



**G**'day readers. I was out harassing the local bottom dwellers a couple of weeks ago with my friends off the reefs of Rotto, and usually when we venture out there we go in a couple of boats. On this particular trip it was already blowing 12 to 18 knots from the southwest when we left the heads. The forecast however, said that the wind shouldn't strengthen for a couple or maybe three hours, so off we went.

Upon arrival at our waypoint approximately 35 minutes later, the seas weren't too bad so out with the reef pick, pay out some rope, wait for the pick to grab and start fishing. As I sent my bait over the side I looked across at my friend's boat and watched them have three different goes at setting their anchor. This inspired me to write about anchors this month.

There are several different types of anchors, which are designed for holding boats on different types of ground. These are the Danforth, Bruce, Admiralty, Reef, Plough or CQR and the Sea Anchor or Drogue.

The Danforth anchor is mainly used for anchoring on sandy or muddy bottoms, because it is lightweight, stows away well and offers excellent holding power on the bottom. They are one of the most popular anchors for small boats today.

The Bruce Anchor is probably the most recent development in anchors, as it has no moving parts due to its one-piece construction. Its single curved fluke with side extensions makes a highly versatile anchor that can be used to hold bottom on sand and mud and is reasonable in weed. As it is only a one-piece design, it is not as easy to stow as the other anchors.

The Admiralty Anchor is one of the oldest designs. It is a versatile anchor that holds well in sand, weed, mud and also broken ground. As it is heavier than the other anchors it offers a quick bite, and because

it is a multi part anchor, the stock can be collapsed to the shank, which makes it an easy anchor to stow.

The Reef Anchor is a small lightweight anchor that is only designed to hold on rocky or broken ground. It is very easy to set and in rough country it is also reasonably easy to retrieve, as it usually collapses into two pieces and the flukes are basically heavy gauge wire, so they are very easy to stow.

The Plough or CQR Anchor has a pivoting shank that holds even when the wind shifts. Its best application is in sand, gravel, mud and weed. It's easy to retrieve and usually it's the anchor that stows in a bow roller, on the bow spit of larger craft.

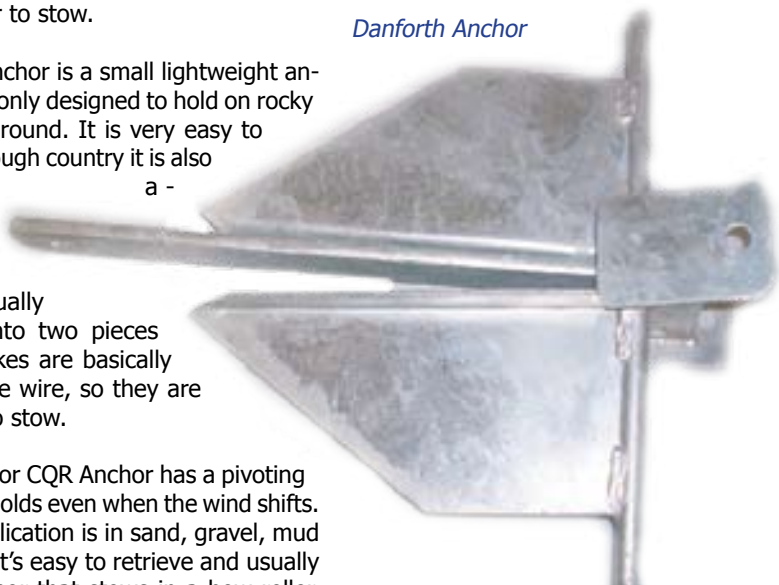
The sea anchor or drogue is basically a big windsock. It works in the same principle, it just traps water instead of air. I use mine for a lot of drift fishing, when it is too deep to anchor or I would like to slow my drift rate. They are also useful as an emergency piece of equipment. For example, if my steering fails I can tow it at slow speeds behind my boat with a bridled set up to steer the boat. I don't get home in a hurry, but I get home.

### Chain and cable materials

Chain which has been galvanized by the chain manufacturer should be used, but there is also stainless steel chain which is being sold these days. Either way, all you are out to achieve is chain that won't rust. All of my D shackles are either galvanized or stainless steel for the same reason.

With modern ropes that we have these days, Nylon would have to be the best, because of its strength, resistance to abrasion, elasticity, and shock absorbing characteristics. If other materials are used, the size should be increased according to the relative strength. The larger sizes of rope offer greater purchase when deploying and retrieving an anchor, as I have found trying to break an anchor free in any sort of

Danforth Anchor



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# Boats & Bits



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### Anchoring techniques

The working or main anchor on my vessel is always ready for use as it is stowed in a way that it is easy to access. The rope is not tangled or cluttered up in the boat as having an anchor loose on the decks is not recommend-

ed, unless someone is standing by in readiness to deploy it.

When I set my anchor, I always put the bow of my boat into the wind, and just lower the anchor from the boat. There is no need to throw the anchor as this can cause the chain to foul the anchor. If the water current is stronger than the wind, I then change my tactics accordingly.

Once the anchor and chain is away I then pay out approximately three to five times the water depth to allow the greatest angle of bite. I also allow the boat to drift back before I put any tension onto the rope as this also assists the anchor to bite.

Here are some points that I consider when anchoring:

Does the anchor suit the seabed? A sand anchor could become firmly embedded in a rocky ledge and be impossible to retrieve, which will mean cutting the anchor line or going for a short dive.

When stopping for any length of time, for example overnight, I make sure that my boat is out of the way of any other traffic. It's not in or near any channels, and is not likely to hit anything, i.e. other boats or any hazards in the water. ng to break an anchor free in any sort of sea.

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Plough or CQR Anchor

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If I am staying overnight on a beach like Rotto (as I have done on more occasions than the local Quokkas), I usually use two anchors to hold the boat in one position. I set one anchor to the stern, which is in the ocean and one anchor on the beach.

