

Redwing Newsletter

NATIONAL REDWING DINGHY ASSOCIATION

January 2006

Message from the Hon. Secretary:-

Hello and welcome to another offering from the Redwing news team, ahem! In this issue we bring you a write up of the 2005 National Championships held at Looe last August, courtesy of the winning sailors and compiled by Helen Williams; news of events happening in 2006 including a special invitation regatta at North Devon YC and this year's national championships at Tenby.- 19th to 25th August. This issue also has a special contribution from Mike and Mary-Lu Hick (with assistance from Dave Price and Ruth Watson) giving an entertaining account of what it was like to take part in a French classic boat festival last spring. Please note that I have a new postal address now having moved to Pembrokeshire, to be nearer my boat- Details on the 'Contacts' section on page 4. Although we moved in back in July last year it has taken me till now to unpack my tools, wood, nails, glue and varnish and get the garage here set up as a Redwing workshop. R228 can now get some much-needed maintenance. A Happy New Year to everyone
Best wishes and happy sailing,
Bill☺

Fleet and boat news

Looe

Although it is the laid-up part of the season there have been boats changing hands with R224 being bought by Robert Libby. Mark Southern has taken on R149 and is practising for Tenby already. Cliff is as busy as usual with the appearance of R184 *Bittern* in his workshop for what is assumed to be a refit. Now the winter solstice has passed thoughts are turning now to re-varnishing and re-fitting for the season to come.

Tenby

The season has just finished (Boxing day) with the final intrepid team of Mike and Deanna taking to the water in R195 whilst the rest of us have been laid-up for a while. Rolly, R244, has been licking his boat's wounds after the biggest collision I have seen in years. We were

told that a horrible great Wayfarer took *Dragon* on and the resulting trail of agba splinters stretched from Monkstone point to the North wall at Tenby harbour. However a quantity of timber has been sent up from Looe and repairs are now complete. R178 *Venus* has just been bought back from the Spiller family by Dave Bowen, her previous owner.

Finally, I am sad to report that erstwhile Redwing sailor, Peter Silverton, passed away in late November 2005 after a long illness. Older fleet members may remember Peter sailing R190 Pegasus in the 1970s and early 80s. He always used to enjoy the Redwing championships and we had been friends for years.

Events for 2006

****North Devon**North Devon**North De**

An 'Open Meeting' type regatta in the form of a Redwing Invitation Trophy has been kindly arranged for all Redwings by Mike Hick for the weekend of **17th and 18th June 2006** at **North Devon Yacht Club, Instow**

This will be run as a four-race series starting at 10am on the Saturday. Entry Forms are enclosed with this newsletter and it is hoped to have a good turn-out of about 10 boats from Looe, 4 from Tenby and 2 local boats. In the past these weekend regattas have been popular at other venues, and this regatta will be a good 'taster' for future events, possibly a National Championships, at NDYC. Please return your entries to Mike Hick as soon as possible.

****Tenby**Tenby**Tenby**Tenby**Te**

The National Championships this year are at **Tenby SC from 19th to 25th August**. As before, we are not sharing with another class and this always makes for a more relaxed and enjoyable event. Why not come and sample some warm Pembrokeshire hospitality? The Notice of Race and Entry Form will be published shortly.

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Coppet week 28th May to 2nd June.

We will publish the dates of other open regattas in 2006 that are popular with Redwingers when they become available. Or, if you have any favourites you would like to share then please let me know.

National Championships – Looe SC, August 2005

by Helen Williams

This report was compiled by Helen Williams from material supplied by the winning helms and crews of each race – ‘Sorry folks, there has to be some penalty for getting home first! Thank you.’ - Helen

Race 1

The National Redwing Dinghy Championships for 2005 opened on Sunday 21st August, with race one scheduled to start at 12.30. This was delayed by the race officer Brian Carvy and his team to let the wind settle, in both direction, and force resulting in a 10 -15 mph wind from the south West. The first start was unusually a General Recall due to half the 19 strong fleet being over the line but the second start was clear, after an adjustment to the start line. The fleet made their way up the beat with the seaward boats gaining advantage from the SW wind. As they rounded the first weather mark R241 took the lead followed by R195, R243 and R205. Despite extensive preparation R149 pulled the bow fitting and thus lost her mast leaving Tim & Rob to head home and prepare for Monday’s race inevitably missing the second race on Sunday. Positions behind the leaders continually changed throughout the race and following two rounds and a beat the course was shortened on the weather mark. R241 *Shamrock* (Des Hocking & Colin Crabb) finished in first place, followed by R243 *Celtic Warrior* (Roger Hocking & Dominic Lozynski), Then Third was R245 *Shytalk* (Ben & John Crabb). With race two scheduled back to back the fleet headed for the Leeward mark in preparation for the next start.

Race 2 got underway in 12 knots of North Westerly wind. After some lively start line manoeuvres, the fleet got away to a clean start with the Looe boats being the first to tack onto port to take advantage of the tide running through Looe Bay. Roger Hocking, R243, was first to the windward mark with Desmond Hocking, R241, in second place. Rounding the windward mark in sixth was 16 year old lightweight Mirror helm Lisa Marshall, R226, taking part in her first ever day’s racing in a Redwing. Good downwind speed propelled Lisa Marshall, R226, to third place by the time the leaders reached the leeward mark. These positions were held until the third beat when Lisa Marshall used two small shifts to overtake R241 and move into second place right on the rudder of R243 at the windward mark. R243 luffed viciously to protect his wind and R226 took the opportunity to dive low and was ahead at the final gybe mark.

Once ahead, Lisa built a comfortable lead and upon taking the winning gun became the first ever lady winner of a National Championship race in the history

of the Redwing fleet as well as becoming the third generation of the Marshall family to win a Redwing championship race. R243 *Celtic Warrior* (Roger Hocking & Dominic Lozynski) finished in second place with R241 *Shamrock* (Des Hocking & Colin Crabb) in third.

Race 3

With a moderate force 3-4 the third race began with Tim and Peter (R149) taking a port end flyer off the start line crossing the fleet by a good 4 -5 boat lengths. The wind stayed steady with the odd heavier puff, R245 rounded the windward mark first with R149 and R241 close behind. Several boats had the odd dip or two in the building breeze and awkward chop making things tricky. R245 *Shytalk* (Ben & John Crabb) won the race but the following boats battled closely with R241 *Shamrock* (Des Hocking & Colin Crabb) taking second and R205 *Spirit of Red Herring* (P & A Kinver) third.

Race 4

For Tuesday's 4th race the wind moderated from the previous day's strong Northerly to settle around a force 3 from the West. R241 (Des Hocking & Colin Crabb) taking a largely central course up the first windward leg arrived first to the windward mark closely followed by R195 *Sallyforth* (Mike Stace & Dianna Morton) with R205 (Peter & Arthur Kinver), R245 (Ben & John Crabb) & R243 (Roger Hocking & Dominic Lozynski) heading the remainder of the fleet. Positions were maintained through the reaches to the leeward mark but up the second beat the wind began vary in strength and direction to the detriment of R195 and the great benefit of R244 *Dragon* (Rolly Squibbs & Tommy D’Ortez) who, taking a full tack out through the southern side of the beat, moved up from the middle of the fleet to 2nd position by the windward mark, still headed by R241. 1st & 2nd positions were maintained to the finish but 3rd, 4th & 5th places went right to the wire with only seconds separating R205 from R245 and R243 in 5th.

The completion of the 4th race meant that discards came into force and overall positions on the three best races saw R241 *Shamrock* (Des Hocking & Colin Crabb) heading R245 *Shytalk* (Ben & John Crabb) with R243 (Roger Hocking & Dominic Lozynski) & R205 *Spirit of Red Herring* (P & A Kinver) in joint 3rd positions.

This report is continued on the foot of page 4.

Entente Cordial at the Semaine du Golfe, Morbihan May 2005 by M.Hick

ENTENTE CORDIALE (OR SOME SUCH) AT THE SEMAINE DU GOLFE, MORBIHAN, MAY, 2005

'The navigation of the Morbihan is only to be recommended to such thorough-going Corinthians as have perfect confidence in themselves and a certain amount of disregard for their craft.' - From Cowper's Sailing Tours, 1894, Falmouth to the Loire. Not strictly true of either of the present crews of R211 or R174, certainly true of the Morbihan. Mike Hick has for several years dreamed of joining in the Semaine du Golfe classic boat rally and this year persuaded David Price and Ruth Watson to join him and his crew.

Technical details: (skip if these bore you) Both boats had their iron echo sounders, R211 a trapeze and R174 traditional rig. The Morbihan is an inland sea, hence its name, quite recently formed, it flooded some 4,000 years ago and has many islands, some quite large, obviously the high ground of a countryside a bit like Cornwall and thus the land/islands all looks remarkably similar. It has the Jument, the second fastest current in Europe: we saw a ferry spin round in it and got stuck ourselves endeavouring to breast it.

We had 4/5 days of demanding sails from A – B as it were in heavyish seas with stop-offs at lunch time for oysters and Kir which made trapezing in the afternoon quite exciting. Each day we had a new port for the evening's beano with live entertainment before being 'bussed back to the campsite where everyone stayed. The idea was that each port and town around the Golfe should see a bit of each flotilla

The Redwings were in Flotilla 3 (French, see), Petite Plaisance Traditionelle and were some of the most traditional. The web-footed Bretons really loved these wooden boats, especially R211 and her snazzy inlaid swans. First evening set the tone, an excellent freebie bottle of red-wine with our instructions and a huge feast for crews and hangers-on of the 800 odd boats. The routes for each day's sailing were marked out with coloured lines (per flotilla ie.) on paper table mats, just as well that these were to be found in every local restaurant. Navigation was a challenge for other reasons too: we'd never been there; there were oyster-beds, sand-banks, rocks and currents and LOTS of islands, hard to recognise or distinguish from the land. The odd hang-over and early rising or late nights may have also contributed.

Memorable moments: Day 1 welcome on the Isle d'Arz, first real excursion and a sail gusting Force 7: the next day's paper spoke of only capitaines with muscle (?guts) braving the seas. The English surpassed themselves: R211 eager to be first nearly missed the

magnificent seafood (4 HUGE pans of it) flying off in the wrong direction and almost sabotaging various oyster beds. R174, already full of the Trafalgar spirit, landed on the wrong beach and headed off sharply taking a Froggie's fibreglass Scafie amidships.

Unfortunately the owner, (A lawyer, had to be!) was the brother of the capitaine of Flotilla 3 and when he eventually accosted us the next day we had to grovel; and Newton Crum are still smarting!

Day 2 saw the CRS Maritimes (mostly Bretons and thus seamen, our safety boats, and they were magnificent) proving their worth. Going up river to St. Gustan, the port of Auray, R174 had jammed plate rope and aground 'Voulez-vous de l'aide m.sieur?' bit of a grumpy 'Non merci' and we fixed it ourselves while R211 in a channel between the shore and island with v. unhelpful yacht not giving ground saw that the police told them off in no uncertain terms, Gallic gestures with guns were mentioned.

Election day we passed Pointe Blair and metaphorically mooned at it. Little further on everyone was stuck in the Jument, sailing over the same ground again and again. R211, terribly clever, surfed through on the wake of a passing gin palace, only to be told to wait further on and we all caught them up in the end anyway. Other Englishmen in an odd craft, sharp at both ends, got out their oars and rowed and the International 14 (good sailors) took ages. That really summed up the spirit of the occasion: anything goes: motor/sail/row – or all at the same time. No one minded. It was a really social occasion, some boats were 3 or 4 friends, or a young family, kids of 8 and 11 with their parents (sailing a 1920s/30s East Anglian built Coot, one of the few really traditional boats). As you can imagine the Redwings showed their worth, outsailing other boats, even with heavy plate, and on the last day, out at sea, wow, just great. R174 seemed to be the only one of our flotilla to get there (chaos) and she just powered along between the big stuff. Bit scary really but they got out of our way and it was fantastic to see all these big old boats together. Square Sail had sent *Phoenix* and the last French Grand Banks schooner, the *Marité*, which is now a sail training ship, squat, white, slow but majestic, led everyone in.

One of the less pleasant moments was getting a sailing boat, with no motor, up a canal in a quite restricted area with gin palaces, canoes moored alongside and crowds of people around. Ruth Watson helmed R211 in, sailing the whole way up, the only boat to sail in unaided. The International 14 lost its rudder going in or coming out of Vannes, the port in question (and capital of the area, lovely place to visit). Equally exciting for R174 was beating the tide on the last day,

La Semaine du Golfe.. Continued..

having lost sight of the rest of the flotilla (moored up in the wrong place and gone for a drink at the crucial moment in the morning), knowing that if we missed it we'd miss the parade which, as said above, was just great. We did catch up with 2 of our lot and, not wanting to, outsailed them into the sea and thereafter completely lost the rest of the group.

We obeyed the rules (being English) and did not join in with the others but made our way back solo on the route designated for our flotilla; rather a slow process goose-winged and escorted intermittently by the CRS in their rubber dinghy who had to

stooge around behind us as we slowly crawled back in little wind. Rather inconvenient for the female crew wishing to add her bit to the Morbihan, whenever the chance occurred, with unerring accuracy the police came back again. The day ended with savouring the best oysters, straight from the bed of an individual of character who had a huge notice, running to 2 boards, wondering why the local government were spending so much on the frills of the Semaine du Golfe and not on local needs. To round off: loading up R174 the next day the owner of the Scafie, who lived nearby, passed by and the entente was well established, and even cordiale!
Mike Hick

Bits and bobs..

Redwing Class Rules

We have been reminded by the RYA that as a UK national class, we are obliged to re-write our rules to a standard ISAF template. Our 'stay of execution' has been extended until September 2006. We need some help with this and anyone willing to assist could please contact the NRDA Hon. Sec.

Dinghy Show 2006

The annual RYA Sailing Dinghy show is again at Alexandra Palace, London, this year on 6th and 7th March. Advance tickets cost £9.75 for adults and £4.00 for children (Discounts for groups of 10 or more) Tel. 0845 345 0424
www.dinghysailingshow.org.uk

National Championships 2005

Report continued from page 2

Race 5

After Thursday was abandoned due to extreme and savage conditions (ha ha) Friday had two races lined up for the day. Wind conditions were force 2-3 from the WSW and some of Thursday's swell was still running. After a packed and hectic start the fleet got away clean and scattered up the beat. R245 got to the windward mark first with several boats hot on their heels. It was a close race between R245, R241 and R244 all the way to the finish line. R245 *Shytalk* (Ben & John Crabb) finished first, R241 *Shamrock* (Des Hocking & Colin Crabb) was second and R244 *Dragon* (Rolly Squibbs & Tommy D'Ortez) was third.

Race 6

The last race of the championships was a quick turn around after race 5. The wind

freshened for the start but soon disappeared after the first beat decreasing to a force 2 which pulled the racing in tight. R245 led with R244 close behind, there was a bit of a gap then to R243 who was fighting hard with R241. Positions remained the same up to the finish apart from R243 who was forced to retire due to gear failure. R241 *Shamrock* (Des Hocking & Colin Crabb) took the championships with R245 *Shytalk* (Ben & John Crabb) second and R244 *Dragon* (Rolly Squibbs and Tommy D'Ortez) third.

Thank you all for turning up and keeping redwings alive. See you at Tenby!!!!!!!
19th – 25th August 2006.

Redwing restoration project For Sale:
R19 *Gleam*. 1947 boat with all gear,
trailer etc. Lying in Essex.
Contact Hon. Sec. for owner's details.

Contacting the NRDA

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The Redwing Newsletter is published on behalf of the National Redwing Dinghy Association quarterly.

Please send items for inclusion to Bill Dowell.

'Non sine labore...'

(Not without effort..)

*As stated by Ellen
MacArthur*