Production Award Flags of World War II

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Message from the President
More on the Tarleton Captures
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NAVA 39 Retrospective • Flag Contests
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CALL FOR NAVA 40 PAPERS

If you wish to present a paper or set up a display at the 40th ANNUAL MEETING of NAVA (6-8 October 2006 in Reno, Nevada), please mail the following information to 1st Vice President Devereaux Cannon by 1 JULY 2006:

1) Your name, address, telephone number, and email address if available;
2) Title of paper, presentation, symposium, workshop or exhibit;
3) Abstract of same; and
4) Type and size of exhibit area and/or equipment needed, including tables, electrical requirements, AV equipment, etc.

PLEASE SEND A COMPLETE COPY OF THE PAPER (in publishable form in both hard copy and electronic file) BY 1 SEPTEMBER 2006. SORRY, PRESENTERS WHO HAVE NOT PROVIDED THIS COPY WILL BE DELETED FROM THE MEETING SCHEDULE.

Send to:
Devereaux Cannon
c/o Old Republic Title
201 Fourth Ave N Ste 150
Nashville, TN 37219-2011 USA
(615) 244-2101
Email: 1stvp@nava.org

NAVA News reserves the right to accept or reject any presentation without prejudice.

EXHIBIT POLICY

The NAVA Executive Board has established a policy for exhibits at NAVA Meetings.

1) Type and size of exhibit area and/or equipment needed, including tables, electrical requirements, etc. must be arranged in advance of the meeting.
2) One table will be available free for NAVA Members who have non-commercial exhibits. Each additional table will cost $10.
3) Commercial Exhibits will be charged $80 for each table for members and $20 each for non-members.
4) The best display in commercial and non-commercial categories will be voted on by the members attending and announced at the close of the meeting. The Board will present the awards.

1. The Captain William Driver Award was created in 1979 for the best presentation at the NAVA annual convention. It is named in honor of Captain William Driver, who christened the United States flag “Old Glory.” The award is generously cosponsored by NAVA Commercial Members.
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 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, and be presented 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, interesting to the audience as well as informative, such that it is easily comprehensible.
   e. No presentation may be considered for the award unless a complete written text is submitted in advance of its delivery.
   f. No single individual may be given the award more frequently than once every three years.
5. Because of the conflict of interest, current members of the executive board are ineligible for the award.
6. If at all possible, the executive board shall not give the award jointly to co-recipients. In extraordinary circumstances, the executive board may recognize another presentation with the designation “Honorable Mention.”
7. As a condition of being considered for the award, presenter agree that NAVA has a two-year right of first refusal to publish their presentation in either NAVA News or Raven. A Journal of Vexillology.
8. This right of first refusal extends to both the actual recipient of the award and the remaining non-recipients. A presenter who wishes to have his or her presentation published elsewhere may decline to have the presentation considered for the award.
9. A presenter who wishes to have his or her presentation published elsewhere may decline to have the presentation considered for the award.
10. These guidelines should be distributed to presenters in advance of the annual convention.

Greetings, fellow NAVAites.

If you were at NAVA 39 in Nashville last October you saw the dog-and-pony show that I gave on the present and future of NAVA. It generated a lot of discussion at the meeting, and one of the ideas that came out of it was to conduct an informal NAVA membership survey. You’ll find the survey form in this issue – please take a few moments to fill it out and send it back in the pre-stamped envelope. As you’ll see, many of the questions relate directly to things that we discussed in Nashville. We’ve tried to improve on the last (1999) survey by making the questions more “actionable” – that is, we’ll be able to translate the results directly into statements about what you, the members, think NAVA should or should not be doing in the future. If you have comments and ideas on things that are not covered by the survey, please include those also in the “wrapping it up” section.

There are a couple of things on the survey that are of particular interest to me. On one of the sets of questions about e-mail and internet usage we definitely want to make use of the immense opportunities that the electronic age offers us, but we don’t want to leave anyone behind, either. Also, the “NAVA Administration” section asks if you think that we should allow voting by write-in ballot or by proxy, instead of just in-person at meetings. I discussed this in some detail in my column in NN 187. If we see a significant “yes” vote on this question, we’ll prepare a bylaws amendment to bring NAVA 40 to October 2006 meeting in Reno.

And speaking of Reno, you’ll also find in this issue a special form for NAVA 40. Thanks to the able efforts of Ted Kaye, Jim Ferrigan, and others, planning for our October meeting is well along. Get your form in as soon as possible to take advantage of the early registration discount, and start thinking about a paper to present.

Upgrades to the NAVA web site continue under the able hands of web-master Shane Sievers and interim web editor Ted Kaye. Over the next few months you will see some new content, including original items as well as articles from previous issues of NN and Raven, and more changes to make the site more useful and user-friendly. We’re still looking for a permanent web-site editor—if you or someone you know might be interested in that job, please let me or one of the other board members know.

Thanks to the good work of Gus Tracchia, we now have a NAVA chat group on Yahoo. This is an open forum for NAVA members to exchange opinions, share ideas, and discuss topics of interest to the group. Thanks to the good work of Gus Tracchia, we now have a NAVA chat group on Yahoo. This is an open forum for NAVA members to exchange opinions, share ideas, and discuss topics of interest to the group.

As I said in Nashville, one of the really interesting things about NAVA is the ongoing discussion, so that to do shows how well members are listening to the things we talk about at the convention.

Vexillologically (or is that vex illogically?),
Peter Averhoff, President

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In 1906 President Theodore Roosevelt ordered a white “E” (for “Excellence”) painted on warship gun turrets for those crews that had performed well in the Spanish American War, thereby establishing the Navy “E” for gunnery. The “E” was also authorized for wear by the gun crews earning the award as a round patch with a white E worn on the sleeve above the cuff. Later, a green “E” for excellence in engineering and a red “E” for communications were similarly awarded.

**Navy Production Award Flags**

In June 1941 the Navy extended this award to civilian and government plants meeting certain criteria in the production of ordnance necessary for the limited emergency declared by President Franklin Roosevelt. The award was presented on a plant-by-plant basis, so a large company could have one, some, or all of its plants receiving the award. The first awards were presented 25 July 1941.

The award-winning plant received a flag from the Navy Bureau that was making the award (The Navy Bureau of Ordnance is the most common but the Navy Bureau of Ships also with a flag from the Navy Bureau that was awarded flags) and an E pennant to fly on its flagpole. The E pennant was a simple triangular shaped pennant of dark blue with a single white E. Only one pennant in one size was presented during the award ceremony: pennants of any other size were procured privately by the plant and many plants had smaller versions in various sizes and materials made for guests and employees.

Illustrations of this pennant always show it flying on the same halyard and subordinate to the applicable bureau flag awarded with it.

In an ongoing program, after the initial award those plants were eligible for renewal stars every six months for continued excellence in production. White stars were added for each six-month period up to four stars, then the period increased to one year.

The first renewal star was added to the right of the E, the second star to the left, the third star above, the fourth star below, the fifth star to the right of the existing star on the right, and the sixth star to the left of the existing star on the left. The maximum number of stars possible was six and just eight plants received that honor. Four of these retained their Navy Award and four converted to the later Army-Navy Award.

A short time later the Navy extended the award to include all of the Navy’s branches and designed a second type of E pennant in a swallow-tail shape with a white anchor with gold rope and a white E. There were approximately 209 Navy Production Award presentable awards made before 1 August 1942. Only 73 retained their Navy Award and did not convert to the Army-Navy Production Award.

Army-Navy Production Award Flags

In early 1942 the government’s award programs were becoming too cumbersome and it decided to combine the Navy Production Award, the Army-Navy Munitions Board Star Award, and the recently-approved Army “A” Award (On 9 May 1942 the War Department had issued a Circular outlining the creation, eligibility, award criteria, etc. for the Army “A” Award, but shortly after it was inaugurated in June 1942 the proposal for a joint award was submitted and the Army “A” award was shelved).

The newly combined Army-Navy Production Award became official 1 August 1942, although the first awards were actually presented on 25 July 1942 on the first anniversary of the Navy “E” Award. Those plants earning the Navy “E” upon recommendation and approval of their first, or next, renewal star award were given the option of retaining their Navy Award or converting it to the Army-Navy Production Award. No new Navy “E” Awards were approved after 1 August 1942.

The Army and the Navy both had war production boards to which recommendations for awards were submitted. A plant with an Army contract would be recommended by the local district representative and once approved by the Army Board the recommendation went to the Navy Board for approval and upon approval by the Navy the award was presented to the plant. A plant recommended by the local district Navy representative went through an ongoing program, after the initial award those plants were eligible for renewal stars every six months for continued excellence in production. White stars were added for each six-month period up to four stars, then the period increased to one year.

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**Design for Victory**

For military personnel and American civilians, the flag of honor set the standard of excellence. For the successful completion of any task, the American flag was considered a symbol of victory. In an ongoing program, after the initial award those plants were eligible for renewal stars every six months for continued excellence in production. White stars were added for each six-month period up to four stars, then the period increased to one year.

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"It's today's production that counts!"

Navy Production Award

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The same process in reverse.

Plants receiving the award for the first time were presented a pennant without any renewal stars, plants that had elected to convert from its Navy Award received a pennant with one or two stars depending on whether its Navy E pennant had a renewal star or not.

The eligibility period for renewal stars was the same as for the Navy Award, with a maximum of six stars. A plant receiving its first renewal star received a pennant with the star added above the "N" in "Navy" and in line with the word "Army"; the second star was placed below the space between the "M" and "Y" in "Army" and in line with the word "Navy". Subsequent stars were added alternatively on the red then blue sections extending out horizontally. Renewal star placement was not always precise and slight variations were common.

U.S. Maritime Commission Awards of Merit

The Maritime "M" pennant: For distinguished service in the production of ships for war. This blue pennant was issued with a white M and one gold star designating the initial award. For continuing distinguished service in the production of ships for war additional star awards were presented on a monthly basis with a gold star added for each month of distinguished service. See the illustration on the back cover for examples of this flag with multiple stars. This pennant was awarded in combination with the Victory Fleet Flag (VFF) and is usually illustrated as being flown on the same halyard. Because there were so many variations, a separate version of each flag was created.

The "Gold Eagle Award" Pennant: was awarded for unusual service in the production of ships for war. Similar to the "M" pennant, but with a gold Victory Fleet Eagle minus the stars in place of the gold star.

The "Gold Wreath Award" Pennant: The Oregon Shipbuilding Company, a division of Kaiser Corporation, was awarded a special Gold Eagle flag with a gold wreath added around the eagle upon the completion of its 300th Liberty Ship in October, 1943. Likely the few other yards that completed a similar number of ships received the same pennant.

The "Merit Eagle" Award pennant: For outstanding service in the production of escort carriers. The "Tanker Champs" flag: For the highest production of tankers per way. A way is the location in a shipyard in which a ship is initially constructed and launched from. This flag was earned in shipbuilding competition with other shipbuilding yards and could be earned, lost and won back by various shipyards of the same or other shipbuilding companies.

War Food Administration Achievement Award

The War Food Administration (WFA) was created in 1943 as a semi-independent agency within the Department of Agriculture. It awarded a green flag with a blue "A" in the words "Ships For Victory" in white. The Maritime Commission emblem had the name of the organization in place of the "Ships For Victory" legend and the stars were white.

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Presentation 29 March 1944 to the Colgate Manufacturing Co., Ames, Iow.

1944, the War Shipping Administration will present War Service Flags to the 167 shipping companies which operate the Victory Fleet of more than 3,400 American flag ships.

"American operators who have been under contract to WSA as general agents or on time charter agreements not less than six months will receive in addition a War Service Certificate stating their eligibility to fly the WSA flag on ships under their control.

"The WSA pennant is made up with two horizontal bars of red separated by a bar of white. A large, dark blue "Navy" and "Army" flag was a red band bearing the Maritime Commission emblem. This flag was awarded to Oregon Shipyard of the Kaiser Corporation on the occasion of the launching of its 300th Liberty Ship. The "Merit Eagle" flag was similar but without the wreath around the eagle and stars.

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blue stylized eagle in the center, bordered on the top and bottom with narrow red stripes each bearing three white stars. It was widely used as the insignia for the 1943 campaigns for war relief agencies. More than 132,000,000 pieces of printed campaign literature were issued carrying the symbol alone or in combination with established local identification.

The Minuteman Flag

The U.S. Treasury “Minuteman” flag was developed in 1942 to recognize companies that achieved 90% or more participation of employees in the War Bond Drive. It is still awarded and is the only World War II award flag that still exists, although today the threshold for winning the flag has been lowered to 50% or more participation. US Military regulations specify that it is one of only a very few flags that can be attached to the same halyard as the US Flag, provided it is in the subordinate position. Also, the current flags add a white star for each year of qualification up to five and then a gold star for each five years of meeting the requirements.

The flag is blue (although at least one with a red field made by the Sherritt Flag Company is known to exist; however the significance of that color is not known). On it in white silhouette is a representation of the famous “Embattled Farmer” statue created by Daniel Chester French in 1874 that is in Concord, Massachusetts next to the North Bridge, site of the first battle of the American Revolution. It is commonly called the “Minuteman.” Surrounding the figure is a semi-circle of 13 white stars. There were a number of variations of this design used during the war; the base design from this period is still in use.

The “10%” flag was awarded for 10% of gross payroll being subscribed by the employees for the War Bond Drive. A circular red emblem, sometimes fimbriated in white, and bearing the inscription in white “10%” was added to the base flag. The location of the emblem varied, sometimes placed in the lower fly. The “Bullsye” Flag was awarded for 100% participation of employees contributing a minimum percentage of their salaries for the War Bond Drive. This flag is blue with the Minuteman also in blue on a white circle. There are no stars on this flag.

The “T” Flag was awarded for both 90% or more participation and 10% or more payroll subscription. This flag may have replaced the 10% flag discussed above since it is pictured in advertising after the middle of 1942 and the 10% flag is not. It is the base flag design with a white capital “T” added to the lower fly side of the emblem. The “T and Star” Flag was awarded to companies as above that also met their War Bond Goal. Its design is the same as the “T” flag with a white star added to the upper fly side of the emblem.

In addition, there was a special “Schools at War” program flag that was the same as the base design, except with the colors reversed. It was introduced in September 1942 for schools where 90% or more of the students were regularly buying War Stamps and Bonds. However, by the following April at least some schools were receiving the regular “T” banner or flag, although perhaps that was for the teachers and other employees rather than the students.

The National War Fund flag was featured in many different ways. Above on a poster with the United Seamen’s Service logo of three signal flags spelling USS. This emblem was also used on a blue flag.

Two posters printed just two months apart in 1942 possibly show the birth of the “T” flag and a relationship to the “10%” flag.

The basic “Minuteman” flag, still in use today.

The “Schools at War” flag.

The “10%” award flag.

The “Bullsye” award flag.

The “T” award flag.

The “T and Star” award flag.

The “Schools at War” program flag.

Unidentified Minuteman flag made by Sherritt
The Flags Captured by “Bloody” Banastre Tarleton

These images were generously provided by David Redden, a vice-chairman of Sotheby’s. NAVA would like to express its most grateful thanks to Mr. Redden for allowing us to publish them.

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NAVA News #189
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Related text can be found on page 14.

All dimensions approximate and as mounted.

Sheldon’s Horse, 2nd Regiment, Continental Light Dragoons
Captured at Pound Ridge, New York in 1779
30 inches (hoist) x 36 inches (fly) plus 2½ inch fringe

Division Colors of the 3rd Virginia
Captured at Waxhaws, N.C., 1780
(Left) 40⅞ inches (hoist) x 42⅕ inches (fly) plus 1 inch fringe on fly. (Right) 44⅞ inches (hoist) x 42 inches (fly) plus 2 inch fringe on fly.

Regimental Color of the 3rd Virginia Detachment
Captured at Waxhaws, North Carolina, 1780
50½ inches (hoist) x 45⅞ inches (fly)
(Note that of this flag approximately 17½ inches is missing from the fly end, assuming the centering of the beaver and palmetto device, making the original fly length, not including a possible fringe, approximately 63 inches)
PENTICTON, BRITISH COLUMBIA

by James Croft

On 11 October 2000, the Canadian Heraldic Authority granted a flag, coat of arms, and badge to the city of Penticton, British Columbia. The new flag is an armorial banner, with the elements on the shield of the coat of arms emblazoned across the field of the flag.

The image of the flag as a whole encapsulates the city’s scenic location and wonderful climate. The golden yellow sun shines against the sky, represented by the blue field, as it goes across the lakes creating sparkling water, symbolized by the four medium blue stripes, which in this case bears the beautiful beaches of sand are signified by the lower golden yellow field.

The coat of arms has symbols beyond those displayed on the shield. For supporters, on the observer’s left is a California quail, which is a distinctive native bird and is emblematic of the natural riches of the area; on the right is Ogopogo, the mythical creature supposedly found in Lake Okanagan.

Both supporters have distinctive symbols charged on their breasts. The quail bears a steam locomotive wheel symbolizing the historic Kettle Valley Railway, on which had its headquarters here, while Ogopogo displays a ship’s wheel for the S.S. Sicamous.

Both stand on a compartment or base displaying snow-capped mountains, and trees, emphasizing the natural features of Penticton. The grape and grape leaves at the bottom reflect the increasing importance of viticulture in the local economy. The significance of the beaches is again noted by their display on the compartment.

The motto is most appropriate for a city of outstanding beauty and is the translation of the place name—pent-ticon—which means “a place to stay forever”, from the Salish language of the First Nations peoples who originally inhabited this area.

A banner was also granted which bears many of the motifs in the coat of arms. It bears a single golden peach with a leaf of green bearing two wavy bars superimposed on a ship’s wheel. The peach represents the orchard industry; the two wavy bars are emblematic of the two lakes, Okanagan and Skaha; and the ship’s wheel is for the S.S. Sicamous.

Penticton previously had a civic flag of a white field with the words The City of Penticton in black letters centered within a logo which is still in use in the city. To the left the logo consists of flowers and fruit, including peaches and grapes, and on the right are a lake monster, mountains, and forests. It is interesting to note how many of these symbols later appeared on the new coat of arms.

Above the helmet is the “crest” which in this case bears a single peach tree, symbolizing the importance of fruit crops, issuing out of an open crown with a frieze on it. The points on the crown represent the hills rising to mountains in the Okanagan valley. The area’s rich natural heritage is again referred to by the Canada geese naiant, a peachtree the frieze Azure charged with ant from a coronet dancetty Or, Quinnipiaca californica, between Ponderosa pine trees of red and green grapes before a tree is also significant as a symbol of the tree of life, as in many cultures a single tree represents “the journey of humanity through life and sustenance received from the plants and the creatures of the earth.”

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A banner was also granted which bears many of the motifs in the coat of arms. It bears a single golden peach with a leaf of green bearing two wavy bars superimposed on a ship’s wheel.

The field of the flag is a banner of the arms; it is divided from lower hoist to upper fly. The top half is medium blue and the lower section is golden yellow. In the hoist is a golden yellow sun in its “splendour” with 16 alternating straight and wavy rays. In the base are four wavy medium blue stripes flowing diagonally from the center edge of the blue section to the bottom of the fly.

FLAG DATA

Penticton: 1:2

Description of the flag: The field of the flag is a banner of the arms; it is divided from lower hoist to upper fly. The top half is medium blue and the lower section is golden yellow. In the hoist is a golden yellow sun in its “splendour” with 16 alternating straight and wavy rays. In the base are four wavy medium blue stripes flowing diagonally from the center edge of the blue section to the bottom of the fly.

Notes

1. The history of Ogopogo can be traced back as far as the 1850s and this mythical creature sometimes is referred to as “the Nessie of North America”, a reference to the famed lake monster in Scotland’s Loch Ness. Penticton, British Columbia is not the only community in the world to bear a mythological lake creature on its civic coat of arms. The arms of Kariba, Zimbabwe bear the Hottentots’ peoples’ river god, Nyaminyami, a creature with the head of a fish and a body of a snake, which supposedly resides in Lake Kariba.

2. The historic steel-hulled sternwheeler S.S. Sicamous was known as the Queen of the Lake, and prior to the 1920s was the primary means of transportation in this area. It was not the first sternwheeler on Lake Okanagan but is widely the most famous. Built in Port Harbour, Ontario and assembled at Okanagan Landing, her maiden voyage was July 1, 1914, Canada’s birthday, and retired in 1937. The city bought the ship from the Canadian Pacific Railway for CA$1.00; it has since been restored.

3. Penticton borders the north shore of Lake Skaha and the southern tip of Lake Okanagan, which itself is 70 miles (113 km) long.

4. Handout from the Canadian Heraldic Authority on the symbolism of Penticton’s coat of arms.

5. Ibid.

THE HISTORIC BANNER OF THE PULASKI LEGION

In 1976, the Polish Heritage Association of Maryland commissioned Sister Irene Oliowski of the Sister Servants of Mercy Immaculate to sew two replicas of the banner of the Pulaski Legion, the Revolutionary War cavalry and infantry unit founded by the Polish general Casimir Pulaski. The Association presented one replica to the Maryland Historical Society and the second to the Sons of the American Revolution, Maryland Chapter, who display it with the Color Guard at patriotic observances.

In the center (of the obverse) is the All-Seeing Eye and the words NON ALIUS REGIT (No Other Governs). On the reverse are the letters U.S. and a star surrounding them.

The designs are embroidered with a square made of double crimson silk. The size of the banner is twenty inches by forty-eight inches. A “t” was added to the letter “c” in “Forcior” on the inscription.

Benson J. Lossing wrote in 1851 (United Valor Is Stronger). Historian Wladyslaw Serwatowski of the Polish Heritage Association, No. 37, Spring 1995, in an article (United Valor Is Stronger). The author of this article also has a color illustration in his collection of a reproduction.

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NAVA 39 IN NASHVILLE

The ghost of Captain William Driver, whose name graces NAVA’s award for the highest level of vexi-
ological scholarship presented each year, welcomed NAVA members to Nashville for our 39th annual meet-
ing in October 2005. The traditional flag-filled camaraderie marked the three-day session. Held at the Sheraton Hotel within view of the Tennessee State Capitol, the meeting was deftly organized by NAVA first vice president Devereaux D. Cannon, a native Tennessean and author of such landmark books as *Flags of the Confederacy and Flags of the Union*. Event highlights included a collections tour of the Tennessee State Museum (with its outstanding Civil War flags—including one whose conservation had been supported by a Grace Rogers Cooper grant from NAVA); seven interesting presentations on diverse flag topics; displays of NAVA members’ flag handcrafts, replica historic flags, and books; a special welcome for first-time attendees; and posing for the group photograph in front of a full-scale replica of “Old Glory”, Driver’s flag.

During the banquet, State Senator Andy Biles, and Patrice de la Brosse, the protocol officer for the government of Québec detailed the history of the town and nation illustrated with over 50 flags on poles, reminding all of the fun and learning that flags can bring to all ages.

NAVA thanks Senator and Mrs. Douglas Henry, The 2001 Tennessee Trust Advised Fund of The Community Foundation of Middle Tennessee, and Flagmakers UK, for their generous sponsorship of NAVA 39.

The attendees posing in front of a full-size replica of Captain Driver’s “Old Glory”.

Dr. Candace Adelson of the Tennessee State Museum guided our tour.

James Ritchie and his winning design for the meeting flag.

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The Tennessee State Flag and the NAVA 39 Flag flying from the hotel in honor of the Centennial of the State Flag.

The Sun of May (Argentina 1810-1818), Gustavo Tracchia: A son of Argentina debunked the tradition that sun on the nation’s flag represented an actual celestial event, showing that it instead represented metaphorically the dawn of the new nation.

Flags in our Lives, Lee Herold: A master teacher with flags re-"prised" his “standard” talk, illustrated with over 50 flags on poles, reminding all of the fun and learning that flags can bring to all ages.
**MORE ON THE TARLETON CAPTURES**

On 14 March 2006, I had the opportunity to personally examine the four flags from the Tarleton family that will be auctioned this year by Sotheby’s in New York City. Accompanying me were Col. J. Craig Nannos, a noted historical consultant, and Howard Madaus, a highly respected authority on flags. David Redden, Sotheby’s Vice Chairman, made the arrangements and presented.

These flags are the most significant original vexillogical artifacts for the United States to come to market since the end of the 19th century. There can be no doubt whatsoever of their authenticity. The provenance is rock-solid all the way back to their capture, and the independent conservators’ analysis is thorough as thorough as I have ever seen. The market will set a value on them, but in another sense, they are priceless.

The standards are from one of the several Virginia “detachments” that were sent to Charleston under Col. Abraham Buford. Buford’s 11th Virginia Regt. of the Continental Line had been amalgamated with the 1st and 2nd to form the 3rd Virginia Regiment, and it was under Buford, still technically Col. of the 11th Va., that was destroyed at Waxhaws (29 May 1780) by the British Legion. The colors therefore are most correctly styled as either the former standards of the 11th Va. Regt. of the Continental Line or the temporary standards’ of the 3rd Virginia Detachment. The standards are described fully in two division colors appears on the list of Major J. Gostelowe, Continental Commissary of Military Stores, in 1778. Number 7 is described as yellow with a device of a beaver and tree and the motto “Perservando.” It was noted as that to which Miffling was referred in his resolve of Congress, Thirteen Stars is painted on each standard.

The two assignments to which Buford’s detachment was assigned, the regimental standard shows some wear (and much soiling of the fly end), suggesting that the regimental standard at least has been issued earlier to Buford’s 11th Virginia Regiment.

The two division colors are very plain, one blue, the other yellow, and are slightly smaller than the regimental and have a silver fringe on the fly end. A central scroll on each bears the word “Regiment” with space left into which a numerical designation could be added. Since the colors were issued out of stores to an ad hoc formation, no numerals had been added before their capture.

The regimental standard marked the center of the formation and the division colors marked the center of each “wing” for tactical control. The regimental standard alone is extremely rare, but the existence of its two division colors, when taken as a set, is of unparalleled uniqueness.

The fourth flag examined was that of the Second Continental Light Dra- goons, captured from Col. Sheldon’s Horse at Pound Ridge, NY, in 1779. Centered on a field of 13 red and white stripes is a red square in gold. On it is a complex device consisting of a dorsal view of the winged helmet of Zeus (Jupiter), which the frequently loaned to Hermes (Mercu- ry) to expedite messages, emanating from Mytilene, which evidently was borrowed from a symbol employed by the French Light Dragons of a decade earlier. The scrolls under- neath are of a different form than on the other standards, but the let- tering of the common motto—“Putrius habet, tutus et ultimul Wilt, or Bristow has translated as ‘a fatherland born of lightning and thunder moves forward with energy and determination’—that appears on those flags is executed by the same hand.

It is edged on three sides with heavy metallic fringe.

Apart from its value as an artifact, I found this flag interesting in that it represents a design that could be repeated on the other three. It was noted as that to which Miffling was referring in his suggested design of a national standard (the Union with emblems in the center).

Thanks to Col. Nannos, Howard Madaus, and David Redden. To Mr. Bruce Baity, Chairman of Valley Forge NAVA, and friends.

ANNOUNCING THE NAVA CHAT GROUP

In yet another way to enjoy flags together, several NAVA members have created the NAVA CHAT GROUP. Our goal is to keep up an active and constant exchange of information among the members of NAVA. Begun in January 2006 with the blessings of the NAVA Board, the chat group is already hosting interesting discussions of flags and related topics. It is part of Yahoogroups and membership is open to NAVA members who agree to follow the rules.

To join is easy—just visit http:// www.yahoo.com and enter navaflags (one word, lower-case). You will need to get a Yahoo ID and password, but that’s free. You can receive the chat e-mails at your own e-mail address or you can check on the website. Soon you’ll be interacting with NAVA members all over the continent (and overseas) about flag subjects that interest you.

We look forward to evolving a strong and vibrant cyber-vexi-com- munity. For more information, or a copy of the chat group rules, please contact me at: gustrace@aol.com.

Gustavo Trachus

NAVA WEB SITE

REDESIGNED

Over a year of intensive volunteer effort has resulted in a redesign of the NAVA website. Although much of the work was done by our technical reference, visitors will notice new features, catchy graphics, updated information, and easier navigation. Our new webmaster, Shane Sievers, has plunged into the role with talent and enthusiasm. The Signon Group, a technical support services company based in Chesapeake, Virginia, has graciously given the time required for our work. Our web editor pro tem (Ted Kaye) has upgraded many aspects of the site’s contents and structure. The web site now allows electronic payment of member dues, links to commercial members, and gives up-to-date information on NAVA meetings through last fall’s NAVA meeting. Please visit http://www.navaweb.org to see the latest im- provements, and direct comments to webmaster@navaweb.org.

**DESIGN THE NAVA 40 FLAG**

**CALLING ALL VEXILLOGRAPHERS!** If you wish to submit a design for the NAVA 40 meeting flag, please e-mail your submission(s) to Jim Ferrigan by 31 May 2006. ferrignia@worldnet.att.net

The flags of NAVA 20 and NAVA 30 were guidence-shaped. In keeping with this tradition, the flag of NAVA 40 should be in proportions of 5 units high by 8 units long and swallow-tailed with a triangular cut in the fly extending 1.75 units to 2 inward at its horizontal center. See http://www.nava.org/ NAVA%20Meetings/ nava2190.php

In addition to a color rendering of your flag design, include your name, address, telephone number, and e-mail address if available. If you prefer to send hard copy of your design, mail it (postmarked no later than 31 May 2006) to: Jim Ferrigan 1615 Phillips St Reno NV 89509 USA

NAVA members have been asked to help create a flag for Tahlequah, a city of 14,000 in northeastern Oklahoma, which is seeking designs for a flag as a central element in their city’s identity. The competition is open to everyone; the organizers anticipate many excellent designs. The “helpful flag design hints” are based on NAVA’s Good Flag, Bad Flag. Tahlequah is the oldest municipality in the state, incorporat- ed in 1843. For more information, visit the NAVA website or http://www.cityoftahlequah.com/ flag_contest.html

**City Flag Design Contests**

ROCKAWAY BEACH, MISSOURI

Ivan Sache

In the Bronx Daily News, 6 March 2006, Brandon Cone reports that the city of Rockaway Beach is looking for artists from all across the United States for a flag to best represent the city.

Community Development Association President Szabo said the design doesn’t have to come from someone in Rockaway Beach.

“We don’t care if the artist is from California,” Szabo said. “We just want to have a good-looking flag.”

The designs should have no reli- gious or political references.

The entries will be displayed in the Rockaway Beach Community Library.

A panel of local Taney County judges will narrow the field of en- tries down to three. Residents of Rockaway Beach will select the flag they feel best represents Rockaway Beach.

“That way, if members of the community select the flag, it will truly feel like a community flag,” Szabo said.

The deadline for submissions is 1 May. The winner of the contest will be presented with the first flag at the annual 4th of July Celebration at the city park.


**Free Flag Catalog**

The Flag Guys® (845) 562-0688 ext. 85, 283 Warburton Ave., Dept 85, Nyack, NY 12553, http://www.flagguys.com/NAVA’s Nominating Committee is currently developing the slate for 2006-07 officers. To contact the committee with recommendations, please write nominate@nava.org or mail to the NAVA P.O. Box.

Confederate flags 100% Australian made suit retailer dealer 11 inch x 16 inch hemmed headed A1900 0eache. Email flagman@austarnet.com
PERSONAL FLAG OF NAVA MEMBER NICOLAS DEPREZ

The ratio 1:1 is like all flags in Switzerland. The first quarter is green and yellow diagonal stripes symbolizing the Canton of Vaud, where I come from. The second quarter displays a white fleur-de-lis where I come from. The second quarter consists of red and yellow diagonal stripes significant of family and friends. Overall is the white cross for Savoy, which governed the Canton of Vaud during the Middle-ages.

Nicolas Deprez
Lons, Switzerland

nicolas.deprez@bluewin.ch

http://www.planete-drapeaux.net/

MYSTERY TRIBAR IN INDIAN ARTWORK IDENTIFIED

Mason Kaye, NAVA member and tribar expert, is frequently consulted to help identify unknown tribar flags. Recently an employee at an auction house in Cincinnati, Ohio, e-mailed him that he was completely baffled by this flag. She described it as decorating a “beaded pouch made by Indians of the Plateau (Nez Peru, Cayuse, Flathead) probably ca. 1910-1930 that has both the U.S. flag and Liberty Bell.” The other flag on the pouch was a vertical tribar, blue-yellow. She thought it might be a tribar flag but had “no luck finding one similar—or state flag for that matter”. Mason consulted The Flag in American Indian Art (Herbst & Kopp, 1993)—but found no similar flags there. Barbados adopted its flag too recently, and its use didn’t make much cultural sense. But American City Flags (NAVA, 2004) had the answer. Mason consulted the Flagmaster. Mason communicated the answer to the grateful inquirer.

SUMMARY

In 2005, NAVA again ran a significant surplus, exceeding our budgeted goal of breaking even. We are in solid financial shape with strong reserves.

2005 Results

There are several reasons for last year’s success:

1. NAVA contributed to our surplus (note that most revenues and expenses are excluded from the actual results, as the organizing committee maintained its own accounts; only net revenue is shown here).

2. Through the efforts of the Membership Committee we retained many members who had lapsed in 2004, with an increasing number of members paying for multiple years.

3. Contributions from generous donors helped underway several NAVA programs.

4. The board continued to find ways to trim administrative costs.

2006: A Budgeted Surplus

The 2006 budget (approved by the budget committee and the board, and adopted at the 2005 NAVA annual meeting in Nashville) calls for income and expenses resulting in a balanced budget—actually a surplus, as we’ve provided for a contingency as well. It’s essentially a conservative, steady-state budget.

Current Challenges

NAVA’s membership revenue has remained flat for several years. As an organization we need to focus on growing, not just maintaining. We must improve our outreach to prospective members and continue to increase the value for membership “products” (mostly, our publications) and through such recruiting and retention drive membership revenue up. The membership survey results will help guide our plans.

Please contact me (treas@nava.org or any board member with any questions, concerns, or suggestions.

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Chumley the Vexi-Gorilla™

...Is the creation of Michael Faul, editor of Flagmaster, the distinguished journal of the Flag Institute in the United Kingdom. To a field not often blessed by humor’s grace, Mr. Paul brings a delightfully light touch, deep vexillological roots, and sparkling wit.

FLAGS AT THE FARNSWORTH

Jamiem Morehouse: Liberty Banners March 19, 2006 thru June 18, 2006 For two decades Rockport, Maine resident Jamiem Morehouse (1951-1999), created and sold vibrant, artful banners from fabric collage, quilting, and appliqué, through her company Liberty Banners. Following her graduation from Middlebury College in Vermont, Morehouse traveled to Poland to teach, where she became aware of the Polish graphic tradition, whose striking designs would later influence her own work.

The taking of form of pennants, banners, and flags, as created as celebrations to life, Morehouse invented combined elements drawn from such diverse sources as nature, aspects of island living, Pop Art, Matisse, and Polish design in her arresting fabric works. A substantial number of these works have been located and borrowed for this special exhibition.

A book on the artist with an introduction by Christopher Crosman and essays by Sam Conkling, Victoria Woodhull, and Deborah Shinn has been published on the occasion of the exhibition.

The Farnsworth Art Museum offers a nationally recognized collection of American art in its elegantly appointed galleries. Such great names in 18th- and 19th-century American art history as Gilbert Stuart, Thomas Sully, Thomas Eakins, Eastman Johnson, Fitz Hugh Lane, Frank Benson, Child Hassam, and Maurice Prendergast are represented in the museum’s permanent collection entitled Maine in America.

The museum also houses the nation’s second-largest collection of works by premier 20th-century sculptor Louise Nevelson and has opened four new galleries to showcase contemporary art. Its Wyeth Center exclusively features works of Andrew N.C., and Jamie Wyeth—America’s first family of art.

The Farnsworth Art Museum and Wyeth Center is located in Rockland on the Maine midcoast. For more information, contact The Farnsworth Art Museum & Wyeth Center, 16 Museum Street, Rockland ME 04841 USA, telephone 207-596-6457, email farnsworth@midcoast.com; on the web at http://www.farnsworthmuseum.org/

The congress will be held at the German Historical Museum (DHM) in the “Zeughaus” (the Arsenal, built between 1695-1706), located on the avenue Unter den Linden. Here you find a collection of more than 2000 flags, the largest of its kind in Germany, with flags dating back to the 17th century. Participants will be able to register for sessions only, and/or additionally for the congress report, the excursion, and the reception, so costs can be kept at a comfortable level.

The theme is “Colours in history—Flags and Standards in their use and presentation”. An illustrated catalogue will reproduce flags from the DHM inventory. There is a competition to create the congress flag. Everyone may participate.

The congress flag shall include: 1. National reference to the German colours black, red, and yellow 2. Reference to FIAV like the vexillological knot or a V for “vexillology” 3. Local reference to Berlin (bear of Berlin)

Please send your entries to the organizing committee, Gerd Vehres, chairman, gerd.vehres@bomhu.de. Please send your hints to Gerd Vehres, gerd.vehres@bomhu.de. Thanks a lot!
The back cover of the 9 December 1943 issue of the corporate magazine of the Oregon Shipbuilding Corporation, Bo’s’n’s Whistle, displayed the various award flags the company's three shipbuilding yards had won.