



Your Hon Sec's New Year up-date -

The 2009 National Championships were held again in the Isles of Scilly in late August. We are indebted to Colin Crabb for his organisational skills in ensuring that the management of the event went like clockwork. Also thanks must go to our Race Officer Brian Carvey and his rescue boat crew lead by Dominic Lowzynski with help from Helen Williams and Marion Cole.

Boat News

R45 'She' has gone to Holland in the care of Peter Harmsen. Peter told us that R45 was in the ownership of Mr and Mrs Watts of Harrogate (his Uncle and Aunt) but now he intends to restore 'She' to sailing condition at his home in Holland.

R202 'Melody' after over 40 years in Blake Shaw's ownership has been sold to Dale Thomas at The North, Monmouth, (Dale, currently Chairman of the very worthwhile South West Maritime History Society is an old Mumbles sailor who some may remember. The Society now boasts at least five Redwings 202, 225, 86, with Tom Welch in Braunton, 174, 154 and there may be others. Ironically Blake and Dale discovered they had virtually overlapped at both the same school and University .Ed).

We heard recently the sad news that Phil Bement has passed away. Phil crewed for Blake in 'Melody' at Tenby for many years and they were Redwing national champions in 1983, on the class' return to Fishguard that year.

Since the Redwings had the championships in the Isles of Scilly last summer there has been a re-awakening of interest in the class on the islands and we have just heard that ex Looe boats R149 'Penguin' and R200 'Seagull' have 'flown' out to the Scillies to join the R77 and form a fleet. Colin Crabb was recently on a Redwing hunt since even more boats are needed to swell the Scilly fleet.

New boatbuilding

During the early part of 2008 we were contacted by a new boat builder Stephen Beresford, who has set up a wooden boatbuilding business near his home in Cumbria. Steve was very keen to build a Redwing as an example of his work and has offered to build more Redwings to order. Steve has carried out a great deal of background work to his project; collecting plans, information, photographs and details of existing boats including 'site visits' to Looe, Tenby and to the national championships in Fishguard where he outlined his plans to the Redwing sailors present.

Steve has built his Redwing from 'sustainable' timber from sources that are managed by the Forestry Stewardship Council (Marked with the FSC badge) and represents an ecological breakthrough in an age where modern plastic boats are manufactured from non-renewable raw material. Steve's Redwing is the first boat off the stocks of the new boat building company known as 'The Good Wood Boat Company'.

The part-completed hull of R249 made an appearance at the 2009 RYA Dinghy Show in early March at Alexandra Palace where she caused a great deal of interest especially as Steve was actually working on her construction during the show! During the summer Steve's workshop was a blur of activity as he completed R249 sufficiently (with some help with the fitting out from Mike Stace) for her to be measured and to compete in the 2009 nationals (sailed by Mike and Deanna). Mike and Steve worked hard to tune the newly named 'Lyonesse' to give her an excellent turn of speed and pointing ability and she is a credit to Steve's boatbuilding skill. 'Lyonesse' has gone back to the Lakes to be finished off, have some more varnish applied and to make permanent the minor adjustments made during her championships tune-up.

Order now for your new Redwing for 2010!
www.goodwoodboat.co.uk

Redwing Championships 2009

After the enjoyable success of the 2007 Nationals that were held in the Isles of Scilly the class overwhelmingly voted for a return there in '09. Congratulations to our champions Francis Marshall and Mark Carnell sailing R226 to victory over a slightly fore-shortened five-race series. Read the full championships report in this issue.

Redwing Championships 2010

At the 2008 AGM the venue for 2010 was discussed and some interest has been shown in a visit to Falmouth. A line of communication has been kindly opened by Mark Carnell with the Port of Falmouth Sailing Association and he has been speaking with Mr Phil Sissons, who will be our race officer next year, to discuss our requirements. The Redwings have been offered a Class Start as part of the Falmouth Dinghy Regatta Week and a race format and course that will closely resemble a normal Redwing Championships i.e. triangular course etc. Dates are 7th to 14th August 2010. Boats will be based at Restronguet Sailing Club. A visit to the POFSA website will give you a good idea of what to expect.

<http://www.falmouthweek.co.uk/falmouth-dinghy-week>

Notice of Race and Entry Forms for FDW are normally via the website but we will confirm this when details have been published by the organisers.

It's a long time since Redwings were raced on the waters around Falmouth and we have been assured that a visit by the Redwing Class will be sure to generate a bit of local interest. Mark says that there will be at least one local boat joining us for the event.

You are strongly advised to get your accommodation booked early since FDW is a popular event with visiting yachts and dinghies and it will be busy..

Dates again: 7th to 14th August 2010.

New Sailmakers.

Over the last 12-months a replacement sailmaker has been sought culminating in a ballot where the class has elected to appoint Ullman sails as the new Redwing Class sailmaker henceforth.

The first few suits had their first outing during the 2009 championships and despite a few reservations regarding the 'wine' red colour of the cloth they look to be a nice cut (from my position at the back). Hopefully the new cut and cloth type will address the 'longevity' problems from which the last of the previous suits apparently suffered.

Chris Davison Ullman's Sales Director gives a brief introduction to their product including current prices and contact details:

'For the last 40 Years Ullman sails have been providing some of the finest racing and cruising sails in the world. Leading from the front in both technology and design we can offer you the latest in fabrics, construction and design. Whatever your aspirations we are here to help.

The Cloth

Dimension Polyant's all purpose styles are engineered to provide strength and low elongation in the primary direction while delivering excellent bias stretch resistance.

Performance oriented all Purpose fabrics are built to fulfil two demands: they must enable sails to hold their shape over a wide wind range, and they must achieve long-term durability. The ability of the all purpose blade to resist long-term loads comes from the construction of the cloth in harmony with the finishing.

Because Dimension Polyant controls each step, from weaving to heat-shrinking and finishing, all purpose blade is a consistently high-performing fabric. Ullman sails have worked with Dimension Polyant to select the fabric most suited to the Redwing dinghy. This has then been custom coloured to suit the Redwing's specific colour requirement.'

Mainsail: £449.22 Radial clew and radial head mainsail with a crosscut main body to give the ultimate in shape and longevity. The sail comes with sail bag, battens, draft stripes, sail numbers and cunningham.

Genoa £199.78 Bi-radial jib, designed to give smoother shape in the foot of the sail. Complete with wire luff, snap hanks if required, sail bag.

All PRICES ARE +VAT AND CARRIAGE.

contact on 01752 55 00 40, 07976 574 423 or

www.ullmansails.co.uk

Redwing Dinghy National Championships Report

Porthmellon Sailing Club, St Marys Isles of Scilly 22nd - 29th August 2009

Fifteen Redwings travelled across on the GryMaritha and ScillonianIII and joined the local boat 'Althea-Vega' R77 to make a total fleet of sixteen. The racing was organised and run by Looe Sailing Club's Brian Carvey (principal race officer) and Dominic Lowzinski – chief rescue boat coxswain.

Race one The fleet set off for the first race of the series with great enthusiasm that spilled over at the start resulting in three boats being over the line and failing to respond to the race officer's signal to return, resulting in disqualification for being 'On Course Side' (OCS). The leader from this melee at the start was R244 Rolly and Tommy but a disastrous gybe resulted in a time-wasting capsized and their eventual retirement. From this Peter Kinver and Francois Gavin in R205 'Red Herring' went on to win the first race with Arther Kinver and 'Seagull' second and Cecil DuValle and Hedley in R246 'Nightingale' in the third slot.



Scillonians see red again at PorthMellon

Race two Following their initial burst of speed in race one and the huge lead wasted by a gybe induced capsized, followed by double trapeze gear failure on the next beat R244 Tommy & Rowland had the pressure severely on, after the on water repairs after retirement from the first race to give time for effective repairs.

The wind was now a steady force 3 occasionally force 4 and this time all the OCS and RTD boats from the first race got away cleanly and as things settled down on the first beat it became clear that once again Tommy & Rolly would be clean first around the windward mark but on this occasion discretion was used and at the gybe mark the safe option was exercised as the lead was sufficient to maintain first place.

R226 & 245 were continuing their close tussling and exchanged places a couple of times with Colin & Bacon in R240 closing up whenever the wind increased slightly. Dragon's lead was slowly eroded over the next two laps and by the time of the last gybe mark they were finally forced to gybe instead of wearing round to maintain their lead this they expertly executed and pulled away for a comfortable win

Race 3 Got underway in a southerly force 3 beating from just off Tresco to the windward mark in the direction of the Bishop Rock Lighthouse. With a strong ebbing tide the favoured side of the beat was to the left making full use of the tide. 245 (Ben Crabb) led at the windward mark with 226 (Francis Marshall) in second. On the second beat to windward 245 tacked early for the windward mark leaving 226 to make better use of the tide and the positions were swapped. 226 won the race with 245 second and 205(Peter Kinver) taking third place.

Race four Saw the lightest wind of the week starting in a southerly force 1 - 2 which increased to a 2 - 3 by the end of the race. The start line was again off Tresco beating southwards with a strong ebbing tide and again it paid heavily to put in a very long starboard tack off the start line to make full use of the tide. 226 (Francis Marshall) led at the first mark from 245 (Ben Crabb) and 205 (Peter Kinver).

2009 Championships Report concluded

Race four cont. 226 revelled in the lighter conditions and opened up a huge lead eventually winning the race by nearly 3 minutes from 245, with 205 finishing in third a further 2 minutes back.



A worthy first outing fifth for the lovely Lyonesse

Race five The breeze had freshened again for Thursday's race which suited the heavier crews and the Crabb brothers R245, enjoying the conditions took the race with Rolly and Tommy, R244, second and Francis and Mark in R226, in third place.

On Friday the fleet woke up to plenty of wind, on fact on arrival at Porthmellon we found the boats being sandblasted as a veritable gale blew in through the moorings.

The last race was cancelled and instead sport was had watching the rescue crews (you know who you are!) attempting to row a tiny plastic punt against the gale to an off-moored LSC RHIB.

By Friday evening all the visiting boats were packed away and most were ready on the quay for transport back to the mainland. Sailors and supporters all 'scrubbed up' By Friday evening all the visiting boats were packed away and most were ready on and held their dinner and prizegiving in a local hostelry before all travelling home via the Scillonian since the weather had grounded flights from the islands

Our thanks to the various contributors and to Bill Dowell particularly for compiling these reports

Championships results will be found on page six

Colin Crabb's News from Looe Another season approaches, with the Looe fleet due to venture on the water on 13th March 2010.

Numbers of Redwings in Looe will be similar to last year with R246, 245,243,240,220,205,183 and 166 taking part. Hopefully the return of R241 with Desmond and his daughter Florence could be seen when the weather warms up? (which seems a timely point for us to congratulate the Crabb family, Bry, Ben and not least Grandad on the arrival of a potential Lady Champion, Isabel, safely delivered at 7lb 13oz. Ed)

Also big news however is that the Scilly Isles are now focused on sailing Redwings and to date have got a three boat fleet and are looking to buy

two others. Their current fleet comprises R77,149 and 200. This is great news for future Championships in Scilly and hopefully we could possibly encourage new recruits to Restronguet

Mark Carnell has been working hard on the organisers of this years championships and should shortly be able to up-date the fleet on race programme, entry details ,socials etc.

Hopefully you have all had a good Christmas and New Year, but the time has come to shed the pounds and get out the sandpaper and varnish to prepare for the new season!

A Happy New Year to you all and I look forward to speaking and seeing you soon. Colin

Loose ends

Further boat business: the wainscot continues to disgorge more old boats as well as parts thereof and certainly plates and winches are redistributed at a pace for classic restorations (there is also a demand to the same end for reasonably sound or restorable wooden masts. Please contact the editor if you can oblige).

R2 is now the better for R33's fixed blade rudder and, via 174, 137's very fine wooden mast and beautifully coloured almost unused '57 cotton Jeckylls. John Skentlebury and Norman Stuart seemed to have combined elements of both boats, one assumes, in a quest for performance (Norman I believe was McAlpine's man in Plymouth – anyone have memories from the '50s and '60s of these Plymouth sailors?). Likewise of Alan Phipps one time Restrouguet sailor and past owner of **R133** (where is she?) who has relinquished her metal plate and winch in a garage clearance. Alan was delighted to learn of the Redwings' return to the Fal and will there to watch the fun in August. **A Kingdom for it?** Well perhaps not quite; some shots of R2's slow return to life appear overleaf - Richard would be delighted to hear from anyone with a discarded bronze/brass horse to complete her transom? richardspiller@btinternet.com. I'm please to hear from Colin Crabb that Bob Hazell's faithful **R134** will be continuing to give pleasure amongst the new Scilly fleet.

On the market: the Scillonians have a view to further expansion and with others, may wish to explore the possibilities of **R19** in Woodbridge, W Suffolk, andy@andyseedhouseboats.co.uk. (she's a bit of a major project – I have some pics and a report from Walter Heatlie who gallantly leapt upon his trusty Douglas to give her the once over). My own **R174** fully re-restored and ready for the season in either classic or full racing guise (one's enough and 154 must be finished for August), **R78** with Phil Doige in Plymouth, pdoidge@btinternet.com and Jonathan Heighway's **R123** in Ditisham jonathan@heighwayassociatesmcom, (I hope to survey the state of both in the near future).

Feast or famine? Thanks to Bill's contributions from his own and other sources I now have sufficient material for an early Spring edition; this will include another of Jim Beard's amusing Championship anecdotes and I hope a news up-date on the 2010 event. **Remember** Bill's entreaty to book your accommodation in good time as opportunities close to are limited and the nearest sizeable campsite about six miles away. The weather one hopes will soon relent, the varnish flow again and the call of the water prevail! Best wishes to you all and great sailing in 2010, Mike

"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).

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National Championship Results

NATIONAL REDWING CHAMPIONSHIPS 2009 - ISLES OF SCILLY

| Sail No | Name | Helm/Crew | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | O'all | Final Pos |
|---------|----------------|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-----------|
| | | | Pos | Pts | Pos | Pts | Pos | Pts | Pos | Pts | Pos | Pts | Pos | Pts | | |
| 246 | Nightingale | C. Du Valle H.Martin | 3 | 3 | 8 | 8 | 9 | 9 | 9 | 9 | DNS | 14 | | | 29 | 7 |
| 245 | Shytalk | B.Crabb J.Crabb | OCS | 14 | 3 | 3 | 2 | 2 | 2 | 2 | 1 | 1 | | | 8 | 2 |
| 244 | Dragon | R. Squibbs T.R.D'Ortez | DNF | 14 | 1 | 1 | 4 | 4 | 4 | 4 | 2 | 2 | | | 11 | 3 |
| 243 | Celtic Warrior | S.Cole P.Dunn | 7 | 7 | 10 | 10 | 11 | 11 | 11 | 11 | 9 | 9 | | | 37 | 11 |
| 240 | Bearded Tit | C.Crabb D.Lowzynski | OCS | 14 | 4 | 4 | 5 | 5 | 6 | 6 | RTD | 14 | | | 29 | 8 |
| 228 | Pintail | W.Dowell N.Dowell | 6 | 6 | 9 | 9 | 8 | 8 | 7 | 7 | RTD | 14 | | | 30 | 10 |
| 226 | Dodo | F.Marshall M.Carnell | OCS | 14 | 2 | 2 | 1 | 1 | 1 | 1 | 3 | 3 | | | 7 | 1 |
| 220 | | A.Kinver | 2 | 2 | DNF | 14 | 7 | 7 | 8 | 8 | 5 | 5 | | | 22 | 6 |
| 205 | Red Herring | P.Kinver F.Gavin | 1 | 1 | 6 | 6 | 3 | 3 | 3 | 3 | RTD | 14 | | | 13 | 4 |
| 249 | Lyonesse | M.Stace D.Morton | 4 | 4 | 5 | 5 | 6 | 6 | 5 | 5 | 4 | 4 | | | 18 | 5 |
| 194 | Vianne | M.Hanniford M.Wightman | DNF | 14 | DNF | 14 | 12 | 12 | 13 | 13 | 8 | 8 | | | 47 | 13 |
| 183 | Chough | G.Godbolt R.Duew | 5 | 5 | 7 | 7 | 10 | 10 | 10 | 10 | 7 | 7 | | | 29 | 9 |
| 77 | Althea Vega | J.Beard | DNF | 14 | DNF | 14 | DNF | 14 | 12 | 12 | 6 | 6 | | | 46 | 12 |



R2 Reborn! Kittiwake from wreck to rebirth; a few shots of Richard Spiller's extraordinary dedication to the salvation of this early Redwing