

PS Many thanks for the cheque. ED.

Peter,

I must take issue over some of the tips given by Bob over anchoring. (see last months newsletter)

2. Most set ups have 5 metres of chain. 3 metres is not enough to help the holding or protect the warp.

9. How does the bow roller and anchor winch improve your anchoring technique?

It could make life easier but if you are lazy at anchoring are you likely to change.

10. It is the depth of the water plus the height of the bow roller above the sea. 3 times depth is only suitable for chain and they are now recommending 4 times depth. For warp it is 5 times depth with any chain attached to the anchor treated as warp.

With regard to the newsletter is it not possible to edit some of the emails so as to remove references about dropping sails at your drive!

Overall though I like the email contents as they can give ideas for your own boat

To prevent a possible duel of **"anchors at dawn"** name & address has been edited out ED.

When anchoring, or on the water experience and common sense should be applied at all times.

2. I agree most setups have 5 metres of chain.

9. The use of an electric anchor winch and bow roller does in my opinion make anchoring much easier and much safer.

How often have you sat at anchor and watched as another boat enters the same anchorage?

Most seem to enter as fast as they can circle between other boats a couple of times, one on the fore deck the other on the helm, after much hand waving often accompanied by abuse, they either drop or throw the anchor/chain & warp, then five minutes later having pumped up the (rubber duck) they row of to the pub leaving their boat unattended, to be watched by other worried owners in the vicinity. Far safer when entering an anchorage to have the anchor and winch at the ready. Enter the area you intend to anchor going astern this has three advantages it enables the helmsman an unrestricted view:

1. where he is headed.

2. the sea bed for any obstacles or foul ground, before running over it.

3. Should he be heading for a submerged obstacle the forward thrust of the prop/s are more efficient at stopping the boat when going astern.

When the bottom looks good release the anchor from the cockpit and wait for it to set in the normal manner. By anchoring in this manner the responsibility is in the hands of the helmsman not other crew on the fore deck.

Have you ever anchored in deep water or do you head for the nearest Marina?

When anchoring in and around the Channel Islands with a range of up to ten meters the advantages of a bow roller and anchor winch in my opinion are obvious. The strength that is needed just to lift-- not break out the anchor and five meters of chain is as much as most male crew can manage. Being lazy has nothing to do with it. You may well find a bow roller and electric anchor winch would improve your anchoring technique.

10. 4 or 5 times depth may be recommended but it is very often not possible in an area:

1. which is crowded with a number of boats with different hull/keels shapes giving different swing.

2. where the tidal range is 10 meters to do so would require an area the size of a football pitch to allow for swing. How many owners have this amount of chain and warp?

Hi Mark I know of two other Catalacs that have changed the shape of the bow similar to what you intended. 1 is a 10 metre the other a 12 metre they have also changed the stern by adding sugarscoups to the stern. I have no conclusive evidence one way or the other. The bowthruster article BY Peter Denning follows. For more info contact him direct.

.....OWNER'S
MOD'S.....
FITTING A BOWTHRUSTER
BY PETER DENNING

Redouble (9.144) has always had as its iron headsail an outboard. This until a few years back was mounted right at the stern in between the hulls. We then moved the engine position into the cockpit, the same as the 8 metre. Whilst this had some major benefits such as a full rear deck and drinks table in the cockpit it reduced the manoeuvrability by a small amount. This combined with sailing short handed made marinas and our mooring a nightmare. After much thought and head scratching it was decided to install a bow thruster. This then involved another year whilst deciding how many and which make. Eventually Vetus was chosen mainly as their product fitted our budget and size required. The few other makes around were too big and the salesmen did not seem to interested in only selling one!

The calculations then started, which size to fit and how far forward could I get it, the further the better!

In the end it was down to the 35 or 55 Kgf thrusters. The only other difference was £100 so the bigger one was purchased.

During the summer I had be been measuring and checking where the thruster was to be fitted and at the end of the 2001 season before even being slipped had started to cut and remove the internal mouldings where necessary.

Once Redouble was ashore small pilot holes were drilled through the hull which confirmed the final position. One of these needed to be altered by half an inch to get everything looking square and correct. The pilot holes allowed a rod to be inserted so that the 6" diameter hole for the tube could be marked on either side of the starboard hull and then cut out.