

EYC Super Hard Rules Quiz

(Use your rule book and the online ISAF Case Book)

1. Whenever there is contact between 2 boats racing, one boat must take a two-turns penalty, retire, or face disqualification. (See RRS 44) T F
2. There are some times when a starboard boat must keep clear of a port tack boat.
T F
3. Whenever the right of way changes from one boat to another, the new ROW (right of way) boat must initially give the other boat room to keep clear. (See RRS 15) T F
4. Rule 18 does not apply until boats reach the three-length zone around a mark.
(See RRS 18) T F
5. After a boat completes a tack inside the three-length zone at the windward mark, she shall be penalized if she causes another boat, which was fetching the mark, to change course.
(See RRS 18.3) T F
6. The RC may move a starting mark after the warning signal. (See RRS 27.2) T F
7. If you foul another boat after the preparatory signal before your start, you must take your two-turn penalty after the starting signal. (See RRS 44.2) T F
8. While sailing downwind, an overtaking boat on starboard must keep clear of a port-tack boat clear ahead. T F
9. When a close hauled boat hails for room to tack at an obstruction, the hailed boat must tack as soon as possible. (See RRS 20.2) T F
10. If you are the boat that files a protest, the RC can't DSQ you if you lose.
(See RRS 64.1) T F
11. The term "overlap" applies only to boats on the same tack. (See RRS Definitions "Clear Ahead and Clear Astern") T F
12. Room and the three boat length circle apply to both finishing marks.
(See Rule 18) T F
13. When two boats are overlapped, W must keep clear of L. As long as L can keep steering a straight course without contact, then W is keeping clear. (See RRS Definitions "Keep Clear") T F
14. A boat is considered to be racing from her warning signal until she finishes.
(See RRS Definition "Racing") T F
15. A boat that is luffing above close hauled on the start line is not considered to be on either tack.
(See RRS Definition of "Tack") T F

16. Inside boats are entitled to room around the RC boat at the start. (See RRS Preamble to “Section C”) T F
17. You may pump you sails twice per “surfable” wave. (See RRS 42.3) T F
18. When you receive redress (RDG) it is always the average of your scores prior to the race in which you received redress. (See RRS Appendix A10) T F
19. A broken tiller extension in a boat that you didn’t bring to the regatta (ie. a rotational event), being mistakenly called OCS by the race committee, and being fouled by a boat not racing are all situations that warrant redress. (See RRS 62.1) T F
20. Rule 18 applies at the windward mark when boats are on opposite tacks. (See RRS 18.1) T F
21. If an overtaking boat tries to pass to windward of a boat sailing to the leeward mark, the leeward boat is not bound to her proper course and may head the windward overtaking boat up. (See RRS 17) T F
22. The race committee may disqualify both boats in a protest hearing. (See RRS 64) T F
23. If you hit the anchor line of the RC boat or the anchor line of a mark of the course, but avoid hitting the RC boat or the mark itself then you don’t have to take a penalty turn. (See RRS Definition of “Mark”) T F
24. You don’t have to take a penalty turn when you hit a mark if it’s not the mark you’re going to or a mark that defines a continuing obstruction. (See RRS 31) T F
25. If you sail through a restricted start/finish line, you may exonerate yourself by sailing back through it the other direction and “unwinding” yourself. (See RRS 28.2) T F
26. If you foul another boat as a result of being fouled by a third boat, then you are exonerated as long as you protest the third boat. (See RRS 64.1a and RRS 21) T F
27. If you commit multiple fouls and or hit the mark in the same incident it’s still just a two-turns penalty. (See RRS 44.1) T F
28. The following are all obstructions: a capsized boat, a submerged rock, a large floating log, a large floating mass of seaweed or kelp, a right of way boat. (See RRS Definition of “Obstruction”) T F
29. The following are all continuing obstructions: a beach or shoreline, a long dock, pier, or breakwater, a restricted start/finish line, a large slow moving commercial vessel like a tanker or barge. (See RRS Definition of “Obstruction”) T F
30. It’s ok to take a penalty turn(s) on the next leg of the course, so long as it’s your first opportunity to do so. (See RRS 44.1) T F

31. When overlapped to windward, you must keep clear of the right of way boat so that they can change course in either direction without making immediate contact. (See RRS Definition of "Keep Clear") T F
32. The race committee may abandon a race once a boat has rounded the final mark and is approaching the finish. (See RRS 32) T F
33. If you are OCS (on course side) after the start, the race committee MUST hail your sail number in a timely manner. (See RRS 29.1) T F
34. Once your bow crosses the finish line it's ok to hit the finishing mark because by the definition of "finish" you are done racing and no longer required to avoid hitting a mark of the course. (See RRS 31) T F
35. Sculling to propel the boat forward is illegal, but it's ok if you are sculling to slow your boat down or to return to a close hauled course from head-to-wind. (See RRS 42.3) T F
36. You can protest a boat for an alleged breach of a Rule of Part 2, even if you weren't involved in the incident. (See RRS 60.1) T F
37. The Race Committee may protest a competitor. (See RRS 60.2) T F
38. An "interested party" may be a witness to a protest, but not part of the protest committee. (See RRS 63.4) T F
39. A "Charlie" (C) flag indicates that the next mark of the course has been changed or moved. (See RRS 33) T F
40. The "X-Ray" (X) flag indicates a general recall. (See RRS 29.1) T F
41. A postponement flag in racing is red with white stripes. (See RRS "Signals on back inside cover) T F
42. For a foul committed at the finish a boat must return to the course side and complete a penalty turn(s), then refinish. (See RRS 44.2) T F
43. If a coach, the race committee, or your parents tell you that you must race, then you must listen to them. (See RRS 4) T F
44. You may pump your sail several times to fix an inverted batten, unless it clearly propels the boat. (See RRS 42.3) T F
45. You may throw out a DSQ as long as the DSQ is not the result of cheating/poor sportsmanship, a black flag at the start, or for breaking Rule 42 repeatedly. (See RRS 90.3b) T F
46. When you are entitled to room, there is no limit to how much you can take. (See Definitions) T F

47. When the Z flag is flown competitors must go around the ends to clear themselves. (See RRS 30.2) T F
48. The Racing Rules of Sailing can be modified by the NOR, Sailing Instructions, high school sailing procedural rules, and by class rules. (See RRS 86) T F
49. If you hit a mark because a boat didn't give you room which you were entitled to, then you are exonerated from taking a penalty. (See RRS 21) T F
50. If two boats are tacking at the same time and there is contact, the boat on the left shall be penalized. (See RRS 13) T F
51. A boat helping a competitor in need of assistance shall be granted redress if her helping actions hurt her position in the race. (See RRS 62.1) T F
52. When returning to clear the start line after being hailed OCS, the OCS boat shall keep clear of all other competitors not OCS. (See RRS 22.1) T F
53. A right of way boat shall be penalized if she fails to see a non-right of way boat and makes contact with her. (See RRS 14) T F
54. When boats are overlapped on the same tack approaching the finish line, the inside boat has room to finish. (See RRS 18) T F
55. While on a beat to windward a port-leeward boat may hail for a port-windward boat to tack if a starboard tack boat is an obstruction to her. (See RRS 19) T F
56. A starboard tack boat that intentionally deviates its course to interfere with a port tack boat is "hunting" according to the definitions. (See Definitions) T F
57. There are times when a port-tack boat is correct in hailing "proper course" to a boat on Starboard. (See RRS 17 and Definitions) T F
58. A boat that fails to respond to a hail from a boat incorrectly asking for room to tack at an obstruction can be penalized for not responding. (See RRS 20) T F
59. You have broken Rule 10 if while roll tacking from starboard to port your mast makes contact with the mast of another competitor sailing upwind on port. T F
60. A boat has not finished if in light winds her bow crosses the finish line, but she then drifts back onto the course side of the line. (See Definitions and RRS 28.1) T F
61. According to the flags and signals section in the RRS, the race committee is required to make a sound signal for each boat as they finish (either a whistle, horn, gun, or verbal hail). T F
62. Upwind a boat on port is exempt from avoiding a starboard tack boat that is OCS and never returned to clear herself. (See RRS 22.1) T F

63. You are OCS, if just prior to GO any part of your body is on the course side of the start line, even the hull of your boat is entirely behind the line. (See Definitions) T F
64. In a fleet race, a boat may use tactics to deliberately hinder the race of a second boat, even if it doesn't increase her standing or advance her to the next round. (See ISAF Case 78) T F
65. While the crew and skipper are in the water holding onto their boat after recovering from a capsize, the boat is considered an "obstruction" to other racers. (RRS 23) T F
66. A leeward boat may not sail above her proper course prior to the start. (See Definitions)
T F
67. If the crew of a leeward boat is hiking out while sailing upwind and their torso or back makes contact with an overlapped windward boat, the windward boat has committed a foul. (See ISAF Case 74) T F
68. The crew of a leeward boat is trapezing while sailing upwind when they intentionally reach out with their arm and touch the overlapped boat to windward with the intent of protesting the windward boat under Rule 11. In this scenario the windward boat has failed to keep clear and should be penalized. (See ISAF Case 73) T F
69. According to ISAF Case 47, a port tack boat that hails "Starboard!" to an inexperienced sailor is not breaking any rule(s). T F
70. It's OK if your body makes contact with a mark while racing. (ISAF Case 77) T F
71. A boat may avoid contact, yet fail to keep clear. (ISAF Case 88) T F
72. A boat keeping clear must react to the actions of the right of way boat, and anticipate any actions that the right of way boat might subsequently take. (ISAF Case 92)
73. If you drop the tiller and are "out of control" other boats must keep clear of you, and you will be exonerated of any right of way rules you break while "out of control." (ISAF Case 99) T F
74. A port tack boat brushes the windward mark with her port side. She subsequently tacks to round the mark and then gybes, immediately as she exits the mark. This maneuver complies with taking a penalty turn for breaking Rule 31. (ISAF Case 108) T F
75. When a competitor sails the wrong course and you intend to protest, you must hail protest at the time of the incident. (ISAF Case 112) T F