



## Improve your tactical confidence

The racing rules influence almost all interactions with other boats on the race course, so it's critical to understand them if you want to maintain control over your race and avoid being pushed around by your competitors.

In the last issue of *Speed & Smarts* (#152) we discussed all the racing rules that were changed for the 2021-2024 rulebook. In this issue we present our quadrennial Racing Rules 'IQ Test.'

### NEW RULES

# 2021-2024 IQ TEST

This year's test fills up the entire issue! With roughly 250 questions, it offers a very comprehensive way to assess your rules knowledge. The questions cover almost all aspects of the 2021-2024 Racing Rules of Sailing, including the changes that were made this year.

Of course, the purpose of this test is to help improve your tactical confidence by finding out where your rules

understanding is weak or strong. You can take it with an 'open rulebook,' or if you'd like a challenge similar to what you will face on the race course, try it first without looking at the rules text.

The rules questions are organized in 'race-course' order. We begin with a bunch of questions about the start and proceed around the course to the finish and beyond. Each section includes True-False questions as well as scenarios you commonly find in that part of the course.

Short answers are on page 16, and longer ones will be on our website [here](#). I strongly suggest going through this in bite-sized pieces (not all at once!). Good luck.

This Rules IQ Test includes a wide range of questions, from easy to difficult, that cover almost all sections of the current 2021-2024 rulebook.



### Keep your rulebook handy!

It will be very helpful to have the text of all the racing rules as a reference while you are answering the questions inside this issue. If you don't have a current rulebook, you can see or get the 2021-2024 Racing Rules [here](#).

For the expanded answers [click here](#)

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Both boats in the crossing situation at left are required to do everything reasonably possible to avoid contact with the other boat.  T  F

# STARTING

The starting line is usually a popular place for racing rules. That's because it is the one spot where the entire fleet is most tightly packed and fighting hardest for position. This means it's critical to understand all the rules that may come into play, especially since some rules that apply here are unique to this part of the race. There is no proper course before the starting signal, for example, which means a boat that comes from behind can luff head to wind. And there is *barging!*



**1** Just after the start, the hull of Boat X touches the pin boat's anchor line *above* the water level. Does Boat X have to take a penalty?  
 Yes  No

**2** The racing rules begin to apply between boats at the time of their preparatory signal.  T  F

**3** A boat starts a race when, after her starting signal, any part of her hull, crew or equipment crosses the starting line in the direction of the first mark.  T  F

**4** A boat cannot be penalized for breaking a rule in the rulebook unless she is 'racing' as defined in the rules.  T  F

**5** A boat begins to have a proper course when she starts the race (i.e. when her hull crosses the line after her start signal).  T  F

**6** The sailing instructions can be changed by verbal instructions given by the principal race officer during the competitors' meeting.  T  F

**7** If a motorboat is temporarily tied up to the back of the race committee boat, it does not have to be treated as a mark.  T  F

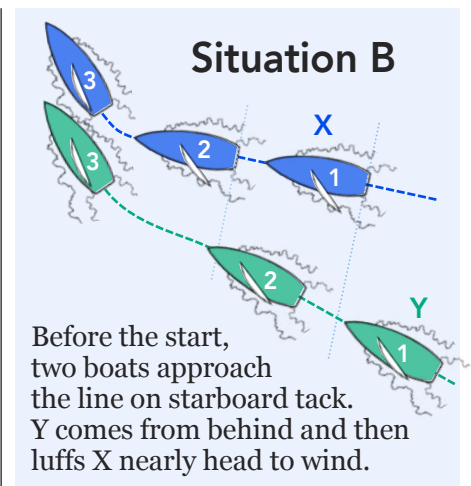
**8** When a boat not yet racing is heading toward a boat that is racing, the racing boat always has the right of way.  T  F

**9** The race committee is not permitted to move either end of the starting line after the warning signal.  T  F

**10** If you touch a starting mark before the starting signal, you don't have to take a penalty.  T  F

**11** If a boat breaks a rule two minutes before her start, she may take a Two-Turns Penalty before the start.  T  F

**12** When approaching the start, it is not legal to drag your foot in the water to slow.  T  F



Before the start, two boats approach the line on starboard tack. Y comes from behind and then luffs X nearly head to wind.

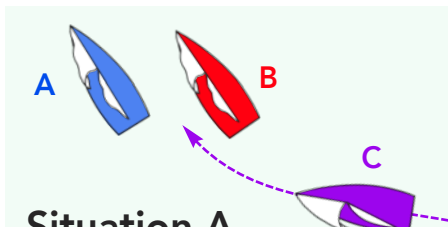
**B-1.** At position 1, Boat Y has the right of way, so Boat X must begin keeping clear.  T  F

**B-2.** At position 2, Boat Y is permitted to sail above a closehauled course.  T  F

**B-3.** At position 2, Y must initially give X room to keep clear, even if Y has been sailing a straight course.  T  F

**B-4.** Boat Y has the right of way, so if there is slight contact at position 3, she (Y) is not at risk of getting a penalty.  T  F

**B-5** If Boat X has to turn past head to wind to avoid contact with Boat Y, then Boat Y should be penalized.  T  F

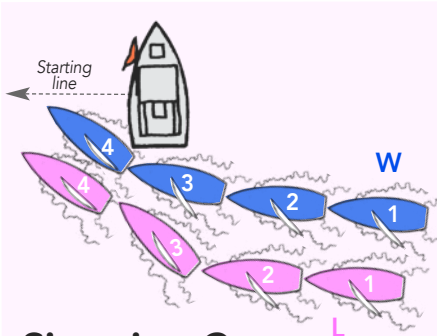


**Situation A**  
 Boats A and B are luffing near the starting line. Boat C comes from behind and tries to sail between A and B.

**A-1.** Boat B is an obstruction to Boats A and C.  T  F

**A-2.** If C gets a leeward overlap on B, B must try to give C room to fit between A & B.  T  F

**A-3.** C is not entitled to room between A and B if C has space to sail above B or below A.  T  F



**Situation C**

Ten seconds before the start, two boats reaching on starboard tack approach the committee boat. Boat L luffs at position 3.

**C-1.** Boat L is not required to give Boat W mark-room as they pass the RC boat.  T  F

**C-2.** When Boat L changes her course at position 3, she must give Boat W room to keep clear.  T  F

**C-3.** Boat W is barging and will be penalized if she passes between L and the RC boat as shown.  T  F

**C-4.** If this happened 3 minutes before the start, L would have to provide room for W to fit in at the RC boat.  T  F

**13** Before the start, a boat may reduce speed by repeatedly moving her helm.  T  F

**14** Before the start, when a boat is luffing above closehauled and sailing slowly, she is permitted to scull her rudder to bear off to a closehauled course.  T  F

**15** If the race committee fails to make the correct recall signal, a boat is entitled to redress even if she knew she was over the starting line early.  T  F

**16** If the I Flag (Round-the-End rule) was displayed and a boat is on the course side of the line during the last minute before her start, she must sail around either end of the starting line after the starting signal.  T  F

**17** When the I Flag rule is in effect, a boat that was OCS 45 seconds before her start must keep clear of other boats from that moment until she gets below the starting line.  T  F

**18** When the Z Flag rule is in effect, the race committee will display flag X with one sound signal if any boats are over the line at the starting gun.  T  F

**19** After a general recall, the race committee will make a new preparatory signal one minute after they lower the First Substitute flag.  T  F

**20** If you break a rule in a start that has a general recall, you will not be subject to a penalty when that race is re-started.  T  F

**21** A boat is not permitted to sail through a starting or finishing line unless she is starting or finishing.  T  F

**22** It's OK for a boat to receive outside help before her preparatory signal.  T  F

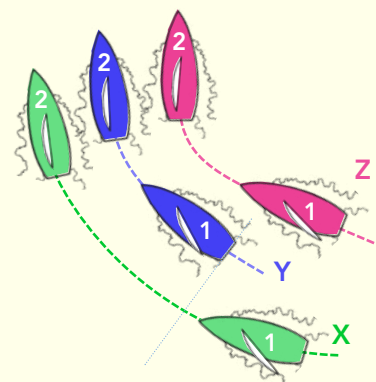
**Situation E**

Three boats overlapped on starboard tack approach the starting line before the start. Boat X got her leeward overlap from astern and then she luffs head to wind.

**E-1.** When X changes course, she must give Y room to give Z room to keep clear.  T  F

**E-2.** If the windward boat (Z) has to turn past head to wind to keep clear, then X should be penalized.  T  F

**E-3.** If the starting signal is made just after position 1, X is not permitted to sail above her proper course then.  T  F



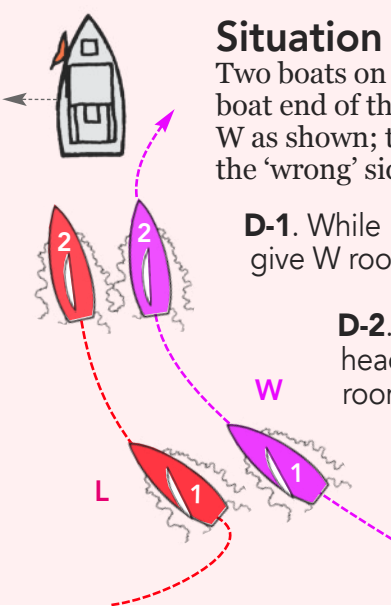
**Situation D**

Two boats on starboard approach the committee boat end of the starting line. L tacked to leeward of W as shown; then L luffed W and forced W to go on the 'wrong' side of the RC boat.

**D-1.** While L is changing course (luffing), she must give W room to keep clear.  T  F

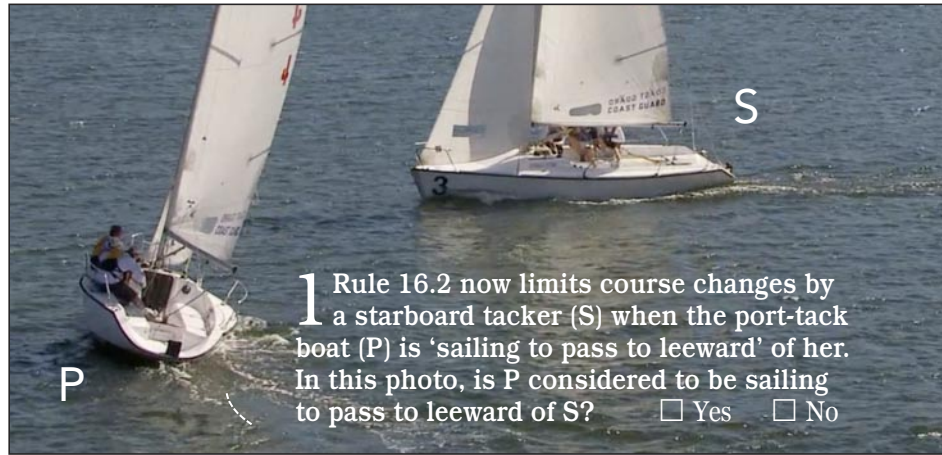
**D-2.** After the starting signal, L can remain head to wind and doesn't have to give W room at the committee boat.  T  F

**D-3.** If L had gotten her leeward overlap from astern: After the starting signal, L must bear off to provide room for W at the RC boat.  T  F



# UPWIND

Boats spend a lot of time racing upwind, so it's key to know the rules that apply on beats. Because boats on opposite tacks converge with each other all the time, there are lots of lee-bow tacks, port-starboard crossings, and so on. If you don't know your rights and obligations you'll end up in bad air, doing extra tacks or having to sail to the wrong side. Here are a bunch of questions about rules upwind.



**1** Rule 16.2 now limits course changes by a starboard tacker (S) when the port-tack boat (P) is 'sailing to pass to leeward' of her. In this photo, is P considered to be sailing to pass to leeward of S?  Yes  No

**2** Whenever the right of way changes from one boat to another, the new right-of-way boat must initially give the other boat room to keep clear.  T  F

**3** When a port-tack boat is trying to cross in front of a starboard tacker, S is permitted to change course even if, in order to keep clear, P has to change her course immediately.  T  F

**4** When a port-tack boat tacks close in front of a starboard-tack boat, the onus is on P to prove she did not tack too close.  T  F

**5** While two boats are tacking at the same time, the one that passed head to wind first has the right of way.  T  F

**6** If a leeward boat can sail her straight-ahead course with no

need to take action to avoid contact, then the windward boat is surely keeping clear.  T  F

**7** The defined terms *clear ahead*, *clear astern* and *overlap* never apply to boats that are sailing on opposite tacks.  T  F

**8** If you're racing upwind and see a fishing boat in danger, you are required to help them.  T  F

## Situation A

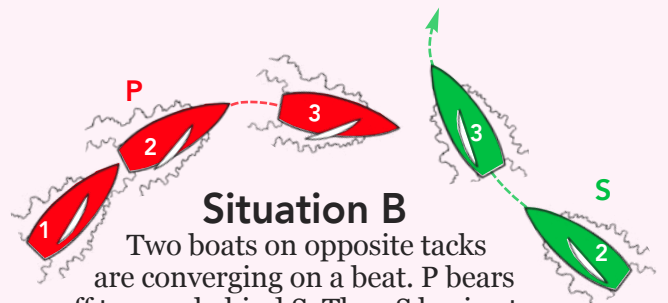
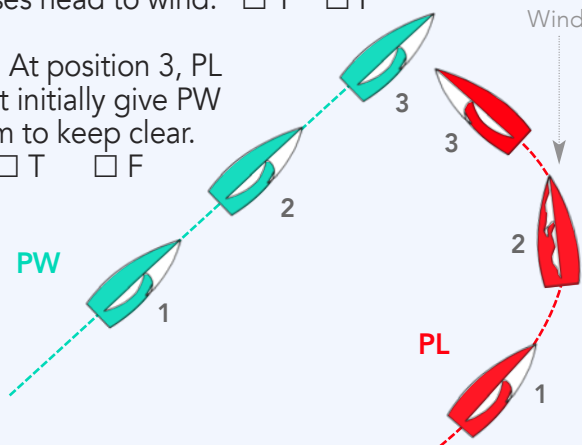
Two boats on port tack are racing upwind. Then Boat PL, which is ahead and to leeward, tacks toward Boat PW as shown.

**A-1.** At position 2, on which tack is Boat PL?  Starboard  Port  Neither

**A-2.** At position 2, which boat has right of way?  PW  PL

**A-3.** PW must begin keeping clear as soon as PL passes head to wind.  T  F

**A-4.** At position 3, PL must initially give PW room to keep clear.  T  F



## Situation B

Two boats on opposite tacks are converging on a beat. P bears off to pass behind S. Then S begins to tack, and P must immediately bear off farther to avoid contact with S's leeward stern corner.

**B-1.** Whenever S changes her course, she must give P room to keep clear.  T  F

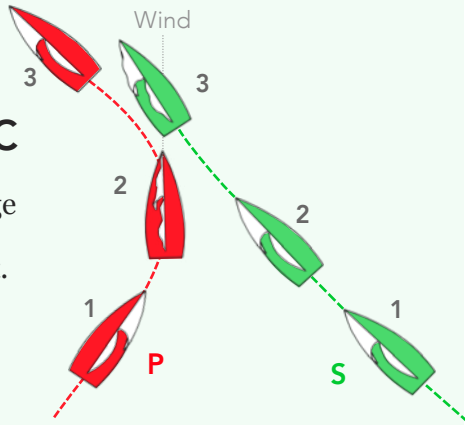
**B-2.** Because S changed her course while P was ducking her, and P had to immediately bear off farther to avoid contact, S broke a rule (16.2) and should take a penalty.  T  F

**B-3.** If there is contact just after position 3, Boat P breaks rule 10 (Port-Starboard).  T  F

**B-4.** In a port-starboard situation, the onus is on P to prove she didn't break rule 10.  T  F

**Situation C**

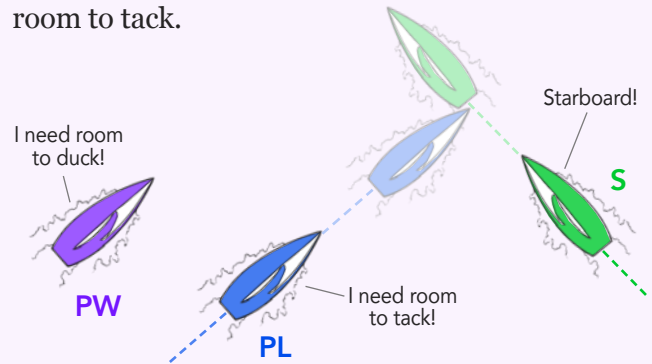
Two boats (P and S) converge on opposite tacks on a beat. P tacks into a lee-bow position as shown.



- C-1.** At position 2, on which tack is Boat P?  
 Port     Starboard     Neither
- C-2.** Boat P completes her tack to starboard as soon as her sails fill on that tack.     T     F
- C-3.** Boat S is more likely to be penalized if she does not hail 'Starboard.'     T     F
- C-4.** If S has to change her course (to avoid contact) just after P gets to position 3, then P broke rule 13 (While Tacking).     T     F
- C-5.** If P hails 'Hold your course,' she won't break a rule if S changes her course.     T     F

**Situation D**

Two boats on port tack (PW and PL) approach Boat S as shown. S hails 'Starboard!' PW hails PL for room to duck (i.e. pass behind) S. Then PL hails PW for room to tack.



- D-1.** In this situation between PW and PL, Boat S is considered an obstruction.     T     F
- D-2.** Because PW made her hail first, PL must give PW room to pass behind S.     T     F
- D-3.** If PL's hail is improper, PW does not have to reply by tacking or saying 'You tack.'     T     F
- D-4.** In this situation, PL should be penalized for breaking a rule.     T     F     Maybe

**9** When a boat hails for room to tack at an obstruction, the hailed boat must tack as soon as possible.     T     F

**10** You are not permitted to hail for room to tack at an obstruction unless you must make a substantial change of course to avoid it safely.     T     F

**11** If a boat hails for room to tack at an obstruction and the hail is clearly made too early, the hailed boat does not have to respond.     T     F

**12** When a boat hails for room to tack, the hailed boat does not have to respond if there is no obstruction in sight.     T     F

**13** If a starboard tacker changes course due to a windshift (e.g. she heads up to take a lift),

she doesn't have to give P room to keep clear.     T     F

**14** If a port-starboard incident results in contact, S will be exonerated as long as there was no serious damage.     T     F

**15** If a crewmember falls overboard, he or she must be back in contact with the boat before the crew continues sailing toward the next mark.     T     F

**16** Competitors are not allowed to wear or carry clothing or equipment for the purpose of increasing their weight.     T     F

**17** On a beat to windward you are never allowed to pump a sail to initiate surfing.     T     F

**18** Roll tacking is permitted only if, during the tack, the

mast 'moves away from vertical' no more than once.     T     F

**19** If a main batten is inverted after a light-air tack, you may pump the sail until the batten is no longer inverted, even if this propels the boat.     T     F

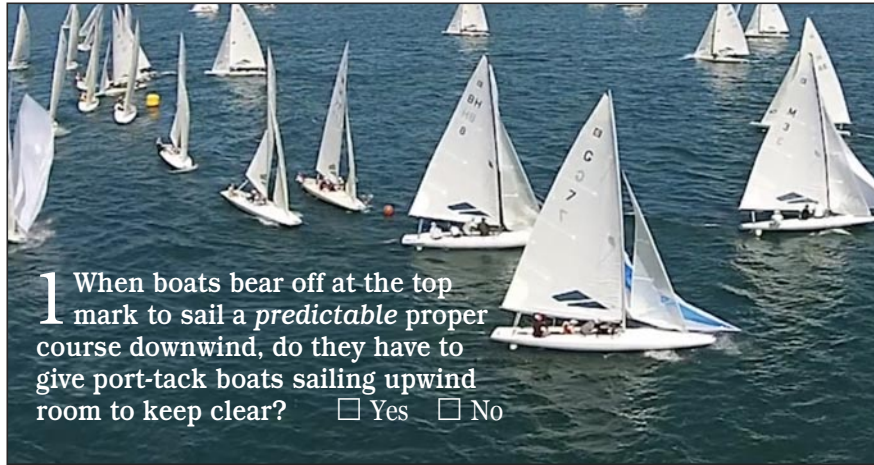
**20** While racing it's legal to move unused sails to either side of the boat to help add heel in light air or reduce heel in breeze.     T     F

**21** There may be certain times in a race when a boat on starboard tack must keep clear of a boat on port tack.     T     F

**22** On a boat with lifelines, crew members are allowed to hike with their torsos outside the upper lifeline as long as their waists are inside the lower lifeline.     T     F

# TOP MARK

The windward mark can be a very challenging place. In almost every race it seems like half the fleet usually gets there at the same exact time. This means there are usually lots of close calls, rule infringements and big losses by boats doing penalty turns. So it's important to know your rules as you approach and round the mark. Here are a bunch of quiz questions specific to situations at the top mark. (For all the questions below, assume boats are rounding a windward mark to port unless noted otherwise.)



**1** When boats bear off at the top mark to sail a *predictable* proper course downwind, do they have to give port-tack boats sailing upwind room to keep clear?  Yes  No

**2** In fleet racing the 'zone' is the area around a mark within three hull lengths of it.  T  F

**3** A boat is not considered to be in the zone unless any part of her hull or equipment in normal position is in the zone.  T  F

**4** Two boats that approach the windward mark closehauled on opposite tacks are not considered to be overlapped.  T  F

**5** When boats approach a windward mark on opposite tacks, rule 18 (Mark-Room) does not apply between them.  T  F

**6** At a windward mark, mark-room for a boat includes room for her to tack around the mark only if that maneuver is necessary to sail the course.  T  F

**7** At a windward mark, mark-room for a boat includes room

for her to jibe at the mark only if that is necessary to sail the next leg of the course.  T  F

**8** When two overlapped boats approach the windward mark on starboard tack, the leeward boat is required to jibe around the mark if that's necessary to sail her proper course for the next leg.  T  F

**9** If a boat passes head to wind from port to starboard in the

**Situation A**  
Two boats approached the windward mark on port tack and then both passed head to wind inside the zone. W does not 'tack too close.'

**A-1.** Since W tacked inside the zone and forced X to sail above closehauled to avoid contact, W broke rule 18.3 (Passing Head to Wind in the Zone).  T  F

**A-2.** Which statement accurately describes the relationship between W and X at this moment?  
 W must give X mark-room  
 X must give W mark-room  
 Neither of the above

**Situation B**  
Two boats approach a windward mark. Z luffs head to wind to round the mark inside Y.

**B-1.** Boat Z got her leeward overlap from astern so she is not permitted to sail above her proper course.  T  F

**B-2.** Z got her leeward inside overlap after Y entered the zone, so Z is not entitled to mark-room here.  T  F

**B-3.** When Z luffs to round the mark – if she fails to give Y room to keep clear she (Z) will be penalized.  T  F

zone and is then fetching the mark, she must take a penalty if any boat on starboard tack has to change course to avoid hitting her.  T  F

**10** Rule 18.3 (Passing Head to Wind in the Zone) does not apply between two boats when they both enter the zone on port tack and pass head to wind from port to starboard in the zone.  T  F

**11** Rule 18.3 (Passing Head to Wind in the Zone) does not apply when boats are rounding the windward mark to starboard.  T  F

**12** The anchor line of a windward mark is never considered to be a part of that mark.  T  F

**13** If you touch the windward mark and foul another boat at the same time, you must take only a Two-Turns Penalty.  T  F

**14** If you have a bad spinnaker set and your spinnaker (when it is out of its normal position) brushes the mark, you must take a penalty.  T  F

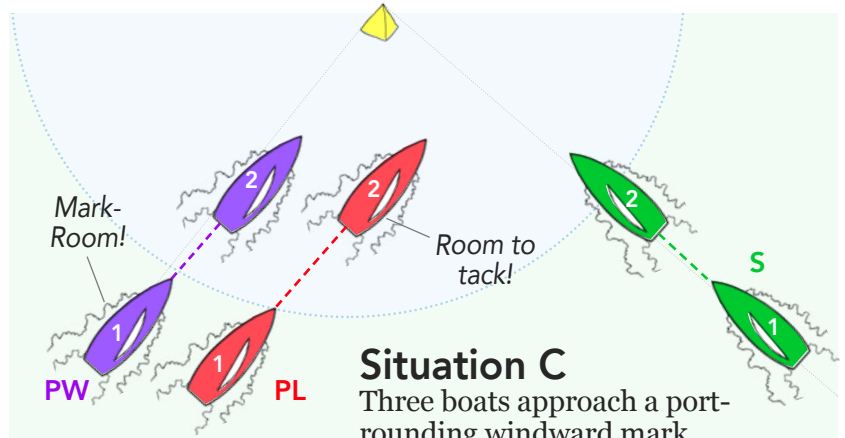
**15** If a boat touches the windward mark, it's OK to re-round the mark while she takes her One-Turn Penalty.  T  F

**16** If the sailing instructions say the Scoring Penalty is in effect, a boat that hits the windward mark cannot exonerate herself with a One-Turn Penalty.  T  F

**17** At a windward mark the race committee may signal a change in the length and/or bearing of the next (leeward) leg.  T  F

**18** If the race committee shortens the course at the windward mark, boats must finish by leaving that mark on the same side that would've been required if the course wasn't shortened.  T  F

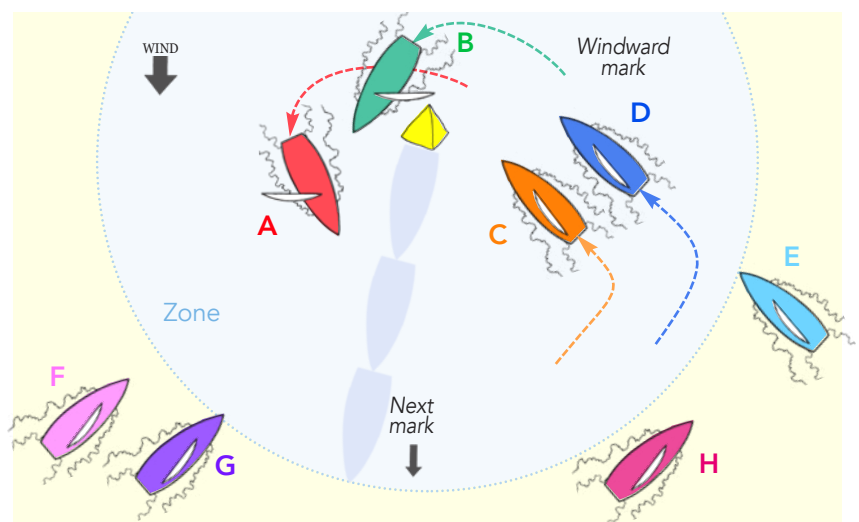
**19** If you shoot head to wind to round the windward mark and lose a lot of speed, it's OK to scull your way down to a closehauled course.  T  F



**C-1.** At position 1, PW has an inside overlap at the zone so she is entitled to mark-room from PL.  T  F

**C-2.** At position 2, PL hails for room to tack, so PW's entitlement to mark-room turns off.  T  F

**C-3.** PL is not permitted to hail for room to tack if she is an outside boat (relative to PW) and is able to avoid S by ducking.  T  F



**D-1.** Boat B must give mark-room to Boat A. (A entered the zone clear ahead of B.)  T  F

**D-2.** Boat D must give mark-room to Boat C.  T  F

**D-3.** Boat E must give mark-room to Boat D.  T  F

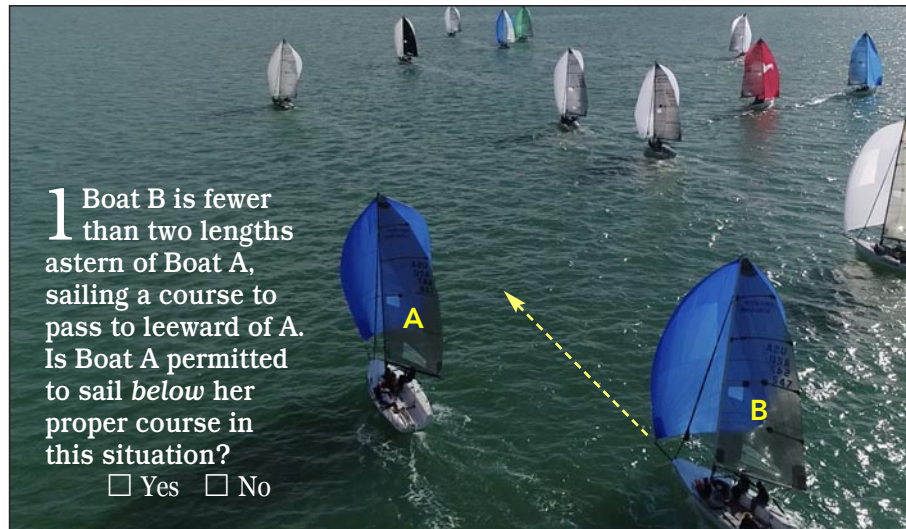
**D-4.** Boat C must give mark-room to Boat E.  T  F

**D-5.** Boat G must give mark-room to Boat F.  T  F

**D-6.** Boat H must give mark-room to Boat G.  T  F

# RUNNING

Racing downwind is challenging because the boats that are behind get puffs first and can use their wind shadows to attack the boats ahead. As a result, boats come from behind a lot, and this creates many interesting rule situations. On runs and reaches we see luffing matches and leeward overlaps that come from astern (in which case boats are not permitted to sail above their proper course). When you add in spinnakers and kinetics, there are lots of good reasons you need to be confident about rules that apply downwind.



**1** Boat B is fewer than two lengths astern of Boat A, sailing a course to pass to leeward of A. Is Boat A permitted to sail *below* her proper course in this situation?  
 Yes  No

**2** When a boat is racing downwind, a crewmember may trim a jib or spinnaker sheet by holding it outboard of the hull.  T  F

**3** Two boats sailing downwind on the same tack are always considered to be either a) overlapped, or b) clear ahead and clear astern.  T  F

**4** Two boats sailing downwind on opposite tacks are not considered to be overlapped unless at least one of them is inside the zone at a mark.  T  F

**5** It is not legal to fly a spinnaker all the way down a run without using a pole.  T  F

**6** When a spinnaker pole is being used, it must be attached to the mast.  T  F

**7** When a spinnaker pole is being used, the clew of the chute must remain 'reasonably' close to the end of the pole.  T  F

**8** When sailing downwind, it is not permissible to fly a spinnaker and a headsail at the same time except temporarily when changing sails.  T  F

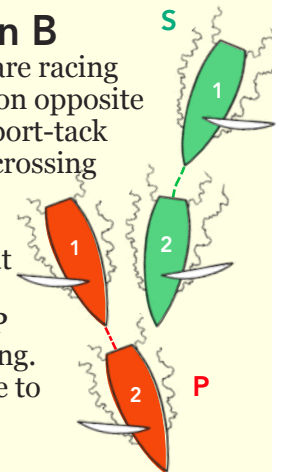
**9** If you have your spinnaker set when you break a rule, you may delay your penalty turns until after you drop your chute at the leeward mark.  T  F

**10** A boat's proper course is the course she would choose to sail the course and finish as soon as possible.  T  F

**11** A boat's proper course may take into consideration the

## Situation B

Two boats are racing downwind on opposite tacks. The port-tack boat (P) is crossing ahead of the other boat (S), but S bears off to prevent P from crossing. P has to jibe to keep clear.



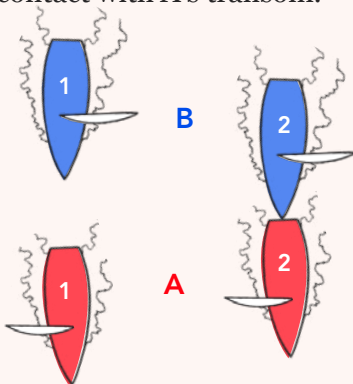
**B-1.** In a port-starboard cross, the onus is on P to prove that she kept clear.  T  F

**B-2.** A hail of 'Hold your course' from P is not binding on S in any way.  T  F

**B-3.** If P is crossing close in front (to leeward) of S, S cannot bear off to 'hunt' P if this forces P to change course immediately to keep clear.  T  F

## Situation A

Two boats are racing downwind on a run. Boat B gets a puff and overtakes Boat A from astern; then B's bow has minor (no damage) contact with A's transom.



**A-1.** At position 1, which boat must keep clear?  A  B  Neither

**A-2.** At position 2, Boat B broke rule 14 (Avoiding Contact) because she did not avoid contact.  T  F

**A-3.** Boat B will not be penalized for breaking rule 14 (Avoiding Contact) unless the contact causes damage or injury.  T  F



actions and/or positions of other racing boats.  T  F

**12** When a leeward boat got her overlap from clear astern, the windward boat is protected (i.e. she doesn't risk breaking a rule) as long as she doesn't sail below her proper course.  T  F

**13** When a windward boat with a symmetrical spinnaker converges with a leeward boat flying an asymmetrical spinnaker, the windward boat is entitled to sail the optimal downwind angle for her spinnaker.  T  F

**14** An obstruction is an object big enough that a racing boat sailing directly at it and one boat-length away would have to make at least a slight alteration of course to pass it.  T  F

**15** When boats are approaching an obstruction, the right-of-way boat may choose to pass it on either side.  T  F

**16** An inside boat does not have to hail in order to get room at an obstruction.  T  F

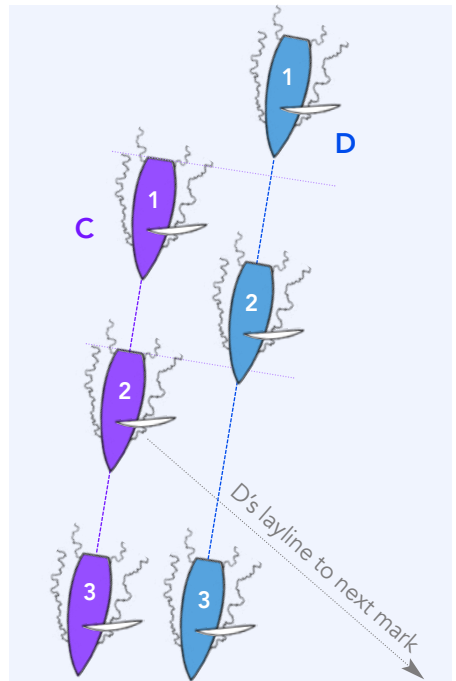
**17** When a boat is surfing down a wave, a crewmember may pump the mainsail to keep the boat surfing on that wave.  T  F

**18** When surfing conditions exist, you may pump the spinnaker by pulling hard on both the sheet and guy at the same time.  T  F

**19** Ooching (sudden forward body movement, stopped abruptly) is not a permitted exception to the kinetics rule.  T  F

**20** If a boat breaks the kinetics rule (Rule 42 - Propulsion), she can take a Two-Turns Penalty.  T  F

**21** If a batten is inverted after a jibe, you may pump the sail until it is fixed, even if surfing conditions do not exist.  T  F



**Situation D**

Two boats are racing downwind; Boat D gets a leeward overlap from clear astern.

**D-1.** At position 1, Boat C has the right of way.  T  F

**D-2.** At position 2, Boat D may not sail above her proper course until she pulls clear ahead of C.  T  F

**D-3.** Two identical boats close together can have different proper courses.  T  F

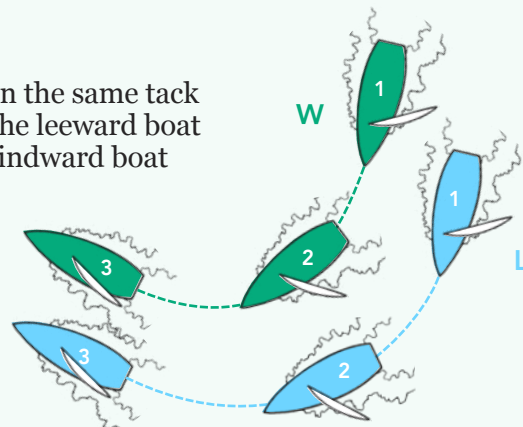
**D-4.** At position 3, D breaks rule 17 (On the Same Tack; Proper Course).  T  F

**D-5.** If there is contact at position 3, C will break rule 11 (Windward-Leeward).  T  F

**D-6.** If C has a symmetrical chute and D has an asymmetrical (with a higher proper course), D cannot force C to sail above her (C's) proper course.  T  F

**Situation C**

Two overlapped boats on the same tack are racing downwind. The leeward boat (L) decides to luff the windward boat (W), so she begins turning toward W as shown here.



**C-1.** Whenever L changes her course, she must give W room to keep clear.  T  F

**C-2.** If there is contact at position 3, W breaks rule 11 (Windward-Leeward) and must take a penalty.  T  F

**C-3.** If W keeps clear by luffing until she is head to wind, L is not permitted to luff any farther.  T  F

**C-4.** If L gives W room to keep clear and there is no contact, then L will not be penalized for this incident.  T  F

# LEE MARK

The leeward mark (often a gate mark) is one place on the race course where boats typically make the biggest gains and losses. So it's essential to understand the rules that apply here, beginning with the basic mark-room provisions of rule 18 (Mark-Room). If you aren't confident in your rules knowledge, you will likely be intimidated by people who yell the loudest, and that's not good for your results. (For questions below, assume boats are rounding a single leeward mark to port unless otherwise noted.)



**1** Rule 18 (Mark-Room) applies between boats until the boat entitled to mark-room has rounded the mark and left the zone.  T  F

**2** When two boats of different sizes approach a mark, the zone's size is determined by the hull length of the longer boat.  T  F

**3** Rule 18 (Mark-Room) begins to apply between two boats when the first of them reaches the zone.  T  F

**4** When a boat is entitled to mark-room, this includes enough room for her to round the mark as necessary to start sailing the next leg of the course.  T  F

**5** When a boat is entitled to mark-room, the amount of space she gets will change according to wind and sea conditions.  T  F

**6** At the leeward mark, a boat entitled to mark-room can take only enough room to make a seamanlike rounding.  T  F

**7** A boat required to give mark-room at a leeward mark must always continue to do so until the other boat has rounded the mark and left it astern.  T  F

**8** If a boat rounds the leeward mark with her spinnaker trailing astern (i.e. out of its normal position), and part of the sail touches the mark, she does not have to take a penalty.  T  F

**9** If a boat entitled to mark-room swings wide at the leeward mark, a boat behind (B) can cut inside her as long as B still provides mark-room.  T  F

**10** When a boat is entitled to mark-room at the leeward

## Situation A

A fleet of boats is approaching a leeward mark. Assume the overlaps that exist (or don't exist) at this moment have remained the same for at least the past minute or so.

**A-1.** Boat C must give mark-room to Boat G.  T  F

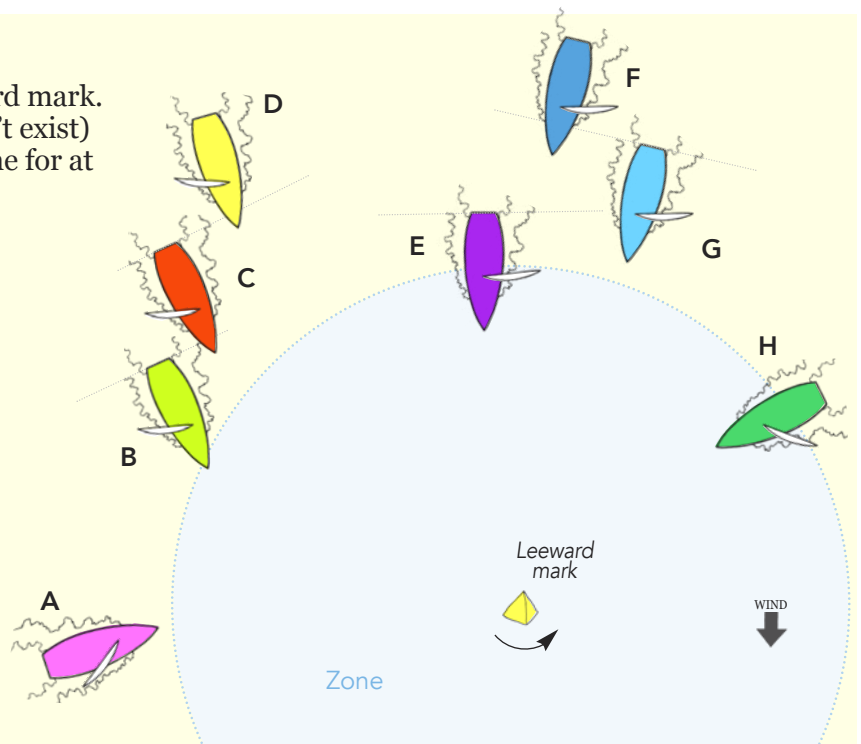
**A-2.** Boat F must give mark-room to Boat E.  T  F

**A-3.** Boat B must give mark-room to Boat D.  T  F

**A-4.** Boat A must give mark-room to Boat B.  T  F

**A-5.** Boat G must give mark-room to Boat H.  T  F

**A-6.** Boat A must give mark-room to Boat H.  T  F



mark, this includes room to tack if that is her proper course around the mark.  T  F

**11** If a leeward inside boat has 'luffing rights' (i.e. she did not get her leeward overlap from astern), she does not have to jibe at a leeward mark to sail her proper course around it.  T  F

**12** When a boat is sailing within the mark-room to which she is entitled, she will not be exonerated if she breaks rule 16 (Changing Course).  T  F

**13** When a boat is sailing within the mark-room to which she is entitled, she will be exonerated if she breaks rule 14 (Avoiding Contact).  T  F

**14** When a boat is sailing within the mark-room to which she is entitled, she will be exonerated if she touches the mark as the result of an incident with the other boat.  T  F

**15** When two boats approaching a leeward mark have a disagreement about which one gets mark-room, the onus of proof is on the boat that reached the zone later than the other.  T  F

**16** When the RC shortens the course at a gate, the finish line is between the two gate marks (i.e. the committee boat is not one end of the line).  T  F

**17** If a boat entitled to mark-room has to go outside the

zone to give mark-room to boats in front of her, she still gets mark-room from boats behind.  T  F

**18** If boats in different fleets are rounding a leeward mark in opposite directions (i.e. they are required to leave it on different sides), rule 18 (Mark-Room) does not apply between them.  T  F

**19** When a race committee boat near the leeward mark signals that the windward mark is being moved, the new windward mark must be in position at that time.  T  F

**20** When a boat entitled to mark-room must jibe to sail the course, her mark-room includes space to jibe.  T  F

**Situation B**

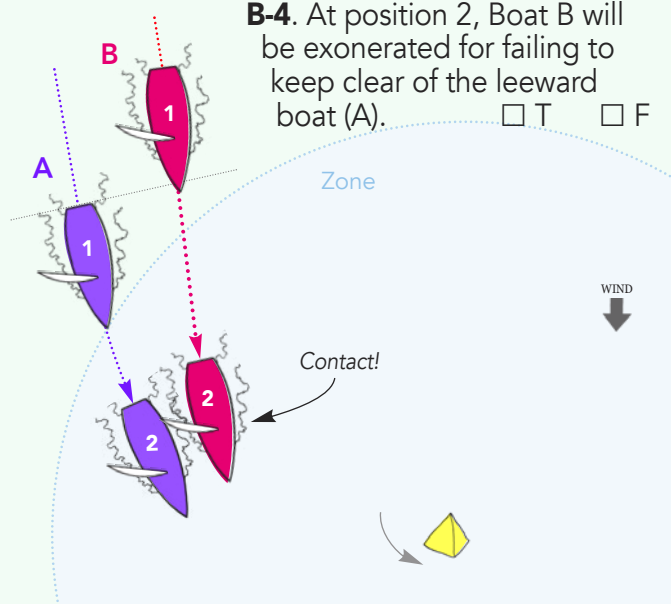
Two boats overlapped on port tack approach a leeward mark they must leave to port.

**B-1.** At position 1, Boat A has to give mark-room to Boat B.  T  F

**B-2.** Boat B is entitled to enough room to sail her proper course around the mark.  T  F

**B-3.** At position 2, Boat B breaks rule 11 (Windward-Leeward).  T  F

**B-4.** At position 2, Boat B will be exonerated for failing to keep clear of the leeward boat (A).  T  F



**Situation C**

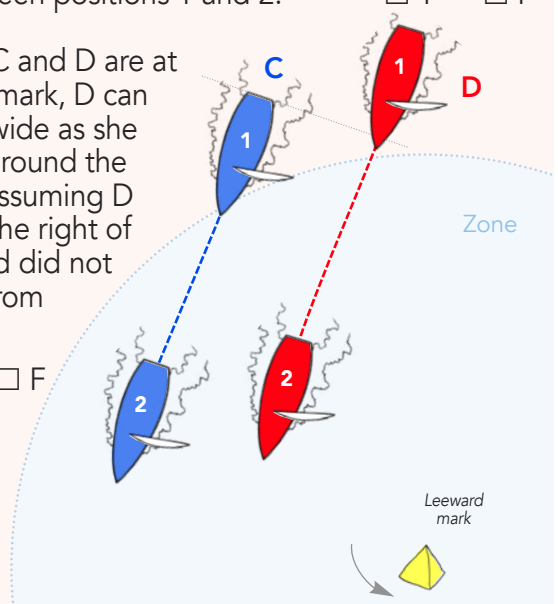
Two boats overlapped on starboard tack approach a leeward mark they must leave to port.

**C-1.** At position 1, Boat C has to give mark-room to Boat D.  T  F

**C-2.** Boat D can take only enough room to make a *seamanlike* rounding at the mark.  T  F

**C-3.** If Boat D did not get her leeward overlap from clear astern, she can head up and luff Boat C between positions 1 and 2.  T  F

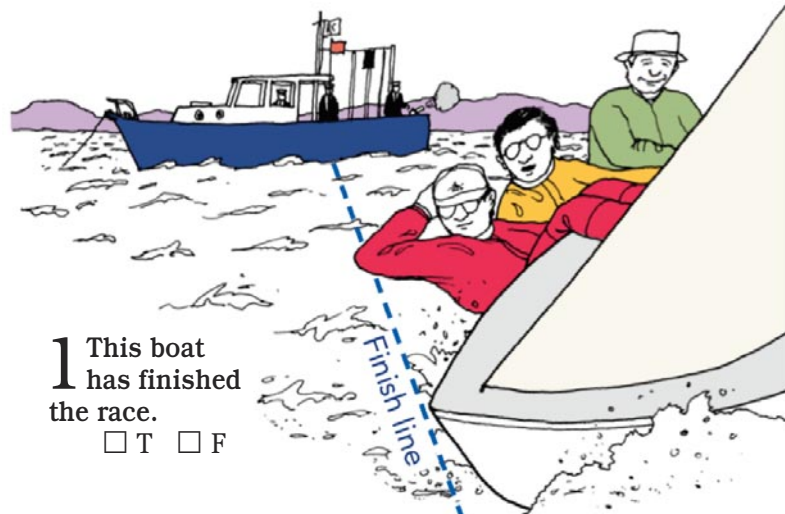
**C-4.** If C and D are at a gate mark, D can sail as wide as she wants around the mark (assuming D keeps the right of way and did not come from astern).  T  F



# FINISHING

The finish is a crucial part of any race because that's when your actual score is determined. Fortunately, there are usually fewer boats nearby when you finish than when you started. But there are also a number of rules that have unique applications at the finish line.

For example, you have to be careful about rule 18.3 (Passing Head to Wind in the Zone) when you're on port tack approaching the pin end of an upwind finish. In addition, there are a number of other rules that apply uniquely at the finish such as mark-room and taking a penalty. Here are a bunch of questions about them.



**1** This boat has finished the race.

T  F

**2** A boat finishes a race when any part of her hull, or her crew or equipment in normal position, crosses the finishing line from the course side.  T  F

**3** A boat is not considered to have finished a race unless she sailed the course properly.  T  F

**4** Once a boat crosses and clears the finish line in the last race of the day, she can no longer be penalized for breaking a rule.  T  F

**5** If at least one boat sails the course and finishes within the time limit, the committee cannot abandon that race.  T  F

**6** If no boat finishes within the time limit, the race committee must abandon the race.  T  F

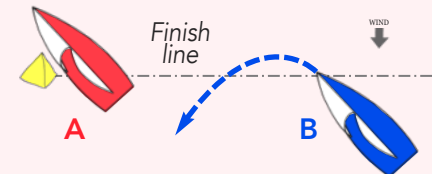
**7** As soon as a boat finishes the race (i.e. as soon as she gets her bow across the finish line), she may use her engine to clear the line and get out of the way of other boats that are finishing.  T  F

**8** If a boat breaks a rule just before she finishes, she must take her Two-Turns Penalty on the course side of the line.  T  F

**9** If the race committee wants to shorten the course, they must make the proper sound and visual

signal before any boat rounds the previous mark.  T  F

**10** Rule 18 (Mark-Room) does not apply when boats are sailing on a beat and approaching a finish mark that is surrounded by navigable water.  T  F



## Situation B

Two boats cross the line at an upwind finish.

**B-1.** Boat A's bow crosses the line and the RC gives her a whistle, but then she touches the finish mark. A must take a penalty.  T  F

**B-2.** Boat B does not cross the finish line completely before she bears off to sail home. B has finished properly.  T  F

**B-3.** If a boat finishes and clears the finish line but then interferes with a boat that is still racing, she must take a Two-Turns Penalty and finish again.  T  F



## Situation A

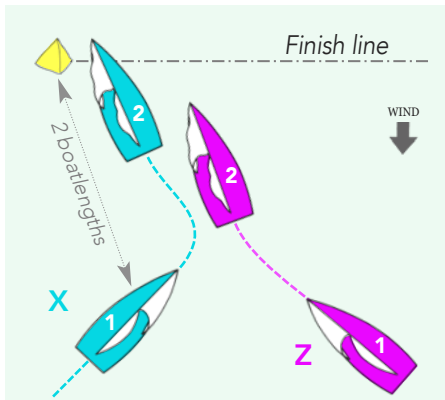
**A-1.** If the race committee sees a boat skip a mark of the course, they should score her NSC (Did not sail the course) without a hearing.  T  F

**A-2.** If the race committee sees a boat touch a mark of the course, they should score her DNF (Did not finish) or DSQ without a hearing.  T  F

**A-3.** If the race committee sees two boats have contact during a race, they are permitted to protest one or both of those boats.  T  F

**11** Rule 18 (Mark-Room) never applies to boats that are approaching a finish line on opposite tacks.  T  F

**12** Which of the following are possible reasons why a boat might be entitled to redress?  
 **A)** the race committee made an error that worsened her finishing position;  
 **B)** her spinnaker was ripped by a boat required to keep clear;  
 **C)** she gave first aid to an injured member of her crew;  
 **D)** a boat failed to give her mark-room and she lost 8 boats.  
 **E)** the protest committee decided to disqualify her.



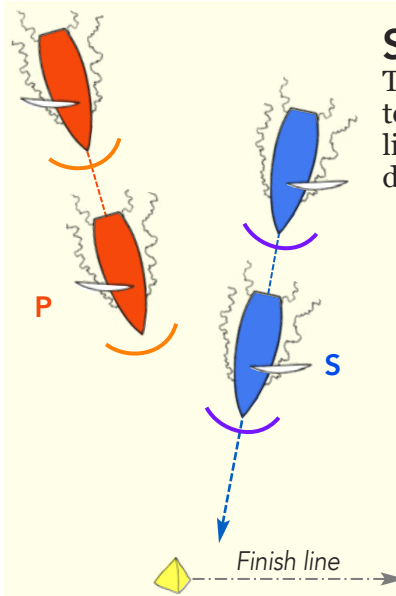
**Situation C**

Two boats converge near the pin end of the finish line. The port tacker (X) tacks cleanly in front of the starboard tacker (Z). As soon as X reaches a closehauled course, she luffs up to 'shoot' the line, and Z luffs up to keep clear of X.

**C-1.** At position 2, which boat has right of way?  X  Z

**C-2.** At position 2, Boat X is entitled to mark-room from Boat Z.  T  F

**C-3.** As long as X completes her tack by getting to a close-hauled course before she luffs to 'shoot' the finish, X did not break any rules.  T  F



**Situation D**

Two boats on opposite tacks are sailing toward the pin end of a downwind finish line. Boat S is sailing her proper course directly toward the pin end mark.

**D-1.** Boat S has the right of way, so she does not have to provide mark-room for Boat P.  T  F

**D-2.** If either boat breaks a rule at the finish, they must do their Two-Turns Penalty on the course side of the finish line.  T  F

**D-3.** Boat S can finish sooner by letting her spinnaker fly farther in front of the boat.  T  F

**Questions 13 to 16**

Twenty boats are entered in a club championship regatta that consists of six races with one discard.

**13** A boat that retires from a race and a boat that is disqualified from a race will both receive scores of 21 for that race.  T  F

**14** The number of races scheduled and the number required to constitute a series must be stated in the NOR or SIs.  T  F

**15** The top two boats had the following race scores in order:

Boat A – 2,4,(8),6,2,4 Total 18  
 Boat B – 4,2,6,4,(10),2 Total 18  
 Boat A wins the regatta.  T  F

**16** The next two boats had the following finishes in order:  
 Boat C – 8,6,(12),2,8,8 Total 32  
 Boat D – 6,8,2,(14),6,10 Total 32  
 Boat D wins third place.  T  F

**17** At an upwind finish: If two boats sailing closehauled on port tack approach the committee boat end of the finish line, the leeward boat is not permitted to hail for room to tack.  T  F

**SPEED&Smarts**

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Speed & Smarts is published bi-monthly (roughly).

Check out Dave's [webinar schedule](#) here.

[Replays of past webinars](#) are also available for purchase.



# PROTESTS

Sailing is a fairly unique sport because, at most regattas, competitors themselves must enforce the rules without the help of umpires or referees. Because of this, every sailor must be very familiar with the process of rule enforcement. Should you protest another boat? When is it a good idea to take a penalty? How can you defend yourself against a protest? In fact, the rulebook contains many more rules about protests and penalties than rules about right-of-way situations. Here is a bunch of questions to see how well you understand them.



**1** If you don't have a specially dedicated protest flag, you can use a red PFD or any other red object to signal your intent to protest.  T  F

**2** A protest flag must be red but it does not have to be rectangular or square.  T  F

**3** The rules of a one-design class can add or delete the requirement for boats to display protest flags.  T  F

**4** A boat cannot be penalized without a hearing.  T  F

**5** At a hearing, the protest committee must not penalize a boat unless it is convinced 'beyond a reasonable doubt' that the boat broke a rule.  T  F

**6** A boat that intends to protest an incident on the race course must hail 'Protest' at the first reasonable opportunity after the incident.  T  F

**7** When you break a rule but nobody files a protest against you, you are not required to take a penalty.  T  F

**8** If a rule is stated in the notice of race, it does not also have to be included in the sailing instructions.  T  F

**9** If she wants to protest, a boat six meters or longer must display a red flag at the first reasonable opportunity and keep it flying until she stops racing.  T  F

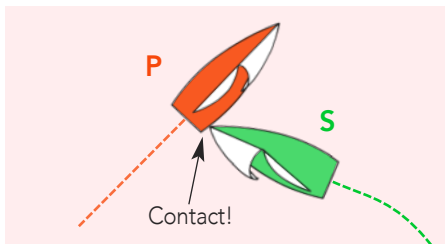
**10** A boat planning to file a request for redress doesn't need to display a flag.  T  F

**11** You may get redress if another boat breaks a rule and causes damage to your boat, but only if that boat took a penalty or was penalized.  T  F

**12** If B fouls A and the boats get tangled together for 2 minutes but there is no damage, A is not entitled to redress.  T  F

**13** If you break two right-of-way rules in the same incident, you are required to take two Two-Turns penalties.  T  F

**14** When a boat is not racing, she can't be penalized unless she interferes with another boat that is racing.  T  F



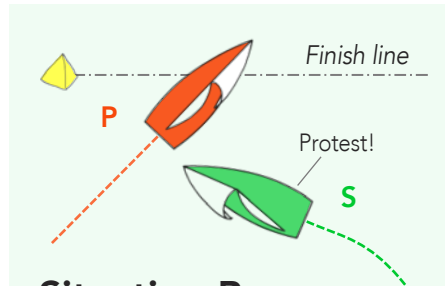
## Situation A

Two boats converge on a beat. Boat P fails to keep clear of S. S bears off to go behind P, but she misjudges her turn, hits P and causes serious damage to her own boat (S) only.

**A-1.** S broke rule 14 (Avoiding Contact) but she will be exonerated because she had the right of way.  T  F

**A-2.** P did not break rule 14 because it was S's error that caused damage.  T  F

**A-3.** P can take a Two-Turns Penalty for this.  T  F



## Situation B

Just after Boat P's bow crosses an upwind finish line, S has to bear off to avoid P. S protests.

**B-1.** P does not have to take a penalty because she crossed the finish line before the incident with Boat S.  T  F

**B-2.** If P takes penalty turns, she can make them on either side of the line.  T  F

**B-3.** In order to have a valid protest, S must report her protest to the committee boat at the finish line.  T  F

**15** If a boat sees a competitor commit an act of misconduct, she can protest them under rule 69 (Misconduct).  T  F

**16** When a race is restarted after a general recall, a boat may be penalized for breaking a rule in the original start if she caused injury or serious damage.  T  F

**17** If a right-of-way boat fails to avoid contact when possible, she will not be penalized under rule 14 (Avoiding Contact) unless there is serious damage.  T  F

**18** A boat or competitor cannot protest the race committee for breaking a rule.  T  F

**19** Which of the following rules can be changed by the NOR or sailing instructions?

- A) Rule 2 (Fair Sailing)
- B) 10 (Opposite Tacks)

- C) 43 (Exoneration)
- D) 44.2 (Two-Turns Penalty)
- E) 61 (Protest Requirements)

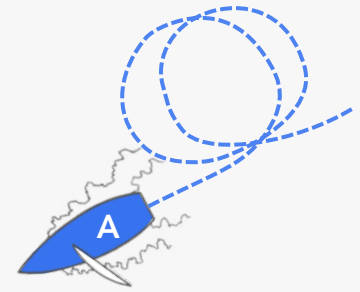
**20** Which of the following hails (or words to that effect) are never required by the rules?

- A) "Starboard!"
- B) "Leeward boat"
- C) "You tack"
- D) "Mark-room!"
- E) "Protest"

**21** Any party to a protest hearing may request a reopening of that hearing, but the protest committee doesn't have to consider that request.  T  F

**22** A protest is not valid if it is not in writing or does not identify the incident.  T  F

**23** A person with a conflict of interest cannot be a member of the protest committee.  T  F



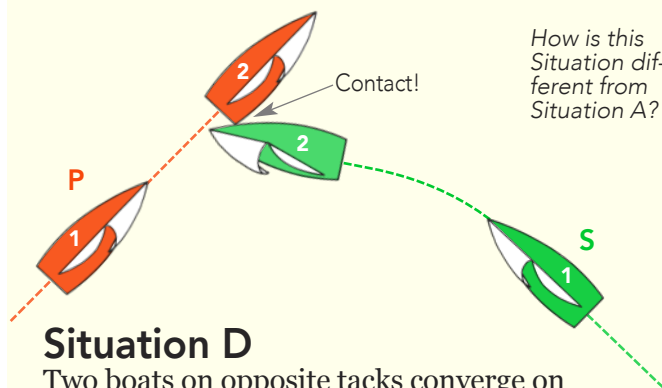
**Situation C**

Boat A makes penalty turns.

**C-1.** To take a valid Two-Turns Penalty, A must make two full 360° circles, each including one tack and jibe.  T  F

**C-2.** While A is taking a penalty she must keep clear of boats not taking penalties, even if A is on starboard.  T  F

**C-3.** A must report her penalty turns at the finish.  T  F

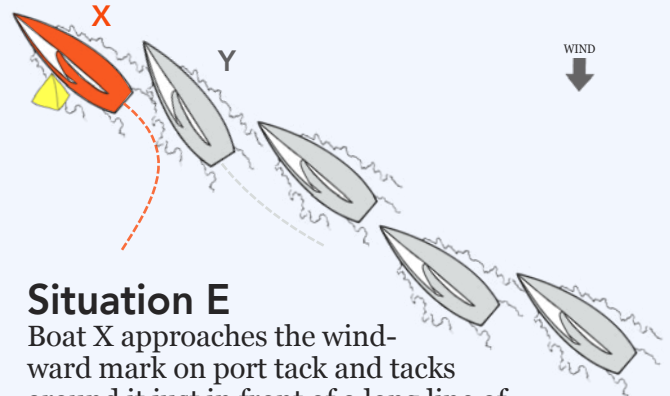


How is this Situation different from Situation A?

**Situation D**

Two boats on opposite tacks converge on a beat. S has to bear off to avoid P, but she misjudges her turn and hits P's leeward corner. There is no damage to either boat.

- D-1.** P breaks rule 10 (Port-Starboard).  T  F
- D-2.** P breaks rule 14 (Avoid Contact).  T  F
- D-3.** S breaks rule 14 (Avoid Contact).  T  F
- D-4.** If S breaks rule 14 she will be exonerated and does not have to take a penalty.  T  F
- D-5.** In this incident, the applicable penalty for P is one Two-Turns Penalty.  T  F



**Situation E**

Boat X approaches the windward mark on port tack and tacks around it just in front of a long line of starboard tackers. However, in the process she fouls Boat Y and also hits the mark.

- E-1.** Since X touched the mark and also broke a right-of-way rule, she must take a One-Turn Penalty plus a Two-Turns Penalty.  T  F
- E-2.** If X completes her penalty turns and has still gained a significant advantage in the race, she must retire.  T  F
- E-3.** If Y wants to protest X, she can use a language other than English to make her hail of 'Protest.'  T  F

## Join a **Free Webinar** about this issue of S&S!

Dave is now doing a free webinar (for *subscribers only*) after the publication of each issue of *Speed & Smarts*. The webinar for this issue will be held **Thursday, November 18, 2021** at 8:00 pm EST (GMT -5).

Dave will be online to explain this issue in greater detail and review some of the more challenging IQ Test questions. The session will go for roughly 90 minutes, and then a link to the replay will be: 1) sent to everyone who registered; and 2) posted on the S&S website. The webinar is free, but you need to [register](#) in order to join.

**Webinar Topic:** S&S Issue 153 - IQ TEST

**Date:** Thursday, **November 18, 2021**

8:00 pm EST (GMT -5)

[Register here](#) This is required to 1) get a Zoom link; 2) ask questions before the webinar; and 3) get a link to the replay.

## Get the new 2021-2024 edition of **'Learn The Racing Rules'**

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## We'd like to hear your feedback!

We're now doing a quick survey after each issue of *Speed & Smarts*. Here is a chance to tell us what you like and don't like about this newsletter. Your feedback will be very helpful for picking topics and moving ahead with digital issues, webinars and so on. Thanks for your help!



[Link to #153 Survey](#)

## 2021-2024 S&S Rules IQ TEST

## ANSWERS

### NEW RULES



## The Answers

Here are quick answers to all 250 questions from the *Speed & Smarts* 2021-2024 Racing Rules IQ Test. We will be posting expanded answers on our website [here](#). That page will have any needed updates or corrections to these answers, so please check there. If you still have questions about any answers, feel free to send us an [email](#). Page 1 Answer: T

For expanded answers [click here](#).

### LEE MARK

1. F 2. F 3. T 4. T 5. T 6. F 7. F  
8. F 9. T 10. F 11. F 12. F 13. F  
14. T 15. F 16. T 17. F 18. T 19. F  
20. T ● A-1. F A-2. T A-3. T A-4. T  
A-5. T A-6. T B-1. T B-2. F B-3. T  
B-4. F C-1. T C-2. F C-3. F C-4. T

### FINISHING

1. F 2. F 3. F 4. F 5. F 6. T 7. F  
8. F 9. F 10. F 11. F 12. A,B 13. T  
14. T 15. F 16. T 17. F ● A-1. T  
A-2. F A-3. T B-1. T B-2. T B-3. F  
C-1. X C-2. F C-3. F D-1. F D-2. F  
D-3. F

### PROTESTS

1. F 2. T 3. F 4. F 5. F 6. T 7. F  
8. T 9. T 10. T 11. T 12. T 13. F  
14. F 15. F 16. T 17. F 18. T 19.  
D,E 20. A,B,D 21. F 22. T 23. F  
● A-1. F A-2. F A-3. F B-1. F  
B-2. T B-3. F C-1. F C-2. T C-3. F  
D-1. T D-2. T D-3. T D-4. T D-5. T  
E-1. F E-2. T E-3. T

### STARTING

1. N 2. F 3. F 4. F 5. F 6. F 7. F 8.  
F 9. F 10. F 11. T 12. T 13. T 14. T  
15. F 16. F 17. F 18. T 19. F 20. F  
21. F 22. T ● A-1. F A-2. T A-3. F  
B-1. F B-2. T B-3. T B-4. F B-5. F  
C-1. T C-2. T C-3. F C-4. T D-1. T  
D-2. T D-3. F E-1. T E-2. F E-3. T

### UPWIND

1. Yes 2. F 3. T 4. F 5. F 6. F 7. F  
8. T 9. F 10. T 11. F 12. F 13. F  
14. F 15. T 16. T 17. F 18. F 19. F  
20. F 21. T 22. T ● A-1. S A-2. PW  
A-3. F A-4. T B-1. T B-2. F B-3. T  
B-4. F C-1. P C-2. F C-3. F C-4. F  
C-5. F D-1. T D-2. F D-3. F D-4. T

### TOP MARK

1. Yes 2. T 3. F 4. T 5. T 6. F 7. T  
8. T 9. F 10. T 11. T 12. T 13. T  
14. T 15. T 16. T 17. T 18. F 19. T  
● A-1. F A-2. N B-1. T B-2. F B-3. F  
C-1. T C-2. T C-3. F D-1. F D-2. T  
D-3. F D-4. F D-5. T D-6. F

### RUNNING

1. Yes 2. T 3. T 4. F 5. F 6. T 7. F  
8. F 9. F 10. T 11. T 12. F 13. F  
14. F 15. T 16. T 17. F 18. T 19. T  
20. F 21. T ● A-1. A A-2. T A-3. T  
B-1. F B-2. T B-3. F C-  
1. T C-2. F C-3. F C-4.  
T D-1. T D-2. F D-3. T  
D-4. T D-5. T D-6. F

