

US Sailing Judges Certification Test

STUDY QUESTIONS - Overview

Welcome to the 2013-2016 edition of the Study Questions for the US Sailing Judges Certification Exam.

The test format consists of 100 questions. Half are True/False questions and then half are questions about a series of "scenarios". Each scenario has a diagram and some accompanying text, and several questions related to how the Racing Rules of Sailing apply to the boats in the scenario.

In an effort to give test takers the best preparation, we laid out these Study Questions as an accurate sample of the test itself (with an extra scenario here). We've included the same instructions, and answer sheets as you will see when you take the actual test. The length and level of difficulty of the Study Questions are comparable to the actual test.

Note that while we include a copy of the actual test instructions - for doing the Study Questions - you are not limited in any way by the documents you consult, or the time you spend. We ENCOURAGE you to run all over the rule book, and Cases and Appeals and the Judges Manual in search of answers. Find the rules citations for each question and write them down along with your answer (not required on the actual test). Get together with other judges and review and debate your answers. The main goal of the Study Questions package is to promote learning.

In these Study Questions, we have a couple scenarios/question that are likely to provoke thought, discussion, and perhaps even debate. While we try to avoid controversial questions on the actual test, in Study Mode we find that promoting discussion is a terrific educational tool.

As hard as we try to avoid it, we may well have some typos, or other things that are not clear. If you see one of these, please make sure that you bring the issue to our attention! You can do this either by bringing your questions up at a Judges Seminar, OR you can contact Joe Krolak, the Chair of the Judges Education and Testing Subcommittee. Joe can be reached by email at: j.s.krolak@gmail.com.

The US Sailing Judges Committee hopes you'll have fun working through these questions.

US SAILING Judges Certification Test

Instructions and Guidance

Test Overview

This test contains two parts. Part A is a set of True/False questions. Part B contains 9 scenarios. Each scenario has a diagram, supporting text, and several questions about the scenarios. Each question in Part A and Part B is worth 1 point, there are 50 points in Part A and 50 points in Part B. In Part B students will be awarded NO points in cases where some, but not ALL, correct answers are circled. Partial points will not be granted. A passing score is 85 points or higher.

You may ONLY use the following printed material when taking the test:

- This Test Booklet
- US SAILING or ISAF Rule Book (US SAILING rule book is recommended)
- Copy of US SAILING Prescriptions (may be separate or contained in US SAILING rule book)
- US SAILING Appeals and ISAF Case Book
- US SAILING Judges Manual (NOT the ISAF IJ manual)

While some questions may mention an ISAF regulation, you do not need the text of the ISAF regulations to answer any question.

This test booklet contains:

- Test Instructions and Guidance;
- Part A questions;
- Part B questions;
- Part A SPARE answer sheet; and
- Part B SPARE answer sheet.

Test Instructions

(1) On the FIRST PAGE OF PART A and PART B QUESTIONS, write your NAME, and US SAILING Member Number. Check that the version number on your TEST QUESTIONS matches the number that the instructor gave you. This full question set is your “OFFICIAL” answer sheet.

(2) On the SPARE ANSWER SHEETS, write your NAME. Use this to write a backup set of answers for the post-test debrief.

(3) You have 100 minutes to complete the test. The instructor will post periodic updates on how much time remains.



(4) When you finish the test, please return your completed Spare Answer Sheets (Parts A & B) AND Test Questions/Answers (Parts A & B) to the instructor. The spare answer sheets will be temporarily returned to you for a post-test debrief.

(5) Throughout the test you may presume the following:

- The appendices/rules for windsurfing, match racing, or team racing do NOT apply unless a question specifically deals with those disciplines.
- Unless a question says otherwise, you may presume that nothing has changed a relevant racing rule. For example, a question such as “The preparatory signal is lowered one minute before the starting signal” is TRUE. Although sailing instructions are allowed to change or replace the starting system described in Rule 26, you may presume that no change has been made.

(6) Part A (True/False) Questions

- If a rule says something like, “for X to be correct, A, B, and C must happen,” a question such as “for X to be correct, A must happen” would be true because A must indeed happen even though it is not all that must happen. For the same reason, questions such as “for X to be true, only A must happen” or “if A happens, then X is correct” would be false because both suggest that A alone is sufficient.
- If a TRUE/FALSE “question” contains more than one sentence: then the initial sentences are descriptive, and the LAST statement is either true or false.

(7) Part B (Scenario) Questions

Carefully read each scenario and review the adjacent diagram that describes the incident. Your role is that of a protest committee member hearing the incident. Consider the diagrams and supporting text to be the consensus of the evidence presented to the protest committee. Answer the questions about the incident. **Circle the answer(s) that apply.**

When indicating which rule(s) a boat breaks, you should circle **ALL** rules in the list that a boat breaks, **regardless** of whether or not the boat should be exonerated or penalized for breaking the rule. Partial credit is not given for answers where all listed rules are not identified in your response.

When asked which boat(s) should be disqualified you should consider whether exoneration is appropriate or if an appropriate penalty has been taken.

Unless specifically noted in the scenario, you may presume the following:

- Boats are typical mono-hulls racing in a fleet race;
- Wind is coming down (from top to bottom) the page;
- The wind conditions are moderate, sea state and current are not a factor;
- The protest naming all the boats as parties is valid; and
- No boat took an alternative penalty.

GOOD LUCK!



US SAILING Judges Certification Test

version: 13-SQ-01

Name: _____, USSA #: _____

Num	Ans	Question
1		The warning signal shall be made 10 minutes before the starting signal unless the sailing instructions state otherwise.
2		When sailing by the lee or directly downwind, a boat's leeward side is the side on which her mainsail lies.
3		Flag First Substitute accompanied by two sound signals is a signal for postponement.
4		Before the starting signal, the race committee may postpone or abandon the race for any reason.
5		Appendix M is advisory only and addressed primarily to protest committee chairmen.
6		If a boat starts and finishes, but the race committee knows that she did not sail the course properly, the race committee may score her DNF without a hearing.
7		US SAILING prescribes that sailing instructions shall not change rules 61.4, Appendix R, or its prescriptions to rules 40, 67, or 76.1.
8		If a boat has two or more equal worst scores in a series, the score for the race sailed latest in the series shall be excluded.
9		A boat may not sail below her proper course while she is less than two of her hull lengths from a leeward boat on the same tack.
10		While racing, a boat does not break a rule by touching a mark's anchor line.
11		When a protest committee finds that a boat has broken a rule of Appendix G, it shall not penalize her without giving her time to comply with the rule.
12		To change course means to change the direction in which the boat is heading or moving.
13		A party to the hearing is entitled to receive in writing the protest committee's decision with the appropriate information if she asks for it in writing from the protest committee within seven days of being informed of the decision.
14		The protest committee may penalize a boat that has broken rule 42 without a hearing even if not so stated in the sailing instructions.
15		A boat, but not her crew, is required to comply with ISAF Regulation 20, Advertising Code.
16		A boat that has finished and is no longer racing cannot be penalized for breaking a rule of Part 2.
17		The facts that a protest committee finds are not subject to appeal.
18		Forestays shall be attached approximately on a boat's centerline.
19		When a scoring system provides for excluding one or more race scores from a boat's series score, a disqualification for breaking rule 2 (Fair Sailing) shall not be excluded.

US SAILING Judges Certification Test

version: 13-SQ-01

Name: _____, USSA #: _____

Num	Ans	Question
20		A boat may be entitled to redress when a race committee corrects a boat's posted score after posting an erroneous score.
21		If the notice of race conflicts with the sailing instructions, the instructions in the notice of race take precedence.
22		The zone is the area around either a mark or an obstruction within a distance of three hull lengths of the boat nearer to it.
23		The parties to a hearing, or a representative of each, have the right to be present throughout the hearing of the evidence.
24		The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.
25		The notice of race shall include the times of registration and warning signals for the practice race (if one is scheduled) and the first race.
26		A boat is sailing towards a beach. Without being asked, an uninvolved spectator on the beach yells to the boat to look out for shoal water. Hearing this, the boat tacks and narrowly averts running aground. By heeding the warning, the boat has broken a rule.
27		When a visual signal for a race is displayed over a class flag, the signal applies only to that class.
28		In windsurfing competition, a board may touch a mark without a penalty.
29		A protest committee may call a hearing under rule 69 after receiving a report of an incident only if that report submitted in writing
30		All parties to a hearing shall be allowed reasonable time to prepare for the hearing.
31		Boat A and B are both racing boats. Boat A encounters a vessel that is not racing. Boat B sees the encounter and believes that boat A broke a right-of-way rule of the IRPCAS during the encounter. Boat B may protest boat A for the incident.
32		An event without an international jury that is a qualifier for another event can deny the right of appeal without US SAILING approval.
33		A boat may leave on either side a rounding mark that does not begin, bound, or end the leg she is on.
34		The organizing authority, race committee and protest committee shall be governed in the conduct and judging of races by the rules in The Racing Rules of Sailing.
35		When a race committee boat flies flag S accompanied by two sound signals at a gate mark, the finishing line is between the nearest gate mark and the staff displaying flag S.
36		A parent of a competitor at an event is not an interested party for any protest except when his child is a protestor or protestee.
37		A party to a hearing who believes a member of the protest committee is an interested party shall object as soon as possible.

US SAILING Judges Certification Test

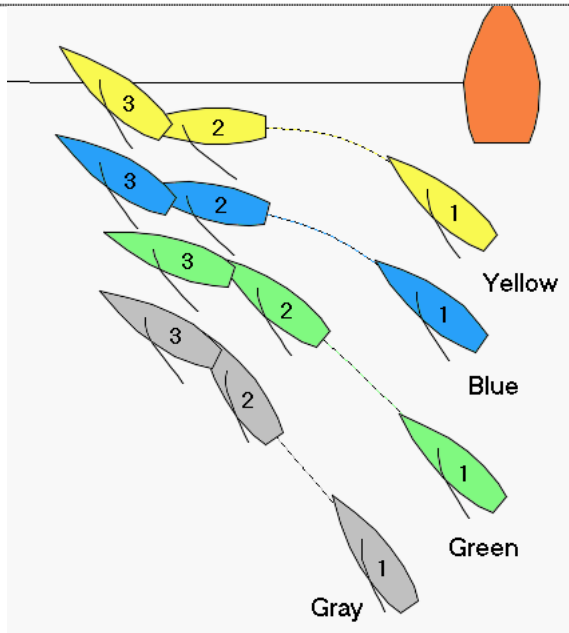
version: 13-SQ-01

Name: _____, USSA #: _____

Num	Ans	Question
38		When, from the facts found by the protest committee, the appeals committee decides that a boat that was a party to a hearing broke a rule, it shall penalize her, whether or not that boat or that rule was mentioned in the protest committee's decision.
39		Sailing instructions may change rule 42 by referring specifically to it and stating the change.
40		The term 'overlap' does not apply to boats that are on opposite tacks on a run unless rule 18 applies.
41		When three boats racing are beating on the same tack and not overlapped, the boats clear ahead are a continuing obstruction to the boats clear astern.
42		After breaking a Part 2 rule, a boat decides to take a Two Turns Penalty. While taking the penalty, she touches a mark. She need not take an additional penalty to be exonerated for touching the mark.
43		Changes to sailing instructions, when made ashore, must be in writing and posted on the official notice board before the time stated in the sailing instructions.
44		The phrase "head to wind" in rule 13 refers to the boat's bow and centerline, not the position of her sails.
45		At the beginning of a protest hearing, the protest committee shall take evidence it considers necessary to decide whether all requirements for the protest have been met.
46		Rule 14 does not apply between a boat that is racing and a boat no longer racing.
47		When a boat is penalized for the first time under Appendix P she shall take a Two-Turns Penalty.
48		Repeated tacks or gybes in relation to changes in the wind or to tactical considerations are prohibited under rule 42.
49		A protest committee calls a hearing under rule 69 and properly notifies the competitor. The competitor does not attend the hearing and does not provide a good reason for being unable to attend. The protest committee may still conduct a hearing and impose a penalty if appropriate.
50		If a boat penalized for a third time under Appendix P in a series she shall withdraw from all races in the series

Q#	Diagram	Description/Questions	Possible Answers
sq.1	<p>The diagram illustrates a boat race scenario with three boats: Yellow (yellow), Green (green), and Blue (blue). They are shown at four sequential positions along a dashed line representing the race course. In Position 1, Green is clear astern of both Yellow and Blue. In Position 2, Green has moved between Yellow and Blue. In Position 3, Green's boom has hit Blue. In Position 4, Green has touched Yellow.</p>	<p>Three boats are on a run. Green has overtaken Yellow and Blue from clear astern and sails between them for several boat lengths. The three boats continue on slightly converging courses until (Position 3) Green's boom hits Blue. Shortly later (Position 4) Green also touches Yellow. There is not damage to any of the boats.</p> <ol style="list-style-type: none"> At position 3, who has right of way, Blue or Green? At position 3, who has right of way, Green or Yellow? At position 3, who has right of way, Blue or Yellow? What rule(s) does Blue break? What rule(s) does Yellow break? What rule(s) does Green break? Who breaks rule 14? Who should be disqualified? Choose ALL that apply. 	<p>Blue Green</p> <p>Green Yellow</p> <p>Blue Yellow</p> <p>None 10 11 12 16.1 17 19.2</p> <p>None 10 11 12 16.1 17 19.2</p> <p>None 10 11 12 16.1 17 19.2</p> <p>None Yellow Green Blue</p> <p>None Yellow Green Blue</p>

sq.2



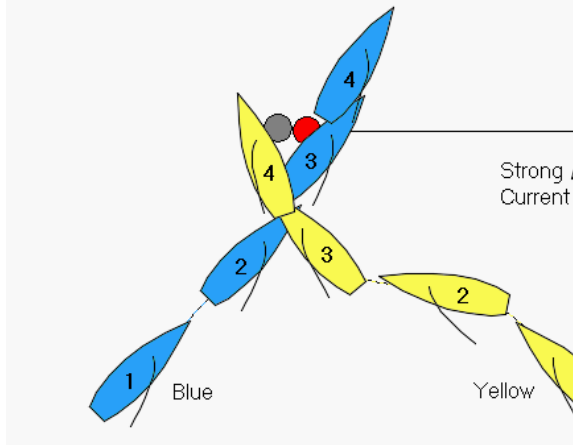
Four boats approach a starting line in a large fleet (Position 1). The starting signal is made at Position 2. The Scoring Penalty is in effect.

Yellow steers a course to avoid crossing the line early (Position 2). Blue bears away to avoid collision with Yellow, and Green bears away to avoid Blue (Position 2). Blue immediately hails protest to Yellow. Immediately upon hearing Blue's hail, Yellow flies a yellow flag and takes the Scoring Penalty. No boats do penalty turns. All boats start and finish the race.

In the protest hearing, Yellow says she knew that if she kept clear of Blue she would be OCS, but thought that taking the Scoring Penalty would be better than re-starting in such a large fleet.

9. At position 2, what boat has right of way on all others?	Yellow Blue Green Grey
10. What rule(s) does Grey break?	None 2 11 16.1 18.2 19.2 20.1
11. What rule(s) does Green break?	None 2 11 16.1 18.2 19.2 20.1
12. What rule(s) does Blue break?	None 2 11 16.1 18.2 19.2 20.1
13. What rule(s) does Yellow break?	None 2 11 16.1 18.2 19.2 20.1
14. Who should be disqualified? Choose ALL that apply.	None Yellow Blue Green Grey

sq.3

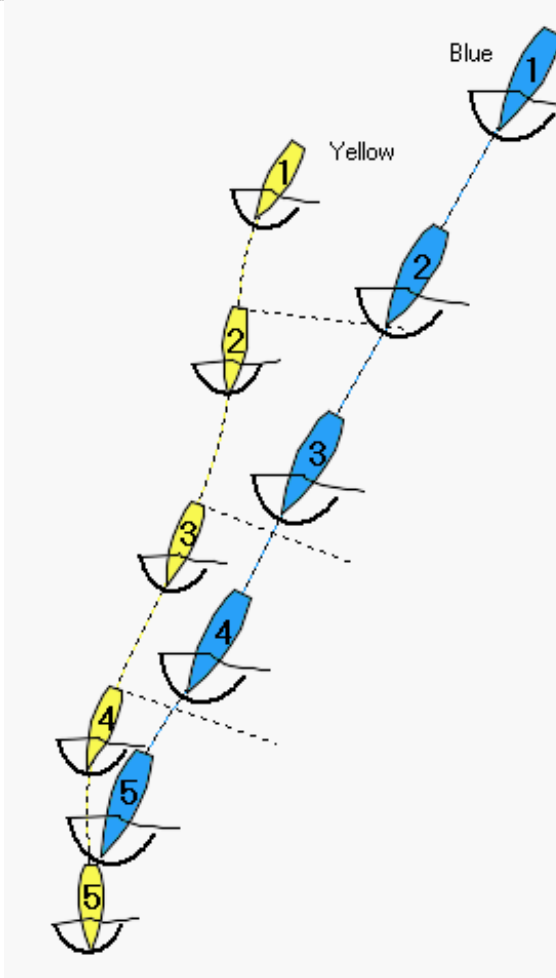


Yellow and Blue are approaching the port end of the starting line to start on a collision course (start signal is made between positions 2 and 3). A strong current is setting them toward the line. When Yellow is two hull lengths from the mark, she hails Blue to keep clear. Blue makes no response, and Yellow bears away to avoid collision. Immediately after the starting signal, Blue hits and runs over the mark (in right/red position). As Yellow returns to close-hauled as shown, the mark jumps out from under Blue's hull and bounces against Yellow's starboard side (in left/grey position). Both boats continue up the course and finish without either boat taking any penalty turns.

In the hearing Yellow argues that the only reason she hit the mark and then passed on the wrong side of it was because Blue dragged the mark. Therefore Yellow should be exonerated completely.

15. At position 2, what rule(s) does Blue break?	None 2 10 16.1 17 28 31
16. At position 3, what additional rule(s) does Blue break?	None 2 10 16.1 17 28 31
17. What rule(s) does Yellow break?	None 2 10 16.1 17 28 31
18. Who should be disqualified?	Both Neither Blue Yellow

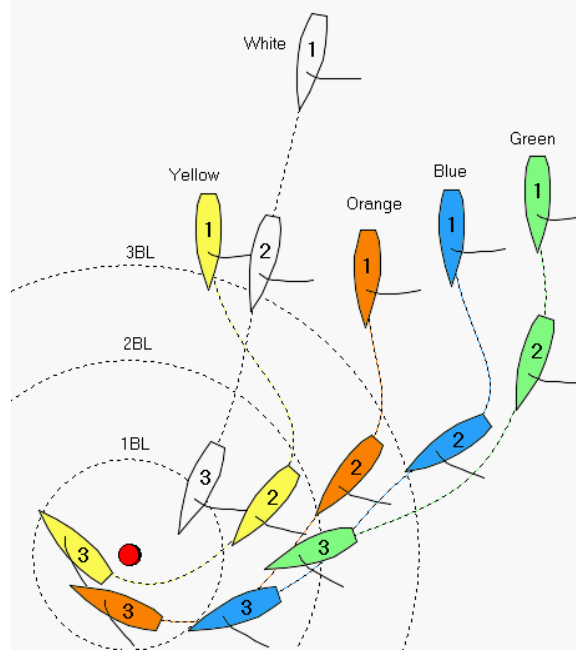
sq.4



Blue and Yellow are on a downwind leg. Blue is faster and overtaking Yellow and is on a course to sail past Yellow to leeward (Position 1). At position 2, Yellow bears away, converges on Blue (Position 2). Yellow then returns to her original course for a while. At position 4, Yellow bears away significantly, staying just ahead of Blue. Blue bears away immediately, but she is unable to avoid Yellow and Blue's spinnaker hits Yellow's backstay (Position 5). There is no damage to either boat.

19. Who has right of way at position 1?	Yellow Blue
20. Who has right of way at position 2?	Yellow Blue
21. Who has right of way at position 4?	Yellow Blue
22. At position 2, what rule(s) does Yellow break?	None 11 12 15 16.1 16.2 17
23. At position 5, what rule(s) does Yellow break?	None 11 12 15 16.1 16.2 17
24. At position 5, what rule(s) does Blue break?	None 11 12 15 16.1 16.2 17
25. Who breaks rule 14?	Both Neither Blue Yellow
26. Who should be disqualified?	Both Neither Blue Yellow

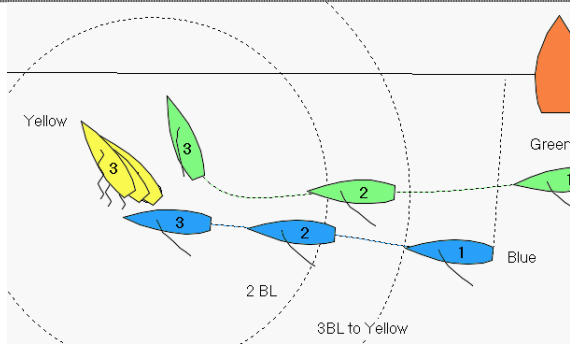
sq.5



Five boats on downwind courses approach a leeward mark. Four boats are overlapped, with Yellow nearest the mark (Position 1). A fifth boat, White, is behind the other four, but sailing faster (Position 1). They sail towards the mark (Positions 2 and 3). While there is much yelling between the boats, there is no contact.

27. Is White entitled to mark-room from Orange?	Yes No
28. Is White entitled to mark-room from Blue ?	Yes No
29. Is White entitled to mark-room from Green ?	Yes No
30. At position 2, who is right of way? Blue or Green?	Blue Green
31. At position 3, who is right of way? Blue or Green?	Blue Green
32. Is Green entitled to mark-room from Blue?	Yes No

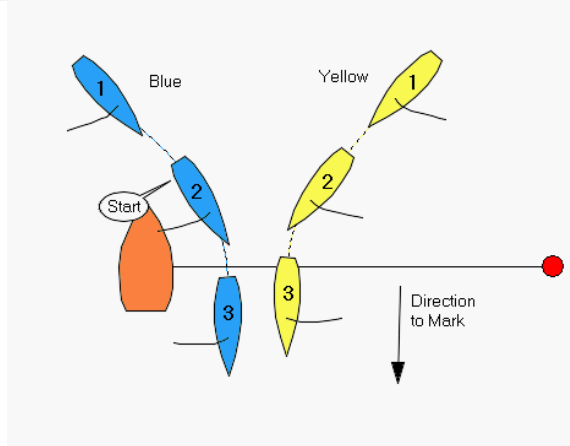
sq.6



Yellow, Blue, and Green are approaching the line to start. Yellow is nearly stationary as Blue and Green approach from behind. When Blue gets to the zone around Yellow, she is clear ahead of Green. Shortly thereafter, Green gets an overlap to windward of Blue. Blue holds a course to pass very close to leeward of Yellow. Green is forced to luff above Yellow to avoid contact. Green protests Blue. No one protests Yellow.

33. At position 1, who has right of way – Green or Blue?	Green Blue
34. At position 2, who has right of way – Green or Blue?	Green Blue
35. At position 3, what rule(s) does Green break?	None 11 12 15 16.1 19.2 20.1
36. At position 3, what rule(s) does Blue break?	None 11 12 15 16.1 19.2 20.1
37. Who should be disqualified?	Both Neither Green Blue

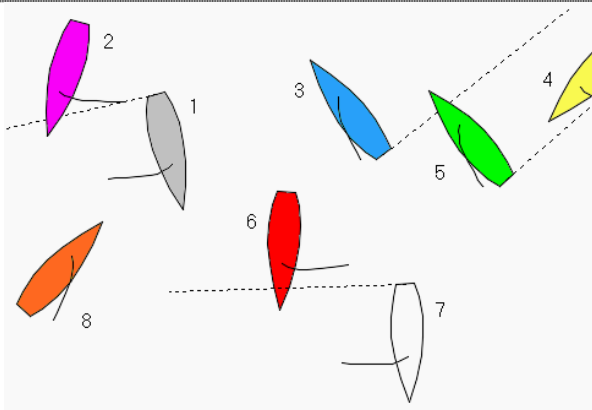
sq.7



Blue and Yellow approach the line to start on a downwind course. The boats are converging on a collision course (Position 1). Just after the starting signal, both boats alter course to avoid contact (Position 2). Blue's boom grazes the committee boat. Both boats start the race. There is no contact between the two boats.

38. At position 2, who has right of way?	Blue Yellow
39. At positions 2 and 3, what rule(s) does Blue break?	None 10 11 16.1 17 18.2 31
40. At positions 2 and 3, what rule(s) does Yellow break?	None 10 11 16.1 17 18.2 31
41. Who should be disqualified?	Both Neither Blue Yellow

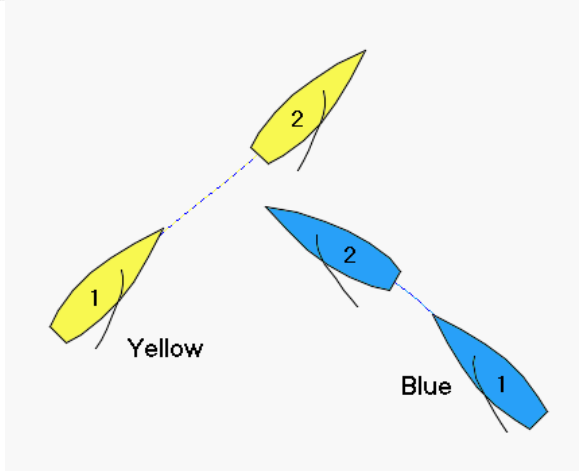
sq.8



In this scenario, three sets of boats are in different positions in a race. Consider which boats in each set are overlapped with one other.

- 42. Are boats 6 and 7 overlapped? Yes | No
- 43. Are boats 3 and 5 overlapped? Yes | No
- 44. Are boats 3 and 4 overlapped? Yes | No
- 45. Are boats 1 and 8 overlapped? Yes | No
- 46. Are boats 2 and 8 overlapped? Yes | No

sq.9

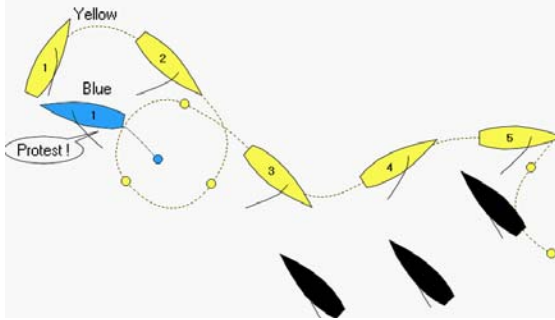


Blue and Yellow are on a beat to windward (Position 1). The wind strength is strong. Blue alters course to avoid Yellow (Position 2). Blue hails protest to Yellow.

In the protest hearing, Yellow testifies that, while she knew it would be close, she believed she would cross Blue safely. Blue admits that Yellow might have crossed if Blue did not change course. However, given the wind conditions she didn't feel she could take the chance of hitting Yellow and therefore she altered course.

- 47. What rule(s) does Yellow break? None | 2 | 10 | 15 | 16.1 | 16.2 | 19.2
- 48. What rule(s) does Blue break? None | 2 | 10 | 15 | 16.1 | 16.2 | 19.2
- 49. Who should be disqualified? Both | Neither | Blue | Yellow

sq.10
Bonus



Yellow and blue are on a beat to windward. Yellow tries to cross Blue (Position 1). Blue bears away and hails Protest. Yellow promptly bears away, gybes, and tacks (Positions 2 & 3). Other boats (in black) are approaching although none have changed course since Yellow's incident with Blue. After her first turn, Yellow sails in a straight line for several boat lengths (Positions 4 & 5) to get clear of these boats and then does a second gybe and tack.

50. What rule(s) does Yellow break? None | 2 | 10 | 16.1 | 16.2 | 17 | 19.2

51. What rule(s) does Blue break? None | 2 | 10 | 16.1 | 16.2 | 17 | 19.2

52. Who should be disqualified? Both | Neither | Blue | Yellow

US SAILING Judges Certification Test, Part A SPARE Answer Sheet

Name _____

- | | |
|---------|---------|
| 1. T F | 26. T F |
| 2. T F | 27. T F |
| 3. T F | 28. T F |
| 4. T F | 29. T F |
| 5. T F | 30. T F |
| 6. T F | 31. T F |
| 7. T F | 32. T F |
| 8. T F | 33. T F |
| 9. T F | 34. T F |
| 10. T F | 35. T F |
| 11. T F | 36. T F |
| 12. T F | 37. T F |
| 13. T F | 38. T F |
| 14. T F | 39. T F |
| 15. T F | 40. T F |
| 16. T F | 41. T F |
| 17. T F | 42. T F |
| 18. T F | 43. T F |
| 19. T F | 44. T F |
| 20. T F | 45. T F |
| 21. T F | 46. T F |
| 22. T F | 47. T F |
| 23. T F | 48. T F |
| 24. T F | 49. T F |
| 25. T F | 50. T F |



US SAILING Judges Certification Test, SPARE Answer Sheet

Name _____

1

Scen/Q#	Possible Answers
q1	
1	Blue Green
2	Green Yellow
3	Blue Yellow
4	None 10 11 12 16.1 17 19.2
5	None 10 11 12 16.1 17 19.2
6	None 10 11 12 16.1 17 19.2
7	None Yellow Green Blue
8	None Yellow Green Blue
q2	
9	Yellow Blue Green Grey
10	None 2 11 16.1 18.2 19.2 20.1
11	None 2 11 16.1 18.2 19.2 20.1
12	None 2 11 16.1 18.2 19.2 20.1
13	None 2 11 16.1 18.2 19.2 20.1
14	None Yellow Blue Green Grey
q3	
15	None 2 10 16.1 17 28 31
16	None 2 10 16.1 17 28 31
17	None 2 10 16.1 17 28 31
18	Both Neither Blue Yellow
q4	
19	Yellow Blue
20	Yellow Blue
21	Yellow Blue
22	None 11 12 15 16.1 16.2 17
23	None 11 12 15 16.1 16.2 17
24	None 11 12 15 16.1 16.2 17
25	Both Neither Blue Yellow
26	Both Neither Blue Yellow



q5

27 Yes | No

28 Yes | No

29 Yes | No

30 Blue | Green

31 Blue | Green

32 Yes | No

q6

33 Green | Blue

34 Green | Blue

35 None | 11 | 12 | 15 | 16.1 | 19.2 | 20.1

36 None | 11 | 12 | 15 | 16.1 | 19.2 | 20.1

37 Both | Neither | Green | Blue

q7

38 Blue | Yellow

39 None | 10 | 11 | 16.1 | 17 | 18.2 | 31

40 None | 10 | 11 | 16.1 | 17 | 18.2 | 31

41 Both | Neither | Blue | Yellow

q8

42 Yes | No

43 Yes | No

44 Yes | No

45 Yes | No

46 Yes | No

q9

47 None | 2 | 10 | 15 | 16.1 | 16.2 | 19.2

48 None | 2 | 10 | 15 | 16.1 | 16.2 | 19.2

49 Both | Neither | Blue | Yellow

q10

50 None | 2 | 10 | 16.1 | 16.2 | 17 | 19.2

51 None | 2 | 10 | 16.1 | 16.2 | 17 | 19.2

52 Both | Neither | Blue | Yellow

