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GENERAL CLUB RULES AND RACING RULES OF SAILING PRINCIPALS.

ALL USERS OF THE CLUB HOUSE MUST BE MEMBERS OF HLMYC OR INVITED GUESTS OF THE CLUB OR MEMBERS.

CLUBHOUSE TO BE KEPT CLEAN ORDERLY AND TIDY, WITH ALL GOODS PROPERLY STORED AT CLOSE OF PLAY EACH DAY IT IS IN USE.

SECURITY..ON RACE DAYS, A KEYHOLDER WILL UNLOCK BOTH LOCKS ON THE DOOR FOR MEMBERS USE, WHEN IT IS UNOCCUPIED DURING RACING THE DOOR MUST BE CLOSED LOCKED WITH THE CYL: LOCK AT ALL TIMES MOST MEMBERS HAVE A KEY TO THE CYL; LOCK FOR ACCESS DURING RACE DAYS. AT CLOSE OF PLAY EACH DAY A KEYHOLDER WILL ENSURE THAT THE SAFETY BOAT LOCK IS SECURE AND THE OUTER DOOR IS LOCKED WITH BOTH THE CYL; AND 5 LEVER SECURITY LOCK.

MEMBERS BEHAVIOUR MUST BE GENRALLY ACCEPTABLE TO EACH OTHER AND MEMBERS OF THE PUBLIC AT ALL TIMES, REMEMBER WE OPERATE IN A B&H C C PUBLIC PARK AND MEMBERS MUST ENSURE THAT THE PUBLIC ARE TREATED WITH CONSIDERATION AND NOT INCONVENIENCED BY OUR ACTIONS AND ACTIVITIES.

ALL DEALINGS WITH HOVE LAGOON WATERSPOERTS TO BE FRIENDLY AND CONSIDERATE TO THEIR BUSINESS AT ALL TIMES, THEY DO ALLOW US TO USE THEIR CAFE AND TOILET FACILITIES ON A GOOD WILL BASIS.

COMMON SENSE AND CONSIDERATION TN ALL DEALINGS WITH EVERYBODY.

All racing at the Hove Lagoon M Y Club is conducted according to the International Sailing Federation (ISAF) Racing Rules of Sailing – Section E. Radio Controlled Boat Racing Rules. As with any competitive sport it is necessary to have rules to ensure fair competition and to prevent those who might be so disposed from gaining an advantage from overly aggressive tactics. Contact between boats is against the rules and significant damage to boats is almost unheard of. The basis of all good sailing is gentlemanly conduct, good sportsmanship and fair play; cheating (i.e. trying to gain an advantage by deliberately breaking a rule) is unacceptable.

Like any sport sailing has a set of rules under which it operates. The Racing Rules of Sailing (RRS), as they are known, are complicated but for us to enjoy racing it isn't necessary to know them all in detail, we can get by quite well knowing just a few key things, and we shouldn't therefore, be worried by this complexity. The rules are there to ensure fairness and discourage overly aggressive or dangerous tactics. The RRS should therefore be seen as something affording us protection and, not as an encumbrance or something to make life difficult. They are there to help us and to ensure fair sailing, improving the quality of racing and increasing the enjoyment of everyone involved. It may help if you think of them as 'Rules of the Road' for sailing. When we drive our cars it is better if we obey the law and observe the Highway Code; giving way at junctions and roundabouts, stopping when the traffic lights are red, observing speed limits and so on. Imagine how unpleasant it would be and the carnage if we all just drove as we wanted to with no rules and no consideration for other road users.

Fair play and sportsmanship is the bed rock upon which the sport of sailing is built and it is interesting that sailing gives such an emphasis to it when cheating; by deliberately breaking a rule, and hoping it isn't seen, or by attempting to intimidate other competitors and officials is endemic in many other sports and is tacitly accepted by competitors, coaches, managers, spectators and fans if it helps produce the results they want. In sailing we don't have a referee or umpire watching our every move, it is therefore incumbent upon everyone to sail and race within the rules and behave in a sportsmanlike and fair manner.

The 'Golden Rule' of sailing is set down in the RRS as the "Basic Principle - Sportsmanship and the Rules": - and this says:-

"Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire".

Well, that's pretty straightforward isn't it? If I break a rule I have to take a penalty, PC/JS/LB. October 2017.