

'THE HARBOUR CHAT' BSC

(4, 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.donnelly168@gmail.com



A Note from the Editor

I am very excited to share with you the 2021 Banff Sailing Club Programme in this newsletter. Several members of the Committee have worked hard to put a programme together this year with a variety of events. I am not so happy to have to share with you the progress of the repairs to Banff Harbour, but more on this in due course.

Banff sailing club programme 2021

Due to the uncertainties caused by the COVID restrictions all the event dates will not be published here, but will be confirmed when possible.

Note -Some club boats are berthed in Banff and others are in Whitehills. So to make things simpler for yachts, all West going time trials/races start and finish at Whitehills, all East going time trials/races start and finish at Banff.

- Portsoy cup -One way time trial from Whitehills to Portsoy (normally on the same weekend as the traditional boat festival which is sadly cancelled this year). Yachts return when they like.
- Mosquito cup -Time trial from Whitehills to Cullen and return to Whitehills.
- Wick trophy -Time trial from Whitehills to Wick to coincide with Wick harbour day/RNLI day. Yachts return when they like.

- Beatrice dash trophy -Time trial from Whitehills to Beatrice oil field within the sailing season for skipper of a yacht. Yachts return when they like.
- Pursuit paddle -Time trial from Banff to Gardenstown and back to Banff.

Cruiser cup consists of three time trials/races: -

- Time trial from Banff to Troup head and return to Banff.
- Time trial from Whitehills to Portknockie and return to Whitehills.
- Time trial with approximately 18 mile triangular course starting and finishing at Banff.

22nd/23rd May: 707 shake down come along find out how 707s work, 10.00hrs Whitehills

3rd July :707 challenge cup July Whitehills Regatta

26th/27th June : Discover Sailing

Other trophies and shields.

- Class Trophy -Quaich for class of 707's sailboats. Best overall for the season.
- Blue Anchor Fire and Safety trophy's (2). Presented by the company and used for Banff Boats taking part in the Whitehills Regatta, Class 1 and Class 2.
- Quaich with wooden bowl on stand. For 707 class boats taking part at the Whitehills Regatta.
- group plan an Americas cup type event with teams of three with a trial go in mid-June with the official event in July notice of the dates will be given nearer the time as we would need light to moderate wind from the south to make the event successful this event is for all Banff Sailing Club Members, to help with planning please register your interest with Alistair

On the cruising front

707s will be visiting Pennan, Gamrie, Portsoy, Cullin ,Portknockie, Sunny side beach, Spey Bay and a few anchorages in between. We also plan evening sailing through the week. Training days can be organised as required. This year due to restrictions and Banff Harbour closed, events will be planned around the predicted weather forecast notice given week before and confirmed on Wednesday/Thursday.

Similarly cruising destinations will be confirmed closer to the event. These are not just for 707's, all boats welcome, the more the merrier.

COVID News

This is an abstract from a letter from Mick our COVID officer. This gives the pertinent points and changes that will come into force on the 17th of May 2021 when contact sports (including sailing) will be permitted.

Firstly let's deal with indoors.

No person is allowed into another's home and the club house apparently sits in this category. The club house remains closed. For maintenance purposes, checking building etc; then one person at any time is permitted to enter the building. There is no foreseeable change and once further guidance is provided I will update all.

On the water

17th May 2021 we have a return to contact sport, which includes sailing. Points to note:

1. Come prepared and ready to sail.
2. Remain 2 meters apart and where applicable wear a mask.
3. Skippers are to provide a list of attendees via what's app to me.... this will be used for trace and protect purposes.
4. Once aboard.... club activity commences, only one person may go below deck for the entire activity. Where possible try to maintain distance although sailing is accepted and categorised as a contact sport. Please wear face masks for the return journey or take spares.
5. Skippers have permission to remove and or refuse anyone showing any symptoms.... if there's any doubt then simply stop the activity and report the details and authorities will be informed (via the COVID officer).
6. Upon return and at the pontoon.... masks to be worn,
7. All touched areas and any shared equipment to be wiped clean. Once everything is safely stowed and crew are ready to leave the pontoon, resume safe distancing and do not linger around the harbour.
8. Lastly when safe to do so wash hands!

I think that about covers the key points, the boats are for a maximum of 5 persons and the SRYA have previously confirmed that under COVID rules this is accepted to be within the guidelines and so up to 5 per boat is fine.

As for further down the line... tea/ coffee and clubhouse etc; no change and because we are not a catering business beverages are not permitted inside our premises.

As a guide there is usually around 3 weeks' notice of any undoing changes which will give us time to prepare when the changes do occur.

Thanks for the update and any queries please contact Mick.

So what's been happening around the Harbour

The big issue is still the repairs to the Harbour walls where progress appears to have slowed considerably. There are clearly issues with water seeping through the walls and into the work area between the dams at high tide. This is effecting work time and hindering progress. Please see the publication from Corrie from the Harbour's Aberdeen Council.



Dear Harbour Users,

Banff Harbour Construction Works Update – Projected 18 day delay in Harbour Opening

I am sorry to be the bearer of bad news, but at present, there is a projected delay to the re-opening of Banff Harbour by 18 days.

It is important to take into consideration the complexity of maintaining and repairing old structures and in particular marine structures. Works are progressing with the installation of the bunds and deconstruction of both the East Pier and the Railway Jetty completed, however, due to reasons explained in more detail in the text below, the reopening of the Harbour as originally advised of the 18th August is currently projecting a delay by 2 and a half weeks as per the most recent programme submitted by the Contractor.

The original design intent, which was to carry out piling from a raised working platform to assist with the repairs, was no longer viable due to further deterioration of the pier at the Tender Award stage in late 2020. Through collaborative discussions with the Contractor and Designer, a revised methodology for carrying out works was proposed, which entailed creating a de-watered area between the East Pier and Railway Jetty. This was expected to be achieved by installing a waterproof membrane on the back of the East Pier wall and forming two bunds within the harbour. At this point, the quality and difficult installation of the membrane may have been underestimated which is leading to some inefficient working on the East Pier due to unmanageable water ingress at high tide. While progress is still made, the reduction in available hours is having an impact on progress with productivity being linked to tide rise and fall throughout the working day.

The membrane mentioned above has not been installed, and instead work is being made to finalise a solution of installing waterproof concrete bags to the internal face of the East Pier wall which should be capable of reducing the water ingress to manageable levels. The recent programme shows this being installed w/c 03/05/21. The anticipation is that once this is installed it will allow the Contractor to work full days whether at low or high tide.

This currently projected 2 and a half week delay is not subject to any mitigation and there is an effort being made by the project team in order to fully understand the impact of this. Weekend working has now been permitted and additional staffing resources have been brought in, which should allow for some recovery against this currently projected 2 and a half week delay.

Update Meeting

*A virtual Public/Harbour Customer Update Information Meeting is scheduled for **Monday the 10th May at 6pm**. The Project Manager will give a presentation updating on progress and there will be a Question and Answer session at the end. This is a live project and there may be some questions that we cannot legally offer answers to, but we will do our best.*

Please see link to Skype for Business below:

.....
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+44 1467 53 66 53,,2565049# (GB)

English (United Kingdom)

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The most up to date information about the harbour will be reported at this meeting. It may be the repairs or concerns over the way the council are dealing with harbour fees, this is your opportunity to hear what's planned and to give your view. The more we voice our opinions the more the council should listen. If you want to be in the loop and support you club and the harbour community log in and join the meeting.

707 Update - May 2021

As with everything else COVID restrictions are playing havoc with our 707s plans. It has been difficult to involve as many members in the 707-maintenance program, as we would normally do and comply with the restrictions and to respect our hosts Clive and Heather. So many willing volunteers missed out on the boat maintenance aspects and the satisfaction of seeing a tired boat come back to life and eager to sail again, preferable between 5 to 10 Knots in front of a POGO for a while.

It is through having a proactive maintenance program that you really get to know your boat. Good maintenance makes a boat and the crew look good.

For all you future owners out there, you start to see things differently, notice something out of place, not quite right, something missing, something moved. It opens your eyes to develop a sixth sense. A well-maintained boat gives you the confidence to know that if you are caught out in a bit of heavy weather, wind against the tide with building waves, the boat will be sound.



Mick is currently working on the Bon-Amie, his Beneteau 25, in the bottom compound. It started as a clean-up but grew to a full refit. He will have the satisfaction and pride of knowing more about that boat than the builders did. This will serve him well on his planned cruising adventures. I am sure he would tell you about the good the bad, and good bits again.

With sailing about to start, there will be plenty of on-going tasks to be done. No rusty rigging, no black marks, clean nonslip decks, cleats and blocks lubricated, no water left in the bilge, sails dried, mooring lines checked fenders clean etc etc etc.



All members can come and check out our 707s when back in the water at Whitehills. Sailing, as I am sure you know takes away any thoughts of shore side stresses, it gives a real boost to energy levels, to me anyway, well the next day.

Whoa! look at the keels on these boats, they look fast already, notice anything different about them? No not the wing keel.





Thanks to Ramsey for refurbishing our trailers all lights on ready to go

Wagons roll on route to Whitehills.

It is time to thank our small but committed maintenance team who came together in difficult times to ensure our boats were ready to go when we can sail again, also thanks to the BSC shore support who stitched cleaned polished all the bits and bobs that are needed to bring everything together that makes our boats stand out.



Also, a big thank you to our 707 ambassadors, whose contribution ensured the two boats could be launch this year without this no boats. NO SAILING

The program looks a bit different this year due to harbour closures and some COVID restrictions still likely to be in place. We are fortunate to have the 707s in Whitehills and want to make good use of them. With no tidal restrictions, the plan is to sail on evenings through the week, weather permitting, and to cruise further afield on some weekends. Ivor has identified some new time trial destinations, add in a bit of 707 racing. We should have a varied program with something for everyone. If you have any suggestions for the program or would like more of a certain activity, please do not hesitate to contact us, its flexible.

To have a focus, we plan an Americas Cup type event with teams of three, an experienced skipper and two crew. Course would be windward/leeward, twice round lasting 20/30 minutes then swap crews, go again, this would mean every team sailing against each other to create a winner. This event is for every club member to have a go for the fun of it. So, the BSC 707 Challenge Cup will take place over a weekend in July. We need a settled weather, light to moderate winds from the South to make this work no date can be set, we would need to see the developing weather pattern the week before confirming the event by midweek and just see who can make it. To help everyone to get into the swing of it, the plan is to have a practice event in June, if you are up for this fun not too serious an event, please register your interest with Alistair to help with planning.



On the 17th May Club activities can resume with this in mind we plan to have a refresher weekend on the 22nd/23rd May from 10.00 hrs this is for club members to come along check out the boats see how we operate and weather permitting go sailing. To avoid the possibility of twenty people turning up at 10.00 hrs on the Saturday we request that all those who would like

to come along to register their interest on the Bosun email we will then produce a time slot, morning or afternoon to suit most and help things go smoothly if you are interested but cannot make this weekend leave a note and we can arrange another time.

bosun@banffsailingclub.co.uk

The two boats were launched back into the water on Friday 30th April 0800 Hrs thanks to all

And finally, we are truly fortunate and thankful to berth the boats in Whitehills this year, with a very friendly and relaxed atmosphere and many a helping hand and of course there's always Bertie's Banter.

Harbour Master Bertie Milne Ch 14

Thanks to all and please do come sailing on your club boats

Check this out: we plan to create a play list for sailing my opening suggestion would be.

Led Zeppelin, Stair Way to Haven

It is the one on You Tube Kennedy Centre Honors. I hope you know why.

We look forward to some imaginative numbers from you all.

Send to Dave G through bosun....

Regards Alistair

Sailing Skills

BEATING ABOUT IN THE DARK

When darkness eclipses any view of the headsail, steering a yacht close-hauled is largely a matter of feel unless you are the sort of sailor who relies on instruments that aren't doing a lot for your night vision.

As the boat bears away off the wind, heel angle may well increase and the boat will slow down when she comes fifteen degrees or more below her best course. As she luffs above the optimum, she'll sail a touch upright and lose way before the rig begins to complain. This is noticeable as soon as a yacht is more than five degrees 'high' of the groove, so this state is easier to spot than being below the course.

If you're unsure about having the skill as yet, you can accelerate the acquisition of instinctive steering by trying this: creep slowly up to windward



every few minutes, wait for the symptoms, then bear away just enough to get her going again. Note the compass heading and stick with it for a short while. This guarantees you aren't steering below the best course and that you're making best speed to windward as well.

Extract from Tom Cunliffe Sailor author and Broadcaster
<https://www.facebook.com/tomcunliffesailor>

Future events.

Club lectures

The talk From John Watt, one of the directors of MacDuff Shipyard was another successful evening .It was most informative and gave an interesting view on a very successful business and a big part of the local community. Our thanks to John for his time and effort.

Next talk will probably be from Buccaneers chandlery. A time has yet to be set.

If anyone has some suggested topics or is willing to host one please let me know.

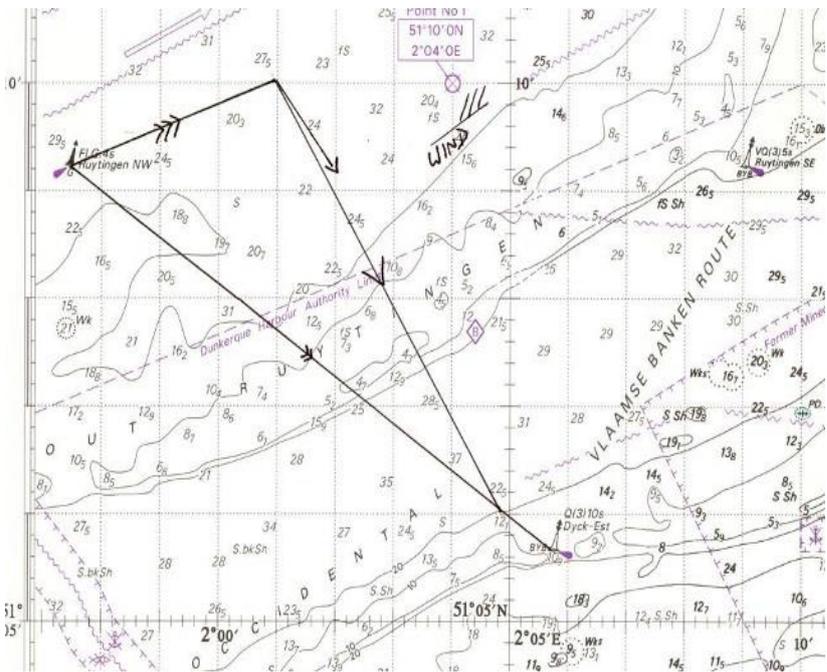
Navigators Corner

(A bit of revision and serious egg sucking for some).

Vectors that fit

A vector diagram for Course to steer in a cross-tide is really no more than a diagrammatic representation that works with simple proportions.

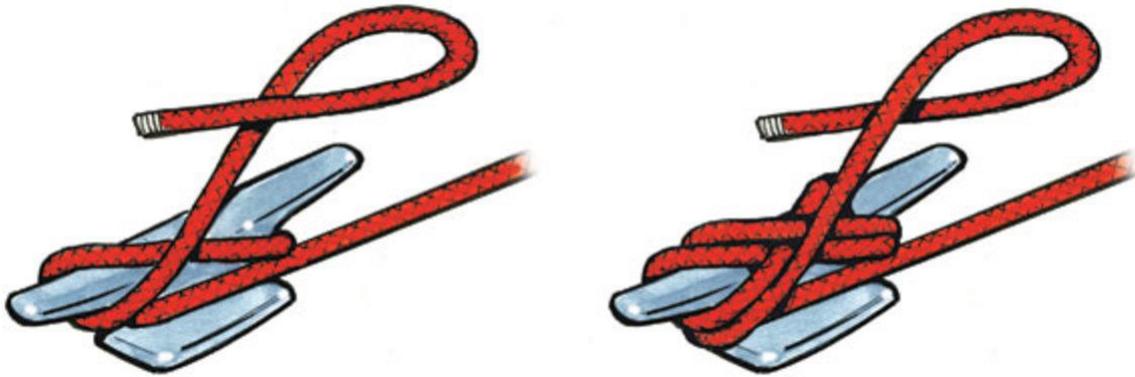
There's no need to measure miles or minutes of latitude for boat and stream speed, especially when the scale is inconvenient and refuses to fit the chart. The truth is, there's nothing to stop you using anything at all that you fancy. The subdivisions on the side of the chart protractor are good, inches are fine - even the longitude scale, or, if all fails, the width of your thumbnail. It doesn't matter what you choose, so long as current and boat speed get the same treatment.



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.

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 recognize 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 these seven essential knots, you will immediately recognize the look and shape of the knot when made correctly, and more importantly, will recognize 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.

Stopper Knot



To keep a line from pulling through a block or rope clutch, a knot should be tied in the end of it. The most secure knot for doing this is the double overhand stopper knot, known as the stopper knot for short. Unlike a simple overhand knot or a figure eight knot, this knot does not come loose easily.

The easiest way to tie a true stopper knot is by using your hand as a form. Just loop the end of the line twice around the palm of your hand, tuck the working end under the two loops, and then pull the loops off your hand. Once you try it, you'll never use a figure eight again.

Working back to front, pass the working end twice around the palm of your open hand. After you've got two full wraps, pass the working end under the wraps on your palm away from your thumb. Then use the end to pull the knot tight as it slips off your hand.



Items for sale.

Nothing posted.

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