



## 2010 REDWING NATIONAL CHAMPIONSHIPS

### Restronguet Sailing Club Falmouth 8th – 14th August

**Race1** The Redwings launched in a very light northerly breeze that built to a force 2-3 by the start. A few puzzled faces appeared around the committee boat trying to figure out what course the mass of numbers and letters signified.

A clean start saw the fleet split evenly up the first beat, Tim and Chris Jackman 242 played the shifts up the middle and rounded first ahead of David Jackman and John Crabb 245, and Pete Kinver and Jack Pope 205. 242 then headed for the wrong gybe mark resulting in the top 3 boats sailing the reach with the sailing instructions in hand. On the second beat 242 and 245 again opted to play the shifts up the middle while 205 went hard left, the wind was now going light with big shifts. Rolly Squibs and Tom Shaw 244 worked the right hand side and looked to be leading at one stage, but 242 rounded first 244 second 245 third, positions remained the same to the finish.

A mention must go to 17 year old Spice boys Jack Spree and Callum Dingle 224 coming a very creditable fifth in their first sail together in a Redwing, not helped when Callum accidentally activated the safety release on his harness.

**Race2** As the wind settled and increased slightly the warm sun tempted Rich Vasey and Dom Lozynski 226 to have a nice swim to cool down before the start of race 2. The fleet started cleanly and the majority held a long starboard tack off the line with the leading boats coming in from the left hand side. A very busy windward mark saw 205 squeeze around ahead of 242, 245 and Colin Crabb and Adam Hayler 240. Going low on the reaches with the flood tide helped 242 round the leeward mark first. After some shouts of no water and a little swearing 245, 205 and 240 rounded in a tight group, these boats continued a fine and very close battle up the

second beat, 242 covering to lead around the windward mark from 245 and 240. Tim and Chris went on to win the race but there was drama behind. 245 began luffing 240, unsure of the rules and John wondering if putting his Dad aboard the committee boat may not be good for Father and Son relations, resulted in 240 holding their breath and squeezing through to take a well deserved second ahead of a grumbling 245, last seen looking for a rule book and a pint.

**Race 3** The fleet started in a Sou'Westerly 4; 245 still reeling from yesterday came out fighting as was nemesis 240 fighting for the lead at the windward mark. Tight battles throughout the fleet saw positions change regularly in the longer races the committee had set. As the wind increased heavy weather specialists 245 sailed a faultless race and pulled out a large lead that they extended all the way to the finish. Back down the racecourse 240, 242 and 244 were fighting for second. After a gruelling 5 laps the finishing order was 245, 242, 240 and 244.

**Race 4** A Sou'Westerly 4 gusting 5 greeted the sailors on Tuesday, this was accompanied by one of the lowest tides of the year. After a clean start the fleet were seen diving for their plates and scratching their heads up the first dredge to windward. Fresh from their horizon job 245 led at the windward mark from a tight group of 240, 244 and 242. As the race went on 242 began making gains in the gusty and shifty conditions pulling through to lead, 240 were lying second until a swim at the gybe mark, but recovered well to finish 4th. 242 covered 245 to the finish and 205 stormed through to take their first podium finish after knocking on the door all week.

(continued on page 2)

## 2010 National Championships report continued

**Race 5** A heavy pin end bias and a Northerly 4-5 made the start of race 5 interesting. 242 in an attempt to win the pin were caught out by the strong ebb tide and remained hooked up and shouting long enough to see rivals 245 tack onto port and cross the fleet. 244 were hot on their heels with Mike Stace and Dianne Morton 225 in 3rd. As in race 3, 245 enjoying the stronger conditions began to pull away, 242 steadily moved up the fleet into 3rd behind 244 who seemed to be doing a spot of gymnastics at the leeward mark nearly resulting in a capsized.

Rounding the final windward mark with a huge lead it became obvious that 245 had a major problem. Looking for all the world that retirement was the only option after their rudder had snapped, but needing to win the race to keep their championship alive Dave spent the last 2 legs hanging over the transom steering ferryboat style like a young Al Graham, while John sailed the boat. Agonisingly slowly they plodded over the line a mere 50 yards in front of 244 and 242 to the cheers of the rescue boats following them for a memorable victory. A call to Brian (support team Carvey) for every available rudder in Looe to be shipped down was promptly made.

**Race 6** With the Championship in their grasp Dave and John spent the morning putting their boat back together. Across the dinghy park Dom did not believe the championship winning boat from the last two years was going as well as it should, so with hammer in hand he began a little bit of tweaking, he certainly looked like he knew what he was doing." interesting to see how they go" some where heard to observe.

As the championship stood Tim and Chris 242, had a 2 point lead requiring Dave and John 245 to win the final race and keep a boat between them and 242. After a long delay to let a squall pass the fleet were away in a northerly force 4. 242s' tactics were to try and sail 245 down the fleet, they dialled up early on and managed to force them left under close cover. Mike Stace and Dianne 225 sailed a great first beat and led around the windward mark from 242 and 245. Their match race continued throughout the race with 245 becoming frustrated with the tight

cover, this was brought to a wet end when a massive header forced them over to windward. With the championship seemingly now safe 242 began reeling in 225, a tacking duel developed up the final beat which unfortunately led to a capsized for 225. Tim and Chris went on to take the win from the consistent Rolly and Tom 244. Rich and Dom "Super Spars" Lozynski had their best result of the week sailing a great race to take the final podium spot.

The other big improvers were Geoff Godbolt and Dale Tedder 183, recording an impressive 6th, rumour has it Geoff took a sneaky peak at Doms tuning guide which is available behind the Looe Sailing Club bar, at a price! Tim and Chris would like to thank Bud for loaning 242 for the week, sentiments echoed by 224 and 226 to the generous owners allowing sailors from other classes to enjoy the Redwings.

A big thank you from the Association to the Race Officers at Restrouquet for holding an excellent Championship and all thanks to the Club Members for some great hospitality and for keeping the Sailor Jerries flowing throughout the week.

(see overall results sheet on final page, Ed)



Tim and Chris Jackman

2010 Redwing National Champions

## Colin Crabb's News from Looe

Nine weeks to go to the first race on Saturday 19th March 2011 and the sound of sandpaper and smell of varnish is still awaited.

We anticipate 246,243,241,240,220,205,183 to be out this year for the club racing and hope to see 226,224,214,212,198,166 joining us at the 2011 Looe Nationals when we hope for at least 20 entries: Notice of Race and Entry forms out soon.

Looe is also hosting the Enterprise National in July when we anticipate approx 70 boats with a strong local fleet of up to 15 taking part, so some of our Redwingers will use this as a training event prior to the big one. (cont. page 3)

The club house has gone through some refurbishment since your last visit with the snooker room being converted into a training/conference room and the kitchen being completely refurbished to aid the sale of beer, and some food.

We have also engaged with four other local clubs as part of a regional training programme for our Mirror crews and see this progression consolidating and improving the sailing within the club and eventually the Redwings.

The Chairman has announced the sale of R243 so a new (?) fast Redwing is available to be snapped up!

I have also had an invitation from Philippe Saudreau to host a Redwing Nationals in St Brieuc in 2012 following his discovery trip to Looe to learn more about the Redwing construction and history in 2010.

As we are already booked for Isles of Scilly in 2012 I have asked Philippe for other dates that may be available and requested some cost details for our discussion at this year's AGM. Philippe will hopefully be in Looe for the 2011 Lugger Regatta in June and I should be able to discuss this option further, with the aid of Mr Paul Jones my interpreter.



**Reds on the Rocks - a lively day Looe!**

A resolution to the Ullman sails has been recommended by the appointed sails sub committee for acceptance by the Association and the summary of the ballot is attached for your information. With this agreement, together with RYA acceptance of the new measurement criteria we will be able to start buying the new design Ullman sails with all replacement suits being issued on surrender of the original sails. After the first replacement suit is made these will be measured and confirmed by Brian as compliant, prior to the full production run being instigated. From this point on all new sails will need to be measured prior to use.

Ullman have confirmed that the Redwing sails will be an identical one design and, after the current role of cloth is used, we will be able to return to Redwing RED!

I wish all Redwingers a Happy New Year and hope to see a twenty plus strong fleet in Looe (22 possibles from the ballot summary)

Regards Colin

## Keith Buchanan's Scillies Fleet News

The 2010 season has seen 3 Redwings up and running. Althea Vega R77 sailed by Mark Middleton finished her season prematurely after being T boned by a laser, (a winter job). Fraser Hicks and daughter Rebecca have thoroughly enjoyed Penguin R149; Rebecca finished well up the fleet in the annual Round the Island race. Ballerina R134, following the addition of hanging knees to support her shroud plates and a prolonged staunching, featured well in the late season.

Seagull R200 is nearing readiness for 2011 with an enthusiastic crew raring to go.

The new season should prove a good one for the 4-strong fleet and with the prospect of Fantastic R95 coming to the islands. We look forward to seeing you all, here in 2012 for the champs.

Greetings to you all and best wishes for the 2011 season

Carol & Keith Buchanan

### Meanwhile elsewhere in the West Country.....

**In North Devon** the Redwing scene remains a trifle moribund, represented (not currently actively) by Chantey and Red Dolphin, both awaiting further restoration; the latter I hope will be completed in time for the Looe Nationals. R174 has left Devon for the Principality and will be sailed at Tenby in "classic" guise.

**Redwings for sale:** as far as I am aware several boats remain for available – Rs 146 and 113 in Drewsteignton and 171 and 123 in the South Hams (contact me for details. Ed.).

**CVRDA Roadford** (Classic and Vintage Racing Dinghy Association) Courtesy of the latter R194 and 174, both in full classic form and much admired, had an exhilarating first season outing at Roadford Reservoir over the May Bank Holiday weekend. A lively Saturday which saw an icy dunking for 194 and some uncomfortable moments for 174, was followed by a grey and howling Easterly blow-out on the Sunday. The Holiday Monday dawned encouragingly bright with a fresh Nor'Easterly coming down off the Moor. Both Reds set out in a field principally of Finns with the odd Cherub and Solo, with the wind speed having now risen to levels approaching those of the previous day, many of the more tender craft opted for a spectator role. 194 made a very sharp start ahead of 174 only to execute the most spectacular and violent capsizes as she

completed her gybe, instantly turtling (with iron plate!). The aftermath viewed from 174 had Mark Wightman already on the hull effecting a righting whilst Mike Hannaford was about 25 feet away brandishing the splintered remnant of his tiller, the cause of their demise. With a 7<sup>th</sup> and 14<sup>th</sup>, both Redwings impressed with their heavy-weather performance.

Anyone looking for competitive racing amongst a very varied field of sailing by-gones (boats and crews!) should take a look at the CVRDA website, they're a very friendly and welcoming bunch.

**R165** Over the border in Bridgewater, Wren has re-appeared after a 25 year absence; a very sound and well equipped Dann boat, now nicely restored by Terry Hayman. Last registered owner, W Broadly, Sea View Cottage, West Looe; has anyone any recollection of her racing career?

**R2** In deepest Dorset, Richard Spiller has all but completed his very fine total rebuild of Kittiwake and looks forward to her imminent first immersion.

### **N Devon Yacht Club Open Week - 8th -13th August**

Six days of infinitely varied estuary racing with an extremely hospitable club (have a look at our **NDYC** Web-site) at very little cost. The thought was to inaugurate an annual event for those of you with full classic Redwings, possibly The Iron Man Trophy? Five boats would give us a team but all would race within the Fast Handicap Fleet with an adjusted PY of perhaps 1110. Interested sailors please contact the editor.

## Winging it with the Redwings or 'Proper Job'!

**With another trip to the Scillies in the offing, it seemed appropriate to include one of Jim Beards entertaining accounts, for home consumption, of Scillonian racing from the back of the field.**

Our dear Redwing, Althea Vega is 60 years old but, as many Scillonians of this "certain age" she is capable of lifting the skirt for a knees up even though she might creak a bit. Well, Keith Buchanan and I aren't exactly teenagers, but we are eternal optimists, believing we'll live forever or at least die trying so we thought we would put dear Althea to the test.

The National Redwing Dinghy Association is a wonderful bunch of enthusiasts who love a traditional, clinker-built boat and they also love The Isles of Scilly. They last had their National Championship here in 2007 when Dan Moulson picked up the Youth Cup. Two years on and Keith had been looking at my boat with sympathetic admiration so I asked if he would like to helm her. We had one sail before the Redwings got here which confirmed we could have some fun so we entered, clearly in the knowledge that she was old, heavy and not set up for racing. I wondered if Keith was referring to me

There were two races on Sunday so we set off with Geoff Godbolt's jib and Colin Crabb's mainsail (swift bargaining had occurred). It was only at the start line did I fully appreciate Keith's competitive tenacity. He skimmed a starboard tack to almost nudge the start-boat. This was seen by others who responded with a leap for the line. We held behind the line while five dashed across early, disqualifying themselves. Yo-ho-ho and a bottle of rum, I felt like a pirate. Off we sped, never quite able to stay with the better equipped fleet but we were not last. The wind was strong enough to see a few capsize invoking more Yo-ho-ho before our come-uppence. The rudder lifted on a gybe, twisting on a loose nut (not me, honest). Skipper's heroics saved us for one more circuit before the nuts could hold no more. We limped to harbour like a gull with a broken wing. Spanners and locking nuts blurred into one as Keith set us back up for Monday's windy race. A brief postponement and a false start left the fleet feeling very edgy. Keith and I gritted our teeth on imaginary cutlasses as we sped with the front runners in a

forceful wind. On our first tack, with me fully standing out on the trapeze, the mainstay went. Perversely, the screws into the front decking held wonderfully, so a square metre of marine ply was torn from the boat as the mast fell backwards onto the boat, nearly knocking some sense into Keith. Sadly, it missed the blighter. I was in the sea: surprised and soggy. On climbing aboard, all I could see was sail and a massive hole in the top of our Redwing. No Keith. "Keith?" I called. "I'm under the sail," called the laconic Keith, "Hiding from the drizzle." He was, in fact, already rescuing the boom, shrouds and remnants which enabled us to get towed back safely. One hole, no mast stay... what do we do? Patch it up and race the next day. Bolts, glue, nails and screws became a blur between Keith's proper jobs so that we could be cheered into the water inside 24 hours.

Tuesday's light winds turned to Thursday's force 5 which proved the best sailing of my life. We planed on powerful winds, surfed on our runs and span like balletic tops on our jibes. I even "mappoled" round the mast at one point! The whole fleet flew. We saw Colin Crabb come to a mark, set to cut across the stern of someone (???) who suddenly decided to tack, causing a T-bone crash. Masts and crew all over the place! Not much fun for them, but Yo-ho-ho! what a spectator sport. The seas turned so rough we never saw the finishing boat, such were the peaks and troughs out there, but we made it anyhow. Only after the race did we capsize as our zest for thrills led to spills.

Friday was abandoned and we have little idea who won, probably Francis with Ben Crabb second. but our 12<sup>th</sup> place meant that we were not last and The Redwings had seen the Scillonian spirit. They also drank a fair bit of it at the presentation in the excellent Mermaid restaurant. The boats have many friends on the islands judging by the many folk that took time to speak with us on Porthmellon There was even talk of a keenness for other Redwings to be brought back here. So are there some redwing Scillonians out there, either young or "of a certain age" ready for some Yo-ho-ho?

## A Dinghy Show Concours d'Elegance for Good Wood Boats

Well deserved congratulations to Stephen Beresford and The Good Wood Boat Company for picking up the Spitfire Premium Ale Concours d'Elegance at the 2010 RYA Volvo Dinghy Show for the beautifully presented R249, Lioness. After two hours of deliberation from a shortlist of GP14, National 14, Merlin Rocket, National 12 and the Redwing, the judges decided unanimously on 249. We hope that Stephen was able to take sufficient time out from the workshop to enjoy the Shepard Neame hospitality and cases of Spitfire that accompanied the Trophy!

From Good Woods' web-site it seems Lioness was out on Ullswater on what appears a very brisk November day for some serious tweaking with the Looe Nationals in mind – all will very much look forward to seeing her there.

Stephen has been persuaded to take-on the restoration of the 1948 Pearn built R86, Redbreast to original classic spec. She still retains her four stay rig, ovoid mast and will be completed with Pearn's elegant combined coaming and breakwater.



The Editor and Treasurer, delighted to be on the Redwing stand when Stephen received his Trophy 249 will be on Good Woods' stand at the 2011 Show.

## Some Loose Ends . . . . .

A small selection of amusing Redwing related snippets that have come the way of Bill Dowell and the Editor though the Year; they are appreciated, please keep them coming.

### **Bob Hazell on Keith Buchanan's departure for Scilly with Ballerina**

Yes, what a wrench after 40 great years. Keith turned up yesterday, single handed with an elderly Volvo and a very dodgy trailer board, no number plate, but a fine felt tip pen. We moved a compressor from under a work bench to reach the steel plate, then the bronze bits were packed to go. He told me they wanted to do some spray painting in the islands and made me an offer for my large wheeled compressor, (which was obviously was far to big to go into said Volvo, even with it' tyres deflated. Unphased he proceeded strip the pump to its component parts in the road and load it into the groaning car. All this before he had even seen the boat. There were a few bad moment pulling the lot up Dave Randall's 1 in 4 drive and then there he was gone, Westward in a cloud of smoke!

### **Richard Greenwood gives us an update on R144**

as he says Redwing gatherings never seem to quite fit the family diary.

After 3 years off the water I took Ruby up to Abersoch in August which, with no slipway, is not particularly suited to the steel plate (!), however it suited family needs!

A friend in SCYC entered us in a race in which for one leg we planned under a good reef going for the finish on a shortened course (far too much for the others!) which was very exciting for an old timer and it and only the second time I have ever had Ruby on the plane. On a windward leg we went clean through some waves shipping the tops which was a good hoot and called for hard bailing with a large bucket.

## Some Loose Ends continued . . . . .

**Richard Greenwood:** I have not raced her in 40 years, we had the only wooden hull and mast, and were the oldest boat by some decades (we will leave the crew out of this); furthermore we carried more steel than all the rest put together. Heaviest hull perhaps, but 13 out of 16; an appropriate station for a guard boat?!

I hope everybody had a good season and you get through the pickle with the sails. I bought a new suit about 20 odd years ago but they have never been used as they are more suited to metal sticks.

(if Richard can't make the Nationals, he could, maybe, join similarly equipped Redwings in North Devon – **8th -13th August. Ed**)

**From Appledore Peter Reveley writes:** I sailed in Redwings in the early 60's when we had 17 or 18 boats based in Appledore. R202, Melody, belonged to Captain Vernon Harris and was always a top 3 finisher. The finish on the boat was like a piece of front-room furniture! I also sailed in 194, Vianne owned by the late Philip Waters, and when he sold her in 1964 I sailed her on behalf of the new owner a Mr Foss, from Hampshire, in the National Championships held in Appledore that year. Whilst I didn't win any of the races I was awarded a new cup presented by Looe sailing club called the Flare Cup; having nearly drowned my father in the process after capsizing in a force 7 doing about 14 knots!! I have often wondered what happened to the boat and am delighted to hear from Mike Hannaford that she is still racing.

Philip Waters wrote a book on Appledore sailing of which a full chapter is on Redwings and includes all the numbers and local owners. It is available from the Appledore Maritime museum at £3.50, if anyone is interested. (the Editor also keeps a small stock).

**Hon Sec Bill Dowell, now thankfully on the road to recovery, writes:** It will be a while before I am back on the water - it will eat into the start of the season but if I am not afloat in the Redwing by June I will be gnawing the gunwales in frustration. Should be OK in time for the Nationals in Looe but if not we have provisionally offered our boat to my stepson Tommy to campaign, in my place. If I can make it to Looe it will make 30 years since my first visit to a Redwing Nationals - Looe 1981 with 'Gleam' R19 complete with an iron plate and an ancient suit of stretched and faded 1963 Lucas sails.

I heard recently from a Judith Marshall, from Penzance, whose father Peter Tresidder once owned R178 'Venus'. From what she was saying, her father was the one who took 'Venus' round the island in 1953. Mrs Marshall has an album full of Redwing related memorabilia from those years that she has promised to send to me, if the family approves, so we may have some more interesting stuff for the archives. Steve Beresford is taking his Redwing to the Dinghy Show again - he has stand manning sorted, but I am sure all helpful visitors are welcome. **(All, I'm sure will echo our Best Wishes Bill, for your continuing and eventual full recovery. Ed.)**

*“She is an outstandingly brave little boat, from which one can learn that the sea is to sail upon, in a boat in which we can enjoy the sea in all its moods and not fear it if there is a hatful of wind.” (Uffa Fox, Sailing Boats, 1959, on his Redwing as conceived).*

Redwing Website: <http://www.nationalredwing.co.uk/>

Life Member:  
Mr Clifford Adams

Chairman:  
Simon Cole,  
2, Pendennis,  
Barbican Hill,  
Looe,  
Cornwall.  
PL13 1BE  
Tel 01503 264922

Hon. Treasurer:  
Helen Williams,  
24 Bromsgrove Street,  
Barbourne,  
Worcester,  
WR3 8AR.  
Tel. 01905 23298  
e-mail:  
[helen@r221.fsnet.co.uk](mailto:helen@r221.fsnet.co.uk)

Hon. Secretary  
Bill Dowell,  
Two Squirrels  
Longfield,  
Penally,  
Tenby,  
Pembrokeshire  
SA70 7NQ  
Tel. 01834 845224  
Or 01905 779602

e-mail:  
[redwing228@hotmail.com](mailto:redwing228@hotmail.com)

Redwing Newsletter Editor:  
Mike Hick,  
Vinery House, Littabourne,  
Barnstaple, N. Devon.  
EX31 1PX  
Tel: 01271377940

Items for inclusion to:  
[ems@mnmik.plus.com](mailto:ems@mnmik.plus.com)

# 2010 REDWING NATIONAL CHAMPIONSHIPS OVERALL RESULTS

Rank	Name of boat	Sail	Club	HelmName	CrewName	R1	R2	R3	R4	R5	R6	Total	Nett
1st	Clifford the Cunning Cormorant	242	Looe sailing club	Timothy Jackman	Chris Jackman	1	1	2	1	-3	1	9	6
2nd	Shytalk	245	Looe	David Jackman	Jon Crabb	3	3	1	2	1	-5	15	10
3rd	Dragon	244	Tenby SC	Rowland Squibbs	Tom Shaw	2	6	4	-7	2	2	23	16
4th	Spirit of Red Herring	205	Looe SC	Peter Kinver	Jack Pope	4	4	5	3	-6	4	26	20
5th	Bearded Tit	240	Looe S.C.	Colin Crabb	Adam Hayler Domonic	6	2	3	4	7	(14.0 DNF)	36	22
6th	Dodo	226	looe sailing club	Richard Vasey Michael Robert Stace	Lozynski	8	-9	6	6	5	3	37	28
7th	Sweet Song	195	Tenby S.C. Looe Sailing Club			9	7	7	5	4	(14.0 DNC)	46	32
8th	Maid Marion	224	Looe Sailing Club	Jack Spree	Callam Dingle	5	5	8	9	8	(14.0 DNC)	54	40
9th	Scooby Doo	220	Looe Sailing Club	Arthur Kinver Geoffrey Eric Godbolt	Tamsyn Kinver	7	10	9	9	-12	7	54	42
10th	Chough	183	Looe S.C.		Dale Tedder	10	13	10	9	6	(14.0 DNC)	62	48
11th	Nightingale	246	Looe SC	Cecil Du Valle	Hedley Martin	13	8	11	11	8	(14.0 DNC)	65	51
12th	Celtic Warrior	243	Looe	Paul Dunn	Simon Cole	11	11	(14.0 DNC)	8	10	14.0 DNF	68	54
13th	Vianne	194	Oxford SC	Mike Hannaford		12	12	12	10	13	(14.0 DNC)	73	59



## Keeping up with the Joneses !

**Jonah Jones (seen left)** is pleased to report that R206 Stellamaris was active at Tees and Hartlepool Yacht Club last season with his 14 year old son Mike crewing and that, despite it being her 50th birthday, she won 2 trophies. He hopes to make contact with Stephen Beresford in Cumbria this year as he often visits the Lakes (it is only 1.5-2 hours from Sedgfield), as Stellamaris could do with a few repairs. (Seems only yesterday that Mike was a babe in arms at Fishguard. Ed)

**Dafydd Jones (seen right)** getting to grips with things Redwing (his first figure of eight) on Dad's new toy – R174 during Huw's first and seemingly successful re-rig.

