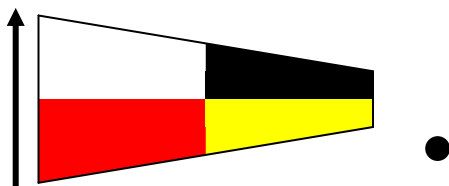# FLAGS THAT ARE USED FOR RACING

Below is a quick summary of all the flag signals you are ever likely to see when racing at Silverwing.

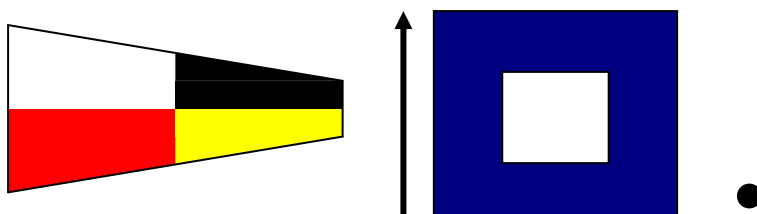## A) THE STARTING SEQUENCE AND RECALLS

1) WARNING SIGNAL: - FIVE (three for sprints) MINUTES TO GO

Hoist warning signal. This is the class flag which is handicap '9' flag (as above) at Silverwing. It willl be a different flag for a Laser or Solo fleet at an open meeting.
One sound signal

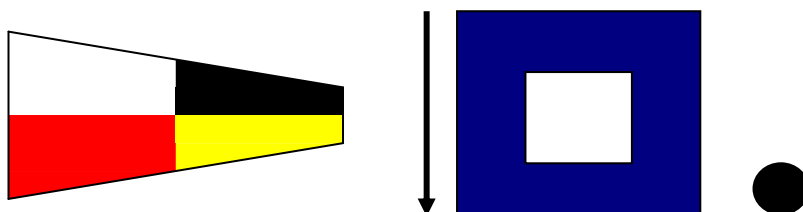**2) PREPARATORY SIGNAL: - FOUR (two for sprints) MINUTES TO GO**

Hoist preparatory flag (flag 'P')
One sound signal
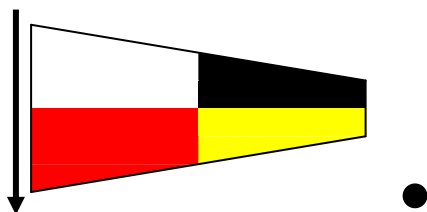(There are other Preparatory Flags that are used if start penalties are in force)

3) ONE MINUTE TO GO
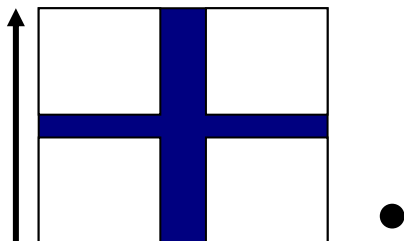
Lower preparatory flag
One long sound signal

4) START SIGNAL

Lower warning flag
One sound signal

RECALLS:

1) PARTIAL RECALL:
A few boats over and you can identify them:

.

Raise code flag X and make one sound signal.
When last boat you identified as being over has returned and re-started lower flag (no sound signal on lowering).
If any of the boats you identified as being over fail to return then they are marked down as OCS (on course side at start). If this is the case lower the flag FOUR minutes after the starting signal.

2) GENERAL RECALL
If a large number of boats are over at the start and/or they cannot all be identified then:
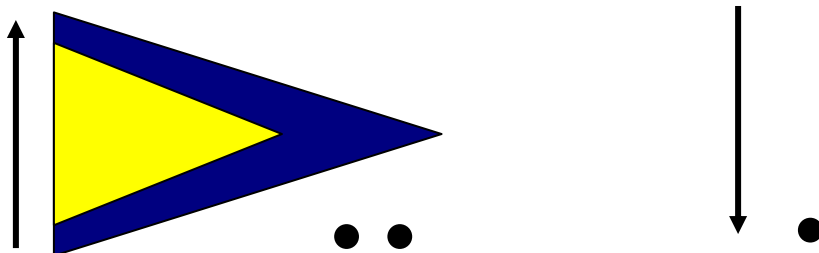
Hoist first substitute and make TWO sound signals.
Wait until fleet has returned to start line (or it is obvious everyone has got the message).
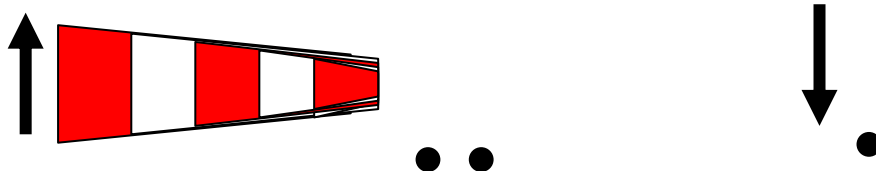**Lower first substitute and make ONE sound signal.**
Wait exactly ONE MINUTE; then recommence the starting sequence from the WARNING SIGNAL. Lowering of first substitute is effectively a 'six minute' (four for sprints) signal.

B)POSTPONEMENT:

Use if:

- You are running late (OK, this is bad practice, but…):
- You need to delay the start for any reason.
- You have to stop the start sequence at any time between the **warning signal** and the **start signal**. Example may be a big windshift, or an error with the timing.

> **Hoist the Answering Pennant, and make TWO sound signals.**

> **Lower any start flags you had up.**

> **When ready, lower the Answering Pennant with ONE sound signal.**

> **Wait exactly ONE MINUTE.**

> **Then recommence the starting sequence from the WARNING SIGNAL.**

(As with the general recall the lowering of the Answering Pennant is effectively a 'six or four minute' signal).

C)   CHANGE OF COURSE BEFORE THE START

- Big windshift after you have gone afloat or you need to change the course between races.

You can do this up to the **START SIGNAL**.

> **Signal a POSTPONEMENT as above.**

This stops the start sequence, or if before the start sequence buys you time.

> **Lower any start flags that you had up.**
> **Display the new course on the rack on the back of the committee boat.**
> **Hoist flag L with one sound signal**
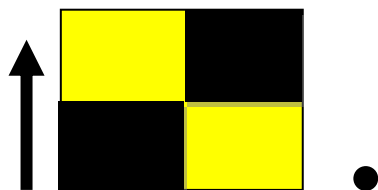
This is the 'Come Within Hailing Distance' signal.

When everyone has got the message:
> **Lower both the Answering Pennant and Flag L with ONE sound signal.**

> **Wait exactly ONE MINUTE.**

Then recommence the starting sequence from the WARNING SIGNAL.

D)   SHORTEN COURSE

- If you wish to shorten a race.
- To denote the finish of a pursuit race
- To denote the finish of an 'average lap time' race.
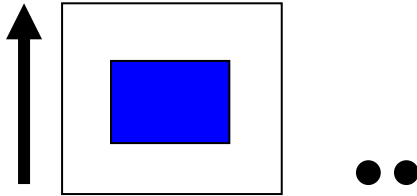
> **As the lead boat rounds the mark to start the leg you intend to finish on.**

>   **or**

> **In average lap time racing – as the boat you wish to finish first is approaching the finish line.**
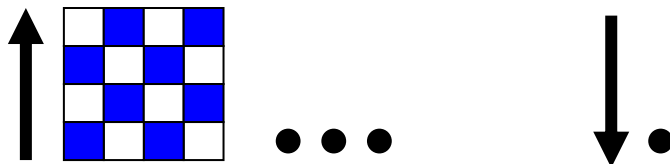
>   **or**

> **At the 50 minute point of a pursuit race.**

> **Hoist code flag 'S' and make TWO sound signals**

E) ABANDONMENT

- Used at any time to abandon racing and send everyone home.
- Use to stop the race during the race (AFTER the START SIGNAL) for any reason.

Flag 'N' is used:

> **Hoist with three sound signals.**

If you want to re-start the race the flag is lowered with one sound signal. Then wait ONE MINUTE and commence the starting sequence at the WARNING SIGNAL (as with postponement and general recall).

For us the most likely cause of an abandonment is that half of the fleet has capsized and you are occupied with rescue, which of course takes precedence over making any signals to the rest of the fleet.