

Offshore Special Regulations

Anchors

A submission from the Chairman, Oceanic & Offshore Committee

Purpose or Objective

Have offshore racing boats carry anchors that would actually work and can be readily deployed.
Clarify the situation for OSR inspectors.

Proposal

4.06 Anchors

MoMu0

Anchors, chain and rope which comply with relevant class rules or the rules of a recognized Classification Society (e.g. Lloyd's, DNV, etc.)

MoMu1,2,3

~~2 suitable anchors of a size that meets the anchor manufacturer's recommendation based on the yacht's dimensions with suitable combination of chain and rope, ready for immediate use assembly, except that for a boat less than 8.5 m (28') LH there shall be 1 suitable anchor meeting the same criteria with suitable combination of chain and rope~~

MoMu4

~~1 suitable anchor of a size that meets the anchor manufacturer's recommendation based on the yacht's dimensions with suitable combination of chain and rope, ready for immediate assembly, readily accessible~~

Current Position

As above.

Reason

1. The current OSR's require that the anchor, chain, and rope be "ready for immediate use". Many inspectors interpret this to mean that the anchor, chain, and rode need to be attached to one another even when stowed below decks. On all but the smallest yachts this is counterproductive because it is faster and safer to get the anchor to the deck when detached from the chain and rope. Under the common interpretation of the current rule the sailors have to disconnect the anchor, move it on deck, and then reconnect it. This submission clarifies the situation for inspectors that the anchor, chain, and rode do not need to be attached to one-another when below deck but need to be ready for immediate assembly.
2. The current OSR is interpreted by many inspectors to require that anchors such as those made by Fortress have to be kept fully assembled. This is counterproductive because some boats end up modifying anchors, e.g. shortening the stock, in order to stow them when

assembled. Anchors have carefully designed dimensions of fluke, stock, and shank in order to be stable when deployed. If anchors are modified, particularly by shortening the stock, they may not set. Anchors such as the Fortress are easily assembled within one minute. It is safer for yachts to have an unmodified anchor ready for immediate assembly than to have a modified anchor that may not work. This submission clarifies the situation for inspectors that anchors may be stowed in a disassembled state so long as they are ready for immediate assembly.

3. Clarify the necessary size of an anchor to allow inspectors to objectively determine if the OSR's are met.