

CHESST Class Racing Rules

As Adopted December 5, 2015,

Amended: January 7, 2017

Amended: November 7, 2020

Amended: March 7, 2024

1. Applicability:

1.1 These Racing Rules apply to all Chesapeake Shorthanded Sailing Society (CHESST) 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 Authority (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.

1.4 The events may or may not be sanctioned by Chesapeake Bay Yacht Racing Association (CBYRA).

2. Safety:

All boats must meet U S Sailing (Nearshore) Safety Requirements found at: (under Monohull or Multihull SER Nearshore). Boats sailing in a CHESST class shall meet the following additional requirements.

1.1 Jacklines or anchor points shall always be rigged per SER Ocean 3.2.1. Anchor points must be spaced to allow the person to remain attached while moving between anchor points per SER Ocean 3.2.2.

1.2 Harnesses or PFDs with an integral harness with tethers attached per SER 3.1.4 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. This may be a handheld radio meeting the requirements of SER Ocean 3.8.2.

1.4 CHESST 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 and tethers and/or PFDs be worn at all times while racing.

3. Sail and Equipment Specifications:

CHESST will comply with the equipment specifications invoked by the NOR, the SI and the rating organization(s) under which the race is conducted with the following exceptions:

3.1 Mechanical or electrical means of effecting or assisting steering, such as auto pilots, tiller pilots, and wind vanes are authorized for all CHESSS divisions. This is a modification to RRS 52.

3.2 Electric winches are authorized, subject to any rating penalty for stored energy specified by the rating system under which the race is conducted. This is a modification to RRS 52.

3.3 The maximum spinnaker pole length, SPL, can only exceed 100% J when included within the rating for the boat.

3.3 A whisker pole is a spar attached to the mast and connected to a headsail clew. The maximum whisker pole length for jibs where $LP < 1.25 \times J$ is J. Maximum whisker pole length for jibs where $LP > 1.25 \times J$ is $0.8 \times LP$. This is a change from the PHRF of the Chesapeake limit

4. Crew Limits-

All vessels are limited to a maximum of 2 actively participating crew. One nonparticipating person up to 14 years of age or one CHESSS Board approved nonparticipant may be aboard during racing.

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 equally without a rating alteration.

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.

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

6.1 During CHESSS sanctioned races.

A. Spinnaker division shall fly 3rd Repeater or CHESSS Burgee.

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

C. Multi-hull division shall fly 'W' pennant below 3rd Repeater.

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 multihulls. 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),

7.1 For CHESSS 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 CHESSS will utilize PHRF of the Chesapeake Circular Random (CR) ratings and Time-on-Time scoring for mono-hulls, and CMA ratings and scoring for multihulls. 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. CHESSS encourages its members to obtain an ORC rating certificate and to participate in ORC racing where shorthanded racing is allowed.

8. High Point Awards-

8.1 CBYRA CHESSS high point awards: The CBYRA Green Book identifies the criteria for CBYRA high point awards and those races which qualify for CBYRA CHESSS high point. Members of CHESSS and CBYRA seeking to compete for a CBYRA CHESSS high point award should consult the Green Book and comply with its instructions.

8.2 CHESSS Club high point awards: CHESSS will also have a separate high point award. Only CHESSS members are eligible for this award. The criteria and method of determining the award are described below:

- a. In what follows it is assumed that each boat competing for high point is owned by a single member for the entire racing season. Special cases are discussed in i) below.
- b. A boat can earn high points in any race that has a scored CHESSS class. These may be CBYRA sanctioned races or not.
- c. A boat earns high points if the CHESSS class that his/her boat participates in for that specific race (i.e JAM or Spinnaker) has a minimum of two starters.
- d. For events with multiple races, each race counts individually toward high point. The boat's finish in the combined event is not relevant.
- e. A boat earns high points for each race equal to one plus the number of boats beaten in that race. For a boat that is scored as finishing, boats beat include boats scored On Course Side (OCS), Time Limit Expired (TLE), Did Not Finish (DNF), and Disqualified (DSQ).
- f. A boat that starts in a race, but is not scored as finishing the race, receives one high point for that race, except in the case that a boat is scored DSQ. In that case, the boat scored DSQ receives no high points for the race. This means that *all* boats that start and are scored OCS, TLE, or DNF receive one high point for starting the race.
- g. The season high point score shall be the sum of all individual race high point scores. Multiple high point awards will be given to tied scores.

h. CHESSS will maintain a Club high point forum on the CHESSS website. It is the obligation of each skipper to submit via that forum his/her race results. As a minimum the skipper shall include: his/her name, boat name/make/model, race name/date/organizing authority, and CHESSS class results. If the results are posted electronically, a link to the electronic scores is sufficient.

i. Special cases: If a member purchases a new boat during the racing season, the high points earned on his new boat (while he/she owns the boat) and old boat (prior to starting to race the new boat) are combined. A boat jointly owned by two or more individuals is eligible for high point so long as at least one owner is a CHESSS member. If a CHESSS member sells his/her boat to another CHESSS member during the racing season, the high points earned do not transfer with the boat. That is if member A owns boat X for the first half of the season, the high points earned during the first half of the season accrue to Member A. If Boat X is then sold to member B, member B receives the high points earned during the period that he/she owns boat X.