

## Anchors and Shore Landings with Small Boats...

### Anchoring and an Off Shore Wind

With an Off Shore Wind an anchor is useful when you are landing in tidal areas. Using the technique shown avoids repeatedly setting the anchor as the water level changes.

First raise the motor in shallow water and then paddle, or walk the boat to the beach.

**Safety Note - The dinghy used in these videos is a Dyer Dhow. It is a very stable boat, so standing up is possible, but do so with caution.**



On landing, place your anchor on the boat's bow. If needed use a blanket, or padding to protect the surface. Make sure the padding is secure, or it will get dragged into the water



Next, tie your anchor line to the boat.

Always use secure knots. A bowline is a good choice with a locking overhand knot. It is important nothing comes undone, or your boat may drift away.

Take out all the chain and line then place everything back in the anchor container. Follow the rule Last out, First in. If the anchor is on the padding, lay the chain and line on that, following the same rule.

Now attach a thin piece of line to the top, or crown, of the anchor. This is the 'Trip Line'.

When ready push the boat out to the desired depth. Now pull the Trip Line and the anchor will set itself as the wind takes the boat off shore.



The Trip Line can be secured to the box, that is filled with rocks to become a second anchor.

If the tide comes in, pull the box up the beach, and the anchor will reset. If the tide goes out, no need to move the anchor, if you judged the depth correctly at the start. The box is also useful for keeping your feet dry when landing, or leaving the shore

## Preparing the Anchor for a Lee Shore Landing ...

A beach where the wind is blowing on the land, is a Lee Shore. Landing on one takes planning, so preparation ahead of time is important.



First tie a pulley to the end of the anchor rode. (The rode is the anchor chain and line combined.)



Always use secure knots.



Next pack the bucket with the anchor gear, following the rule 'what goes in first comes out last'. So it is the anchor rode first, then anchor.



Place the rode loosely in the bucket to avoid tangling. The chain helps to hold everything down. Now add the anchor and place the bucket securely in the boat.



A long piece of line is now put through the pulley and tied to the boat's bow.



This line is used to extend the anchor rode. It should be more than double the distance you plan to anchor from the beach.



Place the remainder of the line loosely in a second container- first in, last out.

Finally have an extra piece of line to extend the rode if needed.

Now check out [Using an Anchor for a Lee Shore Beach Landing](#) to see how this works.

## Using an Anchor for a Lee Shore Beach Landing...

takes some practice, but it is a safer way to land and it can avoid damage to your boat.

Start in light winds to become more proficient in handling the extra gear needed.

Use the crew to help, but make sure they have clear instructions in advance.

Once you have chosen your spot, lower the anchor. Allow at least 5xs the depth of water in scope for your anchor to hold.

When the video was filmed the wind gusts were up to 60 kph, so it was a good test for the technique.

When the boat turns into the wind, give a few tugs on the anchor to make sure it is set. Now feed out the line attached to the bow and runs through the pulley to extend the Anchor Rode.

Bring the engine up in plenty of time, before getting to shallow water. Planning ahead is important.

The wind will push you towards the shore, but use a paddle or oar to help in shallow waters.

**Be Careful** If you stand up, as all dinghies are not as stable as the one used in the video.

Slowly feed out the line as you approach the shore. This is a job for the crew, but give them plenty of warning so you do not end up on the beach.

If needed attach a second line when you get closer to shore. Use a Sheet Bend if you are joining two lines of unequal diameter.

Tangles can happen, so this why crew help and practice is important.



The boat is now coming into the beach with its bow into the wind. There are no waves breaking over the stern, and no one has to get out to hold the boat into the wind and prevent it from grounding.

**Note** in the photo the line from the bow to the pulley at the end of the anchor rode and the other coming

back to the boat. This one is eased out as the boat approaches the shore.

Once ashore, attach the end of your line to the boat 's stern. Having a line at both ends of the boat enables you to retrieve it if the wind changes direction..

**Remember** always use secure knots, the success of the landing relies on them.

Now pull on the anchor line to move the boat into deeper water.

Take your time to give the anchor chance to set. Once your boat has been moved safely into deep water, secure the rode to the shore.

You can use a tree branch, a log, another anchor, or on this case a landing box. Make sure the line is well secured.

If the water level changes due the tide, it is easy to move the boat closer to shore, or further out.



There always a chance the anchor may drag, or a knot may come undone so keep an eye on your boat.

When it is time to leave, think about your exit plan.

- Who has responsibility for the anchor rode ? They need to keep the bow into the wind, and keep the lines tidy as they are pulled aboard until the engine gets started.
- The helm has to watch out for stray lines and communicate with the crew once the engine is running. They are responsible for the speed of the boat.

Remember to gently pull on the anchor rode as you leave the beach as you do not want it to break free before the engine starts.

If you are on your own, take your time and watch for lines that may get tangled, or caught in the propeller.

Remember, you can stop any time and sort things out before starting the engine.

If you are on your own, attach a line part way down the anchor rode.

Once the engine starts pull on the line and you can retrieve your anchor over the side of the boat. This technique works well with direct drive engines.



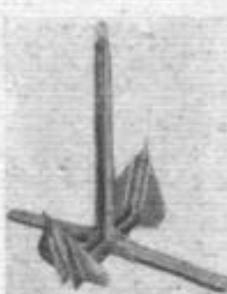
## Another Anchor Design

The Northill Anchor was developed for anchoring sea planes. The flukes collapse for easy stowage, and it was constructed of stainless steel.



**NORTHILL LIGHTWEIGHT FOLDING SEAPLANE ANCHOR**

The exclusive design of these modern anchors makes it possible for them to actually outhold old style dead weight anchors weighing up to 30 times as much. Fabricated completely of 18-8 stainless steel, Northill Anchors are specified and used on seaplanes of the U. S. Navy, U. S. Coast Guard and by many other governments. In addition, they are standard equipment on Pan American Airways and on private and commercial water craft throughout the world.



see [this page advertisement](#) in May 1940 issue of Flight magazine that the anchor ad was a part of.