



'THE HARBOUR CHAT'

BSC

(2.2022)

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

Sad news for the Club.

Ramsey Tvedt, who was a long-standing member of our club has sadly passed away after an illness. For many years he was very active and a larger-than-life character who gave much time and expertise for the benefit of our little community. He will be much missed by those who had the privilege to know him. Our thoughts and prayers are with his family and friends.



THE SHIP OF LIFE

by John T. Baker.

Along the shore I spy a ship
As she sets out to the sea;
She spreads her sails and sniffs the breeze
And slips away from me.

I watch her fading image shrink,
As she moves on and on,
Until at last she's but a speck,
Then someone says, "She's gone."

Gone where? Gone only from our sight
And from our farewell cries;
That ship will somewhere reappear
To other eager eyes.

Beyond the dim horizon's rim
Resound the welcome drums,
And while we're crying, "There she goes!"
They're shouting, "Here she comes!"

We're built to cruise for but a while
Upon this trackless sea
Until one day we sail away
Into infinity.

A Message from the Commodore

Hurrah! The club boats are back on the water and I've seen photos on the What's app group of a wonderful looking trip along the coast to Gardenstown for a lunch stop.

Many thanks to everyone for their hard work over the winter months with several maintenance sessions. I know weather delayed things and also that some hearty food helped smooth the work during these vital days. The club boats can't function without many stepping up to volunteer, so it's great to see the calls for support being followed with people replying "yes I can help".

We were sad to hear of the death of one of our long-standing members, Ramsey Tvedt. He had done an enormous amount for the club over the years and was always cheerful and helpful. We have sent our wishes and thoughts to his family.

I have personally been busy with Graham over the winter months trying to sell our boat and we were eventually successful. It was sad to see our first boat go, we had learned such a lot and had some real adventures. Some we'd rather not have had, but all good learning. We are now busy hunting for our next boat. I'm missing being on the water already.

We are also just back from a trip to Australia to finally see family and friends. Our one sailing highlight was watching about 50 boats take part in a race on the Swan River with spinnakers looking colourful against the back drop of Perth Skyline. I'm still amazed at the number of marinas and boats that exist there.

The club has lots of plans for the coming months, some great sailing and social events. Sorry I missed the April quiz night and many thanks to Margaret for putting another great quiz together. I look forward to seeing members and new comers over the coming months.

Helen

Grant funding has arrived.

Aberdeenshire
COUNCIL



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. As a result of this funding, we have been able to effect necessary repairs to the club house (with new doors upstairs and hopefully work done on the roof). There are new training sails for the 707s and an upgraded VHF radio with a new and more reliable engine for the rib. These are all great upgrades to our facilities and will allow us to broaden the opportunities and activities that the club offer.

As previously stated, we have reached out to local open water swimmers as well as paddle boarders to join and use our facilities. This should generate new club members and generate much needed funds. 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?



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

As many of you know there was a skype meeting last week organised by the council to let us know what is happening with the repairs. Below are the minutes of that meeting.

It looks like they are still on schedule and, with dredging, are looking at Early October for opening the Harbour. With this in mind, the club boats are obviously not going into Banff this season. The Rib remains out of the water while repairs continue on the harbour at Banff.

BANFF HARBOUR WORKS UPDATE- NOTES

| | | | |
|----------------------|--|--------------|-------|
| Location: | Virtual Meeting | | |
| Date: | 27/04/2022 | Time: | 18.00 |
| Present | Cllr J Cox, Cllr Roy, Phil Hemsley, Alan Alexander, Vin Byrne, Daniel West, Steve Close, Colin Wood, Kenny Galloway, John Watt | | |
| In Attendance | Simon Jessel (Principal Officer Harbours), Gordon Barclay (Civil Engineer), Lynn Campbell (Technical Assistant), Duncan Mackie (Area Harbourmaster) Albert Wiseman (Harbour Assistant) | | |

NOTES

| Item | |
|------|--|
| 1. | <p>Mark Donnelly sent his apologies.</p> <p>Update on current works –</p> <p>The Rates & Dues for 2022-2023 will be waved for obvious reasons. We have previously offered assistance to remove vessels from the Harbour, including a free crane lift. We are still offering that to anyone returning to the Harbour when it re-opens. Anyone who had a berth before the Harbour closed or is still in the Harbour, will have a berth when the Harbour re-opens. We envisage the current works with the Stone Masons to last 5-6 months from now, which will leave no sailing season. Looking like November for Harbour being fully open. The Harbour will be dredged before it opens. Stone Masons started a couple of weeks ago, there was a week in-between Shearwater Marine finishing and the Stone Masons starting. The Stone Masons initially started in the boat yard where all the stonework is stored for the outer stone shutter. They spent a week sorting the stone, they are now setting the 1st layer of stone onto the East Pier.</p> <p>Q. When will the North Pier be done? A. An engineering study needs to be done for this works; the study will hopefully be done this year so the work can be done next year. The Harbour will be open again before this work takes place.</p> <p>Q. What about the dredging of the inner basins? Will they be taking back down to original levels? A. Harbour will not be open till it has been fully dredged. It will be dredged down to whatever Marine Scotland allow us to do. We need a licence from Marine Scotland with the specific depths we are allowed to dredge down to, we are not allowed to go below the depths stated on the licence. We have a legal</p> |

obligation to abide by the licence. GB to find out what the depth is for dredging after additional sampling has been done and a completion date for the repairs for the licence, still have 6 months before we get the licence. Once we get the licence, it will be a standard depth for the Harbour. Banff Harbour salts up regularly so we need to look at how often this happens and how often the Harbour should be dredged. Once we have the depth information, we can put it on our website.

Q. Is there an idea of the overall costs of this project?

A. The current costs including the terminated contract currently stand at £2m, the projected costs for the Stone Masons are £450k. For the scale of the works, it's round where it needs to be. To put it into perspective, we are replacing the steel sheet piles at the end of the piers in Stonehaven Harbour, the total project cost for this is £2.7m just to replace the sheet piles.

Q. If you look at old photos of the East Pier, there were 13 stones hanging out, why has there been such a big part of the Pier taken out?

A. The whole area was unstable, we wanted the job done properly.

KG – Rates & Dues were just decided between the Officers and submitted to the Area Committee, but that is not the way it's been done in the past, previously there has been consultation through the Harbour Advisory Committee.

SJ – The Council Finance Department determine the cost-of-living index in September of the previous year, we then set the rates in March based on that percentage. They are then put to the Harbours Sub Committee for approval. Aberdeenshire Council as the Harbour Authority has the permission to set reasonable Rates & Dues as part of their remit.

Updates will continue to be put on the Harbours Facebook Page. Committee agreed there does not need to extra meetings unless the deadline is going to be missed.

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 Hunter 707 boats were well used out of Whitehills Marina last year and we have again managed to secure births at Whitehills for this coming season. This will help to combat the lack of sailing for some due to the very long and tedious temporary closure of Banff Harbour.



Great fun was had (and some new skills learnt) as the boat were made ready over the winter period. The worn guard rails have been fixed along with other parts needing repair or replacement. Work was also carried out on the Rib and trailer. The 707s are now back in the water at Whitehills and both Predator and Touchdown have had their 'shakedown sail', with trips around the bay and as far as Gardenston. They are both in tip top condition and ready to go. So, no excuses come and have a go on your club boats.

We have also been approached by the coastal rowers at Whitehills, who have shown interest in some try sailing sessions on the 707s. If there is interest, we will see if we can arrange this an event where we can also let BSC members have a go at coastal rowing at the same event. A

good excuse for some tucker and a get together me thinks. Let me know if you're interested.

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. we intend to do something most weekends with the 707s. That may be sail training on the water or a bit of cruising and harbour hopping. We hope to finish many of these sessions with a social in the harbour where possible. So be prepared for BBQs and Fish Suppers.

Although the Harbour at Banff will remain closed for most of this year, we are now allowed full access to the club and hope to put on more social events. Like the Chilly and quiz night a few weeks ago. Although not a great turnout, those who attended had a great night with good food and a lot of fun. Thanks to all those involved in the organising, especially the quiz master (Margaret Henderson) who, utilising her teaching skills, kept a noisy crowd in check. Well done all.

We are hoping fore more of the same or similar such as talks and food from around the world. This started with a Moroccan evening just before lock down and we hope to continue our culinary travels again soon.

Any thoughts, offers or ideas, please let the committee know and we will get onto it.

Please keep an eye on the WhatsApp, Facebook and the web page for updates.

Club Cruise.

The plan is still to sail up to Lossiemouth as a group. From there we could cruise across and up the other side of the Moray Firth. This depends on how many and what boats are available **If you are interested or have any suggestions, please contact mike or I so we can progress this idea. It's up to you.**

In any event, we still plan to have some evening sessions to pre plan passages and pilotage to help less experienced navigators. Hopefully if there is interest, we can get this idea off the ground and have a sociable, safe and engaging way to explore further afield. Lots of good pubs and restaurants to explore I'm told.



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's hoped we may get more formal sessions in now that the club House is fully accessible. An interest, offers of help, or ideas please let me know.

COVID and Sailing in Scottish waters

We are now allowed back in the club house as a group, but don't forget to keep your distance the building well ventilated. The sites below should give up-to-date information. Hopefully the situation is basically back to normal, but you never know.

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

Chart Datum

The depth of water at sea varies constantly with the tide. Therefore, the depths on the chart are not the depths you should necessarily expect to find at any given time. The depths on the chart in fact refer to an imaginary level know as chart datum.

As a rule of thumb, Chart Datum is normally the lowest you would expect the tide to fall at any given location (lowest astronomical tide or LAT) however this is not always the case.

Key abbreviations

Highest Astronomical Tide: **HAT**, Lowest astronomical tide: **LAT**, Mean High Water Springs: **MHWS**, Mean High Water Neaps: **MHWN**, Mean Low Water Neaps: **MLWN**, Mean Low Water Springs: **MLWS**.

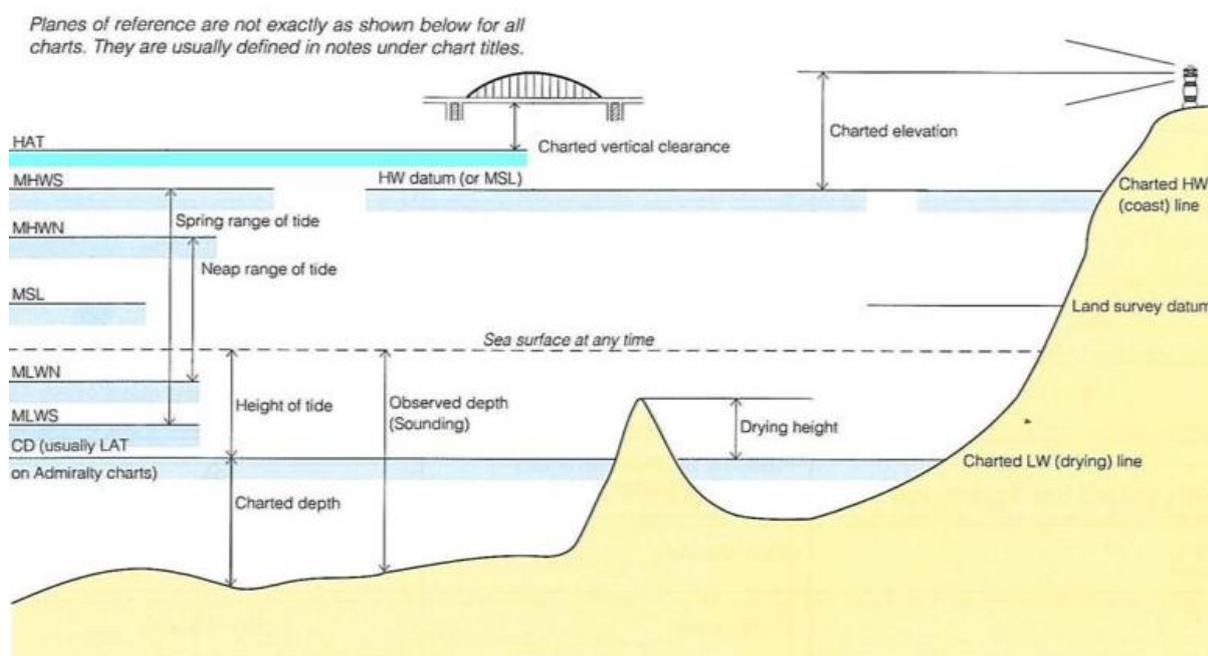
Heights and depths from Chart Datum

Firstly, it is worth noting that all height measurements on UK charts are in metres, this is not the case in all parts of the world i.e. the USA uses Imperial.

Chart Datum is marked on the diagram below and as you can see it is used both:

- for charted depths where the seabed is below Chart Datum;
- and Drying Heights (where the seabed is above Chart Datum but that covers at Mean High Water Springs (MHWS)).

If you know the height of tide at a given time and location this will be the height above Chart Datum.



Heights on land

Most of the heights of objects on land (above the MHWS line) are measures from MHWS (shown in red on the diagram above).

So, for example heights, contours and the height of lights (for example lighthouses) are measures from MHWS known as the Charted (coastal) HW line on maps.

Clearance under objects

On older charts the clearance under objects is given from MHWS, this is not the case with new charts which refer to Highest Astronomical Tide (HAT), marked in purple on the diagram above.

HAT; As the name suggests is the highest the tide would be expected to reach under normal conditions i.e. not taking into account air pressure or wind.

[You can find the height of HAT above Chart Datum for standard ports on a table of levels on your chart \(see example below with HAT in the fourth column\).](#)

| Place | Lat N | Long W | Heights in metres above datum | | | | |
|--------------|----------|-----------|-------------------------------|------|------|------|------|
| | | | HAT | MHWS | MHWN | MLWN | MLWS |
| Victoria | 46° 27' | 6° 12' | 63 | 5.6 | 4.4 | 2.0 | 0.7 |
| Dunbarton | 46 11 | 5 59 | 46 | 4.2 | 3.5 | 1.8 | 0.8 |
| Port Fraser | 46 25 | 6 01 | 46 | 4.2 | 3.4 | 1.1 | 0.4 |
| Namley | 46 26 | 5 47 | 44 | 4.0 | 3.4 | 1.1 | 0.4 |
| Walton Bay | 46 11 | 5 50 | 45 | 4.2 | 3.5 | 1.9 | 0.7 |
| Rozelle Cove | 46 17 | 5 54 | 50 | 4.4 | 3.2 | 1.6 | 0.6 |
| Whale Bay | 46 21 | 5 36 | 42 | 3.9 | 3.5 | 1.3 | 0.4 |
| Hamilton | 45 38 | 6 09 | 62 | 5.8 | 4.7 | 1.5 | 0.6 |
| Colville | 45 57 | 6 09 | 51 | 4.8 | 3.9 | 1.4 | 0.5 |
| Saint Kilda | 45 48 | 6 03 | 51 | 4.9 | 4.2 | 2.3 | 0.5 |
| Port Fitzroy | 45 38 | 5 53 | 70 | 6.4 | 5.4 | 1.4 | 0.5 |
| Port Slade | 45 53 | 5 48 | 73 | 6.6 | 4.5 | 1.1 | 0.6 |

Air pressure effects tides

It is important to remember when we make very accurate calculation for the heights of the tide. However, the sea level may be affected considerably by the weather. Large variations in air pressure will raise or lower the sea level, in addition to this if there are big variations in air pressure the consequent winds may push and change the sea level considerably or delay the time of high or low water.

Pressure and Tides

| | | |
|---|--------------|------------------|
| <p>Average UK air pressure is 1013mb</p> <p>Sea level drops 1cm for each mb the air pressure is above 1013mb</p> <p>Sea level rises 1cm for each mb the air pressure is below 1013mb</p> | - 960 | +53cm |
| | 970 | +43cm |
| | 980 | +33cm |
| | 990 | +23cm |
| | 1000 | +13cm |
| | 1010 | + 3cm |
| | 1013 | No Change |
| | 1020 | - 7cm |
| | 1030 | -17cm |
| | 1040 | -27cm |
| 1050 | -37cm | |

Some commercial harbour broadcast the sea levels at various places at regular intervals, if tide height is critical, it is worth listening in to the VTS ([Vessel Traffic Service](#)) broadcasts.

With this in mind here are some useful quick rough guides for tidal flow and rise and fall of tidal depths.

Rules of Thumb for Tides: 50/90, Thirds, Twelfths

by dev_admin | Dec 7, 2016 | Fishing, Tides

The Rule of Twelfths is about the rise and fall of the water levels at various stages of the tide:

The **Rule of Twelfths** is a method of determining the **TIDE HEIGHT BETWEEN HIGH AND LOW WATERS**. In the six-hour period that separates the low and the high waters, the overall level will rise/fall 1/12th in the first hour, 2/12^{ths} in the second hour, 3/12^{ths} in the third hour, 3/12^{ths} in the fourth hour, 2/12^{ths} in the fifth and 1/12th in the last sixth hour. The Rule of Twelfths is also frequently presented as 1:2:3:3:2:1

Rule of 50/90 is used to estimate current speed at the end of each hour of the six-hour tidal period

50/90 Rule gives you "... the **SPEED OF THE CURRENT** at the end of each hour." Counting from slack, the current will flow at 50% of its maximum speed at the end of the first hour, 90% at the end of the second hour and full 100% or maximum speed at the end of the third hour and then back to zero with the same steps. The full rule should be stated as 0/50/90/100/90/50/0.

Rule of Thirds is used to calculate drift or distances that the current travels in one-hour increments

The **Rule of Thirds**: "... over the period of the first hour the **CURRENT WILL FLOW** at one third of its maximum rate ..., for the second hour it will flow at two-thirds and the third hour at ... three-thirds." Hence the ubiquitous 1:2:3:3:2:1 abbreviation of the rule which stands for 1/3 in the first hour, 2/3 in the second hour, 3/3 during hours three and four, and then down to 2/3 in the fifth hour and 1/3 during the last hour of the cycle.

Twisting Away



The professional skipper of this yacht has shaped his sails perfectly in search of that most elusive aspect of sail trim, known as a "twist." The upper parts of both the jib and main are setting farther from the boat's midline than the lower parts, yet the trim is right. Twist is needed to cope with the higher wind speeds aloft, which result in the apparent wind being less affected by boat speed. Specifically, less wind bend aloft means the apparent wind up toward the masthead is further aft. By twisting the sail to accommodate this change in apparent wind, more forward drive is accomplished. Proper twist also results in less heeling force up high—just where you don't want it. To dial in the right amount of twist, check your genoa telltales. If the upper ones lift before the lowers when you steer above the course with the sail trimmed right, you've too much twist, i.e. the top of the sail is angling too far to leeward. Move the sheet lead forward to increase the downward force on the leech, pulling it closer to the centre line. If the lowers lift first, shunt the lead aft until the twist is spot-on, and your telltales are all breaking in unison for maximum speed and minimum heel. That done, adjust your mainsheet

and traveller so the leech of the main parallels that of the genoa. Well worth practicing as it makes for faster more efficient and comfortable upwind sailing.

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 to tidy ropes away tangle free.

Gasket coil hitch

This is repeated from a previous issue as a really useful bit of revision for the new season ahead.

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.

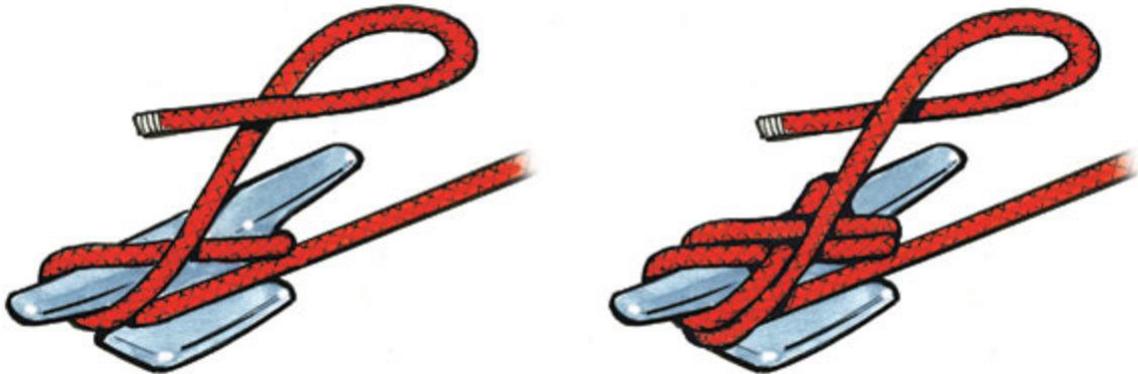


Why is it called a gasket hitch?

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.

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.

Items for sale.

Nothing posted.

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