

ANCHORING DEMONSTRATION

How anchors work:

Danforth-Dig into sand or mud, generally stay dug in even when wind/current change.

UNDER MOTOR (PREFERRED)*:

Anchoring:

Sails down and secured, all lines secured and motor running.

Running at very slow speed directly into the wind (or current if no wind).

Prepare anchor and rode with enough line clear for depth. Scope (amount of line let out compared to the depth of the water) should be approx. 5:1 (12' depth= 60' of rode prepared).

Generally best to close the anchor locker at this point so the deck is secure.

Shift to neutral

Drop anchor when forward motion has ceased or better yet with a just bit of reverse. Let out the scope slowly as the boat is powered or drifts back and when fully out secure the rode to one of the bow cleats. Be sure the anchor is deployed through the open area in the bow pulpit so that it leads cleanly from the anchor locker overboard. It should not be deployed over the lifelines or wrapped around the head stay and furled jib. The anchor should be dropped not thrown or tossed.

After boat has settled into wind (current), reverse again to but a little backpressure on the anchor, this sets the anchor (digs it into the bottom).

After boat has stabilized. Take note of position and triangulate off of at least two fixed locations.

Keep an eye out for dragging (drifting down wind or not being secured in location after allowing for "tacking" at anchor and changes of wind).

If dragging letting out more scope will sometimes this helps the anchor reset. If anchor does not reset start all over again.

Retrieving the anchor:

Start Motor but leave in neutral.

Main can be raised or not, probably easier if not raised

Pull in anchor rode slowly until rode is vertical or nearly vertical.

Put motor in forward and ride over the anchor going very slowly while the bow person retrieves the anchor and brings it on deck. As the rode and anchor are coming up shake off mud and stuff or stream it in the water so that all that comes on deck is clean.

Stow the rode and anchor neatly so it is ready to reuse.

Raise/unfurl sails or continue motoring.

UNDER SAIL*:

Anchoring:

Furl jib.

Prepare anchor and rode with enough line clear for depth. Scope (amount of line let out compared to the depth of the water) approx. 5:1 (12' depth= 60' of rode prepared).

Generally best to close the anchor locker at this point so the deck is secure.

Bring boat head to wind.

Drop anchor when forward motion has ceased or better yet with a bit of downwind drift. Let out the scope slowly as the boat drifts back and when fully out secure the rode to one of the bow cleats. Be sure the anchor is deployed through the open area in the bow pulpit so that it leads cleanly from the anchor locker overboard. It should not be deployed over the lifelines or wrapped around the head stay and furled jib. The anchor should be dropped not thrown or tossed.

Allow the boat to settle into wind and give it a few minutes so that the anchor sets (digs it into the bottom).

Drop and secure the sail.

After boat has stabilized. Take note of position and triangulate off of at least two fixed locations.

Keep an eye out for dragging (drifting down wind or not being secured in location after allowing for "tacking" at anchor and changes of wind).

If dragging letting out more scope will sometimes this helps the anchor reset. If anchor does not reset start all over again.

Retrieving the anchor:

Raise the main, leave sheet fairly loose

Pull in anchor rode slowly until rode at a sharp angle but not vertical.

Pull in the main and sail close hauled over the anchor while the bow person pulls in the rode and anchor and brings them on deck. As the rode and anchor are coming up shake off mud and stuff or stream it in the water so that all that comes on deck is clean.

Stow the rode and anchor neatly so it is ready to reuse.

Raise/unfurl sails or continue sailing.

ANCHORING UNDER EMERGENCY CONDITIONS WHILE UNDER SAIL:

We do not know the nature of the emergency so this has to be fairly generic but typical emergencies might include:

No wind, motor won't start, drifting towards shore or drifting into a dangerous situation.

Can't steer the boat - Rudder broke off, tiller broke off. (If you can start the motor you could steer with the motor).

You are aground and being pushed further aground.

(If the boat has been holed and is taking on water faster than you can pump try to run the boat aground on sand or mud, don't anchor.)

Furl or secure the jib (and main if appropriate) as best you can.

Prepare anchor and rode with enough line clear for depth.

Generally best to close the anchor locker at this point so the deck is secure.

Try to get the boat head to wind or moving slowly across the wind. Try not to deploy the anchor while going down wind because when it sets it could get wrapped in the keel or rudder as the boat begins spin around and lay to the wind.

Deploy anchor making sure that the rode is clear as it goes overboard. Let out the scope slowly as the boat drifts back and when fully out secure the rode to one of the bow cleats. The anchor is deployed through the open area in the bow pulpit so that it leads cleanly from the anchor locker overboard. It should not be deployed over the lifelines or wrapped around the head stay and furling jib. Scope (amount of line let out compared to the depth of the water) should be not less than 5:1 or more than 10:1. The anchor should be dropped not thrown or tossed.

Drop and secure the sail

Call on the radio or signal for help.

Allow the boat to settle into wind and give it a few minutes so that the anchor sets (digs it into the bottom).

After boat has stabilized. Take note of position and triangulate off of at least two fixed locations.

Keep an eye out for dragging (drifting down wind or not being secured in location after allowing for “tacking” at anchor and changes of wind).

If dragging letting out more scope will sometimes this helps the anchor reset.

Retrieving the anchor after and emergency:

See above procedures for retrieval if applicable but if being towed generally follow **Under Motor - Retrieving the anchor** above.

*Anchoring for pleasure is only permitted in the south end of Manhasset Bay in the area on our chart delineating our Sailing Areas marked “Anchoring Permitted”