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Jacques W. Steeple

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would have been obliged, simply for lack of supplies, to submit. As it was, the English failure to control the high seas meant that not only did the Scots continue to obtain the necessary material of war, but that they were able to disrupt and weaken English efforts to invade and subdue their country. Thus naval warfare occupied an important place in the whole picture of the conflict, a fact which the Scots seem to have forgotten until the days of James IV, but which Edward III was forced by geography to keep in mind when ten years later he launched his attacks upon France.

THE ARMS AND FLAGS OF THE BOARD OF ORDNANCE

By Jacques W. Steeple

BEFORE the invention of guns, the supply of arms and equipment to the King's forces was the province of various officers—the Bowyer, the Crossbowyer, the Galeater (helmets), the Armourer and the Keeper of Tents. With the coming of guns another office was needed. Henry VIII combined all these offices into a single one, the Office of the Ordnance, under a Master General. The term 'ordnance' is of course not confined to guns and ammunition but embraces all manner of military stores.

The Master General had various subsidiary officers, a Lieutenant, Store-keeper, Surveyors and other minor officers, with headquarters at the Tower (of London), the principal arsenal of the King. The office ranked immediately below that of the Lord High Admiral and its functions served both the land and sea forces—the latter being predominantly military anyway in those days, seamen having little status—and included the building and equipping of the king's ships with guns, ammunition and all manner of stores.

Although the Tower was the principal arsenal it became necessary to open ordnance depots at other places as the forces of the Crown expanded.

The Board of Ordnance continued its functions uninterruptedly as an office of the Crown until its powers—and stores—were taken over by Parliament during the Civil War. Revived at the Restoration it was re-organized by Charles II in 1683, when *Instructions* were promulgated, laying down the duties of officers. Thereafter the Board continued its functions until 25 May 1855, when the Letters Patent for the Office were

revoked and its duties were vested in the Secretary of State for War, then Lord Panmure. The last Master General under the old system was Lord Fitzroy Somerset (later Lord Raglan).

The above is a very brief outline of the office itself, but it has been adequately covered in several books and I concern myself now with the *heraldry* of the Board.

As was natural, a seal was designed for the Board. In the P.R.O. is a letter which bears a seal (a closing seal and not a seal of office) the device on which is a gunner firing a cannon. The date of the letter is 30 May 1667.

At some time, which is indeterminate, the Board adopted a seal which had a shield-shaped device on which were three cannons (or field guns of seventeenth-century pattern) with three cannon balls on a chief. This gradually came to be accepted as the Arms of the Board of Ordnance, but it was not registered at the College of Arms until 1806. This shield design was used also as the badge of the Board. Again, at some indeterminate period, the Board adopted an ensign or flag, the first evidence of which is a Royal Proclamation of 12 July 1694 (William and Mary) which gave authority for the use of flags by vessels employed in T.M. Service by 'the Principal Officers and Commissioners' of various offices, including that of 'The Principal Officers of T.M. Ordnance'; such vessels 'shall wear a *Red Jack* with the *Union Jack* in the upper canton next the staff and in other parts of the said Jack shall be described the Seal used in the respective Offices aforesaid, by which the said ships and vessels shall be employed'. This has been taken to infer that the Ordnance had vessels of its own, but there is no evidence of this.

The navy of the period had a numerous class of vessels employed on fleet service, for victualling and the carriage of all manner of stores, and it can be assumed that the Board of Ordnance, having such close relation with the Admiralty, whom it supplied with ordnance, should use the naval hoys, galliots and lighters for transport of stores for the service of the Fleet, say from the Thames to Portsmouth or even from Deptford to Woolwich Dockyard. Indeed, it can safely be assumed that the Navy would send its own store carriers to fetch such supplies.

Vessels carrying stores from the ordnance depots to the army overseas were, we know, usually hired vessels, augmented in the eighteenth century by converted frigates or specially built storeships.

The Red Jack mentioned above has been described as a 'square' flag with the Union in the top left-hand corner.

As to the 'seal or badge' defacing the flag, authorities are silent as to its design. Perrin says that it was 'similar to that now used by the War Office'—that is the three cannon and the three cannon-balls on a shield, but that

'the colours of the field appear to have been originally red with a yellow chief'.

Unfortunately, Perrin does not give us any authority for this, perhaps logical, assumption. One thing is obvious, namely, that a red badge appeared on the red fly of a flag apparently; no doubt it would be 'fimbriated', perhaps with a yellow or other light-coloured border. In December 1683 King Charles II signed a warrant for George, Lord Dartmouth, as Master General of the Ordnance, to bear on each side of his coat of arms a field piece, 'to show the honour of his Office' and this honour was made to extend to his successors in the office. This badge of office is well illustrated in the colour of the Earl of Dartmouth's or Royal Regiment of Fusiliers of 1685, from a book at Windsor, on which the Legge family arms of the Earl are shown surrounded by a trophy of arms and in base are two contemporary field guns (similar to those later in use by the Board in their badge), facing inward and under them appear two piles of cannon-balls. The same badge of office was similarly displayed by the Duke of Marlborough in Queen Anne's time, as Master General. A captain's (company) colour of Dartmouth's regiment of the same period (1685) bears a field gun on the centre of the St George's Cross, with sheaves of arms in the four corners of the flag, all of which appear to be allusive to the office of their colonel.

So far as I know the gun as the badge of office of the master is the first pictorial evidence that we possess of its use by the office. The Royal Fusiliers (Dartmouth's) were known of course as the The Ordnance Regiment and were formed in imitation of their French counterpart, their function being to guard the Train of Artillery which accompanied the field army and which at the time was supplied by civilian contractors and manned by civilian tradesmen.

It would seem that the shield design was adopted possibly in the 1680's and that Perrin may be right when he says that it was the seal or badge of the office.

There is, in the Tower of London, a board from the barge of Marlborough, then Master General, which bears a carved representation of the 'Arms' of the Board and in its decoration appears something which might be an arm holding thunderbolts out of a mural crown; this latter has been said to be proof of adoption of what came to be later the crest of the Board, though, as far as I can discover, there is no other proof that this crest was in use before 1806, when it was first granted by the College of Arms.

Whatever date the 'arms' were adopted, it is almost certain, in my opinion, that they were designed for a seal and not as a coat of arms. As a seal they would of course be represented without tinctures and it is a fact

that in the earlier representations of them, during the seventeenth century, when, for decorative purposes, they were given colour, these colours varied from one period to another; thus, although red was commonly used for the tincture of the field, the chief was variously shaded yellow (for gold) or white (for silver) and the cannon-balls, though usually black, are in some illustrations depicted as either white or blue: the only consistency lay in the fact that the guns were invariably yellow or gold. The colour of the field was finally determined by the grant of arms in 1806, which laid it down as blue. It would appear, from evidence, that the colours were, until 1806, apochryphal and were the product of the imagination of the artists in adopting a seal or badge design for use as arms. Proclamations of 1702 and 1707 confirmed the use of Red Jack bearing the seal of office, but the King's Regulations of 1731 make a variation by specifying that the badge 'shall be described in the fly of the ensign', instead of 'in the other parts of the said Jack' as previously mentioned.

Royal licence was granted for the use of arms by the Honourable Board of Ordnance on 19 July 1806 and the College of Arms, by the Earl Marshal's Warrant of 30 July 1806 blazoned these arms as 'Azure 3 Field Pieces in Pale Or, on a Chief Argent 3 Cannon Balls Sable. Crest—Out of a Mural Crown a Dexter Hand holding a Thunderbolt all proper'; together with the motto *SUA TELA TONANTI*. 'Supporters—On either side a Cyclops, in the exterior hand of the Dexter a Hammer, in that of the Sinister a Pair of Forceps resting on the shoulder of each respectively all proper.' Apparently there was some technical deficiency in registration of the Arms and a new Earl Marshal's Warrant was issued on 12 May 1823, the actual date of the grant being 16 May 1823, which repeated the grant of arms in 1806.

In the illustration accompanying the 1806 grant, the mural crown was depicted as argent, but was not specified as such in the blazon. The 1823 grant regularized the matter by blazoning it as argent.

An interesting feature of the 1806 grant lies in the preamble, which confirms and licenses the arms which are 'in use by the Board' and though the rest of the wording is somewhat ambiguous, it could imply that the crest had similarly been in use previously. There is, however, no mention of any earlier use of supporters, which would appear therefore to date from 1806.

The arms and supporters are particularly appropriate. The cannon and cannon-balls are self explanatory; in classical mythology, Vulcan was the Roman god of fire, being son of Jupiter and his sister Juno. The Cyclopes were a race of shepherds of gigantic stature with a single eye placed in the centre of the forehead.

Vulcan was the armourer of the gods and the Cyclopes, under their chief Polyphemus, assisted him at his forge on Mount Etna.

Thus we have the winged thunderbolts of Jupiter, the Cyclopes and the hammer and tongs of their trade.

I have been informed that there is evidence to show that the ordnance depot at Weedon flew the Royal Standard and the Union Flag besides about the period 1836, which is curious, to say the least. An illustration in *Norie's Book of Flags*, of about the same period, shows the ordnance flag as being square, with the arms throughout as in a banner; that is, the three cannon with three balls in chief.

I hazard the guess that this was the flag of the Master General himself. There are, unfortunately, no reliable flag books before the nineteenth century and the designs in some of the illustrations, and especially the 'tricking' of the tinctures, is often unreliable.

Bowle's book of the late eighteenth century gives the 'ordnance flag as having the arms/badge of the Board in the fly of a Red Ensign; the arms being a red field with a yellow chief'.

Norie (new edition, 1838, hand painted in colours), in his banner-flag, previously mentioned, correctly gives the arms as having a blue field but shows a yellow chief with three *blue* cannon-balls.

The Board apparently flew the Union Flag and not their Ensign on their stores establishments. The modern distinguishing flag of an (Army) Ordnance Depot is of course a blue pennant with a red ball thereon.

As already mentioned, the Office of the Master General of the Ordnance was terminated in 1855, and its functions were taken over by the War Office.

Regulations of 1844 had directed that the seal or badge of the Board should be placed in 'the centre of both Ensign and Jack', but, so far as I can discover, there is no illustration of these flags before one in the *Illustrated London News* of 1858.

In July 1864, the Ensign of the Ordnance was changed from red to blue and the Red Jack became a Union Jack with a white border, both bearing the badge of office as before.

The white-bordered Jack was altered by Addenda to Regulations in 1868 and was directed to be blue, like the Ensign. This Jack was a small 'square' flag, the Ensign being oblong in the proportions of 2 to 1.

The badge in the fly of the Ensign, having itself a blue field and being on a blue flag, was fimbriated with a gold rope-cable design, though sometimes a red border was depicted instead, which was of course an heraldic anachronism, since there was a colour on a colour. Some of these wrong flags were obviously in stock since, even so late as 1944, the incorrectness of flying a

flag with a red border to the shield was pointed out to the Inspectorate of Stores of the R.A.O.C.

This blue 'Ordnance' ensign was in common use by W.D. vessels.

The Ordnance of the Navy continued to be directed by the (Army) Ordnance Committee, on which two naval members served, until 1886, when it came under the jurisdiction of the newly created Director of Naval Ordnance, though this was not formally established until 1891, and Military Ordnance officers continued to serve in the R.N.O. Depots at least until 1920.

The Board of Ordnance is particularly notable in the army as being the direct parent of the Royal Artillery and the Royal Engineers and their derivative corps. The Ordnance services in the army were at first served by commissioned civilians who were succeeded by the officers of the Military Stores Department in 1859, a body which survived under various titles until 1896 when it was given the name of the Army Ordnance Corps, and the old shield of the Board of Ordnance was granted to them as their badge. The Corps became the Royal Army Ordnance Corps and it officially adopted the old motto of the Board, *SUA TELA TONANTI* (to the thunderer his weapons), in November 1918. In 1891 the Naval Ordnance adopted a blue ensign, with the Union Flag in canton; in the fly was the old arms of the Board on a shield surrounded by a yellow rope whilst under the Union appeared a white fouled anchor.

The Submarine Miners, originally a branch of the Royal Engineers, adopted the crest of the Board—the mural crown with a hand holding winged thunderbolts—as their badge and as such used it on the Ensign of their vessels until their functions—and vessels—were taken over by the Admiralty in 1904.

Various corps and units of the army have used parts of the arms of the Board as badges from time to time, among which can be instanced Tyne Electrical Engineers, who added an arrow to the winged thunderbolt and mural crown crest. This crest was also in use by the 26th Field Company, Royal Engineers, on vehicles and camp flags, and by Edinburgh Fortress Engineers (T) during the late war, on their cloth patch, whilst army blacksmiths, armourers and others have for their trade badge the crossed tongs and hammer of the Cyclopes.

In 1946 Field-Marshal Lord Montgomery, then C.I.G.S., adopted the shield of arms of the old Board, mounted on a red and blue oblong, as the distinguishing badge of War Office Military Staff. These arms had been adopted by the Army Council on its formation in 1904 and in 1905 approval was given for them to bear these arms on the centre of their Union flag as a distinguishing badge.

Authorities:

Lieut.-Col. W. H. J. Gillow, M.B.E., R.A.O.C. (Ret.)
 College of Arms
 Perrin, Norie and Bowle's books of Flags
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 War Office Library
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 W. Y. Carman, Esq. F.S.A. (Scot.)
 Perry's Rank and Badges
 and many other sources

APPRENTICESHIP IN THE MARITIME OCCUPATIONS AT IPSWICH, 1596-1651

By John Webb

AMONG the records of the Ipswich Corporation is a bulky Elizabethan rate book which, between 1596 and 1651, was also used by the town authorities to record the official enrolment of all indentures of apprenticeship. The long, unbroken series of entries¹ contains many details about those boys whose training in Ipswich was formally acknowledged by the baliffs, and since the prosperity of the Suffolk town was largely dependent upon the handling, manning and building of ships, it is not surprising that out of the 381 apprenticeships recorded, no less than 296 concerned maritime occupations. By far the most important trade was that of mariner, which attracted 203 boys. A further 26 began training as sailors, 16 as fishermen, 49 as shipwrights, and 2 as caulkers.²

A careful analysis of the indentures enables the table shown overleaf to be drawn up to show the origins of these boys.

¹ R(ate) B(ook), ff. 108v-167r, 170v-233r, 256v-268r, 273v-278r, 311r-326r.

² There was not always a clear-cut distinction between one trade and another. Thus a shipwright took a boy to be trained as a shipwright *or* mariner, but it is evident that the former craft was intended because shipwright's tools were to be provided at the end of the apprenticeship (R.B., f. 176r). The terms 'mariner' and 'sailor' have been kept separate here, but it is impossible to determine from internal evidence if there was any real difference. On one occasion, for example, a master was described as a mariner and on another as a sailor, and he trained boys in both occupations (R.B., f. 129). It should be noted, however, that a mariner's apprentice was sometimes promised tuition in 'the art or science of navigation and sailing', and in the later years of the period a boy was often to be taught the trade of 'mariner or navigator'. No more boys were apprenticed to sailors after 1628.