



'THE HARBOUR CHAT'

(Oct.2022)

BSC

If there is anything you wish to post in your newsletter, just drop me an email and I'll include it in the next edition. Mark.donnelly168@gmail.com

Sad news for the Club.

It is with great sadness that I inform you of the passing of Alistair McKee who died suddenly at home on Friday 30th September 2022. Alistair had been a member of Banff Sailing club for a number of years and was active with the 707 group. Although not a prolific sailor, he was heavily involved in the running and maintenance of the 707s and the club rib. He was often seen around the harbour pulling someone's boats in and out with his old red 'Landy'. Sadly work and other commitments took him away from sailing. Our thoughts and prayers are with his wife Ruth, and his family and friends.

Upcoming Events

Two events of note for the club which you should attend:

The AGM

This will be held on **Sunday 30th October 2022 in the clubhouse at 11am.**

A light lunch will be provided and members will share experiences of sailing and racing on the West Coast. This is your chance to have your say and set the direction of your club for the following year. It's also a good opportunity to meet fellow club members new and old. So please attend and at the very least find out what's going on.

Banff Sailing Club's Christmas Lunch and Prize giving

This will be at the Town and County Club in Banff on **Sunday 20th November 2022 at 12noon** for 12.30pm. At the event there is the Prize giving, Raffle (cash only), 50 club draw as well as the sale of calendars. These are very popular and often sell out on the day.

For those who have not been to the County Club you are in for a treat. Best food in Banff. I always see this event as the start of the Christmas season. There's always good food and a chance to meet and catch up with other members for a good social.

Club Rib.

After some delivery problems (thanks Brexit) the new engine for the rib has finally arrived at Buccaneers. The boat has been delivered to them and they will install it over the winter ready for the spring season. We hope to utilise her more this coming year. We have a number of qualified instructors and, drawing on their expertise, hope to do some more powerboat training sessions to get folk ready for the RYA powerboat qualifications. If anyone is interested, please let us know.

So, what's been happening around the Harbour of late?



<https://www.facebook.com/AberdeenshireHarbours>

As many of you know there was another harbours meeting last week organised by the council to let us know what is happening with the repairs. Below are the minutes of that meeting.

The work is well on its way to completion. The next hurdle to be negotiated is dredging. Licences and contractors are being sought, fingers crossed we will have a grand opening

before next seasons sailing. This will be in conjunction with the harbour users group and the council. Any thoughts do let us know. See attached minutes.

BANFF HARBOUR ADVISORY COMMITTEE MEETING

Minutes

Location: Hybrid Meeting – Deveron Community & Sports Centre

Date: 28/09/2022 Time: 18.00

Present Cllr Cox, Cllr Adams, Cllr Reynolds, J Cumming, P Hemsley, C Wood, A Alexander, Cllr Adams, S Alexander, J Watt, A Scott, L Campbell, J Campbell, K Galloway, K Stirton, S Close, A Scott, E Milne, B Milne, J Watt

In Attendance

Simon Jessel (Principal Officer Harbours), Lynn Campbell (Technical Assistant), Duncan Mackie (Area Harbourmaster), Scott Higgins (Engineer), A Wiseman (Assistant Harbourmaster), A Wood (Director of Environment & Infrastructure Services)

ACTION LIST

Action Required Action Assignee

Meeting to be held regarding Harbour opening event

Banff Sailing Club

Banff Harbour Users Group

Visitor Berths

Simon Jessel

Banff Development Partnership – Contact Economic

Development

Alan Wood

Electricity Meters at Banff Harbour similar to Lossiemouth

Harbour

Simon Jessel

Byelaws & Harbour Orders to be added to the website Lynn Campbell

Walk around to be arranged for Banff Harbour Simon Jessel

Cllr Cox

Inform Harbour Users when the dredge license is granted Harbours Admin

Inform Harbour Users when dredging will take place. Harbours Admin

*Harbour updates put on Facebook also need to be added to
the website*

Lynn Campbell

2

Prepared by Ashley McCallum (28/09/2022)

NOTES

Item

1. Banff Harbour Advisory Committee Election of Chair

Cllr Cox elected as Chair.

2. Apologies & Notes from Previous Meeting

Mark Donnelly

The notes of the meeting 20 September 2021 were approved.

3. Matters Arising & Outstanding Actions

MD - Is it possible to split the Berthing charges?

SJ – Yes, once you receive your invoice, there are payment details on the back and a telephone number to call to set up a Direct Debit to arrange a monthly or quarterly payment. We removed the previous payment terms from the Berthing terms & conditions.

MD – Is there a planned official opening of the harbour? Should this be publicised and marked as an opportunity to promote the facilities that the harbour offers to the community?

SJ – I would like to do something. Any ideas on what you'd like to do as a community?

Banff Sailing Club & Banff Harbour Users Group to have a joint meeting and see what they come up with.

Committee agreed a formal event of some kind should happen.

Visitor Berths

SJ – Banff Marina is a private members Marina. We don't have visitor spaces. It's 100% populated. Occasionally we will take in a visiting yacht, at the end of one of the pontoons if it doesn't have a deep finned keel. All berths are allocated and paid for, if the Berth Holder decides not to use their Berth, that is their choice.

KS – Surely keeping 2 or 3 berths clear for visiting yachts would be self-funding over the space of the sailing season?

DM – Understand what is being suggested but currently the visiting boats we do get no way make up a fraction of the money we receive from a Berth Holder. An average pontoon berth is £1500 per year, a visiting yacht would pay £21.60 per night.

Cllr Cox – There was previous discussions to put pontoons in the outer basin.

SJ – I think the proposal to have a couple of berths for visitors is a good idea. If someone leaves, we can free up those, but having seasonal lightweight pontoons in the outer basin that can be removed in the event of a storm might allow visiting vessels to come in. This is something we can look at.

3

Prepared by Ashley McCallum (28/09/2022)

PH – It's possible that there may be berth holders going away for a period of time and the berth could be used for visitors in that period, if the Harbourmaster is made aware they are going away?

DM – This is already stated in the Rates & Dues if we know the person in that berth is going away for a period of time.

Cllr Cox asked SJ to propose 2 or 3 options for visitor berths.

Banff Development Partnership

Cllr Cox – Within this was the Harbour Plan, nothing happened with it in the last 2 and a half years. There must still be the money allocated to Harbours to do a lot of the things mentioned tonight because it wasn't spent elsewhere.

Alan Wood to take this up with Economic Development.

4. 2021/2022 Income & Expenditure

SC – There was a charge for electricity added to the Rates & Dues, where's that going with the rising costs? The stands have meters on them. The people using electricity should pay for it and the people who don't shouldn't be charged.

KS – The only way that can work is if you've got an electric point hooked up and locked into place, so the meter corresponds with the cable going into your boat. I use very little electric, but it's assumed, because I have a cable plugged in, I'm using it all the time.

Feels all Berth Holders should pay something towards the electricity.

AW can record all the boats that are using electricity on a spreadsheet.

PH – It was previously agreed we would pay a fixed annual fee for electricity.

Lossiemouth have a pre-paid card system to use any electricity point in the Harbour and if you don't use the money, it can be transferred back onto your own card.

SJ to look into this and see the cost of meters.

LC – You could maybe contact Amanda (Harbour mistress) at Lossiemouth to enquire about the meters?

5. Rates & Dues

The Council are doing a full review of all charges for all services. We were originally asked to look at an uplift of 10% on all rates & dues, which is just below the current rate of inflation. Announced unofficially, we will be using a figure much lower than the 10% originally asked. The official rates will be on our website at the beginning of April.

PH – Will we get an opportunity to comment before they pass through Committee?

SJ – No, they have to be fully justified, we can't over charge. We have a right to cover our costs. The rates are competitive with other Harbours.

Cllr Cox – There are many conversations between all Councillors as to why we have Harbours when they run at such a huge deficit. If we rock the boat, we could end up with someone saying they should be forced neutral. We fight hard for Harbours.

PH – I think this is very reasonable in the current climate.

Cllr Cox – There are pressures on the Council to save money.

6. Reported Incidents

The following incidents were reported at Banff Harbour –

4 Prepared by Ashley McCallum (28/09/2022)

□ Sinking of boat

DM – The person looking after the boat knew it was sinking and unfortunately didn't contact the Harbour Teams until about 3 or 4 hours later. When we got the call, we immediately went over with a submersible pump, but the boat was already below water. We organised a crane to recover the boat and deployed sorbent booms to contain the diesel contamination within the water. The boat was removed safely, there was no oil

spill in the Harbour and the boat was disposed of. The boat owner currently no longer has a Berth in the Harbour. The reason the boat sank was due to it not being looked after properly. The boat owner was billed for the crane hire, sorbent booms etc.

7. Hazard Identification & Risk Assessments

We've created 2 Navigational Risk Assessments for Macduff & Stonehaven based on vessel types entering and exiting the Harbour. These will be used as templates for Banff. They will be published on our website. They give you a breakdown of worst-case scenarios and what would happen if your vessel sank and the implications to the Public & Harbour and the costs for insurance purposes.

8. Byelaws/General Directions/Harbour Orders

No change to Byelaws.

We have an updated list of General Directions which are applicable to all Harbours.

These will be published on our website.

Byelaws & Harbour Orders to be added to the website.

9. Aids to Navigation

No changes to the Navigation Aids. Notice to Mariners through the Hydrographic Office for the closure of the Harbour is still live, will be updated once we have a better idea of the Harbour re-opening.

PH – Previously there were Buoys put in with chains and they ended up drifting up the beach. It might be a good idea to see if we can get any old chains out, there was also old tyres put down. It would be nice to know you can anchor there and not have to worry about the debris.

DM – We were gifted a buoy with a solar flashing light. Unfortunately, the first time it was deployed, it didn't have a heavy enough chain and anchor. If required, we will deploy it again with a heavier chain and anchor, but it won't go in until the Spring time.

10. Projects, Maintenance Delivery & Harbour Improvements

East Pier & Railway Jetty Repair

The East Pier & Railway Jetty are now built up to full height on the outside of the walls.

The cope stones are getting laid at the moment on both Piers. Because they are out of the water, we no longer need the pumps, we can start looking at removing the bunds.

13,000 tonnes of aggregate needs to come out. The aggregate is being sold with the contractor.

KG – Would like to say Shearwater Marine & Keith Simpson Builders should be congratulated on the job they have done at the Harbour.

SJ – Before we terminated the contract with Lochshell, the total cost was £1.31M. The cost for Shearwater Marine was £741,000. The costs for Keith Simpson Builders are up to £4600,00 at the moment. There was a charge for the adjudicatory decision on the Lochshell termination £150,000, so we are looking at £2.5M. The Council have a Procurement Process to follow for work tenders.

5

Prepared by Ashley McCallum (28/09/2022)

PH – Would be nice to see the outer basin beach down to sand once the work is finished.

Dredging

MD - What methods will be used for the coming dredging process?

DM – In the past we've had a couple different methods of dredging & a couple of disposal sites available to us. This year, unfortunately, Marine Scotland have tightened up the National Marine Plan for dredging and it looks like we are only going to have marine disposal at a dump site about a mile and a half off of Macduff as an option to us. We are currently waiting for the license to be granted by Marine Scotland. Then a tender process will be sent out to see who can provide the best & most economical dredging option based on specifications we have put into the tender. So unfortunately, we won't be able to use the dump box at the West of the Harbour. It will have to go offshore using a marine dredger.

SJ – We have identified/limited our list of available or type of vessels we want to use.

DM – Currently in the UK, we think there are only 2 dredgers that can carry out the work.

MD – Are you planning to dredge the whole harbour and reinstate it to the published depths? This is vital if the harbour is to attract visiting boats.

SJ – We will be dredging the entire Harbour. Because of the nature of storm influx into the Harbour, we can never guarantee the depth. Bringing in a dredger is incredibly expensive and requires months of planning. The cost for dredging this time around, we anticipate it being in the region of £60,000. So, the guaranteed depth is probably going to have to be removed from the terms of berthing at Banff purely because we cannot guarantee it. We will periodically & often dredge the Harbour as required but we cannot bring in a dredger every time a certain depth is reached due to sediment & storm influx. We can't guarantee the depth of the Harbour at all times, it would be impossible to do so.

KG – Does this mean you are going to abandon the PMSC as it gives guarantees the Harbour will be dredged to a minimum depth?

SJ – No.

Cllr Cox – SJ has said it's going to be dredged, he's just pointing out that we can't have a dredger coming in after every storm.

KG – Is there still going to be a plough dredge fitted onto the Pilot Boat from Macduff?

DM – Yes, there was a plough dredge built by a local contractor. It still needs to be tested on the Macduff Pilot Boat. It was used in Fraserburgh, who have a more powerful Pilot Boat and they struggled to move any quantity. It might be fine in Banff for shifting loose stuff on the bottom, so we can certainly try it.

SJ – We can trial it.

SJ – The sump will be relayed to the contractor.

KG – Harbour Users should be asked what they think about the dredging after it's been done.

KS – Last time dredging was done they were stating there was 250 tonnes removal.

Who is going to supervise this to see the Council is getting value for money?

SJ – Frontline Team to supervise the dredging.

PH – Most of the silt comes in from the winter storms. It would be pointless to try and dredge it over the winter months.

We plan to leave the pontoons in the Harbour whilst the dredging is taking place. We are going to stack them then push them around the Harbour.

Lighthouse Pier

6

Prepared by Ashley McCallum (28/09/2022)

MD - Are there any thoughts on the possible repair to the wall under the lighthouse or is the temporary repair already carried out ok for the time being?

SJ – We are aware that there's a cavity in it. I have checked with Arch Henderson, who did the last survey and it had silted back up again so they couldn't see inside it. A storm can bring sediment in and then wash it away again. We are currently waiting on a dive survey for Banff, and they will check the condition of the lighthouse pier. Arch Henderson have been contracted to carry out dive surveys in all 7 Harbours. They have given us recommendations to do some concrete injections to fill the cavity. If we can get to it, and the sediment has been washed away to open out the gaps in the wall, we will do it then. It's on our to do list if we can get access.

11. AOCB

MD – What is proposed for the management of the harbour once it is fully open? It is

generally felt that there is a need for a full-time manager. Not necessarily a full harbour master, but some sort of harbour administrator. Please note that this is no criticism of current employees, who do an excellent job while they are there, but they are only available part time and clearly missed when absent.

LC – A Marina Manager, not a Harbourmaster.

SJ – We have an Assistant Harbourmaster there every morning Monday to Friday plus coverage from Duncan's team overnight and at weekends. Do we actually need someone there all day? There would be major cost implications to the Harbour & Council to do this.

PH – The Harbour was previously geared up to employ a full-time & part-time Harbourmaster. The Harbour was put together to bring wealth into the community but that has sort of died, there should be money in the budget for a Marina Manager to promote the Harbour.

Slipway

Cllr Cox – The Slipway doesn't serve much purpose, is it going to be looked at?

SJ – It's unusable. It's far too shallow, we are going to have to take it out and put it back. The old Slipway is still usable at the moment for smaller vessels.

AW – u can't get turned round at the gates, can only use a short trailer.

DM – Best option available till we do something at Banff is to use the Slipway in Portsoy if possible.

JW – Previous Engineer was shown the Slipway at Buckie. The Slip is too narrow for a boat hoist and too long.

Any ideas email Cllr Cox or simon.jessel@aberdeenshire.gov.uk

Harbour Re-Opening

JW – When will the Harbour re-open?

SJ – We are at the point we can remove the bunds; we are about to appoint a contractor. Marine Scotland are delaying the license, we can't open till we have this. We can't state a date at the moment.

DM – License shouldn't take so long now as we aren't dumping at the side of the Harbour.

AS – Harbour Users have Berths at other Harbours and have to decide whether to keep the Berth at the other Harbour or give it up assuming Banff will be open. If we take a Berth somewhere else next year because there is no date for re-opening, will our

Berths still be guaranteed for 2024-2025?

SJ – Yes, we are guaranteeing everyone's Berth if they want it. There will be special circumstances for each Berth Holder, and we will work with you regarding charges.

7

Prepared by Ashley McCallum (28/09/2022)

Harbour Team to inform Harbour Users when we receive the dredging license and then again when the dredging will take place to give them an idea of when the Harbour will re-open.

DM – If your intention is to come back, even if it's at a later date, you will get a Berth.

SJ – If the Harbour opens before the 1 st April, there will be no charge till the new season.

KS – When the bunds are removed will the Notice to Mariners be lifted and say you can enter and exit at your own risk, or will we be tied up till the official opening?

DM – If you wanted to leave the Harbour before the dredging is done, it's something we would need to address on a case-to-case basis.

Ladders

KG – Is there an update on the ladders being installed?

LC – Meeting has been arranged with contractors at the end of October.

Cllr Cox – Walk around to be organised for Banff Harbour.

DM – East Pier is also known as the McDonald Jetty due to the fact there was a guy called John McDonald who drowned in Banff Bay on 16/11/1847 attempting to rescue a floundered schooner called The Pearl. There was a stone on the East Pier with his name on it which overtime has eroded, we have removed that stone out of the Pier. We have a quote from a Stone Mason to reinstate his name back into the stone. We will also put a little plaque below that to let visitors etc. know why the name is there.

AS – Why should people be disadvantaged by not being a member of Facebook to get all this information.

LC to add updates to website.

LC – Peterhead Harbour is a great place, but there is nowhere like Banff Harbour.

Where it's situated on the Moray Firth, it's sheltered. People need to realise how great it is.

KS – There are 2 cannons lying at the back wall in the compound, are they going to be reinstated?

DM – They are being reinstated at the end of the Railway Jetty.

DM – Is there an update on paying via an app for visiting boats?

LC – We had a meeting with ICT and our priority is quite low at the moment.

Boats lift out.

For more information and to arrange times with suitable tides etc. Contact the Harbour Master:

Duncan Mackie

Harbour Office Shore Street Macduff AB44 1TX.

Tel: 01261 832236 / 07747 020496.

Banff sailing club web site and Facebook page

The club site is being regularly updated so is a great way to keep in touch and get involved. Please feel free to use it and if there is anything you wish to post, please do. There is also the web page for more information should you be interested.

<https://www.facebook.com/Banff-Sailing-Club-219047211439791/>

<http://www.banffsailingclub.co.uk/>

Club 707 Sailing

The two Hunter 707 boats were again well used out of Whitehills Marina this year. It is not yet confirmed where they will sail from next year.



Great fun was had (and some new skills learnt) Both the 707s are now lifted out and sitting in their temporary home in the compound at Whitehills. It is planned to move them to a barn near Cornhill when it becomes available. We will then commence the maintenance program and prep for next season. Any help for this is always welcome and usually a bit of fun.

Club Program

The program will soon be set and hopefully published on the web site and within the Year Book. This is not definitive and may vary depending on weather and what happens with Banff Harbour. We intend to do something most weekends with the 707s. That may be sail training on the water or a bit of cruising and harbour hopping. It is our desire to do a lot more cruiser type events, weekends away etc. I have made contact with

some of the clubs on the Moray Firth and hope to include some of their events. So please let me know your thoughts so they can be included in the sailing program.

The club is fully open now and some evening events are planned. We hope to do some more training sessions for those looking at the RYA theory courses.

Any thoughts, offers or ideas, please let the committee know and we will get onto it.

Please keep an eye on the WhatsApp, Facebook the web page for updates.

Sailing Tips and Navigation

The following is an extract from sailmagazine.com.

Boom Motor Hoist



It's always tricky lifting outboard engines onto a boat with a high freeboard. We used a short length of high-modulus Amsteel rope to create a lifting strap that we could loop through the fitting on the end of the boom. We then put a snap shackle on this strap and made up a 3:1 tackle with a fiddle block and cam cleat on one end and a becket block with another snap shackle on the other.

We connected the tackle to a harness that is permanently installed on the outboard. I can now lift the outboard off its rail mount and lower it to the dinghy with one hand. Better yet, we now also use our boom hoist to lift a variety of other heavy gear, including scuba tanks, jerry cans and sacks of provisions. The topping lift allows us to adjust the height of the boom, so if we need gear coming aboard to clear the lifelines, we just lift the boom higher and deposit the goods on the deck. This solution should work for most sloops, depending on the length of the main boom and the placement of the outboard mount.

–Zuzana Prochazka

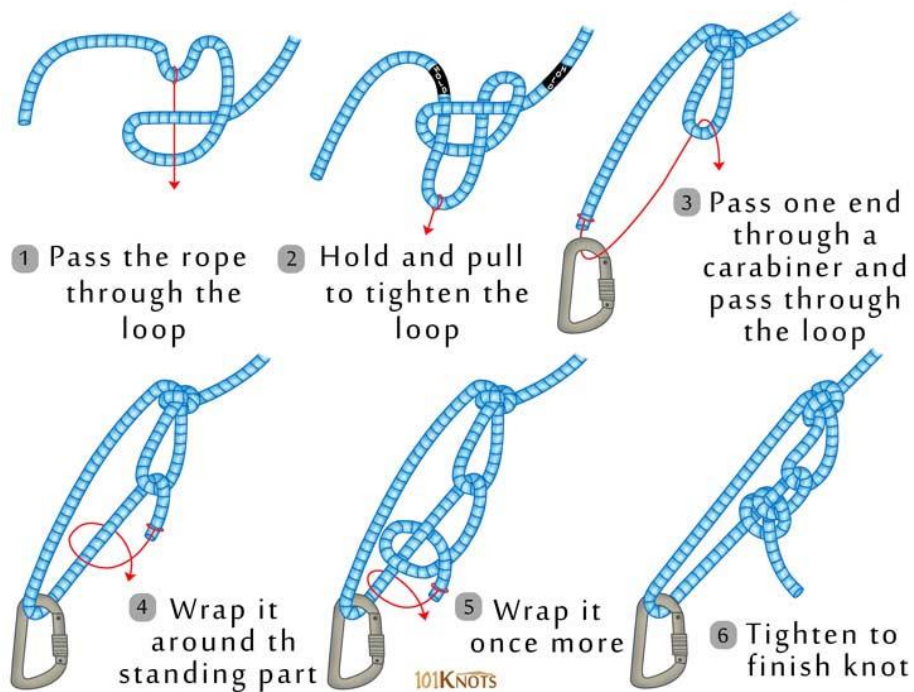
Get Knotted

Here's a bit of revision of some useful knots, what they're used for and how to tie them. One or two each issue should keep us busy and up to date for the time when we are back on the water.

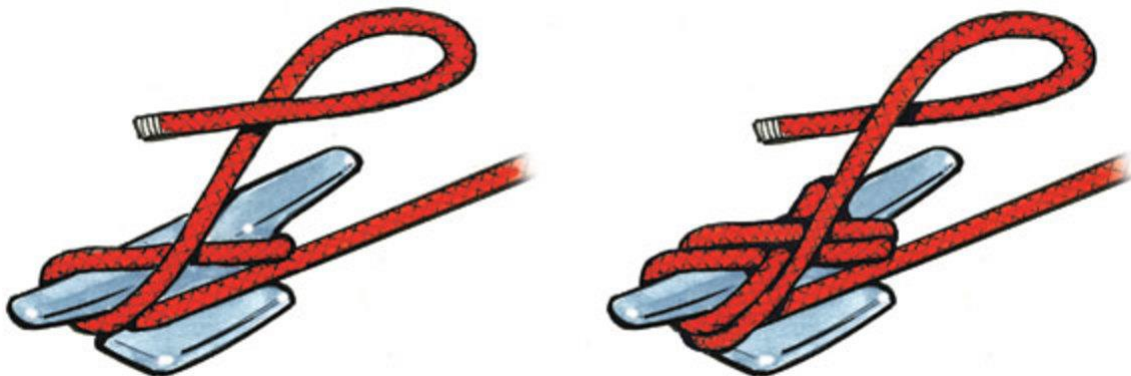
Trucker's Hitch

The trucker's hitch or power cinch knot could help you secure a multitude of things to your trailer or indeed on your boat. It works for long lengths of ropes and although not always thought of as a sailing knot is useful for tying down on trailers, tarp guy-lines or clotheslines. An easy version is demonstrated in the below step by step.

Trucker's Hitch Instructions



Cleat Hitch



Walk down a dock in any marina and you will see many dock lines improperly secured to cleats. A proper cleat hitch is easy to tie, very effective and it can be released under load without worrying about losing a finger in the process. Any time you make off a line on a cleat, on a dock or on deck, this is the knot to use.

As you gain experience, you will begin to recognise families of knots that are related. For example, two half hitches and the cleat hitch are really clove hitches: the former is tied on the standing end of a line, while the latter is bent around the horns of a cleat. As you practice tying essential knots, you will immediately recognise the look and shape of the knot when made correctly, and more importantly, will recognise when you have tied it incorrectly.

Take one full turn around the base of the cleat, leading the line so that its standing part runs clear of the cleat. Then take a figure-eight turn around first one horn of the cleat, then the other. On the final turn pass the line under itself and pull it tight.

Items for sale.

Nothing posted.

Stay safe and go to your happy place (mine's dreaming of sailing).