



# 'THE HARBOUR CHAT' BSC

(2, 2021)

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.donnely168@gmail.com](mailto:Mark.donnely168@gmail.com)



Life is moving forward with encouraging signs on the COVID front (the expanding vaccination program seems to be slowing the virus). As previously stated there is a great and comprehensive program lined up for both on and off the water. So hopefully the fight against this pesky virus will see us out and about sooner than previously thought. Fingers crossed.

## A Note from the Commodore on the On Line Quiz Night

*Many thanks to Margaret Henderson for once again coming up with a fantastic general knowledge quiz. Each of the ten rounds were interwoven with great laughter, leg pulling and jokes. If you weren't there, you missed a treat. Questions ranged from what is the name of Nicola Sturgeons husband and Boris Johnston's baby, how many toes does a cat have and which is the oldest harbour on the Moray Coast. We obviously had to self-mark our answers as the event was successfully held on Zoom. A great way to spend a snowy cold afternoon. We also had help from children and dogs. Congratulations to Ivor for winning.*



Helen.

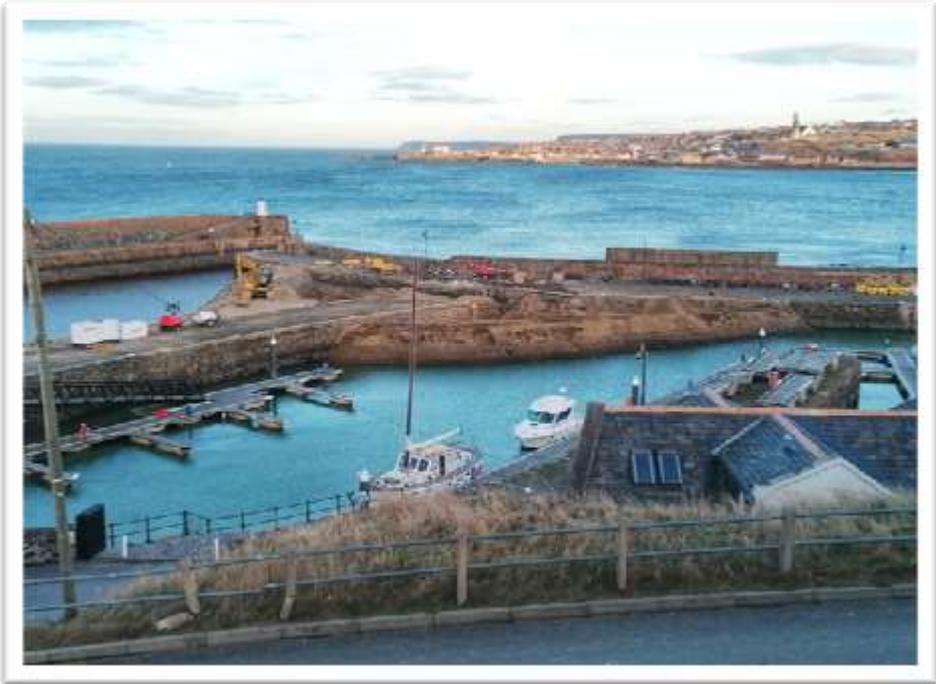
Sadly I was unable to participate but from the comments of those who did it was a great success. A big thank you to those involved, especially Margaret who is proving a dab hand as quiz master. I do hope there will be another in the pipeline in the not too distant future.

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

### **WELL IT'S DEFINITELY STARTED!**

The work on the harbour is pressing ahead at what looks like a cracking pace. The dams are already in place and they've started work on the East Pier. They have removed a section of cobbles and capping stones where the surface had previously dropped.

For those who missed the public zoom presentation from the project manager hosted by the Harbour team at Aberdeen council I have re published the links about the work



**For the full Harbour works presentation please see link 1.**

Link 1

<https://mail.google.com/mail/u/0?ui=2&ik=3e3f075e38&attid=0.1&permmsgid=msg-f:1689213722361070388&th=17714aee3f0c0334&view=att&disp=inline>

**For the minutes of the open meeting/presentation please see link 2.**

Link 2

<https://mail.google.com/mail/u/0?ui=2&ik=3e3f075e38&attid=0.1&permmsgid=msg-f:1689213722361070388&th=17714aee3f0c0334&view=att&disp=inline>

### **Boats being lifted out.**

The original directive from the council was that boats left in the marina at the start of the closure could not be lifted out and would have to remain in the inner harbour until the work was complete and the dams removed. This was because they are normally lifted onto the railway pier which will have insufficient access for the crane and low loader whilst work is in progress.

It is now my understanding that it could be possible to lift boats out via the east pier. This would be by a lorry with its own lift, to be transported away by road (possibly to MacDuff where they would be returned to the water by the same method). This would be at the owner's expense and would of course require the mast to be removed and refitted. There are at least

two who have arranged this for the spring. If anyone else is interested it would be cheaper to arrange a job lot. Clearly this would be encroaching into the building site's exclusion zone so would have to be in consultation with the contractors through the Harbour Master.

### **Winter chill**

The recent arctic weather definitely caught us out. Most of the Banffshire Coast and further afield was covered in a deep carpet of snow with Banff and the surrounding towns and villages cut off for at least a couple of days. Thanks to the local farmers who worked tirelessly trying to clear roads for the benefit of us all. Even the sea wasn't immune with part of the inner harbour



freezing over; apparently a sight not seen for many years.

Some spectacular seas have also made wave watching from the safety of the harbour interesting. Views of the North Pier taken a short time before the work began.



It's apparent that these walls take quite a battering when the wind blows.

## **Club Boat Maintenance**

Any volunteers willing to help out would be greatly appreciated. This is subject to COVID restrictions which, if recovery continues as hoped, should improve slightly in April. Talk to Alistair if you can assist.

## **Future events.**

### New Year's Day walk

As you know this was cancelled with the ramping up of the restrictions. We still hope to have some sort of walking event. I think we will have to call it the 'post COVID walk' and hope to get this going as soon as we can. The more the merrier once COVID restrictions and the weather allow. Pam will keep us updated as and when.

### Winter lectures

These are not professional presentations but a self-help conduit for a bit of informative socialising. Ivor has kindly offered to start the season's talks with a presentation about

**'Commercial Diving' on the 25<sup>th</sup> of March 2021 via Zoom starting at 1900.**

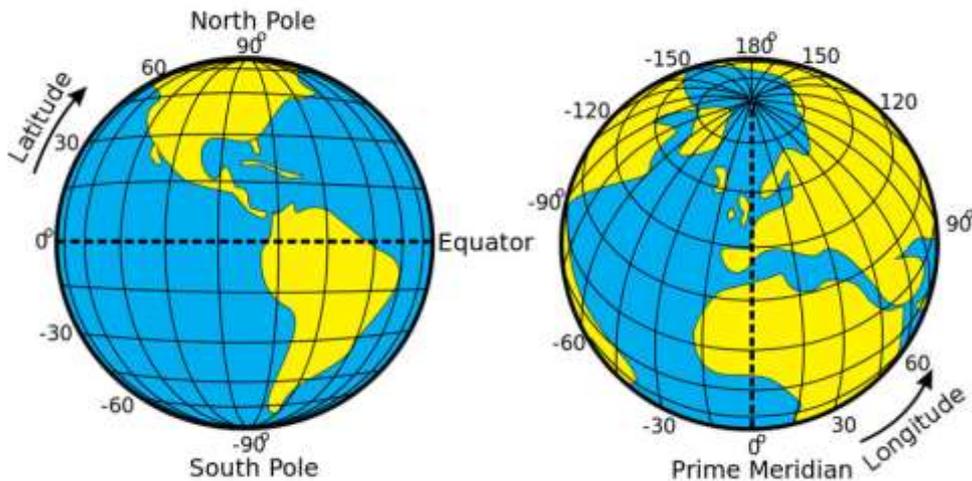
Having listened to previous talks by him I have no doubt it will be a great evening. Pam will send out information and invitations on how to get involved shortly. If anyone has some suggested topics or is willing to host one please let me know.

### 707 Sailing

Great news, it's confirmed that Alistair has secured births for the club 707s in Whitehills Harbour for the spring season. The 707s will definitely be available for club sailing events this year. There will also be the opportunity for club members to sail them whilst their boats are stuck in Banff. None boat owning members are obviously welcome too. Register your interest with Alistair so he can make the necessary plans.

Whilst on the subject of the Club 707s, a quick reminder for anyone who is interested in regularly sailing on the 707's that the most cost effective and convenient way to use them is through the Ambassador's scheme. Information on this scheme is available on the club web page. Those already involved, fees are now due and should be paid through Pam. Any queries contact Alistair.

# Latitude and Longitude



Latitude is measured North or South of the equator (00°). There are up to 90 degrees North of the equator and up to 90 degrees South of the equator. Lines of latitude are known as parallels of latitude.

Longitude is measured from the Greenwich Meridian (also known as the Prime Meridian). These can be up 180 degrees West of Greenwich or up to 180 degrees East of Greenwich. Lines of longitude are also known as meridians.

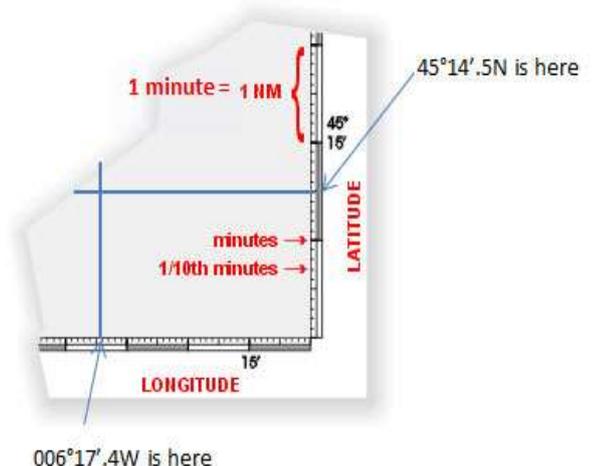
To accurately pinpoint our position the geographic coordinate reference is given as Latitude first then Longitude and the degree is broken down into minutes then tenths.

There are 60 minutes (shown with a ' sign ) in 1 degree (shown as ° sign). There are 10/10th in 1 minute and the tenths are denoted with the decimal point.

For example: 28°54'.9N 013°42'.3W

N.B. The latitude number for degrees is only written with two digits whereas the longitude is three digits – think back – Latitude can only go North or South by 90 degrees, whereas Longitude can go east or west by 180 degrees. It is good practice to write it in this format as it avoids confusion if someone else is following on from your chart work.

This example shows a GPS (Global Positioning Position) of 45°14'.5 N 006°17'.4 W



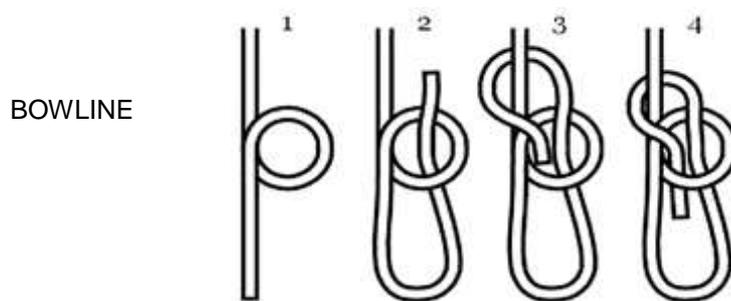
The **Latitude scale runs up** and down the side of the chart. The **Longitude scale runs across** the top and the bottom of the chart.

## 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're back on the water.

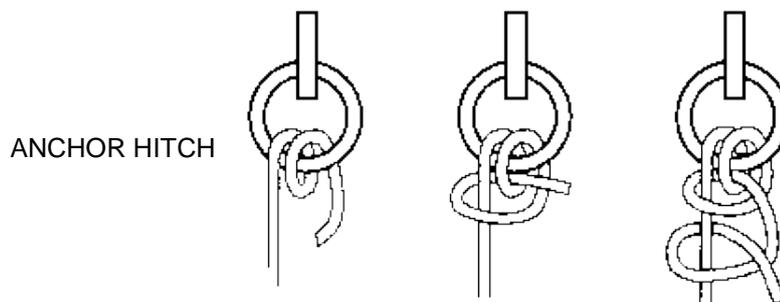
### Bowline

A Bowline is a useful knot that creates a loop and will always stay in tact as long as it remains under tension. Another benefit is that it can always be undone despite having been put under great strain. It's useful for mooring lines and other attachments where a loop is required. It is not so good for attaching anchors and other lines where the tension comes on and off (such as the changing pressures caused by tides and or the bouncing of wave motion). Many a captain has lost their anchor as a result of a poor choice of knot.



### Anchor hitch or Anchor bend

Has other names but in this context, as the name suggests, is used to connect a rope to an anchor or other object securely. The harder it's pulled the tighter it gets. The downside is that it is very difficult to undo once fully tightened irrespective of whether kept under tension or not. For additional security the tail can be whipped to the main line which also tidies up the loose end.



### Items for sale.

Nothing posted.

If you have anything other members might want please let me know and we will get it advertised in this publication.

Stay safe and go to your happy place (dreaming of sailing later in the year).