

US Sailing Judges Seminars

STUDY QUESTIONS

Overview

The Judges Education and Testing Subcommittee (JETTS) welcomes you to the 2021-2024 edition of the Judge Seminars Study Questions!

You and your Instructors will investigate and discuss these Study Questions during US Sailing Judges Seminars (sorry, answers only provided at seminars!)

These Study Questions have a format consisting of 92 questions - 50 True/False questions and 42 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.

The actual online tests will have only 50 questions, again, roughly divided between T/F and diagrams. However, to give test takers the best preparation, we laid out these Study Questions as an accurate sample of how the test will appear. We've included some of the instructions as you will see when you take the actual test. The levels of difficulty of the Study Questions are comparable to the actual tests. As Study Questions, some of the questions will generate more discussion than the actual test questions. We also provide some hints and instructions for the online tests that may help you prepare for them. Finally, we created an online "Practice Test" that you can try as well. The Practice Test is found on the US Sailing website.

While working on the Study Questions - you are not limited in any way by the documents you consult or the time you spend. As opposed to materials available during the tests, we ENCOURAGE you to run all over the rulebook, and the Cases and Appeals and the Judges Manual in search of answers (some of the answers for the Study Questions draw straight from them).

We suggest finding the rules citations for each Study Question and writing them down along with your answer (citations not required on the actual test). In the seminar, you are likely to need both the answers and sources. Feel free to 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 of scenarios/questions that are likely to provoke thought, discussion, and perhaps even debate. While we try to avoid controversial and "gotcha" questions on the actual test, we find that promoting dialogue is a terrific educational tool in seminars.

As hard as we try to avoid it, we may well have some typos or other things that are not clear. If you see any 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 me by email at foursimon@aol.com.

The US Sailing Judges Committee and JETTs hope you'll have fun working through these questions.

Best regards!

Bill Simon and Sandy Grosvenor

JETT Subcommittee

Instructions and Guidance

Study Questions Overview

These Study Question materials contain two Sections.

- Section A is a set of True/False questions.
- Section B contains Scenario questions.

Each scenario has a diagram, supporting text, and several questions about the scenarios.

If you like scoring yourself, each question in Section A and Section B is worth 1 point; there are 50 points in Section A and 42 points in Section B. We will only provide answers during the seminar!

For these Study Questions, you may use ANY materials or resources. HOWEVER, for the online test, you may ONLY use the following printed or electronic materials:

- US Sailing or World Sailing rulebook (we recommend the US Sailing rulebook)
- Copy of US Sailing Prescriptions (may be separate or contained in US Sailing rulebook)
- US Sailing Appeals and World Sailing Case Book
- US Sailing Judges Manual (NOT the World Sailing IJ manual)

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

Study Questions Instructions

If you wish to time yourself, give yourself 120 minutes to complete the Study Questions.

However, consider taking sufficient time to study and apply the rules to each question. This gains familiarity with the rules and may better prepare you for the actual online test.

For these Study Questions (and online Test), you may presume the following:

- The appendices/rules for windsurfing, kiteboard sailing, radio sailing, match racing, or team racing do NOT apply unless a question deals explicitly 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.
- For 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, for a rule saying something such as for "*X to be correct, A and B must happen*" 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**.

- For 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 *together* to be the consensus of the evidence presented to the protest committee.
 - Answer the questions about the incident. *Select the answer that applies.*
 - Make sure you consider the position of boats when answering the questions. For example, a boat might have broken a rule at both position 1 and position 3. If the question says "At position 3, boat A broke ..." only consider the rule(s) that apply at that position.
 - When indicating which rule a boat breaks, you should select the rule in the list that a boat breaks *regardless* of whether or not the boat should be exonerated or penalized for breaking the rule.
 - If you do not see the rule(s) you feel were broken in the list, select any choice that applies. For example, there may be contact between a leeward and windward boat, but the list only cites rules 10, 11, and 13. So while, during an actual hearing, rule 14 might be applicable in the incident, you need only to select the appropriate listed rule(s) [i.e., rule 11 in this example]. You can make a note of those other rules for the discussion.
 - 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 monohulls racing in a fleet race;
 - The wind is coming from top to bottom down the page;
 - The wind conditions are moderate, sea state and current are not a factor;
 - The protest naming the boats as parties is valid; and
 - No boat took a penalty

HAVE FUN!

Section A :: True-False Questions

#	Question	Rule	Ans
1	Rule 42 prohibits repeated tacks or gybes related to changes in the wind or to tactical considerations.		
2	The zone is an area around an obstruction within a distance of three hull lengths of the boat nearer to it		
3	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.		
4	Appendix M is advisory only and addressed primarily to protest committee chairmen.		
5	US Sailing prescribes that sailing instructions shall not change rules 61.4, Appendix R, or its prescriptions to rules 60.3, 67, 70.5(a) or 76.1.		
6	The cases in the World Sailing Case Book are not rules but are authoritative interpretations and explanations of the rules.		
7	A judge does not have to declare their conflict of interest unless a party raises this during the hearing.		
8	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.		
9	Appendix P is invoked in the Notice of Race. Observers appointed by the protest committee may penalize a boat that has broken rule 42.		
10	To "change course" means to change the direction in which the boat is heading or moving.		
11	The protest committee shall not take hearsay evidence in the form of a written statement from a witness who is not at the hearing and not available to be questioned by the parties present or the protest committee.		
12	When boats are on opposite tacks, the starboard-tack boat is always the right-of-way boat.		
13	If a boat is penalized for a third time under Appendix P in an event, she shall withdraw from all races in the event.		

14	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.		
15	The parties to a hearing, or a representative of each, have the right to be present throughout the hearing of the evidence.		
16	When sailing by the lee or directly downwind, a boat's leeward side is the side on which her mainsail lies.		
17	All evidence presented at the hearing shall be given equal weight when deciding the facts.		
18	A protest committee can grant redress to Boat A if Boat B testifies that it broke a rule of Part 2 and that it caused injury or physical damage to Boat A, even if Boat B did not take a penalty and was not penalized.		
19	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.		
20	A protest committee can file a protest against a support person.		
21	The phrase "head to wind" in rule 13 refers to the boat's bow and centerline, not the position of her sails.		
22	For any request for reopening a hearing, a majority of the protest committee shall, if practical, be members of the original committee.		
23	When rule 43.1(a) applies and exonerates a boat for breaking a rule, she need not take a penalty and shall not be penalized for breaking that rule.		
24	Two boats enter the zone while reaching downwind on opposite tacks. The proper course for one of them is to gybe at the mark. Rule 18 does not apply.		
25	If two boats are overlapped when the closer boat reaches the zone of a leeward mark, and the inside boat then falls astern of the other, the boat astern is still entitled to mark-room.		
26	A boat finishes when any part of her hull, or crew or equipment in normal position crosses the finishing line from the course side.		
27	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		

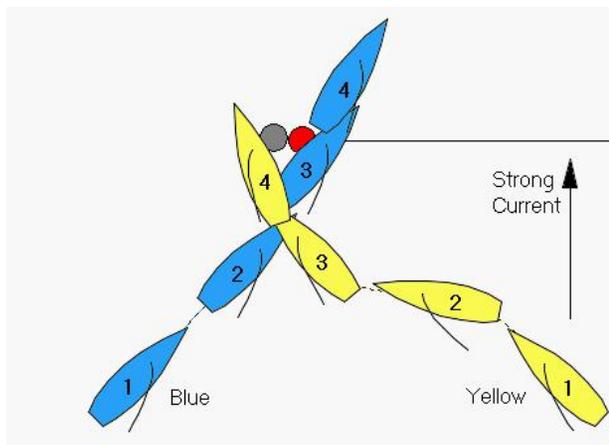
boat or that rule was mentioned in the protest committee's decision.		
28 A boat with a fixed bowsprit approaches the line to start. At the starting signal, her bowsprit is on the course side of the line, but her hull is behind the line. The boat is OCS.		
29 Boat A and B are both racing boats. Boat 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		
30 Within the protest time limit, a boat reports that she broke a sailing instruction that has DP next to it. The protest committee shall decide the penalty after taking evidence.		
31 In deciding that a boat broke a rule of Part 2, a protest committee shall apply the standard of proof of "beyond a reasonable doubt".		
32 A request for hearing form is completed and submitted with the protest box checked and within the time limit. The PC decides it is really a request for redress. They are prohibited from acting on the request for redress unless a revised form can be filed within the protest time limit.		
33 If the race committee signal vessel displays a visual signal over a race area flag, the visual signal applies to all classes in that race area even if their class flag is not displayed.		
34 In dangerous situations, a private coach is permitted to take their sailor(s) to safety while ignoring other boats, even if the coach has the ability to help additional boats		
35 The penalty for breaking rule 2, Fair Sailing, shall be either disqualification (DSQ) or disqualification that is not excludable (DNE).		
36 In a port/starboard situation, the standard consideration to determine if a port boat kept clear is; did the starboard boat take avoiding action because she had a "reasonable apprehension of collision".		
37 If Boat A has mark-room from Boat B, then Boat A also has right of way.		
38 In the case of a starboard windward mark rounding, mark-room always includes the room to tack around the mark.		

39 The keep clear boat may be entitled to mark-room between two boats about to go around a mark.		
40 Boat A on port tack is converging with Boat B on starboard tack. Boat A tacks to avoid Boat B, but Boat B has to alter course after Boat A goes through head to wind (and is on starboard tack) but before she gets to a close-hauled course. Boat A has kept clear.		
41 Boats S (on starboard) and P (on port) are approaching the starboard end of a downwind finish line. Boat P is overlapped inside of Boat S when they reach the zone. Boat S is required to give Boat P mark-room.		
42 When the US Prescriptions apply, and a protest committee holds a hearing to consider redress, all boats in that race are parties to the hearing.		
43 In a hearing, when a protest committee decides that one or more boats are entitled to redress, it shall make as fair an arrangement as possible for all boats that are parties to the hearing.		
44 The race committee signals a course with 3 circumnavigations of an island. A boat sails 2 circumnavigations, crosses the finish line, then turns her engine on and heads for the harbor. The race committee is required to score the boat in her finish position, and the boat can only be penalized if she is protested.		
45 The notice of race invokes rule 90.3(e) without modification. A week after the event, the race committee determines from a review of its own records that it has scored a boat incorrectly. The race committee is not allowed to correct the error.		
46 The SI may specify an alternative communication for a boat to indicate her need for room to tack or her response and require boats to use it.		
47 It is permissible for an OA to accept entries before publishing the notice of race.		
49 A protest committee conducts a hearing under rule 69. It may publish its written decision on the event notice board.		
50 When the race committee observes a boat sail an incorrect course and then finishes, the race committee shall give her a score of NSC.		

Section B :: Scenario Questions

Scenario Diagram A	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.	Answers/Citations
	<p>1) Are boats 6 and 7 overlapped? <input type="radio"/> Yes <input type="radio"/> No</p> <p>2) Are boats 3 and 5 overlapped? <input type="radio"/> Yes <input type="radio"/> No</p> <p>3) Are boats 3 and 4 overlapped? <input type="radio"/> Yes <input type="radio"/> No</p> <p>4) Are boats 1 and 8 overlapped? <input type="radio"/> Yes <input type="radio"/> No</p> <p>5) Are boats 2 and 8 overlapped? <input type="radio"/> Yes <input type="radio"/> No</p>	

Scenario Diagram B



Yellow and Blue are approaching the port end of the starting line to start on a collision course (the 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 a collision. Immediately after the starting signal, Blue hits and runs over the mark (in the 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). Yellow protests Blue. 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. As a result, Yellow claims rule 64.1(a) completely exonerates her.

Answers/Citations

6) At position 2, what rule does Blue break?

- None
- 10
- 16.1
- 18.2(b)

7) At position 3, what additional rule does Blue break?

- None
- 14
- 28
- 31

8) What rule does Yellow break?

- None
- 10
- 18.2
- 31

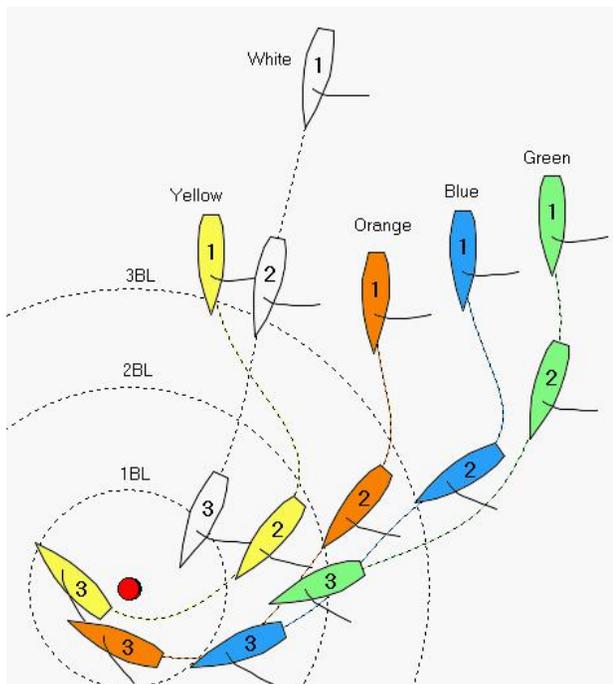
9) What additional rule does Yellow break?

- None
- 14
- 18.2
- 28

10) Boat the PC should disqualify?

- None
- Blue
- Yellow
- Both

Scenario Diagram C



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.

Answers/Citations

11) Does Orange need to give White mark-room?

- Yes No

12) Does Blue need to give White mark-room?

- Yes No

13) Which of these two boats has mark-room?

- Green White

14) At position 2, who has right of way?

- Blue Green

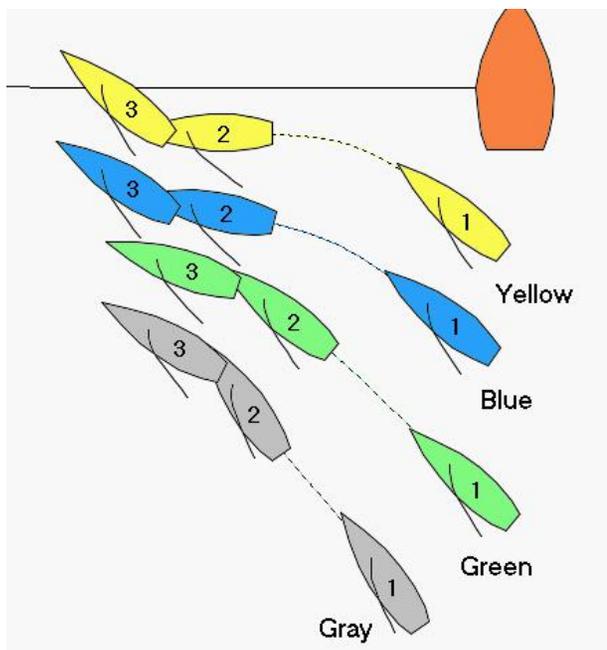
15) At position 3, who has right of way?

- Blue Green

16) Is Green entitled to mark-room from Blue?

- Yes No

Scenario Diagram D



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 restarting in such a large fleet.

Answer/Citations

17) At position 2, what boat has right of way on all others?

- Yellow
- Blue
- Green
- Grey

18) At position 2, what rule does Green break?

- None
- 11
- 16.1
- 19.2(b)

19) At position 2, what rule does Blue break?

- None
- 11
- 16.1
- 19.2(b)

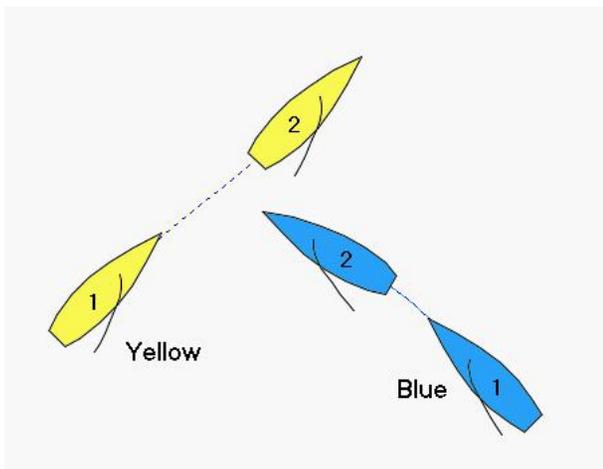
20) At position 2, what rule does Yellow break?

- None
- 11
- 16.1
- 19.2(b)

21) Boat the PC should disqualify?

- Yellow
- Blue
- Green
- Grey

Scenario Diagram E



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.

Answers/Citations

22) What rule does Yellow break?

- None 2 10 16.1

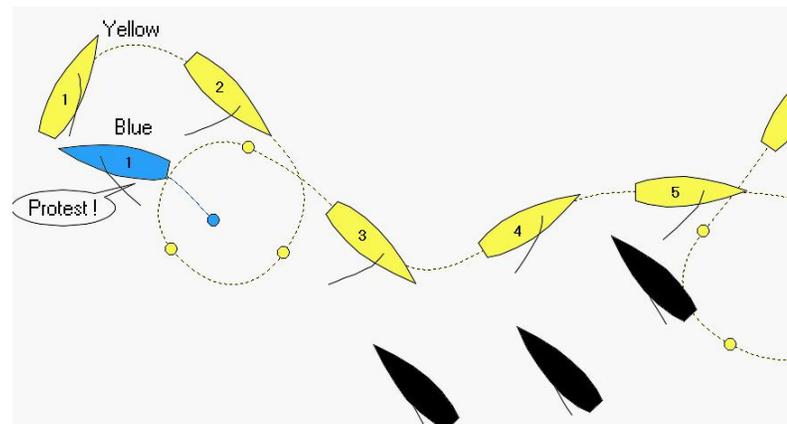
23) What rule does Blue break?

- None 2 10 16.1

24) Boat the PC should disqualify?

- None Blue Yellow Both

Scenario Diagram F

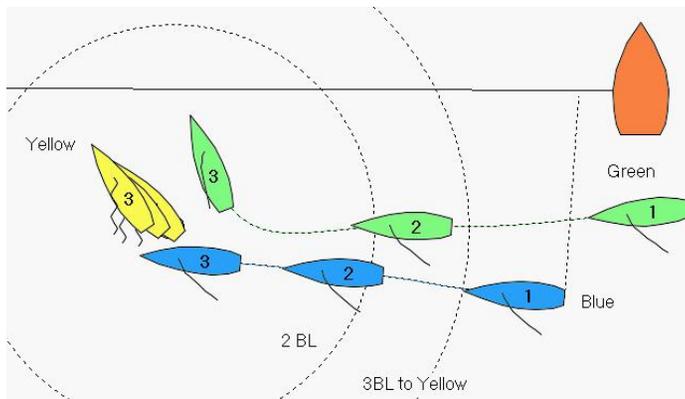


Yellow and Blue are on a beat to windward. Yellow tries to cross Blue (Position 1). Blue bears away and hails protest. Yellow promptly bears away, gybes, and tacks (Positions 2 & 3). Other boats (in black) are approaching, although none have changed course since Yellow's incident with Blue. After her 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.

Answers/Citations

- 25) What rule does Yellow break?
 None 10 16.1 16.2
- 26) What rule does Blue break?
 None 10 16.1 16.2
- 27) Boat the PC should disqualify?
 None Blue Yellow Both

Scenario Diagram G



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 three (3) boat lengths from 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.

Answers/Citations

28) At position 3, what rule does Green break?

- None
- 11
- 19.2
- 20.1

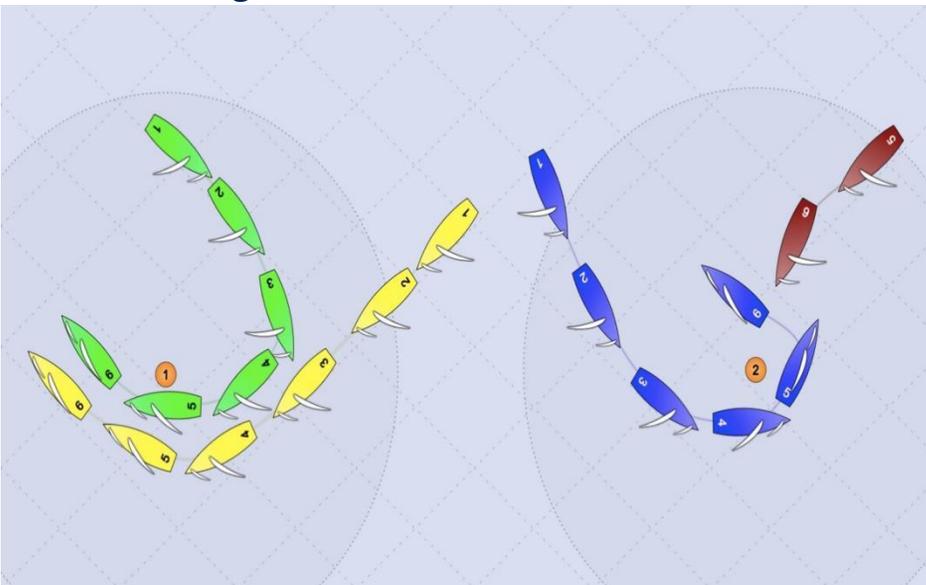
29) At position 3, what rule does Blue break?

- None
- 11
- 19.2
- 20.1

30) Boat the PC should disqualify?

- None
- Blue
- Yellow
- Both

Scenario Diagram H



This is a leeward gate scenario. Yellow and Green are approaching the left-hand gate mark to be left to starboard. Brown and Blue are approaching the right-hand gate mark to be left to port.

Answers/Citations

31) Between Yellow 3 and Green 3, who is entitled to mark-room?

- Yellow 3
- Green 3
- Both
- Neither

32) Between Yellow 4 and Green 4, who is the right of way boat?

- Yellow 4
- Green 4
- Both
- Neither

33) Between Blue 6 and Brown 6, who is entitled to mark-room?

- Blue 6
- Brown 6
- Both
- Neither

34) Between Blue 6 and Brown 6, who is the right of way boat?

- Blue 6
- Brown 6
- Both
- Neither

35) Which boat broke a rule?

- Green
- Yellow
- Blue
- None

