

## 25. Anchoring & the windlass

Setting your anchor:

Preparation:

- Establish a non verbal communication system from bow to stern, as with the noise of the engine and wind, verbal communication proves difficult.
- Tie the dinghy painter close to the boat at the bow or amidships to avoid wrapping it around the prop.

Location:

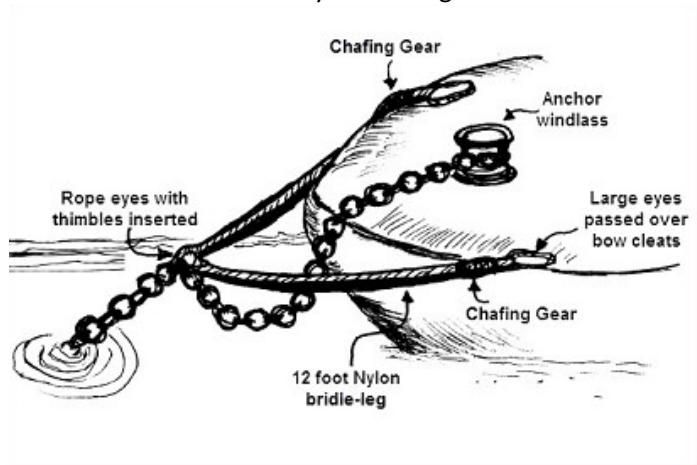
- Choose a clear area to anchor in, with deep in 5 to 10 m. A white collar of bottom under the sea water is sand and perfect for anchoring. A brown or green bottom will be grass, rock or coral. **Only anchor in sand.**
- Make sure that the land relief is protecting you from the wind and that you are not being pushed onto the shore.

Action:

- Carefully lift the anchor over the bow roller and slowly put the chain till the anchor is just above the water surface.
- Use the external forces; approach from down wind or current, whichever prevails.
- Once the yacht is stationary use the electric windlass to drop the anchor. The external forces will push you back and away from the anchor.
- Minimum scope is 4:1. In heavy weather you may want to increase that, always ensuring your rotation area is clear of any obstacles. Chain has red painted indication for each 10 m. You can issue 40m chain max. The chain is connected to the hull by a 10mm rope which serves to drop out the chain in case of danger, and not for the preservation of the chain.
- Engage reverse, slowly up to 1500 rpm to really drive your anchor into the sand.
- Once set, put the engine in neutral and allow the yacht to settle, it is always advisable to snorkel the anchor and rotation area to be ensure it is bedded in correctly and not underwater rock in area.

Attaching the snubbing line:

- Once you are happy that the anchor is set you must attach the snubbing line. The snubbing line protects the windlass and it is important that you attach the snubber every time you set the anchor.
- Attach the hook around the chain link (the hook is too big to go through the link) and cleat off the bitter end of the line to a bow cleat. Pay out enough chain so that the snubbing line becomes taut.



There is a high amperage fuse that will blow if the windlass gets overloaded.

The fuse is located under the skipper desk.

The anchor windlass fuse is 100 amps. You can switch-on the fuse to raise the bar.

If the windlass is not workable, but the windlass breaker on the 12v panel is switched on, this indicates that the yacht service battery power is too low to run the windlass. Please run the engine @1500 rpm for 15 min, and try again. If the windlass still refuses to operate, please call technical support.

Manual operation of the windlass

If you lose power to your windlass, start the engine and give it to 2000rpm in neutral, to make sure you have not just got a low battery voltage. Then make sure the windlass breaker with the anchor icon is in the 'on' position on the 12 volt panel. If there is still no power, check the the windlass fuse in on position. If you still have no power, you can operate the windlass manually.

To drop the anchor, insert the windlass handle into the star fitting on the top of the windlass. Continue to pull back on the windlass handle, so that the brake cap loosens. Your anchor is now ready to drop.



Remove the safety line and push the anchor over the bow, keeping hands and feet clear. Control the rate the chain pays out by tightening or loosening the brake with the windlass handle.

When you have paid out sufficient chain - 3 to 5 times the water depth, push the handle forward to tighten the brake. Increase revs to 1500 rpm, to set the anchor. If you drag, pay out more chain, and re-try 1500 rpm in reverse. When the anchor is set, fit the snubbing line, and cleat it off, then release the chain on the gypsy as above, so that the load is taken up on the snubbing line.

#### *26. Picking up a mooring buoy*

Ensure the dinghy painter is tied off short on the bow or amidships and is clear of the prop.

1. Approach the mooring buoy, keeping the bow into the wind or current, whichever prevails.

2. Have a crew member on the bow to pick up the mooring pennant with the boat hook.

3. The bowman will direct the helmsman to the mooring, using the already established non verbal communication system. Once at the mooring, inspect the buoy and line for any signs of wear and tear; if you are unsure about a mooring buoy's integrity, choose another location to moor up.

4. Once set your mooring buoy will be attached either on the port or starboard cleat and the yacht will be head to wind. Remember to centralize the wheel and lock in place to avoid the yacht sailing around the buoy.

5. Next attach a second back up line directly to the mooring ball. There will be a metal ring at the top of the ball or a shackle just under the ball. Attach a line from the opposite bow cleat and if possible run the line through the ring or shackle and back to the cleat. It is always easier to do this from the dinghy. Do not try to make the lines of equal length, the first line should be taking all the weight of the boat.

6. To depart, release the back up line first. Slowly motor the boat forward to create slack, release the line from the cleat and allow the pennant to slip from the line into the water. Fall back with the wind or current, and be careful not to foul your prop on the pennant.

**7. Remember to tie your dinghy away from the stern whenever you are maneuvering in close quarters.**