

ANCHORS OF SPOHR GARDENS - INTRODUCTION
Anchors: Symbol of the Sea

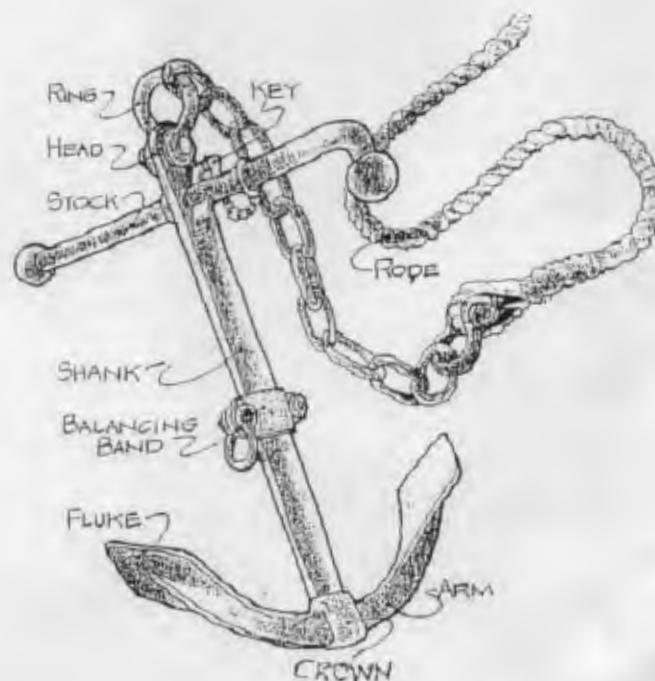
Sarah Borgstadt & Joel Paque

"The anchor is not necessarily the most essential piece of equipment onboard a vessel, but it is certainly a standard implement of extreme importance. Mariners take the anchor for granted, landlubbers seldom give it a thought, and yet the anchor has become the very symbol of the sea."—Harold James Williamson Jobling

Anchors have been a part of sailing craft for as long as boats have been used. The earliest anchors were simply heavy stones attached to the craft with rope, which was often coated with bitumen or petroleum products to improve cable life. Early stone anchors found in the Mediterranean were sometimes encased in wood with teeth projecting from the stone base for better ploughing action. As humans gained greater skill in metallurgy the transition to iron anchors took place. Although the earliest metal anchors were often lead, iron anchors dated to A.D. 40 were found with the wreckage of one of Emperor Caligula's pleasure barges near Rome. Also, the rope used to attach the anchor to the ship was replaced with chain for greater strength and water resistance.

Also an essential and long standing part of the anchor is the windlass, used for raising and lowering the anchor with mechanical advantage. Windlasses came into common use under the Roman Empire in the west, although they certainly did exist before those times. In the east the Chinese also developed and widely used windlasses some time before the Common Era.

As the size of modern ships has grown to seemingly gargantuan proportions, so have the anchors that are meant to hold them in place. Modern anchors build upon the centuries of maritime experience and although materials have changed and design has altered some since the earliest stone rings tossed overboard, the basic concept of using weight and friction to hold a vessel in one place is still fundamentally the same.



ENJOY LOOKING AT THE DIFFERENT PARTS OF THE LABELED ANCHORS
Bill Kerfoot, Trustee



This anchor is found at Spahr Gardens, Woods Hole, MA and is thought to be the anchor from the HMS *Bounty*, the famed ship of Captain Bligh. Although there is no way to be completely sure if this is in fact the *Bounty* anchor, it does match the specifications and figures of an 18th century British navy anchor as found in The History and Development of English Anchors Ca. 1550 to 1850 by W. Jobling. The relatively straight arms and lack of a stock are the key indicators of the anchor's origin.

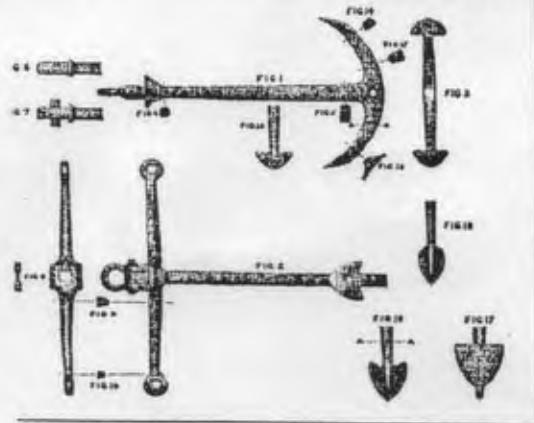


This plough style anchor has no stock, but instead uses its own weight as well as its "plough" shaped arms to dig into a soft or clay bottom. As the weight of the ship pulls up on the shank, the arms rotate down by their own weight on the hinge at the crown and begin to take hold. This is the most common anchor aboard modern day large vessels, but the design is also widely found on small craft due to its versatility and overall great performance.



With the Troutman Anchor, the palms and horns are united. A folding stock lets the anchor set close to the ship hull. It was widely used on merchant ships circa 1850s.

COMMANDER WILLIAM RODGER'S
PATENT DOUBLE-CONCAVE SMALL-PALMED ANCHOR.



Commander William Rodger patented a double-concave small-palmed anchor circa 1832. Note that the arms run to the inside of the blade.



Steel grapple anchor, circa 1920 used to anchor in rock or to retrieve overboard lines or tackle.



Liberty ship anchor, circa 1942, used with freighters to England during WWII. Lies next to Spohr Garden display panel at entrance near road.