



'THE HARBOUR CHAT'

BSC

(1.2022)

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 belated Happy New year. This is the first newsletter of 2022 and things are looking up. I for one am very excited and enthusiastic about this sailing season. Read on and you'll see why we are so upbeat about the upcoming activities for our Club.

A Message from the Commodore

Firstly, Happy New Year to everyone and I hope you had a lovely festive holiday.

I'm delighted to share with you all that just before Christmas I was informed that our bid to the Coastal Communities Challenge Fund for 2021-22, through Aberdeenshire Council, had been successful. We have been given a grant of over £18000 with the club funding 10% of this. We are still working through the details with the Council.

We shaped a project called "Banff Sailing reborn post COVID, the heart of Historic Banff Harbour"

We applied for funds to

- replace the balcony door and the gas fire in the clubhouse
- purchase two new main sails for the club racing boats
- a new radio and a new replacement engine for the rib

Our emphasis in the project is in two parts, one to regenerate and expand the existing club activities and secondly to broaden the club activities to wider water sports. The committee at the start of 2020 agreed to widen the remit of the club to sailing and water-sports, then Covid hit us all. We are aiming to attract more members, a larger number of people sailing on the club boats and greater use of the club house.

The club boat group has already talked about a tiered approach to sailing opportunities such as novice, some knowledge etc through to skipper level, with the aim of growing more skippers and support roles. They have also talked about creating pools of crew and experience so that the boats can be out on the water more frequently. We have also tried to offer more education sessions with one taking place before more covid restrictions. The new sails will assist with taking part in the Nationals in Edinburgh again.

The rib boat has previously been used to assist people gain power boat qualifications and we also use it as a safety boat. Increased sailing activities means the rib boat will be even more important to the club.

The upgrading of the clubhouse means we can offer facilities to other groups and clubs such as swimming, kayaking, rowing, photography, art and so on. If you know of any group that might like to use the clubhouse, please let us know.

Also of this can only be delivered through the hard work and enthusiasm of volunteer club members. There is lots to do and lots of opportunities for everyone to assist. Please contact someone on the committee or myself if you feel you can offer some support in any way.

Many thanks to members of the Committee who assisted in shaping the bid and obtaining quotes etc and who will take forward the elements within the grant.

looking forward to some great sailing in 2022.

Helen

What this Grant means to us



In these difficult times we have been unable to secure sufficient funds from membership and fundraising. Even though we have been unable to use the club house, it has still cost the club to insure and maintain. Helen has done a great job in securing this grant which will enable the club to continue and move forward as we (hopefully) move out from under the shadow of Covid. A big thanks to Helen for her work and to Aberdeenshire council for the funding. As Helen mentions above, we have gained funding for renovations to the club house as well as equipment to improve the boating experience we can offer.

As part of the Grant application, we have undertaken to broaden the opportunities and activities that the club offer. There will be the facilities for other water sports to be part of our club. We have reached out to local open water swimmers as well as paddle boarders to join and use our facilities. If you or anyone you know may be interested in these activities, please get in touch with me. Any other suggestions will be gratefully received.

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



The bad news, the harbour is still closed. The good news is the contractors are cracking along at a significant pace. Whenever the tide is out during the day and evenings they are working. As a result, they appear to be on schedule for securing the east pier ready for the capping stones. It looks like preparation is also being done to start work on the railway pier. Sadly, there is still no definitive date for reopening the harbour. Below is the latest news release from the harbours team. If you have not seen the Facebook publication from Aberdeen harbours, here is a copy showing the latest update from them.

<https://www.facebook.com/AberdeenshireHarbours>

Banff Harbour Update

Good news folks. Shearwater Marine have come back from the festive break and completed the East Pier internal structure and backfilled it. We are now looking to the Railway Jetty to lay down the concrete footing for that.

Stonemasons will be working to replace the natural stone shutter or outer wall to both piers once the concrete work is done.

The protective berms have to remain in place for now to ensure safety for the ongoing works so the harbour will remain closed with zero fees until further notice.



Boats being lifted out.

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 were well used out of Whitehills Marina last year and with the ongoing repairs to the harbour at Banff it is hoped we will again secure births at Whitehills for this coming season, although that has yet to be confirmed. The boats are safely tucked away in a barn out by Cornhill and we have been working to get them ready for the coming season. The first session a few weeks ago was a great success with a good turnout. Great fun was had and some new skills learnt and passed on between members. The worn guard rails have been removed along with other parts needing repair or replacement. Work was also carried out on the Rib and trailer.



The next maintenance day is scheduled for Saturday the 19th February when we will hopefully have the materials back to finish jobs already started. Anyone interested in coming along please contact Dave or Mick.

Club Program

The program is published on the web site and within the Year Book. This is not definitive and may vary depending on weather and what happens with the Banff Harbour. If the 707s are in the water we intend to do something most weekends. That may be sail training on the water or a bit of cruising and harbour hopping. Last year we managed to get into a number of local harbours for lunch. We hope to do this again this year. It's a good opportunity for those new to sailing these waters to get into the harbours with someone who's been there before. Anyone is welcome whether it's on the 707s or on their own boats. Once the rib is re engine'd, we may also utilise her and ferry crew of boats at anchor to the shore for a bit of a social before sailing home. We intend to finish with a social in the harbour at the end of these sessions where possible. So be prepared for BBQs and Fish Suppers. Where there are time trials we will put a two hour start window so that those wishing to participate can join in and cruise the course instead.



We have also included the activities from other local clubs and the 707 Traveller Events as points of interest. It may be that we have something local happening on those dates as well. Please keep an eye on the WhatsApp, Facebook and the web page for updates.

Club Cruise.

Another new idea is a club cruise. The plan is to sail up to Lossiemouth as a group. From there we will cruise across and up the other side of the Moray Firth. We hope to harbour hop and meet up at various locations over a few days. This could be destinations like Inverness, Rosemarkie, Cromarty or Helmsdale depending on time and weather. Those not able to do the full trip can opt out and return home at any point such as their time allows.

We will pre plan passages and pilot plans to help less experienced navigators and if desired, have a buddy system where similar matched boats travel together. It's a sociable, safe and engaging way for us to explore further afield. Lots of good pubs and restaurants to explore too.



This again depends on how many boats are available and where we are birthed this season. If you are interested or have any suggestions, please contact mike or I so we will progress this idea.

Training evenings

We did start a shore-based training program but the changing Covid rules meant that a number of these had to be cancelled. There are casual sessions usually on a Wednesday night at the club, but it is hoped that we may get at least one more formal session in before the sailing season starts. This has yet to be arranged so has not been put in the program.

Quiz Night

Margaret Henderson has very kindly offered to host another Quiz night. This will take place at the club house on the evening of the 2nd of April 2022 and after the Shake down sail. Be warned its usually oversubscribed, so get you tickets and don't be disappointed. Pam will publish full detail in due course.

COVID and Sailing in Scottish waters

We are now allowed back in the club house as a group, but don't forget your masks and keep your distance with the building well ventilated. Keep an eye on the sites below for up-to-date information.

Check the version dates as they may not be 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/>

Sailing Tips and Navigation

Reefing down under sail

There is temptation when hit with big gusts to put on the engine, turn the boat into the wind and begin reefing. However, this usually results in a lot of noise and confusion. With the skipper at the helm shouting orders at the crew, the sheets, sails and boom will be flogging all over the place, causing unnecessary stress and pressure for the skipper and crew. Instead, aim to reef down under the sail to gain control of the helm and keep the crew calm until the gusts ease off.

With the main sail depowered, the boat will be upright and under control. Instruct the helm to sail the boat on a close reach using the genoa, leaving the main sail depowered. Reef the main sail in accordance with the wind conditions. Then put the boat onto a broad reach, so that the main sail shields the genoa (making it easier to furl), and reef the genoa. When both sails are reefed down, trim for the required point of sail and continue on your passage. It may be good to practise this with new crew members so that everyone knows what the protocol is under strong gusts.

How to tack, without wearing out your crew

If you are short-tacking or having to tack frequently on an upwind passage, then save your crew wearing themselves out winching the genoa sheets, by using 'hesitation tacking'. This is when the helm waits for the genoa to come across in the tack, and then holds up the turn to allow the crew time to set and trim the foresail before going onto the required point of sail. With continued practise, the crew should be able to set the genoa with little to no winching. They will definitely thank you for it!

Be close-hauled when sailing upwind To be close-hauled sailing efficiently upwind, you need to stay within 2° of your best upwind wind angle. You should know when you are close-hauled because you will be able to feel the boat heel and accelerate. The helm's job is to find this groove and keep her there!

Use a 'position fixing' waypoint to make the navigator's job easier

A useful technique for quick, accurate position fixing on passage, is to select an arbitrary waypoint in the centre of your sailing area that is easy to enter into your GPS. Select one at a charted intersection of latitude and longitude. Mark it on the chart. Tell the GPS to GOTO this waypoint. It will then give you the distance and bearing to that waypoint that can be used to fix position when you complete the ships log every hour. It is very quick and easy to plot using this method as you're less prone to make errors than plotting lat/long. Good selection of your waypoint will also minimise the number of destinations or route waypoints you will need to enter and will help keep your position track marked upon the chart, as it should be! If you have a long passage, then you can always use more than one waypoint, for position fixing purposes.

A good habit to get into, is to check your electronic position, using traditional alternatives such as contours, bearings or proximity to a charted object (and vice versa).



Care of <https://www.sunsail.co.uk/blog/sailing-tips-for-first-time-skippers>

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 are back on the water.

How totidy ropes away tangle free.

Gasket coil hitch

A pet hate of many sailors is when you need a rope quickly only to find it's a tangled mess when you get it out of the locker. To avoid this embarrassing and unnecessary situation, stow it correctly. The best way to stow a line that's going to be tossed into a locker is with a gasket coil hitch.

Coil your rope, twisting it with the natural turn of the rope, so that each turn or coil sits neatly on the other. Once coiled take a few turns around the coil in the usual way, catching the first in as you lay on the second. When you're near the top, pass a bight through the hole in the coil you have just created (pic 1) creating a loop and flip it back over the end (pic 2). Now settle it down nicely and pull it tight (pic 3). It'll never come undone until you're good and ready. More importantly if you've done it neatly it will come out untangled first time when you need it quickly. A few minutes spent coiling will save you time and embarrassment when you need it.



Why is it called a gasket hitch?

In sailing, gaskets are lengths of rope or fabric used for reefing a sail, or hold a stowed sail in place. These days, the term is usually restricted to square-rigged ships where these ropes are much longer. The equivalent items on modern yachts might be referred to as a sail tie. Gaskets would never be left dangling, so when the sail was set, they were brought around underneath the sail and yard (or boom), up the back and then coiled and tied to the jackstay (metal

rod) where they originated. The ropes or gaskets - particularly the clew gaskets were long so secured using a gasket coil.

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. A little used knot that is seldom practiced, but essential when needed. I've repeated it here as a bit of revision.

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).