



RACE OFFICER TRAINING and CERTIFICATION PROGRAM
Advanced Seminar STUDY QUESTIONS

#	QUESTION	ANS	RRS ANS.
These questions should be answered assuming that the <i>Racing Rules of Sailing for 2017-2020</i> and the current US Sailing prescriptions apply, unmodified.			
	<u>REGATTA ORGANIZATION & RC RESPONSIBILITIES</u>		RMH Ch. 1, 2
1	In the USA, any organization affiliated with US Sailing can be the organizing authority for an event.		
2	Ordinarily, the organizing authority for the event appoints the race committee.		
3	The race committee is responsible for publishing the notice of race.		
4	A protest committee, but not an International Jury, can be appointed by either the race committee or the organizing authority.		
5	The organizing authority may disqualify a competitor from a race or regatta for misconduct.		
6	The scorer is part of the race committee.		
	<u>NOTICE OF RACE & SAILING INSTRUCTIONS</u>		
7	The notice of race must contain the time of the warning signal for the practice race (if any) and the first race.		
8	The notice of race and the sailing instructions must contain a list of any other documents that will govern the event.		
9	The notice of race must always include the scoring system to be used.		
10	The prescriptions of the national authority with which the organizing authority is associated are in effect, unless the sailing instructions properly state that some of them do not apply.		
11	The sailing instructions must be made available to each boat before a race begins.		
12	For a penalty other than DSQ to be in effect for breaking a rule of Part 2, the sailing instructions must so state.		
13	In order to make a valid change to a racing rule, the notice of race or sailing instructions must refer specifically to the racing rule and state the change.		
14	The notice of race or sailing instructions can change any racing rule by referring specifically to it and stating the change.		
15	The protest committee or International Jury must approve changes to the sailing instructions.		
16	For informal races, written sailing instructions are not required.		

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17	The race committee is responsible for publishing the sailing instructions.		
18	Sailing instructions must conform to Appendix J2.		
19	Sailing instructions must contain a description of the class flags.		
20	For an event where entries from other countries are expected, any prescriptions to the RRS by the national authority that apply generally must be in the sailing instructions in English.		
21	Changes to the sailing instructions can be made by announcing them at the competitors' meeting ashore, if so authorized by the sailing instructions.		
22	Unless changed by the sailing instructions, no advertising is permitted on competing boats.		
23	Class rules are in effect, even if the sailing instructions don't mention them.		
24	The sailing instructions can require a fee for protests.		
25	For a boat racing under a handicap or rating system, the rules of that system are class rules.		
26	In windsurfer racing, changes to the sailing instructions may be communicated orally, but only if the procedure is stated in the sailing instructions.		
27	In order to properly invoke the World Sailing Offshore Special Regulations as rules, the notice of race and the sailing instructions must state that they are in effect and the category (0, 1, 2, 3, 4 or 5) of the race.		
	<u>SETTING THE COURSE</u>		
28	Gates should be about 5-8 boat-lengths wide.		
29	Starting lines should be between 1 and 1.5 times the total length of the boats starting.		
30	Higher performance boats need longer starting lines.		
31	In light air, the starting line should be longer.		
32	Current parallel to the wind does not affect how the starting line should be set.		
33	"Apparent wind" is the wind that a drifting boat experiences.		
34	When there is current across the course, the windward mark should be set to the apparent wind.		
	<u>BEFORE THE START</u>		
35	If the RC wants boats to come within hail, for example to check them in, it should display flag L.		
36	Unless the sailing instructions change the interval, the warning signal is made 5 minutes before the start.		
37	The visual signals for starting must be flags, unless changed by the sailing instructions.		
38	The class flag (warning signal) must be the class insignia.		
39	The race committee is permitted to designate the course to be sailed with the preparatory signal.		

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40	When the race committee designates the course to be sailed, it is required to display the direction to the first mark.		
41	The race committee is permitted to move a starting mark only until the preparatory signal.		
42	If flag Y is displayed (raised) after the warning signal, it imposes no requirements with respect to wearing adequate personal buoyancy.		
43	The preparatory signal is made 5 minutes after the warning signal.		
44	Unless a starting penalty is to be in effect, the preparatory signal is a plain blue flag.		
45	The preparatory signal is lowered 1 minute before the start, with one long sound signal.		
46	The race committee is permitted to abandon a race for any reason before the starting signal.		
47	The starting signal is the removal of the warning signal.		
	<u>MATCH RACING STARTING SYSTEM</u>		
48	In match racing, the first signal in the starting sequence is the warning signal.		
49	In match racing, the time between the preparatory and starting signals is 4 minutes.		
50	In match racing, the race committee makes a sound signal 2 minutes before the starting signal to indicate the end of the "entry" period only if one or both boats have failed to comply with rule C4.2.		
51	In match racing, one minute after lowering the answering pennant the RC should make the warning signal.		
52	While on station for the finish of a match race, the race committee is permitted to display a blue flag or shape.		
	<u>RECALLS</u>		
53	A boat that is on the course side of the starting line before her starting signal must be scored OCS.		
54	A boat that is on the course side of the starting line at her starting signal is required to return to the pre-course side of the line by sailing across an extension of the starting line before starting.		
55	If more than one boat is OCS, the race committee should lower and re-raise flag X as each returns to the pre-course side of the starting line.		
56	When flag X has been displayed immediately after a starting signal, it must remain displayed for four minutes.		
57	The race committee is permitted to signal a general recall if there has been an error in the starting procedure.		
58	If there are several OCS boats, the race committee should signal a general recall.		
59	One minute after lowering First Substitute, the RC should make the warning signal.		

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	<u>STARTING PENALTIES</u>		
60	A starting penalty signal (I, Z, U or black flag) must be displayed no later than the warning signal to be in effect.		
61	When the I flag penalty is in effect, flag X should be displayed immediately after the start if a boat is on the course side of either extension of the starting line.		
62	If the race committee wishes to use flag U, the sailing instructions must say so.		
63	Z flag penalties apply only if there is a general recall.		
64	A boat identified inside "the triangle" at one minute before her start when the Z flag penalty is in effect should be penalized 20%.		
65	If a race is postponed or abandoned before its start, Z flag penalties remain in effect for the subsequent start of that race.		
66	When the I and Z flag penalties are both in effect and proper individual recall signals are made, a boat identified in "the triangle" during the one minute before her start must comply with rule 30.1 before starting, and will also be penalized 20%.		
67	If the race committee wishes to use the black flag, the sailing instructions must say so.		
68	Before using a black flag, it is a good practice to use flag I, Z, I over Z or U.		
69	If a race that was started under the black flag rule is abandoned after the starting signal, the race committee is required to display the sail numbers of any boats penalized under the black flag rule before the next warning signal for that race.		
	<u>DURING THE RACE</u>		
70	A boat that contacts a starting mark after her preparatory signal and before starting breaks a rule.		
71	If a boat passes a rounding mark on the wrong side, she can correct that at any time.		
72	After the starting signal, the race committee is permitted to abandon a race because light wind makes it unlikely that any boat will finish within the time limit.		
73	As soon as one boat has rounded the first mark, the race committee can no longer abandon the race.		
74	The race committee is permitted to shorten the course so that further scheduled races can be sailed.		
75	In order to shorten a race by eliminating one or more legs, the race committee is required to make the appropriate signals at the mark that begins the leg to the new finishing mark.		
76	Once any boat has sailed the course and finished, the race committee cannot abandon a race.		
77	The race committee is permitted to change the direction to the next mark or the length of the leg or both, even if the sailing instructions are silent on the subject.		

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78	When signaling a change in the next leg of the course, the RC displays flag C and makes 2 sounds as the first boat approaches.		
79	If there are subsequent marks to be rounded after a "new" mark, they should also be "new" if they have been moved.		
80	When a mark is missing, the race committee is permitted to substitute a boat displaying flag M for the mark.		
81	When displaying flag M, the race committee must make repetitive sound signals.		
82	When a mark is out of position, the race committee must, if possible, replace it in its correct position or provide a substitute.		
83	If no time limit is stated in the sailing instructions, there is no time limit.		
84	If no boat finishes within the time limit, the race committee is required to abandon the race.		
85	The sailing instructions and the class rules are silent regarding electronics. A competitor who uses a cellular phone to download weather information from the Internet while racing breaks a rule.		
86	A boat that breaks a rule of part 2 and touches a mark in the same incident exonerates herself from both rules breaches by taking one Two-Turns penalty.		
87	A boat that is attached to a dock at her preparatory signal breaks a rule.		
88	A boat that is anchored after her preparatory signal breaks a rule.		
89	A boat that displays a private signal (a flag) while racing breaks a rule.		
90	If the race committee sees a boat pass a rounding mark on the wrong side, it can score her as DNF.		
91	If a race committee member on a mark boat sees a boat's spinnaker contact a mark and the RC intends to protest, he must hail the boat immediately.		
92	When a course is shortened, the finish line is between the staff displaying flag S and the nearby mark.		
	<u>FINISHING</u>		
93	Boats are required to completely cross the finishing line after finishing.		
94	A boat starts, sails the course, finishes, and then immediately clearly hits the finishing mark. The RC should score her as DNF, without a hearing.		
95	If the race committee is absent at the finish, to be scored as finishing, a boat shall note her finishing time and her finishing position in relation to any nearby boats and report them to the race committee as soon as reasonably possible.		
96	If any boat has properly sailed the course and finished within the time limit, the race committee is required to score all boats,		

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	including those that finish after the time limit, unless the race is abandoned.		
97	A boat doing penalty turns near the finishing line is required to sail completely to the course side of the finishing line before finishing.		
98	If a boat takes a scoring penalty, she is required to call the attention of the race committee to her flag at the finishing line.		
99	A boat that hits the race committee finish boat's anchor rode immediately after finishing has broken a rule.		
100	When finishing downwind flying a spinnaker, if the spinnaker is not in its normal position, the boat does not finish until some other part of the boat crosses the finishing line.		
101	In match racing, a boat that owes a penalty before finishing is required to complete her penalty on the course side of the finishing line.		
	<u>POST RACE: PROTESTS & REDRESS</u>		
102	A boat is not permitted to protest the race committee.		
103	The race committee is permitted to protest a boat under rule 2.		
104	The race committee is permitted to protest a boat if a member of the race committee saw the boat hit a mark.		
105	If a competitor from another boat tells the race committee that a boat has touched a mark, the race committee is permitted to protest the boat.		
106	The race committee realizes after a race that it made a significant error. It is permitted to ask the protest committee to consider granting redress to all of the boats involved.		
107	If the race committee observes misconduct by a competitor, it can report that to the protest committee, requesting action under rule 69.		
108	After the end of protest time, the RC learns that neither boat that was involved in a collision with serious damage delivered a protest or retired. It is too late to initiate action that will result in a valid protest.		
109	A boat intending to protest because of an incident occurring in the racing area that she is aware of is required to report the protest (the name or sail number of the boat she is planning to protest) to the race committee at the finishing line.		
110	If the race committee intends to protest a boat for hitting a mark, it has to hail "protest" and display a protest flag.		
111	If the race committee intends to protest a boat for hitting a mark, it must inform her after the race within the protest time limit.		
112	If a race committee error causes a boat's finishing place in a race that is not part of a series or a qualifying race for another event to go from 80th to 81st, she is entitled to redress.		

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113	If the race committee fails to display flag X, boats scored OCS are entitled to redress.		
114	If the race committee corrects a scoring error and that moves a boat from 1st to 3rd place in a series, she is entitled to redress.		
115	If a boat intends to request redress due to an action of the race committee in the racing area, she must display her protest flag as soon as possible.		
116	The time limit for delivering requests for redress is the same as for protests.		
117	If the RC posts the scores after the protest time limit and a competitor immediately sees that he has been scored OCS and requests redress promptly, the PC should find that the request is not timely.		
118	During a redress hearing about a boat being OCS, the RC learns that the boat seeking redress probably broke a Part 2 rule in the same incident. The RC is permitted to protest the boat for her Part 2 breach.		
119	The scoring must be adjusted to include decisions of the protest committee granting redress to boats.		
120	A member of the race committee is permitted to serve on the protest committee at the same event.		
121	A windsurfer must report her intention to protest to the race committee after finishing or retiring.		
	<u>POST RACE: APPEALS</u>		
122	Merely by so stating in the notice of race and the sailing instructions, the organizing authority can deny the right of appeal at any event.		
123	Decisions made by a properly constituted International Jury cannot be appealed.		
124	The only way an organizing authority can deny the right of appeal is to appoint an International Jury.		
125	A race committee is never permitted to appeal the decision on a protest.		
	<u>POST RACE: MEASUREMENT*</u>		
126	A technical committee member who is not a competitor can be the protestor in a measurement protest.		
127	If the technical committee is going to protest a boat about her measurement, it should deliver a protest to the race office within two hours of the time it receives the relevant information.		
128	A boat that has been disqualified in a measurement protest cannot race until the measurement problem is corrected.		
129	When a boat cannot produce a required measurement or rating certificate, she is not permitted to race until she produces it.		
130	When a technical committee for an event reports to the race committee that a boat is not in compliance with her class rules, the race committee shall protest that boat.		

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131	Measurement protests by the technical committee are always valid.		
132	The protestor is required to pay the costs associated with determining the facts in a measurement protest.		
	<u>SCORING</u>		
133	The race committee is permitted to score a boat ZFP without a hearing.		
134	If a race is abandoned after the start and re-sailed, boats are not penalized for rules breaches in the abandoned race.		
135	If people from another competing boat assist a capsized boat that is in danger, the capsized boat has broken a rule.		
136	If an injured crew member is removed from a boat, the boat has broken a rule.		
137	A boat is permitted to take more than one scoring penalty in the same race.		
138	A boat that finishes 18th in a 20 boat fleet and accepts a 20% scoring penalty should be scored 22nd.		
139	If the first place finisher accepts a 20% scoring penalty, the second place finisher should be scored as finishing first.		
140	The race committee is permitted to ask the protest committee to consider giving redress to a boat if a RC error has made the boat's finishing place in a race or series significantly worse.		
141	The race committee must use the Low Point scoring system.		
142	The race committee is permitted to score a boat DSQ if she fails to leave a rounding mark on the required side.		
143	A disqualification under rule 2 is not excludable.		
144	A boat that has been scored BFD under a black flag should be scored DNE if she sails in a re-sail of that race.		
145	A boat that fails to finish in accordance with the definition can be scored DNF without a hearing.		
146	When a boat is disqualified after finishing, each boat with a worse finishing place must be moved up one place.		
147	Unless the sailing instructions specify another system, the Low Point Scoring System is in effect.		
148	Unless changed in the sailing instructions, a boat's worst race score, except a DNE, is excluded from her series score.		
149	If a boat has two equal worst scores, she can choose the one to be excluded from her series score.		
150	The number of races required to constitute a series must be stated in the sailing instructions.		
151	Boats that do not finish a race in a regatta are scored one point more than the last finisher in that race.		
152	For a series that is longer than a regatta, a boat that starts but does not finish a race is scored one point more than the last finisher in that race.		

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153	In the Low Point Scoring System, first place is given 3/4 point.		
154	In the Low Point Scoring System, a disqualification is scored as one point more than a DNS.		
155	Series ties are first broken based on who beat whom most often.		
156	In the Low Point Scoring System, if a series tie cannot be broken on the basis of the number of firsts, seconds, etc., the tie stands (i.e., is not broken).		
157	The scoring abbreviation for a boat that is subject to rule 29.1 and does not thereafter start is PMS.		
158	The scoring abbreviation for a boat that breaks rule 30.1 is OCS.		
159	The scoring abbreviation for a boat that breaks rule 30.4 is BFD.		
160	The scoring abbreviation for a boat that is given redress is RED.		
161	If the race committee has recorded a boat as finishing twice, it should score the boat in its second finishing position.		
162	The scoring abbreviation for a boat that retires after finishing is RET.		
163	The scoring abbreviation for a boat that has taken a scoring penalty is SCP.		
164	ZFP in the scores indicates that a boat has been penalized under rule 30.2.		
	<u>WORLD SAILING ELIGIBILITY*</u>		
165	In order to compete in an event that uses The Racing Rules of Sailing, all competitors must be members of their national authority (US Sailing in the USA).		
166	World Sailing eligibility is required at any event described as an international event in its notice of race and sailing instructions.		
167	World Sailing eligibility is required for any event when so stated in the Notice of Race and the Sailing Instructions.		
168	World Sailing eligibility is required for competitors in an event with an International Jury.		
	<u>ELIGIBILITY*</u>		
169	A person entering a boat in a race must be a member of a national authority or of some organization that is affiliated to a national authority.		
170	For most events, the organizing authority can reject an entry before racing begins, as long as it states a reason for doing so.		
171	A boat whose entry is rejected is entitled to a hearing conducted by the protest committee, if requested in writing.		
172	If a race is rescheduled, all boats entered in the race must be notified.		

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173	If a race is rescheduled, new entries that meet the entry requirements of the original race may be accepted at the discretion of the race committee.		
174	Group 3 competitors (“professionals”) are not eligible to race unless specifically so permitted by the sailing instructions.		
175	If the organizing authority wishes to restrict entries on the basis of World Sailing’s Sailor Classification Code, it must so state in the notice of race.		
176	Competitors should not be required to sign indemnity agreements.		
	<u>ADVERTISING*</u>		
177	Competitors may display advertising on clothing and personal equipment without restriction, as long as the advertising and anything advertised meet generally accepted moral and ethical standards.		
178	When a boat is supplied by the event's organizing authority, all advertising on the supplied boat is available to the organizing authority.		
179	Advertising on boats at the Olympic Sailing Competition is limited only by the IOC Charter.		
180	If a class association makes no decision regarding advertising, advertising chosen by the person in charge may be displayed on a boat or part thereof, except for certain reserved spaces.		
181	Class rules are permitted to prohibit or limit the right to display advertising on boats.		
182	Competitors displaying advertising on their boats may be required to pay a fee to their national authority for that right.		
183	The organizing authority may charge a different entry fee for boats with different advertising categories.		
184	The organizing authority may reject or cancel a boat's entry because of advertising before the start of the first race, as long as it states the reason for doing so.		
185	The organizing authority can require boats to display an advertisement of any event sponsor attached to each side of the hull in the areas reserved for event advertising.		
186	The protest committee is permitted to warn or penalize a boat that has broken a rule of World Sailing Regulation 20.		