

CHESST Class Racing Rules - 2016

As Adopted December 5, 2015

Amended: January 7, 2017

Amended: xxxxx XX, 2020

1. Applicability:

1.1 These Racing Rules apply to all CHESST only sponsored races, unless specifically modified by the Notice of Race (NOR) or Sailing Instructions (SIs).

1.2 These Racing Rules apply to CHESST starts provided by other Organizing Activities (OAs), unless specifically modified by the NOR or SIs.

1.3 These Racing Rules do not apply to shorthanded starts not associated with CHESST in races sponsored by other OAs. CHESST members who elect to participate in such races should comply with the NOR and SIs for those races.

~~1. Safety CHESST follows U.S. Sailing, PHRF of the Chesapeake and CMA rules with the following additions:~~

2. Safety:

CHESST does not have the expertise to independently define safety requirements for shorthanded racing. CHESST defers to the safety requirements specified by U.S. Sailing, CBYRA, and applicable rating organizations for racing on the Chesapeake Bay. As a minimum, the following safety provisions shall be in effect for all CHESST sponsored races, and CHESST starts provided by other OAs, except where more stringent requirements are invoked by the specific race documents.

1.1 Jacklines or anchor points shall always be rigged. Anchor points must be spaced to allow the person to remain attached while moving between anchor points.

1.2 Harnesses and tethers or PFDs with an integral harness shall be worn at night or when sails are reefed and must be on the boat in sufficient quantities for all crew members.

1.3 A DSC capable VHF radio shall be accessible from the cockpit.

1.4 CHESST Sailors **sailors** may communicate with each other via VHF. Conversation shall be limited to safety advice and welfare checks. This modifies RRS Rule 41.

1.5 CHESST encourages that Harnesses **harnesses** and tethers and/or PFDs be worn at all times while racing.

~~2. Sail & Equipment Specifications CHESST currently follows PHRF of the Chesapeake and CMA Equipment Specifications with the following modifications:~~

3. Sail and Equipment Specifications:

CHESSS will comply with the equipment specifications invoked by the rating organization(s) under which the race is conducted, and for CBYRA sanctioned races any additional equipment specifications invoked by CBYRA, with the following exceptions:

~~2.1~~ Sail Changes will be permitted as they are limited within rules contained within the CBYRA Green Book for Spinnaker classes and as permitted for the Non-Spinnaker classes. Sail changes for boats with a furler credit will only be permitted as allowed within the PHRF of the Chesapeake restrictions associated with that credit. Changing to a storm sail will not be considered as a sail change. Flying multiple head sails **during a sail change** is not a violation against flying multiple jibs from the same stay.

~~2.2~~ **3.1 Mechanical or electrical means of effecting or assisting steering, such as auto** Auto pilots, Tiller **tiller** pilots, and wind vanes are authorized for all CHESSS divisions.

~~2.3~~ **3.2** Electric winches are authorized, subject to the PHRF **any** rating penalty for stored energy **specified by the rating system under which the race is conducted**.

3. 4. Crew Limits- All vessels are limited to a maximum of 2 actively participating crew. One non-participating person up to 12 years of age or one CHESSS Board approved non-participant may be aboard during racing.

~~4.~~ **5. Divisions-**

5.1 The CHESSS class is divided into Spinnaker, Non-Spinnaker, and Multi-hull divisions. Single and double handers shall compete against each other in these divisions. ~~There will be a rating adjustment for single-handed participants racing against double-handed crewed vessels (Note: A rating adjustment will be discussed and approved at the 2016 CHESSS Spring Meeting).~~

5.2 Single-handed and double-handed entries may be scored both as single divisions and as separate sub-divisions, depending on the number of entries.

5.3 Multi-hull vessels may compete in all CHESSS exclusive-sanctioned races, but may NOT compete in the CHESSS division in any CBYRA-sanctioned race where a CMA class exists.

~~5.~~ **6. CHESSS Class Identification-** CHESSS is authorized by CBYRA to fly 3rd Repeater.

6.1 During CHESSS only-sanctioned races.

~~5.4~~ **A.** Spinnaker division shall fly 3rd Repeater.

5.2 B. Non-Spinnaker division shall fly 3rd Repeater, with a plain, white flag beneath.

5.3 C. Multi-hull division shall fly 3rd Repeater.

5.4 6.2 During CBYRA-sanctioned races hosted by other OAs, the class flags shall be set by the NOR and SIs of the hosting club.

6. 7. Ratings-

CHESSS does not have the expertise to independently develop and maintain rating systems which would permit mono-hulls of different designs or multi-hulls of different designs to compete against each other, or for mono-hulls to compete against multi-hulls. CHESSS defers to the expertise of organizations dedicated to developing and maintaining rating systems for sailboat competition. These include, but are not limited to, PHRF of the Chesapeake, Chesapeake Multi-hull Association (CMA), Offshore Racing Congress (ORC, ORC Club, ORC Double Handed), and the Offshore Racing Rule (ORR, ORR-EZ).

7.1 For CHESSS only races (CBYRA sanctioned or not), and CHESSS starts provided by other OAs (CBYRA sanctioned or not) CHESSS will specify at the beginning of each sailing season the rating systems to be used by the CHESSS mono-hull and multi-hull divisions. The rating systems shall not be changed during the season except by agreement of the CHESSS membership.

7.2 OAs conducting non-CHESSS shorthanded races/starts may elect to conduct such races using different rating systems. CHESSS members who elect to participate in such races may be required to obtain a rating certificate appropriate for those races.

7.3 For the 2021 season CHESSS will utilize PHRF of the Chesapeake ratings and Time-on-Time scoring for mono-hulls, and CMA ratings and scoring for multi-hulls. When there are insufficient numbers of multi-hulls to form a division, multi-hulls will use the special PHRF ratings specifically created by PHRF of the Chesapeake for use with CHESSS when competing against CHESSS mono-hulls. All CHESSS competitors are required to have valid PHRF and/or CMA rating certificates.

~~6.1 When participating in CBYRA-sanctioned races, CHESSS members shall race under a valid PHRF certificate.~~

~~6.2 When participating in CHESSS only sanctioned races, CMA, PHRF, or other rating systems ratings may be used, providing that all members in a division use the same rating system. Monohulls will be required to have a valid PHRF certificate. When there is a multi-hull fleet of 3 multihull competitors or more, multihulls can also race under a CMA rating certificate.~~

~~6.3 Multi-hulls will use the special PHRF ratings specifically created by PHRF of the Chesapeake for use with CHESSS when competing directly against CHESSS mono-hulls when there are insufficient numbers multi-hulls to form a division.~~