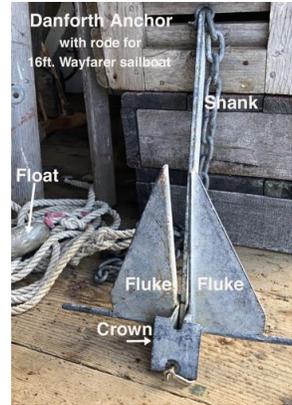


## The Finer Points of Anchoring...

The anchor used in our videos was a Danforth. It is an older design, but it stows easily and works well in most bottom types in this area of Nova Scotia.

This photo shows the three parts common to practically all anchors –the Shank, the Crown and the Flukes.

There are many other anchor designs, the following are only a few of what is available to pleasure boaters.



A stone was probably the first anchor. It is very effective on a mud bottom, due to suction created by its large surface area.

You can make your own anchor. The Killick uses wood and stone and the wooden flukes provide the holding power.



A Grapnel, collapses for easy storage and is good on a rocky bottom.

The CQR, or plough, is an older design used in sand, shingle and mud.



One piece anchors like the Bruce, Delta and Rocna are popular. On many boats you will see these stored in a bow bracket.



### One Piece Anchors



**It is important** that the anchor and rode you chose is done after researching what is most suitable for your boat and the area where you will cruise.

When making connections in your anchor rode, all shackle pins must be well secured. One method is to seize them with stainless steel wire.



Attaching one or more small floats to the end of the anchor rode will help with retrieval if it gets detached from the boat.

Using chain in the anchor rode dampens the pull on the anchor, when the boat reacts to the surface wind. If you only have line, then your scope needs to be much longer. The chain also increases the anchor's holding power creating more friction with the bottom.

**Tandem Anchors** is a double anchor technique to help shorten the anchor scope, or to prepare for stronger winds. Use a piece of chain to join the anchors and make sure the shackles are seized.

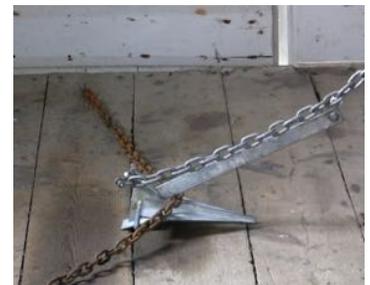
Be careful when setting so that there is no tangling of the gear. Using two different anchors can be useful if you have mixed bottom conditions.

**Placing a Weight on the Anchor Rode** may help dampen the effect that boat movement has on the anchor. Shackle a weight to the rode and attach a line. Now slide it down the rode and use the line to make adjustments and help with retrieval. This is called a KELLETT, and like many sea related topics, there is always debate about its effectiveness.



**Becuing the Anchor** can be used where bottom obstructions may snag the anchor. First shackle the chain to the anchor's Crown. At the other end of the shank place a weak link that will break with an upward tug.

If the anchor snags, pull the rode tight and exert pressure. The link should break and the anchor will come up backwards. If you Becue the anchor, **stay close** to the boat in case the link breaks. Becuing will require an increase in the anchor's scope. Also test the link beforehand to see if it will break when needed.



One **technique to clear a fouled anchor** requires a box wrench, two shackles, a piece of chain and some line.

Pull the anchor rode tight to raise the chain off the bottom. Now slide the chain/wrench loop down the rode and along the anchor. Release the rode and pull on the line. If it works, the anchor should up backwards.

**A Fouled Anchor may be avoided** by attaching a line and buoy to the Crown. Measure the water depth beforehand so that the line is long enough.

**The buoy will** show your anchor location. This should tell other boaters to anchor elsewhere.

If the anchor snags, slacken the rode and pull upwards on the line and this should free your anchor.

### **Now a few loose ends ...**

It is impossible to present all information you need to anchor successfully every time in these notes and the videos. But, we can cover a few more details to increase your chances of success.

If your anchor is stored in a bucket/box, instead of a bow locker, everything must be well secured. If you have to transfer it to the bow, have a safety line attached in case it is dropped overboard.



There are numerous hand signals for the foredeck crew to communicate with the helm. They include, but are not limited to, Ahead, Astern, Course Change, Speed Up and Slow Down. Do not rely solely on verbal communication.

Have a bucket of water ready to wash off the chain as it comes aboard.



**Winches** have not been covered in these videos, but many of the techniques shown will still apply.

If you have a winch you may want to consider these points.

- Take the strain off the winch when anchored by having a line from the bow cleat to the rode. It will take the added strain if there are waves. If you have an all chain rode, a rubber 'snubber' here can ease the strain even more.
- Motor slowly ahead as you retrieve the anchor, instead of using the winch to pull you to it.
- Develop a back up plan for retrieving the anchor if the winch should fail. Make sure you practice it.

## Finally...

Remember the skipper is always responsible for the safety of the crew and the management of the boat. The Crew's responsibility is to assist the skipper in carrying out any tasks.

It is important you practice anchoring in a variety of conditions so you are prepared if something should go wrong. This video series [Anchoring for Pleasure Boaters](#) and these notes, cannot cover all situations.

Remember the journey is only part of the adventure, the safe arrival in a new area also helps create the memories.