

# SHACKLES AND ATTACHING RODE...

## WHAT IS THE BEST SET UP??



**ROCNA**  
ANCHORS ROCK SOLID  
AUSTRALIA

Your Rocna or Vulcan has a slotted attachment point, meaning that a single shackle may be used.

You should select the largest shackle size, the pin of which will fit through your chain end-link. Loop your shackle head through the shank shackle attachment point, fastening the pin through the end link in your chain.

At Rocna Anchors Australia, we recommend the use of proof-tested shackles, especially on anchor sizes 15 kg (33 lb) and above. Stainless steel shackles are popular, but care should be taken. A forged type is preferable, and cast versions should always be proof tested. Select the largest size possible, given the maximum pin diameter that the chain end link will accept.

When using G40 or stronger chain, appropriately rated high-strength alloy shackles should be used.



**IMPORTANT: CONVENTIONAL SHACKLES MUST HAVE THEIR PIN SEIZED WITH TWO TURNS OF STAINLESS STEEL OR MONEL SEIZING WIRE, LEST IT WORK ITS WAY LOOSE.**

# TO SWIVEL OR NOT TO SWIVEL?

Ok so you have made an investment & purchased a quality anchor (which by the way in our opinion is a Rocna) and now it is time to attach it to the chain. Do you include a swivel?

## WHAT IS AN ANCHOR SWIVEL?



Anchor Swivels are a popular accessory helpful in reducing rode twist and allowing the anchor to be rotated upon retrieval.

## DO YOU NEED AN ANCHOR SWIVEL?

Essentially, if you don't know you need a swivel, then you probably don't, so just use a [suitable shackle](#).

There are several possible scenarios that could demand the use of a swivel.

Your chain leaves the boat. This means that the orientation of the chain has a 75% chance of not being maintained, especially if you are using an auto rope/chain gypsy and do not manually 'right' the chain upon its return. This means the anchor is likely to come up sideways or upside-down, and must right itself on the roller. Lacking a swivel, the chain will then twist and discourage the anchor's righting.

You plan on doing lots of 360s in the same direction while anchored (unlikely in most situations). Some tidal anchorages with unique conditions could present this scenario. In this case, you do not want the chain or rope twisting, as it could kink or eventually even begin to un-lay 3-strand ropes. Chain will only endure a few twists before bunching and knotting.

If you have invested in a Rocna the anchor should right itself without fuss on the roller and bring itself home. We suggest in brief that you use a simple shackle at first, and introduce a swivel only if you feel it is required.



Titan™ Galvanized Steel  
Bow Type Chain Shackle



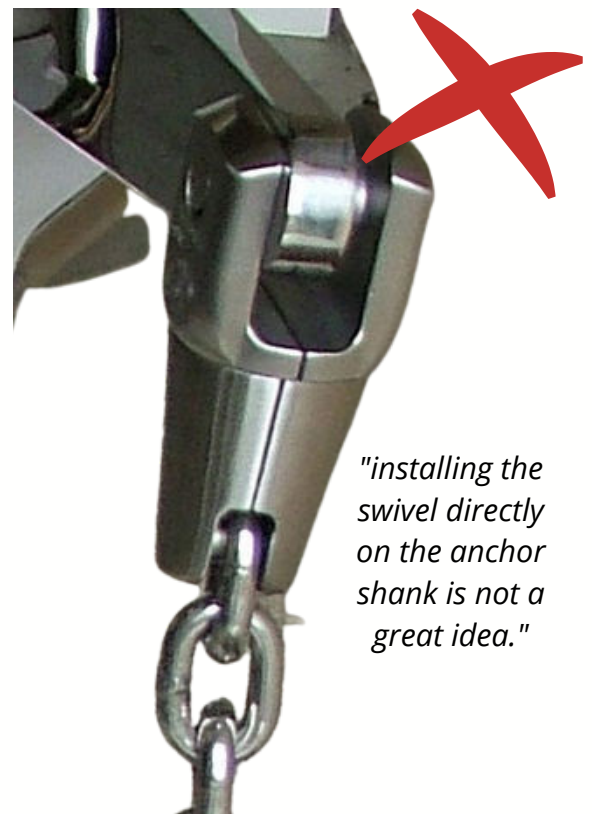
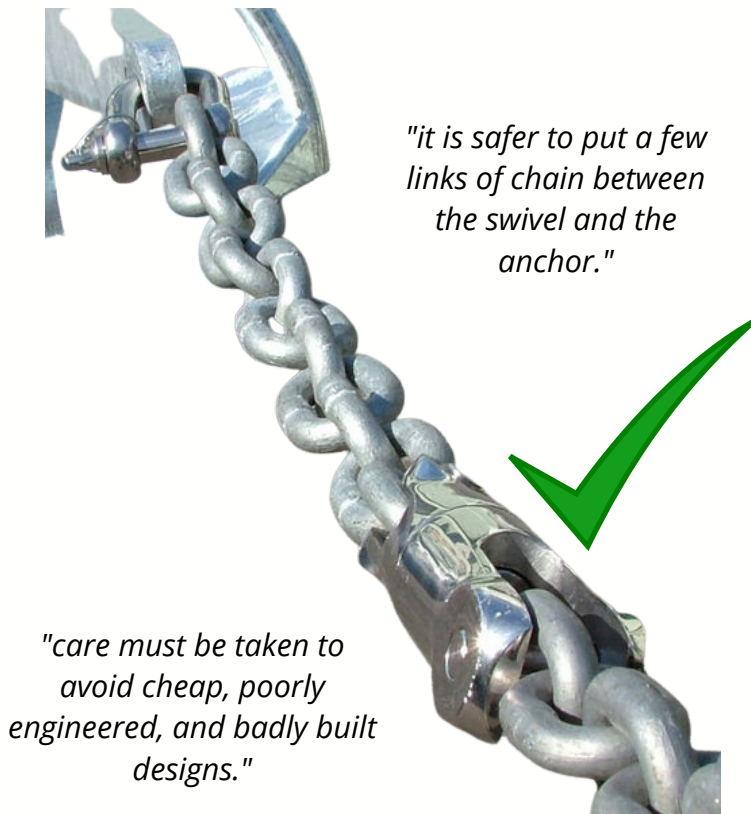
Titan™ Galvanized Steel  
Dee Type Chain Shackle

# TO SWIVEL OR NOT TO SWIVEL?

## RECOMMENDED SWIVELS & INSTALLATION

**If you do use a swivel, use one of a reputable brand.** This mostly precludes generic brands and anything of questionable origin. Galvanized swivels are easily available, cheaper than stainless, but are more "agricultural". They tend to bind when new, then rust at the joint as the galvanizing wears. Stainless swivels are expensive, and you get what you pay for. **The budget must be a lot higher than for shackles to obtain equivalent quality and security.**

**The failure mode of swivels is typically when they are subjected to lateral forces.** This means it is ideal to install the swivel in such a way that lateral forces cannot be applied across the joint. One way to do this is to use a reputable inline type with a few links of chain between the anchor and the swivel. Generally, installing the swivel directly on the anchor shank is not a great idea.



Ball-and-joint types go some way toward mitigating this issue, but an articulation of only the typical 30 degrees is barely adequate. The safe-working-loads on these swivels is normally not calculated with a force applied outside of this operating range, which is unrealistic.

**A swivel should be rated to the breaking strength of the chain (not the working load), and care must be taken to avoid cheap, poorly engineered, and badly built designs.**



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