



'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

A Message from the Commodore

I am really pleased to be able to write about two successful events; the Discover Sailing Day in July and the recent BSC Regatta. The days were successful because they took place on the planned dates, we had some lovely sailing, they were team efforts involving members and we attracted new interest. Also, they seemed to be completely good fun!

The Discover Sailing Day took place from Whitehills and involved the two club boats out for a morning and afternoon session taking a total of seven people out to try sailing. Many of them have joined the what's app group and have or will return. Many thanks to Bertie for the support we received from Whitehills.

The regatta started as a very breezy day when the marks were laid at 6am by some sturdy members. Fortunately, Mark was right and the breeze blew through (a little) and seven boats went into Banff Bay for three blustery races. Mike Soper was the race officer and expertly organised the two classes to come through the finish at the same time. We were very grateful to Mike for giving up his Saturday to oversee our event. The committee boat Commotion was kindly lent to us by Becky and it was helpful being on the water in the thick of the racing. I've always looked on the people on the committee boat with pity having to bob up and down, whilst others sail swiftly through the waves. Graham and I now have the experience of being on the committee boat, a role I think should rotate each year! Dolphins and gannets escorted us out of the harbour and the sun shone most of the day. Many thanks to numerous people for a successful day, it was a real team effort. Thanks also to Mark as Vice Commodore for taking the lead in organisation and the smooth running, including cooking bacon rolls at 6am. Also, I want to say a big thank you to Ian at Buccaneer who sponsored the event once again, giving us vouchers for the prize giving.

We held our usual delicious evening BBQ and prize giving and it was wonderful to be back in the clubhouse. A range of tasty puddings were also provided and many thanks go to several members to make the evening a success.

We also managed to attract a member of the public who called by the clubhouse in the evening having seen the boats out in the bay. We've also seen lovely photos on the Macduff Facebook group taken by the public. It must have looked spectacular when the boats rounded the mark by the beach.

There are still several weeks left for lots more sailing. Graham and I now have a boat on the west coast but I hope to sail on the club boats again this year. The next events are the AGM October 30th and our main prize giving and meal November 20th. I'd like to plant a seed in your mind. The committee has spaces for more people to get involved. I'm aware that the word committee can feel onerous but we have seen numerous members assist at our events and with the running of the club boats this year. I'd like to invite you to consider if you can assist us next year, perhaps on the committee. Several committee members have other commitments and offer what they can. The pooling of ideas and joining of efforts is so helpful and vital to the running of the club. I have been Commodore for three years so my term will be up in October. Time for someone new. I've really enjoyed it, but fresh eyes are vital for any club.

Wishing you a great sailing time for the later part of the year and hope to see you in the coming weeks or at one of the later events. Please get in touch if any ideas or want a chat.

Helen

Grant funding.



The items in the original bid are now purchased and with the exception of the engine for the rib have arrived. The engine is in the system but delayed due to the usual Brexit and world events of late. I'm promised that we should get it fitted to the rib next month. So, some sea trials are in order in September before the weather turns bad. The new sails for the 707s are now made and will be collected from down Edinburgh way when one of the club committee members is able.

As part of this grant, we reached out to local open water swimmers and 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 for generating new members would be gratefully received.

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

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



Well not a lot has changed since the last chat. Although work on the walls have continued and facing is well above the water line on the railway pier as well. Placing the capping stones on the east pier appears to have also started. Its looking good. It looks like the contractors are still on schedule and,

with dredging, we are looking at October for opening the Harbour. We await official confirmation. The club rib remains out of the water while repairs continue on the harbour at Banff.



Banff Harbour Details.

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/>

The Club Discover Sailing Day

The Discover Sailing Day took place from Whitehills and involved the two 707s. There were morning and afternoon sessions. The weather was good and it was a great day where all involved enjoyed the day. A number of new sailors took part and many were sufficiently interested that they were enrolled in the what's app group and have or will return. Many thanks to Whitehills Marina and particularly Bertie for the support he gave to the event.



Banff Regatta.

It started at 6am with gusts of 30 kts. Undeterred that the spectacular sunrise had abruptly turned to squally rain



Alistair, Mike Gavin and myself set off into the Links Bay where to lay a number of buoys for the days racing (confident in the forecast that the winds would soon drop). The wind did drop slightly, but not until we returned to the harbour for some much-deserved breakfast of sausage and bacon rolls. We were met by the two Dave's who had started to rig the club boats.

By the briefing at 09.30 the wind had turned west and was now sailable at around 15 kts. Nine boats signed up and off we went to get out on the water.

Race 1.

The first race started just off Whitehills towards the Links. It was not an ideal start, being a reach/run, but it meant that we didn't all have to waste time motoring up to Banff for the preferred windward start. A few squalls pushed through and there were some pretty strong



gusts in the mid-twenties. Tony took the decision that being light handed he would sit it out. In hind sight not a bad choice. We battled on around the cans in the bay and ran up towards the committee boat where we started the upwind leg of the traditional triangle and sausage course. Alistair took Predator back into the bay and the rest of the fleet went out. It proved a good move by Predator who enjoyed flatter water and steady winds. The rest of us got a bit of a battering by the larger wave (we followed

their lead on the next circuit). Predator comfortably left us behind and turned first at the windward mark. They maintained their lead by skilfully raising their spinnaker, which gave them the advantage. Only James in Sunrise was able to catch them on the water and there was a battle all the way to the line where James crossed the line first but dropped back on handicap. Dignity took honours on handicap in class 1. followed by Predator, Touchdown and Sunrise. There was also a bit of a battle in class 2. where Ufor and Young Alison change places a couple of times. Ufor finally took the line, but by only 6 seconds on handicap. The conditions were a bit too strong for Lapin Blanc, with only two on board. They took the wise decision to retire. Judging by the banter back at the club house they had a cracking sail though. Well done to Kevin and Ellis for having a go.

Race 2.

The wind remained blustery and both Predator and Touchdown decided to reef the mainsail, giving them more control upwind, but less power down.

Mike Soper, who was OOD, reset the course slightly but still using the triangle sausage format. Class 1. boats did two triangles before the sausage which allowed both classes to finish at similar times without coming into conflict. A clever and successful decision. The wind had gone more westerly as forecast, which gave a perfect windward leg (don't you love it when a plan goes to plan). Although there were some pretty testing gusts the wind did drop slightly and the sun came out, which always makes things feel better. Most boats took a



feather out of Predators cap and headed in shore where the waves and gusts were more manageable. It was close racing on the water with most boats in class swapping places throughout the race. Touchdown made the decision to shake the reef out, which took too long (having to sort out a snagged reefing line). This allowed Dignity to get passed and eventually take the line. There was a tense finish between Predator and Touchdown. Predator was ahead at the penultimate mark. It was dead down wind and a bit of a white-knuckle ride as both

boats started to rock and roll. Predator was definitely more in control as they took a less dead downwind tack with the slightly slower, smaller reefed main. Despite this they couldn't hold off the more powerful rig of Touchdown, which managed not to broach, and pipped them at the post. On handicap Dignity again took honours in Class1. followed by Touchdown, Predator and Sunrise. Young Alison and Ufor had another good race with Young Alison Taking Honours. Again, only minutes between first and last boats.

Race 3.

The sun was out with 15 kts of wind and a few stronger gusts, but definitely dropping. We followed the same course as race 2, which had proved successful. There was a slight delay to the start with a few issues on the committee boat. Neptune had stolen mikes mobile phone and it looked like the auto bilge wasn't working. Having satisfied themselves they weren't sinking, the race started. All boats chose the inshore mark to start where a slight bias had

developed in the minutes before the start. It was quite congested at that end of the line but all the boats got off within seconds of the hooter with no drama. This was clearly going to be hard-fought racing, and it was. Places changed regularly as some gusts afforded advantage to those who spotted the lifts and headers. Touchdown pulled away on the second upwind leg and gained a healthy advantage which they maintained to the finish, taking the line



for class 1. They were followed by Sunrise, Dignity and Predator. Another close race between Ufor and Young Alison in class 2. Ufor eventually took honours (by less than a minute on handicap).

After collecting the marks, we returned to Whitehills, which was now bathed in sunshine. We packed away and retired to Banff SC club house for a much-deserved BBQ and prize giving.

<u>Overall Results</u>			
<u>Class 1.</u>		<u>Class 2.</u>	
1 st Dignity	Findochty WSC	1 st Ufor	Banff SC
2 nd Touchdown	Banff SC	2 nd Young Alison	Lossiemouth SC
3 rd Predator	Banff SC	3 rd Lapin Blanc	Banff SC

A great day's racing enjoyed by all. A big thanks to Mike, Helen and Graham for fantastic work on the committee boat. To Rebecca for the use of Commotion as committee boat (hopefully you and Mannon will be competing on her next year). Also, a big thanks to Moira and her team for the greatly appreciated feast they gave us at the end of an enjoyable but gruelling day on the water. **Last but not least, thanks to Buccaneer for their sponsorship. Their help makes the event possible. Do visit and use their facilities. They are without doubt the best Chandlery around these parts and offer a good and friendly service. Here's to next year's event, hopefully out of Banff Marina.**

Club 707 Sailing



The two Hunter 707 boats have been well used out of Whitehills Marina over the summer, although now the holiday season is on us, we were often reduced to only one boat out on occasions. Weather permitting, we have been out most weekends and generally one week day evening. As the nights are starting to draw in, I suspect that there are only half a doze evening sails left. We have managed a good number of trips up and down the coast visiting local harbours from Gardenstone to Portsoy, Portnockie and Findochty. We have also had some around the cans and race start practice sessions, which proved popular and were a great learning opportunity. It's amazing, when you put a few buoys out how the competitive nature kicks in with some folk. (I don't know who they're talking about). 707s are a cross between a

small yacht and a big dinghy, giving a relatively stable but exhilarating sail. All those who have tried them want to come back. If you haven't been out on one, book a slot and have a go, you won't regret it.

Club Program

The program as published on the web site and within the Year Book has been a bit hit and miss so far. A few of the events, particularly the time trials, were unfortunately cancelled with the bad weather. We will try and re-schedule them in the coming weeks. These will be at fairly short notice, so keep an eye on Pam's emails advertising them as they come up. I have made contact with a number of other sailing clubs a little farther afield with a view of getting us and them to enter each others events. It would be good if we could get some trips up to Nairn,

Inverness and Cromerty as a bit of a cruise or do some racing. I plan to intergrate some of their events into next years program to generate some interest amongst local sailors. Any thoughts please let me know.

Club Cruising and travelling.

I know that some members with boats in Whitehills have been out and about. Ivor, James and other Whitehills boats made the trip to Orkney and back as a reciprocal event with Kirkwell SC. There were very light winds and most of the boats were timed out and failed to finish. Well done to James in Sunrise who hunted down what little wind there was and took the trophy. Ivor also took silverware on countback. Some have had a few trips away to Wick and Lossiemouth. Tony stopped off at Cromarty on his way through the canal to West Highland week, where although time constraints stopped him completing the series, they did get some good race results in those they entered. They achieved a credible 2 2 7 and 5 in a very competitive class 1 fleet. James, who completed the series got 2nd overall in class 2. Well done to all those who made the trip West.



Helen and Graham have taken their new boat to the west coast and are enjoying exploring waters new. As have Alison and Keith who are no doubt enjoying their new boat too. We still hope to have some evening sessions to pre plan passages and pilotage generally. This will 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. As previously stated, there are lots of good pubs and restaurants to explore.

Training evenings

These proved very popular before lock down and were a good way of socialising at the club out of season. If anyone is interested in some shore-based training sessions this winter and spring, they are casual sessions usually on a Wednesday night just let me know.

Sailing Tips and Navigation

Unwrapping a Spinnaker

When racing or cruising while flying a spinnaker close to or dead downwind—especially offshore, where a boat tends to roll more—there is a real risk the spinnaker will collapse, wrap itself around the headstay, and then refill with wind above and below the wrap. The wrap may start at just one or two turns, but often will increase to five turns or more. Here's how to unwrap a spinnaker, all you need do is sail slightly by the lee. The wrapped chute will then magically



unwind itself. When sailing by the lee, of course, it's a good idea to have a preventer rigged from the boom as far forward as possible so there is no danger of gybing. If a preventer is not rigged, be sure to put your best helmsperson behind the wheel. I've seen spinnakers unwrapped this way a few times. In every case, it was a complete eye-opener for the crew.

Get Knotted

Stopper Knot



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

The easiest way to tie a true stopper knot is by using your hand as a form. Just loop the end of the line 2 or 3 times around the palm of your hand, tuck the working end under the two loops, and then pull the loops off your hand. Once you try it, you'll never use a figure eight again.

Working back to front, pass the working end 2 or 3 times around the palm of your open hand. After you've got two full wraps, pass the working end under the wraps on your palm away from your thumb. Then use the end to pull the knot tight as it slips off your hand

Items for sale.

Nothing posted.

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