

PARA-ANCHOR & PARA-DROGUE

Owner's Manual

REV 01

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1.1 PARA-ANCHOR

1.1.1 A Para-Anchor is designed to provide sufficient power to hold the bow of a vessel head to wind in the worst storm conditions.

1.1.2 The Ocean Safety Para-Anchor features:

- High-density, brightly coloured nylon for high visibility in search and rescue situations.
- Fitted stainless sinking chain to help with safer deployment.
- Reinforced in areas of high load.
- Easy and safe retrieval using the specific retrieval line available.
- Supplied in a hard wearing stowage bag.
- A range of sizes to fit vessels up to 30m.

1.2 PARA-DROGUE

1.2.1 A Para Drogue is deployed from the stern and designed to provide greater control, vary the speed of the vessel and improve directional stability downwind.

1.2.2 The Ocean Safety Para-Drogue features:

- Heavy duty construction.
- Easy to rig.
- Adjustable openings.
- Allows greater control in rough seas.
- Can be rigged and used as an emergency steering device.
- Helps prevent towed vessels overtaking.
- Comes complete with a stowage bag.

2.1 WHAT IS A PARA-ANCHOR AND WHEN TO USE IT

2.1.1 What is a Para-Anchor

2.1.1.1 A Para Anchor is designed to provide sufficient power to hold the bow of a vessel head to wind in the worst storm conditions.

2.1.1.2 It should be deployed from the bow of the vessel and greatly reduces the risk of broaching, capsizing or rolling, keeping the boat more comfortable and stable throughout the duration of the heavy weather.

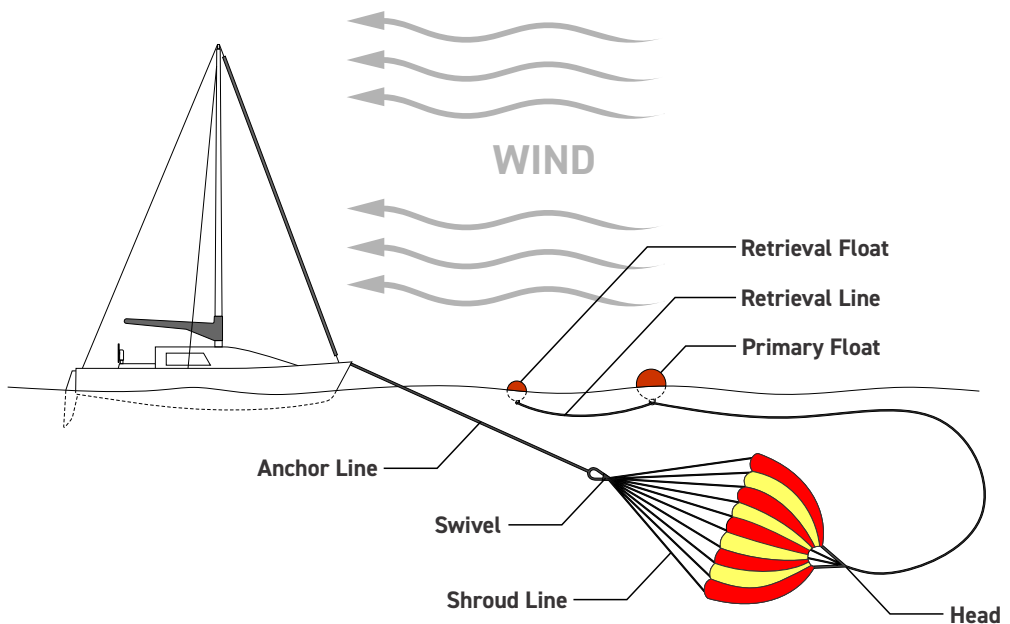
2.1.1.3 It allows the vessel to take the storm head on, rather than running with it, which reduces the time spent in discomfort.

2.1.2 When to use a Para-Anchor

2.1.2.1 The Para-Anchor is intended to be used in severe weather conditions when it is prudent to 'Heave To' and the vessel needs to lay bow to wind and sea.

2.1.2.2 Once deployed the Para-Anchor will allow the vessel to lay with its bow into the waves and dramatically reducing drift.

2.1.2.3 The key components of the Para-Anchor are shown below.



2.2 DEPLOYING THE PARA-ANCHOR

2.2.1 Preparation to deploy the Para-Anchor should be made well in advance. Follow the instructions below to deploy:

- Remove the Para-Anchor from its carry bag.
- Release the draw string from the deployment bag, check the anchor line has been tightly shackled to the swivel.
- Ensure the anchor line has been fed through either a fairlead or bow roller at the bow of the vessel and that the appropriate chafe protection is in place.
- The tail end of the anchor line is fed either around a substantial cleat, winch or the gypsy part of a windless.

2.2.2 Bow Deployment

- Deploy the Retrieval Line to the WINDWARD side from the foredeck.
- Release the deployment bag draw string
- Throw the Para-Anchor to WINDWARD whilst still inside the deployment bag. The “Sinker” chain will pull the main body of the Para-Anchor from the bag.
- Allow the anchor line to pay out as the vessel drifts away from the Para-Anchor.
- Occasionally “snub” the line to aid the opening of the parachute.

2.2.3 Cockpit Deployment

- The Para-Anchor can be deployed from the safety of the cockpit providing advance preparation is complete.
- To deploy from the cockpit the anchor line must be run from the bow roller/fairlead, outside and stanchions and obstructions on the WINDWARD side and attached to the swivel/thimble in the normal fashion.
- If necessary, the anchor line can be cable tied to the base of the stanchions by using appropriate cable ties that will break when the Para-Anchor is deployed.
- Once the preparation is complete the Para-Anchor is deployed following the same method as the bow deployment in section 2.2.2.

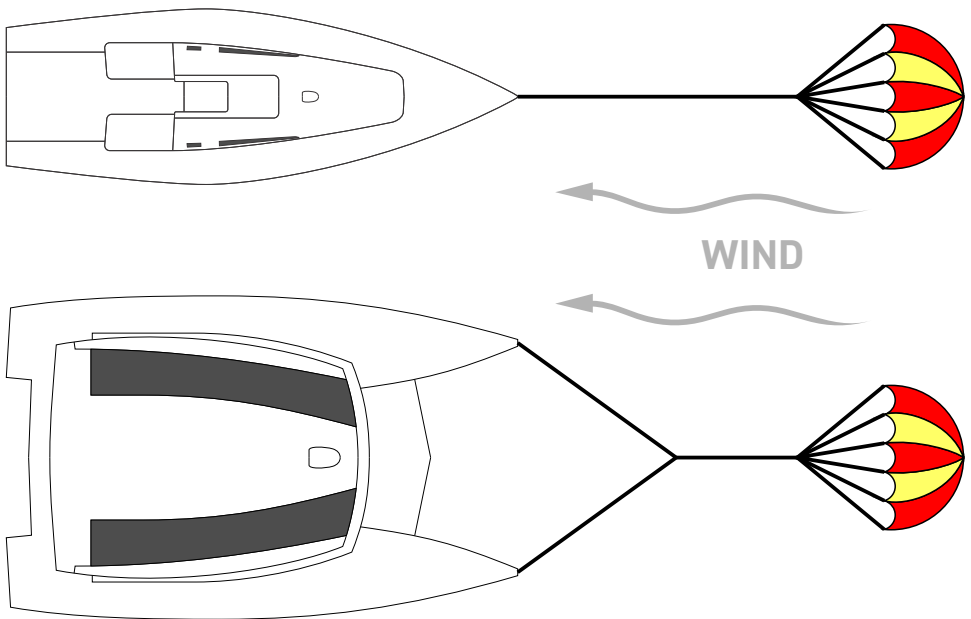
2.2.4 Multi-hull Yachts

2.2.4.1 Multi-hull vessels must use a 'V' bridle to achieve lateral stability.

2.2.4.2 Each arm of the bridle should be approximately 20m in length (or twice boat length).

2.2.4.3 The bridle is to be used in conjunction with 100m of anchor line.

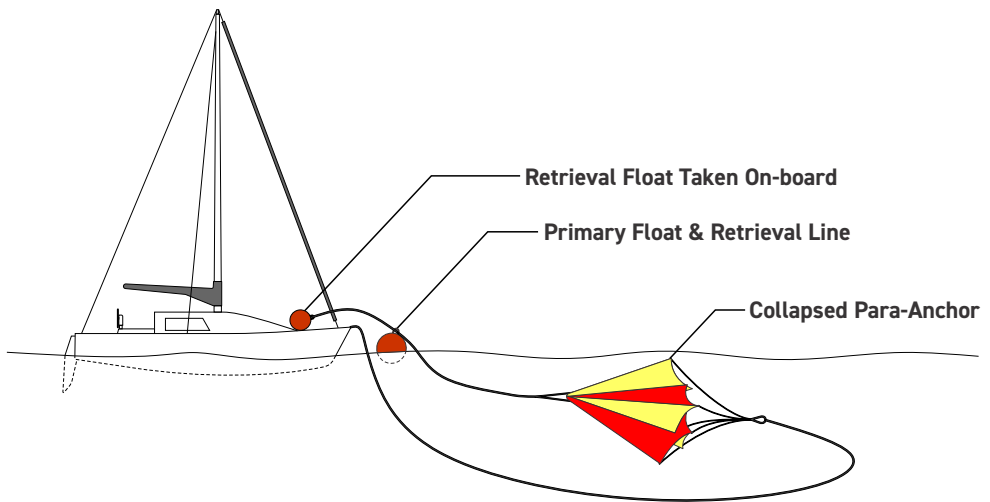
2.2.4.4 In the case of some trimarans, it may be a better choice to use the bow of the main hull as the major attachment point.



2.3 RETRIEVING THE PARA-ANCHOR

2.3.1 It is only possible to retrieve the Para-Anchor by collapsing it via the retrieval line following the process below:

- Slowly motor towards the retrieval float while pulling the anchor line in as the load is eased.
- Once the retrieval float is brought on-board, the retrieval line should be pulled until the Para-Anchor is collapsed and brought back on-board.
- The Para-Anchor can then be re-packed into the deployment bag with the lines and main body being packed first. Use the premise of the 'First Out - Last In'.
- The Anchor Line should be stowed separately.



3.1 WHAT IS A PARA-DROGUE AND WHEN TO USE IT

3.1.1 What is a Para-Drogue

3.1.1.1 A Para-Drogue is deployed from the stern and designed to provide greater control, improve the directional stability and vary the speed of a vessel downwind.

3.1.1.2 A Para-Drogue works best when running before large seas, reducing the risk of broaching, particularly in breaking waves and shallow seas.

3.1.1.3 A Para-Drogue can also be rigged as an emergency steering device as well helping to prevent overtaking when under tow.

3.1.1.4 Ocean Safety's Para-Drogue is available in either a single, tandem or triple configuration. The tandem and triple units are designed to interact with each other to maintain a positive and even drag on the stern of the vessel.

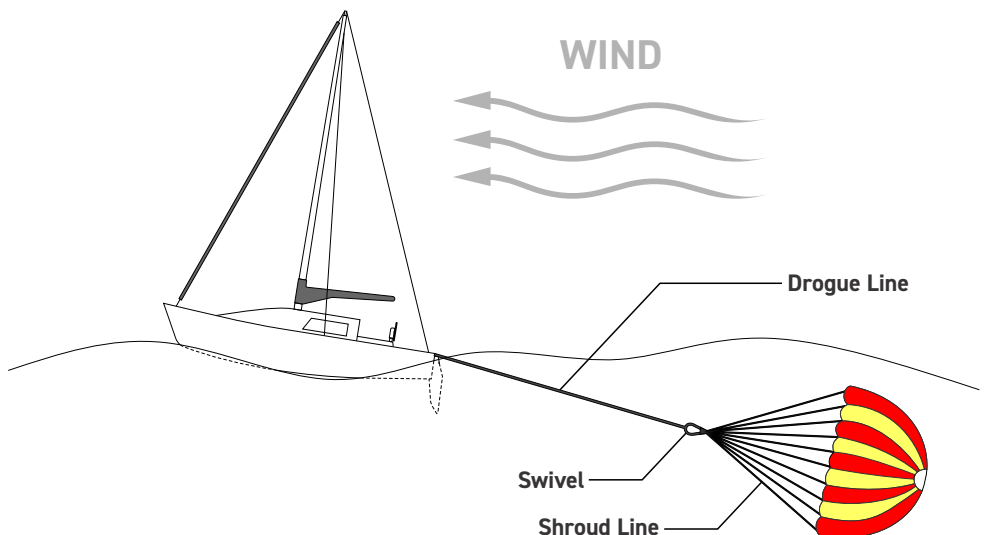
3.1.2 When to use a Para-Drogue

3.1.2.1 The Para-Drogue is intended to be used in severe weather conditions when a vessel is forced to run before large following seas.

3.1.2.2 It can also be used if entering a narrow harbour or crossing a bar with a large sea running.



WARNING: A PARA-DROGUE MUST ONLY BE DEPLOYED FROM THE STERN OF A VESSEL



3.2 DEPLOYING THE PARA-DROGUE

3.2.1 Preparation to deploy the Para-Drogue should be made well in advance. Follow the instructions below to deploy:

- Remove the Para-Drogue from its carry bag.
- Release the draw sting from the deployment bag, check the drogue line has been tightly shackled to the swivel.
- Ensure the drogue line has been fed through either an aft fairlead and that the appropriate chafe protection is in place.
- The hard eye attachments should be outboard.
- The drogue line is passed around a sheet winch or at least one turn around a mooring cleat so that it can be paid out safely when the Para-Drogue is deployed.

3.2.2 Deployment

3.2.2.1 The deployment of the tandem and triple Para-Drogue is identical. To deploy, follow the steps below:

- Deploy the Para-Drogue over the stern of the vessel.
- Depending on the size of vessel it is recommended that 80m of drogue line is deployed.



WARNING: THE PARA-DROGUE WILL BECOME UNDER LOAD AS SOON AS IT ENTERS THE WATER. IT IS ESSENTIAL CARE IS TAKEN WHEN EASING THE DROGUE LINE. FAILURE TO DO SO, MAY RESULT IN INJURY.



WARNING: PRACTICE DEPLOYING THE PARA-DROGUE BEFORE USING TO FAMILIARISE YOURSELF WITH THE EQUIPMENT.



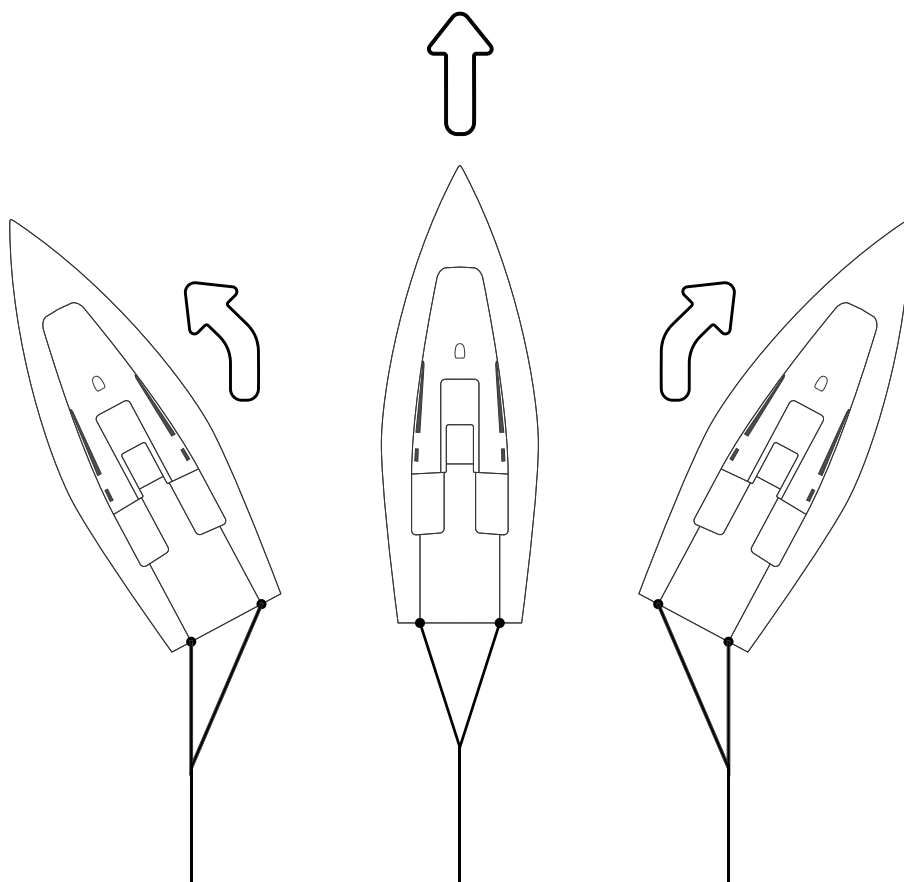
3.3 EMERGENCY STEERING DEVICE

3.3.1 The Para-Drogue can be used as a form of emergency steering.

3.3.2 This will require the Para-Drogue to be deployed on a 'V' bridle and then winching in one side of the bridle accordingly.



WARNING: THIS MANOEUVRE REQUIRES PRACTISE.



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