



'THE HARBOUR CHAT'

(No.2 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?



The Harbour is nearly open!!!!!!

Contractors have finished reconstructing all the walls and are well on their way to putting the decking stones to the surface of the East pier. All the inner bund has now been removed and taken away. The outer bunds will also go in the next few days. The harbour is once again tidal. Plans are to move the remaining boats to various locations within the harbour or Macduff and then to float the pontoons between the inner and outer basins to allow dredging of the whole marina. Things are moving along at a good pace now and there is definitely light at the end of the tunnel. Weather permitting harbour plans are on schedule. Below is an extract from the council's recent news release relating to the completion and reopening of the harbour.

Folks, two important updates this week. Firstly the bunds have started to be removed by James Forbes with heavy plant arriving on site last week. Secondly we now have a

contract in place to dredge the harbor after the bund removal, with Wyre Marine services and their Wyre Sands vessel. The Sands is currently working in Arbroath harbour and when finished there, will sail North and join us in Banff.

Keith Simpson's team of stone masons continue to lay the decking stones on the east pier.

We are still anticipating a harbour reopening in May.

A Note Form the Committee.

The committee met at the beginning of March in the clubhouse. A lot was discussed including repairs to the building as well as a new layout for the social area upstairs. Some of the easy chairs have been removed to make space for more tables, previously stored away. This will allow better use of the available space for both social and training events. Your feedback would be appreciated as to how we can make the club work better for all the members. Anyone interested in the leather suite currently residing downstairs please contact me (once it's gone it's gone). We will also be looking for volunteers for some light work on the building. Nothing too technical, but the more who help the quicker we can get this work done. There is great enthusiasm for the coming year with lots of events in a much varied programme for the club. Please look at the program and do watch out for upcoming events, both on and off the water. Not all are listed in the programme which is primarily published for sailing events.

Recent Activities.

A Taste Of Italy



A little part of Italy came to Banff for the night with an Italian evening. It took place on the evening of Saturday the 25th of February 2023. A big thanks to Phil who managed to turn the club house into an authentic Italian Café filled with pictures and Italian memorabilia. What a transformation.

To ensure the right atmosphere we limited numbers and tickets quickly sold out. Those

who attended enjoyed a selection of Italian dishes and other goodies. This was intermingled with games, raffle and a lot of laughter. The plan is to continue sailing around the world to different global destinations with another event planned for late spring or early summer. The

destination has yet to be decided, but all suggestions welcome. Numbers will again be limited, so to avoid disappointment book early.



Winter sailing.

Some great sailing tlast month. Both Ivor and Dave have been enjoying the favourable conditions by sailing their boats from as far as Spey Bay to Gardenston enjoying good breezes and clear skies. With the stretch in the daylight these are getting longer and, as previously mentioned, all that's needed are extra layers and there's great sailing to be had.



Back to Whitehills after anchoring in the bay off Gardenston beach for Lunch (12th February) and another splendid hot bucket of soup care of Joyce. Good winds, good company, and great food, what better way to spend a day on the water.

707 Maintenance Days

Thanks to all who attended the two recent works days, it was great fun with a lot of vital jobs completed. In fact the third schedule day was cancelled because all the tasks were finished in good time. Well done to all involved especially to the girls who took on the messy jobs of painting, polishing and sorting the keels and keel bolts; a job well done, thank you both.

These events are light hearted and usually more of a social event than hard graft. They're always good fun, so if you're available do come along to the next one.

Shore based Training Sessions.

As published there was another training (and social) session at the club house on Sunday the 5th March. Following on from the previous session we concentrated on the mechanics of chart work. There were some tricky questions on ready reckoning, course made good and plotting



positions etc. With a variety of knowledge and skill sets it was a useful and rewarding session for all. As usual there was plenty of hot drinks and goodies consumed all through the session. Do come along whatever your knowledge and experience, there's something for everyone and normally includes home bakes and lashings of tea/coffee and a lot of laughs.

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 season is about to begin and we hope to launch both boats next month. A decision has been made for the 707s to remain at Whitehills for the 2023 season. A full and varied programme is planned and I recommend you utilise these great club assets.

Sailing Club Rib

The rib now has a shiny new engine, electrics, and DSC VHF radio ready for the coming season. We hope to get a compound birth at Banff and launch as and when required. As a club asset it's there to be used and we hope it will be self-funding. It is hoped we will do some RYA level one and two power boat training. If anyone is interested let us know so we can schedule some sessions for you. As in the past, we will organise testing so that candidates can achieve RYA qualifications where appropriate at a fraction of the cost of other training centres. It's a great asset so let's use it to its full potential

Navigation and Sailing Tips

Look at your luff



Both sails here could do with some more halyard tension.

It's easy to set and forget your halyards but rarely does the wind stay at a constant strength throughout a sail.

When you first adjust your halyards (this includes the genoa halyard) take up the tension until you see horizontal creases at the front (luff of the sail) disappear, and then ease the tension until just before they appear.

Vertical creases mean you've got too much halyard tension. Get

into the habit of checking the luffs of your sails to see whether the halyards need adjusting. This plays a huge part in the efficiency of your sails. Credit: Graham Snook Yachting Monthly

A Step By Step Guide To Getting Out Of A Tight Berth

Leaving an alongside berth with the wind blowing the yacht on usually requires the use of a bow or stern spring. The same applies if room to manoeuvre is limited by a fairly tight berth. The stern spring tends to be the preferred method in most situations. It allows you to leave going ahead so that steerage is almost immediate as you engage forward and the prop wash hits the rudder.

However, to do this, the bow must be forced up to windward sufficiently to clear the boat, or boats, moored ahead, which may not be possible using a stern spring. Motoring astern against a stern spring will certainly push the bow off the dock to windward, but at some point you need to put the engine in neutral before engaging forward. It may only be a couple of seconds but that can be long enough for the bow to blow back far enough so that you can't now clear the boat ahead.

'SPRONGING OFF'

An alternative method is to use a stern 'spring'. With the spring on the offside and the prop's thrust driving towards the pontoon from the centreline, a turning moment is created that powers the boat off the pontoon.

There are occasions when springing may be the only way to get the yacht out of the berth so, as with any manoeuvre, it is worth practising it where there is plenty of room

to find out how it works for your yacht before you need it. Here, YM editor Kieran Flatt gives it a spin in his Twister 28, *Cleaver*.



Spronging off: Step 1

Rig a long slip line on the offside quarter to a cleat or bollard as far aft as possible without fouling the boat astern. Ideally use a free cleat and a multibraid slip line to reduce the chances of fouling. Fender the nearside quarter generously.



Spronging off: Step 2

With the sprong rigged, remove both springs, then the stern line and, finally, the bow line. The wind will be pushing the boat onto the pontoon but if the current is pushing you into the boat astern, idle in forward gear with the helm centred.



Springing off: Step 3

Turn the wheel hard towards the pontoon, or push the tiller away from the pontoon, and engage forward gear to take up the slack on the sprong. The stern will move out at first, then be shoved back in by the turning moment.



Sponging off: Step 4

With the helm hard over, increase engine revs in forward gear. The turning moment created by the prop's thrust on the centreline and the sprong on the offside quarter will drive the bow off the pontoon – perpendicular to it if needs be.



Springing off: Step 5

When the bow is far enough out to clear the boats moored ahead with a decent safety margin, reduce engine revs and slip the spring and haul it in quickly. If it fouls, be prepared to cast off the line and pick it up later.

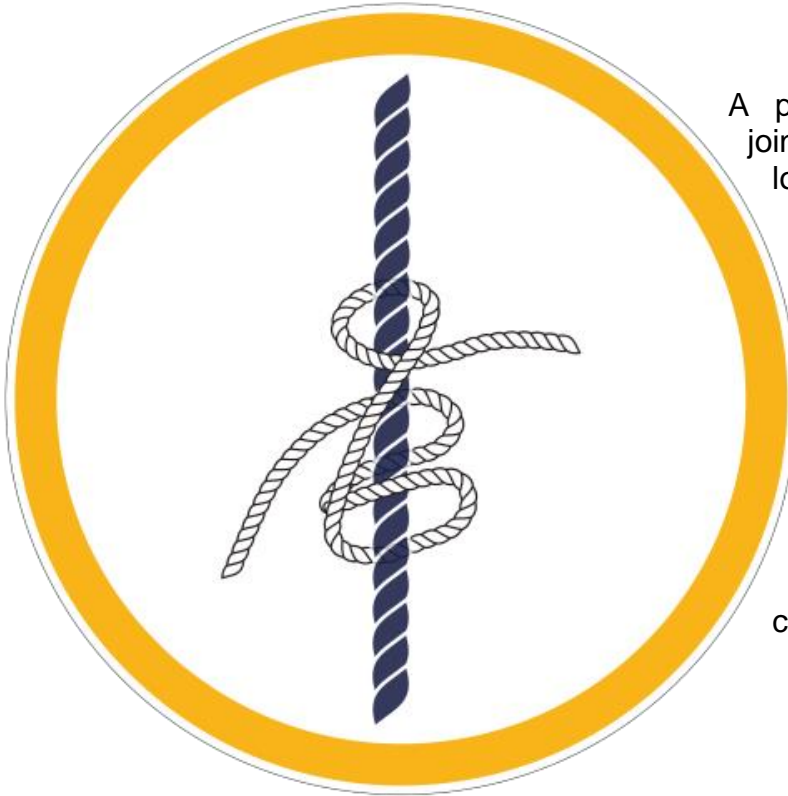


Springing off: Step 6

Once the slipped spring is aboard so there's no chance of it fouling the prop, centre the helm and increase engine revs and away you go! It's a neat, shorthanded way of getting off the dock when you're being blown on.

Get Knotted

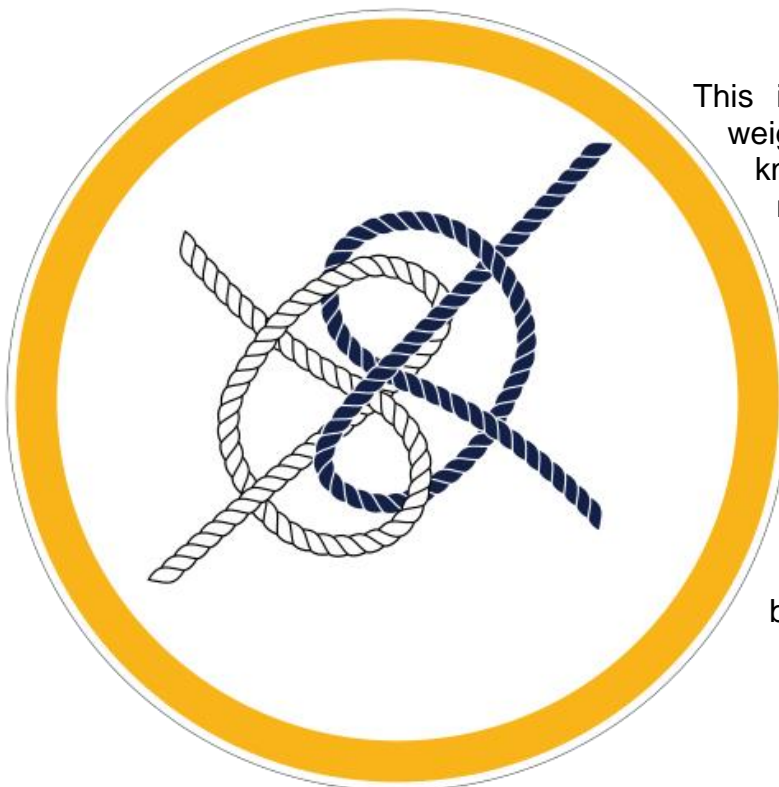
Zeppelin bend



A popular sailing knot for securely joining two ropes, which can be loosened relatively easily even after a heavy load. It actually consists of two intertwined simple knots. Mastering the specifics of this knot is important as it can be easily mixed up with a Hunter's bend that is far less secure.

According to one legend, it is called a Zeppelin knot because it was used to tie Zeppelin airships. However this claim is almost certainly not true.

Rolling hitch



This is a slip knots used to transfer weight from one rope to another, with a knot jamming in one direction. By nature, this knot works best when it is tied on using a significantly thinner rope than the knot will be moving along. However, modern materials bring other problems, for example on polypropylene rope or Dyneema it won't really work. The rolling hitch is commonly used for rigging a stopper to relax the tension on a sheet so that a jammed winch or block can be cleared.

Items for sale.

FOR SALE

Anyone interested in the cream leather two and three seat sofas suite currently stored downstairs at the club house. They are in good condition having only had the lightest of use. A reasonable donation to club funds and they're yours.

If interested contact Me (07939959976)

FOR SALE

MAINDECK Leather sailing boots

Size EU 40 (6 ½)

Bit of colour loss round tops but otherwise excellent condition

£30

Phone: 07783 881364



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