



# Coyote Point Marina

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## Dropping the Hook

It was a dark and stormy night . . . I was fifteen and we were on my father's 31 foot trawler in the Desolation Sound area of British Columbia, Canada. We were anchored in a small rocky cove. It was raining buckets and the wind was howling. At around 1:00 am I was awakened by my father shaking me, saying "I think we are aground!" I threw my foul weather gear on over my pajamas and headed to the foredeck. The rock wall was about ten feet away from the side of the boat. Clearly the anchor had dragged! My dad fired up the diesel, and I pulled up the anchor. Amazing how easy it was to do when adrenaline was flowing! After three tries we were able to re-set the anchor. We went down below, soaking wet, cold and exhausted, but confident we were safe and were not going to be shipwrecked on the rocks that night.

Everyone has heard horror stories about anchoring. However, especially in our local cruising grounds, anchoring is nothing to be afraid of.

For many boatowners, the funny looking piece of equipment hanging off the front of the boat serves only one purpose: hood ornament. The thought of actually dropping this gizmo to the bottom and using it to keep the boat from moving seems to be fraught with potential for calamity, and many boat owners, especially those new to boating, make only for destinations with a dock. These folks are missing one of the finest parts of boating. Spending the night "on the hook" is entirely different from being at a dock, and the serenity of being alone on the water can't be matched inside a harbor.

Proper anchoring requires good ground tackle (anchor, chain and rode), knowledge of your vessel and its capabilities, a depth sounder, and local knowledge of the location you are anchoring. None of this is difficult to achieve, and every boat owner should know how to deploy their anchor, especially in an emergency.

First of all, be sure the bitter end of your rode or chain (the end not attached to the anchor) is affixed to the boat. Many an aspiring captain has happily deployed the anchor, only to watch as the end of the line snakes overboard, leaving the anchor on the bottom and the boat owner empty handed with a facial expression somewhere between sheepish embarrassment and total exasperation. It's also a good idea to attach the bitter end to the boat with a thinner piece of rope that can be easily cut in an emergency.

Choose an anchoring spot that is well sheltered against prevailing winds, has good holding ground (mud is better than rocks), and allows room for the boat to "swing" as the wind or current changes direction. In tight places two anchors can be deployed, but that's a whole second chapter.

Setting the hook is a crucial step to ensure your boat stays where you want it to. Most anchors set best with length of line out between three and five times the water depth. Anchor chain and rode should be marked in 30 foot intervals. Let out the required amount of scope, and then back the boat up, feeling and watching for the anchor to take hold. It might drag along the bottom briefly, but you should be able to tell when it hooks firmly – the line goes taught and the boat stops moving backwards. If it doesn't set, pick it up and try again. Once the hook is set, extend the scope to five to seven times the water depth (sometimes even more), shut down the engine, turn on the anchor light, pour a glass of your favorite beverage, and relax, confident that your vessel is secure for the night.

– Mark Bettis, Harbormaster

## A Call for Content

To those of you who like to write, we would be happy to publish a short article in this newsletter. If you have a relevant blurb you would like to share please send it via email to [mbettis@smcgov.org](mailto:mbettis@smcgov.org). Nothing political please, and we retain editorial rights. It would be great to hear from our community!



Tide and Current Tables												
New Moon				Full Moon				20-Sep				
First Quarter				Third Quarter				28-Sep				
September 2021												
<b>Wed</b>	7:24 F 0.6	3:29 0.8 L	9:24 Slack	2:10 7.3 H	8:06 F 1.2	4:37 -0.3 L	<b>Sat</b>	7:30 E -0.9	3:59 5.8 H	<b>Sun</b>	8:12 F 1.1	4:55 0.1 L
<b>9/1</b>	10:18 Slack	10:39 5.6 H	11:48 F 1.5	8:31 0.6 L	12:06 Slack	11:20 6.7 H	<b>9/25</b>	10:36 Slack	9:30 2.5 L	<b>10/3</b>	12:00 Slack	11:27 6.6 H
	12:42 E -0.4	15:20 3.5 L	15:00 Slack	14:47 7.5 H	15:18 E -1.1	16:43 2.6 L		12:54 F 0.8	15:19 7.0 H		15:18 E -1.1	17:11 2.1 L
	16:06 Slack	20:33 7.1 H	19:00 E -1.8	21:03 0.9 L	17:48 Slack	22:16 7.9 H		15:36 Slack	22:24 0.9 L		18:18 Slack	22:44 7.3 H
<b>Thu</b>	8:12 F 0.7	4:19 0.5 L	7:12 E -1.5	3:05 6.8 H	8:54 F 1.3	5:24 -0.3 L	<b>Sun</b>	8:12 E -0.7	5:02 5.4 H	<b>Mon</b>	8:48 F 1.2	5:31 0.1 L
<b>9/2</b>	11:18 Slack	11:18 5.9 H	10:00 Slack	9:09 1.2 L	12:48 Slack	11:58 6.9 H	<b>9/26</b>	11:06 Slack	10:10 3.0 L	<b>10/4</b>	12:30 Slack	11:55 6.9 H
	14:00 E -0.6	16:12 3.3 L	12:30 F 1.5	15:22 7.8 H	16:12 E -1.3	17:33 2.1 L		13:30 F 0.7	15:54 6.9 H		15:54 E -1.4	17:50 1.5 L
	17:00 Slack	21:27 7.4 H	15:30 Slack	21:57 0.6 L	18:42 Slack	23:10 7.9 H		16:00 Slack	23:16 0.9 L		18:54 Slack	23:34 7.4 H
<b>Fri</b>	8:42 F 0.8	5:01 0.2 L	8:00 E -1.3	4:08 6.3 H	9:30 F 1.4	6:05 -0.2 L	<b>Mon</b>	9:00 E -0.6	6:22 5.2 H	<b>Tue</b>	9:18 F 1.4	6:07 0.3 L
<b>9/3</b>	12:06 Slack	11:50 6.1 H	10:48 Slack	9:51 1.8 L	13:30 Slack	12:32 7.0 H	<b>9/27</b>	11:54 Slack	11:04 3.4 L	<b>10/5</b>	12:54 Slack	12:23 7.3 H
	14:54 E -0.7	16:54 3.0 L	13:18 F 1.3	16:02 7.9 H	17:00 E -1.5	18:17 1.8 L		14:18 F 0.5	16:38 6.7 H		16:36 E -1.6	18:30 0.9 L
	17:54 Slack	22:17 7.6 H	16:06 Slack	22:58 0.4 L	19:30 Slack			16:42 Slack			19:36 Slack	
<b>Sat</b>	9:00 F 1.0	5:39 -0.1 L	8:54 E -1.0	5:24 5.8 H	7:36 Slack	0:00 7.7 H	<b>Tue</b>	7:30 Slack	0:19 1.0 L	<b>Wed</b>	7:36 Slack	0:25 7.4 H
<b>9/4</b>	12:42 Slack	12:19 6.3 H	11:42 Slack	10:40 2.5 L	10:06 F 1.4	6:42 0.0 L	<b>9/28</b>	9:54 E -0.5	7:57 5.3 H	<b>10/6</b>	10:00 F 1.5	6:42 0.5 L
	15:48 E -0.9	17:33 2.7 L	14:12 F 1.1	16:50 7.9 H	14:00 Slack	13:03 7.1 H		13:00 Slack	12:27 3.6 L		13:18 Slack	12:53 7.6 H
	18:36 Slack	23:03 7.9 H	16:48 Slack		17:36 E -1.6	18:59 1.4 L		15:18 F 0.4	17:35 6.5 H		17:12 E -1.8	19:12 0.4 L
<b>Sun</b>	7:00 Slack	6:13 -0.2 L	7:06 Slack	0:08 0.3 L	8:18 Slack	0:47 7.4 H	<b>Wed</b>	8:42 Slack	1:30 0.9 L	<b>Thu</b>	8:12 Slack	1:18 7.2 H
<b>9/5</b>	9:30 F 1.2	12:47 6.5 H	10:00 E -0.8	6:55 5.5 H	10:36 F 1.4	7:16 0.4 L	<b>9/1</b>	11:00 E -0.4	9:11 5.5 H	<b>10/7</b>	10:36 F 1.5	7:19 1.0 L
	13:18 Slack	18:10 2.4 L	12:48 Slack	11:44 3.0 L	14:24 Slack	13:32 7.2 H		14:24 Slack	13:57 3.6 L		13:42 Slack	13:24 8.0 H
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<b>Mon</b>	7:36 Slack	6:47 -0.3 L	8:30 Slack	1:24 0.2 L	8:54 Slack	1:32 7.0 H	<b>Thu</b>	9:48 Slack	2:36 0.7 L	<b>Fri</b>	8:54 Slack	2:13 6.9 H
<b>9/6</b>	10:00 F 1.3	13:16 6.7 H	11:18 E -0.7	8:30 5.7 H	11:12 F 1.3	7:49 0.9 L	<b>9/2</b>	12:18 E -0.5	9:57 5.8 H	<b>10/8</b>	11:18 F 1.5	7:58 1.5 L
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	17:06 E -1.3		16:18 F 0.8	18:56 7.8 H	18:42 E -1.6	20:19 1.0 L		17:36 F 0.4	19:54 6.6 H		18:36 E -2.0	20:46 -0.4 L
<b>Tue</b>	8:06 Slack	0:33 7.9 H	9:54 Slack	2:38 0.0 L	9:24 Slack	2:18 6.6 H	<b>Fri</b>	7:18 F 0.7	3:30 0.5 L	<b>Sat</b>	9:42 Slack	3:14 6.6 H
<b>9/7</b>	10:30 F 1.5	7:21 -0.2 L	13:00 E -0.7	9:43 6.0 H	11:42 F 1.1	8:22 1.4 L	<b>9/3</b>	10:42 Slack	10:31 6.1 H	<b>10/9</b>	12:06 F 1.4	8:40 2.1 L
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<b>Wed</b>	8:42 Slack	1:20 7.7 H	7:06 F 1.0	3:43 -0.2 L	7:00 E -1.1	3:06 6.2 H	<b>Sat</b>	7:48 F 0.9	4:15 0.3 L	<b>Sun</b>	7:48 E -1.1	4:21 6.2 H
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Tide corrected to Coyote Point Marina. Current 2.3 nm NNE of Coyote Point: Max Flood (F), Max Ebb (E)