

**Felpham Sailing Club Application to use the Eastern Greensward for Dinghy Parking
during 9-12 July Solo Southern Championships**

Event Plan

This document describes the event plan for the Solo Championships taking place at Felpham Sailing Club 11/12 July 2026.

Event Description:

This event at Felpham SC is an Open Meeting for the National Solo Class Association competing for the Southern Championships.

We expect around 45-50 Solo dinghies to participate, most of those being visitors to Felpham.

The National Solo is a high performance, single-handed dinghy. These visitors are expected to be highly experienced, many of them will have sailed at Felpham in prior years, sailed all around the UK, and competed internationally.

On Friday 10th July the club is hosting a race training day for the visitors. This will commence at noon and finish late afternoon.

Racing will commence on Saturday 11th July at 12:00 and on Sunday 12th July at 11:00 (to be confirmed). On each day there will be three or four races back-to-back. Most of the sailors will launch about 15 minutes before the start. Racing will finish around 16:00 on Saturday and 15:00 on Sunday. This plan is subject to change due to weather and sea state.

Before each day of racing a Race and Safety Brief will be held for all competitors, safety crews and race team.

Visitors will arrive at the club from Thursday 9th July evening onwards.

Tide Times:

Friday: HW 07:37 4.7m. LW 13:46 1.4m.

Saturday: HW 08:54, 4.8m. LW 14:59, 1.3m.

Sunday: HW 10:02 5.1m. LW 16:04, 1.1m.

Movement of Club dinghies and safety boats

Club members with Solo dinghies (maybe 3 or 4) and the safety boats will be moved from the dinghy park (north of the prom) across the prom and down onto the beach. Members & visitors will be reminded at the Race Brief that dinghies must not be rigged before crossing the prom to avoid flapping sails hitting prom users. Members will be encouraged to move dinghies onto the beach earlier in the day to reduce the possibility of traffic jams and obstruction of the prom for prom users. Members will be reminded to keep an eye out for fast moving cyclists and runners. The safety boats (up to 4) and Committee Boat (1) will be moved onto the beach as early as possible in the day. In addition, for this event, we will have a couple of prom marshals with hi-viz vests ensuring prom safety. The marshals will help manage the pinch point on the prom around the clubhouse. These operational issues are managed at every sailing event in the season at Felpham and this event is no different.

At the end of racing the same procedures will be followed for returning all craft to the dinghy park.

Movement of visitors dinghies and their road trailers. (see diagram at end of this document)

A small team of club members will meet & greet visitors at the end of Blakes Road. Visitors will remove their road trailer from their car at the end of Blakes Road. They will use either on-street car parking, the pay and display car park behind the beach huts, or one of the two local free

car parks. Road trailers will be walked eastwards down the prom to the Greensward. Visitors' road trailers and dinghies will be positioned on the south side of the Greensward well away from Beach Hut users. The Greensward will be roped off to ensure that beach hut users are free to use their facilities. Visitors will prepare their dinghies on the greensward but not rig their sails. Sails will be rigged on the beach.

Dinghies on their launching trolleys will be walked along the prom to the beach for rigging & launching off the beach. Marshals in hi-viz vests will supervise the visitors boat movements. The visitors will attend the Race & Safety Brief.

At the end of racing the same procedures will be followed for returning all visitors dinghies to the dinghy park.

Road trailers, launching trolleys and dinghies will be left on the Greensward overnight.

Welfare of visiting sailors on the shore

Visitors will change, use toilets and shower in the existing Club facilities. In addition, there are unisex toilets on the Greensward.

The club is open for sailing visitors and their families to buy refreshments, hot drinks etc.

The event is not open to members of the public, although they may view the event from the promenade.

An evening meal on Saturday is included in the entry fee (TBC).

Management of Racing

A Committee Boat will be used. The races will be managed from the Committee Boat.

There will be at least four Safety Boats which will have the responsibility to both lay the marks for racing and provide safety cover for the fleet.

Management of Training Day 10th July

The sea at Felpham offers a unique opportunity to visiting sailors, many of whom sail inland, to train on the open sea and enjoy sailing in waves and a big sea. The training will be run by qualified experts in Race Coaching in the Solo dinghy. Sufficient safety boats will be launched to provide safety cover. The description of event safety (below) will apply to training just as it applies to racing. There will probably be around 10-15 Solo dinghies involved in the Training Day. A safety briefing will be included in the race training brief.

First Aid Facilities

The club has a fully stocked First Aid Kit that was checked in March 2026 and is regularly checked during the season. There are also a quantity of ice packs and thermal blankets ready for use.

Defibrillators: There is one club owned defib adjacent to the first aid kit in the club house. No code is required to access the club defib.

A second defib is located at the end of Blakes Road.

First Aiders: The Club Manager (Casey Grainger) is a qualified first aider and will be present throughout the entire event. In addition, many of the kitchen & bar staff are first aid qualified, and many of those taking part in the event. There are about 70 qualified first aiders at FSC, many of whom will be at the event.

Access for Emergency vehicles:

The principal points of access for the emergency services are at the end of Blakes Road and via the Culver Road car park access point near the public toilets.

The marshals will meet & greet visitors, taking charge of their sailing dinghy & trailer, and ask the driver to find parking away from the club, either on street, or behind the beach huts. The road trailer will be promptly walked down to the greensward by the marshals. By this means we will ensure that congestion at the end of Blakes Road and on the prom will be kept to a minimum. A hazard that we cannot control is the number of Blue Badge holders that park on the double yellow lines at the end of Blakes Road. But we will cone-off the turning area to discourage vehicles blocking access. Likewise, we cannot control Blue Badge holders from blocking the Culver Road car park.

If there is a requirement for the sailing club to call on the emergency services, we will arrange for a marshal to greet the vehicle(s) and guide them to where their services are needed.

Event Safety (on the water)

One of the biggest factors affecting event safety is the state of the tide. The event date has been chosen so that launch and recovery can occur outside of the window HT-2 to HT+2. (This period is when a shore dump is most likely to happen and create hazardous conditions for all during launch and recovery. Most of the sandy beach will be exposed for the duration of the event, however for Sunday launching may take place at HT+1 if conditions permit. If there is a big surf dump, then launching will be delayed until such time as it is deemed safe to launch. The beach team will monitor the height of tide and the surf dump and advise the Race Officer (on the Committee Boat) about shore conditions. This may lead to one or more races being abandoned to avoid persons being put at risk on the beach. (The beach team will assist with launch and recovery of all craft and manage the trollies on the beach to keep the beach clear for bathers etc.).

The skill, experience and physical ability of the competitors influence event safety. It is each competitor's responsibility to assess the conditions and establish if they can be safe, or not. For those who find making this decision difficult, help will be provided by the race team to guide decision making. Many of the visitors are senior in years and less able to cope with challenging sea conditions and be able to manage capsize recovery. This has been experienced in the past when Felpham has previously hosted events for the Solo Class Association. The safety fleet will be instructed to keep a ready eye out for sailors that are having difficulty recovering from a capsize and be ready to provide appropriate assistance.

The decision to race, postpone or abandon the day's racing will reside with the Race Officer. This will be based on the weather & sea conditions on the day, on the availability of the requisite number of safety craft, and the skill level of the safety crews.

Felpham Sailing Club has an established Safety Management Checklist (Risk Assessment) available on-line.

<https://felphamsailingclub.co.uk/safety-management-checklist/>

This checklist is completed prior to every sailing activity and is designed to ensure that the Race Officer satisfies themselves that sufficient has been done to minimise the risks for participants.

The checklist approach has been developed combining many years of experience running sailing activity at Felpham and using guidance from the Royal Yachting Association (RYA).

Safety crews, beach team and first aid lead will be briefed on the Code Red procedure for managing a serious incident (serious injury, or death).

The weather forecast will be tracked in the ten days prior to the event so that early notification of event cancellation can be sent to those travelling a distance, or alternatively, cancelling one day of the event. Monitoring the forecast for ten days assures the team as to the expected weather, the likely weather pattern on the day and helps planning for the safety fleet.

Race team & safety crews to be briefed about Dynamic Risk Assessment on the day, enabling look out for changing circumstances, changing weather, tidal dump, etc that may cause difficulties if no action taken by the race team to change plans, or abandon racing.

Safeguarding

Felpham SC has safeguarding policies & procedures in place for both children and vulnerable adults.

There are no children taking part in this event; however some minors may be assisting with running the racing and providing safety cover.

Responsible persons:

Rear Commodore Sailing – Rob Haste (in charge of sailing at Felpham)

FSC Commodore – Paul Miller

Race Officer – Ross Fisher (TBC)

The diagram below shows the proximity of the Greensward to the Sailing Club and the short stretch of prom that will be used to move the dinghies between Blakes Road, the Greensward and the beach.

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