



NATIONAL UMPIRE

FLEET RACING

PRACTICE TEST
V1.0 11/05/2024

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Section 1 – Notes to Candidates

Notes on the Test Preparation and the Practice Test

1. Candidates are advised to prepare thoroughly for the test. Preparations may include studying widely available material such as the Racing Rules of Sailing, Appendix UF, WS Case Book, IU Fleet Racing Manual and to the extent relevant under fleet racing rules, the Team Racing and the Match Racing Call Books.
2. It is highly recommended that candidates have earned good practical on-the-water experience in umpired fleet racing before taking the test.
3. The practice test contains 8 questions. In order to simulate a real test situation, you may want to attempt answering them within 16 minutes.
4. The purpose of the practice questions is to prepare candidates for the Swiss Sailing NU FR test.
5. The answers to the test questions are included at the end of this document.

Notes on the NU FR Test

1. The Swiss Sailing Umpire Examination is a written test designed to test candidate's knowledge and readiness for situations umpires encounter at events on NU level. The National Umpire Fleet Racing Test is the examination for the discipline "Umpired Fleet Racing".
2. This is a closed-book test. The use of any documents including the Rule Book or Appendix UF or any electronic communication devices such as smart phones, computers or tablets is not allowed during the test.
3. Umpires often must do more than one thing when dealing with any given situation on the water and this is a multiple-choice test. At the bottom of each question, there is a large answer box with several possible actions. The correct answer to any question may require more than one choice. In cases where more than one answer is required, your answer will only be scored as correct if you select all the correct choices and do not select the incorrect ones.
4. Umpires must make prompt decisions. Therefore, to mirror on-the-water conditions, the time allowed to complete the test of 40 questions is limited to 80 minutes. Before the end of the allowed time, you must also copy your answers onto the separate answer sheet.
5. Appendix UF UMPIRED FLEET RACING SUI NU Test Edition applies. It has been constructed as permitted by the standard World Sailing appendix UF. You should get familiar with it before taking this test, similarly to how you would get familiar with the version of Appendix UF applying at a sailing event.
6. Appendix UF does not specify a standard starting procedure. In the questions where the time in relation to the starting signal is important, you may assume that a 3-2-1-0 starting procedure is used, i.e. warning signal at 3 minutes, preparatory signal at 2 minutes and the starting signal at 0 minutes.
7. Appendix UF does not describe a standard course. In the questions, starting lines are always upwind. Marks are to be left to either port or starboard as specified in the text, or the diagram. Finishing lines are passed either upwind, down wind or reaching as indicated by the position of the diagram or a wind arrow in it.
8. Appendix UF UMPIRED FLEET RACING SUI NU Test Edition describes the detailed procedure for protesting to an umpire. This procedure is not repeated in every question. When a question states that a named boat or both boats protest

you may assume that the required procedure has been followed and that none of the boats involved has taken a penalty.

9. There have been no changes to the racing rules introduced by the Notice of Race or the Sailing Instructions apart from those in Appendix UF UMPIRED FLEET RACING SUI NU Test Edition.
10. The marks shown in the diagrams, other than the RC vessel, are the standard inflated cylindrical buoys that will not cause damage if contact occurs.
11. In some of the questions, your decision may depend on the manoeuvrability of the boats. Unless it is stated otherwise in the question, you may assume that the boats are international J/70 class type keelboats sailing with a mainsail, a jib and, whenever relevant, a gennaker.
12. Unless a question states otherwise, you may assume that the boats are provided by the OA.
13. In some of the questions, your decision may depend on the conditions on the water. Unless it is stated otherwise in the question, you may assume that the wind is 10-12 knots and waves consistent with the wind.
14. If you do not understand any words or find any part of the question either confusing or conflicting, please mark the question by circling the problem. The test administrator may then be able to discuss the question with you and credit you with the question when satisfied that you understand the rules in question and your doubt was solely due to the ambiguity of the question. If such problems are not marked, there cannot be any credit for an incorrect or incomplete answer.
15. When asked 'Would you' before each answer box, you are only asked what further actions you would make in addition to any action described in the text.

This is a separation page.

*The next page contains answer sheet, onto which you must copy your answers
within the time allowed for answering questions.*

Section 2 – Answer sheet

Candidate's name _____ Test date and place _____

Circle each correct answer: put an *O* around it.

If you circle an answer by mistake and you want to erase it, draw an *X* over it.

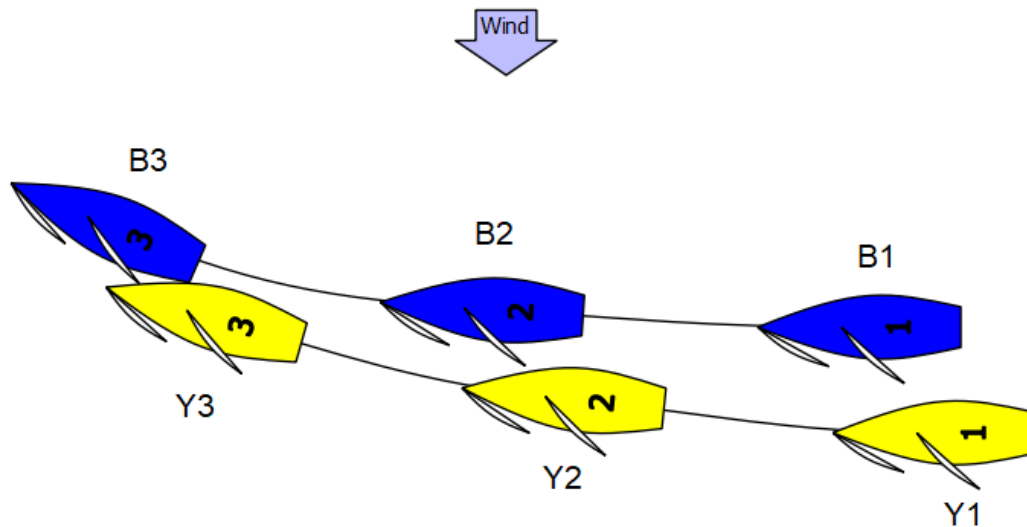
P1	A	B	C	D	E	F	G	H	I	J
P2	A	B	C	D	E	F	G	H	I	J
P3	A	B	C	D	E	F	G	H	I	J
P4	A	B	C	D	E	F	G	H	I	J
P5	A	B	C	D	E	F	G	H	I	J
P6	A	B	C	D	E	F	G	H	I	J
P7	A	B	C	D	E	F	G	H	I	J
P8	A	B	C	D	E	F	G	H	I	J
P9	A	B	C	D	E	F	G	H	I	J
P10	A	B	C	D	E	F	G	H	I	J
P11	A	B	C	D	E	F	G	H	I	J
P12	A	B	C	D	E	F	G	H	I	J
P13	A	B	C	D	E	F	G	H	I	J
P14	A	B	C	D	E	F	G	H	I	J
P15	A	B	C	D	E	F	G	H	I	J
P16	A	B	C	D	E	F	G	H	I	J
P17	A	B	C	D	E	F	G	H	I	J
P18	A	B	C	D	E	F	G	H	I	J
P19	A	B	C	D	E	F	G	H	I	J
P20	A	B	C	D	E	F	G	H	I	J
P21	A	B	C	D	E	F	G	H	I	J
P22	A	B	C	D	E	F	G	H	I	J
P23	A	B	C	D	E	F	G	H	I	J
P24	A	B	C	D	E	F	G	H	I	J
P25	A	B	C	D	E	F	G	H	I	J
P26	A	B	C	D	E	F	G	H	I	J
P27	A	B	C	D	E	F	G	H	I	J
P28	A	B	C	D	E	F	G	H	I	J
P29	A	B	C	D	E	F	G	H	I	J
P30	A	B	C	D	E	F	G	H	I	J
P31	A	B	C	D	E	F	G	H	I	J
P32	A	B	C	D	E	F	G	H	I	J
P33	A	B	C	D	E	F	G	H	I	J
P34	A	B	C	D	E	F	G	H	I	J
P35	A	B	C	D	E	F	G	H	I	J
P36	A	B	C	D	E	F	G	H	I	J
P37	A	B	C	D	E	F	G	H	I	J
P38	A	B	C	D	E	F	G	H	I	J
P39	A	B	C	D	E	F	G	H	I	J
P40	A	B	C	D	E	F	G	H	I	J

This is a separation page.

*After you turn to the next page, the time allowed for
answering the questions and copying your answers onto the answer sheet
will begin.*

Section 3 – Questions

Question P1

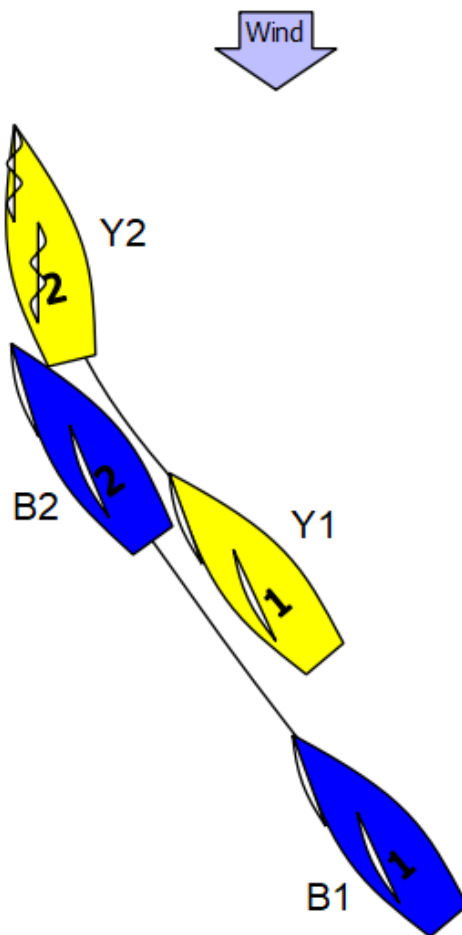


90 seconds before the starting signal, Y and B are sailing parallel courses. B has adequate room to move away but nevertheless maintains a parallel course. After about 10 seconds Y luffs slowly and from the moment the luff starts, there is no longer any means of B avoiding Y. B luffs and there is contact. There is a valid protest from B.

Would you:

A. Penalize Y	E. Penalise Y second time
B. Penalize B	F. Penalise B second time
C. Make no signal	G. Black flag Y
D. Display Green-and-white flag	H. Black flag B

Question P2

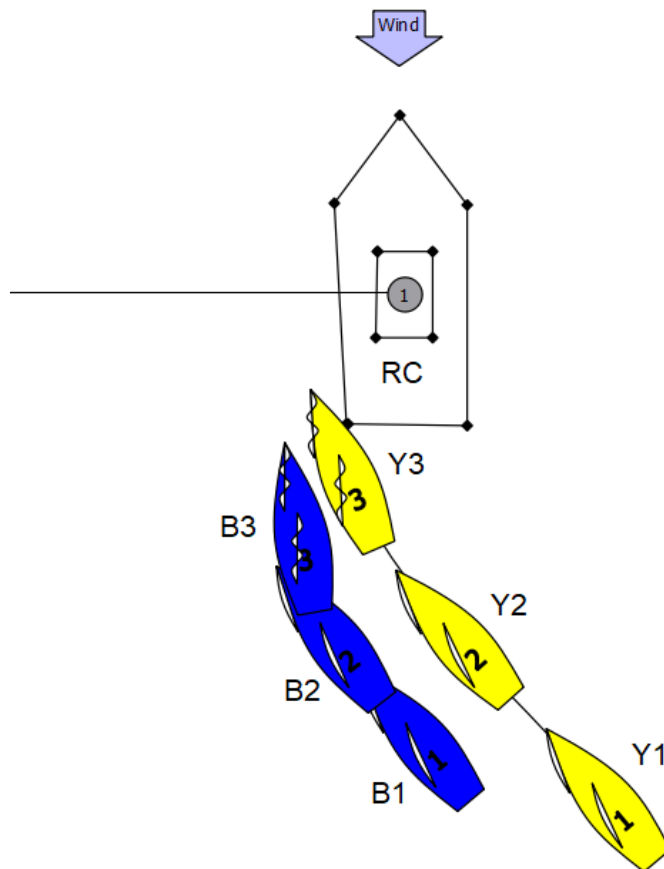


30 seconds before the starting signal, B establishes an overlap from clear astern. Y luffs immediately without taking unnecessary room, and her stern hits B. There is a valid protest from B.

Would you:

A. Penalize Y	E. Penalise Y second time
B. Penalize B	F. Penalise B second time
C. Make no signal	G. Black flag Y
D. Display Green-and-white flag	H. Black flag B

Question P3

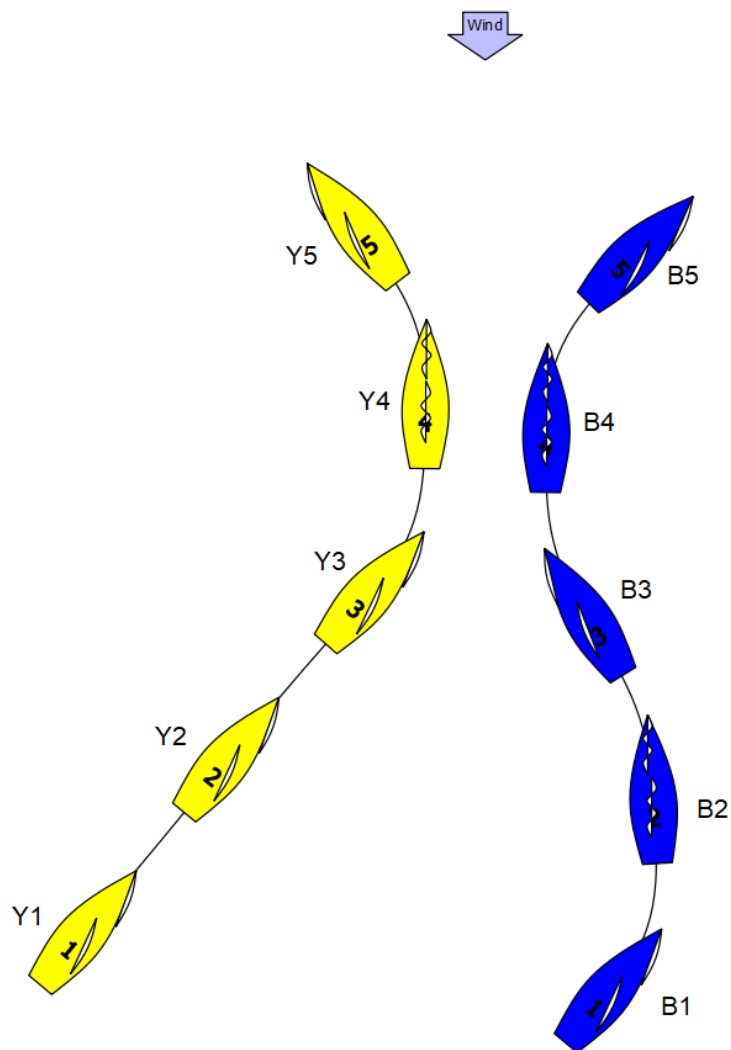


B and Y are approaching the starting line to start with B clear ahead and to leeward of Y. Y establishes an overlap to windward between B and the committee boat. At position 3 B luffs, hailing 'No room'. Y responds to the luff, and in so doing makes contact with the committee boat. There is a valid protest from Y.

Would you:

A. Penalize Y	E. Penalise Y second time
B. Penalize B	F. Penalise B second time
C. Make no signal	G. Black flag Y
D. Display Green-and-white flag	H. Black flag B

Question P4

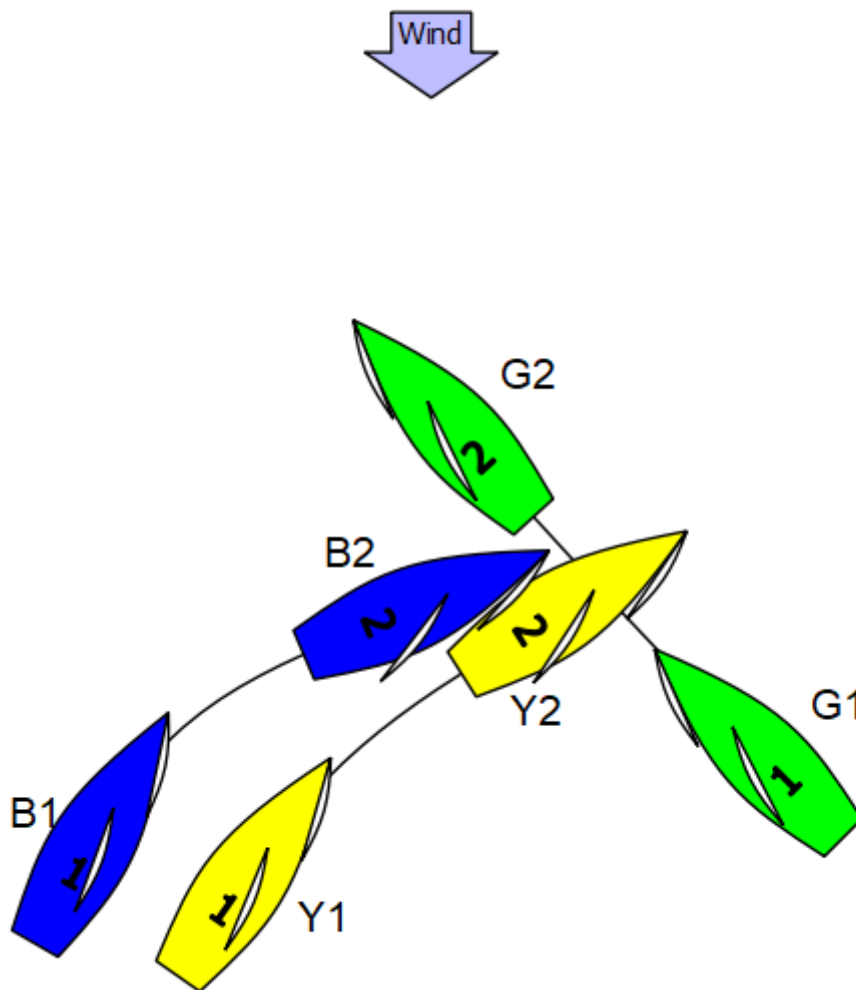


Y and B are sailing on port tack on a windward leg. B tacks onto starboard close to Y. When B completes her tack onto starboard, both boats immediately have to luff and tack away to avoid contact. There is a valid protest from B.

Would you:

A. Penalize Y	E. Penalise Y second time
B. Penalize B	F. Penalise B second time
C. Make no signal	G. Black flag Y
D. Display Green-and-white flag	H. Black flag B

Question P5

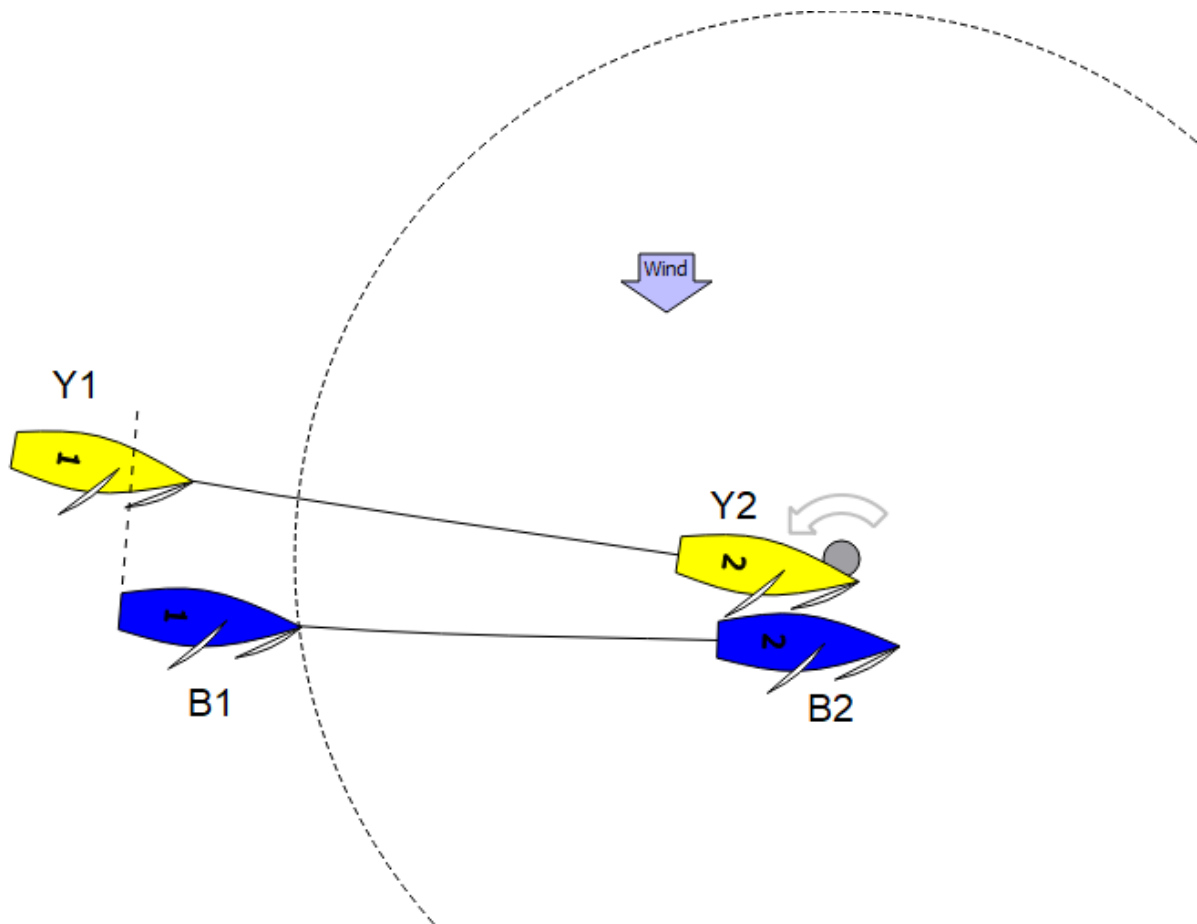


B and Y are overlapped on port tack approaching G on starboard tack. Y sails to pass astern of G; B attempts to sail between G and Y but there is insufficient space and she makes contact with Y. There is a valid protest from Y.

Would you:

A. Penalize Y	E. Penalise Y second time
B. Penalize B	F. Penalise B second time
C. Make no signal	G. Black flag Y
D. Display Green-and-white flag	H. Black flag B

Question P6



Y is overlapped on the inside of B when B enters the zone of a mark to be rounded to port. The umpires agree that B fails to give Y mark-room including room to pass the mark without touching it. No boat protests and no boat takes a penalty.

Would you:

A. Penalize Y	E. Penalise Y second time
B. Penalize B	F. Penalise B second time
C. Make no signal	G. Black flag Y
D. Display Green-and-white flag	H. Black flag B

Question P7

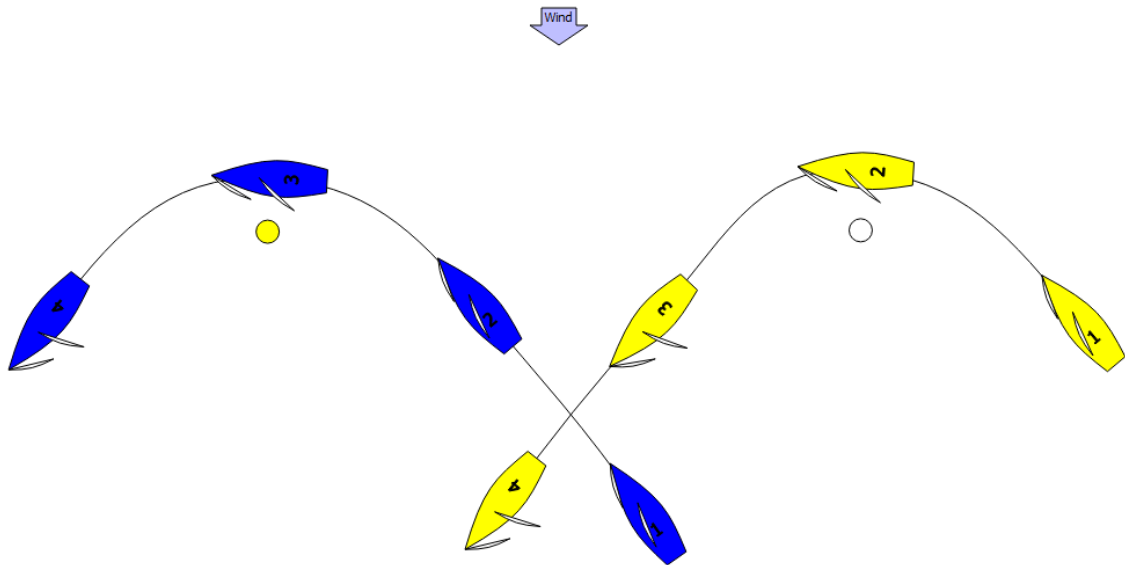
At the windward mark, Y hits the mark with her hull as she rounds it. You can clearly see the crew of Y pushing the mark away in order to free the boat. No other boats are involved.

After Y gets clear of the mark, she continues to sail the course for several boat lengths.

Would you:

A. Penalize Y	D. Penalise Y second time
B. Make no signal	E. Black flag Y
C. Display Green-and-white flag	

Question P8



Sailing instructions state that:

- The upwind mark is either a white or a yellow conical robotic buoy.
- No later than the warning signal the RC shall signal the colour of mark 1 by displaying a flag with the same colour.

You are convinced that together with the warning signal, the Race Committee displayed a yellow flag and did not display a white flag.

On the first beat to windward, Y rounded the white conical robotic buoy and sailed on a broad reach course for several boat lengths without rounding the yellow conical robotic buoy.

B, which rounded the yellow robotic buoy, saw this, displayed the red flag and hailed “Protest, wrong mark!”.

Would you:

A. Penalize Y	F. Penalize B second time
B. Penalize B	G. Black flag Y
C. Make no signal	H. Black flag B
D. Display Green-and-white flag	I. Contact the other umpire boat(s)
E. Penalise Y second time	J. Consider taking action for this incident later

Section 4 – answers to the practice questions

Q	Reference	Correct answer										Explanation	Source	
		A	B	C	D	E	F	G	H	I	J			
P1	RRS 11, MR Call A1	No	Yes	No	No	No	No	No	No	No			Penalize B. When B has had an opportunity to keep clear but then sails so close to Y that any luff by Y will result in contact, B fails to keep clear and breaks RRS 11.	2021Callbook MatchRacing-[27145].pdf
P2	RRS 15, MR Call B3, WS Case 24	No	Yes	No	No	No	No	No	No	No			RRS 11 required Y to keep clear and RRS 15 required B to initially give Y room to keep clear. If Y luffed so that she did not take unnecessary room (see World Sailing Case 24), then B broke rule 15. Penalize B.	2021Callbook MatchRacing-[27145].pdf
P3	RRS 11, 16.1, 31, 43.1(b), TR Call C2	No	Yes	No	No	No	No	No	No	No			The Part 2 Section C Preamble states that neither rule 18 nor rule 19 applies when boats are approaching a starting mark to start. B is therefore not required to give Y room to pass the committee boat. However, rule 16.1 requires B to give Y room to keep clear when she changes course. When B changes course after position 2 she fails to give Y room to keep clear. Penalize B. Y broke RRS 11 and 31. However, Y was sailing within room to which she was entitled under RRS 16.1 and broke RRS 11 and 31 as a consequence of an incident with B required to give her that room. Therefore, Y is exonerated under 43.1(b).	20212024 CallBook TeamRacing-[26940].pdf
P4	RRS 10, 15, TR Call D3	No	No	No	Yes	No	No	No	No	No			No penalty. Neither boat breaks a rule. At position 3 B acquires right of way through her own actions and must initially give Y room to keep clear. By tacking back onto port, she gives Y room to keep clear.	20212024 CallBook TeamRacing-[26940].pdf

Q	Reference	Correct answer										Explanation	Source	
		A	B	C	D	E	F	G	H	I	J			
P5	RRS 10, 11, 19, 43, Def. <i>Obstruction</i> , TR Call D10	Yes	No	No	No	No	No	No	No	No			Because both B and Y must keep clear of X, X is an obstruction and rule 19 applies. Rule 19.2(b) requires that the outside boat give the inside boat room between her and the obstruction. Penalize Y as she fails to give room. Rules 10 and 11 also apply and require B to keep clear of X and Y. However, B is exonerated under rule 43.1(b) for breaking either rule because she is sailing within the room to which she is entitled from Y, and her breach is a consequence of Y's failure to give her that room.	20212024 CallBook TeamRacing -[26940].pdf
P6	RRS 18.2, 11, 43.1(b), Def. <i>Mark-Room</i> , TR Call M11	No	No	Yes	No	No	No	No	No	No			Exonerate Y under rule 43.1(b) and make no signal. B cannot be penalized because no boat protested.	20212024 CallBook TeamRacing -[26940].pdf
P7	RRS 31, UF3.4(a)(1)(4)	Yes	No	No	Yes	No	No						Y makes obvious mark contact and does not take a penalty. No other boats are involved, so there is no possibility of being exonerated. You need to penalize Y for breaking rule 31. As you could clearly see a crew of Y pushing the mark, you are sure that Y knew that she touched the mark, so you should signal an additional penalty for breach of sportsmanship.	WSFleetRace UmpireManual V2.0 -[27437].pdf 6.4 p51

Q	Reference	Correct answer										Explanation	Source
		A	B	C	D	E	F	G	H	I	J		
P8	UF 2.1, UF 3.4(a)(6)	No	No	No	Yes	No	No	No	No	Optional	Yes	Y seems to have rounded the wrong mark and B protests. As this is not a breach of a rule of Part 2, rule 31 or 42, this protest is invalid, so you need to display green-and-white flag. UF 2.1 changes RRS 28 such that "A boat may correct any errors in sailing the course, provided she has not rounded the next mark or crossed the finishing line to finish." so you must not immediately black-flag Y. Instead, you must consider penalising her later - UF3.4(a)(6) states that an umpire shall disqualify the boat that fails to comply with UF 2.1. In addition, it is good practice to inform the other umpires about the situation in case later during the race another umpire may be better placed to penalize Y for her breach of RRS 28.	WSFleetRace UmpireManual V2.0 -[27437].pdf 6.4 p51