

CLASS FLAGS IN LOCAL USE

Alphabetical flags and numeral pennants of the International Code together with Naval numeral flags as under are in use as Class Warning Signals. (See opposite for illustrations of flags.)

Access 303	A	Mixed Catamarans	* C	River Cruisers 5 to 10 tons	No. 2
Allcomers	* R	Mixed Centre Boards	No. 4	River Cruisers River Racing	No. 3
Allcomers 'A'	* No. 9	Mixed Keelboats	* L	RS Tera	* T
Allcomers 'B'	No. 6	Mixed ODs	* L	Slow Handicap	* No. 7
Bittern	Q	National 12	* T	Solo	* No. 1
Broads OD	Z	National Squib	* Naval No. 9	Topper	* U
International Enterprise	E	Norfolk OD	* U	Waveney OD	X
International Optimist	O	Norfolk Punt	* No. 7	Wayfarer	I
International Star	* C	Phantom	F	Yare and Bure OD	V
Javelin	* Naval No. 9	Rebel	* R	Yeoman	Y
Laser	* No. 9	Reedling	K		
Leader	* L	River Cruisers over 10 tons	* No.1		

** Denotes use by more than one class*

FLAG ETIQUETTE

Various Merchant Shipping Acts have threatened heinous penalties for misuse of our national flags but custom and practice is changing. Correct flag etiquette is now considered a mark of form and permits an additional pride in ownership of a vessel.

The ensign British vessels wear a red ensign and never the Union Flag. Properly, an ensign should only be flown without a burgee when the owner of the vessel is not on board or 'in effective control' (recurring flag etiquette jargon, taken to mean that the owner is in the vessel's vicinity – rather than on holiday in Spain). A special or defaced ensign may be flown on the authority of an Admiralty warrant; usually available, at a cost, to registered vessels and only via the relevant club. The defaced ensign should only be worn with the burgee of the appropriate club at the masthead and again only when the owner is 'in effective control'.

The club burgee An owner who is a member of more than one club should fly the burgee of the club in whose waters the vessel is cruising at the masthead. A second (or more) club burgee(s) can be flown from the starboard yardarm – if the particular club rules permit. If the vessel is outside the home waters of any of the owner's clubs, then the flag and ensign of the senior club should be flown.

The house flag Owners may fly their house flag from the starboard yardarm (or from the port yardarm if the starboard is already in use). House flags are often used on the Broads as racing pennants. When racing, vessels traditionally signalled a retirement by lowering their racing flag. Today, raising an ensign is often used to signal retirement. This is an example of practice changing etiquette; an ensign should not be flown with a racing or house flag at the masthead, but many modern vessels have either no facility to lower their racing flag or simply no racing flag. Racing flags should properly only be flown at the masthead before, during and immediately after completion of a race.

Flag Officers A Flag Officer's (usually swallowtail burgee, together with the appropriate ensign, should be flown in preference to any other burgee, in any waters. It is becoming an unofficial tradition in some clubs for past commodores to fly a plain, squared version of their club's burgee.

A Pilot Jack may be flown from a staff on the bow (or beneath a bowsprit) whilst registered vessels are at anchor.

Dressed overall for private occasions – such as an open regatta day. Vessels dressed overall make a wonderful spectacle and add to the atmosphere of any regatta. At the masthead the correct burgee with the appropriate ensign should be worn; if the vessel has two masts then it may fly a house flag at the mizzen truck. There is no single correct order for code flags used for dressing overall, but it is important to avoid any unintended signal through a particular sequence of flags, and desirable to evenly space pennants. The order given below has been approved by the Admiralty and will avoid any confusion:

Bow to masthead: B, Q, U, 2nd substitute, L, numeral 8, T, P, numeral 5, S, numeral 9, X, Z, 3rd substitute, R, numeral 0, C, G, Answering pennant, D.

Masthead to stern: W, numeral 4, E, F, numeral 7, N, numeral 6, J, O, numeral 3, H, numeral 2, Y, M, numeral 1, K, 1st substitute, V, I, A.

On a national occasion, it becomes correct to fly an ensign at the masthead. If abroad it would be correct etiquette to fly that country's ensign at the masthead, when dressed overall for its national occasion, but with our own ensign on the taffrail.

The above should cover just about every occasion that a private owner is likely to meet. If the owner is sufficiently privileged to own a schooner and entertain a visiting head of state at one of our national occasions, then it's time to buy a book on flag etiquette.

SIGNAL FLAGS AND PENNANTS

Alphabetic Flags

A <i>(with N or AP: To Another Day)</i>		N <i>(Abandoned)</i>	
B <i>(Protest)</i>		O <i>(Open Kinetics)</i>	
C <i>(Course Change)</i>		P <i>(Preparatory)</i>	
D		Q <i>(Committee On-Station)</i>	
E		R <i>(Restricted Kinetics)</i>	
F		S <i>(Shorten Course)</i>	
G		T	
H <i>(with N or AP: Go Home)</i>		U <i>(DSQ Unless re-started)</i>	
I <i>(Round-ends)</i>		V	
J		W <i>(Wipe-up tail-enders)</i>	
K		X <i>(Individual Recall)</i>	
L <i>(Follow Me; Changed Sis)</i>		Y <i>(PFDS Compulsory)</i>	
M <i>(Replaces Mark)</i>		Z <i>(20% Penalty)</i>	

Numeral Pennants

1	
2	
3	
4	
5	
6	
7	
8	
9	
0	
Black <i>(DSQ)</i>	
Answer Pennant <i>(Postponed)</i>	
1st Sub <i>(General Recall)</i>	

Naval Numerals

NN-1	
NN-2	
NN-3	
NN-4	
NN-5	
NN-6	
NN-7	
NN-8	
NN-9	
NN-0	
Committee -Vessel	
2nd Sub	
3rd Sub	