

ANCHORING SYSTEM FOR SINGLE HANDED SAILORS

Bayraider Exhibition No. 102

The most important change to my boat since I bought it new is the addition of the mooring and anchoring system. The purpose of the new system is to make it easier and safer when picking up or leaving a mooring particularly when sailing single handed. The system includes the following key items;

- 1 only 30 metre section of 12mm diameter (nylon) anchor rope located in the cockpit near the cabin bulkhead. Only a small amount of this rope will be needed when picking up or leaving a mooring buoy but the rest of the rope will be needed for normal anchoring when away from the mooring buoy.
- 2 only strong lockable carabiner hooks. (see attached photo)
- 1 only strong anchoring cleat securely mounted on the cabin bulkhead
- 1 only 12 mm single sheave pulley block with a swivel mount attached to the underside of the bow sprit. (see photo 1)
- 1 only Mooring buoy with an attachment ring at the top for connecting with the carabiner hook.
- 1 only 18mm diameter (nylon) mooring strop with a 300mm loop splice on one end to allow for easy attachment to the top of the mooring buoy and a 50mm loop splice at the other end to allow for easy connection to a strong lockable carabiner hook.

With this system, the carabiner hooks are connected to the ends of the anchor rope and the strop in order to facilitate easy and quick attachment to the mooring buoy and also to the boat. When installing the system, the anchor rope is fed in a loop directly from the cockpit through the bow pulley block (see photo 1) and then back again to a position abeam of the boat. (see photo 2) This looped arrangement can be located on either side of the boat, however I prefer to have the carabiner end of the anchor rope available to the helmsman on the starboard side of the boat. When not in use the carabiner end of the anchor rope is normally clipped to a simple ring attachment, positioned amidships on the boat and within easy reach of the helmsman.

When returning to the mooring after a sail the helmsman will generally steer the boat slowly towards the mooring buoy against the direction of the tide. When the mooring buoy comes to a position abeam of the boat and within easy reach of the helmsman, he or she will simply unclip the carabiner hook from its cockpit attachment and then attach it to a ring at the top of the mooring buoy. When the carabiner hook is safely secured to the ring of the mooring buoy the helmsman will then quickly move forward in the boat towards the cleat on the cabin bulkhead in order to take up the slack on the anchor rope and progressively pull the rope into the boat as the tide slowly moves the boat backwards and away from the buoy. When the boat settles at the appropriate distance from the buoy the helmsman will then securely re-attach the cockpit section of the anchor rope to the cleat on the cabin bulkhead. Before leaving the boat on the dinghy the carabiner on the end of the mooring strop will need to be attached to the

strong winch eye located at the lower end of the boat stem. The purpose of this strop is to provide an extra secure mooring for the boat when the boat is being left swinging on its mooring for a prolonged period.

When approaching the mooring on the dinghy for the next sail the helmsman will firstly disconnect the strop from the boat before boarding. Of course, the anchor rope on the boat will still be securely attached to the mooring buoy at this stage. When the boat is ready to sail with the engine on, the helmsman will take the anchor rope from the cleat on the cabin bulkhead and then allow the rope to slip forward in his hand as he slowly drives the boat forward towards the mooring buoy. When the mooring buoy is abeam of the boat and within easy reach of the helmsman, he or she will detach the carabiner hook from the top of the buoy and then quickly secure it to its original attachment within the cockpit. When safely underway the helmsmen will then take up the slack on the cockpit end of the anchor rope and re-attach the rope to the cleat on the cabin bulkhead. The system is now ready again for when returning to the mooring.

Important Note;

The system described above can also be used with a standard anchor for anchoring the boat away from its base, however it is not intended for overnight or long term anchoring. Before leaving the boat on its swing mooring a larger and stronger rope will need to be connected between the boat and the mooring buoy. As described earlier in this document, the large loop eye on the mooring strop will need to be permanently attached to the mooring buoy. Before leaving the boat the carabiner at the end of the mooring strop will need to be connected to the strong winch eye at the lower end of the boat stem. Obviously attaching or removing the mooring strop can only be done from the dinghy prior to boarding or leaving the boat.

PHOTO 1 (the position of the swivel type pulley block)



PHOTO 2 (the carabiner position when underway or when not in use)



PHOTO 3 (the strong anchor cleat mounted on the cabin bulkhead)

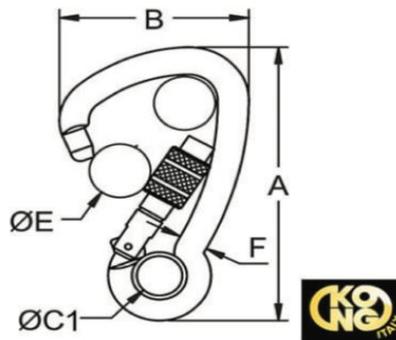


THE CARABINER HOOKS (CAT-125-S)



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Kong Carabiner - Asymmetric Screw Lock - Stainless Steel



Code	A (mm)	B (mm)	C1 (mm)	E (mm)	F (mm)	Weight (g)	Break Load
CAT-085-S	85.5	52.5	10	16	8	82	15 kN
CAT-100-S	102	60	11.5	16	10	158	22 kN
CAT-125-S	124	72.5	15.5	22	11	229	28 kN

A note about dimensional information

Please be aware that dimensions published on our site should be treated as indicative.

We publish dimensions to the best of our ability, however manufacturers can, from time to time, make small alterations to their designs.

If your dimensional criteria is critical please do contact us prior to making your purchase to let us know and we will do our best to fulfil your requirements.

This older photo shows a smaller pulley that was temporarily used when the system was originally being tested. A better quality larger pulley was subsequently purchased and mounted on a new attachment towards the end of the bow sprit. The anchor rope is generally pulled in and out on the port side however either side will work. Ideally (unlike in this photo) the anchor rope should always remain in the bow fairlead. This photo also shows the mooring strop attached to the winch eye on the boat stem.

