

Felpham Sailing Club Application to use the Eastern Greensward for Dinghy Parking during 20/21 June Regatta

Event Plan

This document describes the event plan for the Open Regatta taking place at Felpham Sailing Club 20th & 21st June 2026

Event Description:

This Regatta is an annual event at Felpham SC and has been run each June, annually, for about 70 years.

Generally we expect around 30 club dinghies to participate. Also, this year we expect about 15 visitors from the Contender Class Association.

The Contender 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.

The club participants range from very experienced dinghy sailors through to adults & youngsters relatively new to dinghy sailing.

Racing will commence on Saturday at 12:00 and on Sunday at 11:00. On each day there will be three 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.

Tide Times:

Saturday: LW 09:53, 0.75m. HW 16:26, 5.38m.

Sunday: LW 10:48, 0.95m. HW 17:18 5.16m.

Movement of Club dinghies and safety boats

Club members dinghies and the safety boats will be moved from the dinghy park (north of the prom) across the prom and down onto the beach. Members 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 and take advantage of low tide by leaving the dinghy park 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 cyclists and runners in particular. 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 marshalls with hi-viz vests ensuring prom safety. The marshalls 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. Marshalls 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 visitors 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 is included in the entry fee and there will be entertainment in the evening.

Management of Racing

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

For each race there will be two starts: A regatta start and the Contender fleet start.

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.

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 marshalls 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 marshalls. 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 blocking Culver Road car park.

If there is a requirement for the sailing club to call on the emergency services we will arrange for a marshall to greet the vehicle and guide them 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 for launching. For recovery, the tide will be coming in and a combination of wind direction and wind speed may cause a dumping surf. The beach team will monitor this 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 has an effect on event safety. It is each competitor's responsibility to assess the conditions and establish if they are able to be safe, or not. For those who find making this decision difficult, help will be provided by the race team to guide decision making and in some cases instruct some sailors to not participate eg in the case of minors, or if the conditions clearly exceed the capability of the sailor. (This is relatively easy to do for club members, as we generally know the skill level of most club members. Also, the safety fleet will be instructed to keep a ready eye out for sailors that are more advanced in years and may have difficulty recovering from a capsize.)

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 also 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 Regatta 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 and the likely weather pattern on the day.

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.

A number of minors will be taking part and it is likely that at least one vulnerable adult will be present (along with their carer(s)).

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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