

# LETTERS

Send us your questions in less than 200 words by email [yachtingmonthly@futurenet.com](mailto:yachtingmonthly@futurenet.com) or by post *Yachting Monthly*, Future PLC, PLC, 161 Marsh Wall, London E14 9AP, United Kingdom

## WIN

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## Rocna anchor praise



After bending my genuine 65lb CQR I felt justified in investing in a new generation replacement. After doing some research I bought a 33kg Rocna, slightly heavier than my CQR, as per the recommendation for my vessel particulars. An article soon appeared (*YM*, August 2017) by one of your learned contributors suggesting these new generation anchors were not tested on difficult sea bed conditions and may not be all they were cracked up to be.

The photo (right) shows my new Rocna after a night in Loch Pooltiel last summer with gusts of 50 knots. I believe from many years' experience with my CQR that it would have dragged in these circumstances.

### Roger Beecroft

**Vyv Cox responds:** Testing of most anchors currently on the market shows that in the vast majority of cases so-called 'new generation' anchors, basically those with concave flukes, out-perform previous generation ones that are convex. There are a few anomalies, for example, it has been suggested that roll bar anchors such as the Rocna have problems resetting on wind/tide changes on heavy mud seabeds. This has not been my own experience and indeed, even given this possible drawback, my Rocna has been successfully deployed in circumstances in which my previous Delta and CQR would have failed.

However, what all authorities agree upon is that anchoring in heavy weed is a lottery. Instead of relying upon a relatively homogeneous sand/mud/shingle seabed, the anchor is forced to rely upon the strength of the roots by which the weed is attached to the bottom. You may read somewhat meaningless statements about 'ensuring that your anchor is well dug in' in your pilot of choice, but in the end you would be better finding somewhere weed-free if possible. Rocna anchors are one of the most widely sold worldwide, for the good reason that their reliability is well-proven. I think your purchase was wise.

## Repair putty?

Regarding Question of Seamanship (*YM*, Summer 2021) Should you abandon ship or not? If it's not too bad perhaps an underwater repair putty might keep some of it out. I'd recommend coming on to the other tack before applying. **Peter Hinks**

**James Stevens responds:** I haven't come across the underwater epoxy putty but it sounds as if it could be useful.



Vyv Cox



Vyv Cox

**MAIN:** Roger's new Rocna held fast during a night in Loch Pooltiel with wind gusts of 50 knots, despite this heavy weed.  
**LEFT** The Rocna with a boulder caught between flukes and roll bar  
**BELOW RIGHT:** CQR anchor after a night of Force 7. I have seen many like this but never witnessed one that rolled into the vertical position with both sides of the fluke active

## Mooring tips

The Skipper's Tip on tying up a boat by Jonty Pearce (*YM*, October 2021) has prompted some further questions. What about the use of snubbers? Are fender socks recommended? Should the fender be tied to the lower guard rail to reduce the swing radius? On a recent charter boat there was only long rope available. I therefore used an alpine butterfly knot to form a mid-length loop. With a loop over the front jetty cleat I then took the bow line to the bow and the other end as a spring to midships.



Peter suggests Bondloc Aqua Epoxy Putty for a quick fix

I was able to adjust the lines as required from the boat. **Ron Stretton**

**Jonty Pearce responds:** To fully cover the subject a full article could be justified, so the advice has to be brief. Regarding the use of snubbers, I am a fan and use a couple when leaving my own boat at her berth. They absorb surge nicely and are especially helpful when it's necessary to use lines that do not naturally stretch. While fender socks look nice they have a tendency to trap grit and shell debris; many owners think that they can scratch the gelcoat. Regular cleaning and replacement avoids this, but I have never felt the need for them. I did not mention the best place to tie on the fenders; if the guard wires are used there is a risk of fenders getting caught up and putting strain on the wires and stanchions – you can tie the fenders around the bases of the stanchions to avoid this.

Apart from sometimes being inconvenient, the stanchions are not always where a fender is needed. As you say, tying the fenders to a lower guard wire could be a reasonable compromise.