

- the prominent features and also tell you the kind of bottom you should find, along with water depths.
3. Approaching the anchorage, slow down to minimum headway to retain control keeping the bow into the wind or current, whichever is strongest. Other boats of similar design to yours at anchor can be used as indicators and you turn your own boat in the same direction. Remember, keel boats may be riding to the tide when shallow draft launches are riding to the wind.
 4. After LOWERING your anchor with the engine in neutral, pay out the anchor line gradually as the boat drifts back from the anchoring point due to the wind/current. If the current is very strong or conditions adverse, increase the length of line beyond 5 times the depth of water in accordance with conditions.
 5. Securing your anchor rope aboard, take a couple of turns around the anchor bitts on deck and secure both with a hitch that is easy to cast off.
 6. Have a small buoy handy to tie to the end of your anchor rope in case you have to slip anchor for any reason (foul anchor, weather conditions, imminent danger), you can then recover it later.
 7. A ground tackler consisting of a length of chain connecting the anchor to the anchor rope is desirable. The anchor "holds" by being pulled horizontally along the bottom so the flukes dig in like a plough. The weight of the chain assists this and also prevents chafing. The anchor rope also needs protection against chafing aboard your boat where it leads over the bow. A piece of canvas around the rope at the danger point is one way.

8. Boats sometimes capsize when anchored by the stern, a temptation for a lone fisherman with all his fishing tackle down aft. A boat is constructed so that the bow is designed to ride over and on top of the water. Anchoring by the stern means the stern will be facing the current which is pushing one way against the bottom of a flat surface while the anchor line is holding the top. This increases the tension on the anchor line which pulls the stern deeper into the water. The additional pull when retrieving the anchor pulls the stern even deeper into the water, sometimes under it particularly if a wave comes along. Swamping or capsizing is a distinct possibility. Anchoring should only be from the bow.
9. Check your position frequently when at anchor.

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A NEW ENCHANTRESS

By now most members who visit the pool will have noticed John Muirhead's new yacht ENCHANTRESS because of its distinctive appearance and styling.

ENCHANTRESS is an 11 metre cruiser/racer designed and built by her owner. Her design although influenced by Adams, Farr and Bill Lee is unique, and John has created a speedy club racer whose potential is not penalised in any way by I O R.

She is constructed of cold moulded cedar over frames and stringers using the W E S T epoxy method. She has a deep fin keel resulting in a draft of 2 metres, and a well balanced unsupported spade rudder.

A NEW ENCHANTRESS

The boat is fractionally rigged, with twin spreaders and running backstays supporting a 14 metre keel stepped mast. The headsails are hanked to the forestay, eliminating the extra weight aloft caused by twin headsail tracks. This of course has to be traded off against slower headsail changes, particularly during inshore races. Backstay tension is adjusted by a block and tackle system.

The fitting out of the open and roomy layout down below has almost been completed. Two berths have been provided forward of bulkheads either side of the head. Opposite the head is a hanging locker. Two more berths are provided in the saloon and a single post supports the cabin top aft of the table in lieu of the usual bulkhead arrangement. Quarter berths fitted either side of a 13 h p Renault diesel complete the layout. The extensive timber work treatment below radiates a warm traditional yacht feeling which is sometimes lacking in modern fibreglass yachts.

She has a large well laid out cockpit with 7 winches. A push button controlled gauge with a digital display supplies a wide range of information including data from a number of computed functions. Some of the information that can be displayed includes boat speed, speed made good, wind speed, true wind speed, wind direction, and true wind direction. A large locker has been included aft of the cockpit.

The name ENCHANTRESS has been in the Muirhead family for a number of generations. The original ENCHANTRESS was built in Scotland for John's great grandfather, the late Charles Mortimer Muirhead. I believe she was normally moored off Glenelg, and taken to Port Adelaide during periods of bad weather. Many readers will remember the last ENCHANTRESS, a Black Soo design. After leaving the Muirhead family she was lost on the North Haven breakwater.

John is getting a crew together during the winter with the aim of making a serious assault on the next summer

A NEW ENCHANTRESS

series. He believes she will sail best offshore, however, if her performance in the last Inkster Memorial is any indication, she will also be difficult to beat around the cans.

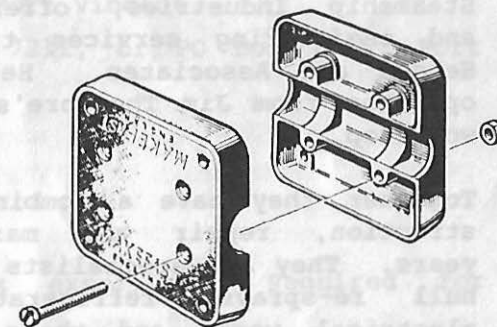
About 3000 man hours over 3 years were spent building ENCHANTRESS. The result of this effort is a very worthy addition to the pool, and the Racing Register.

DAVE HURFORD

NEW PRODUCTS AND SERVICES

STOW BLOCKS

Wakefast of England are now manufacturing a range of products called Stow Blocks. They comprise a pair of tough nylon blocks which clamp positively around any stanchion or rail of 22mm to 27mm diameter. The blocks



can be drilled to take a great variety of holders which enable all kinds of equipment to be stored on the pushpits, pullpits and stanchions of a boat. They will mount onto vertical, horizontal or angled tube, and are equally suitable for power boats or yachts. Stow Blocks are made from Nylon 6 which is tough, ultra-violet stabilised and salt water resistant.

They can be used to hold lifebuoys, fit flag poles, emergency radio aerials, winch handle holders, brackets to hold boat hooks and fenders, and can be used as blocks for clamping outboard motors etc. The makers claim that Stow Blocks uses are only limited by their owners' imaginations.