

## 1. Anchor Care and Handling

Harbor Trip anchor assemblies consist of an anchor attached to a short length of chain, then to nylon anchor line to make the anchor rode (chain plus line) at least 150 ft long. The rodes have markers at intervals to show the distance in feet from the marker to the anchor. At the end of the rode, it is spliced to a spherical float. A six-foot security line is also attached to the float. For convenience in handling all of this, there is an anchor bag for each assembly. The anchor bag is held captive: the anchor and most of the rode go into the bag, but the end goes out to the float through a grommet in the side of the bag. Neither the float nor the anchor can fit through the grommet, thus keeping the anchor bag in its place. Here's how to deal with the assembly:

- a. The anchor bag is strong synthetic cloth, but it's just cloth. The anchor has sharp flukes to dig into the mud and a rigid rod (the "stock") that sticks out the sides. Can you cause these to tear through the bag? Yes! Can you shred the bag by dropping or dragging it or shoving it roughly into the area under the Rhodes 19 deck? Certainly! Please help us prolong the life of the bags by carrying them, not dragging. It's okay to grab a bag by the fabric at the top; you don't have to carry it from underneath. Place them down on the dock or on the boat and store them deliberately and carefully, not carelessly.
- b. During the trip, get the anchor bag out early. Take the float and security line out of the bag and pull out enough rode so that you can tie the security line around the mast. Use a knot similar to the CBI dock tie up knot or any other secure knot that you know (a turn and two half hitches or a bowline would be good). Cleat the rode on the foredeck, also. Be sure that all anchor lines pass *under* the jib sheets.
- c. During the final approach to the island, the skipper will probably ask that the jib be lowered. The crewmember at the forward end of the cockpit bench should then take care of the anchor bag. The crewmember who will be lowering the anchor can then carry the anchor and chain onto the foredeck, again passing them *under* the jib sheets. The rode will trail behind to the anchor bag in the cockpit.
- d. When your skipper stops the boat in the anchorage location and instructs you to lower the anchor, pay out the anchor line hand-over-hand as quickly as you can but don't just drop it. The skipper may ask you to stop temporarily when the anchor hits the bottom (you will be able to feel the reduced pull on the line) and estimate the distance from the deck to the bottom, using the nearest rode marker you can see. The skipper should tell you how much rode to use, about 5 to 7 times the distance from the deck to the bottom. (A *scope* of about 5:1 to 7:1.) As you lower the anchor, the rode should feed out of the bag smoothly. The crewmember by the anchor bag should make sure that is happening and straighten out any kinks that occur.
- e. Once you are head to wind, the boat will drift backward, especially in high winds. Backwind the main (push the boom forward) to drive the anchor into the bottom.
- f. Check to see that the anchor is dug in; give it a tug. The skipper will check to be sure that you are not moving.
- g. Drop the main and furl it. Furl and secure the jib on deck. Secure the tiller (with the bungee loop provided or take a turn around the tiller with the mainsheet). The skipper should check again that you are not moving.

## 2. Getting under way again

- a. Ask the skipper which tack the boat will be leaving on.
- b. Be ready to pull the anchor up over the port bow if the boat is leaving on port tack; over the starboard bow if on starboard tack. (But not until the skipper asks you to.) This helps turn the boat onto the desired tack.
- c. After the crew raises the main, and when the skipper gives the command, pull on the rode just until the anchor is right below the boat, still on the bottom, then stop. Shout "Straight up and down" and wait for the skipper's further instructions. (The skipper should tack upwind if you

- can't pull the boat forward by hand.)
- d. When the boat is on the desired tack, the skipper shouts, "Weigh anchor". Then you pull up the anchor.
  - e. When the anchor is free of the bottom, shout, "Anchor aweigh".
  - f. If the anchor is snagged, the skipper should sail over it so you can pull from the opposite direction. If you still can't raise it, ask the launch for help. If the launch isn't available and you must abandon the anchor, be sure the buoy is firmly spliced to the end of the rode and let the launch know as soon as possible where you left the anchor. If there is no buoy, tie one of the lifejackets to the end of the rode. Anchors and rodes are costly and can usually be retrieved if the end of the rode is floating and visible, but not if the end of the rode has simply been dropped overboard without flotation.
  - g. When the boat is sailing, slosh the anchor up and down to wash the mud off before bringing it aboard.
  - h. *Early* on the return trip, put the anchor assembly back into its bag. Feed the rode hand over hand back into the anchor bag. Don't bunch the rode up and just stuff it into the bag; also, don't coil the rode. (Not *too* sloppy, not *too* unnecessarily neat.) Finish by placing the chain into the bag, followed by the anchor, large end down, then put the float and security line in last. The anchor assembly is then ready to hand in at the end of the trip or can be deployed in an emergency or if directed by the launch captain. Stow the anchor bag carefully out of the way.
  - i. At the end of a trip, carry your anchor in its bag back to the Sail Loft and place it carefully on one of the storage shelves from which it came. When all of the anchors are back, a Harbor Trip Committee member will run a security cable through each bag and padlock it, so we'll be sure to have anchors for the next trip.