Ocean Liners by Robert Wall shows Titanic underway, leaving Belfast Lough on 2 April 1912. The view is from astern. The Blue Ensign is flying from the stern, and no gaff is visible.
2. The photo on page 12 of Ballard’s book, The Discovery of the Titanic, shows her dressed at the pier at Southampton on Good Friday, 5 April 1912. I believe this is the only time she was dressed. She sank on 15 April 1912. The photo is bow-on and shows a jackstaff flying the Pilot Jack described in your article. At the foremast head is a flag with a plain field and a Union Jack canton—presumably a duplicate Blue Ensign (?) The stern is not visible.
3. The cover photo of the recently repainted, Report on the Loss of the S.S. Titanic, the Official Government Enquiry, is taken from almost the same spot as photograph no. 2 (above), and shows her getting underway from Southampton on 10 April 1912. There is no jackstaff at the bow. The flag at the mainmast is not identifiable but could be the White Star Line house flag. Again, the stern is not visible.
4. Photo on page 15 of Ballard’s book, taken off the Isle of Wight on the same day as no. 3 (above). This is a very clear broadside view and shows the blue ensign flying at the stern and possibly a very small pennant at the mainmast. No gaff or jackstaff is visible, and they would certainly have shown up in this picture because it is so clear.
5. Photo by Kate Odell, reproduced on the back cover of The Titanic Commutator, Vol. 10/4, shows the ship anchored in Queenstown Harbour, Ireland, on 11 April 1912. A flag (not identifiable) is flying from the stern. The bow is closer to the camera, and no jackstaff is shown. No gaff is visible.
6. Another photo by Kate Odell, on the back cover of the same issue of The Titanic Commutator, shows Titanic steaming out of Queenstown, en route to her fate. A flag is flying from the stern and possibly another from the mainmast. No gaff is visible, although it might be missed because of the graininess of the photo.

From this quick study, the tentative conclusions would seem to be:

1. Titanic did not in fact have a gaff, and flew her Blue Ensign from the stern both underway and in port.
2. Titanic jackstaff was removable, and was set up only in port on ceremonial occasions. The painting of the wrecked bow section on page 122 of Ballard’s book shows a round socket on the foredeck, just inboard of the tip of the bow; presumably this is the jackstaff mounting.

Vexillologically yours,
Peter Ansoff
6353 8th Circle
Alexandria, Virginia  22312-1903 USA
peter-ansoff@compuserve.com
PRESIDENT'S PAGE

by Charles Spain

NAVA 32 will soon be upon us, and I hope to see as many of you as possible in Quebec City. NAVA's year really revolves around the convention with the presentation of papers and exhibits, the opportunity to see local vexillological treasures, the election of officers, and the fellowship of both old and new friends.

Those of you who are regulars to NAVA conventions know that a highlight is the presentation of the Captain William Driver Award to the person who delivers the best paper. Since the Driver Award was created in 1979, the US$100 prize—named in honor of the officer who christened the U.S. flag “Old Glory”—has been generously sponsored by the National Flag Foundation. After talks with my friend David L. White, the new executive director of NFF, I am proud to announce that beginning at NAVA 32 the Driver Award prize will be raised to US$250. Both NFF and NAVA will cosponsor the award, which David and I hope will lead to closer relations between our organizations on issues of common interest. For more information on NFF’s work, contact David at National Flag Foundation, Flag Plaza, 1275 Bedford Avenue, Pittsburgh, Pennsylvania 15219-3699 USA.

You should have recently received a brochure on the 18th International Congress of Vexillology, to be held July 28 to August 2, 1999, in Victoria, British Columbia, Canada. ICV 18 is jointly hosted by NAVA and the Canadian Flag Association/L'Association canadienne de vexillologie, under the auspices of FIAY, the International Federation of Vexillological Associations/Fédération internationale des associations vexillologiques. The congress organizers are NAVA members Chantal Webb and James Webb, owners of Victoria’s Flag Shop, who are being assisted by former NAVA president Doreen Braverman.

This will be the first time in twelve years that the biennial congress has been held in North America. NAVA has hosted four ICVs in the past (1969, 1977, 1981, and 1987), and as is our practice, the congress will also double as our annual convention (NAVA 33). So mark your calendars now for next summer, and think of something else to do besides flags for your 1999 Canadian Thanksgiving Day/U.S. Columbus Day weekend. The Webbs already have tremendous plans for us, and you won’t want to miss it!

As you can tell from the proposed slate from the nominating committee, which was mailed separately, NAVA will be electing a new president in Quebec City this October. After six years on the board, two as your president, it’s time to work on other projects, including my other flag job as FIAY secretary-general (and maybe my real job . . . ). I’m not sure the nominating committee expected to be conducting a presidential search this year, so I especially want to thank the committee members—Kevin Harrington, chair; Whitney Smith; and Pete Van de Putte—for all their hard work. I’ll save the rest of the thank yous and goodbyes for the convention and next issue’s column.

Keep studying those flags, and meet me in Canada both this fall and next summer!

SEE YOU AT NAVA 32

Québec City, Québec • October 9-11, 1998

By now, you should have received information and a registration form for NAVA’s annual convention, which is being held in Quebec City at Loews Le Concorde Hotel. For more information about NAVA 32 including hotel information, please contact the convention chair, David Brietenbach, at (313) 331-6843 or e-mail him 1stvp@nava.org.

18th International Congress of Vexillology/NAVA 33
Victoria, British Columbia, Canada
July 28 - August 2, 1999

The ICV 18/NAVA 33 organizing committee is seeking designs for a congress flag. Entries must be 1:2 or 2:3 in ratio and must be received by the organizing committee no later than December 1, 1998. Entries should: (1) be submitted on 8 1/2" x 11" or A4 paper; (2) be in color or contain a full description of the colors; and (3) on the reverse have (a) an explanation of the flag’s symbolism and (b) the name and address of the designer.

Designers may (but certainly are not required to) use elements from the flags of Canada, British Columbia, the City of Victoria, FIAY, the Canadian Flag Association/L’association canadienne de vexillologie (CFA), and NAVA. The organizing committee regrets it will be unable to return entries. All entries will become the property of the congress hosts, CFA and NAVA. The organizing committee reserves the right to use elements from one or more entries in deciding on the final congress flag design.

Please mail entries to:
Congress Organizer
904 Gordon Street
Victoria, BC V8W 1Z8
Canada
Burnaby, British Columbia
by James Craft

Burnaby is located on the outskirts of Vancouver, British Columbia, Canada.

An eagle is the central symbol on the flag and is emblematic of the spirit of the community, along with the rich natural attributes of Burnaby Mountain and the wildlife located there. Each of the eagle's wings there is a heraldic fountain, a symbol of water, indicating Deer Lake and Burnaby Lake respectively. Together, they represent the geographic center of the district and the increasing interest in preserving the heritage of the landscape.

The shield of the coat of arms is the basis of the flag, which, along with the motto previously mentioned, is comprised of a crest and supporters. The latter are deer: a male on the observer's left and a female on the observer's right. Together they symbolize the natural heritage of the district and the men and women who helped build and preserve Burnaby. The supporters are further distinguished with the addition of red rhododendrons, the municipal flower.

The crest bears the familiar thistle crown, a traditional heraldic symbol signifying civic authority. The crown consists of white stones with red masonry, the prominent colors from the crest as well as Canada's national colors. These colors also appear in the 16th-century coat of arms of Robert Burnaby's ancestors. Robert Burnaby is the city's namesake; he was appointed by Governor James Douglas to act as an aide to Colonel Moody, who in 1858 commanded the Royal Engineers to open trails into dense forests so pioneer settlers could later make homes here. Another reference to the district's namesake and the pioneers' efforts is the lion, which is derived from the Burnaby arms. It also represents the spirit of the district government. The concept is further emphasized by the demi-lion appearing in the crest, which holds the district's flag. The mural crown is decorated with red "fraises" signifying strawberry flowers and the strawberry farms once found throughout the municipality. They now symbolize the market gardens on the south slope riverside lands along the Fraser River. The fraises are also the main symbol in the Fraser Clan's coat of arms, of which Simon Fraser, an early explorer of this area, was a prominent member.

A badge, in addition to a flag and coat of arms, was granted on 24 April 1991. The badge, which is used to distinguish corporate property, uses a pun (in heraldic terminology, it is called "canting") to play on the district's name. The mural crown with three red "fraises" from the crest uses the addition of flames and a bee issuing from the top of the crown to signify the name "Burnaby."
The Captain William Driver Award

The executive board recently approved the following guidelines for the Captain William Driver Award:

1. The Captain William Driver Award was created in 1979 for the best presentation at the NAVA annual convention. It was named in honor of Captain William Driver, who christened the United States flag “Old Glory.” The award is generously cosponsored by the National Flag Foundation.

2. The award consists of a certificate and US$250.

3. The executive board shall determine the recipient of the award based on the criteria given below. At its discretion, the executive board may determine that no presentation delivered at the convention has met the criteria for the award and decline to give an award for that year.

4. The criteria for the award follow, in descending order of relative importance:
   a. The presentation should be an original contribution of research or theoretical analysis on a flag or flags resulting in an advancement of knowledge in the field of vexillology.
   b. It should be characterized by thoroughness and accuracy.
   c. It should be well organized and, as appropriate, illustrated.
   d. It should be delivered well, i.e., interesting for the audience as well as informative, such that it is easily comprehensible.

5. No presentation may be considered for the award unless a completed written text is submitted in advance of its delivery.

6. No single individual may be given the award more frequently than once every three years.

7. Because of the conflict of interest, current members of the executive board are ineligible for the award.

8. If at all possible, the executive board shall not give the award jointly to recipients. In extraordinary circumstances, the executive board may recognize another presentation with the designation “Honorable Mention.”

9. As a condition of being considered for the award, presenters agree that NAVA has the right of first refusal to publish their presentation in either NAVA News or Raven: A Journal of Vexillology. The right of first refusal extends to both the actual recipient of the award and the remaining nonrecipients. A presenter who desires to have his or her presentation published elsewhere may decline to have the presentation considered for the award, provided the presenter makes this fact known before the presentation is delivered.

10. These guidelines should be distributed to the presenters in advance of the annual convention.

Approved by the executive board, August 1998.
From Canada
Website http://www.megatoon.com:80/web-quebec/vilquec/vilhist.html. This website contains a good depiction of Québec City's flag, the host city for the upcoming NAVA 32 convention. The website explains that the colors of the city flag signify: Gold for force, faith, justice, fortitude, and brightness; Silver for humility, purity, truth, and victory; and Azure (light blue) for sovereignty, majesty, serenity, good reputation, knowledge, clarity, and loyalty. The sailing ship recalls the period when the city was founded, as well as her maritime industry. The notched, or crenelated, border recalls this is a walled, fortified city. (Submitted by James Liston). This site may no longer be in operation.

From the United States of America
Reuters News Agency, July 16, 1998, U.S. President Bill Clinton and First Lady Hillary Rodham Clinton launched a multimillion dollar project to fund restoration of the flag that flew over Fort McHenry in September 1814, inspiring Francis Scott Key to write the words to the U.S. national anthem, The Star-Spangled Banner. President Clinton appeared at the Smithsonian National Museum of American History in Washington, D.C., standing before the historic flag and remarked, "It's standing there, a little worse for wear, but quite ready to be restored, and in that sense it is a metaphor for our county, which is always ready to be restored." The First Lady later added, "I cannot think of a better place to kick off our tour to save America's treasures." (Submitted by James Liston).

The Sunday Journal (Alexandria, Virginia), July 19, 1998. Columnist Erik Fatemi voices his sentiments at fashion designer Ralph Lauren, and his decision to donate US$13 million to help restore the Star-Spangled Banner. Fatemi opines that having contributed so much money to the restoration project, Lauren may wish to change the name of the colors of the flag from "red, white, and blue" to perhaps a more fashionable, "Anthem red, picket fence [white], and victory [blue]." (Submitted by James B. Lipinski). Editor's note: The Pew Charitable Trust has also donated US$5 million to the flag restoration project.


Columbia (magazine), July 1998. A column by Richard McMunn claims that 8 of every 10 Americans would support laws prohibiting flag desecration. McMunn bemoans the current legal environment where anyone can "rip the flag from its standard [sic], shred it, burn it, befoul it and dishonor it at will." This begs the question of whether such actions occur so frequently as to warrant legislation. (Submitted by Anna K. Weisz).

Florida Today and Associated Press, June 25, 1998. The U.S. Senate's Judiciary Committee approved, by a 10-7 vote, a proposed constitutional amendment that would pave the way for legal prohibition of flag desecration. A similar measure passed the House of Representatives (H.J. Res. 54) on June 12, 1997. Committee Chairman Orrin Hatch (R-Utah) stated that rationale behind the measure was that "... citizens may express political opinions in many ways--voting, writing newspaper editorials, through peaceful demonstrations--rather than burning or cutting up flags." "Mutilating our nation's great symbol of national unity is simply not necessary to express an opinion", said Hatch. Senator Joseph Biden (D-Del.) voted against the measure, saying Congress should not be in the position to determine what type of free speech is appropriate.

The proposed constitutional amendment reads: "The Congress shall have the power to prohibit the physical desecration of the flag of the United States." Before it could become a part of the federal constitution, however, the proposed amendment would require two-thirds approval of both houses of Congress and ratification of three-fourths of the fifty states. Last year, a similar measure passed easily through the House of Representatives, but then failed to gain support of the full Senate. (Submitted by Bernard J. Couture, Sr. from Florida Today and James Liston from Associated Press).

Editor's Note: The U.S. Library of Congress in Washington D.C. has a website for tracking legislative information, including the status of the several bills related to the flag-desecration issue. Access it at http://thomas.loc.gov.

Published opinions in the op-ed pages were evenly divided on the issue of legal prohibition of flag desecration in the U.S. The anti-desecration faction fondly recalled the actions of baseball player Rick Monday of the Chicago Cubs, who rescued a U.S. flag from being burned on a baseball field—in 1976. (Submitted by Anna K. Weiss).

**Florida Today**, June 11, 1998. According to conservative politician Pat Robertson, God will punish the city of Orlando, Florida, in retribution for the fact the gay movement’s rainbow flags were displayed from downtown utility poles to mark “Gay Days” in that city. According to Robertson, an angry Almighty will pound central Florida with hurricanes; Robertson also warned that earthquakes, tornadoes and even a meteor will follow—in that order. (Submitted by Bernard J. Couture, Sr.).

**Press Journal** (Vero Beach, Florida), June 12, 1998. An Orlando teen was arrested after he stole 25 rainbow flags and dumped them in a local lake; the flags were valued at a total of approximately US$800. (Submitted by Bernard J. Couture, Sr.).

**Press Journal** (Vero Beach, Florida), June 13, 1998. If you ever wished for a compact disk featuring the state songs of all the 50 U.S. states, one is now available from Coolidge Records of New York City. The compilation CD features bands such as 9 Spine Stickelback, Dead Clown Pile, Pinhead Circus, and The Crash, and others, performing punk-rock versions of all 50 state songs. A must for the serious collector (!). (Submitted by Bernard J. Couture, Sr.).

**Florida Today**, June 12, 1998. NBC television will not rerun an episode of the hit TV sitcom, *Seinfeld*, in which the bumbling character, Kramer, accidently sets fire to a Puerto Rican flag during a Puerto Rican pride parade. Kramer tries to rectify the situation by throwing the burning flag on the ground and stomping out the flames. Many Hispanics nationwide—with the exception of the *Vexi-Bits* editor—were infuriated by this scene. (Submitted by Bernard J. Couture, Sr.).

**Press Journal** (Vero Beach, Florida), July 4, 1998. United Airlines has banned one of its flight attendants from wearing a U.S. flag pin on her uniform. The airline, however, encourages attendants to wear flag pins to identify any foreign language they might speak. (Submitted by Bernard J. Couture, Sr.).

**Florida Today**, April 10, 1998. At the urging of a right-wing militia group, several indoor flags at the Brevard County (Florida) government center were removed. Militia member Dwight Spencer claimed that the flags—decorated with gold fringe and topped with American Eagle finials—are military flags. Using this logic, Spencer claimed that Brevard County was a military government and lacked civil legal authority. Accordingly, the expensive indoor flags were replaced with US$11 flags. (Submitted by Bernard J. Couture, Sr.). See also the next article.

**Florida Today**, April 14, 1998. Fringed and finialed flags have returned to the Brevard County (Florida) government center. The county commissioner led the vote to return the ceremonial flags to the center. Militia member Dwight Spencer complained, however, that the county commissioners had bowed to protests of military veterans. (Submitted by Bernard J. Couture, Sr.). See previous article.

**New York Times**, May 10, 1998. The recent merger of automobile manufacturers Daimler Benz of Germany and Chrysler Corporation of the U.S. inspired a fanciful version of the U.S. flag. The 50 stars have been replaced by the corporate logos of Chrysler and Daimler Benz. The 13 stripes are, from top to bottom: Black, White, Red, White, Yellow, White, Red, White, Red, White, Red, White, Red—the first, third, and fifth stripes being the colors of Germany’s national flag. This editorial cartoon appears in *The Times*’s business section. (Submitted by Gustav Tracchia).

**From the United Kingdom**


“Scotland to the Fore.” Buckingham Palace announced a Scottish version of the Royal Standard has been made and is intended to be flown at royal palaces in Scotland when the Sovereign is in residence. It was hoisted in June of 1998, as the Queen arrived at the Palace of the Holyroodhouse in Edinburgh. This version replicates the royal arms as used in Scotland, placing Scotland’s lion rampant and treasure in the first and fourth quarters. (These positions are occupied by England’s three passant lions in the conventional version of the standard and arms). England’s lions appear only once, in the second quarter, while Ireland’s harp remains in the third. The palace noted the new version is intended to symbolize the Sovereign’s historical links with Scotland. It was also announced that in the Sovereign’s absence, royal palaces in Scotland such as the Holyroodhouse and Balmoral Castle will now fly a banner of Scotland’s arms (i.e., lion rampant and treasure on a gold field). Palace flagmaists were previously bare on such occasions. In contrast, palaces in England will fly the Union Flag in the Sovereign’s absence. These moves are part of a general change in royal flag-flying policy since the death of Diana, Princess of Wales, in 1997. (Submitted by James Liston with grateful thanks to Flag Institute member Nick C.F. Weisz). See also below.

**Reuter News Agency** and *The Times* (London), July 27, 1998. Buckingham Palace announced that flags—save the Royal Standard—flown from royal palaces will fly half mast on Monday, August 31, 1998, to mark the first anniversary of the death of Diana, Princess of Wales, in a Paris car crash. The Royal Standard is not half-masted except on the Sovereign’s death; in recent months the practice was launched whereby royal palaces regularly fly a national flag in the monarch’s absence. The Blair government indicated that government buildings would follow the royal lead on that day. Further, the Prime Minister and his wife will join the Royal Family in a private memorial service for Diana in Crathie Church, at Balmoral Castle. This year’s special flag observance is not intended to become an annual event, however. (Submitted by James Liston).

**About Flags Around the World**

*Press Journal* (Vero Beach, Florida), April 15, 1998. Although the hunting rifle purchased by Li Sanhua was illegal, this fact was not what ultimately led to his conviction in a Chinese court. Sanhua apparently tested his weapon by shooting at a Chinese flag; he was convicted of desecrating the national flag. (Submitted by Bernard J. Couture, Sr.).

---

**Editor’s Note:** *Vexi-Bits* Editor, John A. Gámez, has a new address, which you should use in sending submissions to this Column: John A. Gámez, 5355 NW Loop 410, No. 513, San Antonio, Texas 78229-5529 USA. His new telephone number is (210) 256-9701. You may also send e-mail to him at jhg vexistud@stic.net.
VEXILLIANA

(Continued from page 1)

Summer 1998: Presents the new flag of Dinard, the flag of the Confederate-Breton Friendship League, and the new inter-Celtic flag.

Ar Banniel is a publication of the Kevarzhe Vanniel oureizh Vreizh/Société Bretonne de Vexillologie (the Breton Vexillological Society) and is printed in French, with certain portions appearing in Breton. The society now has 48 members.

CANADA
The Flag & Banner
Summer 1998: Editor and longtime NAVA member Doreen Braverman comments about proposed flag designs for the soon-to-be-established territory of Nunavut, located in northern Canada; a reader introduces the Francophone flag for Manitoba; and information is given about Tibet's flag obtained from an Internet homepage maintained by the Dalai Lama. The issue also includes a book review of Old Colour Never Die, which is now out of print.

The Flag and Banner is a publication of past NAVA president, Doreen Braverman, who owns The Flag Shop, which has stores throughout all of Canada.

Flagscan
No. 50: This issue explores the flag and arms of Quebec City, Quebec; the Dionne Quintuplets and the Canadian Battle Flag of 1939; Canadian public opinion about the issue of a Canadian national flag in 1940; kingly flags of the French Pacific possession of Wallis and Futuna; and the flag of Marcus Garvey. The issue also covers the Flag Society of Pakistan; the process of selecting the Northwest Territories flag in 1969; and contains reviews of a Greek flag book, a chart of flags and badges of the Anglican Community, and papers from the Ottawa Heraldic Congress held in 1996.

Flagscan's special supplements contain the following information: Flag City (no. 1) is devoted to the civic flags of New Zealand; Ensign & Jack (no. 2): the standard of HM Queen Elizabeth, the Queen Mother; Pavillonerie (issue no. 2) discusses drapeaux juifs and drapeau corAen.

Flagscan appears in English, with some French-language material. Pavillonerie is a supplement that features French-language vexillological materials. Flagscan and its supplements are publications of the Canadian Flag Association/Association canadienne de vexillologie, and are published by NAVA member and CFA president, Kevin Harrington of Toronto, Ontario.

CZECH REPUBLIC
Vexilogie
No. 107: Discusses the history of Ottoman military flags (an English translation is available for US$10) and the new national flag of Bosnia-Herzegovina, along with a few of the alternate designs considered. This is a publication of the Czech Republic's Vexilogick Klub and appears in Czech.

GERMANY
Flag Data Bank
No. 8: This issue presents the article, Towards a burger taxonomy, an article proposing a categorization for a better understanding of various flags and pennants used by yacht and sailing clubs that was written by NAVA member Peter Edwards of Toronto, Ontario, who is also the director of the Burgee Data Archives. It also includes Horizontal Tri-Bars, written by NAVA member Mason Kaye of Seattle, Washington, and several articles by Gunnar Staack including a computer classification of British and British-derived ensigns, Commonwealth badges, and flags that are composed of four horizontal stripes. Printed in English.

Der Flaggenträger
No. 5: This issue covers Bavarian county flags, by E.D. Linder; symbols of the cities of the former East Germany, by Erwin Günther; flag days in Germany, by J. Karaschewski; vexillology in Poland, by J. Skorupski; remarks on the Flaggbuch (1939), by Alfred Znamierowski; and a book review of Historia de los Pueblos de Puerto Rico. This is a publication of the Deutsche Gesellschaft für Flaggenkunde e.V. and appears in German. An overseas membership costs 75 marks.

Flaggen, Wappen und Siegel
No. 40: Contains an index for the issues appearing between 1994 and 1997.

No. 41: This issue covers the arms and four flags adopted by the Srpska Republic in Bosnia; the presidential flag of Kazakhstan; and the flag of Northern Afghanistan. This is a publication of the World Vexillological Research Institute, of Bonn, Germany, and appears in German.

Kleeblatt
No. 2: This issue covers the arms, banner, and flag of Petershagen, which features the keys of St. Peter; the heraldry of everyday with examples from sports clubs, and corporations, e.g., Bayer; the first seal of United States; and the arms of the Hohenzollerns, by Harry D. Schurdel. This is a publication of Heraldischer Verein "Zum Kleeblatt" von 1888 zu Hannover e.V. Germany.

DGF Nachrichten
No. 9: Contains a questions-and-answers column as well as articles about Kathiri Sultanate in Aden. Additional material on flags and emblems of: Outer Mongolia, Tuva, Tokelau, and the Ryukyus Islands. Also contains information about flags of the Governors General of Australia and an article on Vexillophiliately by Freddie Kollmus. This is a publication of Deutsche Gesellschaft für Flaggenkunde e.V., which now has approximately 60 members. It is printed in German.

THE NETHERLANDS
Vexilla Nostra
No. 214: Jos Poels writes about the flag of the Arabs of South Iran (Al Ahwaz), and colonial governors' flags for Dutch possessions. Yannis Natsiras gives the history of the Greek flag.

No. 215: Wim Schuurman writes about Hong Kong's vexillological history. The issue also contains news items on flag-related matters from Bougainville, South Sudan, Chechenya, Anjouan, Nauru, Western Sahara, Eastern Slavonia, Transdniestria, the League of Indigenous Sovereign Nations, and Casamance. Klaes Sierkama brings to light the Mennonite flag. This is a publication of Nederlandse Vereniging voor Vlaggenkunde, and appears in Dutch.

THE NORDIC LANDS: DENMARK, FINLAND, ICELAND, NORWAY, & SWEDEN
Nordisk Flaggkontakt
No. XXV: This issue contains A. Basov's new book about Belarus flags; a Norwegian war flag by Jan Oscar Engene; his article on Three New Norwegian municipal flags; and the Trondheim jubilee flag.

No. XXVI: This issue contains alternative design proposals for the Bosnian national flag; a discussion of Lapp (Sami) flag days; and the creation of a new flag club in Finland. This is a publication of Nordisk Flaggselkab (the Nordic Flag Club), and...
appears in the five Nordic languages: Danish, Swedish, Norwegian, Finnish, and Icelandic.

SPANISH

Bandera

Issue no. 67-68: This combined issue reports the XI National Congress held in Cuenca, Spain, with six papers devoted to the historical flags and colours of that province. Also covered are fortress flags of the Spanish Army; the Roman legions in Celtiberia and their insignia, quoting from the writings of St. Augustine and St. Isidore of Seville; and Barcelona's new flag. Bandera is a Spanish-language journal published by the Sociedad Española de Vexilología (SEV).

SEV will again hold its national congress in Burgos, Spain, on 7-8 November 1998.

UKRAINE

Znak/ The Sign

No. 14: This issue addresses aircraft recognition markings of the Ukrainian air force; civic flags; emblems of Argentine football clubs; and emblems of Ethiopia.

No. 15: This issue addresses some of the problems of Cossack symbols; the emblems of football clubs in Greece; the flags of Gagauzia, Khanti-Mansi, Congo; and civic flags, arms, and seals. Znak is a publication of Ukrayins'ke Heral'dychne Znavnykh Znaki (Znakl) and is published in Ukrainian with an English-language contents list.

UNITED KINGDOM

Flagmaster

Summer 1998: Israel's fiftieth anniversary (1948-1998) is marked by a review of its national flags; various new Scottish ministerial flags are presented; Ukrainian maritime flags and ensigns are reviewed; flags of Inner Mongolia are discussed; and a report by outgoing Flag Institute's Chairman, Commander Bruce Nicholls, is reprinted. The 19th International Congress of Vexillology for 2001 in Britain, to coincide with the bicentenary of the present Union Flag (1801-2001), is noted.

The summer issue also includes the new flag of British Antarctic Territory, as well as news of legal action taken against a British flag manufacturer with respect to the unauthorized public sale of printed copies of the 'Other Members' standard—the flag used to drape Princess Diana's casket. Scott's standard is depicted, as well as a local flag for Somerset, England.

Flagmaster is a publication of the Flag Institute, headquartered in the United Kingdom.

UNITED STATES OF AMERICA

The Flag Bulletin

No. 179 addresses topics related to maritime vexillology, with articles by Otfried Neubecker and John Lyman; the flag of the now defunct United States Shipping Board is also presented.

No. 180: Dr. M. Fabretto of Italy explores the Symbols of the County of Gorizia, Italy, while NAVA member and founder Dr. Whitney Smith examines the emblems and flags of former Italian East Africa. The recent official change in the shade of blue used in the Philippine national flag (from U.S. navy blue to a more royal shade of blue) is noted.

Dr. Whitney Smith of the Flag Research Center has published Long May It Wave, a look at the many different-starred versions of the Stars and Stripes with interesting interpretations and easily followed notes on the timespan of each configuration. It is printed in the format of The Flag Bulletin with illustrations by Dr. Peter Orenski. It is available from the Flag Research Center.

The Flag Bulletin is a publication of the Flag Research Center, headquartered in Winchester, Massachusetts, and edited by NAVA founder Dr. Whitney Smith.

Flagwaver

June 1998: Articles on Great Waters-area civic flags continue: this issue features the cities of Lansing, Michigan and Brunswick, Ohio. The issue also includes Russell Kennedy's proposed Australian flag design and discusses the physical deterioration of Civil War battle flags from Ohio. Flagwaver is a publication of the Great Waters Association of Vexillology, which covers the states of Indiana, Kentucky, Michigan, and Ohio.

New England Journal of Vexillology

Contains articles on the civic flags of New England including: Boston, Cambridge, Somerset (by Dave Martucci), Sandwich (by T.V. Hutcheson), Malden (by Dr. Whitney Smith), and Northampton (by James Croft). It contains a large, colour insert. Articles from the Journal will appear on the Internet after the next issue appears in print.

The Journal is a publication of the New England Vexillological Association (NEVA), which covers the states of Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont. NEVA membership is US$10 per year, and its website may be reached at www.midcoast.com/martucci/neva/nevj.html.

CLASSIFIED ADS

The History of Breton Flags from 1188 to Our Time

Dr. Philippe Rault, the vice president of the Keverzhe Vannielouriez Vreizh/ Société Bretonne de Vexillologie (Breton Vexillological Society), has recently published in full color the first-ever story of Breton flags. This hardcover work is 72 pages long and contains 220 flags and emblems and 26 other illustrations. To order an individually autographed copy, send a check for US$43 (US$35 + US$8 shipping) to TME Co., Inc., 101 Bel Air Dr., New Milford CT 06776-2441 USA.

Native American Flag “Vexi-Baseball Cards”

Beautifully crafted and thoroughly researched by the Indian Center Museum in Wichita, Kansas USA, sets of 30 different flag cards are available for US$25 per set (US$20 for a second set; 5 sets for US$75). Please send a check—payable to the "Indian Center Museum"—to Peter Orenski, 101 Bel Air Dr., New Milford CT 06776-2441 USA.
JULY-AUGUST 1998
INSIDE THIS ISSUE:

• NAVA 32 Flag Selected
• President's Column, by C. Spain
• Vexi-Bits, by J. Gamez
• Vexilliana, by K. Harrington
• Burnaby, BC., by J. Croft

Welcome 1998 New Members

Ace Flag Company, Inc., Depew, New York USA; Ms. Marianne Argenti, East Hampton, New York USA; Mr. James F. Babcock, Virginia Beach, Virginia USA; Mr. Frank H. Baumgardner III, Sebastopol, California USA; Mr. Pierre Berry, Fontenay Sous Bois, France; Mr. Alec Billroth-MacLurg, Seafile, Washington USA; Mr. Timothy M. Boronczyk, Syracuse, New York USA; Mr. Frederick A. Chernikoff, Harvard, Illinois USA; Ms. Marilyn Ciccarone, Dennisville, New Jersey USA; Mr. Michel Corbic, Paris, France; Dr. Theodore J. Crackel, East Stroudsburg, Pennsylvania USA; Mr. Tom Edwards, Comfort, Texas USA; Mr. André Gariépy, Montréal, Québec, Canada; Mr. Adam A. Garth, Manchester Centre, Vermont USA; Mr. Geoffrey A.P. Groesbeck, West Gloucester, Massachusetts USA; Mr. G. Christian Hedemann, Lawood, Kansas USA; Ms. Susan Johnson, Baltimore, Maryland USA; Mr. Thomas C. Kenig, Pittsburgh, Pennsylvania USA; Mr. Peter Lichtgarn, New York, New York USA; Mr. Nathan R. Lipfert, Bath, Maine USA; Mr. Byron C. Loney, Tualatin, Oregon USA; Dr. Robert Maberry, Jr., Fort Worth, Texas USA; Mr. Michael A. Marino, Providence, Rhode Island USA; Ms. Edna C. McCall, Crystal Lake, Illinois USA; Dr. Frank McCloskey, Mobile, Alabama USA; Mckechnie, M.D., Winter Park, Florida USA; Mr. Carson R. McKissick, San Marino, California USA; Mr. Edward J. Mooney, Jr., Lancaster, California USA; Mr. Sergio Ozenda, Sanremo, Italy; Mr. William V. Padillas, Portland, Oregon USA; Mr. Steve Petracek, Lenexa, Kansas USA; Mr. Greg Pierce, Pendleton, Oregon USA; Mr. Matthew R. Pope, North Merrick, New York USA; Mr. Kyle P. Quinn, Memphis, Tennessee USA; Mr. Jim R. Roiax, Sr., Chesapeake Beach, Maryland USA; Mr. John Solley, Arroyo Grande, California USA; Mr. Fred Spurrell, Yakima Washington USA; Mr. Dean Thomas, Pasadena, California USA; Mr. James Timberlake, Sr., Richmond, Virginia USA; Mr. Raimondo L. Torelli, Naples, Italy; University of Mississippi, Mississippi USA; Mr. Alexandre Voscorian, Ville Saint-Laurent, Québec, Canada; Mr. James Webb, Victoria, British Columbia, Canada; Mr. Edward West, Hampton, Arkansas USA; Mr. Gerald S. Wharton, Ottawa, Ontario, Canada; Ms. Kathleen Kristi Willis, Rochester, Minnesota USA; Mr. James L. Woods, Madison, Wisconsin USA; Yankee Doodle Flag Co., Toledo, Ohio USA; and Mr. Christopher A. Young, Ypsilanti, Michigan USA.