ULTRA MARINE ANCHOR

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USER & INSTALLATION GUIDE

UltraMarine®
PREMIUM & ULTRA SAFE

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www.ultramarine-anchors.com

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& IMPORTANT SAFETY INFORMATION

SAFETY FIRST

Anchoring involves heavy moving equipment and changing environmental conditions. The skipper remains responsible for safe selection, installation and operation of the complete anchoring system.

- Keep hands, feet, clothing and loose equipment clear of the windlass, chain, connector, bow roller and anchor.
- Never use the windlass to pull the vessel toward the anchor or to absorb anchoring loads.
- Secure the anchor independently when underway. Do not rely on the windlass alone.
- Check weather, tide, depth, seabed, surrounding vessels, hazards and available swinging room before anchoring.
- Use a correctly sized anchor, chain, connector, windlass and bow roller. Do not exceed any component rating.
- This guide supplements - but does not replace - the instructions supplied with your vessel, windlass, chain and connector, or local regulations and good seamanship.
- The drawings reproduced in this guide are schematic. Vessel arrangements vary; always perform a physical fit and function test before first use.

1. PRODUCT OVERVIEW

- The Ultra Marine Anchor is a stainless-steel anchor designed to penetrate rapidly, develop high holding power and self-align during recovery when used with a suitable bow roller.

1. **Reinforced eye:** Connection point designed for the specified connector and anchor size.
2. **Hollow tubular shank:** Reduces unnecessary weight while maintaining structural strength.
3. **Weighted base and tip:** Helps the anchor adopt the correct digging attitude.
4. **Curved penetrating tip:** Supports rapid seabed entry and easier breakout during recovery.
5. **Broad holding surface:** Develops holding power after the anchor is set.
6. **Side wing plates:** Help stabilize the anchor and guide it into the seabed.
7. **Foul-bar geometry:** Designed to reduce chain fouling around the anchor body.

IDENTIFICATION

Record the anchor model, purchase date, vessel name and chain specification. This information is useful for technical support and warranty service.

2. INSTALLATION AND **COMPATIBILITY**

- A correct installation must allow the anchor to deploy freely, recover without obstruction and remain securely retained while the vessel is underway.

1. Select the correct anchor. Use the current Ultra Marine Anchor selection table as an initial guide. Consider vessel displacement, length, windage, cruising area and expected conditions. For demanding or unusual applications, request written sizing confirmation.

2. Check the bow roller. Confirm adequate length, width, roller diameter, structural support and clearance for the shank, base, tip, connector and chain. The anchor must not strike the hull, pulpit or fittings during deployment or recovery.

3. Check the windlass and chain. The windlass must be rated for the total anchor and rode load. The gypsy must match the chain exactly, and the chain locker must allow the recovered chain to fall and store without piling under the windlass.

4. Install the connector. Use the correctly sized Ultra Marine Flip Swivel or another marine-grade connector whose working and breaking strength are not lower than the connected chain. Install and secure it in accordance with its own manual.

5. Fit independent retention. Use a retaining hoop, pin, safety strop or other approved securing method so the anchor cannot move or deploy accidentally while underway. The windlass brake is not an independent securing device.

6. Function-test the system. With the vessel safely positioned, deploy and recover the anchor several times. Check free movement, self-alignment, clearances, chain travel and secure stowage. Correct any interference before normal use.

3. BEFORE ANCHORING

1. **Position and protection** Choose an anchorage with suitable protection from the expected wind, swell and traffic.
2. **Depth** Use total depth from the bow roller to the seabed, including tide and the height of the bow roller above the water.
3. **Seabed** Check the chart and local information. Sand and mud generally offer predictable holding; rock, gravel heavy weed, steep slopes and debris require extra caution.
4. **Swinging room** Allow for the vessel to swing through changes in wind and tide without approaching boats, shore, shallows or hazards.
5. **Equipment** Check the anchor, connector, chain, windlass, brake, controls, retaining device and chain locker before use.
6. **Escape plan** Know how you will leave the anchorage if conditions deteriorate, the anchor drags or the windlass becomes unavailable.

PRACTICAL RULE

Approach the selected position slowly, heading into the dominant wind or current. Stop the vessel's forward motion before lowering the anchor.

4. DEPLOYING THE **ANCHOR**

1. **Prepare:** Remove the independent retaining device and confirm that the chain is free to run. Keep everyone clear of moving equipment.

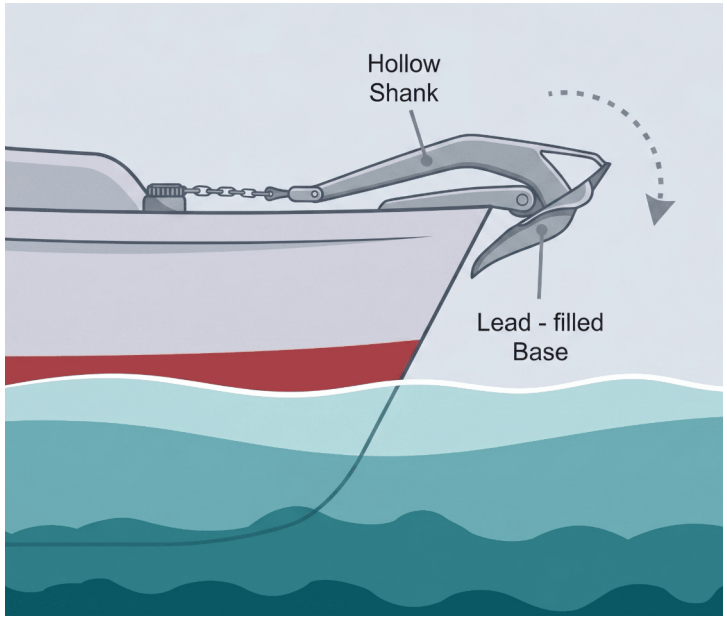
2. **Lower - do not throw:** Lower the anchor under control until it reaches the seabed.* Avoid allowing the anchor to swing into the bow or roller.

3. **Move astern slowly:** Allow the vessel to drift back with the wind/current or use gentle reverse power. Pay out chain progressively so it lays along the seabed rather than piling on the anchor.

4. **Reach the planned scope:** Use the total depth and conditions to determine the required chain length.

5. **Set the anchor:** Apply reverse power gradually. Watch the chain direction and tension; a steadily loaded chain and stable vessel position indicate that the anchor is setting.

**and allow for a 5:1 chain scope ratio.*



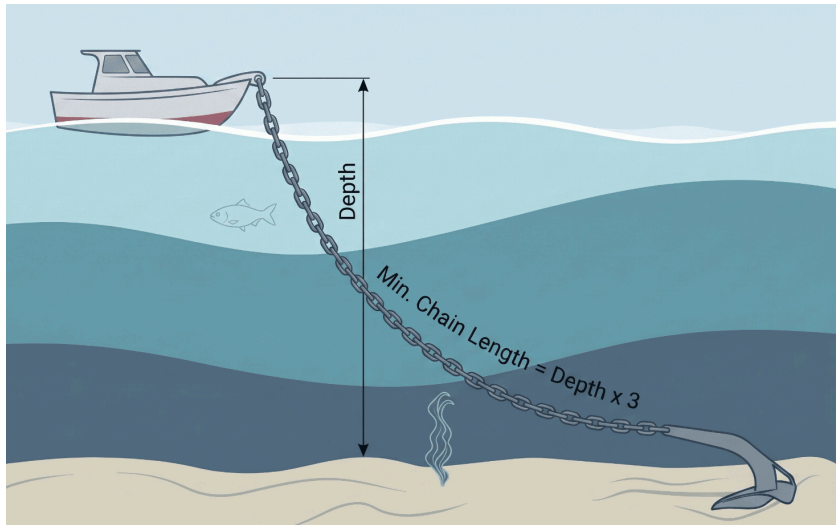
WINDLASS

USE Control chain speed with the windlass or gypsy as designed. Never stand over or straddle moving chain.

6. **Confirm position:** Use visual transits, chartplotter/GPS and depth information to confirm that the vessel is not dragging.

5. SCOPE AND **SETTING**

- Scope is the ratio between deployed rode length and total vertical depth from the bow roller to the seabed.
    - **Normal conditions:** A scope of approximately 4:1 to 5:1 is a common starting point when using chain, provided there is adequate swinging room.
    - **Minimum:** Do not reduce the remaining scope below 3:1. A greater minimum may be required by conditions, local guidance or the vessel's operating procedures.
    - **Strong wind, waves or overnight anchoring:** Increase scope substantially. Ratios approaching 7:1 to 10:1 may be appropriate when space and depth allow.



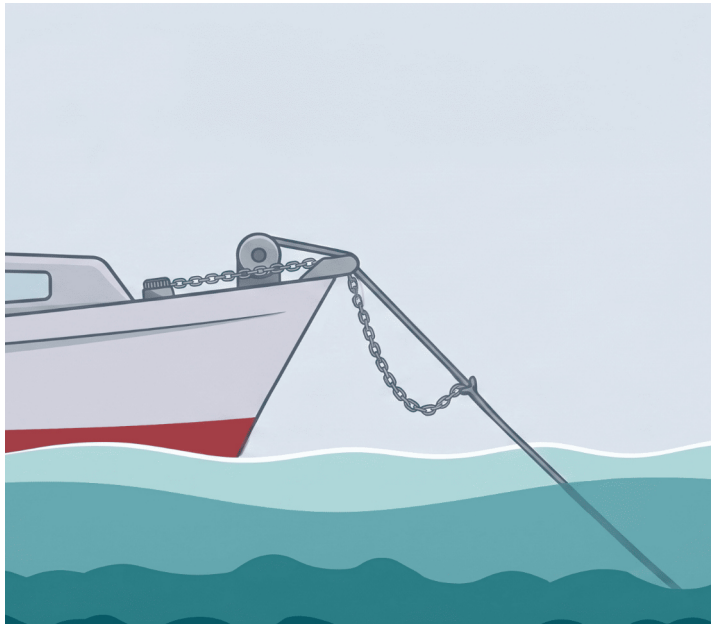
- **Limited room:** Shortening the chain reduces scope, holding margin and swinging radius. Reassess the anchorage rather than relying on an unsafe scope.

SETTING CHECK

Increase reverse power gradually, within the vessel and equipment limits. Stop if the anchor drags, the windlass is overloaded or the chain, connector or bow arrangement behaves abnormally.

6. SECURING AND MONITORING AT ANCHOR

- **Transfer the load:** After the anchor is set, transfer anchoring loads from the windlass to a correctly rated chain stopper or snubber arrangement suitable for the vessel.
- **Protect the windlass:** The windlass is designed to handle deployment and recovery, not continuous shock loading from wind and waves.
- **Reduce noise and shock:** A suitable snubber can reduce vibration, noise and peak loading at the bow.
- **Monitor continuously:** Check visual transits, GPS anchor alarm, depth, chain direction, wind and nearby vessels. Recheck after changes in wind or tide.
- **Increase scope early:** If wind or waves rise, increase scope before conditions become difficult and confirm that the larger swinging circle remains clear.*
- **Prepare to leave:** Keep the engine and recovery plan ready when weather, traffic or holding conditions are uncertain.



IMPORTANT

Never place a loaded snubber, chain stopper or chain where failure could cause it to strike a person or damage the vessel.

**Consider using Ultra Marine Anchor Ring.*

7. RECOVERING THE **ANCHOR**

1. **Start the engine and prepare the vessel.** Remove the load from the snubber or chain stopper in a controlled manner and reconnect the chain to the windlass operating path.

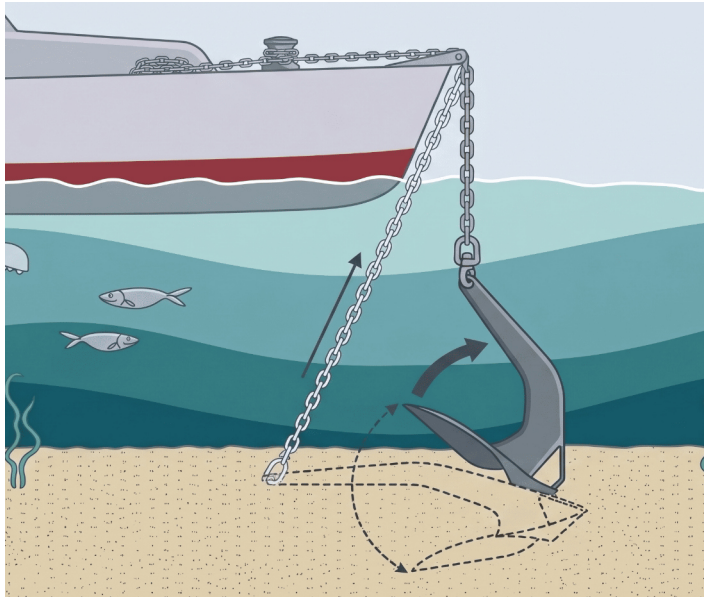
2. **Motor toward the anchor.** Use slow engine movements to bring the vessel forward while recovering slack chain. Do not use the windlass to pull the vessel.

3. **Keep the chain close to vertical.** When the bow is above the anchor, a near-vertical pull helps pivot the anchor and release it from the seabed.

4. **Break out without overload.** If the anchor does not release, pause. Use controlled vessel movement and wave action where safe. Never continue operating a stalled or overloaded windlass.

5. **Recover and inspect.** Bring the anchor onto the bow roller slowly. Check its orientation and pause if it approaches upside down or contacts the bow arrangement.

6. **Secure for sea.** Apply the independent retaining device and confirm that the anchor and chain cannot move or deploy accidentally.



IF THE ANCHOR IS STUCK Do not overload the windlass, chain or connector. Change the direction of pull, use a properly rigged trip line where one was installed, or seek professional assistance. Diving recovery should only be undertaken by qualified persons under safe conditions.

8. SEABED AND CHANGING **CONDITIONS**

1. **Sand and mud** Normally suitable when adequate scope is used and the anchor is allowed to penetrate and set.

2. **Weed** Common light weed may be penetrated, but dense or tall weed can prevent the tip from reaching the seabed. Confirm the set carefully and relocate if holding is uncertain.

3. **Rock and debris** Any anchor can become trapped. Avoid these areas where possible. A trip line may improve recovery but can create its own entanglement and marking risks.

4. **Sloping seabed** Holding capacity can be reduced when the pull is down a steep slope. Check chart contours and choose a safer, flatter location where possible.

5. **Wind or tide reversal** The anchor is designed to remain stable and reorient as the vessel changes direction, but the anchor may need to reset in the seabed. Monitor position closely during and after the change.

6. **Two-anchor arrangements** A correctly sized single bow anchor is normally preferred. V, tandem or stern-anchor arrangements require experience because changing wind and tide can create complex loads and entanglement.

7. **Emergency spare** Carry a suitable spare anchor and rode appropriate to the vessel and cruising area.

RELOCATE WHEN IN DOUBT

Repeated dragging, uncertain seabed, insufficient scope or inadequate swinging room are reasons to recover the anchor and select another position.

9. CARE AND **MAINTENANCE**

1. **Rinse after use** Rinse the anchor, connector, chain, bow roller and windlass area with fresh water, particularly after saltwater use.

2. **Inspect regularly** Check for deformation, cracks, unusual wear, loose fasteners, damaged locking devices, connector wear and chain corrosion. Inspect more frequently after heavy loading or contact with rock.

3. **Surface staining** Small rust-colored marks can be transferred from foreign metal particles. Mineral deposits and discoloration may also occur. These are often surface effects, but any pitting, cracking or material loss requires technical assessment.

4. **Cleaning** Use products intended for marine stainless steel and follow their instructions. Avoid steel wool, carbon-steel brushes, chloride cleaners and uncontrolled use of strong acids.

5. **Mixed metals** Contact with galvanized chain or other metals can create deposits and galvanic effects. Keep components clean and inspect interfaces.

6. **Chain locker** Keep drains clear and confirm that chain falls freely. Poor chain collapse can cause the windlass to jam even when the windlass itself is operating correctly.

7. **Storage** Keep the anchor independently secured, with the windlass isolated as appropriate, whenever the vessel is unattended or underway.

STOP USING DAMAGED EQUIPMENT

Any crack, permanent deformation, severe pitting, damaged weld, loose structural part or abnormal connector wear must be assessed before further use.

10. TROUBLESHOOTING

1. Anchor does not set Increase scope, reduce deployment speed, lay the chain progressively and repeat the setting procedure. If the anchor still drags, check the seabed and relocate.

2. Anchor returns upside down Reduce recovery speed as the shank reaches the bow roller. Pause briefly to allow rotation. Check for a narrow roller channel, chain groove, insufficient clearance or connector restriction.

3. Anchor will not dock correctly Lower it until the end of the shank is clear of the roller, then recover again slowly. Do not force it against the roller or hull.

4. Anchor is difficult to break out Bring the bow directly above the anchor. Use controlled vessel movement; do not overload the windlass. Deep burial after heavy weather can require time to release.

5. Chain piles up in the locker Pause recovery and allow the chain to settle. Check locker depth, drain layout and fall distance. A permanent installation change may be required.

6. Windlass stalls or slips Stop immediately. Check whether the anchor is still buried, the chain is jammed, the gypsy matches the chain, the clutch is correctly adjusted and electrical/hydraulic supply is adequate.

7. Anchor moves on the roller underway Fit or adjust an independent retaining device. Check roller shape and side control. Do not rely on windlass tension alone.

11. FREQUENTLY ASKED QUESTIONS

1.

- **Will a slightly heavier anchor overload the windlass?** Windlass sizing is based on the total suspended load of anchor and rode, not anchor weight alone. Check the windlass manufacturer's maximum working load and the full system weight.
- **Is chain weight essential for holding?** Correctly sized chain remains important for strength, abrasion resistance and rode behavior, but the anchor's geometry and a suitable scope are the main factors in penetration and holding.
- **Can I use a standard connector?** Only when its geometry is compatible and its rated strength is at least equal to the connected chain. The correctly sized Ultra Marine Flip Swivel(1) is the recommended integrated connection.

1. Ultra Marine Flip Swivel
2. Ultra Marine Anchor Ring
3. Ultra Marine Bow Roller

**Consider using Ultra Marine Anchor Ring. (2)*

- **Do I need an additional chain weight?** Not normally. Correct anchor sizing, chain specification and scope are more important.*
- **Do I need a second anchor at the bow?** Not for normal use with a correctly selected anchor, but a suitable spare anchor should be carried for emergency or special anchoring situations.
- **Is a retaining hoop useful?** Yes. A retaining hoop or equivalent side-control feature helps prevent twisting or jumping from the roller in rough conditions. It does not replace an independent sea securing device.

2.

3.

A. ULTRA MARINE ANCHOR **SELECTION TABLE**

These indicative maximum vessel values, converted from original source tables using pounds for weight and feet for length, are intended for preliminary selection only and require confirmation for unusual vessels, commercial use, or anchors over 100 kg.

Recommended UM Anchor weight		Sail boat			Power boat					Catamaran					Recommended DIN 766 Chain diameter		Recommended Swivel
		Mono-hull			High profile			Low profile		Sail			Power				
		Boat weight	Boat length		Boat weight	Boat length		Boat length		Boat weight	Boat length		Boat length				
kg	lbs	ton	m	feet	ton	m	feet	m	feet	ton	m	feet	m	feet	mm	inches	#
5	11	1	5	17	1.1	5.2	17	5.7	19	0.7	4.3	14	4.6	15	5	3/16"	UFS 6-12
8	18	2	7	23	2.2	7.2	24	7.9	26	1.4	6.1	20	6.4	21	6	1/4"	UFS 6-12
12	26	3.8	9	30	4.2	9.3	31	10.2	33	2.7	7.8	26	8.2	27	6	1/4"	UFS 6-12
16	35	6.3	10.8	35	6.9	11.1	36	12.2	40	4.5	9.3	31	9.8	32	6-8	1/4" – 5/16"	UFS 8-21
21	46	10.2	12.6	41	11.-2	13	43	14.3	47	7.3	10.9	36	11.5	38	8	5/16"	UFS 8-21
27	60	14.6	14.3	47	16	14.7	48	16.2	53	10.5	12.4	41	13	43	8-10	5/16" – 3/8"	UFS 10-35
35	77	21.5	16	52	23.5	16.5	54	18.2	60	15.6	13.8	45	14.6	48	10	3/8"	UFS 10-35
45	100	30	17.8	58	32.9	18.3	60	20.1	66	21.6	15.4	51	16.2	53	10-12	3/8" – 1/2"	UFS 13-60
60	132	43	20	66	47.1	20.6	68	22.7	74	31	17.3	58	18.2	60	12-13	1/2"	UFS 13-60
80	176	63	22.3	73	69	23	75	25.3	83	45.4	19.3	63	20.3	67	13	1/2"	UFS 16-100
100	220	85	24.5	80	93	25.2	83	27.7	91	61	21.2	70	22.3	73	14	9/16"	UFS 16-100
130	290	123	27.4	90	135	28.2	93	31	102	89	23.7	78	25	82	14-16	9/16" – 5/8"	UFS 20-160
160	350	174	30.4	100	191	31.3	103	34.4	113	125	26.3	86	27.7	91	16	5/8"	UFS 20-160
200	440	262	34.4	113	287	35.4	116	39	128	190	29.8	98	31.3	103	18	11/16"	UFS 26-250
250	550	400	39.2	129	438	40.4	133	44.4	146	290	33.9	111	35.7	117	20	3/4"	UFS 26-250
300	660	550	44	144	600	45.3	149	49.8	163	400	38.1	125	40	131	22	7/8"	UFS 32-360
360	800	760	50	164	830	51.5	169	56.7	186	550	43.3	142	45.5	150	23	15/16"	UFS 32-360

Caution: When selecting the largest anchor model that satisfies both weight and length criteria, keep in mind that actual suitability depends on various factors including windage, proper chain, and the use of a horizontal bow-stern roller arrangement with a suitable connector rather than vertical hawse holes, meaning all final selections—especially for anchors over 100 kg—must be confirmed with Ultra Marine Europe.

B. WARRANTY, RECORDS AND SUPPORT

LIFETIME TRANSFERABLE WARRANTY The Ultra Marine Anchor is covered by Ultra Marine Europe's lifetime transferable warranty, subject to the applicable warranty terms, correct product selection, installation, use and maintenance.

- For efficient technical or warranty support, retain and provide the following:
- Proof of purchase and purchase date.
- Anchor model and weight.
- Vessel make, model, length, displacement and use profile.
- Chain size, grade and standard; connector model; windlass model; and bow roller arrangement.
- Clear photographs of the complete installation and the affected area.
- Description of the conditions, load event, seabed and date when the issue was first observed.

BEFORE REQUESTING SUPPORT Stop using any component that may be structurally damaged. Do not grind, weld, drill, straighten or otherwise modify the anchor without written approval from Ultra Marine Europe.

ULTRA MARINE EUROPE s.r.o.
Jankovcova 1587/8
170 00 Prague 7
Czech Republic

Technical support
info@ultramarine-anchors.com
+420 283 870 032
www.ultramarine-anchors.com

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