

Fitting Anchor Gear on the T34 Fine Foredecks

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The T34 has a very fine bow and, as such, anchoring hardware has to be planned and installed carefully. Here are installations from around the fleet to consider when upgrading or revising your equipment.

***Bianca* - Tom and Bianca King**

Planning and installing bow anchor roller(s) and for that matter a complete anchoring system is not a simple process on our T34's, as the bow is quite fine. Here are the points we considered when setting up a complete anchor handling system.

1. **Selecting your anchors.** We selected a 35 lb Delta as primary to be stored on the port roller. Our second bow anchor is a Danforth/Fortress type that will store on deck.
2. **The type of anchor rodes.** Our primary rode will be a mix of chain (150') and rope (150'). Our secondary rode will be lighter using 25' chain and 200 ft of rope. The secondary rode will be stowed in the forepeak rope locker.
3. **The bow roller choice.** I spent several hours test fitting the Delta with so called compatible rollers. In my opinion the only roller that securely stows the Delta or Bruce anchors is the BRM-3 from Windline. With the chain under tension the Delta is held firmly in place. For a rope only roller we selected the AR-3 by Windline. The BRM-3 is not an appearance enhancer, but the best functionally. Longer, narrow rollers are preferred as they facilitate through bolting where there is less hull undercut (aft).
4. To complete the arrangement we are including a chain stopper/riding pawl, a chain tensioner and an electric vertical windlass with capstan for the secondary rope rode and dock lines.
5. The added weight, especially of the primary anchor chain is a concern as the T34 has a fine forward section. We considered the pros and cons of locating the windlass either inside the forward rope locker or aft 3.5' above the V-berth allowing a vertical drop for the chain pipe into a new locker beneath the V-berth seat. Breaking up the V-berth was not popular with the 1st mate. At this time, we will fit the windlass just forward of the forepeak bulkhead and fit a chain pipe at a 15deg angle aft dropping the chain into a to be built locker/box just aft of the forepeak bulkhead. When secured for extended sea time we will shift the chain aft into a second locker/box under V-berth seat. A workable compromise.

Some particular T34C issues:

6. There's not much room on the bow, so choose your rollers carefully. Cardboard templates help the planning process.
7. Through bolting the rollers is tricky that far forward as there is undercut of hull. It is easy to come too close to the hull sides and have the bolt end pierce the hull. The outboard bolts can be threaded into the flat aluminum backing material under the toe rail following the same process as the toe rail machine screws, if you have a long enough tap. Tight work though.
8. Each roller through bolts down into the deck where possible and horizontally through the original head stay stainless welded fitting. Some of the vertical bolts needed to be angled slightly to avoid coming out through the hull. Not all the roller factory mounting holes will be useable. The through bolts should be well caulked with the nuts/washers properly backed on the underside.
9. I shaped the teak bow cap to allow a level recessed base for the rollers.

Our installation required:

- (1) the bow pulpit be re-positioned aft 1" aft for clearance (a good reason for getting a more robust rail),
- (2) notching the big Windline roller to set into the head stay tang (helps stabilize the roller)

The most time consuming task has been drilling and filing the stainless for the horizontal bolts. It is hard stuff!





The *Aries* Foredeck - Deane & Grace Holt

I preserved the original teak bow insert and did not add an additional teak insert to carry



the bow roller - instead I had fabricated a SS strap bent in an S-shape to support the roller tail on the deck.



Iris - John Allen

Iris' foredeck sports a custom stainless 'weldment' made up of a plate shaped to fit the triangular teak insert onto which is welded the anchor roller and forestay/furler chainplate and through which the dockline chocks are screwed. There are two hawse holes and a windlass also on the foredeck. Note there is no channel for the anchor shank; instead the shank end is shackled down to another fitting (2nd picture).

