



# 'THE HARBOUR CHAT'

# BSC

(No.3 2023)

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](mailto:Mark.donnelly168@gmail.com)

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



## Is The Harbour Open ?

Well sort of. The bunts are out and for all its appearance the harbour looks fully open. There are no physical restrictions to stop boats coming and going. However there is still work being done on the foundations to the walls. There is still very limited access in and out of the harbour for boats in the water. This is because on most days there are divers down in the channel by the railway pier. Whilst they are there entry and access is prohibited. They have published access times on the council Facebook page which I've reproduced below. The good news is that there are no charges until the harbour is fully open, hopefully by the end of August this year. **Please be aware that there is now a ledge below the waterline extending out from the Railway pier.** Pay attention to the signs mounted at the end of the pier indicating to stay 'center channel', thus avoiding the unseen hazard under the water.

As I write this, Keith Simpson's team of stone masons continue to lay the decking stones on the east pier. They are almost done and may well be finished by the time this is published. Their work will cause no restrictions to the channel while they finish.

#### **Banff Harbour Update:**

Shearwater Marine are mobilising and will be on site from Monday 26th June for approximately 6 to 8 weeks to set the East Pier concrete lower castings. During this time they will work 12 days on and 2 days off with dive operations restricting vessel movement.

The following schedule details when vessel movements are permitted including use of the public slipway at Banff from Monday 26th June:

Overnight between 7pm and 8am daily and every second weekend from 7pm the previous Friday evening up to 8am on the following Monday inclusive. Weekends of July 8-9th, 22-23rd, August 5-6th, 19-20th.

Shearwater marine will be operating diver flags at all other times during their working day (8am to 7pm).

Restrictions will be lifted when all diver operations are complete and we will update you all here and on the Harbour Notice Board.

#### **A Note From the Committee.**

First of all welcome to our new members, both from the 707 group and the new boats in the harbour. Fortunately there are too many to mention by name, but you are all most welcome. As we hope you will find, we are a vibrant and active club and as we come out of the difficult periods of the pandemic and harbour closure we are striving to move forward and get back to a good sailing and social calendar for all our members. Like all clubs we get out what we put in, so do come along and get involved. We would love to get to know you better.

The committee met at the beginning of June in the clubhouse. A lot was discussed including repairs to the building. To make better use of the upstairs space some of the easy chairs are now gone, giving more space for social and training activities. The old gas fire, which has been problematic for a few years, has now been removed. It will be replaced by more reliable and user friendly electric heaters. Although expensive to run it is hoped they will be better for our purposes and make the upstairs more comfortable over the winter months. With this in mind the buildings electrics has been checked and certified in readiness for the new heaters. A big thanks' to Jane (helped and encouraged by Pam) who has worked tirelessly to tidy up and paint the hall and stairs. This area suffered from water damage prior to the roof being sorted and is looking much tidier thanks to their efforts.

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. We have had a good start to the season with lots of events within the club programme. Please look at the program for upcoming events, both on and off the water. Not all are listed in the programme which is primarily published for sailing events.

Mark Donnelly (Vice Commodore).

#### **Sailing Activities**

## Spring Regatta

This is a new event in the calendar and although the second day was cancelled we had some cracking races in and around the bay with some challenging and close racing. There was a briefing in the club house over lots of bacon butties and lashings of hot drinks. This is becoming a regular part of our briefings and now a bit of a tradition. Tony who had a heavy weight crew managed to hold full sail and even hoisted his asymmetric on a couple of off wind legs. Must have been quite a spectacle in the links. The 707s, who were a bit light on crew, took the safe option with reefed in using only white sails. But both boats held their own in the increasing winds. A great day on the waters with close racing followed by a splendid BBQ at the club house after.



This was also attended by other club members who didn't make it onto the water. Well done and a big thanks to all who helped particularly Phil, who again put on quite a spread of meat and other goodies. All finished off with cakes, strawberries and cream with mernigues to die for supplied by Jane and Pam. What a great way to finish a good days sailing.

## Cruising and Racing



Some great sailing so far this season. Ivor and the two Daves with Mike braved the Whitehills to Orkney Race and, although great fun, took longer than anticipated as the wind died and they struggled to make the tidal gate to get into Kirkwall. A stop over and well earned break in Wick on the way home was a nice way to split the trip. Mike was introduced to the Ufors extensie array of dish cleaning equipment and seemed to have found his vocation. Tony has had a couple of trips west to Lossiemouth for a few sips and supper in the local hostleries. On my trips with him Tony managed to reintroduce me to Bombay Sapphire. This proved a very pleasant way to wind down on arrival in port and set us up for dinner at the local hostelry. It's a great trip and just the right distance for a day sail and with an overnight stay before heading back. Great facilities and a very friendly marina. I recommend breakfast in the Harbour lights where Evelyn and her staff serve a fantastic breakfast and it's only a stones throw from your birth.



Also congratulations to James and his two crew Bob and Jim for their epic trip back from Holland where they picked up James' new boat. It sounds like they had quite a trip with some serious wind and waves overnight in the North Sea and some interesting entry to east coast harbours. I'm sure it was all worth it as James got to play with his new boat now safely in her new home port at Whitehills.

### **Shore based Training Sessions.**

Nothing is planned for the summer as we hope to get on the water while we can. However we may do some Saturday mornings as an alternative if the weather beats us. Do keep an eye on the WhatsApp chat where we will probably talk about and plan these. Do come along they're fun and informative. If there are some topics you think may be useful for the autumn and winter, please let us know and we will schedule them in.



### **Boats being lifted in and out.**

Remember for those who were removed for the repairs, the council are still funding your lift in.

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 Communications ,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.

Also if you are not on the club WhatsApp chat page you may be missing out. If you want adding let me have your details and I'll add you.

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

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

## **Club 707 Sailing**

The season has been quite busy even though it's been hindered by some erratic weather. We have new members who have enjoyed a good variety of sailing experiences. We have managed a number of training sessions from coming along side, birthing, man overboard as well as some good spinnaker training. We've also had some good passage sailing up and down the coast. It's always good to visit other harbours for lunch and have a good blast back home. They're a great club asset and if you haven't tried sailing on them I heartily recommend it. They're great racing and cruising boats and are a great way to hone and practice your sailing skills in a fun and secure environment.



## **Sailing Club Rib**

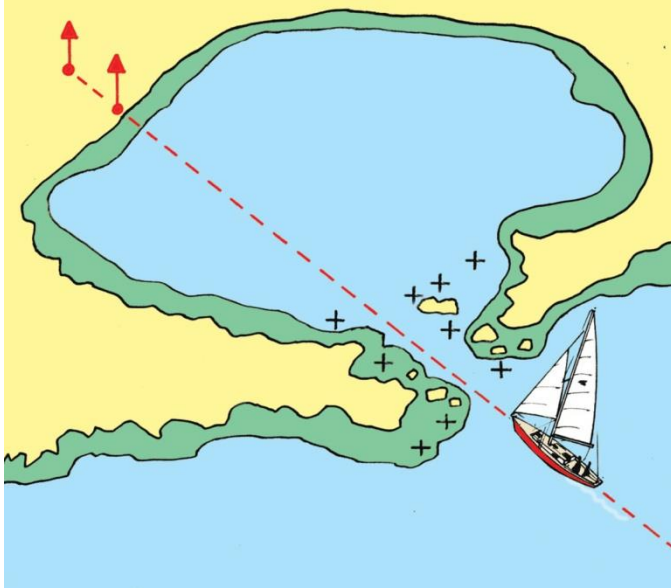
The rib is currently on the water in Banff marina while the trailer undergoes some major repair work. As a club asset it's there to be used and we hope it will be self-funding. As previously stated we hoped we will do some RHA level one and two power boat training. If anyone is interested let us know so we can schedule some sessions for you. As in the past, we should be able to organise testing so that candidates can achieve RYA qualifications where appropriate. This should be at a fraction of the cost to commercial training centres. It's a great asset so let's use it to its full potential.



## Navigation and Sailing Tips

### Inshore Piloting

When you're close inshore, the benefits of a plotter require close examination. A large screen mounted on the binnacle has obvious benefits when you're entering a well-buoyed harbour. Piloting through rocks, on the other hand, where sailors have been operating for centuries, may be a different matter.



Before GPS, local pilots set up simple ranges that allowed them to thread hair-raising channels in safety. A range is bombproof; all you have to do is keep the back mark in line with the front mark and its happy days.

Trying to steer through a tiny gap using a 3-D vector chart is, by comparison, a bad joke. The pilots who set up the ranges weren't interested in peripheral dangers, they just wanted a safe route through narrow channels. An electronic chart may pinpoint every last brick, but such obsession with unnecessary detail often obscures the one thing you really want to know.

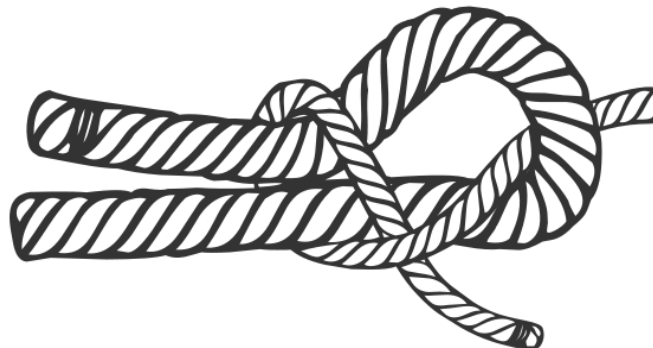
The problem with ranges has always been identifying them for the first time, and this is where the plotter can help. From safely out

at sea, steer toward the range line. When the plotter says you're on it, eyeball the bearing and find the markers. Once identified, forget the electronics and go with the old-fashioned navigation technique of surveying your surroundings. If the pilot who set the range up got it wrong in the War of Independence, he'd have been strung up in the town square. The guy who muddled the electronic chart has no such direct action to concentrate his mind.

### Get Knotted

#### Sheet Bend

Many sailors use a square knot (reef Knot) when tying two lines together, but these often come loose when not under load. The sheet bend is more secure, is easy to untie and works much better when two lines of unequal diameter need to be tied together. As you can see in the illustration, its final form is only slightly different from a reef knot, though it is tied quite differently.



Form a bight in the end of one line. Pass the end of the other line through the bight from beneath and around behind both parts of the first line. Finish the knot by passing the working end of the second line under itself, and then pull the knot tight.

## Rolling Hitch

The rolling hitch comes to the rescue when riding turns jam a line on a winch drum. This hitch is designed not to slip. Use an extra line to tie a rolling hitch on the standing portion of a jammed line; it is then possible to shift the load to the extra line (preferably on a second winch). You can then free the running turn from the jammed line which should no longer be under tension. The rolling hitch will also keep any line secured to a vertical cylindrical object (such as a burgee halliard on a stanchion) from slipping. It can also be used to form an adjustable noose that doesn't slip under load, which is handy when securing tie-downs for an awning on deck. Campers use the same knot to tension lines secured to tent pegs, only they call it a taut line hitch. If it is not holding make another turn or two before by passing the working end of the first line over its standing end.



Wrap a line twice around another fixed line or post. Take a third turn by passing the working end of the first line over its standing end and then around the second line above the first two turns. Pull on the standing part of the first line and the hitch will not slip down the second line.

### **Items for sale.**

I anyone has anything to sell or pass on and wishes to advertise here please pass the details and a photograph to me and I will include it in the next issue. .

If interested contact Me via email ( shown at the top of the publication.

**NOTHING LISTED THIS ISSUE**