



'THE HARBOUR CHAT'

(No.1 2023)

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

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

News Release



The walls are repaired (well, nearly)

Banff Harbour Update:

Contractors have finished reconstructing all the walls. All that remains is to back fill and replace the surface stones on top of the piers. Then the bunds can be removed and the harbor dredged. License's and contractors for this are now apparently in place. The below is an extract from the council's news release relating to the completion and reopening of the harbour.

Good News folks, we now have a licence to dredge the harbour prior to reopening. This arrived just before Christmas. We have gone to tender to secure a dredger and are currently in late stage negotiations. Suffice to say that as it stands currently, If weather is kind to us and contract negotiations go well, a harbour opening in May is looking good and we are hopeful we can confirm this soon.

James Forbes will be on site next week to start removing the 14,000 tonnes of aggregate that forms the bunds and Keith Simpsons stonemasons also return then to start relaying the deck to the East Pier.

Sailing Club AGM.

As advertised, the Sailing Club AGM took place at a face-to-face meeting at the club house on the 30th of October 2022. It was well attended and very positive. Committee members were elected and we are pleased to welcome new members and Phil with the return of Tony. They have already made their marks and started planning for some innovative events for the coming season (more on this later). Things are definitely looking good as we start to plan for when the harbour opens. Sadly Paul Quigley's circumstances have recently changed and he has stepped down from the committee. Hopefully we will catch up with him soon and wish him well. 2023 committee members:

Election of Office Bearers

Commodore awaits

Vice Commodore Mark Donnelly

Rear Commodore awaits

Secretary Helen Robbins

Treasurer Pam Peters

707 Delegate Dave Goodwin

Communications Moira Moore

Election of Committee Members Position Nominee Proposer Seconder

Ivor Clarke

Phil Beaton

Tony Wright

Jane Bower

A Note From the Committee.

The BSC AGM was held on Sunday 31st October and it was great to see a few members as well as the committee regulars actually in the clubhouse. Thank you to Graham for a great presentation on his and Helens time spent on the West Coast last summer. A great slide show which I'm sure will spur many into a trip west. The minutes from the meeting will be shared separately to all members. Thanks were given to committee members stepping down. There is great enthusiasm for increasing membership and a great programme planned for the coming year when it is hoped that the Banff Harbour will be reopened and fully operational.

Winter Activities.

Now that the sailing season has drawn to an end we fully intend to fully utilise the club house. We have already started with a number of self-help lectures and training sessions. These will be more social than formal training and an opportunity to brush up and share experiences around a variety of nautical topics such as navigation, boat handling, Collision Reg's. etc. the

session in November was a great success with a short presentation on passage planning followed by a desk top exercise on a trip from Banff to Montrose with a few stops on the way. We simulated bad weather and medical emergencies to test out planning and navigation knowledge. It was great fun and interesting to see the different approaches to the required changes as we moved through the exercise. It was all tied up with plenty of hot drinks and home bakes. Thank you to all the contributors for making this event such a great success. Another big thank you to Mary, Jane and others for the home bakes and refreshments. There is another session on Navigation and possibly sailing rules planned for February.

Rolex Sydney Hobart Yacht Race

Jane Bower, as many of you know is having an extended holiday 'Down Under' with family (not at all jealous). She was in Sydney harbour Boxing Day and watched the start of this prestigious race. She kindly sent me a photo which I thought I'd share with you. A lot of Mylar sails are present, showing what a high tech, high performance, event this has become.



It's an annual event hosted by the 'Cruising Yacht Club of Australia', starting in Sydney, New South Wales, and finishing in Hobart, Tasmania. The race is approximately 630 nautical miles and widely considered to be one of the most difficult yacht races in the world.



The race was initially planned as a cruise by Peter Luke and some friends who had formed a club for those who enjoyed cruising as opposed to racing; however, when a visiting British Royal Navy Officer, Captain John Illingworth got involved he suggested it be made a race. So the event was born. Since the inaugural race in 1945, the Sydney to Hobart Yacht Race has grown over the decades to become one of the top three offshore yacht races in the world, and now

attracts maxi yachts from all around the globe.

Winter sailing.

Some of the best sailing is in the winter season. All that's needed are extra layers and some winter warming food.



Homeward bound. Ivor and his merry band were out on UFOR for the first sail of the year at the weekend (21st January). Some great sailing up to Sandend, where they anchored for a few portions of fantastic piping hot Turkey Broth (care of Ivor's wife Joyce; she sets the bar high). Followed by a cracking reach all the way home to Whitehills.

A Taste Of Italy



An Italian evening is planned for Saturday the 25th of February 2023. We offer you a little bit of Italy in Banffshire. Dishes like Tomato Bruschetta, bolognaise, lasagne, Pizza and other goodies are on offer. On top of this, Phil has offered taster sessions with Tiramisu, Italian cheese's with dessert wines for your delight. Bring along your favourite Italian wine or preferred tipple and join in the fun. Italian themed music with great regional food, what's not to like. Pam will be advertising and taking numbers, so watch out for the email advertising what should be a great event. Numbers will be limited, so be quick to avoid disappointment.

707 Maintenance Days

The 707s are now out of the water on their trailers and stored in the compound at Whitehills Harbour. A great deal of work was carried out last winter so there is not so many jobs requiring attention, but as always with boating there is always something to do. With this in mind there are three days set aside for this work on the **18th and 25th of February and the 4th of March 2023**. Contact Dave Goodwin or Alistair Mackie for confirmation if you're interested.

These usually are more of a social event than hard graft. They're always good fun, so if you're available do come along and bring a pack lunch.

Indoor Training Sessions.

As stated we have planned another training (and social) session at the club house on **Sunday the 5th March 2023 starting at 2pm** where we will run a full workshop for a passage plan and pilotage to somewhere starting from Banff. If time allows we will also look at some Collision Regulations. If past sessions are anything to go by, this should be great fun and informative. Do come along whatever your knowledge and experience, there's something for everyone and will include home bakes and lashings of tea/coffee.

Banff Harbour User Group.

The Harbour User group in conjunction with Banff Sailing Club again held the 'Light up the harbour competition' which was a great evening and hotly contested with a number of sailing



and fishing boats lighting up the harbour, making a festive display that could be seen as far away as Macduff and Whitehills. Congratulations to Mr French for best Fishing Boat and Mr Freeman for the best yacht. Overall winner was the Yacht 'Sapphire'. A big thanks to Simon Jessel and Kevin Stirton for donating the prizes and also to Mary for organising and supplying refreshments. I'm not sure who ate the most Mince pies, but they were greatly appreciated on what was a very cold blustery evening. Lastly, well done to Lynn Rae from Deveron Radio who kindly offered to come along and judged the event.

Boats being lifted out.

For information on lift ins and outs contact Duncan Mackie

Harbour Office Shore Street Macduff AB44 1TX.

Tel: 01261 832236 / 07747 020496.

Banff sailing club web site and Facebook page

Remember that the club site is being regularly updated so it's 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 707 boats have been well used with training and passage sessions enjoyed by members of the club. The season has now drawn to a close with the boats lifted out onto their trailers, removed for maintenance, and storage in the compound at Whitehills. A decision has been made for the 707s to remain at Whitehills for the 2023 season. This is to ensure that we can start the season in April and get continuous use out of the boats both in the evenings and at weekends. This cannot be guaranteed at Banff in 2023. A full and varied programme is planned and I recommend you utilise these great club assets.

Navigation and Sailing Tips

Storing Wine Aboard



Wine connoisseurs will always agree that life is too short to drink bad wine. But wine can be difficult to keep on a sailboat. Boxed wines have obvious advantages. They are easy to store and the vacuum bag inside the box keeps wine airtight, even after opening. If you like, you can discard the box, but beware of chafing when storing bags on their own. In Central America, we've found wine sold in little boxes similar to juice boxes. These keep well aboard, even if a box gets lost in the bilge! Some, of course, spurn boxed wine and swear by corked bottled wine. With care, this can also be stored safely.

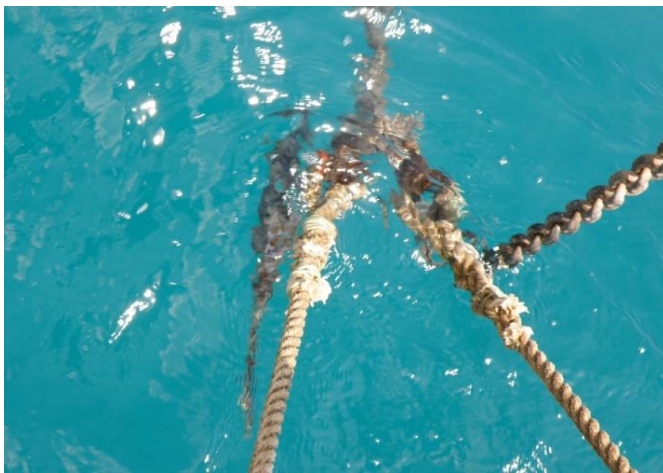
A boat's motion will help age young wine. Wine changes composition with light or UV infiltration, so it should always be stored in a dark place. Corked bottles must be stored on a

slant or on their side so the corks stay moist and don't dry out. Consistent temperature and high humidity are good for wine. Cooler is better, however, and in the tropics, cooler is a challenge. Usually it is coolest in the bilge below the waterline.

Odours can permeate a cork, a box or a bag, so you should never store wine in an area with strong fumes. Obviously, you should keep it well away from your engine and generator. You should also be aware that even onions or garlic can have adverse effects.

A boat floating is constantly in motion. If storing fine well-aged wine, you should try to limit its movement by storing it amidships near the boat's centre line. But really you are best off drinking the wine promptly. If you want to keep wine aboard for long periods, it's best to store young, less expensive wine. The boat's motion helps to age the wine and may actually improve the flavour.

Snub the Load



If you anchor on a chain rode, you should always use some nylon rope as a snubber to absorb shock loads from the chain that would otherwise be carried directly by the boat and its hardware. Be sure to use three-strand nylon rope for maximum stretch. It's also a good idea to use two separate lines, effectively creating a snubber bridle.

The correct length for a snubber line varies depending on your boat's windage and the height of the bow off the water.

The windier it is, the more line you'll need. We always like to keep the attachment point for our snubbers about a foot underwater. Depending on how hard it's blowing, their length ranges from a minimum of 10 feet to about 20 feet. You can attach your snubber to your chain any way you like. Some use a chain stopper or hook; others just tie a rolling hitch around the chain. To keep a hook from falling off the chain, keep tension on the snubber as you deploy it. Once it's all the way out, let out more chain so there's a loose bight of it sagging below the attachment point. The weight of the chain in the bight will keep the snubber's hook from coming loose in calm conditions.

Get Knotted

Double sheet bend

A double sheet bend is simply a 'double' of the regular sheet bend. If the ropes used are of different diameter, it's important to double the sheet bend to ensure security.

To tie a double sheet bend, go through all the steps of creating a regular sheet bend, then bring the tail of the thinner rope underneath the thicker rope, over the thicker rope and under them thinner rope a second time, so the thinner rope coils around the thicker rope a couple of times.



Round turn and two half hitches

While a bit of a mouthful, this useful knot is used to secure a rope to a fixed object such as a pole. The tail of the rope is wrapped around an object (this is the 'round turn') and secured to the standing part with two hitches (the tail end is passed over and under the standing part, twice).

For more security and permanence run the first hitch through the round turn causing the rope to bite as it tightens under tension.



Items for sale.

Barton traveller system "1" beam track 60cm, Main sheet slide and two end cleats - **£180 or best offer.**



Helen stated that this came off their previous boat and more images can be provided on request.

Please phone Helen 07966549101

Stay safe and go to your happy place (mines dreaming of sailing).