

## ULTRA Anchor USER's GUIDE



Ultra Marine  
Ultra Safe Anchoring

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BOYUT Mechanical Industry Co. Ltd.

Davutpasa Cad. Gurun Sok. Basoglu San.Sit. No: 17 34010  
Zeytinburnu ISTANBUL - TURKEY

T : +90 (212) 482 41 61 - 63






F : +90 (212) 482 28 81

M : info@ultramarine.com.tr

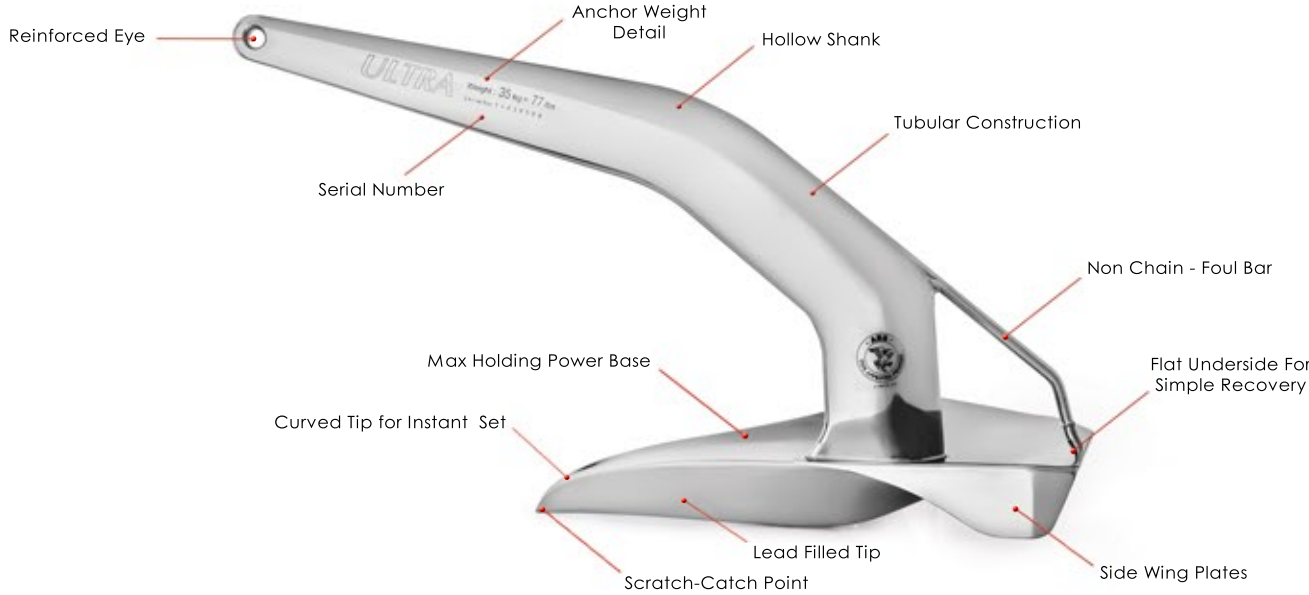
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ULTRAnchor - SELECTION TABLE

06.02.2017

BOAT WEIGHT AND LENGTH ULTRA Anchor CAN HOLD (MAX.)											RECOMMENDED DIN766 CHAIN DIAMETER	RECOMMENDED SWIVEL
RECOMMENDED ULTRAnchor WEIGHT	Sail Boat		Power Boat			Catamaran						
	Mono - hull			High Profile	Low Profile		Sail	Power				
												
(kg) - (lbs)	Boat Weight (ton) (lbs)	Boat Length (m) (feet)	Boat Weight (ton) (lbs)	Boat Length (m) (feet)	Boat Length (m) (feet)	Boat Weight (ton) (lbs)	Boat Length (m) (feet)	Boat Length (m) (feet)	(mm)	#		
5 - 11	1 - 2 205	5 - 17	1,1 - 2 425	5,2 - 17	5,7 - 19	0,7 - 1 543	4,3 - 14	4,6 - 15	5	UFS 06 - 12		
8 - 18	2 - 4 410	7 - 23	2,2 - 4 850	7,2 - 24	7,9 - 26	1,4 - 3 086	6,1 - 20	6,4 - 21	6	UFS 06 - 12		
12 - 26	3,8 - 8 380	9 - 30	4,2 - 9 260	9,3 - 31	10,2 - 33	2,7 - 5 950	7,8 - 26	8,2 - 27	6	UFS 06 - 12		
16 - 35	6,3 - 13 890	10,8 - 35	6,9 - 15 210	11,1 - 36	12,2 - 40	4,5 - 9 920	9,3 - 31	9,8 - 32	6 - 8	UFS 08 - 21		
21 - 46	10,2 - 22 490	12,6 - 41	11,2 - 24 690	13 - 43	14,3 - 47	7,3 - 16 100	10,9 - 36	11,5 - 38	8	UFS 08 - 21		
27 - 60	14,6 - 32 190	14,3 - 47	16 - 35 270	14,7 - 48	16,2 - 53	10,5 - 23 150	12,4 - 41	13 - 43	8 - 10	UFS 10 - 35		
35 - 77	21,5 - 47 400	16 - 52	23,5 - 51 800	16,5 - 54	18,2 - 60	15,6 - 34 400	13,8 - 45	14,6 - 48	10	UFS 10 - 35		
45 - 100	30 - 66 140	17,8 - 58	32,9 - 72 530	18,3 - 60	20,1 - 66	21,6 - 47 620	15,4 - 51	16,2 - 53	10 - 12	UFS 13 - 60		
60 - 132	43 - 94 800	20 - 66	47,1 - 103 830	20,6 - 68	22,7 - 74	31 - 68 340	17,3 - 58	18,2 - 60	12 - 13	UFS 13 - 60		
80 - 176	63 - 139 880	22,3 - 73	69 - 152 120	23 - 75	25,3 - 83	45,4 - 100 100	19,3 - 63	20,3 - 67	13	UFS 16 - 100		
100 - 220	85 - 187 000	24,5 - 80	93 - 205 000	25,2 - 83	27,7 - 91	61 - 134 000	21,2 - 70	22,3 - 73	14	UFS 16 - 100		
130 - 290	123 - 271 000	27,4 - 90	135 - 298 000	28,2 - 93	31 - 102	89 - 196 000	23,7 - 78	25 - 82	14 - 16	UFS 20 - 160		
160 - 350	174 - 384 000	30,4 - 100	191 - 421 000	31,3 - 103	34,4 - 113	125 - 276 000	26,3 - 86	27,7 - 91	16	UFS 20 - 160		
200 - 440	262 - 578 000	34,4 - 113	287 - 633 000	35,4 - 116	39 - 128	190 - 419 000	29,8 - 98	31,3 - 103	18	UFS 26 - 250		
250 - 550	400 - 882 000	39,2 - 129	438 - 966 000	40,4 - 133	44,4 - 146	290 - 639 000	33,9 - 111	35,7 - 117	20	UFS 26 - 250		
300 - 660	550 - 1 213 000	44 - 144	600 - 1 323 000	45,3 - 149	49,8 - 163	400 - 882 000	38,1 - 125	40 - 131	22	UFS 32 - 360		
360 - 800	760 - 1 675 000	50 - 164	830 - 1 830 000	51,5 - 169	56,7 - 186	550 - 1 213 000	43,3 - 142	45,5 - 150	23	UFS 32 - 360		
* GUARANTEE :				* WARNING :				* NOTES :				
- Anchor selection should be based on the largest anchor recommended, according to boat weight (fully loaded) and boat length, as per selection chart. Windage must be considered. (Please look at the WARNING section)				- Whilst ULTRAnchor is designed to withstand extreme load, using excessive engine power to free the anchor might lead to deformation and void the warranty agreement.				- ULTRAnchors over 100kg must be selected by Lloyds (ULTRAnchor selection chart is to be used for guidance only).				
- One size smaller may sufficient subject to recommendations.				- We recommend the use of a trip line or ULTRAnchor Ring to free the anchor.				- ULTRAnchors are designed for bow or stern anchors and are not suitable for use with a side hawse hole.				
- Recommended anchor size is covered by the Manufacturer Life Time Warranty (conditions apply).												

ULTRA Anchor USER's GUIDE



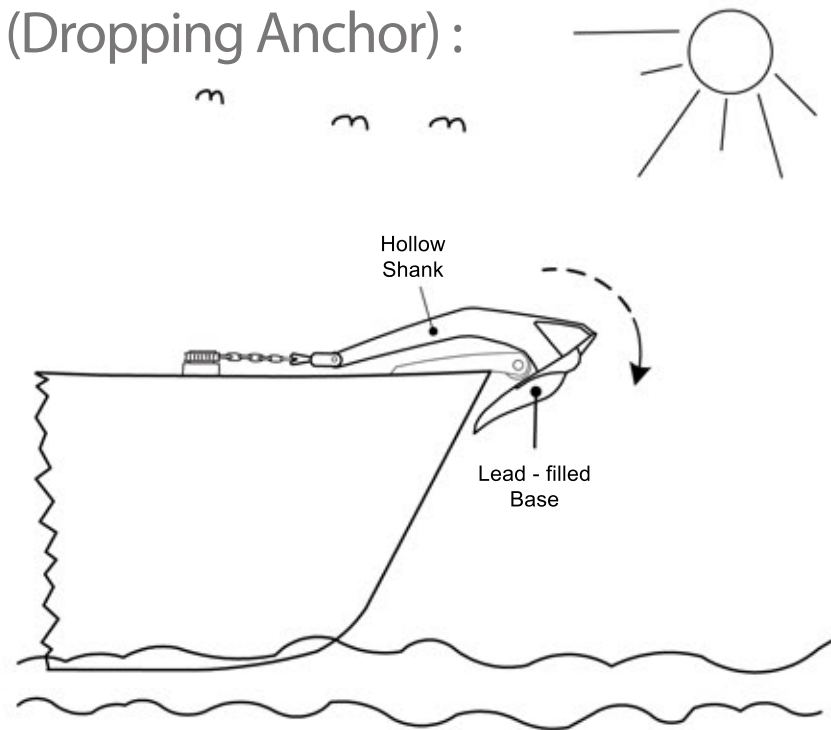
Congratulations on your purchase of an ULTRA Anchor.

The ULTRA Anchor has evolved into its final form through years of prototype studies and tests.

Over the years the ULTRA Anchor has been tested by many satisfied boat owners around the world anchoring in various ground types and on occasion severe weather conditions, proving the exceptional quality and extreme strength of the ULTRA Anchor.

The ULTRA Anchor is used like any other anchor. The design features will be explained in the later at chapter FAQ.

# Anchor Deployment (Dropping Anchor) :



- Decide where to anchor.
- Open windlass main switch.
- Let the anchor hang from the bow roller by either opening the gypsy or operating the windlass with the motor. Preparing the anchor in this way before deployment will prevent the anchor from hitching on the bow roller, allowing the chain to run out smoothly saving you time and unnecessary mistakes.
- Have a look at all the suitable places for your vessel's length and draft. Do you have adequate protection from the wind and swells ? Is there enough depth during high and lower water ? Check the charts for underwater dangers, are there other boats in the anchorage ? If so, visualize how they will swing during shifts in the wind and changing tides.

2

- Approach your desired location and head up into the wind and current, until the boat's forward motion has stopped.

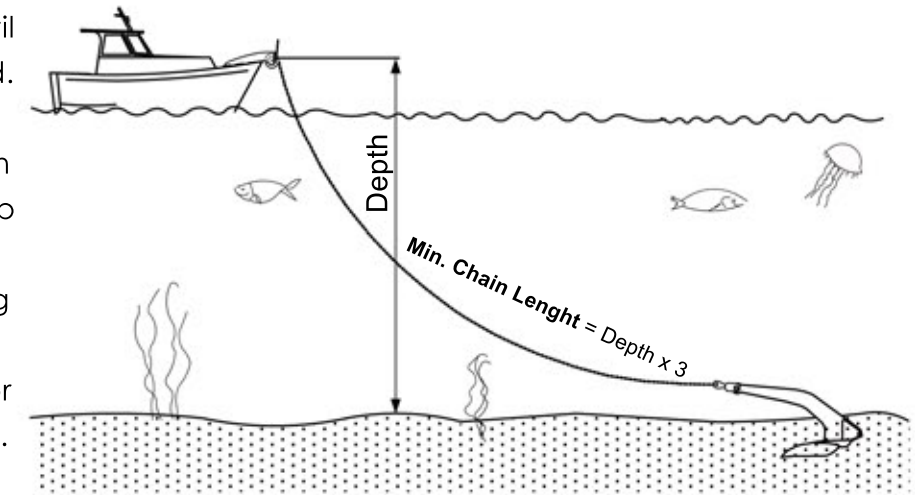
- When, your boat's speed is zero, open the gypsy and allow the anchor to drop to the sea bed (control the speed of the chain being deployed by loosening or tightening the gyps). Allow the boat to drift back on the wind and current or by slowly reversing back on the engine.

- Always check your charts and instruments for the correct depth. Allow a scope of **4 or 5** times more chain than the total distance from the bow roller to the bottom of the seabed. Close the gypsy when you're happy you have the correct amount of the chain deployed, making sure the chain won't run out.

- Keep your eye on the anchor chain checking it's taught, causing the bow to swing or go up and down. If you don't notice this movement increase the power of the reverse engine making sure the chain is stretched and the anchor is firmly set.

-Always make a transit with two points on the shore to check your're not dragging.

$$\text{Scope} = \frac{\text{Chain Length}}{\text{Depth}} = \text{Beaufort}$$



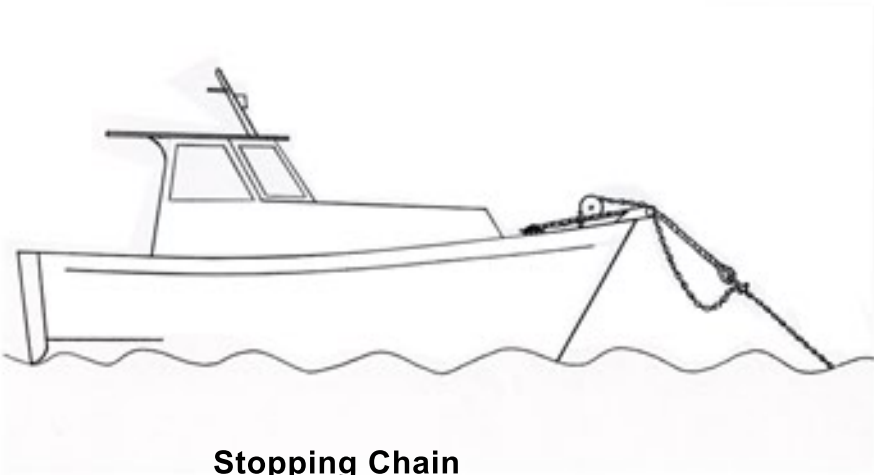
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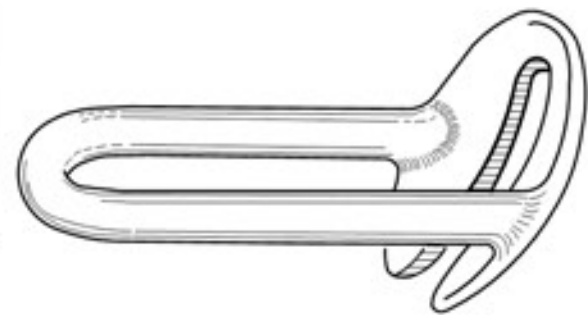
-If you notice after the anchor digs in that you're getting too close for comfort to other boats or hazards, then you can pull the chain in to increase your distance. This in turn will decrease your scope. The remaining scope should never be less than 3 times that of the depth (total depth from the bow roller to the sea bed).

- If you plan on staying at anchor for the night or if the wind increases, then you need to increase the scope proportionally by letting out more chain. You should always confirm you will remain far enough away from other boats or hazards with any increased scope. With higher winds or waves, a scope of 10 to 1 may be appropriate. The scope should at least be equal to the beaufort of the wind. Always remember more scope is better. (This of course will increase your swinging distance.)

- If you're planning on staying at anchor for long periods or the wind and waves increase, it's advised to snub the chain with a chain grab.

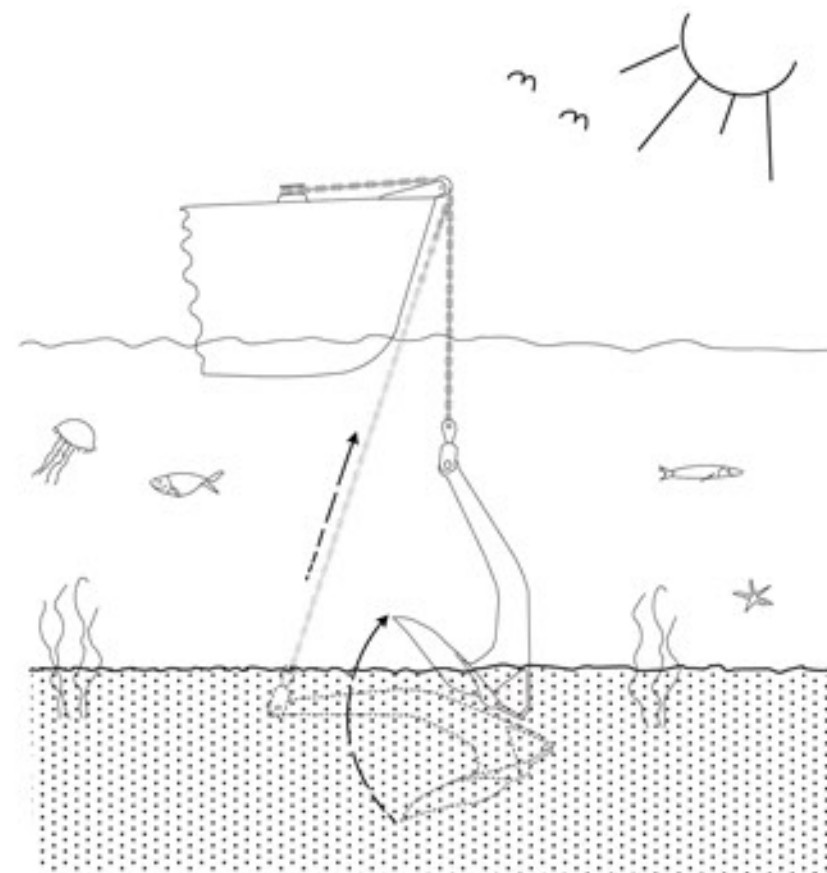


**Stopping Chain**



**ULTRA Chain Grab**

# Recovery :



- Start the engine and operate the windlass, don't use the windlass motor to pull the weight of the boat towards the anchor ; Instead move the boat slowly forward along the chain using slow movements on the throttle, and at the same time operate the windlass to recover the chain.

- When the bow is above the anchor the chain will tighten for a short time pivoting the ULTRA Anchor on the pivot plate, helping dislodge the anchor from the seabed. Recover the remaining chain and dock the anchor in the correct position on the bow roller.

- Always lock the chain to help prevent accidental deployment of the anchor whilst underway.

## FREQUENTLY ASKED QUESTIONS:

### **1. Will a slightly heavier ULTRA Anchor put any unnecessary force on the windlass ?**

Your windlass pulling power is calculated according to the “anchor weight plus the chain weight”. The anchor weight is only 10 to 15 % of the total, so it won't put unnecessary force on the windlass.

### **2. Will the windlass have any difficulties recovering the ULTRA Anchor from the seabed ?**

Under normal conditions the ULTRA Anchor will dig deeper than most anchors. In fact, the curved tip makes it easier to recover when pulled from the opposite direction helping to release the anchor. You should not experience any problems recovering it.

However, under extreme conditions when other anchors are dragging or completely breaking out the ULTRA digs even deeper and keeps holding firm. Under these extreme conditions, you could experience problems with the windlass struggling to release the anchor. In this case, we recommend you position the bow over the anchor and allow the swells to work the anchor loose enabling you to use the windlass more efficiently for a trouble free recovery.

### **3. Is the chain weight important to get the ULTRA Anchor to hold ?**

The ULTRA Anchor has a clever patented tip allowing the ULTRA Anchor to dig deep and hold firmly when pulled thus the chain weight is not the most important factor as it would be for other anchors. Even with an all rope rode the ULTRA Anchor works just as well.

### **4. Would it be suitable to use a regular connector for the ULTRA Anchor ?**

Generally speaking when an anchor is subjected to any great force they tend to drag. Therefore, not testing the connectors to their full limit.

However, due to the incredible holding power of the ULTRA Anchor you will need to use a connector with a breaking strength no less than that of the connected chain. Therefore, we recommend using the ULTRA FLIP SWIVEL which has been tested and proven to have a higher breaking strength than that of the chain.



**ULTRA Flip Swivel**

### **5. How do we recover the anchor if it is hooked the rocks ?**

All anchors are types of hooks, if you anchor in rocks you risk the chance of getting stuck and not being able to recover it. The ULTRA Anchor's special tip form makes recovery easy. For any anchor rocks can prove to be a difficult challenge. For those reasons, it's advised to try and avoid anchoring in rocks.

However, if you have to anchor in rocks, you can take some simple precautions. First, you need to attach a tripping line to the bar on the back of the ULTRA Anchor, with a length of line longer than the depth with a floating buoy tied to the end. This makes it possible to trip the anchor by pulling the trip line away from the tip to free the anchor.

If your anchor on a rocky sea bottom without taking any of the necessary precautions and have trouble recovering your anchor, there is no perfect solution other than diving and recovering your anchor. However, if you are not in a position to dive, the ULTRA Anchor Ring might still give you a chance on recovering your anchor. Thanks to ULTRA Anchor Ring's eccentric design, it is easily reaches down to your anchor by sliding on your anchor chain and gives you a chance to recover your anchor by pulling it from the opposite direction. If your anchor-chain is jammed around the rocks together with your anchor, you should first send your ring down and rescue your chain by watching its position and moving the ring to the right direction.



**6.Does the ULTRA Anchor hold in weeds ?**

The ULTRA Anchor holds well in common weeds around 50 - 60 cm high. However, on occasions you might come across weeds up to 2 meters tall appearing like corn fields. For an anchor to hold in such a place it must first flatten the weeds with its own weight and penetrate the roots when pulled. After looking into this common problem we discovered that anchors (including Admiralty Anchors) lighter than 45 - 50 kg do not cope well in this type of environment.

ULTRA Anchors heavier than 45 kg do, in fact, cope well among these types of weeds. However, a good hold might not happen with your first attempt to penetrate the weeds. If you plan on anchoring in this type of ground for extended periods, please be aware your anchor could work itself loose.

Always check the suitability of the ground type before choosing a safe anchorage.

**7.How do we anchor on pitched sea beds ?**

If the slope is more than 10° - 15° and the wind is coming from the opposite direction, your anchor's holding capacity decreases. You can see whether the seabed is pitched by looking at the contour lines on the chart or by looking at the hillside on the shore.

If you're intending to anchor next to a perpendicular hillside, we recommend mooring with the stern. In this case, the slope will increase the holding capacity of the anchor.



The best solution for mooring with your stern is by using the ULTRALINE Flat Rope Reel system.

**8.What happens if the wind and tide changes direction while at anchor ?**

Unlike other anchors the ULTRA Anchor keeps holding firm even after 180 degree shifts in both wind and tide. This is one of the great characteristics of the ULTRA Anchor; you won't need to re set the anchor in changing conditions. However you will need to pay attention for other vessels drifting.

**9.Do we need to use an anchor chain weight to help increase the performance of the ULTRA Anchor ?**

You won't need to use a chain weight for the ULTRA Anchor.

**10.Do we need to use a second anchor at the same time with the ULTRA Anchor ?**

If your using the recommended size ULTRAnchor and the correct scope, the ULTRA Anchor will hold you comfortably in all weather conditions. However, there should always be a spare anchor aboard for emergency use. For example: a second anchor could be used as a stern anchor.

If using a second bow anchor as a “V” or tandem, you could get into difficulties with shifting wind and tidal conditions. This sort of anchoring might be needed with other anchors, but a single ULTRA Anchor offers enough holding power.

**11.Do we need to stop the chain ?**

If you plan on staying for long periods at anchor it's recommended that you snub the chain in case the weather turns bad. If you feel the conditions are already bad enough to save the boats gear from the jarring affects from the wind and increased wave height.

**The benefits of snubbing your anchor chain :**

- It pervents the gypsy from becoming loose.

- It safeguards the windlass from the damaging forces of a loaded chain.
- It eliminates the noise caused by the bow riding on the anchor chain.



ULTRA Chain Grabs

**12.Will the ULTRA Anchor align itself onto the bow roller upside down ?**

The ULTRA Anchor or any other anchor can be brought back onto the bowroller the wrong way up. However, due to the clever design of the ULTRA Anchor with its unique self-aligning characteristics, it will always self align itself correctly onto the bow roller.

If you find the ULTRA Anchor is upside down when trying to recover it, there could be other causes.

For example ;

- a) A narrow canal on some bow rollers could prevent the ULTRA Anchors self righting design from flipping itself into the correct position for a trouble free.
- b) The chain is being retrieved too fast by the windlass not allowing the anchor to turn itself in time.
- c) Having a chain canal on the roller could this also contribute to the problem.

Trying to identify the possible cause will help resolve the problem.



If the above suggestions don't help you will need to stop the windlass for a couple of seconds when the shank of the anchor is just touching the bow roller. This allows time for the anchor turn itself into the correct position before docking.

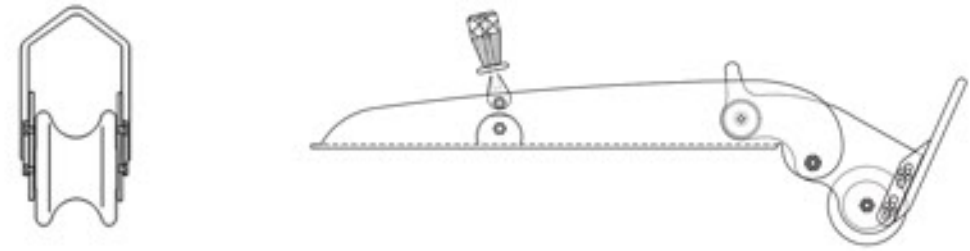
If it doesn't work at the first time drop the anchor until the end of shank is free of the bow roller and retrieve again.



ULTRA Bow Roller

**13.Do we need a retaining hoop on the bow roller ?**

A retaining hoop on the bow roller helps safely secure your anchor onto the bow roller by controlling the twist and preventing the chain and anchor from jumping out of the roller in rough conditions. The retaining hoop is an important safety feature on the ULTRA Bow Roller.

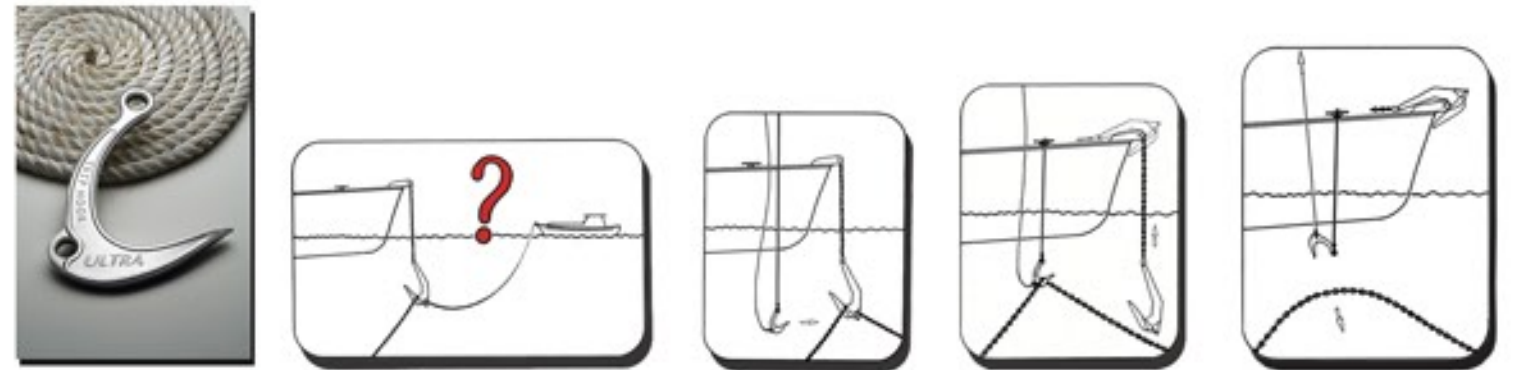


We recommend you fit this hoop on if your bow roller doesn't have one fitted stan-

**14.What can you do if your anchor hooks over another chain ?**

The best way to get out of this tangle is to use an **"ULTRA Trip Hook"**.

You need to get your trip hook ready by using the correct lines and technique.



**15.What can you do if you experience problems with the chain not collapsing when recovering your anchor, resulting in the windlass failing or not working properly ?**

You will need to find a solution to aid better chain collapse allowing the windlass to work more efficiently. The permanent solution for this problem is to use stainless steel chain.

When choosing stainless steel chain, quality is the most important factor. AISI 316 L is the preferred choice over 316. If you don't choose "L" over time you will start to experience problems with the chain welds rusting.

