



ANSOFF ELECTED NAVA PRESIDENT

FROM THE PRESIDENT:

Dear fellow NAVAites,

When I first met Dave Martucci at NAVA 37 in Denver two years ago, it never would have occurred to me that I'd end up succeeding him as president of NAVA. I want to thank Dave for the superb support that he's given me during the transition. Dave has been president for the last six years, and he's put his heart and soul into the organization. I know that giving up the reins has not been easy for him, but he's done so with grace and good humor. Thanks to him, what might have been an awkward task has actually been a pleasure.

Dave will continue as NAVA news editor and as manager of the membership database. I've also asked him, in his capacity as immediate past president, to serve as a non-voting advisor to the board. I know that I speak for all the directors in saying that we appreciate his support and counsel.

One of the initiatives that I proposed at NAVA 38 in Indianapolis was a comprehensive review of how our organization "works." NAVA has been in business since 1967, and I think it would be useful to take a hard look at what we do and how we do it, and see what we can improve. To do this, I am organizing a "blue ribbon panel" made up of NAVA members who have recent board experience but are not currently serving on the board. I'll ask them to come up with a list of NAVA's functions—publications, annual conference, response to public inquiries, web site, etc., etc.—and then examine how we do those things. I expect that they'll find many areas in which we could be more efficient, and others where we should redirect our efforts or adjust their scope. I'll keep you posted on this effort in future columns.

An area that particularly concerns me is the quality of the information that we



The new NAVA Executive Board: from left to right, Devereaux Cannon, First Vice-President; Rich Monahan, Secretary; Peter Ansoff, President; Ted Kaye, Treasurer; and Kevin Murray, Second Vice-President.

provide the media and the public. We're presenting ourselves to them as the experts, and we need to be sure that we really are, especially on a subject (flags) that is important and emotional to many people. We've made a good start with the review panels for *Raven* and *NAVA News*. We need to set up a similar review process for the web site, and also for the presentations at our conferences. In the same vein, we need to consider expanding the mission of the flag design committee, so that it can establish qualifications standards for consulting vexillographers, as well as ethical standards.

Another area that I hope to emphasize is the development of research tools. Thanks to Annie Platoff and Carita Culmer, we now have a comprehensive index for *Raven* and *NAVA News*. We'll be looking into other initiatives of this kind—bibliographies, reprints of out-of-print material, and so on. All of these things are vital to NAVA's core mission, which is to encourage the academic study of flags.

NAVA is a volunteer organization, and

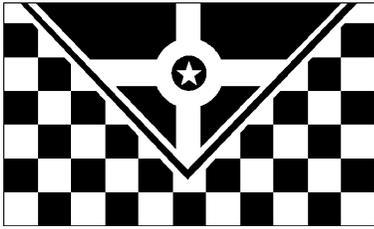
none of these projects will get anywhere unless members are willing to contribute their time and effort. I really appreciate the support of those who have already volunteered to take on particular tasks, and I'll be contacting others in the future. However, please don't wait for me to call—if you're interested in getting involved, let me know!

Best wishes to everyone for the holiday season (whichever holiday you celebrate)!

Peter Ansoff

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NAVA 38

Under the checkered meeting flag of black and white, 40 NAVA members & guests converged on the Radisson City Centre Hotel in downtown Indianapolis for an exciting NAVA 38 on the weekend of October 8-10. New members and old met in a spirit of camaraderie and friendship pursuing a mutual passion for flags. The meeting hotel overlooked the Soldiers and Sailors monument in the very center of the city, represented by the circle and star on the city's flag. Fortunately, that flag ranked in the top ten city flags in the country, as NAVA officially announced the results of its City Flag Survey (see related article)!

The meeting's organizer, former NAVA secretary and long-time member Truman Pope, led an organizing committee from GWAV (Great Waters



Three flags over the meeting venue: City of Indianapolis (but not really in distress), USA, and State of Indiana.

Association of Vexillology) in delivering a flawless event. The mayor and the governor issued proclamations welcoming us, and the city's delegate spoke at the opening ceremony. From the initial flag-raising with national anthems to the adjournment of the meeting with officer flags flying, the program upheld the NAVA tradition of an interesting, informative, and entertaining weekend. Flag stands with all past annual meeting flags adorned the hotel's lower lobby.

The entire meeting honored the memory of GWAV co-founder Glenn

Compton, known to many for his massive 4"x6" collection and his personification of Uncle Sam (his favorite photo pose was lifting the wallet out of a taxpayer's back pocket).

NAVA shared the hotel with officers of the American Legion, meeting just before their national convention and very intrigued by our unusual flags.

Most of Saturday was devoted to presentations, nine papers demonstrating the latest in vexillological



scholarship in North America. The Captain William Driver Award for best paper (with the \$250 prize) went to Dev Cannon, for his outstanding analysis of the competing claimants to authorship of the first national flag of the Confederacy. Then followed a free-wheeling "Vexi-Bits" session led by Andy Biles in which participants



Past NAVA Meeting flags displayed in the hall of the hotel.



The Soldiers and Sailors Memorial in the center of Indianapolis. The center star and circle on the city flag represents this site.

shared flags, information, and discussion. A “Hoosier Banquet” (with some in black tie!) capped off the day. Donna Schmink, a museum specialist with the Indiana War Museum, gave a compelling illustrated talk about the Civil War battle flags in her care—a “teaser” for the next day’s tour. The Vexillonnaire Award, recognizing a significant and successful act of activist vexillology, involving flag design or usage in North America, went to Tony Johnson of Washington State, for his role in the creation and adoption of the Chinook tribal flag.

At breakfast the next morning we had a special welcome for first-time attendees and we auctioned off the meeting flag in a spirited bidding war. In the annual business meeting the proposed bylaws updates were passed and the new slate of officers voted in. Peter Ansoff became the new president of NAVA as many members honored the long service of Dave Martucci with gifts, flags, and tributes.

After lunch on Sunday, we assembled with national, personal, officer, and meeting flags to form a motley parade, following a bagpiper four blocks north to the imposing Indiana War Museum. There Donna Schmink invited us on a tour of the entire museum, including such gems as a U.S. national flag carried at the Battle of Gettysburg with over 300 bullet holes in it. In a special treat, she invited NAVA members “into the vaults” where the Civil War flags are stored in massive archival shelving units. From the neophytes to the experts, all were impressed by the breadth of the collection and the care given each flag. *The*



The War Memorial displays a huge US Flag in the central hall.

Indianapolis Star featured a color photo of our parade in the next day’s edition.

All during the meeting members shared flags, books, posters, and other items on display and sale tables. In an auction by the Shopkeeper *pro tem*, several large flags went for unbelievably attractive prices.

At the end of Sunday’s events, Dave Martucci and Peter Ansoff brought the meeting to a close, with Peter voicing his thanks for members’ confidence and his thoughts on NAVA as he started his presidential term. Congratulations and gratitude go to the organizers who put on such a great event. The next meeting, NAVA 39, will be held in Nashville, Tennessee and planning has already begun!



The mayor’s delegate, Patricia Oclander, warmly welcomes NAVA members to Indianapolis in the opening flag-raising ceremony.

PAPERS PRESENTED AT NAVA 38

Star Patterns, Dave Martucci: An analysis and presentation of the variant stars patterns depicted on the U.S. flag from its inception and their effect on dating antique flags.

Changing Perspectives on Vexillology, Whitney Smith: The inventor of the word “vexillology” ponders the evolution of its meaning over the past nearly 50 years and into the future.

The Genesis of the Stars and Bars, Devereaux Cannon: A survey of the competing claimants to authorship of the first national flag of the Confederacy, along with a theory about the most likely answer. **Driver Award**

Flags of Meso-America, Rafael Yates Sosa: A historical inquiry into flag use by the Maya and an exploration of the supporting archeological evidence.

The Hawaiian Flag, Patrick Ka’ano’i: a video program outlining the roots of the flag in the symbols of the native Hawaiians and its use and acceptance over time.

The Eagles of Buenos Aires, Gustavo Tracchia & Francisco Gregoric: In anticipation of ICV XXI in 2005, participants in its planning show the sources and history of the eagles on the host city’s flag.

The “Pine Tree” Flag in the American Revolution, Peter Ansoff: A detailed tracing of the sources and uses of the various “tree” flags flown on land and at sea during the Revolution.

Betsy Ross—An American Patriot and Legend Revisited, John Harker: A review of the evidence, pro and con, including new scholarship on early 19th-century recognition of Betsy Ross’s role, by her great-great-great-grandson.

American City Flags—The Good, the Bad, and the Ugly, Ted Kaye: The results of NAVA’s 5-month internet survey of the design qualities of the 150 flags documented in *American City Flags*, including selected comments by respondents.

The following two pages display photos from NAVA 38 by Harry Oswald, Ted Kaye, and Dave & Janet Martucci.

NAVA 38 PHOTO ALBUM



Donna Schmink gives the keynote address on the conservation of the Indiana Battle Flags.



Rich Monahan and Dave Martucci display the new flag of the Healing Lodge of the Seven Nations while Kin Spain observes.



Dave Martucci giving his presentation.



Organizer extraordinaire Truman Pope and his lovely wife Georgia.



Kevin Harrington making a presentation from CFA to our outgoing President.



Rich and Dave displaying the proposed Yorkshire, England flag.



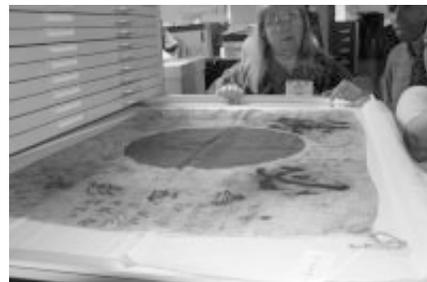
The new first NAVA couple, Mary and Peter Ansoff.



Janet Martucci, founding member of the Ancient and Most Honorable Order of Vexillological Widows, Widowers, and Significant Others.



Dick Clark displaying a real find, a late 19th century Baltimore City banner.



Donna Schmink showing one of many flags conserved at the Indiana War Memorial.



Focused on the presentations.

A shrine to the Flag in Pershing Hall at the Indiana War Memorial.



The passing of the Presidential Flag.



Gerd & Stefanie Vehres of Berlin, Germany and Dr. Rafael Yates Sosa and Alberto Patrón Erosa of Merida, Yucatan, Mexico attended the meeting.



Dressed in their finest, Ted Kaye (in an elegant flag tie) and Dick Clark (in his dress kilt) prepare to enjoy the banquet.



The presentation of the past president's flag from Kin Spain (1996-1998) to Dave Martucci (1998-2004).



Presentation of the 2004 Driver Award to Dev Cannon for his paper on *The Genesis of the Stars and Bars*.



Dr. Peter Orenski made several presentations on behalf of members unable to attend.



The Banquet and the Parade of Flags were honored by excellent bagpiping by Bret Widdefield.



The paraders step off on their way to the Indiana War Memorial.



The camaraderie of vexillology at breakfast.

OHIO FLAG FOLD OFFICIAL

Dave Martucci

On January 9, 2005, the Cincinnati *Plain Dealer* ran an article about the recent adoption by the Ohio Legislature of a proper procedure to be used in folding the State Flag. House Bill number 552 of the 2003-2004 Legislative season specifying the steps for two people to use in folding the swallow-tail flag, sponsored by dozens of Representatives and

Senators, including the then-Speaker of the House Larry Householder, was passed into law in 2004. This was the only bill sponsored by the Speaker for the session.

The paper reported the inspiration for this measure was a Boy Scout, 19-year-old Alex Weinstock from Somerset, who admitted "It was quite a challenge," and who earned his Eagle Scout rank by tackling it.

Now, by law, the Ohio flag should be folded seventeen times to recall its admission as the Seventeenth State.

The U.S. flag is traditionally folded into a triangular shape which, because of the standard proportions of the flag, requires about 13 folds. (Legend has it that the number of folds corresponds to the number of the original states and the shape represents the tricorne hats worn during the Revolution.) However transforming a rectangle into a triangle is easy compared with the geometric challenges of folding a swallow-tail flag into a rectangle. The *Plain Dealer* asked Weinstock how many tries it took to find the final folding formula. "A lot," he replied.

Here is the complete recommended procedure as given by section 5.014 of the Revised Ohio State Code for the folding of the state flag by two people:

With the flag unfolded, fold the flag in half lengthwise so that the points of the flag are aligned. Fold the flag in half lengthwise a second time to form a long strip with the red disc facing the ground. Next, fold the pointed end back onto itself to form a rectangle. These steps entail three folds.

Starting on the end formed by the fold of the pointed end back onto itself, fold two inches of the flag onto itself for a flag with a three-foot hoist and a five-foot fly, or another appropriate width of fold for a flag of a different size. Repeat the folds a total of fourteen times, alternating the folds in a fan-like manner.

The result is a total of seventeen folds symbolizing that Ohio was the seventeenth state admitted to the union. Finally, neatly and snugly wrap the remaining length of flag around the fan-folds to form a compact rectangle.

Chinook Tribal Designer Wins Vexillonnaire Award

David Martucci



The new Chinook Flag displayed by Ted Kaye and President Martucci.

NAVA's Vexillonnaire this year is Tony Johnson, who leads the cultural affairs committee of the Chinook Indian Tribe, in southwest Washington. An artist and canoe-carver, he works for the Grand Ronde tribe as a Chinook language specialist. Many years ago he designed the tribal logo, a stylized Chinook salmon in his tribe's traditional artistic style. In 2002, as his tribe continued its pursuit of federal recognition, it followed his committee's recommendation for a flag based on the tribal logo. Tony was instrumental in the flag's design, adoption, and manufacture, and now his tribe proudly flies one of the most distinc-

tive Native flags in the country.

The Vexillonnaire Award, established last year by the NAVA Board, recognizes a significant and successful act of activist vexillology in North America. It honors the "engaged vexillologist"—someone who goes beyond the limits of descriptive study to become personally involved in a specific event of creating, changing, or improving flag design, or promoting good flag usage or altering it for the better, or leading similar accomplishments in activist vexillology.

The winner must act with documented success, informed by sound vexillological or vexillographic knowledge, in a distinctly public manner. The Vexillonnaire Award recognizes actions that change the way people interact with flags, as opposed to flag scholarship or boosterism.

NAVA announced Tony's award at NAVA 38. The Vexillonnaire Award is part of a continuing effort to show that vexillology is a big tent, which can accommodate a wide range of participation, from distant and necessary scholarship to hands-on work with flags themselves.

Notes From the Field: a Vexillologist Visits Alaska

by Peter Ansoff

In August 2004, Peter Ansoff spent two weeks in Alaska along with his wife, mother-in-law and sister-in-law. The trip included a one-week cruise aboard the MV *Wilderness Discoverer* (Figure 1) in southeast Alaska, and a visit to Denali National Park and Preserve. Among the local features that they observed (Figure 2) were whales, glaciers, icebergs, grizzly bears, bald eagles, caribou, puffins and, of course, flags. The following are some notes on the latter.

“Eight Stars of Gold in a Field of Blue” – the Alaska State Flag

The handsome flag of Alaska was a common sight during the trip. In addition to government and private buildings (Figure 3), it was commonly flown as a courtesy flag on ships and boats (Figure 4), and by individuals on houses and vehicles (Figure 5). The flag motif was also observed on the funnels of the ships of the Alaska Ferry system, on state highway signs (Figure 6), as the logo of a local chain of gas stations (Figure 7), on the roof of a barn along the Alaska Railway, and on caps, T-shirts and other promotional items (Figure 8).

The Alaska Flag was rated highly in the NAVA poll in 2001¹. Before going to Alaska, the author had felt that the flag had been somewhat overrated in the poll, because the small size of the stars made it hard to distinguish at a distance or when hanging slack. From observation, however, this is not the case; the contrast between the gold stars and the dark blue background make it easily recognizable under such conditions (Figure 9).

Perhaps the ultimate test of a “good flag” is that it is widely used and recognized as a symbol of civic pride, and the Alaska flag definitely meets this criterion. In the words of the state song,

“Alaska’s flag—to Alaskans dear
The simple flag of a last frontier”
is certainly a successful symbol of

the state. It is appropriate that its creator, Benny Benson, is “one of the most respected and revered people in Alaska history.”²

Sitka

Sitka was the capital of Russian America and the first capital of the US Territory of Alaska. It is the site of two significant vexillological events: the transfer of sovereignty from Russia to the US on October 18th, 1867, and the first raising of the 49-star US flag on July 4th, 1959. Both events are commemorated on a plaque at the fort on Castle Hill (Figure 10).

The apparent consensus is that the Russian flag that was lowered in 1867 was the Russian American Company flag, with the wide white stripe and the Romanov eagle, rather than the Russian civil flag. The RAC flag is shown both on an informational poster at the fort (Figure 11) and in a sculpture at Harrigan Centennial Hall (Figure 12). It is notable that a merchant company flag would be used as a symbol of national sovereignty in this context. Interestingly, the gift shop at the Isabel Miller Museum sold small flags that were labeled “Russian-American” but were in fact the Russian civil flag, with equal-width stripes and no eagle. The shop also sold 49-star US flags.

Sitka itself was established as a combined City and Borough in 1971. A city flag, consisting of the seal on a white field, was observed flying on the Centennial Hall and later photographed in the Hall’s administrative office (Figure 13). No other examples of the city flag were observed; even the Municipal building flew only the US and state flags. Although the Sitka flag is a classic “seal-on-a-bedsheet,” the seal itself is fairly attractive.

Juneau

As the *Wilderness Discoverer* docked in Juneau, the author was surprised to see the flags of Iowa and

Kansas flying from poles on the waterfront. (His mother-in-law is from a small town in Iowa, and was very pleased!) It turned out that all 50 state flags are displayed along the waterfront and main street. A yacht docked nearby flew the ensign of St. Vincent and the Grenadines.

During a two or three hour stay in Juneau, no examples of the city flag were observed,³ although the “twin peaks” motif was seen in a couple of places. The absence of city flags may have been affected by the fact that it was Sunday, although the US and Alaska flags were flown in front of the international airport. Like some other city flags, the style of the Juneau flag might be classified as “billboard.” It has some good design elements, especially the twin mountain and the star, but the arrangement and color contrast are poor. Interestingly, Dr. Purcell’s *American City Flags* article⁴ documented an earlier Juneau flag that had a much better design: a gold field with the Alaska blue/gold star motif in the canton.

Anchorage

The visit to Anchorage was limited to an almost windless evening and the following morning. Examples of the Anchorage city flag were observed at the Museum of History and Art (Figure 14) and, from a distance, on city hall. The Anchorage flag is a better than average “seal-on-a-bedsheet” because of the unusual gold color of the field and the strength of the blue anchor symbol in the seal. However, the other elements of the seal are small, “busy,” and offer poor color contrast.

White Pass

The historic White Pass and Yukon Route railway runs along the old Klondike gold rush route from Skagaway, Alaska to Dawson, Yukon Territory. The flags of the two nations and three sub national units through which the railway passes are displayed at the US/Canadian border crossing at White Pass (Figure 15).

Continued on page 10

VEXILLOLOGICAL FIELD NOTES:



Figure 1. MV Wilderness Discoverer



Figure 2. The author aboard the Wilderness Discoverer, on the lookout for new flags



Figure 3. Alaska state flag on the Sitka Pioneers' Home



Figure 4. Alaska courtesy flag on the Wilderness Discoverer



Figure 9. Alaska flag on a windless evening, Anchorage. It is still distinctive because of the high contrast of the stars against the field.



Figure 10. Plaque on Castle Hill, Sitka, commemorating the vexillological events of October 18th, 1867 and July 4th, 1959



Figure 11. Billboard at Castle Hill, Sitka, depicting the lowering of the Russian flag and the raising of the US flag in 1867.



Figure 12. Sculpture in Harrigan Centennial Hall, Sitka, depicting the same event as Figure 11.



Figure 16. Poor flag etiquette at the Klukwan Dock, Haines.



Figure 17. The Amsterdam in Glacier Bay



Figure 21. The "sea witch" flag at the Princess Lodge, Denali



Figure 22. The Holland-America house flag on the Veendam, Skagway, below US and Alaska courtesy flags.



Figure 23. Display of flags on a souvenir shop, Haines. The Italian flag (far right) honors the officers of the Sea Shadow. The others are Alaska, Yukon Territory, and a decorative "polar bear" flag.

A VISIT TO ALASKA



Figure 5. Alaska flag on a pickup truck, Fairbanks



Figure 6. Flag motif on a state highway sign, Haines



Figure 7. Flag motif on a gas station sign, Haines



Figure 8. The author and his sister-in-law model Alaska souvenirs



Figure 13. Flag of the City and Borough of Sitka, photographed in the administration office at Harrigan Centennial Hall

Figure 14 (right). Flag of the city of Anchorage, outside the Museum of History and Art



Figure 15. Flag display at the US/Canadian border crossing at White Pass. Left to right: USA, Alaska, Yukon, British Columbia, Canada



Figure 18. The Bahamas ensign on the Silver Shadow, Haines



Figure 19. The mast of the Sapphire Princess in Skagway. She flies the British Red Ensign and international code "H", as well as US and Alaska courtesy flags.



Figure 20. The Dawn Princess (radio call sign ZCBU2) "making her number" in Skagway. The Princess "sea witch" house flag and the US and Alaska courtesy flags are also visible.



Figure 24. The author's proposed design for a Glacier Bay Cruise Line house flag



Figure 25. Flag of the City of SeaTac, WA

Photo credits: Photos by the author, except for those of the *Wilderness Discover* (Figure 1): Liz Bradfield, Glacier Bay Cruises, and of the author "on watch" (Figure 2): Liz Bradfield or Celeste Soderbery, GBC.

Haines

An example of poor flag protocol was observed at the Klukwan Dock in Haines (Figure 16). The US and Alaska flags were displayed above the Canadian flag on the same pole.

Cruise Ships

Large cruise ships (Figure 17) are ubiquitous in southeast Alaskan waters. Some are registered in Nassau, resulting in the odd sight of the Bahamas ensign in Alaska (Figure 18). The Princess Cruise ships are registered in Hamilton, Bermuda, and fly the British Red Ensign (Figure 19). All but one of the Holland-America vessels are registered in the Netherlands; the exception is the *Veendam* which was flying the Bahamian flag in Skagway.

In the modern era of satellite navigation and high-speed data links, the use of flags for communications seems somewhat quaint. However, a several bows to tradition were observed among the cruise ships. The *Dawn Princess* was seen “making her number” in Skagway (Figure 20), and the *Sapphire Princess* was flying international code “H,” signifying that she had a pilot on board⁵ (Figure 19). The *Silver Shadow* “shifted her colors” from the stern to the mast when getting underway from Haines.

The Princess house-flag (Figures 20 and 21) was observed on the Princess ships and also at the Denali Princess Lodge. It is a “corporate-logo-on-a-bedsheet,” but in this case the “sea witch” logo itself is well-designed and attractive—a bold and highly stylized image of a woman’s head with hair flowing in the wind. It is a fairly “good flag,” in spite of itself.⁶ The Holland-America house flag, Figure 22, is a blue-white-blue horizontal tricolor with the company’s logo across all three stripes.⁷

The *Silver Shadow* was also observed to have an Italian government ensign (with the Savoy arms on the middle band) draped from a railing on the forward port superstructure, symbolizing the fact that the ships’ officers are Italian.⁸ An Italian flag

was also observed on a flagstaff on a souvenir shop in Haines (where the *Silver Shadow* was docked); that one was a civil flag without the arms (Figure 23). According to the local tour guide⁹, the owner of the shop likes to fly the flags of visiting ships—apparently he/she elected to honor the officers’ nationality rather than the ship’s homeport. A rather curious example of protocol!

Conversations with the crew of the *Wilderness Discoverer* revealed that her operators, Glacier Bay Cruises, did not have a house flag. In the best vexillonnaire tradition, the author immediately went to work and designed one, featuring the company’s “leaping whale” logo on a multicolor background suggesting a glacier between two mountains, with the sky above (Figure 24). The author has submitted this design to the Glacier Bay management—stay tuned!!

Snow Flags

The weather during the trip was rather unusual for Alaska: sunny and hot, with highs in the mid-80s in Denali. However, there were hints everywhere of the more typical Alaskan weather. One such item of vexillological interest concerned flags that are mounted on vehicles before the winter snows. The cars and trucks parked at the curb are typically completely covered by the snow, and the flags, projecting through the snow cover, indicate the vehicles’ location so that snowplows can avoid them.¹⁰

Getting There and Back: Seattle and SeaTac

The group traveled to and from Alaska via Seattle, and spent an afternoon in that city on the return trip. No examples of the rather bizarre Seattle city flag were observed.¹¹ An interesting sighting, however, was the flag of SeaTac. SeaTac is a separate city comprising about 10.5 square miles, surrounding the Seattle-Tacoma International Airport. It has a population of approximately 25,500 and

was incorporated in 1990. The city flag (Figure 25), observed in a display at the airport entrance, is the city seal on a blue field. A graphic on the city’s web site also shows the flag flying in front of city hall. The flag is believed to have been created when the city was incorporated, although there is no official record of its adoption by the City Council. The Council approved the purchase of seven city flags in 1997.¹²

Closing thoughts

One of the great themes of Alaskan history is the struggle to establish a common identity among the diverse and often contentious cultures of Native and colonizer. The fact that the designer of the state flag was the child of a Russian-Aleut mother and a Swedish father undoubtedly contributed to its acceptance as a popular symbol. The addition of a second verse to the state song in 1987 was a somewhat clumsy expression of a similar sentiment:

“The great North Star with its steady light

Will guide all cultures, clear and bright”¹³

Ideally, city flags should also create a sense of community identity and pride. A flag can be a unifying symbol that evokes a city’s history and culture, and should have a distinctive, attractive design that encourages display by businesses and private citizens as well as government installations. Such sentiments would be particularly relevant in a city like Sitka, with its unique amalgam of Tlingit, Russian, and American heritage.

Unfortunately, none of the communities that were visited during the trip have achieved this goal. It was probably not accidental that only one Sitka flag was observed, and the Juneau flag was not observed at all. Let’s hope that these and other Alaska communities will someday create civic “good flags” that evoke the same local pride as the banner of their state.

Endnotes

1. Kaye, Edward B., Good Flag, Bad Flag, and the Great NAVA Flag Survey of 2001, *RAVEN* Vol. 8 (2001), pp. 16 and 38.
2. Spartz, India M., *Eight Stars of Gold, the Story of Alaska's Flag*. Alaska State Museums, 2001, p. 10 and endpaper. Available online in PDF format at the Museum web site, (<http://www.museums.state.ak.us/EightStars/index.html>; click on "exhibit catalog", to load the PDF file).
3. See Purcell, John et. al., American City Flags, Part 1: United States, *RAVEN* Vol. 9/10 (2002/03), pp. 172-173
4. *Ibid.*
5. Cruise ships are required to have a pilot onboard at all times when underway in Alaskan waters. Special thanks to Peter Van der Hoek, Chief Mate of the *Wilderness Discoverer*, for this information.
6. The "sea witch" logo has been displayed on the funnels of Princess ships since 1968, and became well known when the ships appeared in the "Love Boat" television program in the 1970s. However, its use as a house flag is much more recent. Between 1974 and 2000, Princess was owned by the Peninsular and Orient (P&O) company, and its cruise ships flew the historic blue/white/red/yellow house flag of P&O. P&O "demerged" its cruise businesses in October 2000; "P&O Princess Cruises PLC" became a separate company but continued to fly the P&O house flag. When P&O Princess was acquired by Carnival Corporation in April 2003, its American "brand name" was styled "Princess Cruises" and the ships adopted the sea witch flag in place of the P&O house flag. The ships operating under the British and Australian "brand names" of the former P&O Princess PLC (P&O Cruises and P&O Cruises Australia, respectively) continue to fly the P&O flag, as does the original P&O company (which operates ferries, containerships and various shorebased logistic operations). See the web sites for Carnival, P&O, Princess and P&O Cruises: <http://www.carnivalcorp.com>, <http://portal.pohub.com>, <http://www.princess.com> and <http://www.pocruises.com>. An informal survey of dated photographs of Princess ships seems to indicate that the sea witch flag was phased in over the latter part of 2003. The *Dawn Princess* still had the P&O moniker painted on her side in August 2004, although she flew the sea witch flag from her mast and jackstaff.
7. The Holland America house flag was adopted in Fall 2000 when the *Amsterdam* sailed on her maiden voyage. The previous flag, with the company logo on an orange field, was adopted in 1971. See the HAL web site at <http://www.hollandamerica.com>.
8. Silversea, the operator of the *Silver Shadow*, was established the Lefebvre family of Rome in the early 1990s, and employs Italian officers on all of its ships. The ships themselves are registered in Nassau, Bahamas. Information from the Silversea web site at <http://www.sliversea.com>.
9. Special thanks to Marlys Johnson, tour guide extraordinaire, for this information. She was a great sport, despite her puzzlement with a tourist taking pictures of gas station signs and highway markers in one of the most scenic venues in the world.
10. Special thanks to Russ Reno, tour guide in the Princess "dome car" on the Alaska Railway, for this information.
11. The Seattle flag was adopted in 1990, and only three examples were manufactured. Purcell, p. 329, and information in the Archives section of the City of Seattle web site (<http://www.seattle.gov/CityArchives/Reference/Symbols.html>).
12. Special thanks to Lesa Ellis, Executive Assistant to the SeaTac City Manager's Office, for her research on the city flag, and for providing the graphic of the flag. The flags purchased in 1997 had appliquéd, screen-printed logos. The City of SeaTac web site is at <http://www.seatac.wa.gov>
13. The first verse of the state song was written by Marie Drake as a poem in 1927, set to music by Elinor Dusenbury in 1938, and officially adopted in 1955, while Alaska was still a territory. Spartz, pp.15 and 19. The second verse was written by Carol Beery Davis in the 1980s.

NAVA

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HONOR ROLL

December 2003 through November 2004

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NAVA SCORES ANOTHER HIT WITH CITY FLAGS SURVEY

Ted Kaye

NAVA has again put “vexillology” in front of millions of newspaper readers and TV viewers across the U.S.

Our American City Flags Survey ran on the NAVA website from May to September, polling visitors on the designs of the 150 city flags from Raven 9/10 “American City Flags”. We announced the results in conjunction with NAVA 38 in October. Phenomenal press coverage followed in the next two months, with stories running in most of those cities, from the *Washington Post* to the *Lubbock Avalanche-Journal*.

As in our state & provincial flag survey in 2001, participants rated the design qualities of the flags on a scale of 0 to 10, with 10 being the best score. Responses came in from 66 NAVA members and over 400 members of the public, even more than in 2001.

The winners were strong, simple, brightly-colored, and distinctive flags; the losers had complicated designs,

city seals, or writing on them. The top ten flags all scored above 8 points. But *three-quarters* of the city flags scored below 5 points and seven flags received below 2 points. That’s even below the record-low 2.36 scored last time by the 2001 state flag of Georgia. The consensus of the hundreds of people who participated in our survey: “A few very striking designs in a sea of tedium”.

The scores from NAVA members and non-NAVA members were nearly the same: the average score granted by both groups was 4.3 points and the two groups agreed on 17 of the 20 top scorers. (The low-scorers diverged, mostly because there were so many of them). Some lauded the good in city flags: “It’s nice to see that there are cities in the US which understand good flag design” and “I’m amazed how beautiful some city flags are”; many others decried the bad: “American city flags are, generally speaking, a disaster”, “There are a few of these that I

doubt have ever been produced in cloth—sadly, some have”, and “Some flags are reason enough to keep flag burning legal; if I were in Pocatello or Provo, I’d buy up the entire stock of their flags and use them for winter heating!”.

In the wake of the extensive newspaper and TV coverage, visits to the NAVA website soared to record levels: over 50,000 user sessions in November and 1.3 million “hits”. NAVA members have given many interviews, promoting NAVA, good flag design, and vexillology in general. Local officials have responded with delight, debate, despair, or defensiveness. Some, however, are actively seeking NAVA’s help: efforts are under way to upgrade or replace flags in Mesa, Salt Lake City, Grand Forks, and Kansas City.

As one respondent wrote: “If the results of this survey prompt a city to change a flag for the better, it will be worth it.”



141. Montpelier, VT (2.35)



142. Cedar Rapids, IA (2.23)



143. Provo, UT (2.14)



144. Lubbock, TX (1.92)



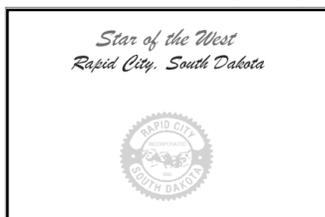
145. Hialeah, FL (1.85)



146. Mesa, AZ (1.73)



147. Milwaukee, WI (1.59)



148. Rapid City, SD (1.56)



149. Huntington, WV (1.50)



150. Pocatello, ID (1.48)



1. Washington, DC (9.17)



2. Chicago, IL (9.03)



10. Corpus Christi, TX (8.02)



9. Louisville, KY (8.11)



3. Denver, CO (8.86)



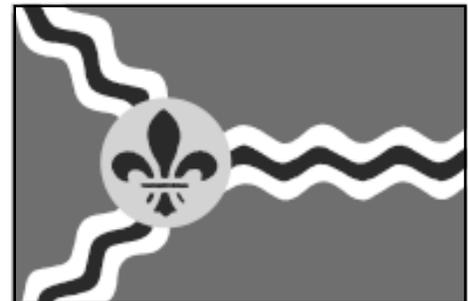
8. Indianapolis, IN (8.35)



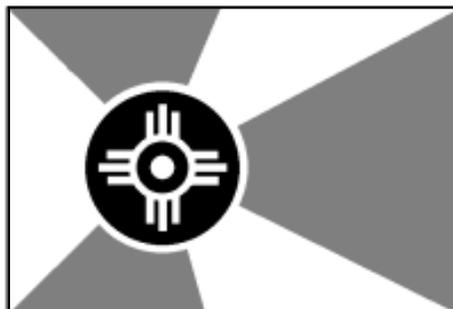
4. Phoenix, AZ (8.65)



7. Portland, OR (8.38)



5. St. Louis, MO (8.56)



6. Wichita, KS (8.41)



TEN

BEST

FLAGS



a JOURNAL OF VEXILLOLOGY
Volume 12:

Call for Articles

Raven seeks material for its 2005 volume and beyond. Proposed articles should be from 300 to 5,000 words and present new scholarly findings relating to flags. Send the text and images on computer disk in Word Perfect or Word (no Mac) with images as separate jpeg files, along with a paper copy and any associated photographs or figures, to: Ted Kaye, *Raven* editor, 2235 N.W. Aspen, Portland, OR 97210-1218.

Use a minimum of formatting and do not embed graphics. All articles will be reviewed for acceptance by the *Raven* Editorial Board and may be edited for length, style, consistency, and clarity. Authors will sign a publication agreement and copyright will vest in NAVA. To have material returned, enclose a self-addressed envelope with sufficient postage. The deadline for submission for consideration in the 2005 review cycle is March 1, 2005.

Future Volume: Canadian City Flags

The sequel to *Raven* 9/10, *American City Flags*, Part 1: United States, will be *American City Flags*, Part 2: Canada (or *Canadian City Flags*, for short). A team of volunteers is currently developing the information on the target 100 cities. (The list includes the 60 largest cities in Canada, all provincial capitals, and at least 5 cities per province.)

The volunteers are now conducting the research, writing, and artwork for this volume. The team has divided up the cities and each volunteer will produce a draft article for the cities he has volunteered to write. Any NAVA member eager to join the work on this project should e-mail Ted Kaye at raven@nava.org, detailing his/her interest, resources, and time availability. The schedule for this volume has not yet been set.

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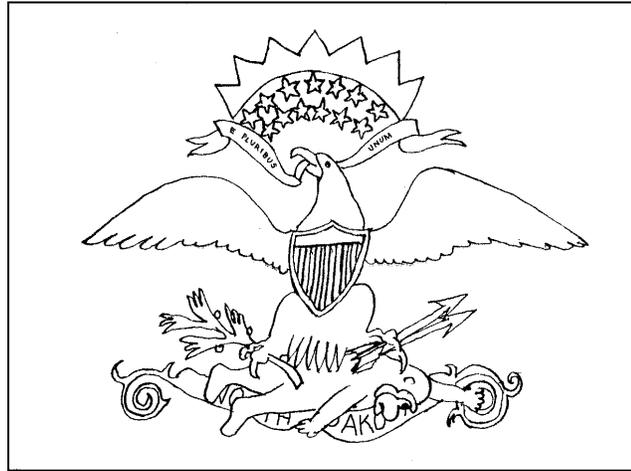
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Chumley the Vexi-Gorilla™

... 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 Faul brings a delightfully light touch, deep vexillological roots, and sparkling whimsy.

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Donna Schmink, Indiana War Museum

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VEXILOBAIRES 2005



XXI ICV

BUENOS AIRES, ARGENTINA

1-5 AUGUST 2005

It is already 2005 and in a few months another international congress of vexillology will be held, continuing a biennial tradition uninterrupted since 1964. The event has become more international than the initiators of the first congress perhaps ever imagined, although they might have hoped for such a success.

The Organizing Committee for VEXILOBAIRES 2005 is now pleased to invite you to participate in the 21st International Congress of Vexillology 1-5 August 2005.

To help us in our plans, sent please a note to the Organizing Committee expressing your intention to participate in the congress and join fellow vexillologists from around the world to once again be part of history. For further details, visit our web page <http://www.funcidec.org.ar> or write to: Centro Interdisciplinario de Estudios Culturales - Fundación C.I.D.E.C., Paraguay 2068 - 1° "B", Buenos Aires, Argentina, Telephone: (5411) 4961-9202.

The deadline for submitting paper proposals (title and abstract) to the

organizing committee is 1 May 2005. For those papers accepted, the deadline for submission of the full text and images (in electronic form) is 1 June 2005. For more information, e-mail Prof. Aníbal Gotelli, president of the Organizing Committee, at: infocidec@uolsinetis.com.ar.

Please consider attending and strengthening the NAVA contingent in our own hemisphere! Contact Gus Tracchia, NAVA's liaison to the Organizing Committee with your questions (gustracc@aol.com, 718-847-2616). Watch the NAVA website for more information.

NAVA 39
NASHVILLE
TENNESSEE
U.S.A.
7-9 OCTOBER
2005



The proposed flag.



The present flag.



The previous flag.

NASHVILLE FLAG CONTEST

In response to the NAVA survey of American city flags, in which the Nashville flag rated a score of 4.85 points, the *Nashville Tennessean* asked its readers to design a better one. The headline ran "Hey Nashville, let's make a flag we can be proud of", and the article protested "we got beat by cities not even worth mentioning, folks." Jon Joy, 31, came up with this winning flag design. The blue river represents the Cumberland River, a vital part of this city's past and future, and the white

star represents Nashville, the state's capital. He said "the 'river' also makes a subtle letter 'N' on the red field of the flag". His inspiration was the Denver city flag. Mayor Bill Purcell said he liked the design, but is not interested in changing the current flag, which represents the Metropolitan Government of Nashville and Davidson County. The designer of the winning design was awarded a Singer sewing machine (Singer is based in nearby La Vergne, Tennessee).