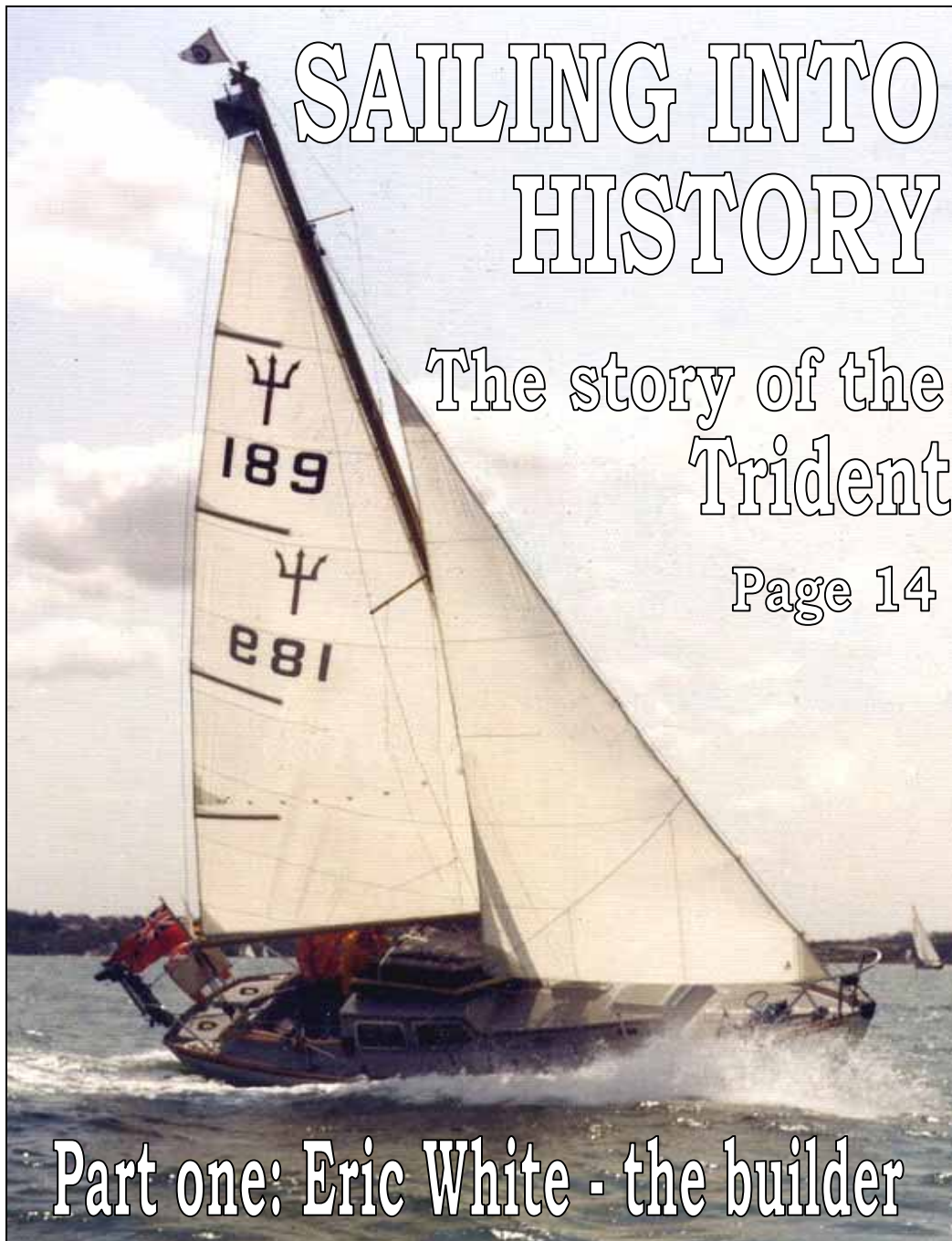


TRIDENT NEWS

Newsletter of the
Trident Owners' Association
Vol 43 No 1 February 2009



SAILING INTO HISTORY

The story of the Trident

Page 14

Part one: Eric White - the builder



WELCOME ABOARD!

New series on members' boats page 8



TRIDENT NEWS

NEWSLETTER OF THE TRIDENT OWNERS' ASSOCIATION

TOA COMMITTEE AND OFFICERS

Names and addresses of officers available to members only

Contact the TOA through the Hon Sec:

Tony Furminger
72 Lea Vale
Crayford
Kent
DA1 4DL

01322 554885

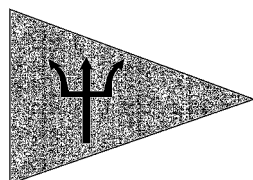
trident24@ntlworld.com



Trident Owners' Association Online:

The Trident Owners' Association website at <http://www.trident24.com/> promotes the association and provides a discussion board, a gallery of Trident photographs, items for sale and wanted and various reference documents for Trident owners including back issues of Trident News. Contact Webmaster John Williams on John@trident24.com Tel +31(0) 35 524 7707 or 07738 008542. Currently, 83 Trident owners also keep in touch through the e-mail Trident24 Yahoo newsgroup. To sign up for this newsgroup contact: daniel.eugenio@btinternet.com .

TOA REGALIA



Burgee £11.50

Tie	£6.00
Enamel brooch	£3.00
Sweatshirt*	£12.75
Teeshirt*	£8.75
Poloshirt*	£11.75
Baseball hat*	£4.75
Quartered rugby shirt**	£21.00



Car Sticker 79p

Postage included. Please send orders and a cheque payable to TOA to Chris Tabor (address above)

*Please specify colour: navy/royal blue/jade/red.grey/oatmeal/white/burgundy

** Please specify colours: navy/burgundy or jade or white, red/black or bottle, black/gold

FOR ALL I KNOW, there are Trident owners today who were not even born the last time I edited Trident News. That was soon after we bought our first Trident *Eleanor* 30 years ago (about the time this picture was taken, I expect you are thinking). I did it then for seven years until we exchanged *Eleanor* for a bigger boat to accommodate our growing family of three boys. They are grown up now (or older at least) so we have returned to our first love with *Lottie*, no 184. Trident News was always great fun to do. I struggled to produce it then on an old manual typewriter, though the glue I used to paste articles onto the pages helped keep me cheerful. Now I'm getting to grips with desktop publishing - and have to make do with Ovaltine. Do please send me comments or ideas to improve on the looks, readability and content of this first effort.



EDITORIAL

I KNOW WHAT you are all thinking. Will this new editor publish that piece about your nifty modification or last year's mini-cruise? Well, yes. He will - with pleasure. And one of the best ways to support your Trident News is to enter the Marcon log competition because, over the years, it has provided a fabulous fund of up-to-date cruising stories. I'm also keen to get more colour pictures in and badly need good shots of Tridents under sail if you have any.

EVEN I WON the Marcon log competition once for a trip all the way across the Solent. Entries were a bit light that year. But it shows you don't have to complete an epic voyage to win this beautiful trophy. I know the weather was bad last year. Isn't it always? As Des Sleightholme, former Trident-owner and at one-time editor of *Yachting Monthly*, recalled in one of his books:

*Dirty days hath September
April, June and November.
From January to May,
It raineth every day.
All the rest hath thirty-one
Without a bloody gleam of sun
And if any of them had two and thirty
They'd be just as wet and twice as dirty.*

THE JUDGE who took pity on my puny entry for the trophy that year was Eric White, the original builder of the Trident. Eric features prominently in the first part of the History of the Trident which starts on page 14. I am indebted to all of you who have contributed to these gleanings. When you read them, bear in mind they are only really a first draft: work in progress. Like fitting-out, the Trident history will never be finished. As we go on collecting information, it will have to be revised. Part two, introducing the inspired designer of the Trident, Alan Hill, will follow in the next issue. Later episodes will cover the heroes of the owners'

association, the yachting press's verdicts on the class, epic voyages made in the Trident and variants like the junk-rigged and yawl versions.

JELLY FISH the size of dustbin lids, pilot whales, dolphins, the odd seal and a wide range of waders and seabirds are among the creatures that have added to the enjoyment our South Coast sailing area over the years. They remind me how lucky I am to be sailing in the natural world - in the wilderness that lurks just off the beach. I like to think that an environment that is good for such creatures must also be one that is good for us. Jan and I had a startling encounter this autumn which you can read about on page 20. And it made me wonder if other Trident owners find wildlife adds an extra thrill to their sailing. If so, I hope you will let me know about the usual or unusual sightings in your cruising area and we'll publish them here.

WELCOME ABOARD! (page 8) is a new series I'm going to try to include in every issue. The idea is to look at how and where members use their boats. Dave and Marian Quantrell's beautiful *Pai Nai* will be a hard act to follow. But this is not a *concours d'elegance*. Just a peep at the many and different practical ways members improve their boats and the areas in which they sail them. Volunteers are welcome but if I don't get any I'll be welcoming myself aboard a boat near you sometime soon.

Bob Doe

WELL, THE FESTIVE season is over and I would like to wish you all a Happy New Year - and a very warm welcome to all our new members. We are all looking forward to a new season, after the fitting-out work has been completed of course, although at the moment with this bitterly cold weather there is not much enthusiasm for fitting-out. As we are having an unusually cold winter - one could say a "proper" winter - could it be that we are in for a "proper" summer? Let's hope so.

THE FIRST IMPORTANT task for all of you to consider is your log entry for the Marcon Trophy. I know 2008 was pretty disappointing for most of us but there must be a few interesting trips achieved, even if only short ones. So do please give it a try. Your entries should be sent to Chris Tabor by the 15 February. The Trophy will be presented at the AGM on Saturday 7 March at The Magpie, Sunbury-on-Thames. Please try to come to the AGM this year. Unfortunately numbers have dropped off in the last few years. I am prepared only to stand for one more year as your

COMMODORE'S COMMUNIQUE



Commodore. I will then have completed 3 years and feel it is important that other members come forward to take on this position to keep the

Association fresh. We are in need of a South Coast Representative also so please give this some thought and contact Chris Tabor or myself if you are interested. You are only expected to organise the odd rally or two and a laying up and fitting out get-together.

I WAS THRILLED to spend an extremely enjoyable lunch time in the company of the South West Trident owners at their lay-up lunch in November. Chris Tabor drove

Dave and myself down to The Globe Inn at Sampford Peverell (with sleet on the way at Axminster!) to meet up with members, most of whom I had not met before: 13 of us enjoyed the superb carvery in a lovely cosy atmosphere as the pub had just been decorated for Christmas. It was an excellent venue with an interesting canal at the back of the pub. But it was bitterly cold that day and getting late when we departed so we left investigating the canal for the summer. A big thank you to Dave Nuthall for arranging

this event, which he has done for several years. I hope I will be able to join you again this year, and thank you Chris for the taxi service.

I understand the East Coast laying-up dinner was also well attended. Thank you Doug for organising it once again.

All that is left for me to say is happy fitting out and don't forget those Marcon Trophy log entries. My kindest regards to you all. □

Marian Quantrell



South West laying-up lunch:(left to right) Eleanor & Dave Nutall, Jennifer & Ian Purvis, Dave & Marian Quantrell, Sandra & Chris Lewis, Nigel & Lynn Dyson

SECRETARY'S SIGNALS

ONCE A TRIDENT owner forever a Trident enthusiast. OK, I know I don't own a Trident now, or even sail much, but I still have eyes for that traditional shape and anything to do with Tridents.

I was chatting to Jim Long (*AdelaideNo 200*) the other evening and he drew my attention to a new publication. A sailing book, of course. 'Sailing Alone across the Atlantic (A Pensioners Tale)' written by a former TOA member Trevor Wilson.

Older members may remember me mentioning that one of our members had to abandon his Trident *Ozama* in the Atlantic back in 2000. *Ozama* means 'deep water.' It was a Sunday morning and I had a phone call from Trevor's brother, Morris to say that Trevor had been rescued by a Cypriot bulk carrier in the Atlantic.

During a storm his rudder had parted from the stock and unable to steer he put out a Mayday on VHF. The Cypriot ship had diverted from his planned course to avoid a storm and in doing so picked up Trevor's emergency signal. Conditions at sea meant *Ozama* had to be abandoned but Trevor was lifted aboard and taken to the ship's destination in West Africa.

Trevor has since had two more attempts, eventually landing in Brazil. The successful crossing was made in a 27foot Cutlass called *Mykon*, another Marcon boat so sister ship to the Trident. As yet, I haven't received the book so can provide no more details.

THERE HAS ALREADY BEEN at least one transatlantic crossing in a Trident. In 1992, David Rudling took *Dawn Treader* his fin-keeler across, landing in St. Lucia. Incidentally, Chris and Sandra Lewis spotted her when they visited St Lucia. David sold the boat there and returned to England to settle down and get married. The Rudlings sailed a long-keeled yacht from the southcoast until the children came along. Then they downsized to another Trident, this time a bilge-keeler which they sailed as a family out of the River Hamble.



TALKING ABOUT BOOKS, I don't suppose anyone has a copy, or knows where I can get a copy of 'Trident to Santander,' by Peter Howarth. He owned *Springer* a triple-keeler from 1992- 95. And I still can't find my copies of 'The Rolex Murder' or 'Struggle for a Boat' by Mitch.

I LOOK FORWARD to seeing you at the AGM at Sunbury, along with, hopefully, a few new faces. Best wishes for the 2009 sailing season and how about making a few notes on last year's cruise for the Marcon Trophy. Please send your entry to me by February 15.

A VERY WARM WELCOME to the following new members:

Michael Aarons with *Windana* sailing out of Hullbridge.

Ruth Carter with *Sula* on the River Exe.

Allan Mackay with *Apache* at Dysart in Fife.

The Sea Cadets of TS Osborne of Cowes, Isle of Wight with *Dandra*. (Colin and Tricia Barton very generously donated *Dandra* to them).

Nigel Dyson has changed his email address to lynnandnigel@gmail.com. Tom and Amanda De Saulles have resigned their membership.

TRIDENT FOR SALE: Martin Regan tells me he is reluctantly selling his boat. The details are as follows:

Sweet Safran: No 203 bilge keeler. Vetus twin 10.5hp diesel, stainless steel fuel tank, maintenance free stern gland, twin bilge pumps, Garmin 550 chart plotter(2008), Garmin 72 (2007) autopilot, NASA VHF & log, solar charging, twin burner cooker (2006), twin gas bottles, gas alarm, spraydodgers and hood (2008) six sails (Main, genoa and chute renewed in last five years), Facnor r reefing, 3 dinghies including Avon Redcrest, Johnson 3hp outboard, stainless steel A-frame, 30m chain, 3 anchors, anchor winch, cockpit covers, boarding ladder, boom tent, lazy jacks, sail cover. Photographs can be seen on the TOA website gallery pages at www.trident24.com Price £7,250 ovno. Ashore Canvey Island, Essex. Contact Martin Regan 01702 475854 mregan88@sky.com

Chris Tabor

Trailer-sailing a Trident to Scotland

CRUISING

THE TRIDENT may not seem like the ideal trailer-sailer. But it is a feasible one, as David Nisbet, who once owned Trident No 17, *Tinker Liz*, demonstrated many times. David lived in North Lincolnshire and sailed under the burgee of the Humber Yawl Club. But in the late sixties he contributed several articles to *Yachting Monthly* and *Practical Boat Owner* about his trail-sail cruises which included Denmark, Holland and the West Coast of Scotland.

In *PBO* no 20 (August 1968) he wrote about his second trail-sail cruise to Scotland with his wife Betty. He wrote: "Trailing a largish boat is no more difficult than trailing a dinghy – we have done both. But it must be said that the trailer and towing vehicle must be suitable for coping with the load involved."

Tinker Liz's trailer was homemade "using tubular steel for the main members and four close-coupled wheels with Flexitor suspension units." Presumably it had brakes but the article did not mention them. Boat, trailer and cruising gear weighed two and a half tons and to tow this the Nisbets hired a Land Rover.

They launched at Greenock on the Clyde, 300 miles from home covered in just over 10 hours. They chose Greenock because the harbour was well supplied with cranes. "We always use a crane to launch and recover. The convenience is well worth the cost involved." That cost (in 1968) was 30 shillings (£1.50) for half an hour.

The previous year David and Betty had cruised to Tobermory on the Isle of Mull. This time they planned a southerly circuit to Arran, Kintyre, Islay and Colonsay. They chose May and June, the months reputed to be the kindest in these parts, and promising long hours of daylight. David recalls reading in the cockpit at 2300.



Tinker Liz's home-built tubular steel trailer

They first sailed down the Clyde to Largs in a heatwave, enjoying the Scottish scenery. "As we

tacked our way southwards we wondered why, having been born and bred in these lovely surroundings, we had exchanged them for flat Lincolnshire. But you cannot live on beauty!"

Finding the moorings at Largs too exposed, they decided to anchor at Millport. But they were plagued by small hire craft and eventually moved over to the island of Little Cumbrae

"where the only sound was the lap-lapping of the wavelets on the hull and the peep-peeping of the oystercatchers on the rocky foreshore. Anchoring is the rule on this coast and soundings can be deep." He recommended no less than 20 fathoms of chain for the main anchor. A 20lb CQR "performed perfectly. But

there is a lot of seaweed in these parts and Fisherman type is popular among local yachtsmen. Also, for peace of mind, a second anchor with an equally long warp should be carried for when it blows, it blows hard!"

Not the next day though. *En route* to the Isle of Arran they caught two fine cod and, becalmed, they rafted up with a cruising companion to enjoy a fish lunch. Eventually reaching Lamlash Bay they settled for the night. Or so they thought. "This anchorage is prone to swell coming in from seaward. We discovered this in the middle of the night when we had to get up and move into the lee of Holy Island."

Sailing to Cambeltown on the Kintyre peninsular, the heat became so great they plugged their cockpit drains and ladled in buckets of water to paddle in. "Cambeltown Loch is a natural anchorage but yachts can lie alongside in the old harbour." And in spite of its isolation, the Nisbets reported good shopping – and two distilleries. "That evening we had baths in one of the local hotels; a service many hotels

on the West Coast give to yachtsmen for a few shillings including towel.”

East Tarbert, “undoubtedly one of the gems of the West Coast”, was a lovely little fishing port and completely sheltered anchorage. “Here one can lie peacefully and watch the seemingly everlasting coming and going of yachts and fishing boats.” Even the shops stocked chandlery and “no one should leave Tarbert without tasting the locally smoked kippers”. Boxes could be despatched to envious friends back home.

After a lazy make-and-mend day at Tarbert, the Nisbet’s made their way to Ardrishaig and the Crinan Canal. Nine miles long and with 15 locks to raise it 65 feet above sea level, the canal was completed in 1801 to provide a route up and down the West Coast without having to sail round the Mull of Kintyre. The passage can take 4-5 hours and David warns of turbulence in the locks. “There are a lot of brown trout in the canal so a spinner over the stern could be rewarding”. Mooring along the canal was permitted though the banks were rough stone and midges a pest.

Tayvallich, their next port of call, is on Loch Sween: “a lovely sheltered loch with so many islets and inlets that one could easily while away a couple of weeks in a cruising boat or a dinghy exploring them.” Craighouse on Jura provided another “away from it all” anchorage and the next day they set off for Colonsay via the Sound of Islay where a brief stop at Port Askaig cost them their tide and they had to motorsail to their anchorage off Scalasaig.

They planned to spend the next day in the Colonsay tropical gardens but a threatened break in the weather urged them on to Oban with “a fresh south-westerly building up a heavy following sea”. They sped back to the mainland covering 32 miles in six hours: “This was the first time *Tinker Liz* had sailed in such conditions and I was impressed by the way she performed.”

Oban was “not a peaceful place at the best of times” due to the continual coming and going of fishing boats”. It was also open to the swell and the Nisbets soon moved across the bay to shelter in Horseshoe Bay on Kerrera Island. Their track back to Crinan took

them through Cuan Sound “where tides can reach 7 knots” and Dhorus Mhor “where several currents meet to produce a series of bubbling, rippling and swirling waters.” After a night at Ardfern in Loch Craignish they spent the weekend at Crinan watching the comings and goings and listening to the tales spun by the two venerable lock-keepers, Archie and George.

Monday saw them traversing the hillside canal again and a night spent at Tarbert before making for Port Bannatyne via the Kyles of Bute, the narrow sound between the mainland and Isle of Bute. “This area is the epitome of the beauty of Scottish scenery and undoubtedly the best appreciation of it is to be had from the deck of a yacht, especially if blessed by a spanking breeze and a blue sparkling sea as we were.”

Unsettled weather – and an upset tummy due to a surfeit of fresh mackerel – kept them in port next day. The following morning brought an exciting sail back across the Clyde to Greenock where *Tinker Liz* was soon restored to her wheels, having sailed 315 miles in three weeks. □



WELCOME ABOARD!

PAI NAI

No 170

by Marian Quantrell

OUR LOVE AFFAIR with Pai Nai began in December 1989 although she had been “courted” for a few years before that. She belonged to a friend and fellow yacht club member and we used to join in the evening races at Marchwood Yacht Club. We were racing one evening in our Foxcub 18 when Pai Nai overtook us and I clearly remember Dave saying “that’s our next boat”. Sure enough, she came up for sale and the deal was done. Needless to say, we have stayed faithful to her for the past 19 years and joined the TOA shortly after buying her. She certainly proved to be a good racer, her name appears on many trophies at the club, in 1990, 91(4 trophies), 92, 93, 94, 95, 96, 97, 98 (3 trophies), 99, 2001 and 2004, not a bad record for a boat built in 1970 and racing against far more lightweight and sleeker designs. Her home port is at the top of Southampton Water at Marchwood Yacht Club. So our local cruising

ground covers as far as Chichester to the East, the Solent and Isle of Wight, and Poole Harbour to the West. We are really spoilt for choice for anchorages and harbours. No matter what the wind direction we can always get somewhere. As we are now in our retirement we prefer to cruise mid-week as much as possible but even before our retirement we would try to spend as many weekends aboard during the sailing season as possible and of course our main summer holiday.

OUR HIGHLIGHT as owners of Pai Nai has to be the year I joined Dave in retirement and we could do what we had dreamed of for years, going off on an extended cruise of 5 weeks to North Brittany in 2005 and again in 2006. We had crossed the Channel on many occasions before on 2-3 week summer holidays visiting Cherbourg, St. Vaast and the Channel Islands. But not having the restrictions of

going back to work made such a difference. And we were so blessed with exceptionally good weather in both years that we just kept exploring. Pontrioux, Treguier and a delightful little marina up the River Rance at Plouer-sur-Rance I suppose have to be my favourites in Brittany and as for our home waters, well it is difficult to choose but Newtown and Bembridge on the IOW rate pretty highly.

HE WAS IN pretty good condition both inside and out when we bought her but Dave being a carpenter soon had to track down half a teak forest and start improving her looks down below. This he did and what a fantastic job he made of it and the result is for all to see. Any surface that could be covered in teak, was. I just love inviting people down below to see his work. One improvement which made quite a big difference was to make a new door for the bulkhead between the heads and the forecabin. This also

doubles as the wet locker door. Dave also made the doorway between the main cabin and the heads bigger (see front cover picture). As we are the only ones living aboard we make do with a curtain across this doorway when occupying the heads. A new folding leaf table was also made. The headlining in the main cabin is panels of vinyl-coated plywood held in place with teak batons. Grab posts were very important when moving around the cabin in not so perfect conditions so these were made and fixed to the half bulkheads either side of the galley.

Dave took off those horrible slatted seats in the cockpit, which left ridges where you didn't want ridges, and made new cockpit locker seats. The wood on the slatted seats was cut into 100's of little squares to make the cockpit grating. The cockpit combing was also replaced and a new tiller fashioned from laminated Teak and Ash.

When we bought Pai Nai she still had the Vire petrol engine. But after several occasions when it let us down in the most confined spaces, it had to go. In 1994 we replaced it with a Yanmar 1GM10 diesel. In 1995 we fitted roller furling on the genoa and last season modified the mainsail to loose footed but as we did hardly any sailing last summer we can't really say how effective it is. The previous owner made one modification to her below the water line by adding another 9 inches length to the rudder. This does improve her performance. A friend who bought the Trident Ayuya has also done the same. ⇒



Grab post, a "forest of teak" on every surface and improved cockpit seats

WE HAVE KEPT UP with some of the technology: a chart plotter for our cruising to Brittany was a must and worth every penny and we would not be without it. We have had the GPS for years, but we don't have any Radar. We have a two-battery bank located under the step on the engine box and a 5 gall stainless steel fuel tank next to the bulkhead in the starboard cockpit locker. Two gas bottles for the cooker are carried in the stern lazarette and the water supply is a 6-gallon container in the port cockpit locker pumped by hand to the sink. We also carry extra containers for water; that keeps us going for 3 or 4 days. We carry a small Butane portable gas heater. Its very neat, only weighs 2.6 kg and sits on the engine box when needed for those chilly early and late season days.

We have excellent facilities at Marchwood: deep water moorings, pontoons and lifting facilities. She is a fin-keeler and spends her winter laid up on a cradle. We are so lucky, it's only a 10 minute drive from home to the club.

I think you might have guessed we are passionate about Pai Nai, she has looked after us well over the



Pai Nai's hood bridge, hatch garage and lines led to mast

years and I like to think we have looked after her. Our days of long cross Channel trips are probably over. A more relaxed kind of pottering is more likely in the future - maybe another cruise to the West Country having failed to make it the last 2 seasons.

We have so many happy memories of life aboard Pai Nai and through her the many friends we have made in the TOA. We have never had eyes for anything else, she is simply the best.

Marian Quantrell

WELCOME ABOARD!

A new series looking at members' boats and how they use them. If you have a story to tell, contact Bob Doe

CRUISING CHUTE FOR A TRIDENT

What will it cost? What will you get?



WHEN THE TRIDENT was designed there was no such thing as a cruising chute. So there is no standard-sized sail on the sailplan. As a result, what you

get when you order a Trident cruising chute may vary in weight, size and shape according to the ideas of different sailmakers. And the price could be anywhere between £269 and £790. Common to all chutes are their light spinnaker-like rip-stop nylon material and asymmetric shape. Generally they are smaller than the equivalent spinnaker (typically 80-90% of the spinnaker area).

Three types (at least)

There appear to be three main styles – though different sailmakers use different terms for them. The most common (and cheapest) is generally known as a *Radial Head* (“the No 1 cruising chute choice for most situations” according to Kemp Sails). As you can see from the drawing, this has panels radiating from the head to provide the sail with fullness. But the bottom part is made up of horizontal panels. Different sailmakers appear to favour different proportions of the sail in the vertical radial section and bottom horizontal section. Arun states that “the radials extend to 65% of the luff to give optimum shape”.

Crusader’s information suggests their radials and

horizontals join halfway up the luff. Jeckells’ radial panels occupy only 40% of the luff. The radial head chute “may be set without a spinnaker pole on any point of sailing between close reach and square run,” according to Crusader who also say the sail (1oz cloth) is

suitable for apparent wind speeds of 0-18 knots [F4] reaching, 0-30 knots [F7] running.

Jeckells specify “wind strength up to force four and as close as 70 degrees off the bow” for their 1.5oz chute.

The *Tri-Radial* chute has panels radiating from each of the three corners “allowing the high wind loads to be taken along the warp yarns of the material keeping stretch and distortion to a minimum” according to Jeckells.

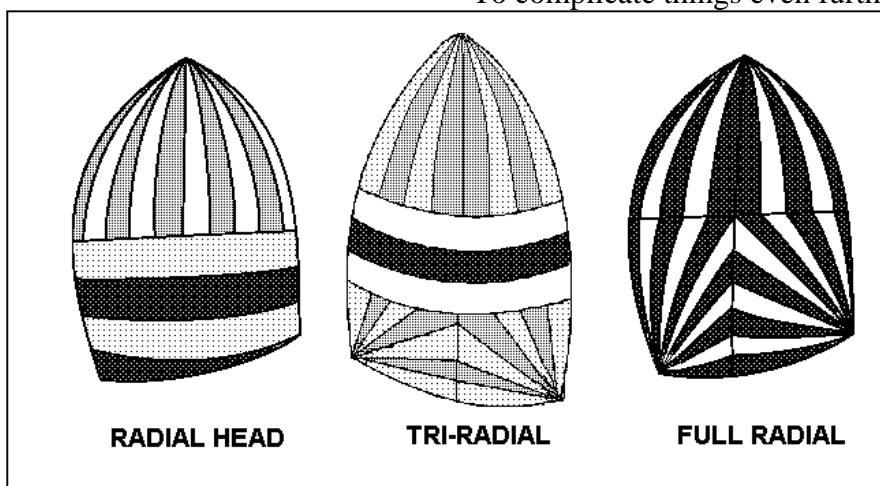
This is said to give better close wind performance and to be useable in higher winds. Chutes described as Tri-radials can also have horizontal panels through the centre as shown below.

Arun Sails say: “The Tri-radial spinnaker is cut flatter than the Radial head, with the emphasis on reaching rather than running.”

What Jeckells and Crusader call a Tri-radial however appears to have no horizontal panels and is what some other sailmakers call– the *Full Radial* (below) or *Full Tri-radial* or *Star Cut*.

Vertical panels

To complicate things even further, some



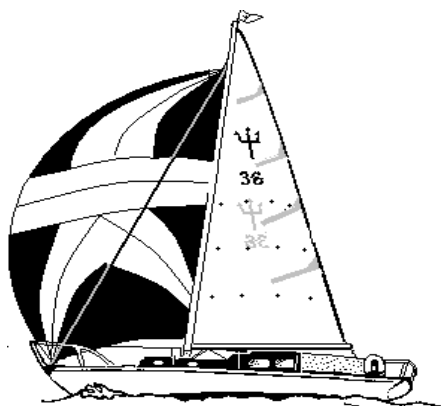
sailmakers insert vertical panels into radial sails and may call this the full radial. Dolphin Sails quoted for a “*Rocked Radial*”.

Their literature

says: “Dolphin rocked radial Cruising Chutes feature panels rocked in vertical orientation to allow the stronger warp fibres to align with the high load path in the sail. This provides the ultimate in shape holding, minimizing distortion and maximizing performance.” ⇔

“A GREAT ASSET”

Mark Maylin writes:



I bought a cruising chute from Kemp Sails for *Harmony* (Trident No 36) in 2006. It was easy to do as they are familiar with the Trident and knew exactly what was required (see small photo front page).

I bought this in preference to a spinnaker because I sail short handed most of the time and wanted to avoid buying lots of extra bits (up-hauls, down-hauls and poles etc).

The main advantage is that it is simple and easy to use. I shackle the halyard on just above the furling gear and I then have a simple 4:1 pulley system attached to the bow and leading back to the cockpit enabling me easily to adjust the tack - hauled in when closer to the wind and let free when off the wind. The whole thing is outside the jib and normally stays that way without any fuss.

I don't believe it is as fast as sailing with a spinnaker, certainly not downwind anyway but you can sail closer and in optimum conditions F 3-4, I get 2 knots more than with just white sails. 6.5 knots on a reach is fairly normal. Overall, I've been pleased with the cruising chute. I often pole it out with an improvised whisker pole when directly down wind and although it's not at its most efficient that way it makes a noticeable contribution to off-wind performance.

I think if racing is your thing a spinnaker is the better option. But for ease of handling, stowage and a little boost of speed, the cruising chute is a great asset.” MM ☐

⇒ Some lofts make it clear that the layout of the panels illustrated in their literature is only indicative and that the actual layout may differ from these. Presumably actual sail shapes vary according to whether you have a short, fat, hairy rig or a tall thin one. Tridents, with their relatively small foretriangle, may have different panels than shown on many plans. Best to ask.

Cloth weights

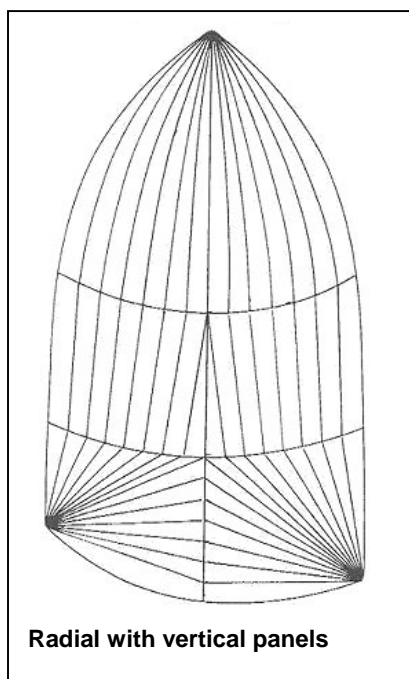
Three of the six sailmakers quoted for 0.75oz, ripstop nylon, one proposed to use 1.0 oz and two 1.5oz. Jeckells (1.5oz) say: “A cruising chute can be flown up to Force 4 or 4.5 depending on the sea conditions and of course your nerve! For this reason, we find a little additional strength and capacity in the cloth used is a very prudent approach.”

Kemp on the other hand suggest .75oz “as the boat is under 25 feet and also it will help in light airs [when] the 1.5oz will tend to just sit there.” So what weight you ask for probably depends on how and when you envisage using your chute (and your nerves, apparently).

Few quotes gave dimensions. So you may have little idea how much sail you are buying. Three gave sail areas: 25.61, 28.52 and 31.7 sq metres: a 25% difference between the biggest and smallest. Chute luffs are generally about 30 to 40cm shorter than forestay (I). The foot is 1.6 to 1.8 times the J measurement (mast to stemhead).

Prices

Quotes (see table) for the cheaper radial head



Radial with vertical panels

style ranged from £336 (£269 with discount) and £590 (and no discount offered). Of course without examining the quality of the sails there is no way of knowing whether like is being compared with like here. The most expensive was ⇒

what Jeckells call their “Tri-radial” which I have put in the column with full radials since it seems to have no horizontal panels. Without being asked, several lofts also quoted for snuffers – with prices ranging from £82 to £210. Dolphin’s chute quote included a “free squeezer”. Far East prices include air courier from Hong Kong. They quote in US dollars. So the fall in the pound affects their UK prices.

Delivery

Carriage is normally extra. Few say how much. Those that do range from £20 and £27 which seems steep when couriers charge about £10.

Discounts

In December, Kemp and Arun offered 15% for quick orders and Crusader 20%. Others might if asked but discounts tend to dry up if order books fill as the season approaches. And delivery dates start to extend. Worth asking for discount. Sailmakers may even expect you to. But better

Sailmaker	Wt ozs	Price quoted inc VAT (December 2008)			
		Radial head	Tri-radial	'Radial'	Snuffer
Arun Sails	1.5	£423			£167
Crusader Sails	1.0	£336		£412	£135
Dolphin Sails	0.75			£714	included
Far East Sails	0.75	£467	£549	£604	£82
Jeckells	1.5	£590		£790	
Kemp Sails	0.75	£441	£448	£448	£210

by far to order sails in the autumn or early winter if you want them fast and/or cheaper.

Secondhand

I could not find any used chutes of Trident size. You may have more luck with local sailmakers. I tried CJ Marine in Chichester, Jeckells of Wroxham, Seateach of Emsworth, Saturn Sails in Largs, Westway of Ivybridge and e-bay.

Off the peg

Seateach at Emsworth and CJ Marine of Chichester sell off-the-peg chutes for less than £300. The luff needs to be about 25 ft (7.6m) and the foot 14 to 15ft (about 4.4m) - unless you are prepared to fly it from the masthead. **BD** □

advertisement



Kemp Sails



2+2 PC Premium Main featuring Reef Spec® reefing system

PERFORMANCE CRUISING

During the last two decades KEMP SAILS has established itself as one of the UK's Premier Sailmakers. Our products incorporate the cutting edge in design features to maximise strength and longevity.

Our premium Range is built from the World's finest fabrics which, when combined with our years of sailmaking experience, produce sails which cannot be beaten for durability, performance and above all "value". So, if only the best is good enough our Premium Range is your logical choice.

Our other ranges include Performance Cruise (std) and Coastal Cruising.



Ribbed foam luff for ease of furling

Reef indicators

Sheet Lead Indicator

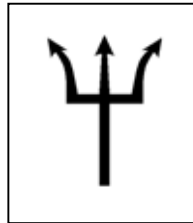
Roller Genoa PC Premium cross-cut with integral Rib Foam® luff padding for improved reefed sail shape

Telephone: 01929 554308/554378

e-mail: info@kempsails.com web: www.kempsails.com fax: 01929 554350

ERIC WHITE

The man who
launched
2,000 little
ships



THE TRIDENT as we know it today owes its existence to one remarkable man: its original builder Eric White. Alan Hill's seaworthy and attractive design, was, of course, also crucial to the boat's enduring success. But

Eric White's extraordinary resourcefulness and determination was what transformed Alan's vision into the "proper little ship" which was to lay the foundation for the Marine Construction boat company and the whole fleet of larger Marcon designs which followed. And it was Eric White who helped put cruising-under-sail within reach of the ordinary working man.

Eric's practical engineering skills, honed through wartime service in the Fleet Air Arm, played an important part. But so did his unusual business sense and the care and attention he paid to his boatbuying customers. Supplying the Trident as mouldings or in kit form for self-completion reduced their outlay. And Eric would even deliver the hull and kit to your home on the company's trailer.

"Mitch" Mitchell bought a bare Trident hull in 1967 and finished *Roamer* with wooden topsides from plans provided by Eric White. A remarkable story from Mitch's book, *A Struggle for a Boat*, provides an insight into Eric's way of doing business. Mitch recalls how hard-up he and Audrey were at the time with one young child and another on the way. Working 30 hours a week on the new boat, he had the deck and cabin completed in 14 months. But he was only able to sail *Roamer* thanks to Eric White's remarkable generosity. Mitch was unable to afford mast and sails. So Eric simply lent them to him until he could.

Mitch recalls: "We bought standard fittings for the boat from Eric White but we had no money to buy the spars, rigging, sails, anchor and chain. In discussing my income, I believe he felt sorry for me and agreed to provide them on an interest-free arrangement. Not many business people would do that. It was the kindest thing anyone could have done for us."

Eric White grew up in London but by the 1944 he was a Petty Officer airframe fitter. He was aboard the aircraft carrier *HMS Formidable* when her Corsair and Fairy Barracuda aircraft attacked the German pocket battleship *Tirpitz* in Norway's arctic Kaafjord that summer.

HISTORY OF THE
TRIDENT
PART ONE

After the war ended, Eric got a job as a lorry driver. He was one of four brothers. And their passion at that time was motorcycle racing. But when one of his brothers was killed, he gave it up and turned instead to sailing. He bought an old 12 foot sailing dinghy and then a two and a half ton Hillyard.

A Yachting World 5-tonner

“I realised I wasn’t going to sail round the World in that so I looked around for another boat,” Eric recalls. He considered a 26 foot Vertue but eventually settled instead on a Yachting World 5-tonner, designed by Robert Clark which had won the best boat under £1,000 YW competition in 1948. Clark had also designed Sir Francis Chichester’s *Gipsy Moth III*, the boat in which Chichester won the single-handed trans-Atlantic race of 1960.

Eric White’s YW 5-tonner was built at William King’s yard at Burnham-on Crouch alongside another famous boat: Eric Hiscock’s *Wanderer III* which features in his classic book, *Cruising Under Sail*. According to Practical Boat Owner magazine, the cost of a new YW 5-tonner then was equivalent to cost of modest house.

In this new boat Eric White started sailing seriously to The Scillies and Holland. And it was then he took his first steps into boat building. He had a tatty old wooden tender and badly needed a new one. So he bought a book about fibreglass and rounded off the corners of his old dinghy to make a mould for a new GRP dinghy. “Everyone who saw it at Burnham said, ‘That’s nice, can you make one for me?’” and Eric was launched into a career as a boat builder. He was still driving his lorry but he soon began to think about building a cruising boat in GRP, a novelty at that time.

When Eric met Alan

Still living in London, Eric laid up the YW 5 tonner at Cubitts Dock, Chiswick, dismasting at Gravesend SC on his way upriver. And it was in Cubitts yard one day that a young man approached him and said, “My boss designed your boat.” Eric replied: “Do you fancy designing a boat for me?” That young man, of

course, was Alan Hill who then worked for Robert Clark.

Eric recalls that Alan came up with a number of designs and when they finally agreed on the Trident design, Eric had to get the money together to have the lines drawn out and lofted and the mould made. To fund this he had to sell his YW 5-tonner, *Tarmin*. It was bought by Hal Kitchener, a nephew of Lord Kitchener whose famous moustachioed face adorned the Great War “Your Country Needs You” posters. Hal then farmed Jersey cows in Mallorca and Eric delivered the boat there himself. He was still driving the lorry so he sailed down the Canal du Midi in his fortnight’s holiday, leaving it on the designated mooring and flying home again without ever meeting the purchaser.

Tarmin was later sold again to a young American, John Sowden. He found her in a sorry state on the beach in Palma in 1966 and bought her to mess around in. But he ended up circumnavigating the world in her. Sowden wrote: “I had no intention of sailing *Tarmin* around the world when I bought her. She was very rundown and I purchased her with the view only of fixing her up as a winter project and then using her as a day-sailer the following summer in Mallorca.” But after a short shakedown cruise to Gibraltar, he just kept going – which says something about Robert Clark’s design – and Eric White’s eye for a seaworthy boat.



Yachting World 5 Tonner

Back in the UK, Eric found someone to make a wooden plug for the hull mould. “But he was taking his time about it and kept asking for more money so in the end we went round there with a trailer and took the partly built plug away and finished it off ourselves,” Eric recalls. An old motorbiking mate let him have space in a workshop in Battersea and eventually they found an old boatyard at Isleworth where they moulded the hulls. Once in production, these were then sent to Jim Nuttall of Brensall Boats, Highbridge, Somerset to have

wooden decks fitted (though the first boat at least was completed at Wyatts Boatyard in West Mersea in Essex). Trident No 1 was an ⇨

WELCOME ABOARD ON STAND U.F.10 AT THE BOAT SHOW THE 24ft TRIDENT

THE IDEAL BOAT FOR THE FAMILY MAN

DIMENSIONS
L.O.A. 24' W.L. 19'
BEAM 7' 5"
DISPLACEMENT
4040 lbs.

Available in
3 versions

DRAUGHT
Centre-board 2'1"
Plate down 5' 4"
Bilge Keel 2' 6"
Fin Keel 3' 8"

A FAST 4-BERTH
GLASS FIBRE 5-TONNER

SAIL-AWAY PRICE

£1,655

BUILT TO LLOYDS

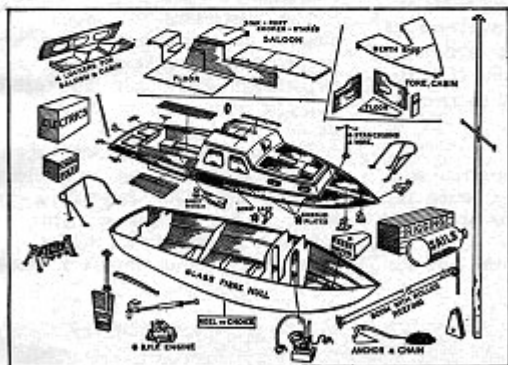


Beken Photo

WHY NOT BUILD YOUR OWN TRIDENT

FROM OUR KIT THIS WINTER?

(and get a free rubber dinghy.) Very little skill is required—everything comes in prefabricated form.



Lloyds certificate with every complete boat or kit
MARINE MORTGAGES AVAILABLE ON COMPLETE
BOATS & KITS

Special concessions for export buyers

MARINE CONSTRUCTION (WOOLSTON) LTD.

DEPARTMENT P.B.O.

WHITES SHIPYARD, HAZEL RD., WOOLSTON
SOUTHAMPTON

Telephone: SOUTHAMPTON 47063

No 1 JANUARY 1967

Boat Show ad in first ever issue of PBO

instant success: "On our first trial we won the Burnham to West Mersea Race," says Alan Hill. But disaster lurked just round the corner.

Wiped out by fire

After about 10 boats the whole Trident project was nearly wrecked by a blaze at the Isleworth yard. Everything was destroyed. The old wooden building filled with the acetone and resin with a good wind outside to encourage it, was a real inferno. Everyone got out but an Alsatian dog on the premises was burned to death. "We had to hold one of the lads down to stop him going back in. You could hear the dog howling," Eric recalls.

The only thing left was the metal mould spindles (used to rotate the mould) and a few burnt rolls of cloth. "We were wiped out. I thought about emigrating but I found a derelict yard at Woolston (Southampton) which would give us more space. I sold all the dinghy moulds to Maxim Marine (who made the Nipper) and concentrated on the Trident." Eric got back the last hull sent to Brensall Boats and used it to create a new mould. They were soon back in business and developed a deck moulding as well. (*Rebel* - Trident No 10 - has a GRP deck though not quite the same as the standard one).

Nobody seems quite sure how many Tridents were ever built. But number 275 was the last to be produced before Marcon ceased trading in 1979. Eric recalls that it took one man 1.5 days to mould a hull and 2-3 days for a deck. A minimum of four layers of glass mat were used with more on the bottom where the keels attached. Originally, the design was for a centreboarder to suit the creeks and swatchways of the East Coast where Eric sailed. Then Alan Hill designed a fin keel and new rudder. "The triple keeler was an afterthought," Eric says "It wasn't really a proper bilge keeler though it seemed to sail alright." And of course it proved to be the most popular version.

Though Eric's company, Marine Construction or Marcon as it was known, offered finished boats, most Tridents were sold as kits. "We designed a special trailer so that we could drop hulls into people's gardens without a crane and pick them up again and put them in the water for them." Marcon delivered the kit for Trident No 60 *Aye One* (later *Wetterhexe*) to A G Lloyd in Hatfield, Herts in February 1967 for £10 according to the invoice. And Eric threw in a complementary

anchor and chain worth £15. By May Mr Lloyd was pricing up a Maylandsea mooring ready for the launch.

To aid home completion Eric developed an assembly manual. The kit of parts and the assembly methods were just the same as were used in the yard to produce finished boats. Bulkheads were glassed into the hull in the mould to add stiffness. And longitudinal stringers were also provided for further stiffness and to anchor internal furniture. Engine beds were also provided if purchasers knew what engine was going in. "We had jigs for all engines."

The Trident's distinctive sterntube was Eric White's own creation. "That was the engineer in me. I've never seen anything like it in any other boat." The bronze casting takes the form of a tube with shield shaped flange on the outboard end and backing nut inside.

A tank cutter was used to create 1.25" hole in forward end of the moulded shaft tunnel. The tube was inserted from outside and the backing nut secured with the shield-shaped flange in the tunnel ensuring the tube could not turn outside. Then all was glassed in.

The Trident was followed in 1968 by the 27 foot Cutlass cruiser-racer designed by Eric with Alan Hill (to take on Kim Holman's boats that were regularly winning Burnham week according to Alan). The 1969 27 foot Marcon Sabre – later with interior moulds - proved more popular. And Marcon went on to mould Halberdiers, Carbineers, Claymores and the 25 foot Marcon Tomahawk. Eric also created the moulds for Peter Brett's successful Rival designs and moulded over 200 Rival hulls.

On the Rival owners website, in the history of the class Peter Brett pays warm tribute to Eric's



1976: Marcon brochure called the Trident "the Volkswagen of yachting"

help : "If there had been a queue of moulders eagerly wanting to produce the boat to my design, in 1967, I hope I should still have selected Eric White for the job. But it did not happen like that at all. Eric was the only one to take an interest in my design, to study my background and to be only a little dubious about my hopes of selling perhaps 50 boats to the design. He alone offered to make the mouldings, and he quoted a price which I gladly accepted. In 40 years of cruising, ocean racing and designing yachts I suppose I must have learned something – even if only how much more there was to learn – but this had been a spare time activity and there was an important gap. Although I had used a small GRP cruising boat for a few years I had never had one built to my design in this material, so I lacked some vital experience. Eric had built up a successful business producing GRP boats. His Trident class was flourishing and he had established a good reputation with Lloyds. He was keen to help me and I was keen to learn."

Alan Hill also drew on Eric's skills and knowledge. They worked closely together. "We were telepathic," Alan says. The Trident was →

Seabourne
TRIDENT 24
TRADITIONAL FAMILY CRUISER

Trident must have a magic of its own as approaching 300 of this 24ft family cruiser have been sold – the majority of which have been bought in partly completed form and fitted out by their owners.

Trident is not only pleasing to the eye she is also a first class boat to handle and in many ways the ideal cruiser for the average family. Available with fin or bilge keels, the latter make her particularly suitable for shallow or completely drying-out moorings, having the ability to remain upright on bilge keels, the drafts being 2ft 6in and 2ft 11in respectively.

Trident has 'liveability'. Ample room below for four persons to sit, sleep and move around freely. Her cockpit offers space for comfortable open-air lounging. Plenty of locker space for storage and a sea toilet W.C. completely closed off by the fore and aft doors.

Specification

L.O.A.	7.2m	(24ft 0in)
L.W.L.	5.78m	(18ft 10in)
Beam	2.26m	(7ft 5in)
Displacement approx.	1.83t	(4040lbs)
Ballast	680kg	(1500lbs) Ratio approx. 40%

Construction GRP to Lloyd's scantlings. Steering Tiller. 20ft Plough Anchor. Toilet Marine type. Sloop 2 burner GAZ. Water 1.2 galn. Collapsible PVC. Engine 7 hp V6.

SEABOURNE ENGINEERING LTD.
Unit 27, Wilmore Road,
Woolston, Southampton.
Tel. 0703 444737.

Seabourne Engineering advertisement from 1980s

Alan's first GRP design and Eric was the one with experience of that material and advised on the lay-ups. "Eric's input always improved the design," Alan says. "Eric was a very capable man. He built the boats and fitted them out and even drove the crane to launch them after a few minutes instruction at Woolston. His approach (kit boats, supporting the buyer etc) paid off."

The end of Marcon

By the end of the sixties, Eric had 2 young children and 30 people working for him. He worked as Marcon's managing director, sales manager, buyer, boat deliverer and crane driver. In 1970 he decided to sell 80 per cent of the business to the Land and General Development

investment company. Eric continued as MD and the company grew rapidly to 120 employees, taking over more sheds at Woolston (15,000 sq ft) and eventually a hangar at Hamble airfield (after the bursar at the pilot training school bought a boat from him). Here they could fit out 20 boats at once with high level platforms that speeded up production considerably.

In 1976, after more than six years as MD under the new ownership, Eric decided it was time to step down. Within 2-3 years Marcon seemed to lose impetus. And in a worsening economic climate, the company went bust in 1979. "My great regret is that Eric gave up being MD of Marcon too soon. Development was needed year after year but it effectively stopped after Eric resigned," says Alan Hill.

At the sell-off auction Eric bought the Marcon moulds he wanted, including those of the Trident. As Seabourne Engineering, he continued to offer mouldings from 1980 returning to the original Woolston shed "just for the fun of it". In addition to the Trident, he offered mouldings for the most of the former Marcon range: the Striker 22, Tomahawk 25, Cutlass 27, Sabre 27, Claymore 30, Cavalier 36 and Halberdier 36. He also moulded Nicholson 45s and 48s, Fairey Phantoms, the Javelin (a Fred Parker 30 footer). All boats that were, as Seabourne's 1980 advertisements claimed, sensible and seaworthy and by top-class designers and constructed "with unquestionable integrity".

Marcon was gone but Eric White went on offering "advice and assistance based on 21 years experience and over 2,000 yachts built, largely for home completion, to Lloyds." Eric eventually retired at 65 and built himself a Nicholson 45 which he sailed for 5 years. □

---Part 2 in next issue: Alan Hill the designer---

MARCON LOG TROPHY

SEND YOUR ENTRY NOW

TO CHRIS TABOR

Any cruise in a Trident eligible

Address for entries on page 2

YANMAR

MARINE DIESEL ENGINES

The worlds most powerful range of marine diesel engines

- ✓ Market leading engines for over 15 years.
- ✓ Range from single cylinder, 9hp to 6 cylinder, 500hp turbo-charged engines.
- ✓ Inboard, Saildrives and Sterndrives.
- ✓ Anti-vibration mounts fitted as standard.
- ✓ All engines comply with strict European exhaust emmision regulations.
- ✓ World leading test facilities.
- ✓ Diesel engines for every need.
- ✓ Excellent fuel economy throughout the ranges.



E. P. BARRUS LIMITED, Loughton Road, Bicester, Oxon, OX26 4UR.
Tel: 01869 363636 Fax: 01869 363630 thart@barrus.co.uk www.barrus.co.uk

BARRUS

Est. 1957

IT WAS AN AFTERNOON in late September. Jan and I were feeling our way up the Thorney Channel on a falling tide looking for a sheltered berth for *Lottie* for the night, when an extraordinary thing happened. A large brown and white bird plopped down in the water in front of us. A moment later, it rose again on powerful wingbeats, clutching a large grey mullet in its talons. I was so taken aback, I ran hard aground.

It was an Osprey (pictured – but sadly not by us). I'd heard about them of course: denizens of remote Scottish forests. But I never expected one in Chichester Harbour - let alone two. For as we looked around we found our bird was not alone. The pair flew off towards Emsworth, the fish held headfirst like a torpedo to minimise drag. In fact, five Ospreys in total were reported in the Thorney Channel that month. We saw one again ourselves later that evening quartering the Nutbourne Channel at low water.

WILDWATER

Close encounter of the bird kind

By Bob Doe



And again the following morning a distinctively long-winged piebald bird was being mobbed by gulls off Pilsea Island. A week later, on a visit to Poole Harbour, we saw another soaring over the Arne Peninsular.

Ospreys, persecuted to extinction in Britain by 1916, have now re-established. More than 160 pairs breed in those north British forests.

But they winter in Africa and, I have now discovered, regularly use Poole, and Chichester Harbours and various reservoirs for refuelling stops on their long migration.

Jan and I have sailed these waters for over 30 years without even imagining that we might see one. Nor did we ever expect to see Kingfishers at Dell Quay. But last winter, with *Lottie* laid up as usual on the quay, we were sitting in the waterside clubhouse for lunch and a warm-up after a morning's work on the freezing boat. And right outside the window there was a

brilliant flash of torquiose and a distinctive whirring wingbeat. The flying jewel perched on the rail of a nearby boat. And from time to time it plunged down into the shallow low-tide pools after small fry.

Both experiences have made us start to take far more notice of the extraordinary range of seabirds, waders and others with whom we are lucky to share our sailing waters. □

TRIDENT OWNERS' ASSOCIATION

ANNUAL GENERAL MEETING



Saturday 7 March 2009 at 1200

**At The Magpie Inn, 64 Thames Street,
Sunbury-on-Thames, Middlesex, TW16 6AF
Followed by lunch at 1300 – all members welcome**