ULTRA MARINE
FLIP SWIVEL
USER & INSTALLATION GUIDE

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Ultra Marine®
PREMIUM & ULTRA SAFE

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www.ultramarine-anchors.com

Summary

1. **Product overview**
2. **Selecting the correct swivel**
3. **Installation**
    - 3.1. Chain connection and final checks
4. **Operation and anchor recovery**
5. **Safety restraint and special applications**
6. **Inspection and maintenance**
7. **Corrosion and surface care**
8. **Warranty and technical support**

1. PRODUCT OVERVIEW

1. **Fabricated one-piece body:** Not cast; designed for high strength and use with most anchor types.
2. **Fabricated swivel head:** Integrated semi-spherical ball supports smooth rotation.
3. **Self-cleaning ball joint:** Allows the swivel to rotate through 360° under normal operating conditions.
4. **PTFE internal ring:** Reduces metal-to-metal friction and supports smooth movement under load.
5. **Flip nub:** Helps an inverted anchor turn correctly as it reaches the bow roller.
6. **Non-rotating pin heads:** Hexagonal heads prevent the main pins from rotating in their sockets.
7. **Rear bridge:** The rear bridge supports the anchor shank to allow it to rotate.

Rounded contact surfaces: Helps reduce potential damage to surrounding surfaces and equipment.

IMPORTANT SAFETY

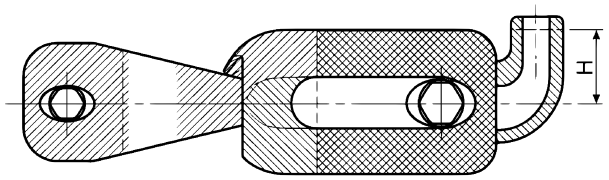
The Ultra Marine Flip Swivel is a load-bearing component of the anchoring system. Incorrect selection, installation or inspection can lead to loss of the anchor and may endanger the vessel and crew. Installation should be completed or checked by a qualified marine professional.

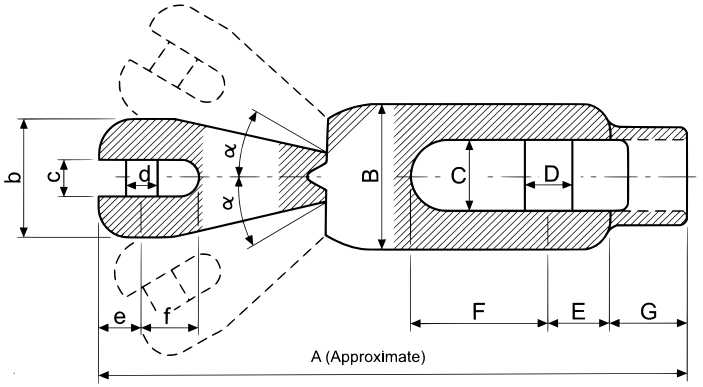
2. SELECTING THE CORRECT SWIVEL

1. ANCHOR
Select a model whose maximum anchor weight is equal to or greater than the actual anchor weight.

2. CHAIN
Confirm that the chain diameter fits the chain-end throat and pin of the selected model.

3. STRENGTH
Confirm that the swivel breaking load is greater than the breaking load of the connected chain.





Model	Chain mm	Chain in	Length A mm	Chain-end dimensions b × c × d × e × f (mm)	Anchor-end dimensions B × C × D × E × F (mm)	Bridge G × H (mm)	Breaking load kN	Breaking load lbf	Max. anchor kg / lb
UFS 6-12	6	1/4"	121	25 × 7.6 × 7 × 9 × 11	35 × 16 × 11 × 13 × 31	14 × 17	38.4	8,640	12 / 26
UFS 8-21	6 8	1/4" 5/16"	147.5	30 × 9.4 × 9 × 11 × 14.5	40 × 19 × 13 × 16 × 36.5	18.5 × 20	56.7	12,740	21 / 46
UFS 10-35	8 10	5/16" 3/8"	168	35 × 11.6 × 11 × 13 × 17	45 × 21 × 14.5 × 18 × 40	21 × 22.5	90.7	20,400	35 / 77
UFS 13-60	10 12 13	3/8" 1/2"	211.5	45 × 15.2 × 14.5 × 16.5 × 23	55 × 26 × 18 × 23 × 51.5	26.5 × 30	160.9	36,200	60 / 132
UFS 16-110	12 13 14 16	1/2" 5/8"	250	53 × 18.2 × 18 × 20 × 27	65 × 31 × 22 × 27 × 59	33 × 36	236.5	53,200	100 / 220
UFS 20-160	14 16 18 20	5/8" 3/4"	309	65 × 23 × 22 × 26 × 34	85 × 40 × 26 × 32 × 72	40 × 40.5	321.5	72,300	160 / 350
UFS 26-250	20 23 26	3/4" 1"	364	85 × 30 × 26 × 33 × 43	110 × 52 × 32 × 40 × 77	48 × 56	474.8	106,700	250 / 550
UFS 32-360	26 30 32	1" 1 1/4"	475	110 × 38 × 32 × 43 × 55	140 × 66 × 40 × 52 × 99	68 × 60	~726	~163,047	360 / 800

3. INSTALLATION

INSTALLATION CHECKLIST

Correct swivel model confirmed • Anchor and chain interfaces undamaged • Pins and retaining screws clean • Suitable tools available • Medium-strength threadlocker optional • Bow roller geometry checked

1. Connect the anchor

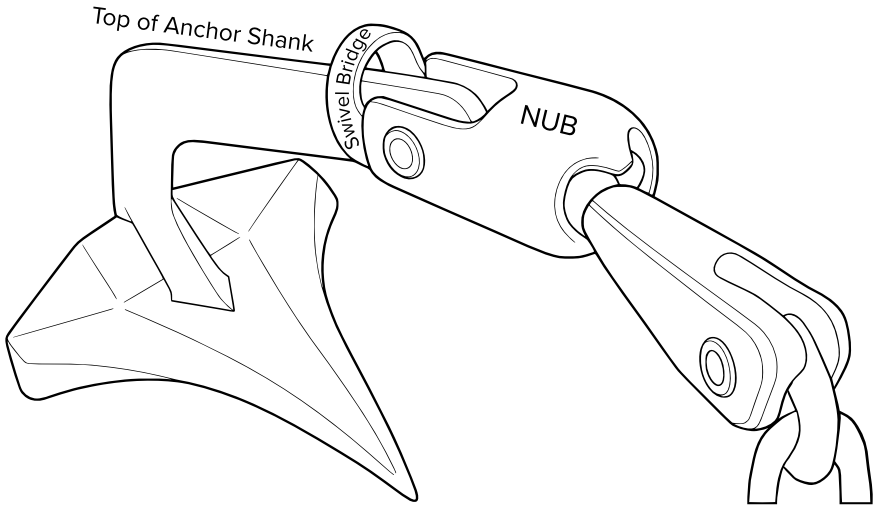
Insert the anchor eye into the larger end of the swivel. Fit the large pin through the anchor eye and seat the hexagonal pin head fully into its recessed socket.

2. Align the rear bridge

The inverted U-shaped rear bridge must align with the top of the anchor shank. This orientation allows the flip nub and bridge to guide an inverted anchor on the bow roller.

3. Secure the anchor-end pin

Install the retaining screw and tighten firmly using normal hand force. Do not force the pin or retaining screw. Optional threadlocker must be suitable for stainless-steel fasteners and marine use.



ANCHOR-END FINAL CHECK

The anchor eye must move freely inside the larger throat without jamming. The rear bridge must remain aligned with the top of the anchor shank, and the main pin must be fully seated in its recessed socket.

For maximum safety

We strongly recommend applying a medium-strength removable threadlocker, such as LOCTITE® 243 Blue or equivalent, to the retaining screws/pins on both the anchor side and chain side during installation.

3.2 CHAIN CONNECTION AND **FINAL CHECKS**

4. Connect the chain

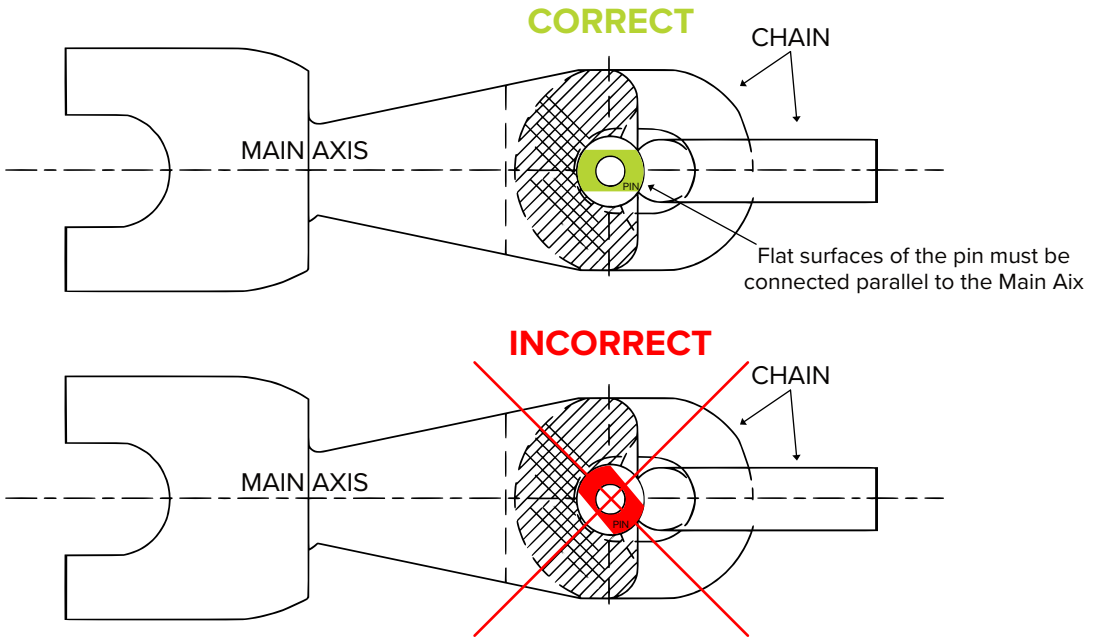
Insert the final chain link into the smaller end of the swivel. Fit the chain-end pin through the chain link.

5. Orient the chain-end pin

The flat surfaces of the pin head must be parallel to the main longitudinal axis of the swivel. Incorrect orientation can prevent correct seating and may damage the pin or socket.

6. Fit the retaining screw and test

Tighten the retaining screw without excessive force. Confirm both pins are fully seated, the retaining screws are secure, and the swivel rotates freely without binding.



DO NOT FORCE SMALL PINS

On smaller models, especially UFS 6-12 and UFS 8-21, the pin and retaining screw must enter smoothly. Forcing them can damage the socket or threads and make future removal difficult.

Final installation test

- Both hexagonal pin heads are fully seated in their recessed sockets.
- Both retaining screws are secure and flush without excessive tightening force.
- The swivel rotates freely through 360° and the ball joint does not bind.
- The anchor can move through the bow roller without side-loading or jamming the swivel.
- A separate deck safety restraint is ready for use after anchor recovery.

4. OPERATION AND ANCHOR RECOVERY

1. Recover normally

Operate the windlass in the usual manner until the anchor approaches the bow roller.

2. Reduce speed near the roller

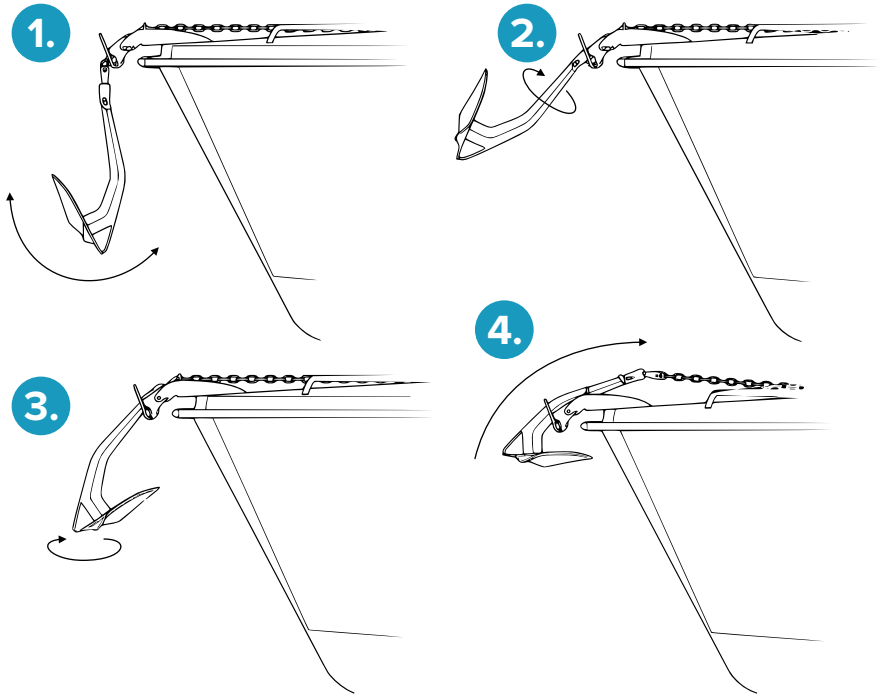
Excessive recovery speed may not allow enough time for the anchor to rotate. Slow the final part of recovery.

3. Pause if the anchor is inverted

When the inverted anchor first touches the roller, pause for approximately one second. The flip nub and rear bridge should begin rotating it into position.

4. Secure the anchor independently

After recovery, attach a safety lanyard or other independent restraint to a strong point on deck before the vessel is operated.



Bow roller compatibility

The flip function requires sufficient clearance for the anchor to rotate. Investigate any repeated failure to turn correctly. Common causes include:

- Side plates or rollers that are too narrow and physically block the anchor.
- Deep chain grooves that trap or guide the anchor in the wrong orientation.
- Recovery speed that is too high during the final approach.
- Incorrect anchor-end orientation of the swivel.
- A swivel that is too small for the anchor or chain load.

5. SAFETY RESTRAINT AND **SPECIAL APPLICATIONS**

Stockless & Custom Anchors

Automatic flip function may not work. Contact Ultra Marine Europe before ordering or installation.

Anchors with Slotted Shanks

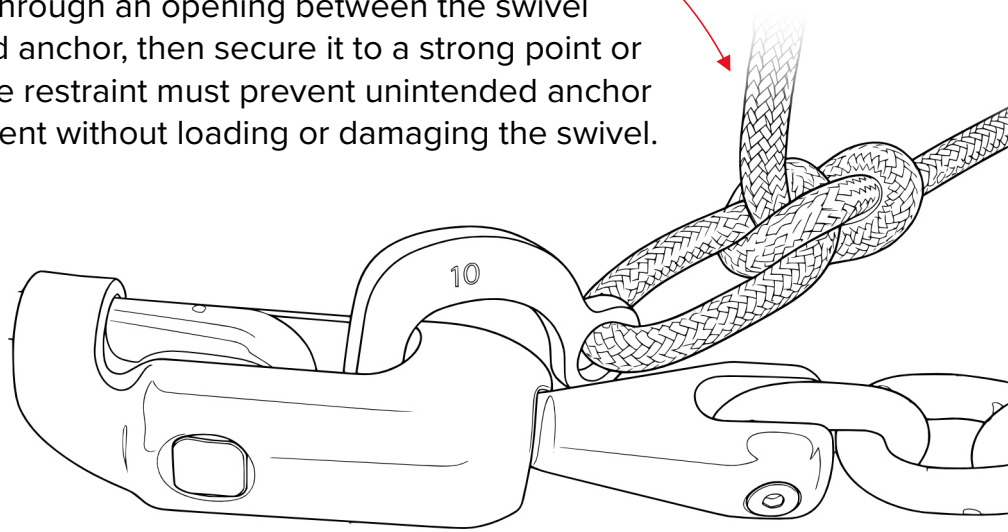
Swivels can lock at undesirable angles in long slots. Any modifications must be done by a qualified professional to avoid weakening the shank.

Compatibility check

- Prevent pinching, side-loading, or excessive leverage on the swivel.
- Ensure full rotation clearance through the entire recovery path.
- Non-standard setups must be approved against specific anchor, chain, and roller geometry.

Safety lanyard

After the anchor is recovered, attach a suitable lanyard through an opening between the swivel body and anchor, then secure it to a strong point or cleat. The restraint must prevent unintended anchor deployment without loading or damaging the swivel.



Never use the windlass as the only restraint

A windlass, chain stopper or swivel can be damaged by shock loads at sea. Use an independent securing method whenever the anchor is stowed.

6. INSPECTION AND MAINTENANCE

Pins & screws	Body & Ball	Neck area
Confirm both main pins are fully seated and retaining screws are tight.	Check for cracks or deformation. Ensure smooth rotation (apply water-resistant lithium grease if needed).	Light cosmetic marks from the flip nub are normal. Progressive, deepening wear is not.

Chain & Roller	Normal marks	Threadlocker removal
Inspect the first chain links for wear. Ensure the anchor and roller do not jam or side-load the swivel.	Contact marks on the neck indicate that the flipping function is operating. They are normally cosmetic and should not continue to deepen over time.	If threadlocker was applied, removal may require controlled heating or a specific release method. Follow manufacturer's instructions and protect surrounding equipment.

REPLACE THE SWIVEL IMMEDIATELY IF:

You find cracks, deformation, damaged threads, loose pins, or restricted rotation.

Critical limit: Replace when the worn neck diameter becomes smaller than the diameter at the neck-to-body transition.

Prevent Excessive Wear:

Do not exceed maximum weight/load ratings. Ensure free anchor rotation, correct orientation, and avoid excessive recovery speed at the bow roller.

7. CORROSION AND **SURFACE CARE**

- **Rust-coloured staining:** Microscopic particles from foreign metals can deposit on stainless steel and create surface rust marks. Clean with a suitable stainless-steel cleaner and re-inspect the surface.
- **Colouring or diesel film:** Minerals, chemicals or diesel contamination can create coloured surface films. Clean with fresh water and a suitable non-abrasive detergent or stainless-steel cleaner.
- **White mineral deposits:** Mineral deposits can form a pale or chalk-like layer, particularly when used with galvanized chain. Remove with a mild acidic cleaner suitable for stainless steel, then rinse thoroughly with fresh water.
- **Galvanized-chain interaction:** The zinc coating of nearby galvanized links can wear or be consumed next to stainless steel. Inspect the first chain links frequently and remove or replace affected links before significant section loss occurs.

Cleaning rule

Use non-abrasive products compatible with polished stainless steel. Rinse with fresh water and dry. Never grind, aggressively sand or chemically treat a load-bearing part in a way that may remove material or hide cracks.

8. WARRANTY & TECHNICAL SUPPORT

Standard warranty: 5 years, subject to correct selection, installation, use, inspection and the current Ultra Marine Europe warranty conditions. Misuse, overload, incompatible chain or anchor, incorrect installation, neglected inspection or unauthorized modification may invalidate warranty coverage.

For product selection, technical support or a suspected warranty issue, provide the swivel model, anchor weight and type, chain diameter and grade, installation photographs, bow roller photographs and a clear description of the issue.

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