

## The Start / Finish Line

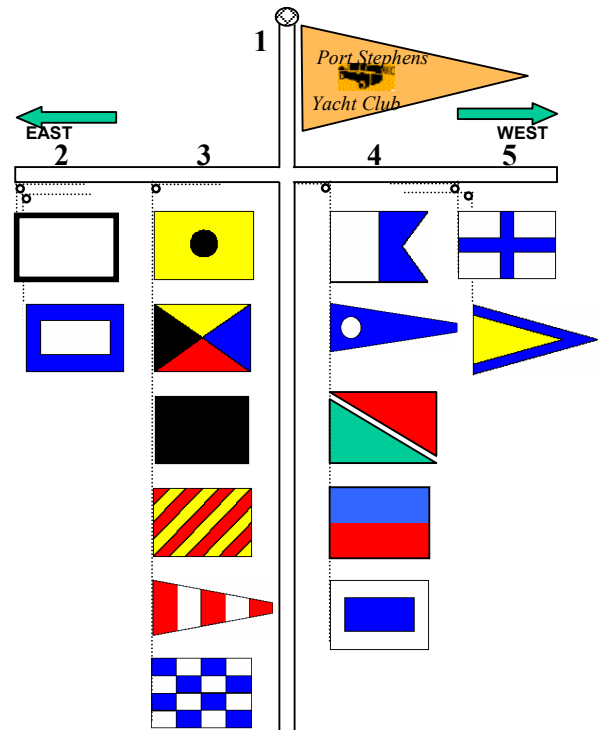
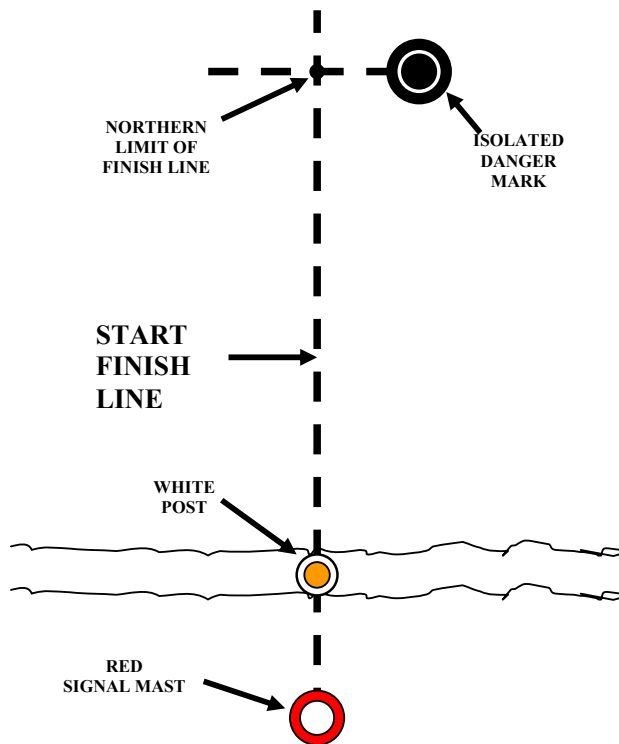
To the watcher on the shore everything looks more obvious than it does on the water.

Occasionally there have been instances which have made it clear that some skippers are not aware of where the elusive start/finish line lies.

The Line is an imaginary line which is a transit through the red signal mast on the shore and the white pole at the water's edge.

The Isolated Danger Mark is **not** included in that transit, but does denote the northern limit of the start/finish line. The line does not extend past an imaginary line drawn through the isolated danger mark at right angles to the start/finish line. See the sketch.

Understanding this is important when yachts are sailing Course UC. When finishing that course, yachts often sail through the gap between the start/finish line transit and the isolated danger mark but fail to cross the finish line, which is a little farther to the West. They believe, wrongly, that they have finished when they have passed the isolated danger mark.



Standard Position of Flags

## Signal Mast Protocol

1. **Starter on duty** (Club burgee)
2. **Warning Signal** (White or Class Flag)  
**Preparatory Signal** (Code flag P)
3. **I, Z, or Black flag** (Rule 30)  
**Y flag** (Rule 40)  
**Postpone** (Answering Pennant)  
**Abandon** (Code flag N, or NH, NA)
4. **Course to be sailed** (Example: A2)  
**Leave mark to Port or Starboard** (Red or Green flag)  
**Direction 1<sup>st</sup> mark** ( Example: East)  
**Shorten course** (Code flag S)
5. **Individual recall** ( Code flag X)  
**General Recall** (First Substitute)

Signal flags will be flown on the signal mast at halyard positions 1 to 5 as shown above.

The strict observance of this protocol by the Signaller will make it easier for skippers to identify race signals: even if the flag itself cannot be identified readily from a distance, its location on the signal mast will give a good indication of its probable function.

*Ian Mathieson - Starter*