

# 'THE HARBOUR CHAT'

# BSC

(6.2021)

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



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



As you would expect, 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. Good news at last. The council are now able to move forward having apparently severed ties with the old contractor. They are about to engage new and hopefully a more appropriate company to complete the repairs. There was a meeting last week

where the new Harbours manager (who replaces Corrie) introduced himself. He seems dynamic and dedicated to moving the project forward. I have attached the minutes of that meeting below.

But in brief:

The east pier should be made safe by the end of November 2021 when, weather permitting, the work to replace the railway pier and complete the renovation to the facing will commence. This is apparently a difficult task as Historic Scotland require that they put it back as original as possible, and quite right too. They hope that the whole job should be completed by the end of spring 2022. Sounds a lot more positive and there is definitely activity on site with a number of yellow coats in the site last week.

There are also plans to reform some sort of 'harbour users group' as a point of contact for the council. I have foolishly offered to progress this. It is important that the sailing club is part of this to ensure that we are represented in the harbour. If anyone is interested, please make contact with me.

## BANFF HARBOUR ADVISORY COMMITTEE MEETING

<b>Location:</b>	Virtual Meeting		
<b>Date:</b>	20/09/2021	<b>Time:</b>	18.00
<b>Present</b>	Cllr Roy, Cllr Cox, Alan Alexander, Colin Wood, Daniel West, Kenny Galloway, Phil Hemsley, John Styles, Matthew Watt, Mark Donnelly, James West, Steve Close, Helen Robbins, Fred West		
<b>In Attendance</b>	Simon Jessel (Principal Officer Harbours), Gordon Barclay (Civil Engineer), James Black (Civil Engineer), Gavin Penman (Projects Manager), Lynn Campbell (Technical Assistant), Duncan Mackie (Area Harbourmaster)		

## NOTES

Item		
<b>1.</b>	<b>Apologies</b>	
	Cllr Reynolds	
<b>2.</b>	<b>Notes of Meeting 03 December 2020</b>	
	The notes of the meeting 03 December 2020 were approved.	
<b>3.</b>	<b>Matters Arising &amp; Outstanding Actions</b>	
	<p><u>East Pier &amp; Railway Jetty</u></p> <p>We have terminated the contract with the principal contractor. We are in the process of appointing a new principal contractor to take the project forward. Our plan is to secure the East Pier first with the weather window, if this is not possible it will be secured for the winter and done in early spring. Completion time is looking to be early December.</p> <p>JB – Intention at the moment is that the new contractor will mobilise to site week commencing 4<sup>th</sup> October. The target is to structurally secure the East Pier by the end of November. We are putting in mass concrete followed by pre-cast concrete blocks to form a new inner wall, which will then be backfilled with stone against the old wall, we will also temporarily seal the top with a layer of concrete to stabilise the Pier through the winter. We will then start doing structural work on the Railway Jetty, we have to extend the nose of the Railway Jetty to replace the section of rock that collapsed. We will then look at appointing a masonry</p>	

contractor to reinstate all of the stonework to both Piers. This is likely to be a longer-term proposal. We are still in early discussion stages, trying to sort out timescales for this. It can't be started on the Est Pier till the structural works are complete and this all depends on the weather. Once we have identified a masonry contractor, we will start to programme that works and we will be able to update the Harbour Users on what the programme will be for completing that. All the work initially will require the Harbour to stay closed because we are going to be trying to build concrete works for the structural elements. Once we come out of the water it's possible that we may be able to look at re-opening, but we can't make a decision on this until we have a contractor appointed and are able to look in detail at exactly what's involved. The biggest problem is the size of the stones, they are very difficult to access onto the walls. At the moment we are thinking of keeping the Harbour closed as it is until we have the masonry facings onto both Piers. Trying to do anything else will extend the work and increase the cost significantly. Once we have the facings on and have started work on the top, that's when we can look at re-opening the Harbour. It will be into the new year, but we can't give a date.

Cllr Roy – Can we get an approximate time for the re-opening?

JB – The structural works are straight forward so we can programme them, the difficulty is the masonry work, it's a particularly complex piece of masonry because it's a listed structure, we have to put it back as it was in appearance originally. It also has a unique style of masonry with the stones having vertical joints.

PH – Is it possible to de-list the property slightly? There have been numerous repairs done at the Harbour and it's not in its original state.

JB – This would be a question for the Planning Department. This is not something I've been involved in with other listed structures.

Cllr Roy – De-listing would take years; the work would be completed by then. This is something to look at for the future.

PH – There's also a problem with the North Pier along with other parts of the Harbour that need serious attention e.g., that wall at the boat lifting point, there's a crack there that appeared several years ago.

SJ – 3D Scanning & Maintenance Model will be done annually at the Harbours so we can build a case for each Harbour and document all defects.

SC – Every spring tide there's 24,000 tonnes of water coming in and out twice a day, there's never been a way for the water to get into the basin where the boats currently are so are other parts of the Harbour eroding due to this? There's a lot of water coming in through the East Pier and if this is blocked off it will find its way in somewhere else.

Cllr Roy – My understanding is the East Pier wall is porous and is designed for the water to go in and out through the wall. That has been one of the problems with this project from day one that it should have been sealed.

SC – The porous walls I've seen before have concrete pipes through them to allow the water to be porous, I don't see this at the Harbour.

JB – There's no designed pipe work, the berms themselves are porous. They are designed to slow down flow which is why we have the pumps as opposed to a true cofferdam which would completely seal and prevent water passing through. The walls of the East Pier both inner and outer are porous, due to the material inside water does pass through it. Removing the berms would delay the works for the same amount of time they were removed for.

## Dredging

Contracts have gone to tender, we still need to award them due to ongoing repairs, we can't dredge till the repairs have been completed. The dredging will go ahead, probably in summer 2022 when the East Pier & Railway Jetty have been secured. Harbour Users will be made aware when this is going to happen. PH – There are minimum depths stated for all Harbours in the PMSC, the Harbour should be dredged to these depths.

## 4. **Income/Expenditure**

<b>Banff</b>	<b>2020/21</b>	2019/20	2018/19	2017/18	2016/17
Expenditure	<b>79,672.44</b>	191,168.92	158,616.93	179,770.59	128,293.93
Income	<b>24,439.86</b>	111,180.17	75,570.69	74,464.25	74,544.77
Deficit	<b>55,232.58</b>	79,988.75	83,046.24	105,306.34	53,749.16

### **2019/20 Expenditure:**

Staffing Costs: £40,230.57

Running Costs & General Maintenance: £20,773.88

Premises Costs (Cleaning, Heating, Rents & Repairs to Property): £17,630.05

Admin Costs (Advertising, Telephone Calls & Rental): £1,037.94

SJ has a meeting set up with the Finance Team to see if we can access better reports.

Staffing costs consist of Harbourmaster, Assistant Harbourmaster, Nightwatch Persons & Technical Officers. All hours are submitted through timesheets and recorded through the Finance System.

## 5. **Reported Incidents**

The following incidents were reported at Banff Harbour –

Contractor not wearing appropriate PPE – 1  
Accidental Damage to Harbour Van – 1

## 6. **Hazard Identification & Risk Assessments**

Risk Assessments will be paired up with Method Statements (Safe Systems of Work). These will be shared with the Harbour Users identified as being at risk. It's not a consultation. We are reviewing the current Risk Assessments and will be done on an annual basis.

## 7. **Byelaws/General Directions/Harbour Orders**

Under law the General Directions & Harbour Orders come from the Harbourmaster. This is guided by the PMSC and the Grampian Regional Harbours Act 1987. There are no changes at the moment. We were accessed by the MCA, there were a few points we had to address, and we are working through these.

## 8. **Aids to Navigation**

The Buoy has been removed due to the Harbour being closed, it will go back in once the Harbour opens again, it will be in a slightly different position but with a heavier anchoring system.

When the Harbour closed for the repair works, we submitted a Notice to Mariners which stated an opening & closing date, this was updated 2 weeks ago, as we don't have an opening date the notice states closed till further notice, once we receive more information, we will update the Notice.

PH – A lot of people have asked for the light at the end of the North Pier to be increased so it can be seen from beyond the colly rocks clearly.

DM – Once the Harbour is about to open again, we can ask the Navigation Manager from Northern Lighthouse to come out and assess the Harbour. This is free of charge.

## **9. Projects, Maintenance Delivery & Harbour Improvements**

Ladders are ready to be installed once the East Pier & Railway Jetty works are completed. We received funding for these. There are 14 in total, all ladders will be replaced including the rope ladders. They are galvanised steel ladders with a black powder coating, so they are in line with the look of the Harbour.

We are looking to fit a new Davit, but it won't be electric, we are looking to get a manual one. We think we have one that can be put to the end of the Railway Jetty once the construction works have been completed. As it's a listed structure, we will have to go through the Planning Department & Historic Scotland. The Railway Jetty previously had a davit crane on it so this is how we will approach it to get Planning Permission.

PH – It would be good if you consult with the Fishermen to see they are happy with the location.

SJ – Yes, if the Harbour Users discuss where the best place for the Davit would be and advise us at the next meeting and we can put it in the plans.

We are looking at a Maintenance Delivery Project which includes 3D Scanning of every Harbour, which will be done annually. This will give us a defect list which will be risk scaled from minor to major.

There's a Development Plan for Harbours Improvements, The Economic Development Team are assisting with this. We will be putting developments plans out to tender. South Harbour have already received some funding, but this funding wasn't available for North Aberdeenshire. It's not about making money, it's about doing & getting the best for the use of the Harbours, Community & Users. It's about preserving what we have and making the best use and how we can integrate the usage with the rest of the town and look at advertising & promoting the Harbour, having more events etc that local people would like to be involved in.

Cllr Roy – Have the Banff Harbour Users formed a group?

PH – Unfortunately not. If anyone would like to form a group, I can advise what is required. The best way forward would be to have a Harbour User Group.

Cllr Roy – A group like this would make things much easier for everyone. Cllr Roy advises that the Users create a group for the Officers to refer to and discuss things with.

PH – We would need help from the Council to send out emails etc to get in contact with each other and we don't have each other's email addresses.

SJ – We will be happy to assist with this.

HR – Could there be a series of open meetings to discuss how the group would work? We have a lot of ideas regarding the Development Plan, we have experience of events in the past so would like to be involved in this.

	<p>SJ agreed with this.</p> <p>MD – Should the Assistant Harbourmaster be the first point of contact for this, and should this be part of his responsibility?</p> <p>Cllr Roy – The Harbour Users have to get together themselves and decide what form this group’s going to take, if it’s going to be formed at all.</p> <p>KG – Consultation is key with the Harbour Users.</p> <p>LC – Any queries/comments can be sent to <a href="mailto:harboursadmin@aberdeenshire.gov.uk">harboursadmin@aberdeenshire.gov.uk</a> the email will then be passed to the appropriate Officer to deal with.</p> <p>KG – Has no email address and along with other Users hasn’t received any information.</p> <p>MD will contact the Harbours Team for information to try and progress the Harbour User Group.</p>	
<b>10.</b>	<b>Rates &amp; Dues</b>	
	<p>The Harbours Team are proposing the following changes to the Rates &amp; Dues, we require feedback back from the harbours Users on this, please email <a href="mailto:harboursadmin@aberdeenshire.gov.uk">harboursadmin@aberdeenshire.gov.uk</a> with any queries or comments, they will then be added to the notes –</p> <ul style="list-style-type: none"> <li>• No information on the increase in costs for 2022/2023 at the moment.</li> <li>• All registered fishing vessels will now be charged the same amount as a leisure berth plus 2.5% landing dues. This mirrors Moray Councils charges.</li> <li>• Charge for authorised storage of fishing gear on piers.</li> </ul> <p><b>The following change was missed off the information sheet and relates to cost recovery which was brought up at the last meeting –</b></p> <ul style="list-style-type: none"> <li>• Electric will now be charged at Banff Harbour &amp; Marina as part of cost recovery.</li> </ul> <p>Marina berths will be charged an annual fee of £59.82; Harbour &amp; Compound Berths will be charged as annual fee of £25.00. This was calculated based on the electricity use for the previous year.</p>	
<b>11.</b>	<b>AOCB</b>	
	<p><u>Terms of Reference/Constitution</u></p> <p>SJ to check if the Constitution has been updated.</p> <p>HR – If we have removed our boat, will we still receive communication for the Harbours Team?</p> <p>DM – Yes and your berth will also be kept for when the Harbour opens.</p> <p>PH – If the Harbour re-opens in the middle of the season will there be a reduced rate? When will we be returning to face-to-face meetings?</p> <p>Cllr Roy – At the moment Aberdeenshire Council doesn’t recommend face to face meetings.</p> <p>SJ will be sending out regular updates on the ongoing repair work.</p>	

**Boats being lifted out.**

As most of those with boats in the harbour will know, the council has offered to cover the cost for lift outs for those wishing to leave the harbour. This offer is retrospective so those who took the initiative and had already removed their boats can claim the costs back on production of the receipts to the council.

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**

Just a reminder that the club site is being regularly updated. 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 well used out of Whitehills Marina. The season is drawing to a close and it won't be long before the boats are lifted out onto their trailer and removed for maintenance and storage.

There are a couple of sailing sessions to go, and we are always looking for help with the work required to keep the club boats in tip top condition. There is a lot of experience in this team, so if you are new to boating you will get something out of these sessions. You can also show an interest through our Facebook page. Talk to Alistair or Mick Bulger if you are interested in getting

involved.

### **Whitehills to Portsoy time trials**

Not a great number of boats started. Weather was good but the winds were light and what there was shifted around by 90 degrees or so. For those who are not familiar with our time trials, the rules are simple. You can set off and return between transits at any time between a stated start and finish time on the allotted day. Ivor set off early on UFO and took advantage of the following wind. He stayed inshore and was caught by the shifting breeze that put him in a wind shadow. Predator set off about 45 minutes later and seeing Ivor's plight hoisted the kite and set out offshore to catch what looked like more breeze. They were also caught by the shifts and in order to keep the advantage of the extra sails and more wind got pushed further and further out. touchdown who had a bit of kit failure set off last and had the advantage of seeing things pan out for the boats ahead. This made the decision to risk the lighter but more constant wind and took the shorter direct course up the middle. Gordon worked like a trooper and managed to keep the kite flying all the way to just off Portsoy which gave touchdown the advantage enabling them to make up time and catch the others.

The two 707's popped into Portsoy and tied up to the outer wall for a well-earned lunch and a bit of rest.

The race back was more interesting. Ivor had decided not to do the return trial, so it was left to the two 707s to battle it out. The winds got up to a force 3 from the east although it was still moving all over the place. Touchdown set off first and initially set out off shore to benefit from the biased tack. Predator followed shortly after and hugged the coast. This was a better plan and they took advantage of the shifts. Predator soon reeled touchdown in and passed them. Predator dominated the tacks home and took a comfortable win. A great day's sailing was had by all with great racing.

### **B.S.C. Regatta.**

A great day's racing with three races round the cans off Whitehills. Well done to the race officer who had a difficult task in the ever changing wind direction. A big thanks to the boats from other clubs who made the event all the more enjoyable. There was a lot of changing places and once again the two 707 had a great time chasing each other right to the end. The last race was a running hook finish and they had a great battle right to the line. On that occasion Touchdown held predator off, but Predator took 707 honours overall. Again, thanks to the organisers and especially the race officer who did a sterling job in tricky wind conditions. As usual Hugh was on hand to help out with the marks and rescue duties, so thanks to him.

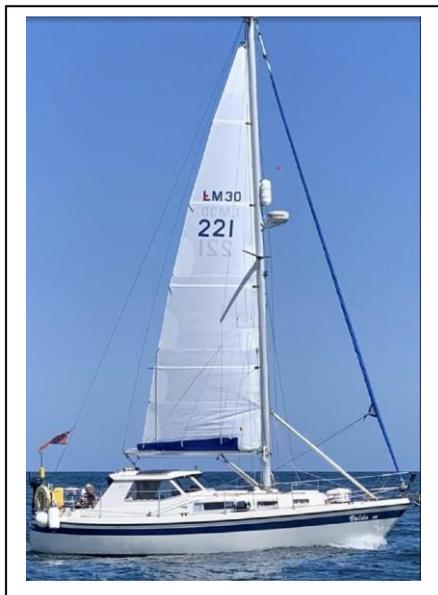
### **Gale force Regatta Lossiemouth**

Sadly, only one 707 managed to get there this year. Having said that the sailing of that boat was shared out with a crew making the delivery trip and another racing and bringing it back. Fantastic sail on all occasions with good constant breezes and sunny weather. What more could you ask? Hopefully next year we will be better placed to take full advantage of this well run and enjoyable event. Well done to all those involved.

### **A great story of adventure from Alison on their new boat VADA**

#### ***A Passage from Tayport to Peterhead (by a not so experienced crew member!)***

Feel I should set the scene before I give a wee resume of our passage from Tayport to Peterhead.

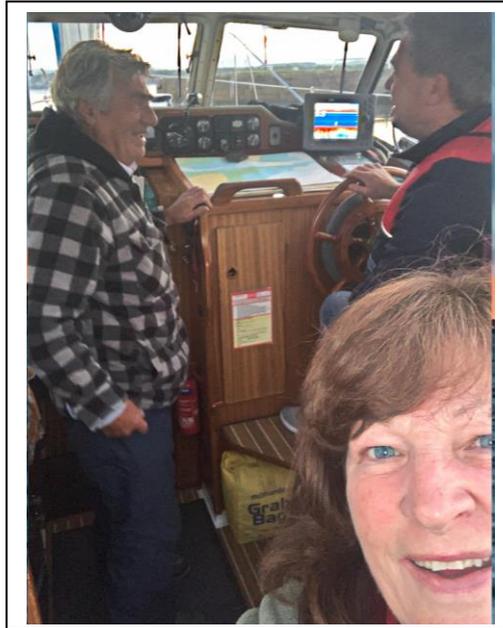


I must admit to getting into sailing to avoid being left on the harbour wall while Keith enjoyed time on our boat so what followed was, despite a real fear of water from a young age (I can only paddle up to my knees), I volunteered for a week of 'Competent Crew' on the West Coast and with hired gear for the trip I set sail. I loved it despite having wellies with no treads which, as you can imagine, in rainy weather had me flying about the decks like Bambi on Ice. Every time I took the wheel a gust of wind came, the boat keeled over, I screamed and shouted "are we safe?" The skipper yelled at us from morning to night and at the end of the week asked "Keep in touch?" Not a chance!

Having parted with our yacht Commotion we decided to move our new boat Valda (a motor sailor) with our friend and previous owner Rodger. He assured me it was like hopping into another car – no problem. Ha! I should also point out that on previous trips with Keith & Rodge sailing in very windy conditions and rough seas to Eyemouth and Amble I had form in saying "Happy Sailing Boys" I'm catching a train back ..... and did! Rodge jokingly asked on this trip if I had a train ticket booked from Stonehaven home!

We left Tayport on Sunday 13<sup>th</sup> June at 0345 hrs to catch the tide and an allegedly good wind. A bit strange sailing via an inside wheel and not being wrapped up in loads of layers with my bonnet on. We had fair winds but not enough to purely sail however, we were on our way, stocked up on food and happy.

Keith & Rodge would have happily undertaken the trip in one leg but my stipulation was a break at Stonehaven. We had a bit of a chop and took turns at the wheel but as always not straight forward for me. "To Port unless we're headed to Norway" was the cry. OK, **but no steerage!** PORT - **still no steerage!** Rodge had inadvertently switched off the hydraulic steering whilst rooting about in a locker. Panic over. Well, I say panic over until I checked the depth sounder. Oh me, the fleeting fear of depth of water struck again and what may be under us! Tactic to rationalise for me was..... a nap.



Later on whilst approaching Stoney my excitement was building and once in the outer harbour at low tide I was instructed to climb the ladder and tie a line off. Are you joking? Not wanting to lose face I quickly scaled the ladder and all I could think was I did it! Then reality kicked in and I realised I had to get myself back down. Stonehaven has throughout my life always seemed idyllic, but not on this occasion – it was absolutely chaotic. Picture this - young ones being put through their paces on dinghies by adults who seemed not to see the hazards but who assured us it was organised chaos. Despite one kid sailing into Valda another was knocked into the water after being hit by his boom and to top it all along came a guy on a trimaran with 3 lobster creels who also had a close shave with Valda. Also passing through the outer harbour were paddle boarders who were totally ignoring the Harbour Master. The atmosphere was not conducive to a relaxed afternoon and after showering I couldn't believe that I voiced the suggestion that instead of waiting for the early morning tide we catch the 1600 hr tide. Worse I was taken up on the idea so after a wee nap and food we set off for Peterhead. We continued to motor sail and it was pretty uneventful but well worth it to see my native shores from the sea and send a quick text to family and friends as we passed the Aberdeen coast.

The approach to Peterhead felt like hours but alas we arrived around 22.15 hrs with Keith & Rodge seeing markers I could not. We were given the go ahead to enter by the Harbour Master and I was ready to translate the conversation of passing fishing boats as Keith can't pick up on the Doric.

We berthed safely and slept like babes. We are closer to our home port of Banff and looking forward to sailing Valda there when it re-opens.

I am hoping over the coming years Keith will make a sailor of me and if not, well, I can pretend!

Alison & Keith June 2021

Thanks Alison. We are really Looking forward to your adventure up and around to the West Coast.

**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 .

<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.

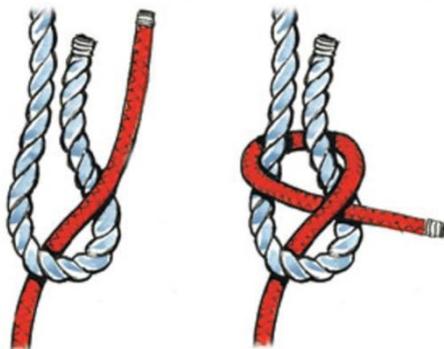
## **Get Knotted**

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).