



'THE HARBOUR CHAT' *BSC*

(5.2021)

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



Welcome to new members

I'm sure you will agree that it's great to see an influx of new members, especially those with limited sailing experience who have come to take advantage of our help and great facilities. I hope you get as much pleasure from this great sport as we do. You are most welcome. As I'm sure you've already discovered we are an enthusiastic and welcoming group who (if you ask) will be glad to help. In no particular order, welcome to:

Mannon
Annika
Devin
Chris
Mike
Susan
And Paul

If I've missed anyone out I apologies, I'm just so excited to see all these new faces.



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

Sadly the big issue is still repairs to the Harbour walls, which had stopped. Most of you will know that the contractors had left site after removing most of the inner section of the east pier, leaving only the outer wall to keep out the sea. There were rumours that they'd underestimated the work and were in talks with the council about funding. The

good news is that workers are back. This week we saw workers on site (all be it in very small numbers with buckets and hand mixers). There has been no release of information from the council to us, but an article in the local papers confirmed this.

<https://www.pressandjournal.co.uk/fp/news/aberdeen/3326314/banff-harbour-race-against-time-to-fix-crumbling-port-as-work-finally-resumes/>

A number of harbour users have written to councillors and our local member for the Scottish Assembly over concerns about the imminent collapse of the wall. There were also comments about the poor communication and the way harbour users were being treated, despite being charged for council services. The more we tell our elected representative about our dissatisfaction the more likely they will keep pressure on the council to stop this historic structure from being lost for good. If you wish to add your thoughts to the cause and write in, the councillors who appear to have taken an interest are:

Cllr John Cox cllr.j.cox@aberdeenshire.gov.uk

Ross Cassie cllr.r.cassie@aberdeenshire.gov.uk

Glen Reynolds cllr.g.reynolds@aberdeenshire.gov.uk

Karen Adam Karen.Adam.MSP@parliament.scot

Congratulations to Carmen on the sail of her Sadler 29 (the one with the unpronounceable name) 'Wegwinix'. She has been an active and much loved member of our club for a number of years but has decided to move nearer family with her partner. It will be sad to see them leave our merry band. I have no doubt it won't be long before they're back on the water, wherever it may be. We wish them well in their new adventures. Wegwinix is to be lifted out and I believe is to be transported away down south.



'Commotion' the Moody 27 owned by new member Becky is now birthed in Whitehills. All her family have taken to the water regularly and are not only sailing Commotion but actively involved in the 707s. Mannon (Becky's daughter), a keen Dinghy sailor, has taken a particular interest in sailing within the club. So give them a wave if you see them on the water.

Boats being lifted out.

There is now an established precedence for lifting boats out of Banff Harbour onto the East Pier. This is the road end and not near the repair work. The area is not large so it's being done by a low loader lorry with a small hoist attached. For more information and to arrange times with suitable tides etc. Contact the Harbour Master:

Duncan Mackie

Harbour Office Shore Street Macduff AB44 1TX.

Tel: 01261 832236 / 07747 020496.

Banff sailing club web site and Facebook page

If you have not accessed the revised Facebook page I heartily recommend it. Even an old Luddite like me is getting into this new-fangled technology. Things of interest and photos are now being added and it's updated regularly. This is 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 put into Whitehills Marina. The waters there allow for almost full time access to and from the harbour. Low water springs can be tricky, so check tide times and depths. There is an active and varied programme of sailing available to members on the 707s. We are out most weekends and, while light and condition allows, at least one week day evening (usually Wednesday, but not always). It's a great spectacle to see the two boats match racing off Whitehills and in Banff Bay. They are becoming a regular subject for local photographers off Macduff

especially when Spinnakers are flying. Keep an eye on the friends of Macduff Facebook page and you'll surely see us.

Talk to Alistair or Mick Bulger if you are interested in getting involved. Numbers are limited and their presence has generated a lot of interest and attracted new members. Spaces are available but you may need to be quick. You can also show an interest through our face book page.



Whitehills Regatta

A great day was had by all. Conditions were interesting with plenty of shifting and gusty winds to contend with. Fortunately it was warm and turned into a most enjoyable day. Unusually Tony Wright's boat had a spinnaker malfunction which cost him places and gained him the wooden spoon (a bit harsh I thought, but unfortunately for them, there weren't any other contenders. Bad luck Tony).

The B.F.C contingent acquitted themselves well with a number of placed boats despite the tricky conditions. Particular congratulations to Ivor in UFOR who was sailing single handed. Predator took the first race and Touchdown was placed overall despite a scratch and inexperienced crew. Particular congratulations to new member Devin who, with no racing and limited sailing experience, took to the foredeck and handled the spinnaker pole like a pro.

Gardenston Time Trials

This took place on Saturday the 24th. The Morning was warm and slightly overcast with light winds. The time trial, as is usual for these types of events, had no start time but had to be completed within the specified time window. 10.00 and 19.00 (I think).

Four boats set off. Ivor in UFOR was the early bird and set off first followed later by Sunrise, Predator and Touchdown. Sunrise hugged the coast; Predator went out to try and get more wind but may have been hampered by the heading shifts. Touchdown took the more direct route. As the clouds burnt off the wind lightened. Ufor may have benefited from the slightly stronger breeze earlier in the morning. We all arrived at Gardenston and Sunrise headed straight back and started the second time trial home.



The other three moored inside the harbour and had a very pleasant quayside lunch, basking in what had turned into a gloriously sunny afternoon. The race back was hindered by dropping and fluky winds. Touchdown wins the prize for backwards sailing under spinnaker in a 180 degree shift. Predator giped and headed out to strengthening and more constant wind. It was a slow but enjoyable reaching run home. Commotion started late and benefitted from a strengthening afternoon breeze resulting in a quick trip home. The late bird may have got the

worm on this occasion.

Future events.

B.S.C. Regatta 28th August.

Because of the continued work at Banff harbour it is intended that we still have some sort of Regatta but out of Whitehills Marina. With the continuing COVID restrictions at this point we do not think that an organised evening reception and dinner would be viable. There will be a prize giving soon after the final event and I have no doubt that there will be some social interaction, although not formal and within the guidelines in place on that day (whatever they may be).

Entry Forms will be posted closer to the event

It's intended the Briefing will be on the hard/car park area or possibly just inside the sail shed at Whitehills (weather and COVID restriction depending). This will be at 0930, and Race one should Start around 1100; this will be confirmed at the briefing.

We are hoping for 3 races, a Leeward/ Windward around the cans style race and two short coastal events.

This event will be as serious as you wish to make it. The event is intended to be relaxed and enjoyable. So don't be put off by the idea of serious racing, it doesn't matter how competitive you are there will be something in it for everyone.

Gale force Regatta Lossiemouth

14th August out of Lossiemouth

A number of club boats will be going, including the two 707s.

One is taking part in the Nationals near Edinburgh the week before so will be on its trailer and driven up to Lossiemouth in advance of the event. The other 707 will be sailed up the Thursday before and left in the Marina for the event. Both boats will then be sailed home on the Sunday. It's a bit of a juggling act. Many will do the race and help with transporting the boats. Others may just do transport passages. There is the chance that places for both the race and the passages to and from Lossiemouth will be available. If you are not interested in racing please come on the passage days. If you haven't made the trip up to 'Lossie', it's well worth the long day. The trip across Spey bay can be spectacular. Please contact Mick or Alistair if you want to participate so we can start working on the logistics of getting crews to and from Lossiemouth between times.

There are lots more events in the pipeline so watch the circulars for announcements.

COVID and Sailing in Scottish waters

Here are some useful links. Check the version dates as they may not be up to date; the rules change regularly and may not be quite up to date

<https://www.rya.org.uk/scotland/representation/Pages/Return-to-Boating.aspx>

<https://www.sailscotland.co.uk/news/posts/2020/covid-19-restrictions-update/>

If anyone has queries about COVID and sailing please contact Mick BULGER who is the named person for the Club on this subject.

Club lectures

These have stalled because the restrictions are slowly lifting. There may be more in the pipeline.

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

Some tips on anchoring in tricky situations

Extract from 'Practical boat owner' on April 24, 2015

If space is tight or the weather looks unsettled, it's worth having a few skills up your sleeve to make the most of a tricky anchorage:

According to the textbooks, when you anchor you need to allow enough room for your boat to describe a complete circle around her anchor without overlapping with the swinging circles of

other boats. The more scope you deploy, the better the holding, and the better the shock-absorbing effect of the catenary of rode stretching towards the sea bed.



The reality, however, is that it's often impossible to use as much scope as you would like. You might be limited by the proximity of other boats, by an area of poor holding, or by geographic issues such as the shoreline or an area of shallow water. Small or shoal draught boats in calm weather often hold an advantage here as they can anchor in shallower water than many, reducing their required scope and hence their swinging circle.

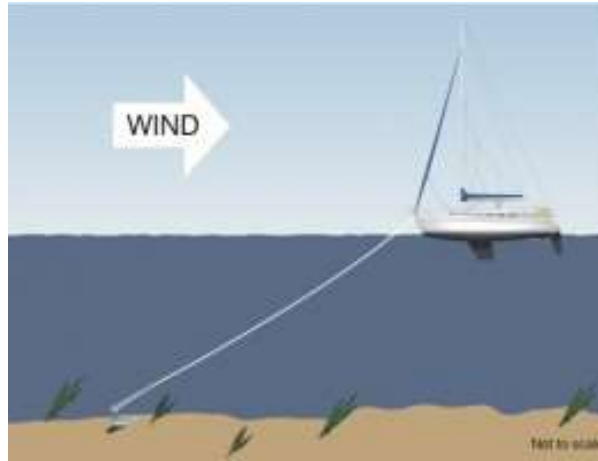
The cardinal rule of anchoring etiquette is 'first come, first served' so, however inconsiderately you think another boat might have anchored; if they got there first you need to go elsewhere. If you have to anchor among other boats, try to choose boats of similar size, windage and underwater profile, as they will tend to lie to wind and tide in a similar fashion to your own boat and allow you to get away with partially overlapping swing circles.



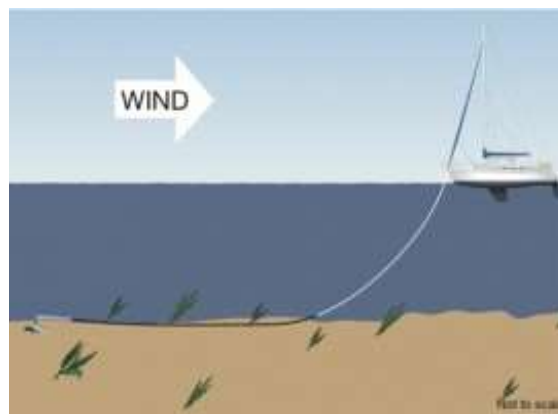
With a fluke-type anchor, it's easy to illustrate the effect of increasing scope on the holding power of an anchor: more is clearly better!

Anchor facts.

With few exceptions, anchors work by orientating themselves on the seabed and digging in, first at the tip and then expanding the hole to take an ever-broadening section. They are designed so that the chain or rope follows the line of the anchor along the seabed before arcing upwards towards the boat. When deployed properly, the rode should lie flat for some distance; to break the anchor out the rode is shortened until it descends vertically from the boat's bow roller. This twists the anchor out of the ground and releases its hold.



This illustrates why too short a scope simply does not work



This shows the catenary (dampening) of chain on the rode, as well as the improvement of the angle of the anchor to the bottom

To keep the rode flat to the seabed you usually need plenty of scope. Accepted guidelines are three times the maximum expected depth of water for an all-chain rode, five times the depth for a combined chain/warp rode and seven times for a rope rode, but if you have the space, don't be afraid to use more.

1: Adding Weight



Anchor chums or angels are heavy weights, often lead, that are lowered down the anchor rode after you have anchored

Useful situations:

- Poor holding
- Limited space
- Uncomfortable anchorage

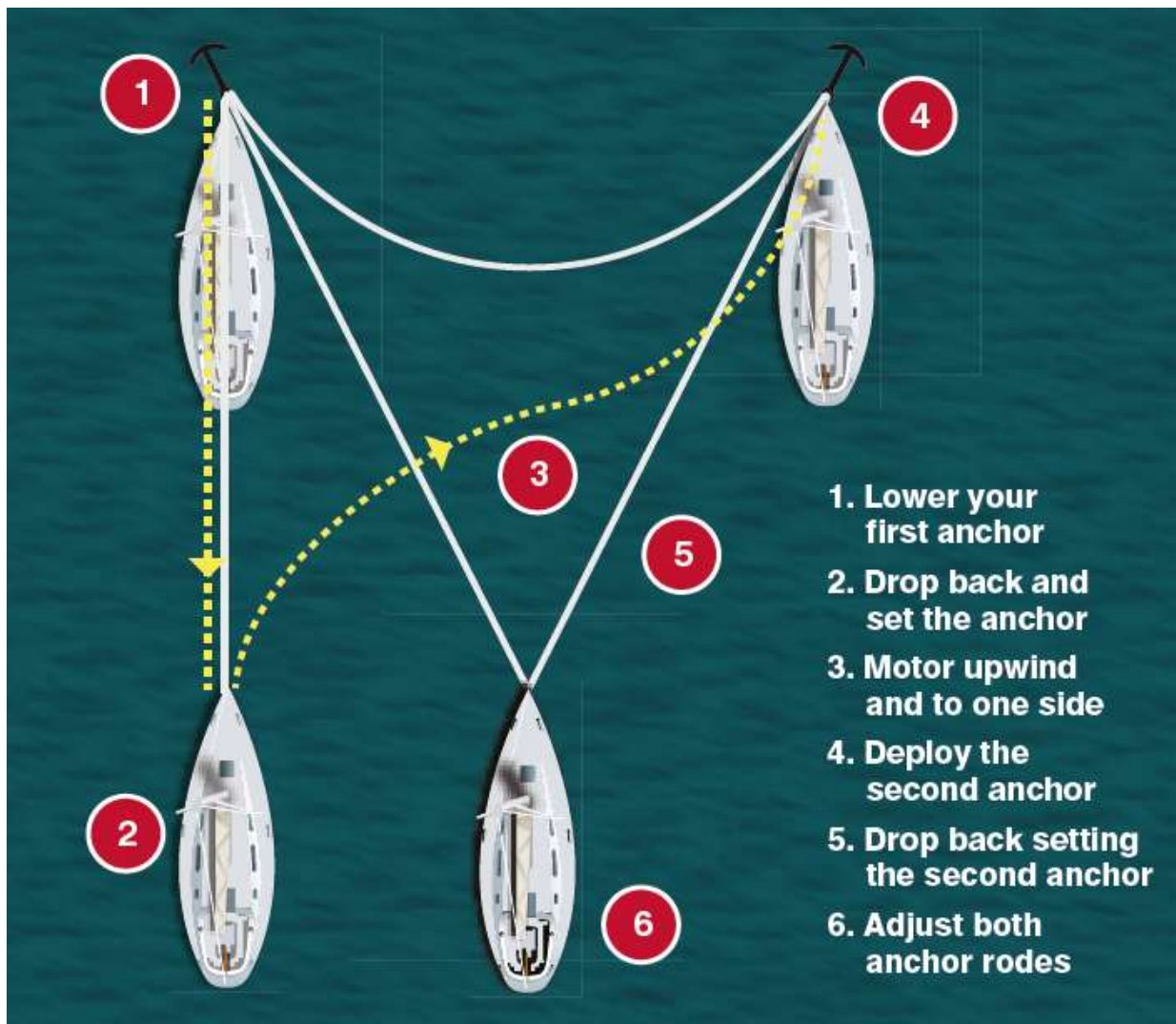
The simplest way to reduce your swing circle for the same security is to use an all-chain rode. The

heavier the rode, the greater the tendency to lie flat to the seabed and the straighter the pull on the anchor.

However, chain is heavy to carry, unpleasant to handle and can be noisy, so many boat owners opt for a part-chain, part-warp rode to add some weight near the anchor. Another way is to make your rode heavier by simply adding a weight. Anchor chums or angels are heavy weights, often lead, that are lowered down the anchor rode after you have anchored.

By pulling the catenary of the rode towards the seabed, they straighten the pull on the anchor and reduce the swinging circle. They also make an effective shock absorber by resisting the rode pulling straight and snatching, for which reason many boat owners use them whenever they anchor.

2: Anchors in a 'V'



USEFUL situations

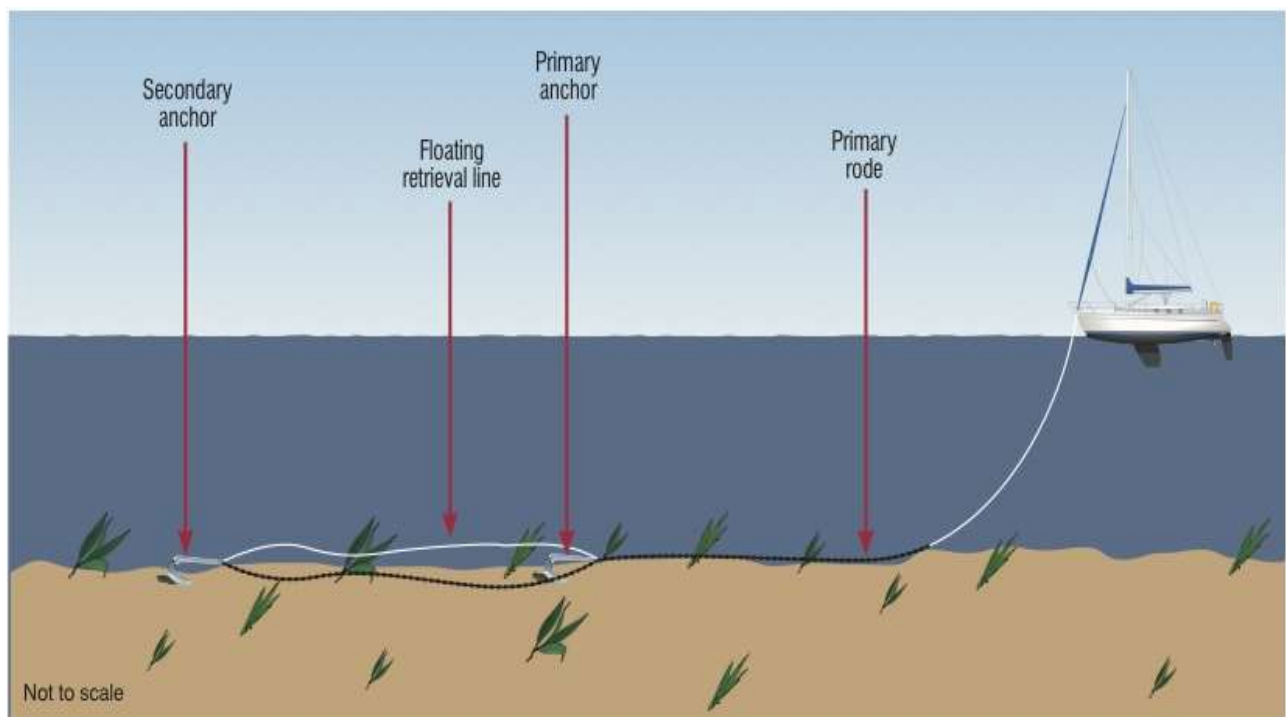
- Poor holding
- Limited space
- Weather change expected

This classic two-anchor configuration involves laying your hooks in a 'V', angled between 45° and 90°.

To deploy the anchors, lay the first anchor as normal, allowing the boat to drop back and the hook to set. Then, motor upwind (or up tide, whichever is the stronger) and to one side of the first anchor, laying the second at a similar distance from your intended resting place. Drop back and set the second anchor, then adjust the rodes and balance the load between the two. If the wind or current shifts, you may need to rebalance: to retrieve the anchors, motor up to each in turn.

This approach has clear advantages in, for example, a situation where a single anchor with adequate scope might allow you to swing over shallow water at the channel edge. It also allows you to lay an anchor towards an expected wind shift. However, in poor holding areas its only advantage is that you have two chances for an anchor to hold, as unless the wind and/or tide is consistent, one anchor will always take more load than the other.

3: Tandem Anchors



Consider laying two anchors in a line in an area of poor holding, or when the wind is expected to maintain its direction

USEFUL situations

- Poor holding
- Rough weather

To increase an anchor's hold in an area of poor holding or if the weather is expected to worsen, consider laying two anchors in line. Secure your kedge or, better still, a larger anchor, to the tandem anchor attachment point on your primary anchor. This point should be at or

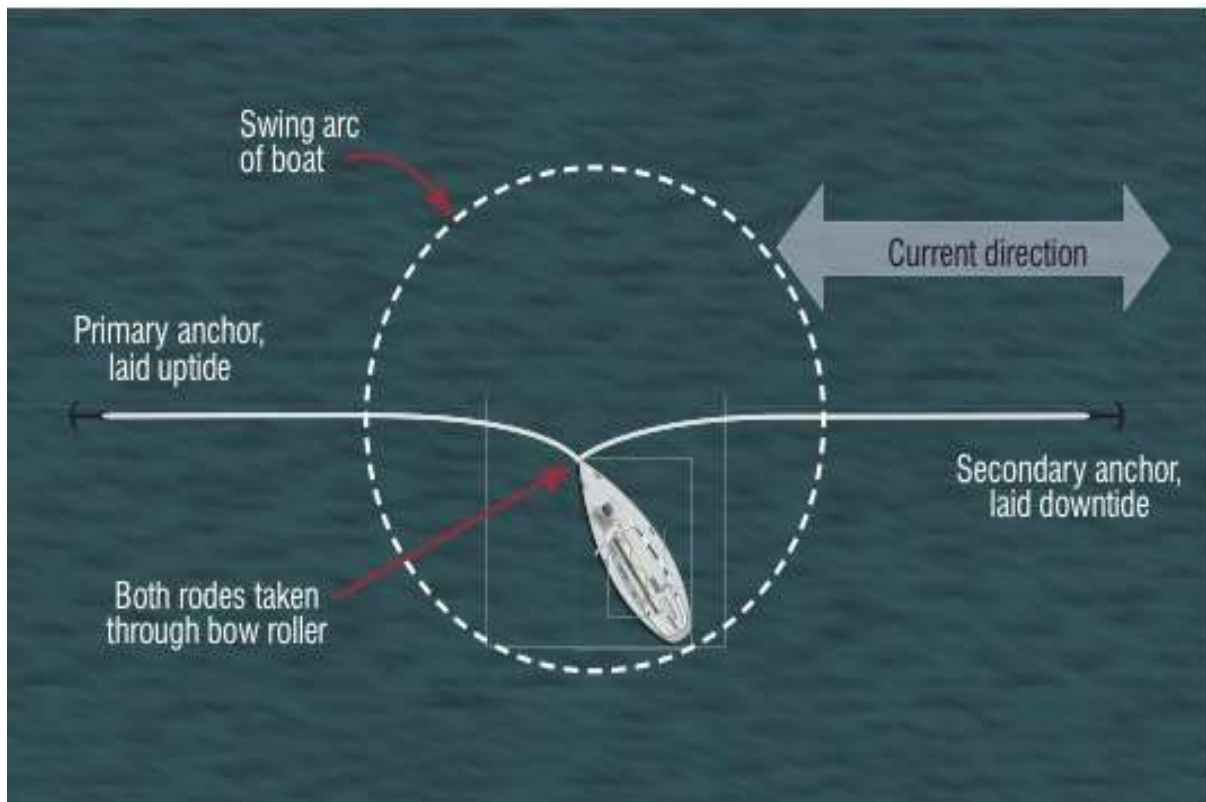
adjacent to the point when the main anchor chain attaches, and the link should be at least as long as the boat and should be made from chain.

Deploying and retrieval.

When deploying the anchors, lower the secondary anchor first, and allow the full length of chain between the two to pay out before lowering the primary anchor. Set the two together as normal, then pay out the remaining rode. Retrieval is the reverse process, as you have little choice but to break out the anchors sequentially. The process can be aided by attaching one end of a floating retrieval line to the shank of the primary anchor, and the other end to the shank of the secondary anchor.

Tests have shown this technique can increase holding power by up to 30% over a single anchor, and is hence a useful technique for heavy weather. However, if the anchors do start to drag, the secondary anchor stands little chance of resetting as it drags into the ground already disturbed by the primary anchor, so a careful anchor watch is essential.

4: The Bahamian Moor



The boat can swing in a circle a little larger than a boat length in radius

USEFUL situations

- Poor holding
- Limited space

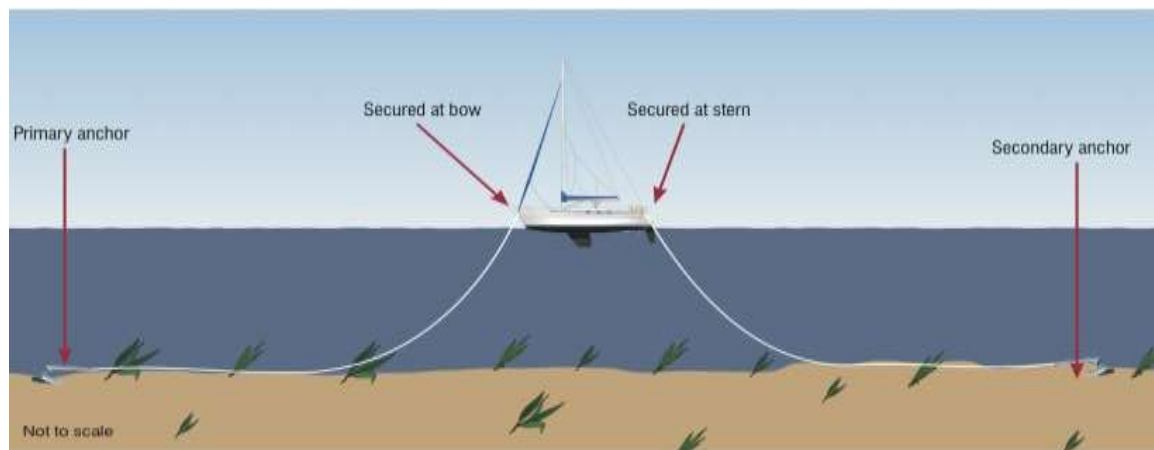
If you really must limit your swing, or want to avoid your anchor having to reset when the tide turns, the Bahamian moor is an oft-neglected but useful technique. It is of particular value in tidal areas of poor holding where you can see the bottom, as once both of the anchors are set they do not need to move again until you are leaving the anchorage.

The idea is simple. The first anchor should be laid up tide as normal, while the second should be laid down tide on a similar scope. Both rodes are taken through the bow roller, providing a single fixed point around which the boat can swing in a circle little larger than a boat length in radius. This allows the boat to lie to a combination of wind and tide – usually the most comfortable angle.

Deployment is harder to achieve. You either need to drop back by double your intended scope on the first anchor to lay the second, or lay the second anchor from the dinghy. As it's virtually impossible to row out a chain rode, this requires that you either have a rope or rope and chain combination rode on the second anchor. Retrieval is a little easier if you buoy the second anchor rode and let it slip, so that they can be dealt with one at a time.

Although good in strong tide, if there is a strong crosswind significant twisting forces will be placed on the anchors. Lengthening the rodes to make a V configuration may then be more appropriate.

5. Bow and stern



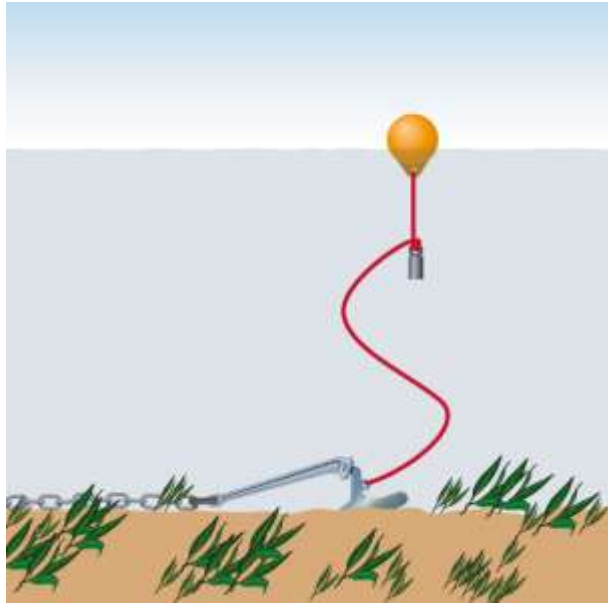
The bow and stern technique is only suitable to be used in sheltered water, perhaps at a channel edge

USEFUL situations

- Limited space
- Settled conditions only

Similar to the Bahamian moor, but with bow and stern anchoring you secure the second anchor at the stern. This eliminates swing, but it can be highly unpleasant and even dangerous if there is any chance of waves coming from astern. For this reason it is only a suitable technique to use in sheltered water, perhaps at a channel edge where any swing would set you aground.

6: Tripping Lines



Weight prevents the tripping line from floating on the surface where it can be snagged by props

In areas where your anchor may become fouled by weed, rocks or litter on the sea bed, it's worth rigging a tripping line. This line is secured at the crown of the anchor and either buoyed and left to float over the anchor, or made fast further up the rode at a point a couple of metres beyond the maximum depth of water. In crowded anchorages it's best to use the latter option with a floating line: as you haul in on the anchor, the tripping line will come to hand and allow you to release the hook. If you use an anchor buoy, hang a

weight on the line a few metres below the buoy to keep it hanging down out of harm's way.

If the anchor does become fouled and you did not fit a tripping line, one can still be deployed. Attach a suitable line to a large shackle or ring and place the shackle over your rode. Let the shackle sink, guided along the rode to the anchor: it will need some help, so gently motor along the line of the rode or, better still, follow it with the dinghy. Pull the shackle up to the crown of the anchor and trip the hook.

Keeping Comfortable

There's a world of difference between being anchored safely and being anchored comfortably. Your boat could be tied with a three-inch cable to the wreck of HMS Royal Oak, but in the wrong conditions you still won't get a wink of sleep.

Combating this requires some thought and often some trial and error. If you need to lie more strongly to the tide – for instance, if the boat is sailing over her anchor under bare poles – a drogue streamed astern may solve your problem. This can also be effective in controlling excessive pitching.

If she needs to lie aligned to the wind, try a riding sail. A storm jib hoisted on the backstay can be a good substitute. Avoiding roll is more difficult, although if you get your balance between wind and tide correct this battle is often already won. Most techniques are variants on the 'flopper-stopper', a negatively buoyant board with holes in it that is hung underwater from the end of the boom and swung out over the side. The device damps the roll as it is dragged upwards through the water.

A second flopper-stopper poled out on the other side will damp the roll in both directions. A final technique worth considering is to use a bridle, formed by taking a line forward from the aft quarter of your boat to the anchor rode and made fast with a shackle or rolling hitch about a boat length forward from the bow. This can be used to bring the bow into the swell, but it will put significant extra load on the anchor, so it should only be used in settled conditions.

Give Two Hooks a try!

It's rare to see a boat in the UK lying to two anchors, but maybe that's something that could change. Picture the scene: you creep into a crowded anchorage, run close inshore and drop the hook. Neighbours scoff, but are surprised when instead of lying to your first anchor, you motor away from the shore and lay a second. When the tide turns, the second anchor rode tautens as the boat tries to drift towards the beach, holding her safely in deep water. You have less far to row ashore than anyone else, and also have the peace of mind that two hooks need to drag before you're in trouble.

That's a low risk example, but these are techniques which are worth keeping up your sleeve nevertheless. All sailors know that there are times when going to another anchorage just isn't an option – if some seamanship skills can help you stay safely where you are, then they're skills well learned.

Further reading

[Happy Hooking: The Art Of Anchoring](#), by blue water cruisers Alex and Daria Blackwell covers all the techniques mentioned and more, with information on weather, etiquette and rafting, among other things.

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

Extract from <https://www.sailingissues.com>

Tidal curves

Tide tables give the heights for HW and LW each day, but to calculate the heights of tide between high and low waters, the **standard ports** have associated **tidal curves** published.

It is far more likely that intermediate heights and times are required when entering/leaving a harbour, especially if there is a bar or sill (cill) to cross.

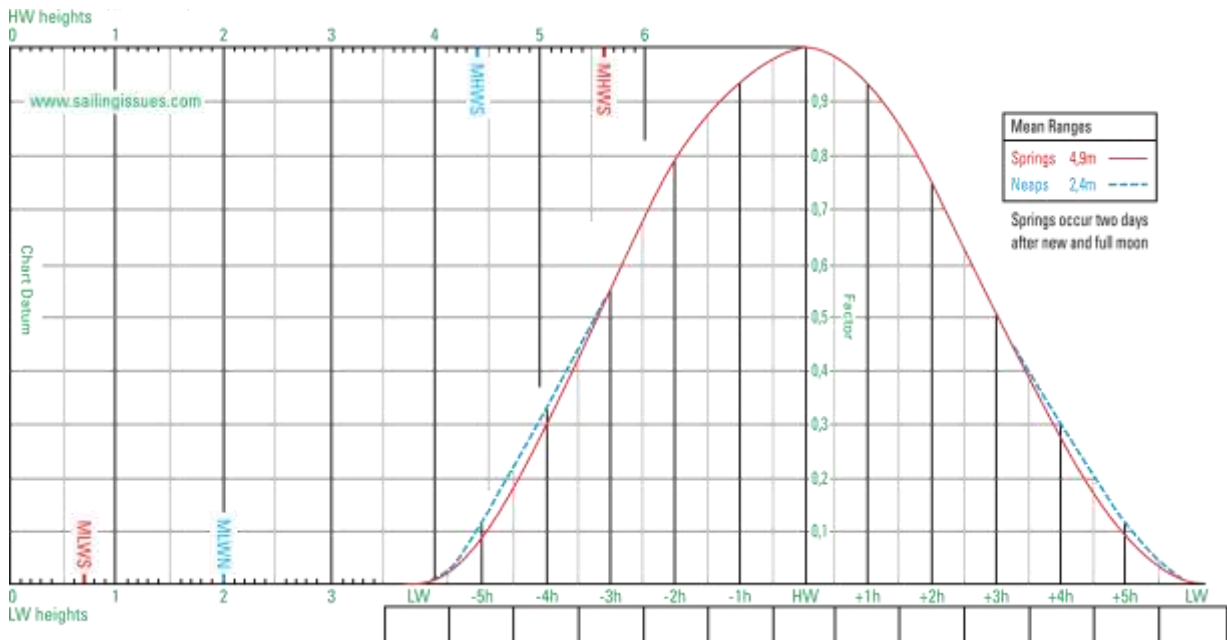
The tidal curve - together with the tide table - is used to find

1. height of tide at a particular time;
2. the time associated with a particular height of tide.

Alongside the curve is a Mean Ranges box that states the average ranges of spring and neap tides.

In English this tells us when we can get in and out of a harbour etc.

The image below shows a typical tidal curve for a standard port with both spring tide and neap tide drawn. Here the mean range at spring tide is 4,9 m and neap tide is 2,4 m.



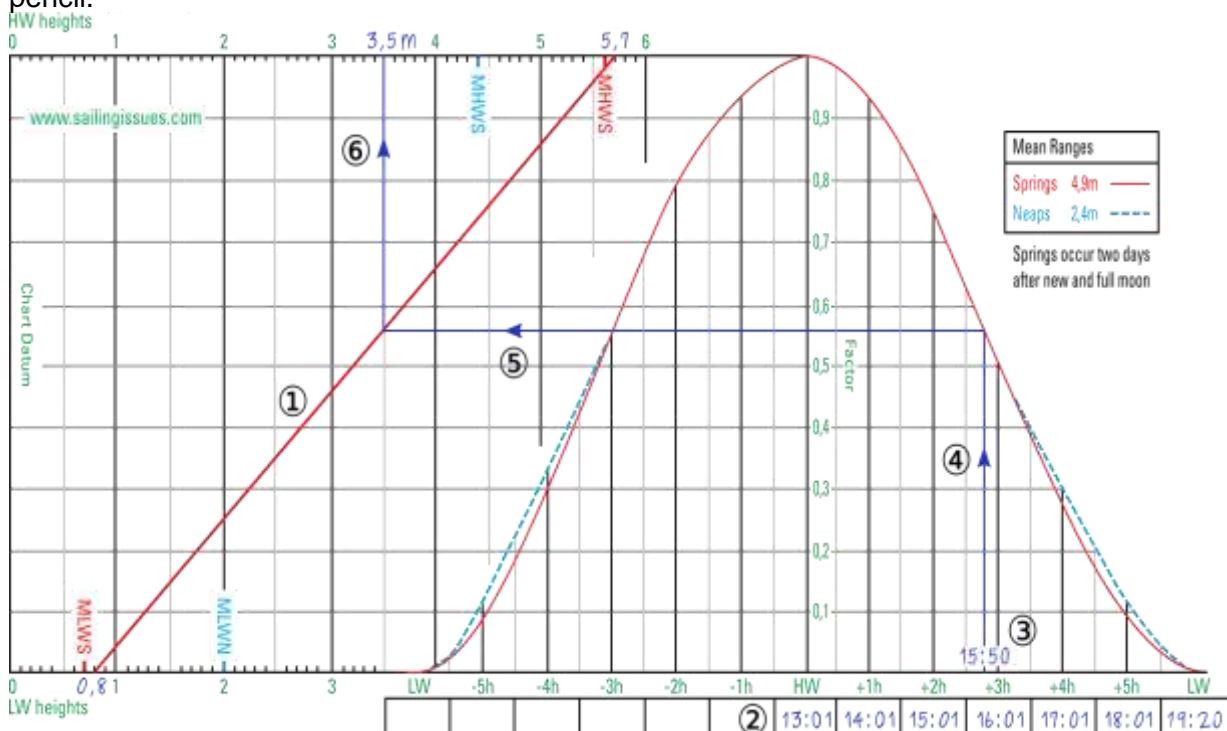
Using the tidal curve to find height of tide

The time used in this example is 15:50 on 3 January of this year (see excerpt of the tide table below). On this day there are two low waters at 06:45 and 19:20 as well as two high waters at 00:43 and 13:01, all are local times and also no correction is needed for daylight saving time.

Times & heights of high & low waters		
3 January	00:43	5,5
	06:45	1,0
	13:01	5,7
	19:20	0,8

The ranges (the differences between the high and low waters) indicate near or at spring tide on this day: $5,5 - 1,0 = 4,5$ (near spring) and $4,7 - 0,8 = 4,9$ (spring).

Follow the six steps, in the filled-in tidal curve below, to learn how to find the tidal height at 15:50 at this standard port. To fill in a tidal curve either use pen + tracing paper or a soft pencil.



① Draw the diagonal line between 0,8 and 5,7

The tide table for 3 January shows that it is spring tide, since $5,7 - 0,8 = 4,9$ metres range, which is equal to the spring tide range indicated on the tidal curve. Draw a line from the low water heights (at the bottom) to the high water heights (at the top). In this example the line is drawn in red to emphasize spring tide.

② Fill in the times below the curve, starting with the nearest HW

Since 15:50 is after HW, start with adding 13:01 at HW and fill in the subsequent times for the hours after HW. At LW the time of 19:20 is added to illustrate that, although the curve uses the 12 hours, the tidal period is longer. Arguably, the following times should be added to the curve: 13:01, 14:04, 15:07, 16:10, 17:13, 18:16, 19:20, yet this practice is more complicated and would not make a significant difference!

③ Plot the time of 15:50

Using the added times after HW, plot the time of 15:50 on the horizontal axis of the curve.

④ Draw a vertical line from 15:50

End drawing the vertical line where it intersects with the red spring tide curve. Often the neap tide curve (dotted line) has a different shape.

⑤ Draw a horizontal line

End drawing the horizontal line where it intersects with the drawn diagonal.

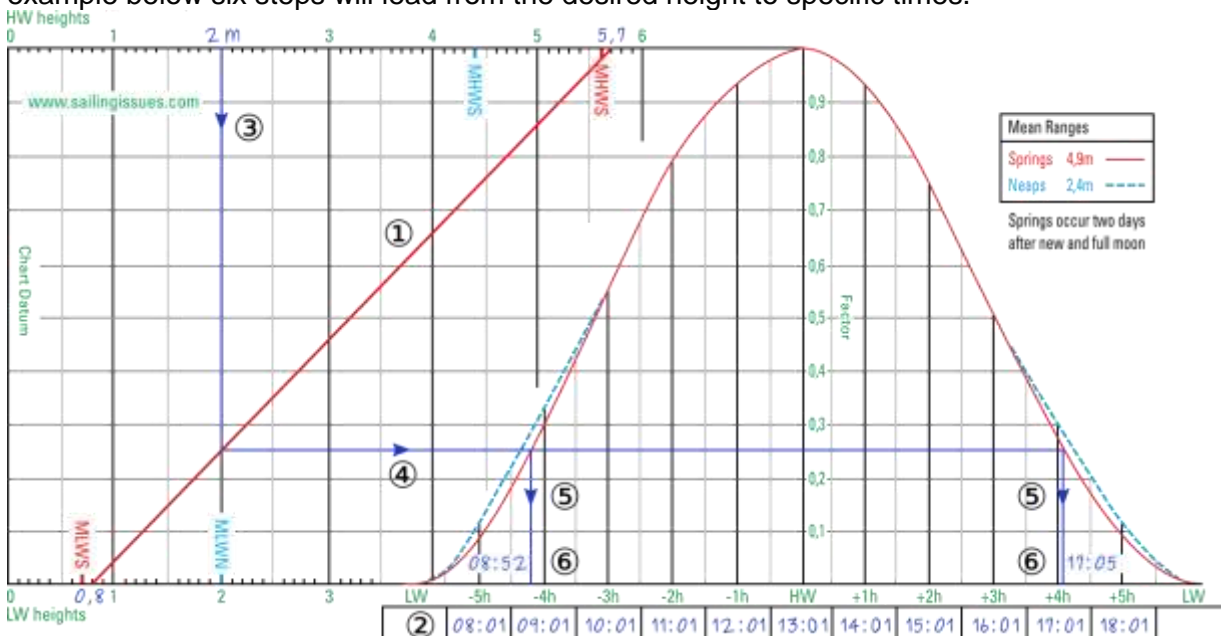
⑥ Draw a vertical line to find the height of tide

From the intersection draw a vertical line (upwards is handier) and find the requested height of tide: 3,5 metres that corresponds with 15:50.

This answer can be verified using by the factor scale show above HW: $0,8$ (start point of the range) + $0,56$ (factor) * $4,9$ (range) = $3,5$ height of tide.

Using the tidal curve to find times

The tidal curve can also be used to find the times associated with a particular height of tide, for instance a 2 metres minimum height of tide that would allow passage across a bar. In the example below six steps will lead from the desired height to specific times.



① Draw the diagonal line between 0,8 and 5,7

The tide table for 3 January shows that it is spring tide, since $5,7 - 0,8 = 4,9$ metres range.

Draw a line from the low water heights to the high water heights. In this example the line is drawn in red to emphasize spring tide.

② Fill in the times below the curve

Start from HW and work towards both LWs.

③ Draw a vertical line from the height of 2 m

Start this line at the top scale at 2 m and end drawing where it intersects the diagonal.

④ Continue from there with a horizontal line

This horizontal line will intersect red spring tide curve twice.

⑤ Draw two vertical lines downwards from the two intersection points

One of these lines meets the time scale on the left side of HW, the other on the right side of HW.

⑥ Read off both times on the scale.

In this example the height of tide will be 2 m at 08:52 and at 17:05. Between these times the height of tide will be larger.

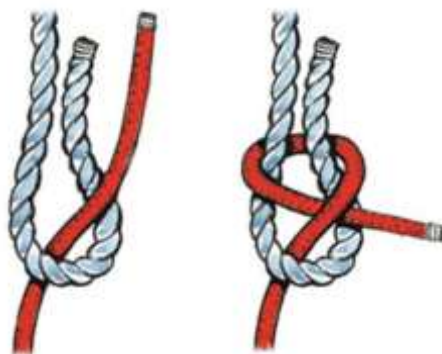
Get Knotted

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. I've repeated these knots because they're both really useful and should be mastered.

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.

Nothing posted.

Stay safe and go to your happy place (mine's dreaming of sailing).