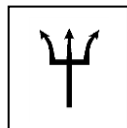




TRIDENT NEWS

Heaven is a beam reach
Marcon Trophy Log
Stemhead repairs
Man Overboard!
TOA AGM

Newsletter of the Trident Owners Association
Volume 45 No 2 May 2011



TRIDENT NEWS

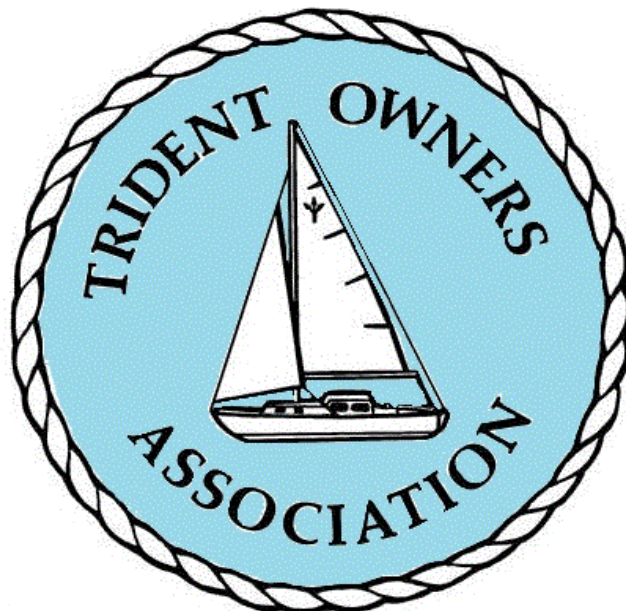
Newsletter of the
Trident Owners'
Association

TOA Officers & Committee Members

Addresses of officers and committee members are restricted to members only.

The Hon Secretary of the
Trident Owners Association is:

Howard Jackson
The Barn
Moor Lane
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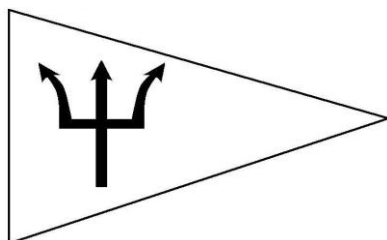


Trident Owners Association Online:



The TOA website at www.trident24.com promotes the Trident and the association and provides photographs, details of TOA events, boats for sale and information for Trident owners including back issues of Trident News. The username: *..... and password *..... (note capitals and the !) give members access to the members-only area of the TOA website. Contact trident24@ntlworld.com if you have a problem.

**Information restricted members only*



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TOA REGALIA

Tie	£9.55	
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Order from: Chris Tabor 66 Fairmile Road, Christchurch, Dorset BH23 2LL
Tel: 01202 483258 fairmilebiker@googlemail.com

Page 3 pin-up



TRIDENT No 3, Pollyana, which had been languishing in sorry state in a barn in North Devon, was recently bought by David Blackburn, a new member of the TOA. Pictured above in her glory days, she is now a bit of a wreck. David has trailed her back to his base in Southport, Lancs, where she awaits redecking and a major refit.

David has already received much help from various Trident owners in the North West. He writes: "I expect it will take me into next year before she will be ready to re-launch. I've been overwhelmed with all the help and advice from so many TOA members to date."

Apparently there are a few bits missing (including the sails, pulpit, pushpit and stanchions, spreaders, mast diamond bracket and hawse pipe). David is promising to write-up his experiences restoring this early wood/grp hybrid.

END OF AN ERA: Mitch and Audrey Mitchell have decided to sell *Roamer*, the Trident that has undoubtedly sailed more miles than any other. As recorded last November in *TN* Vol 44 No 4, the Roamers completed No 67 in 1968 and have since crossed the Channel over 100 times, sailed to the Med three times and logged considerably more miles in *Roamer* than the 24,000-mile circumference of the Earth. Made honorary TOA members in recognition of their incomparable record of cruising in a Trident, theirs is a record that will be hard to equal.

EDITORIAL

THE TRIDENT OWNERS MANUAL is long overdue for an update. It is 29 years since the first edition (I produced it during my paternity leave when our third son Ralph was born in 1982). And I am pleased to be able to report some progress on the 2011 revision.

For this we can thank Jon Reed (*Spin* No 171) who has laboured for many hours and days over all the back issues of *Trident News* to sort out and catalogue the additional hints, tips and bits of information that need to be incorporated into an updated Manual.

Given the first *TOM* was based on just 14 years of Trident experience and we now have 43 years to cover, the sum total of Trident-related knowledge amounts to four or five times as much as the original. Reproducing it all on paper would be prohibitively expensive – and wasteful in many respects. Why, for instance, issue 30 pages of advice on the Vire 6 to all when the most common inboard now is the Yanmar 1GM10?

So we are experimenting with a different strategy. The contents of the new Manual are gradually being placed on an experimental website. It is 'work in progress' but you are welcome to drop in and see it taking shape here: www.tridentmanual.wordpress.com

I welcome comments on the online Manual: if we need to make changes to the content or organisation, the sooner we hear about this the better. Quite a lot of Trident archive material (like old press reviews and Marcon brochures) have been incorporated into the *Tridentology* section. The website also allows you to subscribe to an e-mail update. From time to time subscribers receive a summary of what has been added to the Manual.

LOTTIE'S LOG: Over the winter I have been recording some of the work we've done on *Lottie* since we bought her in 2003. This is also in the form of a website which you can visit at: www.tridentlottie.wordpress.com

COVER PICTURE: We are indebted to Colin Work of www.pixtel.com for permission to use the photograph of Alan Beattie and Mary Reeve on the front of this newsletter. The picture was taken on 23 May 2010 as she made her way home from the Trident 50th Anniversary Bash at Woolston. Copies can be obtained from Pixtel.

Bob Doe

COMMODORE'S COMMUNIQUE



IT IS FORTUNATE that worst of the winter weather seems to be behind us. Conditions more suitable to boat preparation, ready for lifting in, seem to have appeared as if from nowhere. In the yacht club I belong to, there is frenetic activity in anticipation of our crane lift date. I bet the weather does not hold for those two days. It snowed last year.

Trident No1 was put in the water early, on the 25 March this year, because of heavy commitments of a wifely nature. Margaret has now retired and my promise to do exactly whatever she wished for this year by way of holidays and things must be kept.

Margaret and I (plus dog Susie) attended the AGM at Sunbury on Thames and a really nice event was enjoyed by all who were able to attend. It was very pleasing to see and speak to you all, about your beloved Tridents and associated matters. I must say I was surprised to learn how many of you were also keen caravaners like myself. Maybe this is not so strange when you consider the similarities, cramped conditions, braving the elements etc.



Ray Docker

Ray Docker has stepped down as our Treasurer after several years in post, ably assisted by his wife **Iris**. Their efforts have been considerable, especially over the last year, with much work being done on our membership list in conjunction with our secretary Tony Furminger.



Iris Docker

Thank you Ray and Iris from both myself and members of the association for your very valued efforts on our behalf. And welcome on board to our new treasurer **Alan Edwards** who has nobly stepped into the breach. Alan and Penelope sail triple keeler *Red Kite* from Fambridge, Essex.

Tony Furminger made it known at the AGM that he wished to step down as secretary at the 2012 AGM. He is hopeful, as am I, that younger members will step up to the challenge and put themselves up for positions as they become vacant. The Commodore's role would also



Alan and Penelope Edwards

benefit from younger minds focusing on more technical approaches to communication and other aspects of planning for the future. I anticipate not being up for re-election after the 2013 AGM.

As in all associations, it is the work that goes on behind the scenes that makes things happen, and can very often be taken for granted. I am acutely

aware of the effort by all the officers and committee members of the association who do this work on our behalf, and should be commended for all their efforts. As one member said to me at the AGM, "I do it because I enjoy it." A very humbling statement.

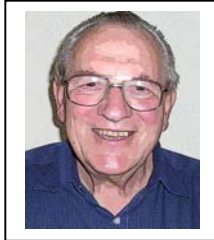
Our wonderful Marcon Log Trophy was won this year once again by **Ian Atkinson** and his triple keeler *Orla* for a fascinating cruise along the North Wales coast from his base on the River Lune in Lancashire. Very many congratulations, Ian, for another very well-deserved win. This is the second time Ian and *Orla* have won the Trophy – though possibly the last as Ian has now sold *Orla* and moved on to a larger boat. Though I am pleased to see she remains in the association (see Secretary's Signals). You can read Ian's inspiring cruise further on in this edition of Trident News (page 10).

It is not too early to start thinking about your submission for next year's competition for this wonderful Trophy as you plan your cruises for 2011. So get your charts out, thinking caps on and be sure to make a few notes when off cruising this year.

Here's to a safe lift-in and fair weather for all your sailing in the season ahead.

Lou

SECRETARY'S SIGNALS



The 44th AGM has been held successfully, with new committee members being elected to the posts of Treasurer, Southwest Representative, and a new post, our Representative in Ireland. Unfortunately the post of East Coast Rep. remains unfilled. If any member wants to step in (he or she) can always be co-opted on.

The number of members attending the AGM was a little disappointing being only 20. I hope that this is a sign that people are happy with the way things are being run rather than apathy.

The meeting was held at what is almost becoming our standard venue, The Magpie Inn, Sunbury (see below). This year the arrangement for ordering meals was somewhat different and with Kate, the new manager generally improving things I think most people went away happy.

It can be seen from the Minutes (page 22) that the roles of the Area Reps have become unclear, with rallies now generally unsupported. Some useful ideas were expressed at the meeting and after some further thoughts it is proposed to survey the members to find out what you want.

A new Boat Database has been produced. It was originally intended for this to be published on our website but after it was revised to conform with the Data Protection Act it didn't make much sense so the idea was dropped. If any member wants a copy, send me a large stamped addressed envelope and I will send you one.

Also, now to be produced is the database giving the location of our Tridents. The original was in the form of a map but this became difficult to read and to update. The new one will overcome these problems.

I will be boring and repeat yet again my request that you let me know any change of address, phone number, or e-mail address so that the records can be kept up to date and that you can receive your *Trident News*. And if you are selling your boat, please let me know so that the buyer can, at least, be made aware of the Association. We do keep an eye on e-bay and the brokers but this is not as good as direct contact with an owner.

Finally I am pleased to welcome the following new members:

David Blackburn No 3 Centreplate *Pollyanna*

Joshua Davis Triple keel *Terinka*

Glyn Wright No 215 Triple keel *Orla*

Tony Furminger Hon Sec



Members tuck in to the AGM lunch at the Magpie Inn, Sunbury on Thames

MARCON TROPHY AWARD FOR THE 2010 SEASON



Chris Tabor (left) presents the Marcon Trophy and tankard to Ian Atkinson

As I had volunteered to deliver the Marcon Trophy to Ian Atkinson, this year's winner, my brother and I rode our BMW motorbikes to Lancashire for the event.

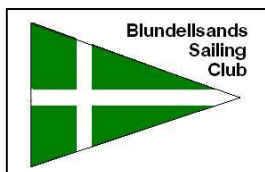
Blundellsands Sailing Club very generously allowed us to use their premises to hold a little presentation ceremony on the Sunday afternoon.

Blundellsands SC is an interesting and friendly club on Liverpool Bay at the mouth of the River Alt. It includes several TOA members among its members. On arrival, we were welcomed by the Commodore Phil Wright and Ian Atkinson, at which time, the sun came out.

We passed through a very pleasant clubroom and stood outside in the sunshine viewing the moorings in the river being made ready for a new season.

We were soon joined by TOA members Bob Chamberlain, Martin Dooley, David Blackburn, Glyn Wright (also a BMW rider) Cliff Yates and ex members Geoff Gorman, Ian Cowley and John Lorentz. So it was a lively little gathering of the TOA North Western Division.

On returning to the clubhouse, the presentation of the Marcon Trophy was made to Ian Atkinson for his winning log for 2010 "North Wales Circular" which is reproduced in this issue of Trident News (see page 10).



Although Ian is a member of the Glasson Sailing Club, Blundellsands was chosen for the presentation as the most convenient venue for the membership on this part of the coast. Before we left, we popped in to the club's own yard, a little further up stream where boats are hauled out for winter.

I'm sure that Ian was rightfully proud to receive the Trophy for a second time and it was a pleasure for us all to meet up with other NW members of the Association. Many thanks to all those present and to the Blundellsands Sailing Club for providing us with tea and coffee and such a warm welcome.

Chris Tabor



Club boats on the Blundellsand SC River Alt moorings

SOUTH WEST LAID-UP LUNCH 2011



Left to right: Eleanor Nuttall, Nigel Dyson, Chris Tabor, Jennifer Purvis, Hazel Hanks, Tony Furminger, Dave Quantrell, Ian Purvis, Lynn Dyson and Dave Nuttall (photographs by Marian Quantrell)

WELL IT HAPPENED at last!

First of all the early December snow beat us. But on 27 February what now became a Laid-Up Lunch was enjoyed by eleven of us in Sampford Peverell, Devon.

It started well when between us we managed to completely confuse the serving staff with our meal ordering. However, all turned out OK: good food arrived, and in the usual information exchange on matters Trident we were all fascinated to hear of Ian Purvis's invention of an amphibious powered pontoon which we understand is due to come into service this season to help board *Sati* on the Exe. Be careful where you break the bottle on launch day Jennifer and we look forward to the U-Tube footage of the maiden voyage!

The formal bit was to say a big heartfelt thank you to David

Nuttall who has so conscientiously got us together every year and done a fair bit of Trident buyer-seller introductions in his many years as South West Rep. So we had a celebration cake cutting for David after the meal, with the expert Quantrell Media Services taking the photos. Thank you Marian.

Enjoy your well earned retirement David – but you and Eleanor are of course still expected at next year's meal.

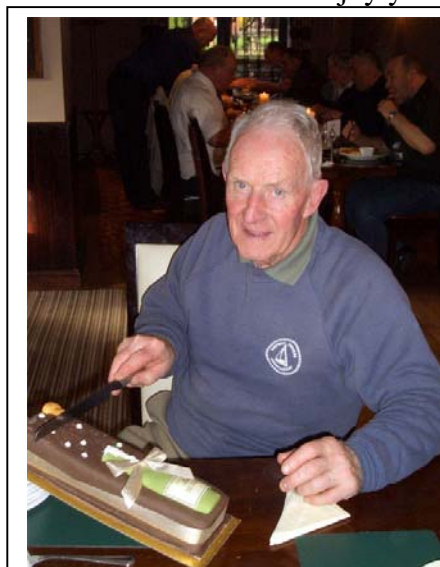
Anyway, many thanks to all the attendees for coming such a long way and making the meal such fun.

I am now picking up the baton as SW Rep. I do hope to keep our local Tridanteers linked up in the TOA, and chase that Holy Grail of getting a fleet of Tridents sailing together in Lyme Bay.

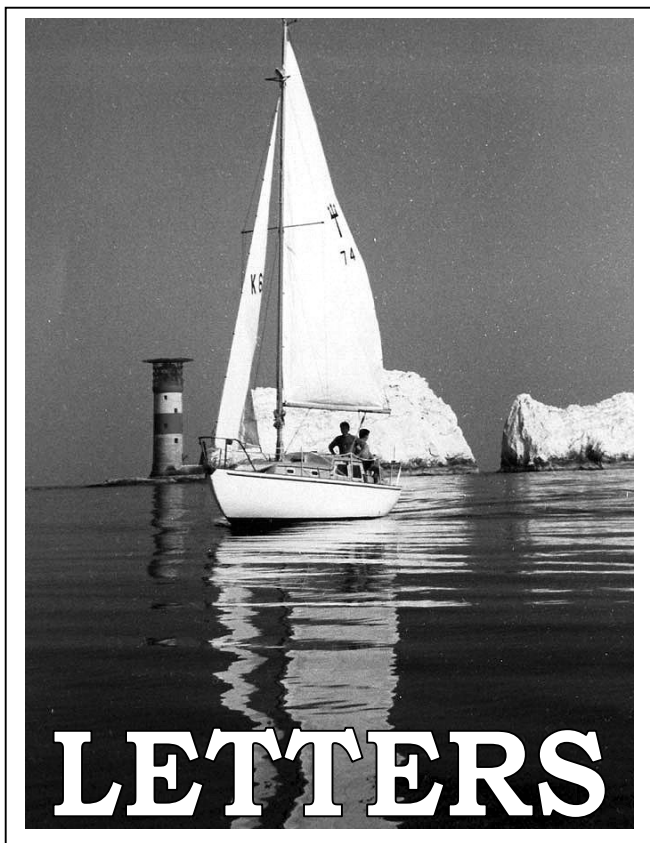
Nigel Dyson
(Kestrel)

01392 833199

<mailto:lynnandnigel@gmail.com>



Dave Nuttall cuts the cake



Where is *Claire* now?

I REALLY MISS the days I had with *Claire de Lune* (Trident No 74 picture above) cruising around the Solent and Poole Harbour. She was absolutely perfect for those shallow coastal waters. I especially remember nights in Newtown Creek and up the Beaulieu River. Now I race on a 36 footer around Sydney Harbour, but still fondly remember my time on *Claire*. Does anyone know who owns her or where she is now? I did my first of many Channel crossings with her. She was a lovely safe sea-kindly yacht that gave me a huge amount of pleasure. Shame they never exported any to Australia.

Stephen Hobbs

Sydney NSW Australia

(via the Trident 24 Facebook page)

Sold on the TOA website

JUST A WEE NOTE to inform you that all the steps for the sale of *Escape* (no 228) are now completed and I would be grateful if you would remove the advert from the website and future magazines. Thank you both for all your help. You may care to know that I received nine valid enquiries of which I would judge 4 were of strong interest. The TOA website obviously works well.

Gordon Beaton

It's bonny on the Clyde

HI THERE, my name is *Amber One*. Well, really I'm Trident No 204 but that's what they call me.

I started life in 1972/3 in Fisherow harbour on the Firth of Forth. Very soon I became fed up with the tidal conditions and arranged a change of staff taking on Eric and his then twelve-year-old son Graeme and moving to the Clyde, on a mooring at Rhu at the mouth of the Gareloch.

I have to say that Eric, or "the owner" as he likes to think of himself, is not the brightest prawn in the cocktail and Graeme although better is no Francis Chichester. Nevertheless I have managed to keep them out of trouble for these past 38 years mostly spent on the Firth of Clyde and surrounding lochs.

From the mooring at Rhu I moved into the spanking new Rhu marina. This venue was "protected" by a floating breakwater which those in the know said couldn't work. The laws of physics prevailed and the whole thing very soon fell to bits in a moderate blow, resulting in my removal on a bleak, windy November day to a boatyard up river at Renfrew.

The following season found me in Kip marina near Wemyss Bay where I remained for some years.

From Kip I moved to a mooring at Millport, Isle of Cumbrae to be near a property owned by my staff. This was a great move as utilisation greatly increased and many friends joined us. More recently I have been located in Largs Yacht Haven, Ayrshire in summer and Cumbrae Yacht Slip, Millport in winter.

My original Vire engine served us well, despite one or two little tricks which it pulled from time to time. However, 'you-know-who' began to get a little windy about the prospect of a stall passing the very robust rock breakwaters of the marina in a blow and in 2002 I allowed him to arrange a Yanmar 1GM 10 transplant. This has improved his nerves.

I'm sorry I haven't been able to persuade my staff to attend any of the rallies. As himself says, it would take us a year to sail to the South Coast. There used to be a couple of other Tridents on the Clyde but I haven't seen any for years so it is a bit lonely

All the best to the TOA and the other Tridents.

Amber One (kindly forwarded by Eric Downey)

Q

Where do I find the number of my Trident and the year it was built?

TRIDENT TIPS

Some answers to your questions

indication of the age of your mouldings from the sail number. Provided, of course, that you have her original

It depends what you mean by “number” and “built”. All Tridents were supposed to be issued with a Lloyd’s moulding certificate which bears the boat’s hull number.

A

This is usually the same as the number on the mainsail but not always. Sometimes mainsails acquire other numbers (such as an

RYA number) or boats acquire mainsails that originally belonged to other boats or with no number at all.

Boats may also have Small Ships Register (SSR) numbers or a full Part 1 registration number marked on them.

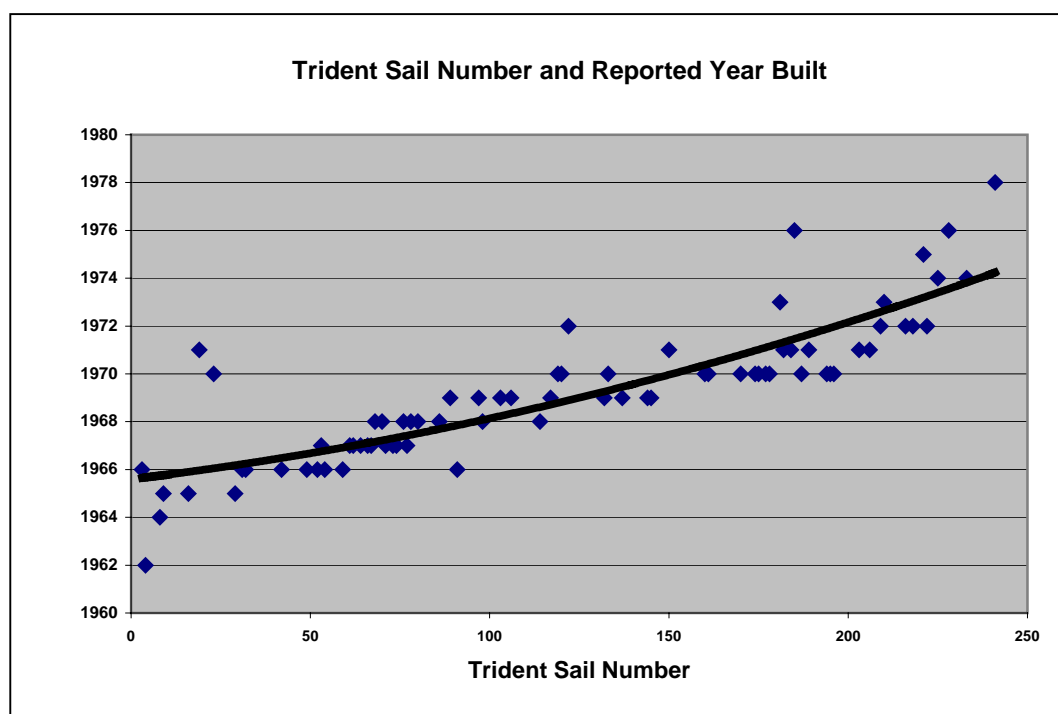
When a boat was actually “built” is a moot point. Most Tridents were supplied as kits and completed by their first owners, sometimes years after they were moulded.

If your boat came with its Lloyd’s certificate, that should have a date on it. That is the date the certificate was issued which gives you an indication of approximately when the hull was moulded by Marcon. Since some Tridents have identical dates on their certificates it is assumed these were sometimes issued in batches (though whether this happened before or after the hulls were actually moulded is not known).

Of course, knowing when the hull was moulded does not tell you when the boat was completed or finally launched. In at least one instance, more than 20 years passed between moulding and completion.

If you don’t have the Lloyd’s certificate – and many Tridents have been parted from theirs over the years – then you may get an approximate

sail number. Starting from number 1 in 1960, number 16 is thought to have been moulded in 1964. Lloyd’s hull certificates for numbers 60 and 65 are known to have been issued in May 1967, hull 174 was certified in Feb 1970. Certificates for 184 and 198 were both issued on the same day in November 1970. Number 232 is thought to have been moulded in 1973 and number 240 in 1975.



Completion dates after moulding are not necessarily sequential. The information held by the TOA on all known Tridents sometimes includes a reported build year. Plotting these against sail numbers gives a rough indication of the likely age for any given sail number.

When Tridents are sold, their stated age can sometimes appear to be out of line with these indicators. That may be because the date referred to is the launch date – which can be years after moulding. There may also be a tendency for vendors to understate their boat’s age a little. If a year or two is lost every time a boat changes hands the cumulative effect can eventually result in a significant distortion of a boat’s true age. Not that it really matters since condition is usually more important than age.

North Wales Circular

Ian Atkinson's second Marcon Trophy winning Log

ONE OF THE GREAT pleasures of cruising with a Trident is the shallow draft, giving the ability to enter (and leave!) sometimes very shallow estuaries, and stay in often unknown or sketchy drying anchorages.

Having visited North Wales several times the prospect of yet another 12 hour plod across Liverpool bay, pounding into the prevailing wind sent me to the charts to seek out alternatives.

Instead of the usual SW course from Glasston, I decided to follow a coast-hugging southerly route, taking better advantage of the prevailing wind, and at the same time exploring the mouth of the River Dee with a possible overnight anchorage at Hilbre Island.

Hilbre Island is an informal nature reserve, with a few scattered holiday homes and an abandoned lifeboat station/lookout. Its sisters, Little Eye and Middle Eye are accessible on foot at low water from West Kirby on the Wirral.

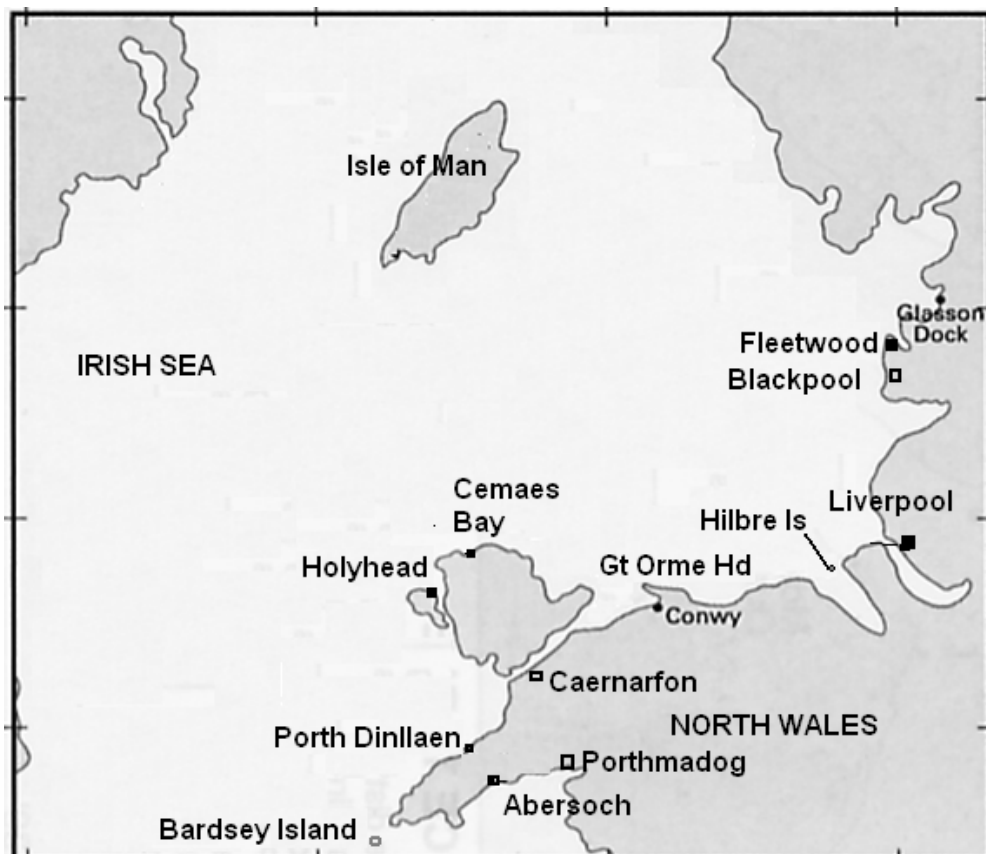
A soft sand anchorage appeared to be possible on the sheltered East side (The exposed west side being rocky). A quick look on Google Earth confirmed what I had read – no previous club members having visited.

And so the trip began. I had coerced a fellow club member to accompany me as far Cemaes Bay Anglesey, where, having arranged to meet up with a fellow member *en route* he would 'jump ship' for the return trip to Glasston. I would then continue on single-handed around the top of Anglesey to Holyhead, and then continue south, hugging

the coast to Porth Dinallaen (Morfa Nefyn) on the Llyn Peninsular with the intention of reaching Portmadog.

The timing of the tides dictated that we overnight at the nearby port of Fleetwood allowing a low water start in daylight. This low water start revealed the previously hidden and imposing Shell Flat Shoal. Hugging the Lancashire coast was quite novel as several features previously hidden over the horizon where revealed, including the extensive Ainsdale Dunes, the Liverpool skyline and a huge wind farm to the South of the Queen's Channel, Liverpool.

The Northern approach to Hilbre involved some careful navigation, following the numerous 'swatches' or channels through the sand marked occasionally by large commercial buoys, this being an alternative approach to Mostyn Dock. Soon the Island hauled into view but typically the wind strength began to rise just when we needed to anchor! For a moment it looked like it





Orla passing South Stack lighthouse

Once beyond the shelter of the breakwater the familiar long deep swell began, fortunately the wind was just enough on the bow for the main to draw, and add some much needed stability. The swell though heavy was at least regular and we made fair progress until one rogue wave, rising typically as they do from nowhere ran along the beam rising as it went before dumping in the cockpit and spinning her around. As we closed with North Stack the sea became ever more confused as the energy within rebounded off the steep cliffs.

One Stack down, it was now time for South Stack. The waters here were much calmer in comparison and the camera even came out as the autopilot could now manage the course. Little chance here for a shipwrecked mariner though, as the cliffs hereabouts rise almost vertically. Continuing on SW until a direct course could be set for Port Dinllaen we rose and fell through the swell. On

past the aptly named Fangs, fortunately Port Dinllaen being more of a sheltered cove can be entered at any state of the tide allowing for a relaxing unhurried day's sail.

One of the things I find when solo cruising, possibly because of the intensity of the mental concentration and nervous energy expended, is that once arrival and everything else is sorted the most delicious tiredness overwhelms you! And so it was, after a hearty nights sleep, rocked like a babe in the gentle swell I awoke to glorious sunshine reflected, spangling and dancing on the headlining.

...a rogue wave ran along the side before dumping in the cockpit and spinning her round...

shelving sandy beach and a 'warm' clean sea. Not surprisingly this is a Mecca for sea bathers. A little later after a quick trip ashore and a quick dip, it suddenly dawned that the calm conditions were ideal for visiting Bardsey Island. This

This is a glorious spot to visit with a beachside pub, gently

remote offshore island south west of the Lley peninsular has for centuries been a place of pilgrimage, with an ancient abbey and reputedly the remains of 2000 saints buried there.

Current info was that it was home to a colony of monks, who while not forbidding landing discouraged visitors. A quick study of the tides confirmed that it was just possible to negotiate the infamous Bardsey Sound before the north-flooding tide made the strait impossible, so without further delay it was anchors aweigh and off!

A bright sunny sail made the day, but as the wind died the engine took over. The detail on the plotter proving invaluable, as the approach demands caution, the anchorage being guarded by several awash rocks.

The Trident is ideal for this type of exploration, with its shoal draft, iron keel, and ability to take the ground one can relax a little more and gain access to places larger deep draught vessels wouldn't dare. I eventually came to anchor in the central spot I felt happiest in, but as the pilot warned the bottom was kelp, and holding unreliable.

I therefore dug out the fisherman's anchor, and using the dinghy deployed it as far as possible in the opposite direction. I have developed great faith in this pattern of anchor and always find it far more difficult to break out than either the



Port Dinllaen: 'a glorious spot to visit'

plough or Danforth which is *Orla's* primary anchor.

Returning to *Orla* I was startled by a huge seal surfacing just under the oar, evidently put out by my presence, and intent on shooing me off. As it was mid afternoon I decided on a trip ashore.

I rowed towards the simple jetty, followed by strange swirls and aquatic disturbances shadowing my progress. As I reached the shore a figure detached itself from a group and walked towards me. Expecting trouble, I was pleasantly surprised to be welcomed ashore by the sole resident farmer, and offered any assistance should I need it! Relating my expectations of hostile monks he replied that the last holy person (a hermit Nun) had left several years before and now the island was carefully managed using redundant accommodation for self-catering holidays, with an extensive footpath network.

Gleaning directions to the ancient abbey I followed a medieval earth track rising from the beach and soon spied the distinctive outline. The ancient Abbey while little more than a ruin, still contained the old altar together with a Celtic cross, and at that very time the setting sun was shining through it! The rough humpy ground surrounding the Abbey bore testament to the many ancient burials of long ago. This place being the most favored place for ancients to be buried, surrounded by the Saints.

As I explored around the old Abbey I couldn't help keeping an eye on *Orla* riding like a small sea bird in the tiny anchorage. I needn't have



'...a seal surfaced just under my oar'

worried, despite the strengthening W wind the swell was minimal, and she remained where I had left her.

Returning to the dinghy and pushing through the kelp beds that line the shore, the seals once more made their appearance, and once more aboard kept bobbing up alongside, seemingly curious as to what I was doing. The farmer had mentioned that “the seals may keep you awake” (no chance!) but as dusk came on a haunting chorus of wailing and crying began with no let up in the breaching and splashing.

The weather forecast that evening wasn't good, strengthening westerly winds to reach F7-8 by the next evening. I would have preferred to stay longer but holding on kelp beds didn't seem wise, despite the reasonable shelter, so I resolved to make for Porthmadog next day.

I had to await the last of the North going flood before leaving and heading East, meaning a leisurly 10 am start. All being well I should still have enough daylight to begin the approach to Port Maddoc, albeit at the earliest time for entry.

A brisk sail making maximum use of the strengthening wind now coming over the port beam/quarter (Which I find is her fastest point of sail) soon saw us flying by the aptly named Hell's Mouth, a SW facing bay, which in the days of pure sail became a fly trap to square rigged vessels, being unable to tack out of it. On past the sailing Mecca of Abersoch, our speed over the ground now nudging 5 kts while the log hovered at 4-5kts before both settling 5-5, a personal record!

I chose to anchor up at Llanbedrog a quiet attractive bay lined with multicoloured beach huts where anchoring close to a surprisingly high headland provides some useful shelter. Add the gentlest of shelving sandy beaches, an attractive beach bar, pub, public loo, bins and a supermart makes it a really good place to visit, the water here is also gin clear.

Lunch stop over it was back to business and a telephone call to the Porthmadog harbourmaster revealed that the Fairway buoy position was now some quarter of a mile from the position on my plotter. Once more underway a reef was called



Orla 'riding like a tiny seabird' amid the kelp in the Bardsey Island anchorage

for as the wind gusts became stronger still. Possibly the most exhilarating sail I have ever experienced developed as by carefully easing the mainsheet, resisting the urge to use the tiller to resist her rounding up, taking in as the gust passed kept her bounding on, and pushed to speed up to an incredible 6kts confirmed by both the log and gps.6-6.This was with one reef almost full Genoa and a dinghy lifted on the aft rail.

It was not to last, as the increasingly strong gusts proved too much and she violently rounded up several times. It was high time to reef, and a jolly time too it was balancing on the coach roof in the heavy swell. As we where going to arrive too early it was time to moderate her speed, reaching the Fairway buoy just within the earliest limit of approach.

Now apparent was the bar, marked by a line of breaking waves extending south beyond the position of the original Fairway buoy. The channel then turns North, following a line inside of the thundering bar, and rather too close for comfort, but with good depth. A most appealing vista now developed as we made our way up the attractive estuary in the low sunshine, and once having reached the end of the regimented lanes of moored vessels, made fast alongside the Harbourmaster's office in the last of the evening twilight.

Feeling the need for like minded company I sought out the yacht club, finding it further along the quay disguised as a Thai restaurant that now shares its extensive building. I was immediately made very welcome, and pressed to re moor alongside the club jetty but I had had quite enough for one day. The forecast for the next few days was awful, and as forecast. Glad to be within the relative shelter of the harbour I took time out to become a tourist. Lots to do here particularly for a family cruise with several narrow gauge railways climbing into the nearby breathtaking mountains. Three days later and a suitable early tide saw us re tracing our route. Making maximum use of the long days I worked out that I could reach Porth

Dinllaen in one 12 hour sail, pausing at Abadaron, until the fluky contrary coast-hugging current began. This current I had been advised allows you to transit most of the North going leg of the Bardsey channel some 2 hours before the main flood starts saving heaps of time, however where the two currents meet 'confused' water would be encountered.

The sail progressed without incident, mostly on engine to maintain speed against the ebbing tide, the wind being just off the bow. By late afternoon we where anchored off Abadaron, with just enough time for a brew and to pack enough food down to see the impending late sail through.

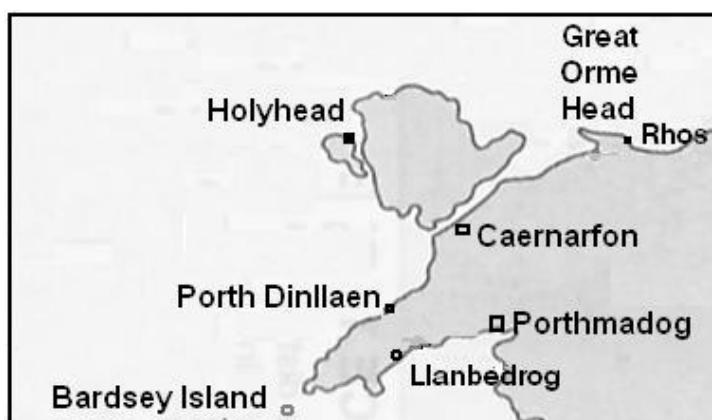
As promised *Orla* swung her stern to the north and it was time to go. Hugging the coast one has to pass inside of Carreg Ddu rock avoiding the lurking crab pots like so many sea mines. Also as promised, the 'confused water' lived up to its name, but not enough to worry a Trident! Beyond here one encounters the last of the ebbing tide so progress is slow until the North-going flood gives a welcome lift. At the stroke of 2200 we rounded the headland in the dark,

thankful for the chart plotters crumb trail, that led us faithfully in to our previous anchorage.

Up spirits over, the familiar tiredness put paid to plans for food, and with the lee cloths drawn up around me countering the heavy swell, I

dropped off into sweet oblivion.

Next morning with no rest for the wicked or obligatory dips, the tidal gates called the shots, so anchors aweigh it was off again to get over Caernafon bar. An excellent sail under a sombre overcast took us across the bay to the cardinal mark close by Pilot Island. But just as I was reducing sail a terrific series of following swells threw *Orla* around for fun, forcing me to drop onto the coach roof and straddle the mast to avoid being flung off. Reefs completed, we followed the channel but spotting the buoys in that beam-on swell was a nightmare. Abeam of



Fort Belan the swell reduced and the familiar features of the Menai strait beckoned.

Port Dinorwic was to be the day's destination, also conveniently the practical limit of progress against the flooding tide. After picking up a vacant buoy I readied the dinghy for a trip ashore. However later in the day the forecast deteriorated rapidly, and I was to be storm bound yet again.

Bank holiday Monday dawned bright and sunny, and with a midday deadline to begin the transit of the straits, made for a leisurely start.

As I awaited cast-off time, several large yachts with probably powerful engines were already beginning to transit the strait, well in advance of slack. Fighting the urge to rush off I awaited my departure 'slot' bringing up the rear of a gaggle of yachts. As we entered the narrows all manner of powerboats, jetskis and every idiot in creation shouting Yahoo! swept past, taking great delight in passing as close as possible, and throwing us around in their wake. Oh for a handy bucket of slops!

Once under the familiar bridges the straits opened up and taking the Dutchman's Swath, I set course for Great Orme Head. I had planned to anchor off Rhos on sea, partly as a fact finding exercise, should I ever need a refuge on this coast. So hugging the coast yet again passed Gt Orme, and Colwyn Bay, coming to anchor off Rhos pier in about 2 metres, approx 200 yds off the end off the long low wooden pier. Several stone breakwaters have been constructed here to create small attractive inner harbours, from the previously exposed coastline.

As dusk fell the lights ashore lured me like a moth, and a short row and wade through the shallows, was soon enjoying the pleasant surroundings of a miniature Southport. It's a sort of genteel arcade lined place.

Back aboard another very early start awaited for the return to Glasson. So a little before dawn we weighed anchor, and headed North, through a forest of wind farms and into a glorious sunny day. An uneventful sail past ever increasing installations and the familiar beckoning Blackpool Tower soon saw *Orla* swinging happily, back on her river Lune mooring. Altogether a thoroughly enjoyable and varied cruise with lots of pleasant memories to dwell upon.

Ian Atkinson

As you were...

By the time you finish reading this, you will probably feel you can no longer rely on a word you read in *Trident News* (if you ever did). I have two embarrassing confessions to make.

1. Back in November I boasted about the four (two extra) anodes on *Lottie's* bilge plates last year. When she was hauled out for the winter it became apparent that the result of all that extra zinc was that much of the paint on her steelwork had bubbled off – both the antifouling and the five coats of Primocon metal primer. In addition I had the worst plague of barnacles ever in 30 odd years on a Dell Quay mooring.

To add insult to injury, I then came across an article I'd written in 1982 for *Practical Boat Owner* where I had noted exactly the same thing had happened with my earlier Trident, *Eleanor* when I fitted zinc anodes. I had completely forgotten about this. (You can read that *PBO* article in the 'Tridentology' section of the online Manual – details on page 3).

I e-mailed MG Duff, the cathodic protection specialists and their very helpful technical manager, Rick Simpson, replied that 'over-protection' (too many anodes) could cause paint to bubble. "The hydrogen formed from the reactions causes bubbling which can lift the paint coating. During these reactions, you get alkalinity forming at the cathode area of the affected steel, and alkalinity is the worst enemy of paint. It breaks down the paint's resin and you lose all adhesion with the metal." As I suspect Primocon also contains Zinc (and have now replaced the five coats that bubbled off) this year I'm trying no anodes at all, except on the prop shaft.

2. My second bloomer in that same article was to imply you don't need to worry too much about protecting your P-bracket. Then, while updating the Owners Manual, I discovered at least four Tridents had suffered broken P-brackets. Worse still, one of them was my own boat *Lottie* under her previous owner! And galvanic corrosion certainly played a part in most of these.

Lottie's bracket was replaced with a stainless steel fabrication. But I'd certainly be keeping an eye out for any signs of discolouration, weakness or corrosion on a bronze one. A shaft anode provides no protection: the rubber cutless bearing insulates the bracket from the protection of the shaft zinc.

Yours cringingly,

Bob Doe

TRIDENTS IN TROUBLE

"With strong onshore winds there is a very ugly sea on the bar." So say all the pilotage notes when describing the approaches to Chichester Harbour. And they are absolutely right.

My friend and his brother in their Fisher 25 and I, single-handed in my Trident *Rebel*, had a sharp reminder of those words one Sunday afternoon last September at the end of a stormy weekend cruise in company.

We sailed from Cowes IOW at midday, allowing ourselves ample time for the 12 to 15 miles to Chichester Bar beacon. We planned to reach it an hour after low water. The omens were plain enough, gale warning (which we disregarded (it had blown so hard during the night that we thought the gale had come and gone), fierce squalls, even in the lee of the island (though the average wind when we sailed was probably around force 6) and, finally, as we passed through the the forts at Spithead, the sight of a crowd of shipping anchored for shelter off Bembridge. It seems extraordinary, looking back, that we chose to ignore these most obvious warnings. But the sun was still shining and visibility was good and the harbour entrance beckoned. invitingly in the distance. The wind was due south, a beam reach, and I was tearing along and would be safely inside before anything happened. At least, that was my reasoning.

I was half a mile ahead of the Fisher when we cleared the forts off Portsmouth and the decision whether to go on or turn back was largely on me. Though I kept an eye on the Fisher and if she had turned I would probably have

followed her. She seemed to be going well and so was the Trident though much faster than we had anticipated. It was important not to arrive too early and half flood would have been the safest time to cross the bar with the shallows breaking up the seas as they rolled in. Except that it would, have been getting dark by then.

Man Overboard!

by Peter Quinn

It should not in theory, be possible for boats of this size to exceed 6 knots but a glance astern at the log showed the needle trying to

climb past the maximum and up the other side. So at this rate the tide had been flooding for less than half an hour when I reached the danger area. Long before this I had other worries. The wind was rapidly increasing, the seas were building up and my exhilarating romp was changing character. *Rebel* was carrying storm jib and. mainsail with five rolls but soon even that was too much and I put on my harness and went forward to drag: the mainsail down. That wasn't too difficult, but getting the ties around

the sail proved almost impossible. I looked around for the Fisher and saw that she had got her mainsail down.

Comparing notes later I learnt that at about this time they had put in their washboards and sealed the companionway. I thought of this but did not do it. Later on when it was impossible to leave the tiller I wished that I had.

With storm jib set we were still travelling too fast and it was becoming- difficult to see anything at all as the air was full of spray blown off the surface. With relief Chichester Bar beacon appeared dead ahead quite close with its radio mast bending crazily under the



Trident No 10 *Rebel* on a calmer day

would be too rough.

However by moving closer in to the lee of the low lying island, we found much calmer water, and allowed the anchor to be set. The tides here run quite fierce East-West so no sooner had the tide turned than our stern began turning into the wind, threatening to turn the saloon into a wind tunnel. Heaving the trusty Fisherman's over the lee pushpit kept us nicely on station, bow towards shore while we awaited low water and a chance to explore the Island.

The swell continued as the tide dropped, and then the most alarming graunching and scraping began. Obviously the bottom was coarse but as I kept trying to remind myself 'if you cant do anything about it don't worry.' Just put faith in that ponderous keel and Orla's 'sacrificial shoes' - thankfully renewed!

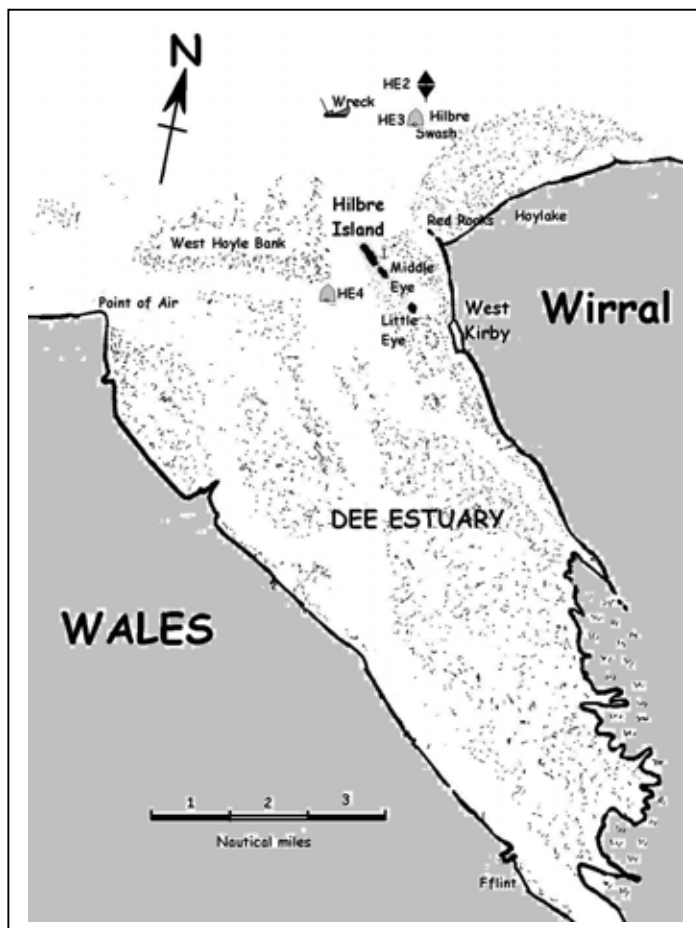
After a hair-raising age, we settled, thankfully upright, and ventured ashore. A more charming and atmospheric island could scarcely be imagined. The underlying soft red Cheshire stone had been weathered and sculpted by the sea. A lonely one time Pilot house remains together with some attractive, charming shacks and the unbelievably battered remains of the former Lifeboat station, its slipway of one ton blocks now flung far and wide as a testimony to the power of the sea.

Fortunately we had not closed *too* far in with the island, staying to seaward of a line of black buoys, as under our keel was a level bed of what appeared to be hard red coral. But it became alarmingly 'boulder like' further in. However behind us to the East, as far as the eye could see, stretched firm flat sand.

A very, very, early start saw us retracing our course then Westward, hugging the N Wales coast, past Point of Aire, Rhyl, Llandudno, then across to Puffin Isle where we rendez-voused with our club mate and a sudden 2 reef squall. We proceeded North, entering Red Wharfe Bay on the top of the Tide.

Unbelievably, within two hours we had passed from freezing squally rain, to really hot and very humid sunshine! A dip over the side beckoned, and after an invigorating swim a joint meal commenced.

The next morning required another early start to get to Cemaes Bay, an exceptionally attractive and (unless a NE wind) safe anchorage. Should the wind shift to this quarter shelter can be found



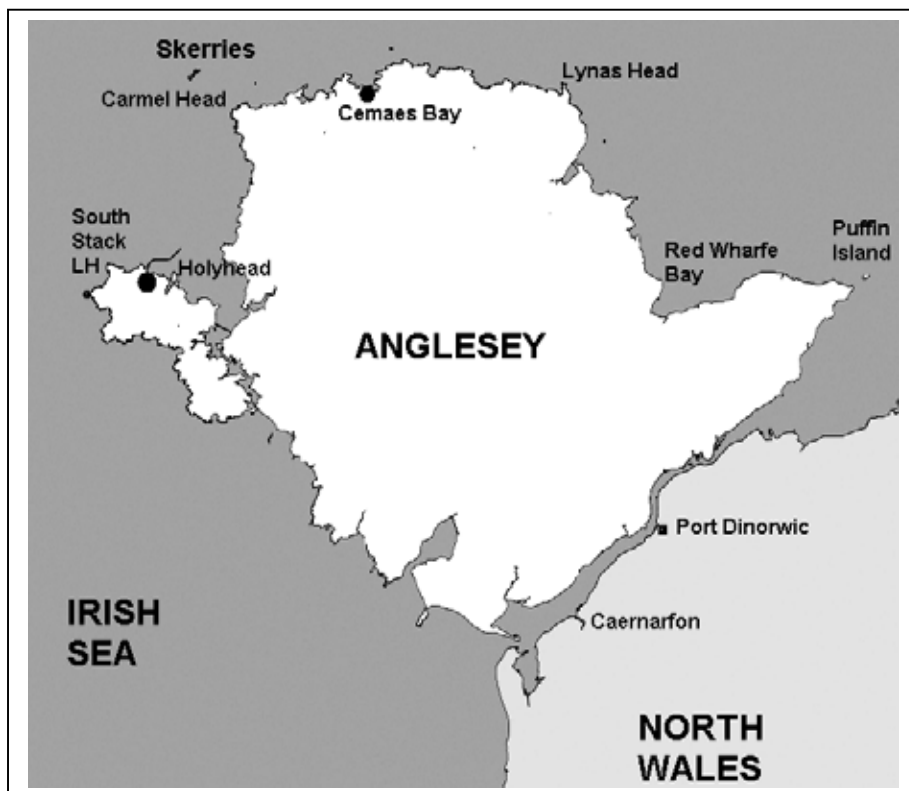
by tucking behind the westerly headland, by the old lifeboat station.

The day turned out to be one of those exceptional sailing days, bright sun, and a steady offshore wind F3-4 occ 5, giving the opportunity for some excellent sailing, just far enough off shore, yet close enough in to enjoy the coastal scenery.

Having turned the corner at Lynas head, it was wind on the nose and beating into the wind, but just as it looked like we could cut inside of Little Mouse and enter the bay, the dinghy, which until this time had traveled happily with its bow tied to the pushpit rail, went solo cruising.

The strong wind soon had it away, but fortunately we managed to recapture it just under the cliffs. An examination of the painter revealed that the original floating poly-prop line had degraded with UV, lost its strength and had simply broken.

Back underway we now had to take the long way round the outside of Middle Mouse to enter Cemaes Bay, picking up a vacant buoy opposite the old jetty. After a trip ashore entrusting the dinghy to my crewmate I answered a routine VHF call to be informed that the dinghy once more making a bid for freedom! Dumping the



mooring and getting rapidly under engine we closed with the dinghy just before the surf line. An 'enquiry' revealed that the use of an inappropriate clove hitch was this time to blame. An uncomfortable fetch had by now developed and was rolling into the bay, so we moved over into the calm of a millpond, by the old lifeboat station, tucked behind the shelter of the western headland.

Anglesey has a delightful circular walk all the way round its coastline, and once again ashore we used this to return to the village for our 'end of cruise' meal. My crewmate now having jumped ship returned to Glasson, while for me another early start beckoned for the next leg around to Holyhead.

A study of the chart and the pilot book of this part of Anglesey is guaranteed to have the familiar 'icy hand' clutching at one's vitals. Savage rocks abound with all too familiar names like the Skerries, and the Archdeacon, fierce tides, overfalls, and enough black ink to almost blot out the blue, however its all a matter of scale and timing (I tried to remind myself !)

Once the chart plotter is homed in to a more practical scale a clear 'inner passage' is revealed, the exception being Passage rock on which many a transiting vessel had doubtless come to grief, fortunately there is a narrow inner-inner channel to the south of it, approx 400 yards wide and bounded by Carmel Head.

Fortunately this was my second trip through so all the waypoints and timing was logged. All I had to do was to drop the mooring in the gloom, and worry about getting entangled with a crab pot, many of which were dotted around the anchorage. Soon with the open sea and a rapidly lightening sky beckoning, it was time to press on, close hauled, under engine and with a strict timetable to keep.

The swell of the previous day had not moderated, and as *Orla* closed with Carmel Head the oncoming waves being funnelled between the offshore rocks and the headland made for an uncomfortable and at times violent fore and aft motion.

Drawing parallel to Passage rock I could see the water boiling violently over it, the tide being low water slack, across on the other side waves were sweeping up the face of Carmel Head. It would have made a good picture if I could have held a camera steady!

Soon we were round Carmel Head and a course for Holyhead, but strung out ahead were yet more rocks to navigate before the pleasure of the open unobstructed sea. The wind now on the beam gave a welcome break from the engine, and a brisk sail soon brought us into the impressive Holyhead harbour, with reputedly the countries longest breakwater.

Here a warm welcome awaits for visiting Yachties courtesy of Holyhead Yacht club, who maintain a number of visitors moorings and a water Taxi service. The weather now deteriorating heralded a change: the coastal forecast being for F7-8. Holyhead is a good place to be weather bound within the safe shelter of the harbour. There is an interesting maritime museum, and a very welcoming yacht club with all the facilities.

Two days later the forecast improved and it was on to Port Dinllaen. This involved yet more navigation of the plentiful black ink on the chart, and a south west coast hugging route under the very cliffs of North and South Stack lighthouses (the alternative being to go several miles out to avoid even worse rocks and tidal races).



Chichester Bar in a south westerly wind - looking southwards out to sea (from a colour photograph by Jon Reed)

weight of wind.

It was time to turn north and head in over the bar. I was dreading this but by then everything was so nasty that the alternatives of fighting offshore, or back to the is-land seemed worse than going in and getting it over with. The temptation was too strong, particularly as it was my home port, but the fact remains that it' was a dangerous entrance, on a lee shore, in a gale and I should have resisted it.

The seas grew progressively bigger and steeper as the water shoaled, and nearly all of them were breaking. Some appeared to be almost mast height but it is most unlikely that they were really as big as this and it was agreed afterwards that 15 feet would be nearer the mark. It was impossible to judge the wind strength but on checking later with the Met Office, St. Catherine's IOW. were reporting force 8-9 at the time.

Rebel became very difficult to steer on the run and kept broaching in the breaking crests, which left her wallowing on her beam ends for a few moments before she recovered. Sometimes a wave broke into the cockpit and half filled it which I regarded, as pooping - until the real thing happened.

The only warning I got was a difference in noise coming up astern. This was a strange hissing, rumbling roar, very loud and blood-curdling and then there was a hollow shrieking and I looked round just in time to see an enormous breaker curled right over my head.

It crashed on the coach roof and solid water swept me forward and through the side rail or over the top; I could not tell which. One thing I have meant to do is to rig up an anchor point low in the cockpit for my safety line but I had not done it, so although. I was still wearing harness and line it did not prevent me going over the side, as it was clipped to the side rail that I had gone through.

The rest is all confusion. I don't know how long I was in the water, but it cannot have been more than a couple of minutes before I clawed myself back aboard. My main fear was that *Rebel* might have taken enough water aboard to send her to the bottom, but although the cockpit was full. and the decks awash, and looking through the open companionway, water was swilling around the cabin floorboards, she did not seem to be in danger of going down. She felt lifeless though and would not answer the helm until the cockpit had emptied.

This was achieved with the help of a bucket as the cockpit drains are hopelessly slow. The mess below looked more serious than it was. The bilge on the Trident is very shallow so that a little water spreads a long way so I decided to take care of that later.

At last I got sailing again. I was too much concerned with saving my little ship to notice my surroundings during this time but it is astonishing that no other big sea hit me. I must have been already over the bar because the next thing was getting into a smother of flat, white water and hurtling forward at breakneck speed. I then realised I was safe. The Fisher, which I had not seen since we got among the breakers was there behind me and safe too - her very high freeboard and massive great diesel must have helped cushion her against the worst of the elements.

It was a marvellous feeling of relief. I managed to fill my pipe and get it lighted but the wind soon blew the glowing contents over the side. By this time I was beginning to shake badly though I was not aware of being cold.

Soon it was time to fire up the Vire 6hp and I was thankful that I had modified the ignition system to my 12 v battery. Otherwise I don't think it would have responded as it did to the touch of the button after the amount of water that had been poured over it. I enlisted the help of my Autohelm and dropped the storm jib ready for the last of the run up among the moorings to my own buoy close to Itchenor jetty.

By the time I had rounded up and pulled the mooring strop onto the Sampson post the dear little Vire had sucked the bilge quite dry.

Rebel has three bilge pump systems: a Whale Gusher operated from the cockpit; a divertible engine cooling system and a large plastic pipe which brings the powerful pump of the Simpson

Peter Quinn was the South Coast rep for the TOA for several years. He cruised widely in the fin-keeled Trident No 10 *Rebel*. Later he replaced her with *Cloud Nine*, a Shipman 28, which almost sank under him when beating across Lyme Bay at night. Peter discovered that when heeled over with the bilge pump outlet submerged, water was siphoning back into the boat. Sadly Peter's luck eventually ran out. Both he and *Cloud Nine* inexplicably vanished while day-sailing in the Solent on a calm and sunny Sunday afternoon. Peter left behind a wife Sandy, daughter Andrea and many fond friends.

Lawrence too into action when inserted into the lower section of the bowl. But notice I resorted to the bucket.

Peter Quinn

First published in *Trident News* Vol 19 No 3 1986

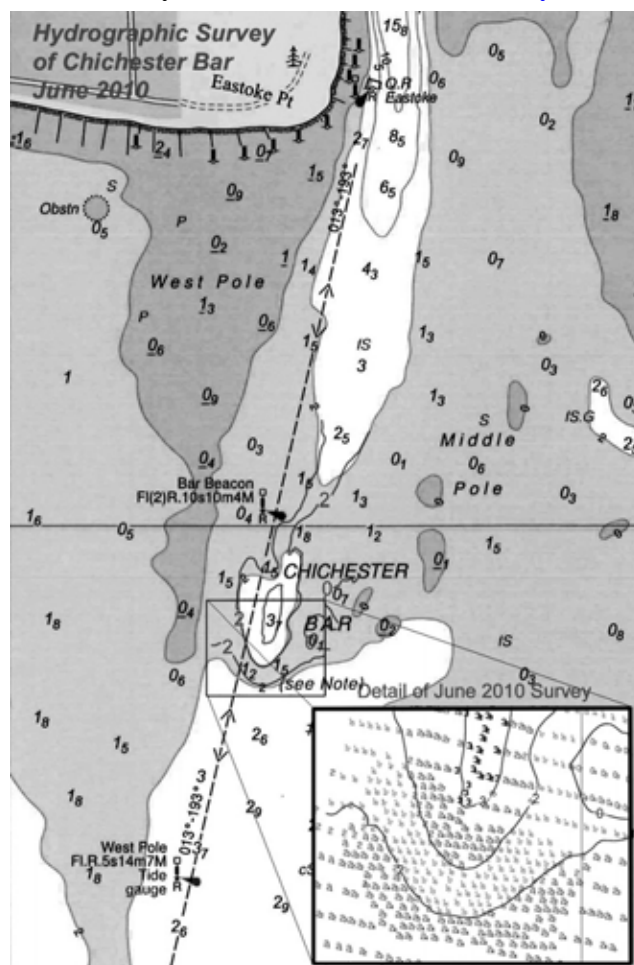
Chichester Bar today:

Chichester Harbour Conservancy advises:

Chichester Bar is normally dredged to 1.5m below chart datum giving a depth of 2m, at MLWS. However, through gradual accretion and after severe gales the bottom can vary markedly and it is then prudent to assume a least depth of 0.8 metres below Chart Datum. Ebb tides in the entrance to the harbour can reach up to 6 knots on springs. With a falling tide and strong winds from a southerly sector a dangerous sea may be encountered. In these conditions it is advisable to exercise caution and cross the bar between three hours before and one hour after HW springs.

In very strong winds entry should not be attempted.

The latest survey is available to view on the Conservancy's website: www.conservancy.co.uk

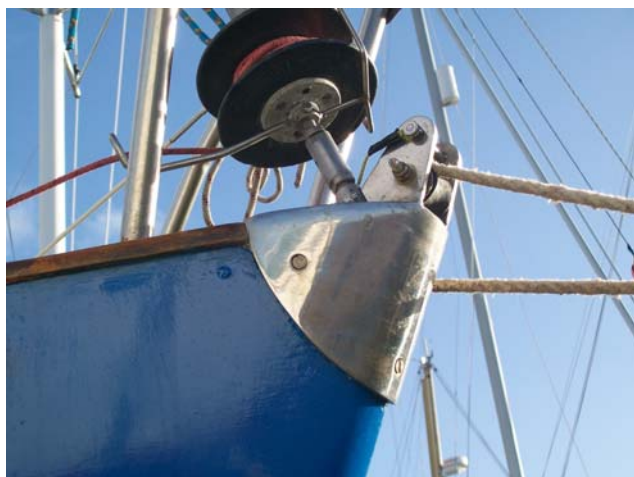


STEMHEAD REPAIRS

Have you had any problems with your bronze stemhead fitting?

Ian Atkinson (*Orla*) reports: "My stemhead had to be replaced due to the elongation of the holes (both port and starboard) to which the forestay attaches. It was also lopsided due to an impact. The metal had actually fractured above the hole from which the roller furling operated best. A guy repaired the holes with (I guess) brazing. But this only lasted a season.

"I eventually had a copy made in 316 stainless steel (which should be infinitely repairable). It is quite a substantial bit of kit while still looking as elegant as the original. This cost about £250.00 but it was Hobson's choice.



Orla's new stainless steel bow fitting



Ian adds: "Some time later a fellow member at our club took the old bronze one to a workshop that he knew and they placed it in a kiln until it acquired the consistency of putty, then straightened the bend. They had trouble matching the metal to braze up with (apparently it's an alloy of aluminium and bronze). But they did the best they could with phosphor bronze."

Orla's original bronze fitting after repairs (below)



Orla's repaired bronze fitting is now for sale. Contact Ian Atkinson on 07864 858690 or ianatky.4borders@btinternet.com

Will Allen (*Shambles* No 186) reported: "I had a crack in my stemhead fitting which was caused by a collision (whilst on my mooring I hasten to add!) by another vessel. We have a very good fitter at work who tested a bronze welding rod (that he had spare) on the interior and this appeared to 'stick' OK. He then ground out the crack and filled it with said bronze rod and I am pleased to say all seems well. Fortunately the crack was on the port cheek and I have my forestay shackled to the starboard one which, luckily, is the better of the two."

Alternative designs: By the time *Orla* (no 215) was built the stemhead fitting seems to have grown longer tabs to accommodate a bow roller. Earlier ones had a shallower chain groove with no roller. The very earliest (like No 1's below) had a pair of fairleads and a central mounting for the pulpit.



TRIDENT OWNERS ASSOCIATION MINUTES OF THE ANNUAL GENERAL MEETING 2011

The 44th Annual General Meeting of the Trident Owner's Association was held on Saturday, 5th March at the Magpie Public House, 64, Thames Street, Sunbury, TW16 6AF at 12.30 hrs. 20 Members were in attendance.

Apologies for absence:

Apologies were received from Alan Edwards, John Yates, Alan Hill, Tom & Chris Dixon, Chris & Jill Lock, David Nuthall, Ian Purvis, Nigel Dyson and Ian Atkinson.

Commodore's Address:

Louis Milstead-Williamson welcomed members and thanked them for attending. He also thanked the members of the committee and area reps. for their work over the last year. He made particular mention of the people who organised the 50th Anniversary Celebrations.

Minutes of the Last AGM:

The Minutes of the 2010 AGM had been published and copies circulated at this meeting. There were no objections to them and it was proposed by Bob Doe and seconded by Rod Connah that they be signed as a true record. This was carried unanimously.

Matters Arising:

The problem of unpaid or under paid Subscriptions had been addressed and was now under control. The design for an anniversary tie had been agreed and a tie produced, as was evident from the number on show in the room.

Treasurer's Report:

Ray Docker reported: "I have, as in previous years, used a simplified method of accountancy when preparing this year's accounts. In essence I have not considered the cost/sale value of the Regalia since we do not set out to make a profit from these sales. We offer regalia as a service to members and the turnover is relatively small.

"The total assets of the TOA at the end of 2010 amounted to £3,585.35 of which £158.89 was in the Alliance & Leicester Current A/C and £2,892.78 was on deposit in the Alliance &

Leicester Community Instant Reserve A/C. The value of the Insignia held in stock was £379.42 (see notes to the regalia stock). Additional assets are represented by cash float held by the Regalia Officer.

"The Excess of **Expenditure/Income** is shown in the accounts as £75.83. Last year it was £1,097.00 but this included the purchase of a new photocopier, if the cost of the photocopier is extracted then last year the excess was £83.00.

Subscriptions remain our principal source of income at £1,436.00, a decrease of £18.00. This is largely attributable to the small number of resignations.

"It is interesting that when members subscriptions arrived in January 2011 a considerable proportion are still £8.00, not the 'new' rate of £10.00. And this despite all the good work of our secretary Tony who has written countless letters and e-mails to members.

"The newsletter costs are shown as £630 and I have estimated the newsletter postage as £283. As stated in previous, years it is difficult to make an exact allocation of postage and stationery expenses between Secretarial and Newsletter costs without detailed investigation which I do not consider necessary, as the only figure that really matters is their sum. I consider that the true cost of the newsletter and the associated postage is some £913. Last year it was £996.

"The interest from our Deposit account remained low during the year as a result of a low Bank Rate. Last year I anticipated that if the rate remained at its present level next year's income interest will be negligible, and this year it was £2.93. In past years the interest has been typically £150. The other items of expenditure are straightforward as I hope is the Balance Sheet (Appendix 1)."

Ray thanked Iris for all her help, and Tony for helping to sort out the payment of subscriptions and the Membership List. Also for his entertaining e-mails!

It was proposed by Chris Tabor and seconded by Jack Miller that the Accounts be approved. This was carried unanimously.

Secretary's Report:

The Secretary Reported that there were approximately 111 boats in the Association, 16



less than last year. This was largely due to the purge on non paying 'members' which had taken place. It was encouraging to note, however, that new members were restoring four boats including number 3 *Pollyanna*, and number 4 *East Wind*.

It was pointed out that it was difficult to be certain of the exact number of boats in the Association as people often sold their boats and did not inform us. The secretary asked that members please inform him when boats are sold so that we can at least get in touch with the new owners and make them aware of the Association.

The position regarding subscriptions this year was much improved, with most members paying on time. There were, however, some members still having to be chased for not paying or underpaying their subs.

There was concern that as rallies were no longer popular the role of area representatives was perhaps unclear. A survey of the members would be made to find what they wanted from an area Rep.

It was reported that the Boat Data Base had been revised and brought up to date and would shortly be available, details to be in Trident News. A new database showing the distribution of boats would be produced to replace the old map.

Communications Report:

A report on the publication of Trident News and on the Website is reproduced as Appendix 2. Bob Doe also thanked Chris Tabor for all his work in printing and distributing *Trident News* and for his efforts in keeping the costs down. Thanks were also given to John Williams for his continuing work on the Association Website.

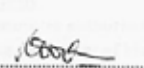
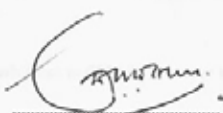
Election of the Committee.

The Following members were resigning from the Committee: Ray Docker, David Nuthall and Howard Orrom. The remaining members wish to continue and stand for re-election.

Alan Edwards was proposed as Treasurer by Ray Docker, seconded by Lou Milstead-Williamson.

Nigel Dyson is proposed as Southwest Rep by David Nuthall, seconded by Ian Purvis.

John Paysden has volunteered to be our Irish

TRIDENT OWNERS ASSOCIATION				
Income and Expenditure Account 2010				
Income				
Subscriptions	£1436.00	(1454.00)	See Note 1	
Sale of regalia	£ 262.87			
AGM Lunch	£ 341.05	(313.95)		
Misc	£ 17.53			
Donation	£ 10.00			
Interest on deposit a/c	£ 2.93	(3.61)		
	<u>£2070.38</u>			
Expenditure				
Newsletter costs	£630.64	(779.54)		
Postage	£387.83	(422.59)	See Note 2	
Regalia	£190.64			
Stationary	£113.34			
Web Expenses	£ 41.19			
Auditors fee	£ 25.00			
Meetings				
50 th Anniversary	£ 134.87			
East coast laying up supper	£ 119.85	(73.11)	See Note 3	
AGM Lunch	£ 418.90			
Presentations	<u>£ 83.95</u>			
	<u>£2146.21</u>			
Excess of Expenditure over Income £ 75.83 (1097.71)				
Balance and stock at 31.12.2010				
Balances at bank				
Current account	£ 158.89	(171.91)		
Deposit account	<u>£ 2892.78</u>	(2889.85)		
	£ 3051.67			
Cheques issued but not presented	<u>£ 65.74</u>			
Balance at Bank	£ 2985.93	£ 2895.93	(3061.76)	
Stock holding at cost	£ 379.42		See Note 4	
Regalia officer Cash Float	<u>£ 220.00</u>		See Note 5	
Total Assets	<u>£ 3585.35</u>		(3594.31)	
<div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">  R.T. Docker (Hon Treasurer) </div> <div style="text-align: center;">  G. Mortley (Hon Auditor) </div> </div>				

Appendix 1: Balance Sheet 2010

Rep. and was proposed by Tony Furminger, seconded by Chris Tabor.

The position of East Coast Rep. was not filled.

The above were submitted according to the Rules but as the names had not been published a vote would be taken to elect them. Unless there were any objections to any candidate a single vote to elect the Committee would be taken. Such a vote was proposed by Jon Reed and seconded by Jack Miller. The vote to elect the committee was unanimous.

Regional Reports:

There was just one report, by Jack Miller the South Coast Representative. Jack said that the 50th Anniversary Party had been a great success, but that there was no enthusiasm for rallies. He wondered if a single 'get together' like the anniversary organised well in advance at more or less the same time each year might be better received.

Any Other Business:

Change of signatories: It was proposed by Lou Milstead-Williamson and seconded by Tony Furminger that Ray Docker's name be removed from the list of signatories and Alan Edwards name be added. This was carried unanimously.

Votes of thanks: It was proposed by John Yates and seconded by Tony Furminger that a vote of thanks be given to Bob and Jan Doe for the exceptional work they have done on the website and Trident News over the past year. This was carried unanimously. Bob replied that they did it because they enjoyed it.

A vote of thanks to the retiring members of the committee for all the work they have done over the years was proposed by Marian Quantrell and seconded by Bob Doe. This was carried unanimously

Doug Waller thanked members for all the support, cards, and good wishes he had received while in hospital. He was sorry to have missed the East Coast Laying Up Supper and thanked Shirley for standing-in for him. He said that he would continue to be involved with the supper for as long as possible but some help with this would be appreciated. This year's supper would be on Saturday, 29th October and we still have the goodwill of Chelmsford Golf Club. Doug said that even when he was arranging rallies there were always two people who came, Shirley and him! It was hard work to get others involved.

Tony Furminger said that this would be his last year as secretary

Presentations:

The Marcon Trophy winner for 2010 was Ian Atkinson. Unfortunately having just had a small operation on his hand he was unable to collect it. It was arranged for Chris Tabor to deliver the trophy to him. The Commodore thanked Doug for his comments. He said he was proud to be Commodore of this group of people enjoying our

sailing and our time together. He closed the meeting at 1314.

Hazel Hanks

Appendix 2: The Editors' reports

1. **Trident News:** As usual we have had 4 issues of *Trident News*. Each was produced and posted according to the agreed schedule (Feb, May, August and November). The fact we always met these deadlines was due to the dedication of Chris Tabor and his family who undertake all the hard work involved in printing and distributing the newsletter. In the process, Chris saves the association a great deal of money over the cost of commercial printing. And recently he has even managed to negotiate cheaper bulk postage rates through family contacts.

Production: Chris produces and collates the black and white pages on the TOA photocopier. The colour pages are produced commercially. As each colour page costs about fifteen times as much as a black and white one, we are limited in the amount of colour we can use. This year we produced 98 pages of *Trident News* in all, 11 in colour.

Content: Ideas for improving the contents of Trident News are always very welcome. And I am very grateful to all those who have made contributions to the newsletter this year, especially those submitting Marcon logs. Thank you.

Bob Doe

2. **TOA Online activities:** Last year the AGM agreed that I should become responsible for managing the editorial content of www.trident24.com with John Williams continuing to be responsible for the technical aspects of maintaining the site. The TOA should thank John for continuing to keep the association online in spite of the fact that he has sold his Trident and has many other calls on his time.

Public pages: Since last year's AGM almost all the pages of the website have been revised and a number of additional pages have been posted on the public side of the site with the aim of increasing interest in the Trident and the TOA. There are now 13 Marcon Trophy winning logs publicly available on the site, a sample issue of *Trident News*, information on the TOA and an application form for membership. In addition about 100 more pictures have been posted in the Trident Images section, including photographs of different engines fitted to Tridents and various

improvements and modifications carried out by members.

Events: In addition all TOA events have been flagged up in the new Events section before they happened and reported upon afterwards, with photographs when available. This works especially well when those organising or attending events think about how they are going to be publicised, take pictures at the event and send a few words about who was there etc.

Members-Only: Access to the members' area has been simplified with a single log-in for all members. The members' area content has been enhanced with:

- Back numbers of *Trident News*
- The Trident sail plan
- The collection of articles that have appeared on the *History of the Trident*
- David Rudling's account of crossing of the Atlantic in a Trident
- Copies of various Marcon brochures for the Trident
- An on-line version of the current *Trident Owners Manual*
- The Marcon kit assembly manual
- The 50th Anniversary Trident Album (which currently includes photographs of about 160 different Tridents)

Facebook: In addition, we have set up a Trident 24 Facebook page. Its purpose is:

- To deter anyone else from setting up an alternative to the TOA via Facebook
- To promote the Trident 24 and TOA activities to members and non-members

Jan Doe

3. Future publishing

The original *Trident Owners Manual* was first published in 1982. It has since been modified but lacks much of the collective wisdom of Trident owners that has accrued over the past 29 years. A revised and updated Manual is long overdue. To try to assess the scale of the job, Jon Reed has undertaken the massive task of reviewing all the practical articles that have appeared in *Trident News*. The results show there is a large amount of useful information which TOA members need to be able to access; probably three or four times as much as appeared in the original *Trident Owners Manual*. Simply adding it all to the existing manual would produce a document that would be both

unwieldy to use and too costly to print and distribute. So we are now experimenting with various ways of indexing and cataloguing this encyclopaedic knowledge about Tridents so that members can find what they need to know and affordable ways of making it available to members when they do need to know it.

One way would be to place it all on a searchable website available to TOA members. An experimental site is being trialled to see if this is feasible. It is still work in progress but we are now at the stage where it would be useful for TOA members to look at what has been done and to make suggestions about how it might be improved. You can see the trial site here: www.tridentmanual.wordpress.com.

Once all the material has been assembled, it may suggest the need for new printed TOA publications. These might include:

- A new Trident Owners Handbook to replace the existing manual to provide basic information and advice on Trident Ownership for new members.
- Information booklets on specific subjects.

Bob Doe



TRIDENTS FOR SALE

Roamer No 67: Triple Keel One owner very good condition. Marine ply decks and cabin glassed over. Epoxied. Cockpit hatch access to shaft. Cabins lined 4mm marine ply. Good sails and chute. Roller headsail. All windows and ports replaced. Depth sounder and VHF. New toilet. Yanmar 9hp. Four-wheel trailer. New Milton, Hants. £5,000 Contact Mitch Mitchell on 01425 619710

Belle Chasse No 53: Usual sails plus Spinnaker, Storm Jib, and Trisail. Vire 6hp two stroke engine. Usual inventory and instruments. Mast and rigging replaced about 5 years ago. Lying Lincolnshire Fair condition. £3,500 Eric Bowell 01778 424517

Webfoot No 216: 1976 centreplate, moulded ply cabin top for extra headroom. Good set of sails usual instruments & VHF. Kemps Marina, River Itchen. In need of much TLC £1,000. Alan Terry 02380 392750 or 0776 944412.

To advertise your Trident free here and on the website: contact the editor (address on page 2).

I KNOW WHAT heaven is like, I've been there. We locked out of Flushing, which is aptly named seeing that we were flushed out with a bundle of barges and a score of yachts, straight into the Westerschelde, wind-over-tide and a sea like a field of bricks. We motor-sailed bang, bang, bang for hours, spray and breakfasts flying and a North Sea crossing to come. That bit was hell rather than heaven or a pretty vile spell of purgatory. A 'purging' it surely was.

The day ground on. We dropped the land astern, which is to say that the murk diluted into uniform grot but at least the sea eased and *Tinker Liz* picked up the tune and fell into step; I put her on the steering vane.

By dusk, we were over the humps and bumps and I could see Noord Hinder giving me the eye, two every ten seconds under the foot of the jib. Joyce didn't want any supper so I let her sleep, she'd had a rough day. I had a dose of Scotch then some soup and wuffed some bread, then I sailed into heaven.

There was a full moon, the breeze came aft force four on the beam and the little yacht stretched, reached forward and started to go. It wasn't that fast, five touching an occasional six knots maybe, but she purred, no thump, no splash, she just lay curve-to-curve and wash-to-wake, one with the other like young lovers lying together under the moon.

The sea softened into silk sheets. Hour after hour she slipped along with the vane nudging her and the phosphorescence bursting in fireworks from

The Beam Reach

A night to remember

By Des Sleightholme, former editor of *Yachting Monthly* who once owned *Tinker Liz* No 17. This is the final chapter of Des's last book, published posthumously after his death in 2003.



rudder and keel. Should I wake Joyce so that she could know the marvel of it? She snored very softly and swayed to the gentle roll. No, best not.

The moon rose to her apogee, and began her long descent down the starry staircase. A few ships lumbered by. I felt no weariness, my pipe smoked sweetly and the bow and stern waves whispered and tinkled. Now and again the prop began turning thud, thud, thud, then, abashed by its mechanical temerity, it would fall silent again.

The myriad buoy lights of the southern North Sea were like fireflies on a summer's night. How often did I brew a mug of tea that long night? Each tasted sweeter than the last - feet up, pipe going, swing and sway with that old moon trailing a silver serpent athwart our way.

The night melted and astern the sky split in a golden rend, then orange and mary-blue and the dawn came up. I had expected to see a lightship ahead, I needed to see it. We had crossed the tail of the Galloper, seen Outer Gabbard but where was the Sunk?

A sour note after such a sail, a small worry but I need not have worried for this was a magic night. The Sunk Lightship was hidden from my view by the service vessel that lay alongside her.

Joyce stuck a mug of tea into my fist.

"You should have called me!" she said.

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