



## **MECAL TECHNICAL NOTE**

### **MTN 20-1**

Issued by the *MECAL* Technical Committee

#### **ANCHORS – GENERAL ADVICE**

Reference: All vessels

- (a) The main anchor should be big enough to hold the vessel in an emergency (lee shore in deteriorating weather, engine failure etc) whilst waiting for help from the rescue authorities. In other words it is not about a "lunch hook", it is about public safety. This is why the code often specifies a bigger anchor than the manufacturer might otherwise supply under the RCD, though we are not aware of the RCD specifying actual weights of anchor etc.
- (b) The kedge is there to back up the main anchor, eg for deployment into a dinghy to haul the boat off the "putty", for Mediterranean mooring etc
- (c) For extended cruising (perhaps cat 1 & 0), a vessel should carry a variety of anchors to suit conditions. For example a CQR or Bruce sometimes is not very good in kelp; an old fashioned fisherman often works better in these circumstances. Ideally a vessel should carry 2 main anchors of similar performance so that it can "moor" properly ie conduct a running moor and thus have a restricted swinging circle (big ship practice).
- (d) Most leisure vessels are hopelessly "under-anchored" for serious life saving anchoring situations.

The RYA Boat Safety Manual provides useful guidance.