

Name.....

Date.....



World Sailing

WORLD SAILING FLEET RACING UMPIRE TEST

IU FR **PRACTICE** Test Questions

based on RRS 2021-2024 including Appendix MR

Notes to Candidates on the Practice Questions

1. The standard notes for the IU FR test follow on the next two pages. Candidates are advised to study these thoroughly before starting the practice test.
2. There are 10 practice questions, and the IU FR Test has 50 questions. To complete the IU FR Test in the time allowed, a native English speaker needs to answer 10 questions in 12 minutes, and a non-native English speaker in 18 minutes.
3. **However**, the purpose of the practice questions is to prepare candidates for the FR test. They therefore illustrate all answer options, and on average are probably more complex than average IU test questions. There are no “simple” practice questions!
4. The answers to the test questions are attached following the questions.

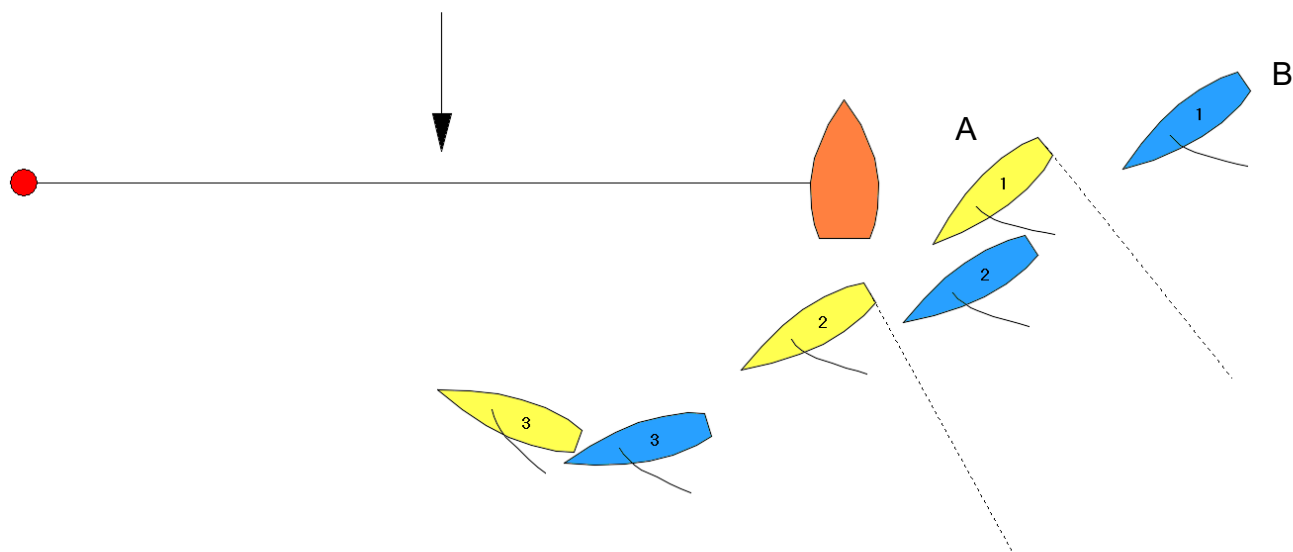
1. This is a multiple-choice test. At the bottom of each question is a large answer box. A small box like this denotes each choice within the answer box - ☐ - and you should mark your answer by ticking the appropriate boxes.
2. Umpires often have to do more than one thing when dealing with any given situation on the water. The correct answer to any question may therefore require more than one choice. In cases where more than one answer is required, your answer will only be correct if you mark the correct multiple choices.
3. Umpires have to make prompt decisions. Therefore, in order to mirror on-the-water conditions, the time allowed to complete this test of 50 questions is limited to one hour. (Non-native English speakers are allowed 90 minutes.)

For those people who may not be familiar with time-limited, multiple-choice tests, it is suggested that it is poor strategy to spend too much time on a question that appears difficult to answer. It is better to pass over such questions in favour of completing other questions first and then to return to the passed-over questions after others have been completed.

The questions and pages are numbered from 1 to 50 so that candidates can see how many questions they have answered at any stage in the test.

4. Most of the questions have several standard choices for answers. This has been done because fewer choices might allow the correct answer to be a matter of guesswork.
5. In the questions, there are references to different boats. The questions will talk about A, B and C.
6. The marks shown in the diagrams are the standard inflated pyramidal-type that would not cause damage to a boat if contact occurs.
7. The current version of Appendix MR applies.
8. Appendix MR describes the detailed procedure for protesting to an umpire. This procedure is not repeated in every question. When a question states that a named boat or both boats protest you may assume that the required procedure has been followed and that none of the boats involved has taken a penalty.
9. Appendix MR does not specify a standard starting procedure. In the questions where the time in relation to the starting signal is important, you may assume that a 5-4-1-0 starting procedure is used; i.e. warning signal at 5 minutes, preparatory signal at 4 minutes, one minute signal and starting signal at 0 minutes.
10. Appendix MR does not describe a standard course. In the questions, starting lines are always upwind. Marks are left to either port or starboard as specified in the text. Finishing lines are passed either upwind, downwind or reaching as indicated by the position of the diagram or a wind arrow in it. Unless otherwise indicated, the wind is always from the top of the diagrams.
11. In some of the questions, your decision may depend on the manoeuvrability of the boats. Unless it is stated otherwise in the question, you may assume when relevant that the boats are international J/70 class keelboats sailing with a mainsail, a jib and a gennaker.

12. In some of the questions, your decision may depend on the conditions on the water. Unless it is stated otherwise in the question, you may assume when relevant that the wind is 10-12 knots and there is relatively flat water.
13. Unless a question states otherwise, you may assume that the boats are competitor owned.
14. If you do not understand any words or find any part of the question either confusing or conflicting, please mark the question by circling the problem. The test administrator may then be able to discuss the question with you and credit you with the question when satisfied that you understand the rules in question. If such problems are not marked, there cannot be any credit for an incorrect answer.
15. There have been no changes to the racing rules introduced by the sailing instructions apart from those in Appendix MR. The only exception is if the question is specifically dealing with a rule change, in which case the relevant sailing instruction is included in the test question.
16. When asked 'Would you' before each answer box, you are only asked what further actions you would make in addition to any action described in the text.

Question P1

A and B are sailing towards the starting line with 25 seconds until the start signal.

B establishes a close leeward overlap on A. A luffs without delay to keep clear but her port quarter makes contact with Bs starboard bow approximately $\frac{1}{2}$ metre from the bow.

A protests.

Would you:

a ☐ Penalise A

e ☐ Penalise A a second time

b ☐ Penalise B

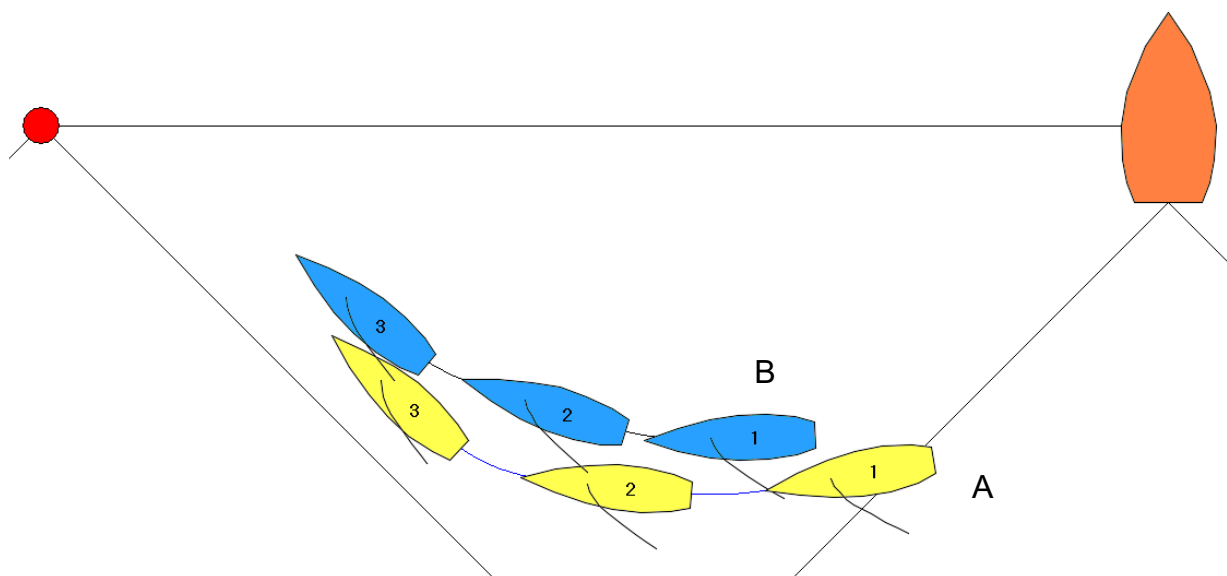
f ☐ Penalise B a second time

c ☐ Make no signal

g ☐ Black flag A

d ☐ Green-and-white flag

h ☐ Black flag B

Question P2

A and B approach the start line to start. A has a leeward overlap on B and luffs slowly giving her room to keep clear, but B responds slowly.

The stern of B contacts A's starboard side. Neither boat protests.

Would you:

a ☐ Penalise A

e ☐ Penalise A a second time

b ☐ Penalise B

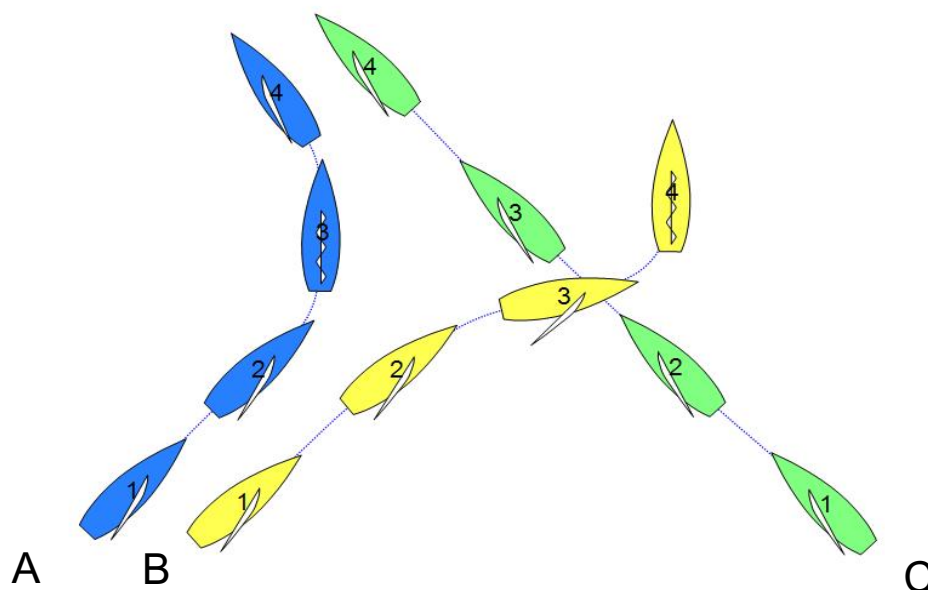
f ☐ Penalise B a second time

c ☐ Make no signal

g ☐ Black flag A

d ☐ Green-and-white flag

h ☐ Black flag B

Question P3

A and B are sailing close-hauled to the windward mark and approach C, a third boat sailing on starboard tack.

B correctly hails and signals A for room to tack and A hails back, "No you can go behind. Don't tack". B then bears away behind C. After B bears away, A tacks into a lee bow position on Green.

B protests.

Would you:

a ☐ Penalise A

f ☐ Penalise A a second time

b ☐ Penalise B

g ☐ Penalise B a second time

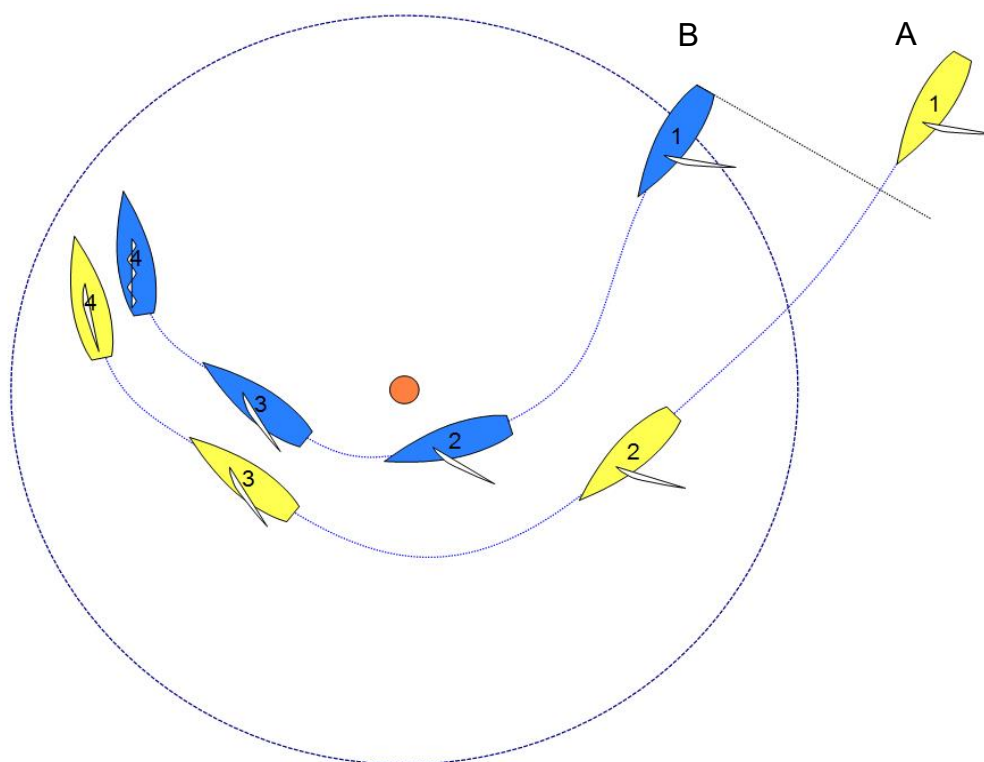
c ☐ Penalise C

h ☐ Penalise C a second time

d ☐ Make no signal

i ☐ Inform the Race Committee

e ☐ Green-and-white flag

Question P4

A and B approach the leeward mark with B clear ahead at the zone. The next leg is a beat. A is sailing a faster angle and gains a leeward overlap at position 3.

Shortly after, A luffs slowly to above close-hauled and B responds by luffing head to wind and keeps clear.

A protests.

Would you:

a ☐ Penalise A

e ☐ Penalise A a second time

b ☐ Penalise B

f ☐ Penalise B a second time

c ☐ Make no signal

g ☐ Black flag A

d ☐ Green-and-white flag

h ☐ Black flag B

Question P5

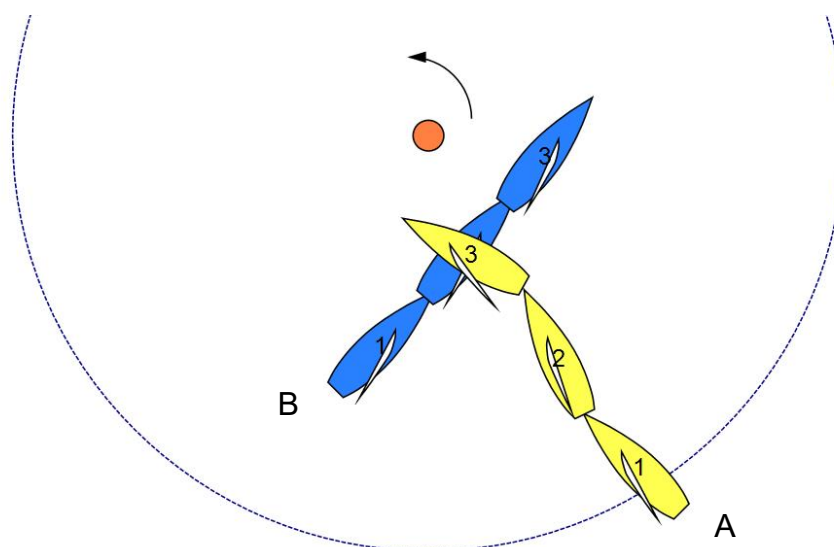
On a beat to windward, you are following behind A and B who are overlapped and a boat width apart, when the engine on your umpire boat stops. When you are 80 metres astern of B, she luffs. You cannot see the gap between the boats, but it looked like a sharp luff from B.

Your umpire boat does not have a radio to contact the other umpires.

There is a valid protest from A.

Would you:

- a ☐ Penalise A
- b ☐ Penalise B
- c ☐ Green-and-white flag
- d ☐ Make no signal
- e ☐ Inform the Race Committee and advise them to abandon the race
- f ☐ Prepare for a post-race hearing to consider giving redress to A

Question P6

A and B approaching a port-hand windward mark on opposite tacks. At position 1, B is keeping clear.

At position 2, A changes course to round the mark but is prevented from doing so by B, who is now unable to keep clear.

To avoid a collision, A bears away astern of B.

A protests.

Would you:

a ☐ Penalise A

b ☐ Penalise B

c ☐ Make no signal

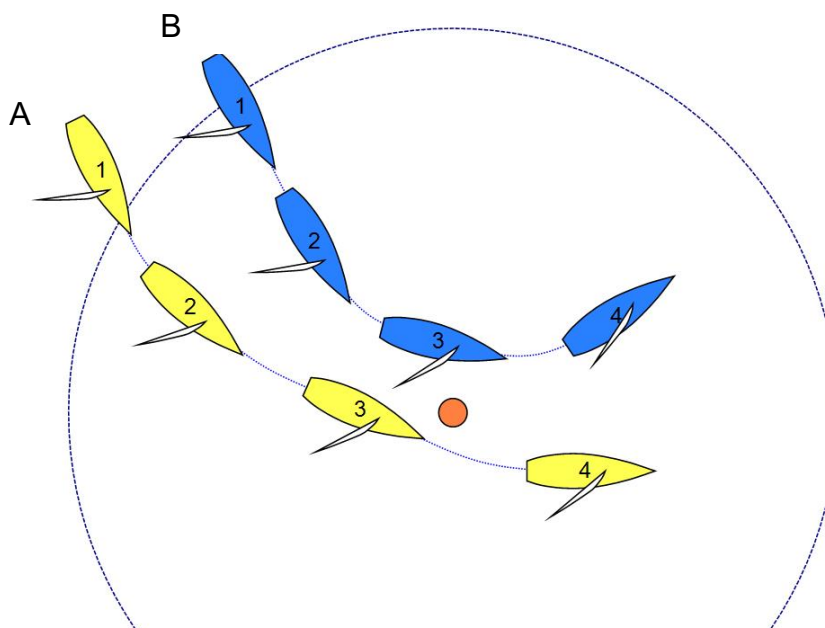
d ☐ Green-and-white flag

e ☐ Penalise A a second time

f ☐ Penalise B a second time

g ☐ Black flag A

h ☐ Black flag B

Question P7

A and B are sailing towards a leeward mark to be rounded to port.

B enters the zone overlapped inside A.

A aims close to the mark and hails to B 'hey! You have no room!'

A holds this course and B passes on the mark on the wrong side to avoid contact.

B protests

Would you:

a ☐ Penalise A

b ☐ Penalise B

c ☐ Make no signal

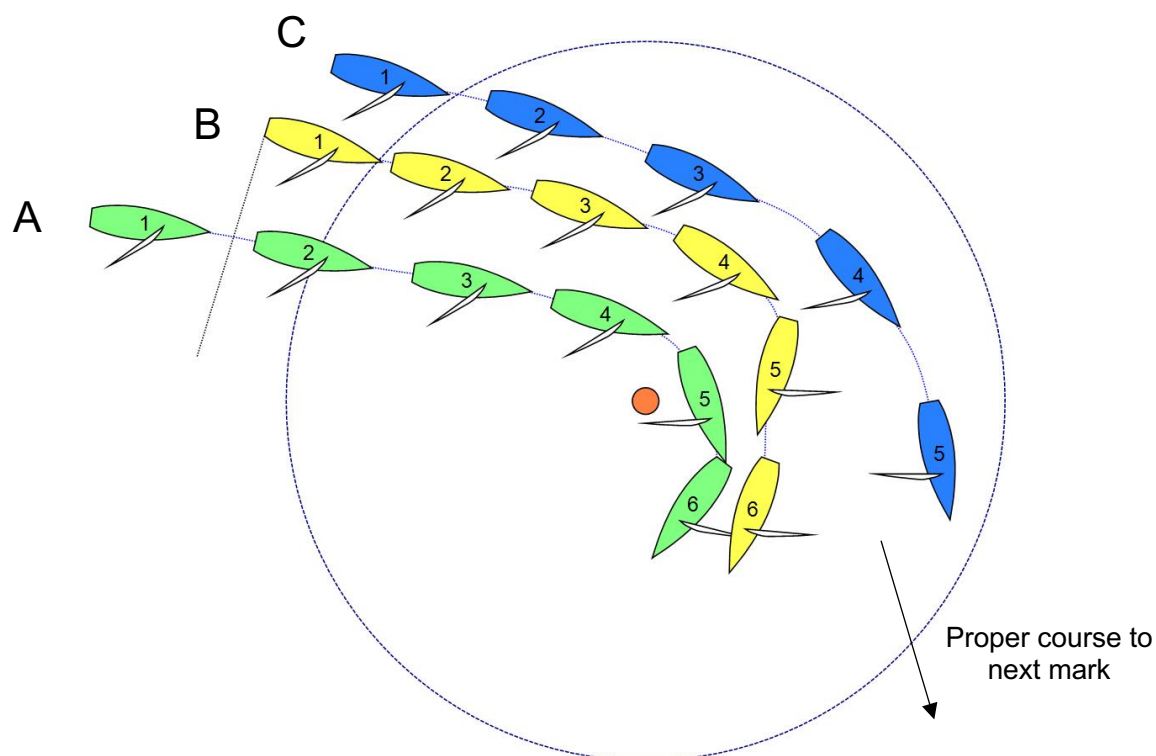
d ☐ Green-and-white flag

e ☐ Penalise A a second time

f ☐ Penalise B a second time

g ☐ Black flag A

h ☐ Consider further penalties

Question P8

A, B and C are sailing towards an off-wind mark to be rounded to starboard.

The course to the next mark is directly downwind.

Rule 17 does not apply to B. B reaches the zone clear ahead of A.

As A reaches the mark, B gybes to attempt to prevent her from rounding the mark.

There is contact between A and B. A protests.

Would you:

a ☐ Penalise A

f ☐ Penalise A a second time

b ☐ Penalise B

g ☐ Penalise B a second time

c ☐ Penalise C

h ☐ Penalise C a second time

d ☐ Make no signal

e ☐ Green-and-white flag

Question P9

At the finish of the race, A hits the finishing mark with her hull as she rounds it.

You can clearly see the crew of A pushing the mark away in order to free the boat.

It takes 15 seconds for A to get clear of the mark, and in the meantime several boats finish.

After A gets clear of the mark, she sails to windward of the finishing line for several boat lengths.

Would you:

a ☐ Penalise A

e ☐ Black Flag A

b ☐ Penalise A a second time

f ☐ Inform the Race Committee

c ☐ Make no signal

g ☐ Prepare for post race hearing

d ☐ Green-and-white flag

h ☐ Consider further penalties

Question P10

B and A are sailing upwind on port tack. B tacks onto starboard and A has to crash tack to avoid a collision.

The crew of A get caught on the wrong side of the boat and A capsizes. The capsizes damages the mast and A has to retire from the race.

There is a protest from A. B completes a one-turn penalty and continues in the race.

Would you:

a ☐ Penalise A

f ☐ Penalise A a second time

b ☐ Penalise B

g ☐ Penalise B a second time

c ☐ Make no signal

h ☐ Black flag A

d ☐ Green-and-white flag

i ☐ Black flag B

e ☐ Inform the Race Committee

j ☐ Prepare for a post race hearing

Answers to IU FR Practice Test Questions

Answer to question P1 – b

Penalise B.

Initially, A is right-of-way boat as she is clear ahead of B (rule 12). However, B gains an overlap to leeward of A and becomes right-of-way boat (rule 11). A is required to keep clear and she reacts immediately to comply with this requirement. B is required by rule 15 to initially give A room to keep clear, as there is contact despite A's immediate reaction, B has failed to do so and breaks rule 15. Penalise B.

Answer to question P2 - c

Make no signal

B fails to keep clear as windward boat and therefore breaks rule 11. However, as there is no protest flag from either boat the umpires do not signal a decision.

Answer to question P3 – a, (f)

Penalise A *(Penalise A a second time – optional)*

B hails correctly as C is an obstruction that she would have to make a substantial change of course to avoid. A is required to respond to B's hail and fails to do so. A breaks rule 20.2(c). Penalise A.

The umpires may also consider that A has gained an advantage through breaking a rule as she has gained a place in the fleet by forcing B to pass astern of C. If this advantage is not reversed after one penalty, the umpires would penalise A a second time.

The umpires may also consider that A has broken the rule deliberately. In that case the umpires would also penalise A a second time, however only two penalties in total would be appropriate.

Answer to question P4 – a

Penalise A

When A gains an overlap to leeward of B after position 2, rule 17 applies to A and she cannot sail above her proper course unless she sails astern of B. In the absence of any other information in the question, the proper course for A is close-hauled towards the next mark. A sails above her proper course and breaks rule 17. B keeps clear and breaks no rule. Penalise A.

Answer to question P5 – c

Green-and-white flag

The umpires are 80 m away from the incident and therefore are unsighted. This is particularly clear when the umpires cannot see the gap between the boats. The umpires should not penalise a boat unless they are confident she has broken a rule. The umpires should signal a green-and-white flag to incident that no boat will be penalised.

Answer to question P6 – d

Green-and-white flag

A and B are sailing on a beat-to-windward and so no part of rule 18 applies (the mark is not relevant in this question).

B on port is required to keep clear of A. In position 1, B is keeping clear. A luffs and creates a collision course. B can no longer keep clear, but A then complies with rule 16 by bearing away to give room to keep clear. No rule is broken in this incident.

Answer to question P7 – a, e, (h)

Penalise A

Penalise A a second time

(Consider further penalties - optional)

When the boats reach the zone at position 2, A is required to give B mark-room as she is outside boat under rule 18.2. A holds her course and so fails to give enough mark-room to B. The umpires respond should therefore penalise A.

As a result of the incident, B is forced to pass on the wrong side of the mark. A therefore gains an advantage through breaking a rule. B must complete what is effectively a penalty turn in order to reround the mark, so one penalty to A will not change the advantage. A must be penalised a second time to account for this. The umpires may also consider that A has broken a rule deliberately as the boats were clearly overlapped at the zone. This would also result in the umpires giving an additional penalty.

Answer to question P8 – b

Penalise B

B enters the zone clear ahead of A. A must therefore give B mark-room, which includes room to leave the mark on the required side. A does so and does not break rule 18.2(b) or (c). After position 4, B's proper course is no longer to sail close to the mark but is now to sail directly downwind to the next mark.

When B gybes onto starboard she gains right-of-way and breaks rule 15 by failing to give A room to keep clear. After position 4, B is not entitled to exoneration under rule 43.1(b) because she is no longer sailing her proper course or within the mark-room to which she is entitled. Penalise B

Answer to question P9 – a, b, f

Penalise A

Penalise A a second time

Inform the Race Committee

A breaks rule 31 by touching the mark. Q4.1(a) provides that this is an umpire-initiated penalty, and so the umpires may penalise A without a protest.

Answers to IU FR Practice Test Questions

As the umpires can clearly see the crew of A pushing the mark away, they know that when A continues to sail she has knowingly broken a rule and failed to take a penalty. This is a breach of sportsmanship and therefore the umpires should give A an additional penalty under Q4.1(d) [or (e)].

As the incident occurred at the finishing line, the Race Committee should be informed to ensure that A is correctly scored.

Answer to question P10 – i, e

Black flag B

Inform the Race Committee

By causing A to crash-tack to avoid contact, B has forced A to perform an unseamanlike manoeuvre in order to attempt to keep clear. B therefore breaks rule 16.1.

B takes a penalty, but as a result of her breach A has been forced to retire. B has therefore gained an advantage, and it cannot be corrected with further one-turn penalties. Therefore, the umpires should signal that B is disqualified with the Black Flag.

The race committee should be informed to ensure that B is correctly scored as disqualified.

Under appendix MR, the protest committee cannot give redress in this situation and so a post-race hearing is not an option
