

Name.....

Date.....



WORLD SAILING TEAM RACING UMPIRE TEST

IU TR Test E **PRACTICE** Questions & Answers

based on RRS 2021-2024 including Appendix D

Notes to Candidates on the Practice Questions

1. The introductory notes for Test E follow on the next two pages. Candidates are advised to study these thoroughly before starting the practice test. Paragraph 4 is especially important; it states the meaning of the answer options, including when to select “*Additional turns or black flag*” and when to select “*Inform the race committee*”.
2. There are 10 practice questions, and Test E has 50 questions. To complete Test E in the time allowed, a native English speaker needs to average answering 10 questions every 12 minutes, and a non-native English speaker every 18 minutes.
3. **However the practice questions are on average more complex than Test E questions.** They are designed to help candidates prepare for Test E, and to draw candidates’ attention to some specific procedural rules, rule changes, or calls that might feature somewhere in Test E’s 50 questions.

Each practice question highlights one or more of these specific rules points. Candidates are advised to take the time they need to think through each question, but also to note how long they take.

4. The answers to the practice questions are attached as the last three pages.

1. This is a multiple-choice test. Each question describes an incident in a team race, and then asks you to select from a list which signals (e.g. Penalize Blue) or other actions (e.g. Inform the race committee) you would take if you were the nearby umpire.
2. Umpires make decisions based on what they see and hear at the time. Therefore in each question, all relevant boat-position facts should be clear from the diagram. The accompanying text may repeat some key facts, and will add any other relevant facts, such as whether rule 17 applies between boats at position 1, or boats' hails.
3. You are only being asked what actions you would now take, given the facts you now have. The correct answer will reflect just those facts. It will not include an action you might later take depending on what happens next. For instance, if a decision on advantage depends on boats' positions after a penalty is taken, and these facts are not yet known, you should not make a decision on advantage.
4. Below each question is an answer box listing possible actions:

a ☐ Penalize Yellow

d ☐ Green-and-white flag

b ☐ Penalize Blue

e ☐ Additional turns or black flag

c ☐ Make no signal

f ☐ Inform the race committee

You should indicate your answer by ticking the small box or boxes ☐ next to the actions you would take. Some incidents require umpires to take more than one action, and in questions where more than one action is required, your answer will only be scored as correct if you mark all the required actions.

“Penalize Yellow” means “Signal a Two-Turns Penalty on Yellow with a red flag”.

“Inform the race committee” should be marked if there is information you need to communicate to the Race Committee or Finish Boat to ensure the race is correctly scored, or some other post-race issue is correctly handled.

“Additional turns or black flag” should only be marked if you decide that:

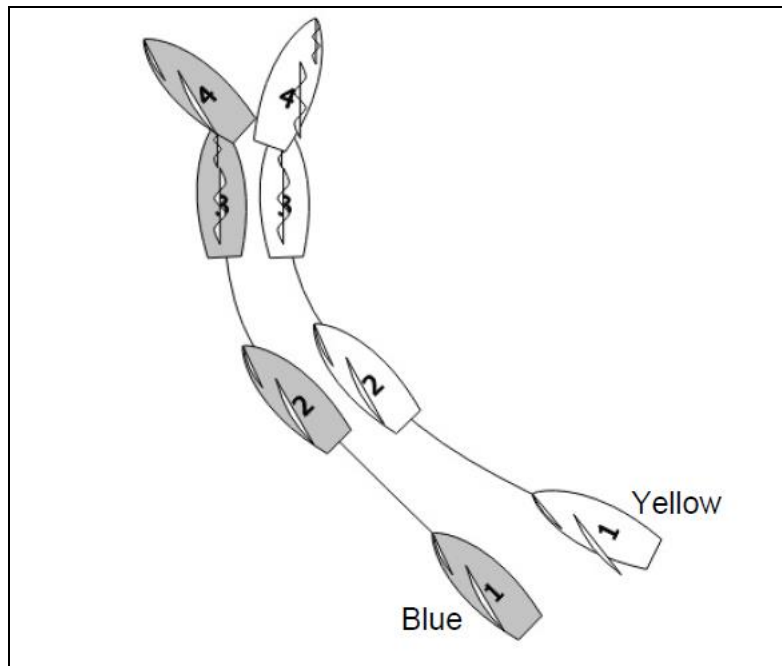
- a. rule D2.3(c) (team gains an advantage despite taking a penalty) applies; or
- b. rule D2.4(c) (report the incident to a protest committee) applies.

There is no requirement to choose between additional turns or black-and-white flag, or to indicate the number of additional turns.

5. Most questions include the six standard answers above. Extra options are included if a boat may be penalized more than once, or a third boat may be penalized, or if the question relates to other umpire responsibilities.
6. If there are words you do not understand, or you find any part of a question confusing or conflicting, please mark the question by circling the problem and indicating on what basis you would decide which actions to take. The test administrator will then be able to discuss this with you, and credit you with a correct answer or may refer the matter to World Sailing when satisfied that you understand the rules in question and are applying them correctly. If such problems are not marked, there cannot be any credit for an incorrect answer.

7. If you wish to change an answer, strike through the whole of the previous answer (e.g. ~~b~~ ~~Penalize Blue~~) and tick your new answer. If you think there is any ambiguity in your correction, write your final answer below the box e.g. “**Answer: a and f, not b**”.
8. Umpires have to make prompt decisions. Therefore the time allowed to complete this test of 50 questions is 60 minutes. Non-native English speakers are allowed 90 minutes. Question pages are numbered from 1 to 50 so that you can see how many questions you have answered at any time. **The pass mark is 76%.**
9. Umpires have to decide both simple and complex incidents. This test therefore includes simple and complex questions in a random order. For those unfamiliar with time-limited, multiple-choice tests, it is suggested that it is unwise to allow oneself to get stuck on a question that seems difficult. It is usually better to pass over any such question, complete the remainder of the test, and then to return to any passed-over questions in any time left at the end.
10. **You should make the following assumptions when answering questions:**
 - a. All races are umpired under rule D2. When a question states that a boat protests you should assume, unless the question includes facts to the contrary, that the required procedure has been followed, and that no boat involved has responded to the protest either by taking a penalty or clearly indicating she will.
 - b. Boat identification:
 - i. When a question identifies Blue and Yellow, Blue is shaded and Yellow is unshaded and they are opponents.
 - ii. When a question identifies A, B and C, they are team-mates, and X, Y and Z are team-mates from the other team. When more than one boat is shaded (or unshaded), they are team-mates.
 - c. In some questions, your decision may depend on the size and manoeuvrability of the boats. Unless stated to be Optimist or keelboat in the question, the boats are International 420 dinghies sailed without a spinnaker.
 - d. Most leg and mark labels relate to a normal team-race course: Leg 1 is a beat to Mark 1, Leg 2 is a reach to Mark 2, Leg 3 is a run to Mark 3, Leg 4 is a reach to Mark 4, and Leg 5 is a beat to the Finish. The side a mark is to be left is stated in the text or made clear in the diagram. Marks will not cause damage if touched,

In some questions marks are described as “**windward**” when at the end of a windward leg, “**leeward**” when the next leg is a windward leg, and “**off-wind**” when neither the previous nor the next leg is to windward. A “**gybe mark**” is an off-wind mark where the boats’ proper course is to gybe.
 - e. Start and Finish Lines are crossed upwind unless stated otherwise.. The wind direction is from the top of the diagram.
 - f. The warning signal is 3 minutes, and the preparatory 2 minutes, before the start.
 - g. The Sailing Instructions do not change any rules, or require arm signals with rule 20 hails. If a question specifically relates to a sailing instruction, that sailing instruction is included in the question.

Question P1

At Position 1, 60 seconds before the starting signal, Blue completes a tack to leeward of Yellow.

At Position 3, Yellow is keeping clear of Blue.

After Position 3 Yellow passes head to wind.

As soon as Yellow passes head to wind, Blue bears away quickly.

While bearing away, Blue's stern swings to windward. At Position 4, at the same time as Blue reaches a close-hauled course, Blue's stern corner makes contact with Yellow's port side.

Both boats protest.

Would you:

a ☐ Penalize Yellow

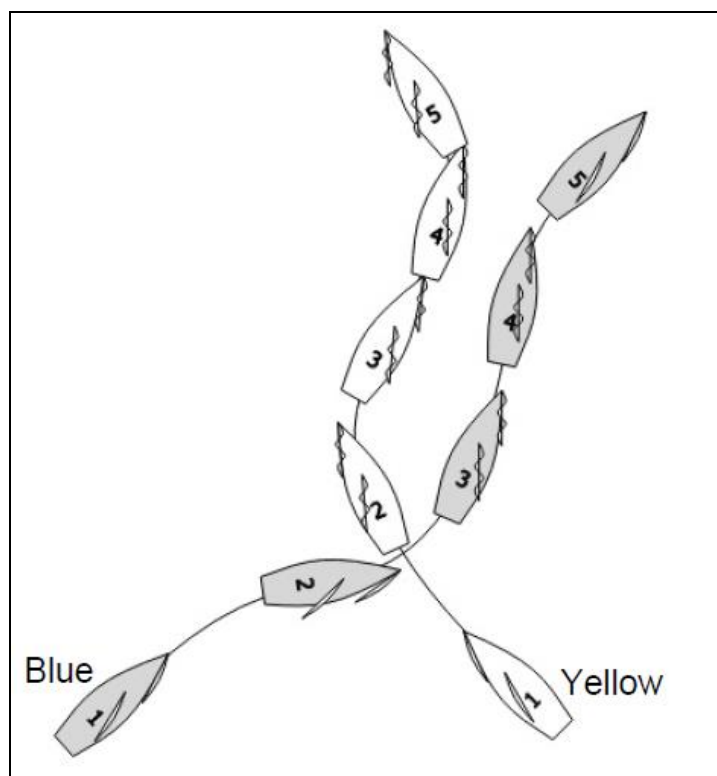
d ☐ Green-and-white flag

b ☐ Penalize Blue

e ☐ Additional turns or black flag

c ☐ Make no signal

f ☐ Inform the race committee

Question P2

In keelboats on Leg 1, Blue on port tack is keeping clear by sailing to pass to leeward of Yellow on starboard tack.

At Position 2, Yellow luffs to tack, and Blue immediately has to bear away further to keep clear. Blue protests.

Just after Yellow passes head-to-wind, Blue becomes overlapped to leeward of Yellow and Blue then luffs above close-hauled.

Yellow is unable to complete her tack and has to tack back onto starboard tack to avoid contact with Blue.

Yellow protests.

Would you:

a ☐ Penalize Yellow

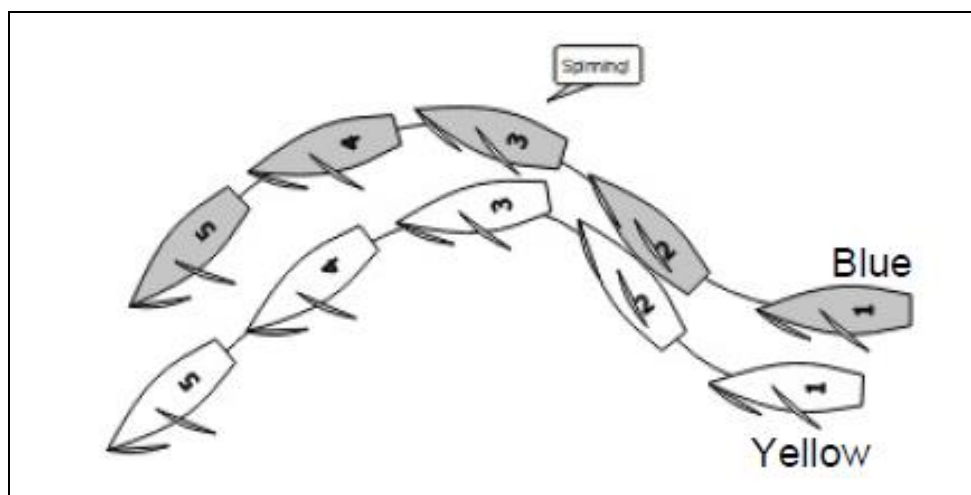
d ☐ Green-and-white flag (once or twice)

b ☐ Penalize Blue

e ☐ Additional turns or black flag

c ☐ Make no signal

f ☐ Inform the race committee

Question P3

1 minute before the start Blue and Yellow are above and to the right of the start line, and there are no other boats nearby.

Between Position 1 and 2 Yellow luffs quickly, and at Position 2 the boats make contact.

You decide that when Yellow luffed, she did not give Blue room to keep clear and broke rule 16.1.

Yellow protests and at Position 3, Blue's helm clearly hails "Spinning".

Both boats bear away and sail towards the start line.

Would you:

a ☐ Penalize Yellow

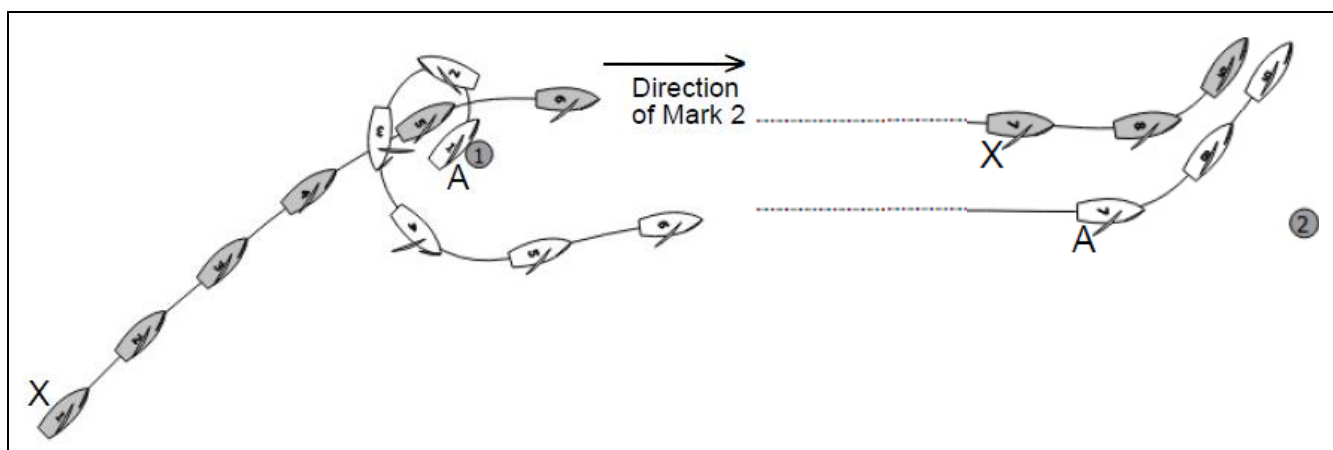
d ☐ Green-and-white flag

b ☐ Penalize Blue

e ☐ Additional turns or black flag

c ☐ Make no signal

f ☐ Inform the race committee

Question P4

The Sailing Instructions include the following rule:

Add as 2nd sentence in RRS D3.1(b): "When a boat is scored NSC for not sailing the course, 6 points shall be added to her score; this changes RRS A5.2."

Mark 1 is to be left to starboard.

At Position 1, A touches Mark 1.

A promptly takes a One-Turn Penalty. However the course A sails from Position 1 means that she does not round Mark 1. Instead A leaves Mark 1 to port.

Both boats continue to sail towards Mark 2 on approximately parallel courses. At Position 7 they are approaching Mark 2

A luffs towards X, and X keeps clear.

X protests, and then hails "You can't interfere. You're on a different leg."

Would you:

a ☐ Penalize A

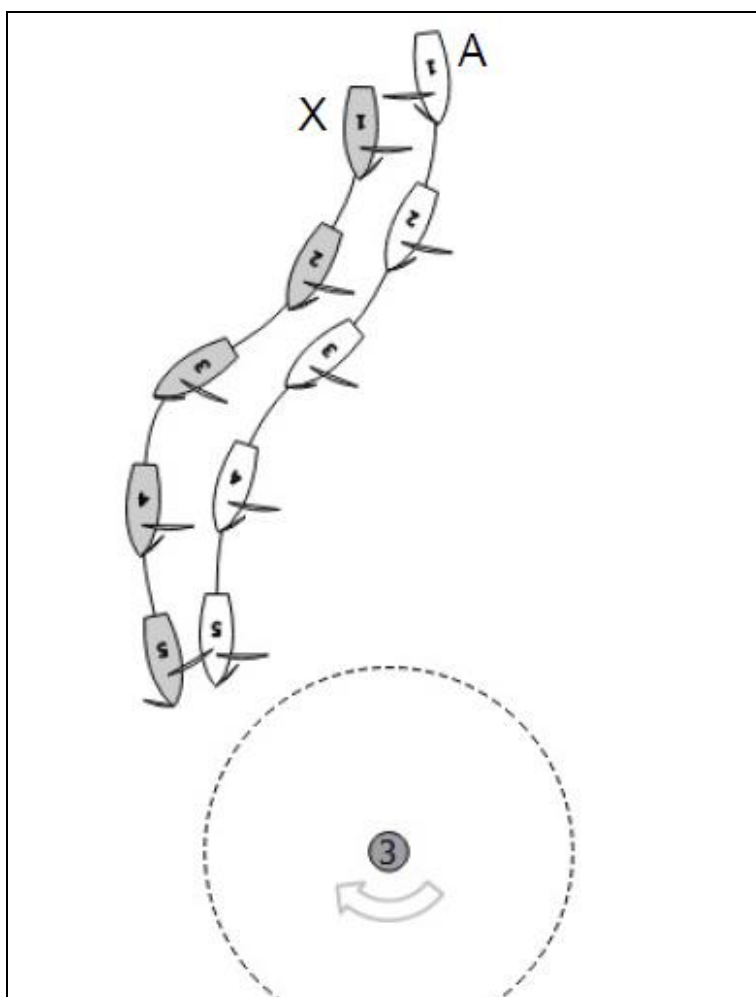
d ☐ Green-and-white flag

b ☐ Penalize X

e ☐ Additional turns or black flag

c ☐ Make no signal

f ☐ Inform the race committee

Question P5

The boats are on Leg 3, a run. They are approaching Mark 3, to be left to starboard.

Between Positions 2 and 3 X luffs and at Position 3 is clearly clear ahead of A.

At position 5 X's boom makes contact with A's shroud.

Both boats protest.

Would you:

a ☐ Penalize A

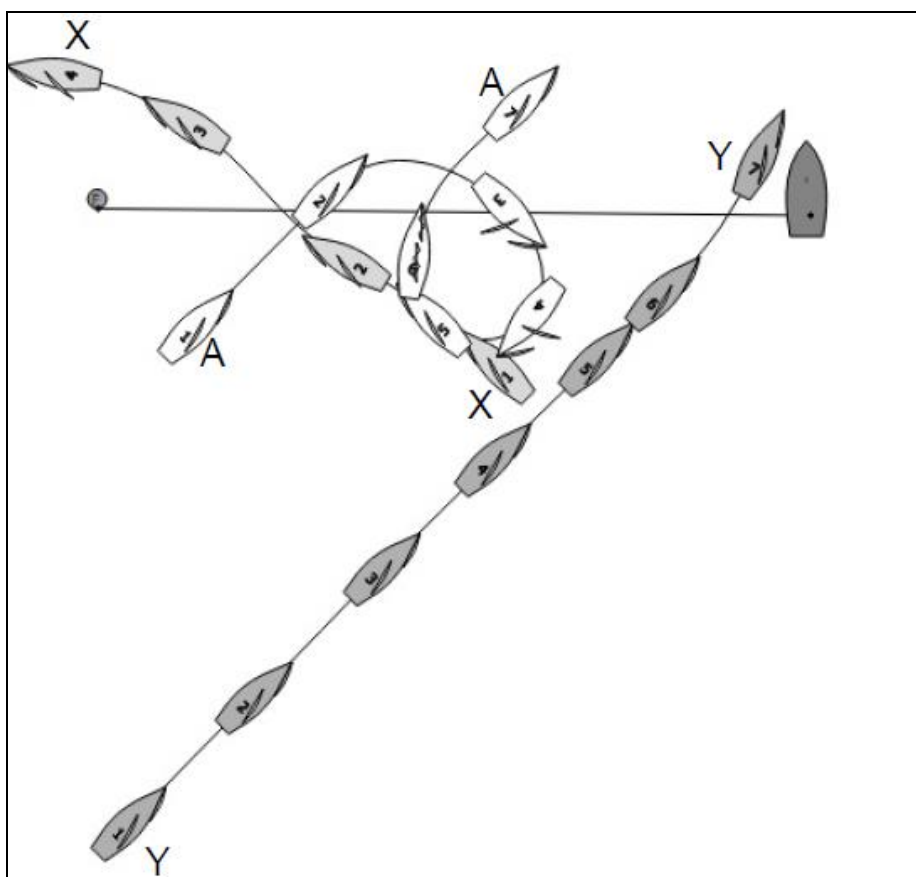
d ☐ Green-and-white flag

b ☐ Penalize X

e ☐ Additional turns or black flag

c ☐ Make no signal

f ☐ Inform the race committee

Question P6

A, X and Y, the last three boats in a 3v3 race, are approaching the finishing line.

A crosses the finishing line ahead of X and Y.

At Position 2, before A has cleared the line, X has to bear away to avoid contact with A.

X protests, and A hails "Spinning".

A promptly sails the course shown.

Would you:

a ☐ Penalize A

d ☐ Green-and-white flag

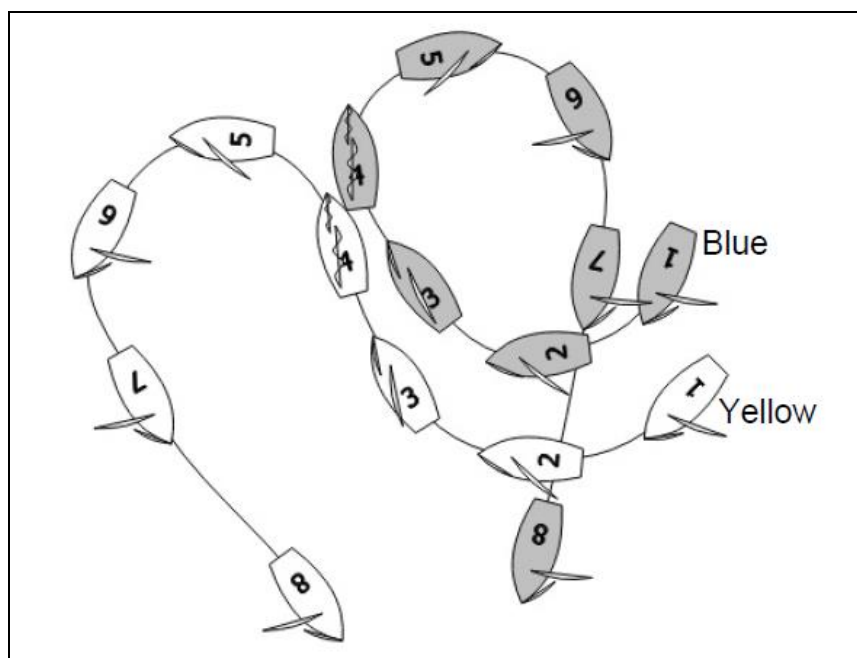
b ☐ Penalize X

e ☐ Additional turns or black flag

c ☐ Penalize Y

f ☐ Inform the race committee

d ☐ Make no signal

Question P7

Blue and Yellow are in the last two places on Leg 3 (Mark 3 to port). Rule 17 does not apply to Yellow.

There is contact at Position 4. You decide Blue breaks rule 11.

Blue immediately hails "Spinning" and sails the course shown.

Yellow does **not** protest.

Would you:

a ☐ Penalize Yellow

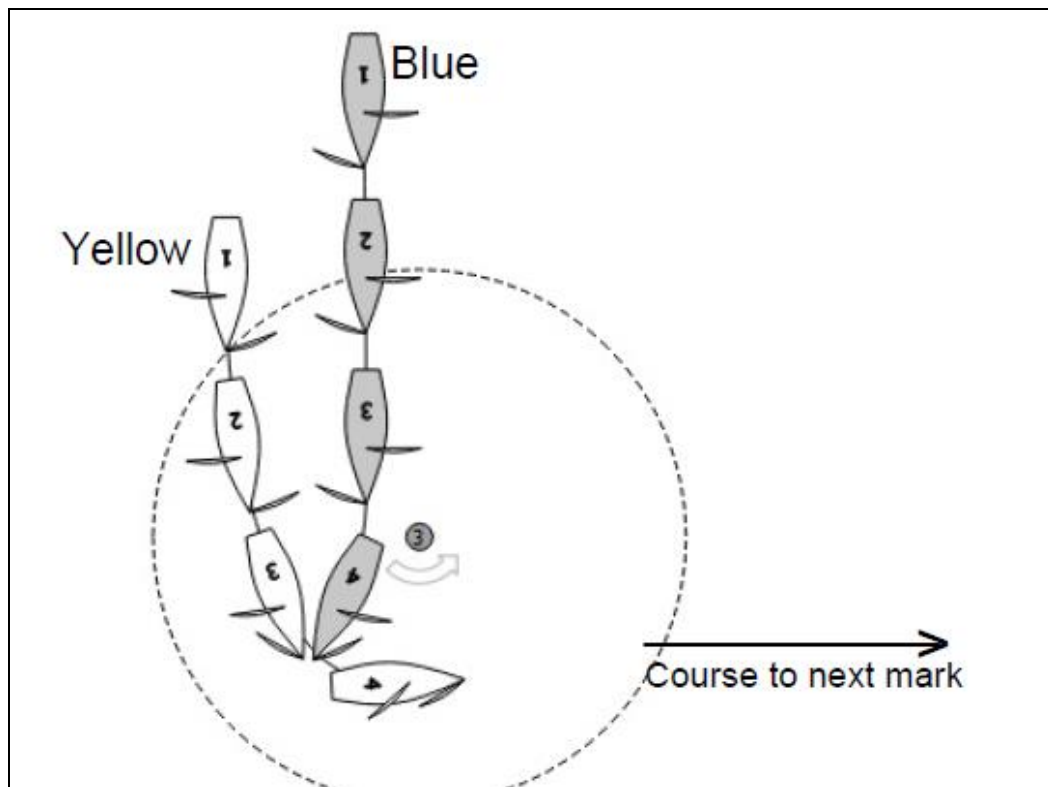
d ☐ Green-and-white flag

b ☐ Penalize Blue

e ☐ Additional turns or black flag

c ☐ Make no signal

f ☐ Inform the race committee

Question P8

The boats are sailing to Mark 3 to be left to port. The next leg is a beam reach.

At position 4 Yellow is one boat's length to leeward of the mark, and Blue has to change course to avoid contact with Yellow.

Blue protests.

Would you:

a ☐ Penalize Yellow

d ☐ Green-and-white flag

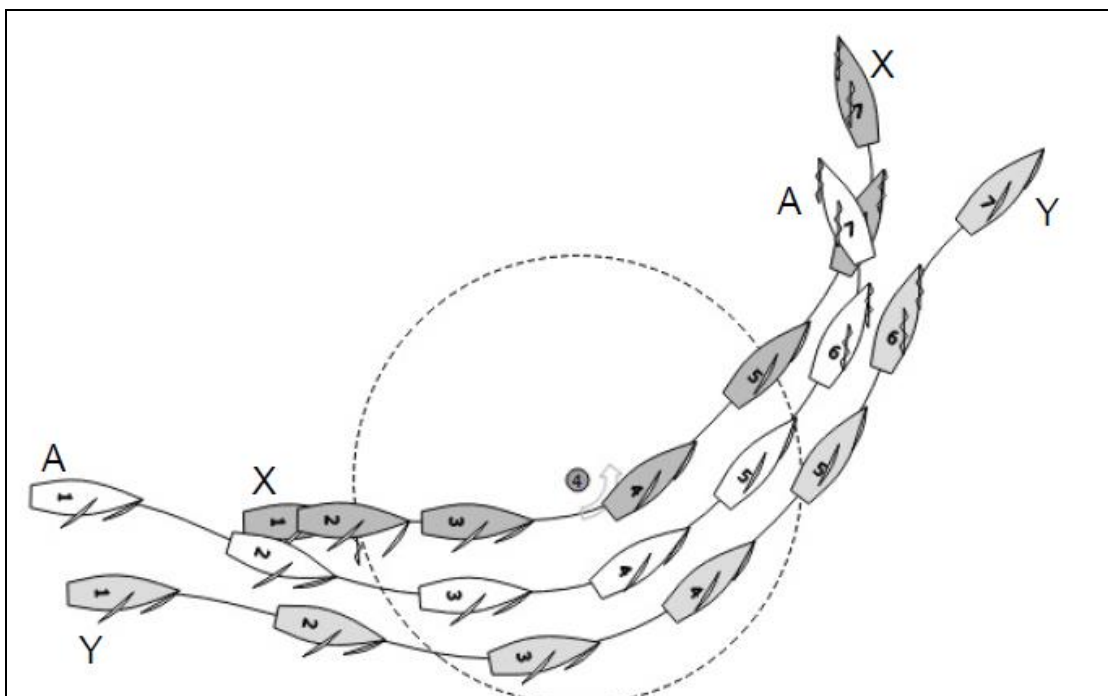
b ☐ Penalize Blue

e ☐ Additional turns or black flag

c ☐ Make no signal

f ☐ Inform the race committee

Question P9



The boats are approaching Mark 4, to be left to port. The next leg is a beat.

At Position 1 X reaches the zone clear ahead, and slows.

At Position 5 the boats are leaving the zone on a close-hauled course.

At Position 6 Y luffs 15 degrees, and A and X respond, keeping clear.

A and X then tack, and Y bears away to close-hauled. At the same time A protests.

There is no contact between any boats.

Would you:

a ☐ Penalize A

d ☐ Green-and-white flag

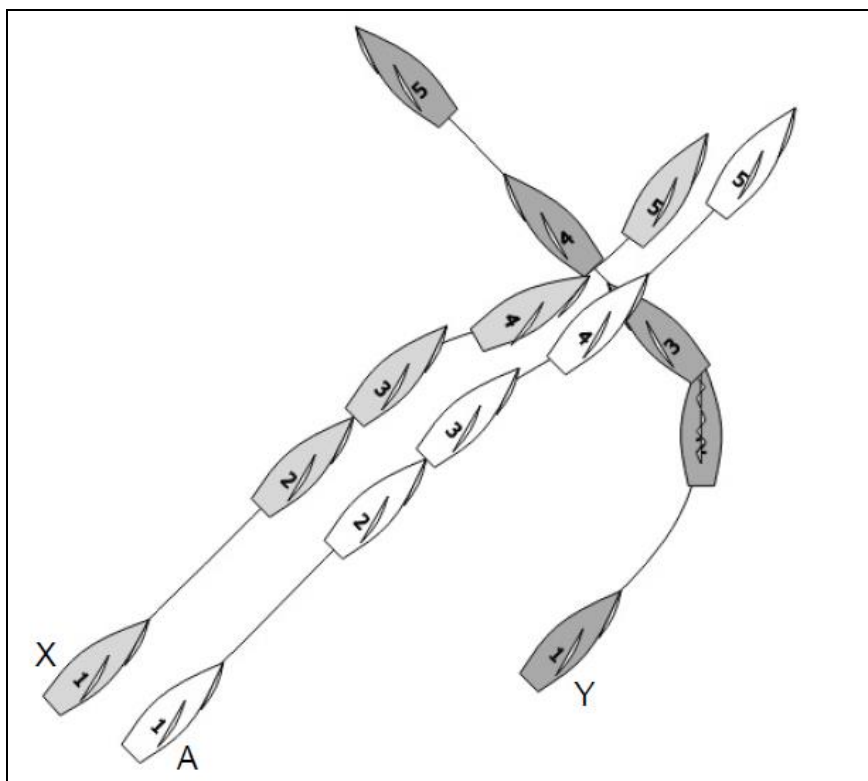
b ☐ Penalize X

e ☐ Additional turns or black flag

c ☐ Penalize Y

f ☐ Inform the race committee

d ☐ Make no signal

Question P10

The boats are on Leg 1, a beat to windward.

At Position 3, when Y reaches close-hauled after tacking, there is room for both X and A to bear away and pass astern of her.

At Position 4 there is not room for X to pass between A and Y, and there is minor contact between X's bow fender and Y.

No boat protests.

Would you:

a ☐ Penalize A

d ☐ Green-and-white flag

b ☐ Penalize X

e ☐ Additional turns or black flag

c ☐ Penalize Y

f ☐ Inform the race committee

d ☐ Make no signal

Note: ANSWERS FOLLOW OVERLEAF

Answer to question P1 - b**Penalize Blue.****Blue broke rule 16.1**

Yellow is the keep clear boat throughout, first as windward boat under rule 11, and then at position 4 as a tacking boat under rule 13. Until Blue changes course between Positions 3 and 4, Yellow is keeping clear of Blue.

When Blue, as right-of-way boat, changes course, she must give Yellow room to keep clear. She does not give Yellow this room. Blue breaks rule 16.1, and Yellow is exonerated under rule 43.1(b) for breaking rule 13.

Note on possible damage: *If the contact is such that the umpires think there may be damage, they should check for damage at the end of the race. If there is damage and the umpires think a penalty may be appropriate, they should make a report and the protest committee or race committee can then protest under D1.2(d)(2). It is not necessary or correct to display a black and white flag just because there may be damage. See Manual section 9.9.*

Answer to question P2 - d**Green-and-white flag.****No rule broken**

Blue is sailing a course to pass astern of Yellow. When Yellow luffs to tack, Blue is able to keep clear by changing course immediately. Since 1 January 2021 rule 16.2 is restricted to incidents where the right of way boat changes course by bearing away, so rule 16.2 does not apply in this incident, and Yellow complies with rule 16.1.

The boats become overlapped while Yellow is subject to rule 13, so Blue is not subject to rule 17. When Blue luffs she complies with rule 16.1 and gives Yellow room to keep clear. No rule broken.

Note on signalling: *The signal on the first protest is correctly delayed to give a boat time to take a One-Turn Penalty. In this case Yellow's tack at position 5 could be the start of a penalty turn. The umpire should display a green-and-white flag when he sees both boats hold their courses after position 5. The umpire should display either one or two green-and-white flags depending on which he thinks will be clearer for competitors.*

Answer to question P3 - b**Penalize Blue****Blue broke rule D1.3(b)**

When Blue hails "Spinning", she responds to Yellow's protest, and therefore the umpires no longer decide the protest (rule D2.2(c)). Blue is now required to take a One-Turn Penalty (rule D1.3(b)), and the umpires' responsibility is to check this is correctly taken.

Blue is required to get well clear as soon as possible, and then promptly make the turn. There are no boats to windward, so Blue has the opportunity to start the turn by luffing at all times between Positions 3 and 5. Blue therefore breaks rule D1.3(b) during this time.

Rule D2.3(e) entitles the umpire to penalize her for this breach without a protest, and the umpire should do this. See Manual section 9.4.

Answer to question P4 – d, f**Green and White Flag****No rule broken in the incident****Inform the Race Committee****A is to be scored NSC**

Case 126 states “For the purpose of determining whether rule 23.2 applies to an incident, a boat is sailing on the leg which is consistent with her course immediately before the incident and her reasons for sailing that course.”

A therefore does not break rule 23.2 when she luffs X. (In contrast, in Call E13 the boat is, at that time of the incident, passing the mark on the wrong side).

After all boats have finished the umpires should inform the Race Committee that boat A has not sailed the course, and that the Race Committee should score her +6 according to the Sailing Instruction. No black and white flag is required. See Manual section 9.10.

Note on scoring NSC: If the Sailing Instruction were not in place, the umpires (acting as the Protest Committee) or the Race Committee would need to protest A for not sailing the course in order that 6 points are added to her score. See Manual section 13.3.

Answer to question P5 - a, b**Penalize A****A broke rule 17****Penalize X****X broke rule 11**

When A gybes after Position 1, rule 17 does not apply to her and she may sail above her proper course.

However at Position 3 X becomes clear ahead, so when shortly after Position 3 the boats become overlapped again, A must comply with rule 17. She must promptly bear away to a proper course, including if necessary a gybe (see Call G4). When A only bears away slightly between Positions 4 and 5, A is sailing above her proper course and breaks rule 17.

When at Position 5 X fails to keep clear of A, she breaks rule 11. X was not compelled to break rule 11 by A's breach of rule 17, so she is not exonerated under rule 43.1(a).

Answer to question P6 – d, f**Make no signal.****Inform the Race Committee****A is to be scored in last place**

A takes a One-Turn Penalty after hailing “Spinning” so complies with rule D1.3(b). Taking this penalty means A did not finish when she first crossed the line (definition of finish).

A completes her penalty turn when she reaches close-hauled between Positions 6 and 7. She therefore does not finish at Position 6 when she crosses the line for the second time

To finish rule 44.2 requires A to be completely on the course side of the finishing line after completing the penalty, and then crossing it. A does not do this, so she does not finish. The umpire should instruct the Finish Boat to score A 6 points (rule D3.1(a)), and to score X and Y as finishing 4th and 5th respectively. See also Call K1.

Note on informing competitor: It would be wise and courteous also to inform A. This should remove the possibility of a future scoring query from A's team.

Answer to question P7 - e

Additional Turns or Black Flag Blue gains an advantage despite taking a penalty.

In the incident Blue breaks a rule. After Blue hails "Spinning", Blue makes a tack and then a gybe so takes the required One-Turn Penalty. At the conclusion of the penalty Blue is level with Yellow, and has right-of-way.

Rule D2.3(c) therefore applies. Blue has broken a rule, and gained an advantage despite taking a penalty. The umpire should further penalise Blue with a Two-Turn Penalty. See Manual section 9.7.

Note: *In this case it would not be correct to signal a black-and-white flag. The other boats are not involved, and the advantage is fully removed by the additional penalty.*

Answer to question P8 - d

Green-and-white flag.

Yellow is exonerated for breaking rule 10.

At position 1 Yellow is clear ahead when she reaches the zone, so Blue must thereafter give Yellow mark-room (rule 18.2(b)). This obligation continues to apply until mark-room has been given (rule 18.1).

Mark-room includes room for Yellow to leave the mark on the required side. At Position 4 Yellow has not yet left the mark on the required side, so rule 18.2(b) still applies and Blue must still give her room to do this.

When the boats are overlapped between Positions 3 and 4, Blue must also give Yellow room to sail her proper course (rule 18.2(c)(2)).

By luffing at Position 4, Blue complies with her obligations under rule 18.2. As Yellow is sailing within the room and mark-room to which she is entitled, she is exonerated under rule 43.1(b) for breaking rule 10. See also Call H5.

Answer to question P9 - c

Penalize Y

Y breaks rule 17

The incident at Position 6 involves all three boats, and therefore D1.3(d) does not apply and A is entitled to protest. Y sails above her proper course. She was clear astern before she and X became overlapped, and therefore she breaks rule 17.

A also sails above close-hauled, but she is sailing her proper course as she is required to keep clear of Y.

Answer to question P10 - d

Make no signal

No boat protests, and X is exonerated for breaking rule 10

At position 3 Y complies with rule 15 as there is room for both boats to pass astern of her.

A breaks rule 19.2(b) as she fails to give X room to pass the obstruction Y. As there is no protest, and she does not make contact with a team-mate, she cannot be penalised.

X breaks rule 10 when she contacts Y, but she is sailing in the room to which she is entitled, and broke rule 10 as a consequence of A breaking rule 19.2(b). X is exonerated under rule 43.1(b) and therefore shall not be penalized (rule 43.2).