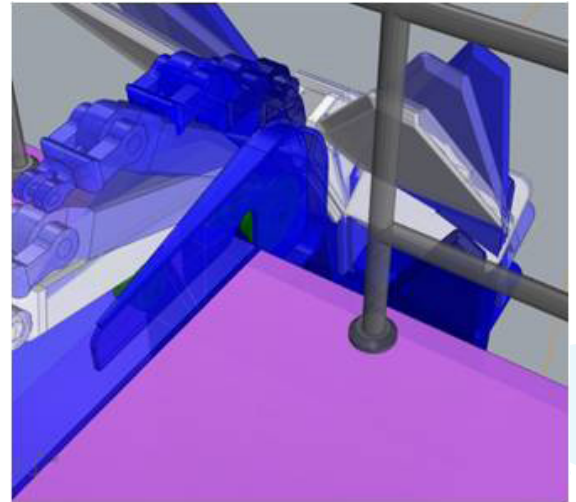


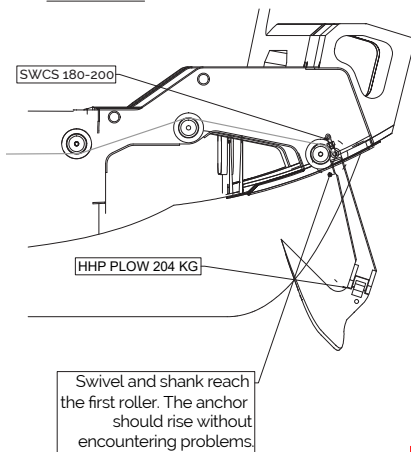
2D/3D Anchoring Arrangement

All our equipment is designed by our engineers and we carry out the right arrangement in accordance with the requirements of customers.

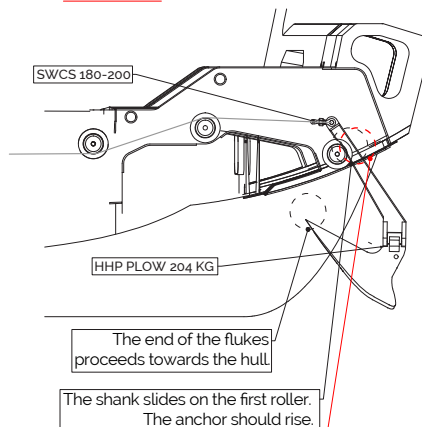
Especially for the anchors, we study your anchor pocket/hawsepipe and suggest the right type and model, including the necessary connecting accessories, so that all the steps during the rise and descent of the anchor are carefully checked in order to prevent any possible interference with the hull and/or anchor pocket/hawsepipe.



STEP 1

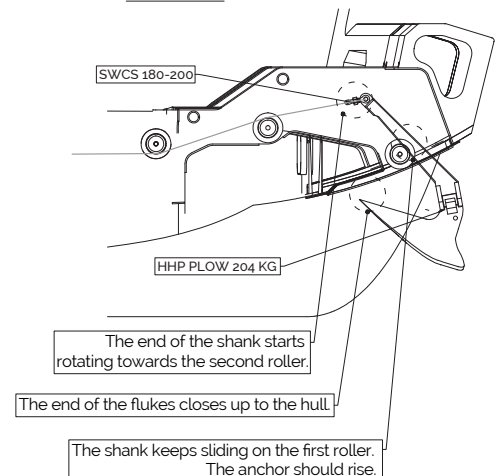


STEP 2

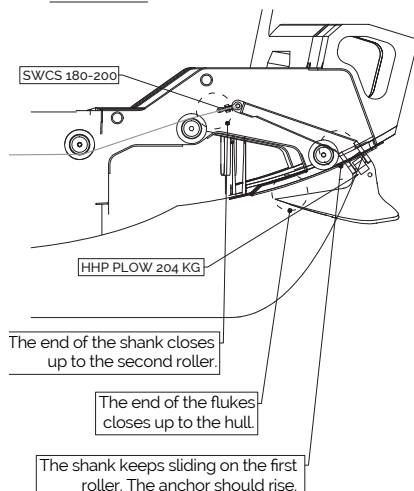


ATTENTION: The inner dip of the first roller it's just too tight for the shank thickness. The shank may not position itself correctly, but rise diagonally on the larger side of the roller prompting the anchor to rotate. See box in the upper right angle of the drawing.

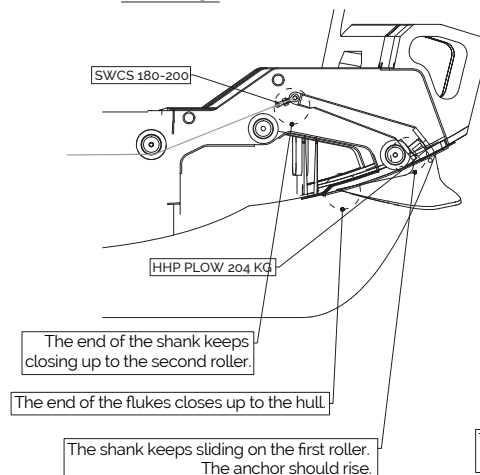
STEP 3



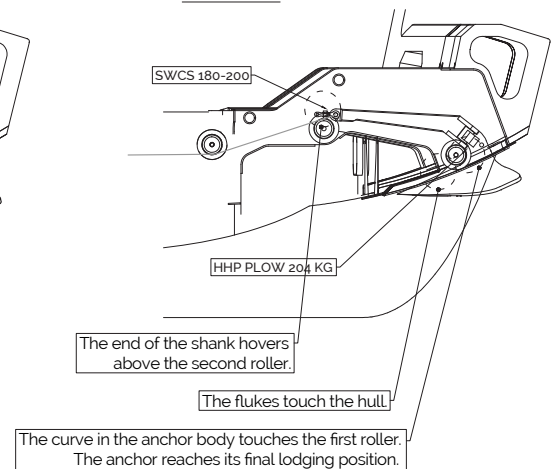
STEP 4



STEP 5

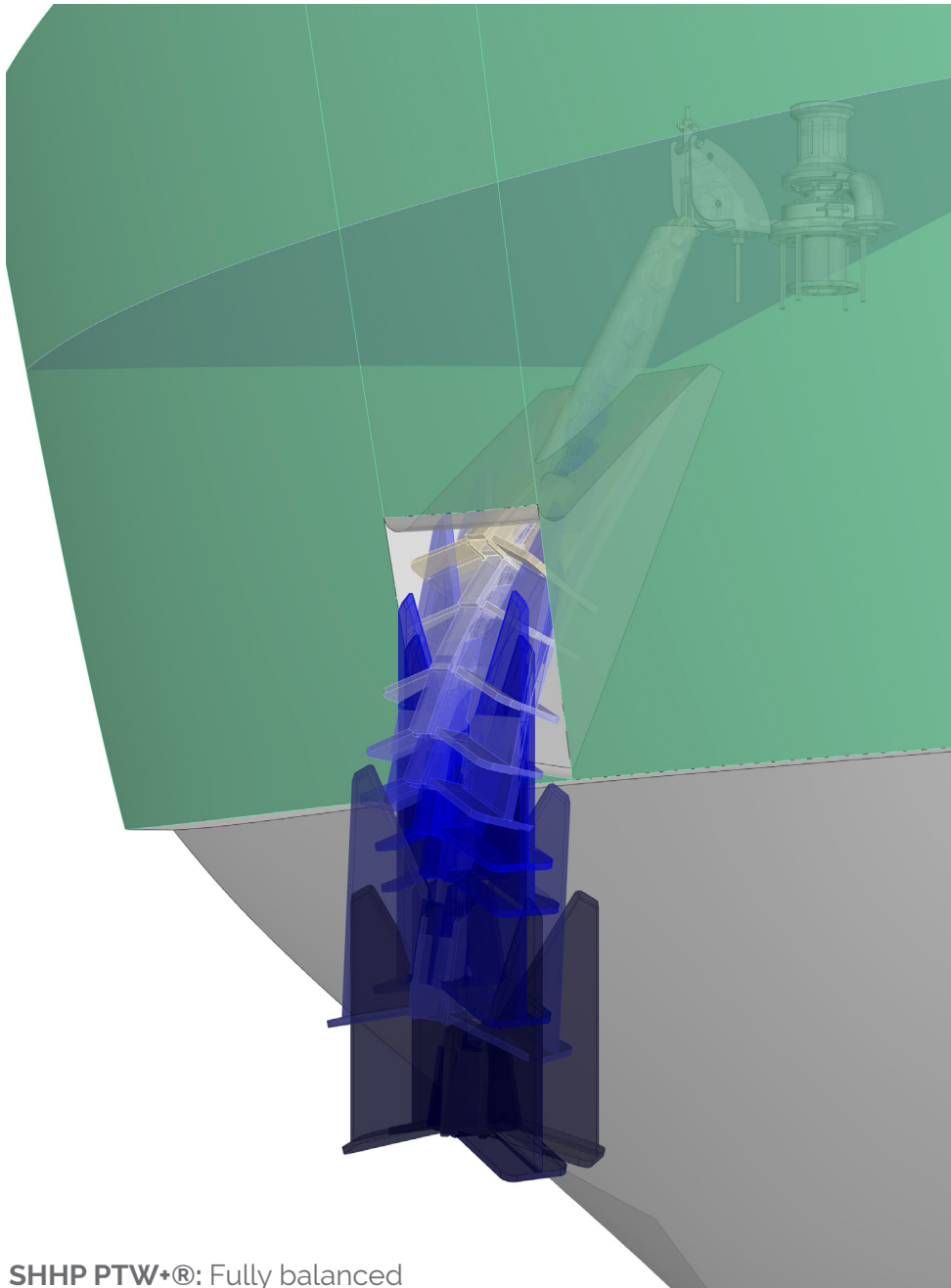


STEP 6

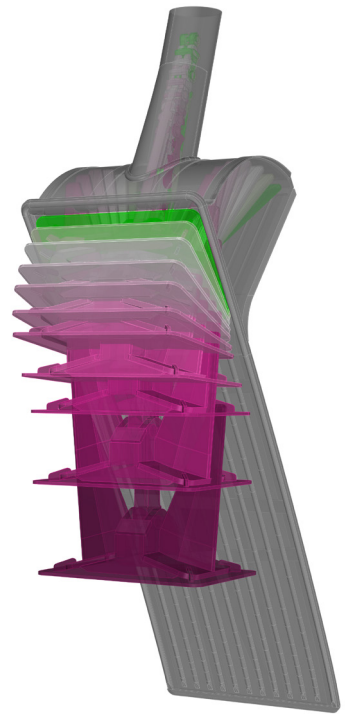


2D/3D Anchoring Arrangement

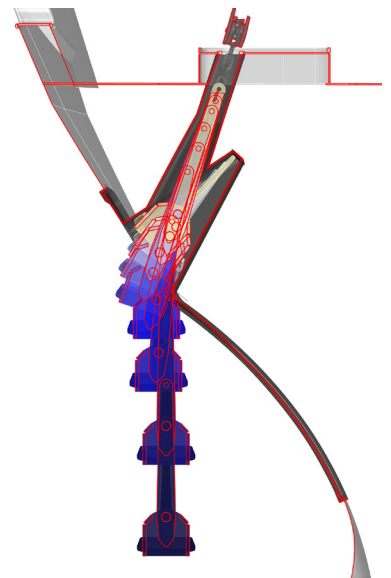
Once the right anchor is selected, we give the possibility to lend a raw anchor of the real weight and dimension to carry out a real trial, so if some small adjustments are required, we can do that in accordance with the tolerance of the drawings before testing with the class register.



SHHP PTW+®: Fully balanced



HHP HV®:
Fully balanced with fairing plate



HHP HV® FB