Jinbo Marine

Marine & Offshore Equipment Datasheet

PRODUCT DATASHEET

KNOWLEDGE

Structural Arrangements for Anchoring Equipment

ISO9001 Supplier

Class Certificate

Export Supply

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Key Highlights

Category	Knowledge
Standard	DIN
Weight / Size	The anchors are normally to be housed in hawse pipes and anchor pockets ...
Certificate	ABS, LR, BV, DNVGL, NK, KR, IRS, RMRS, CCS

We can supply according to your requirement, drawings, class certificate needs, and delivery schedule.

Technical Specifications

Category	Knowledge	Model / SKU	Structural-Arrangements-for-Anchoring-Equipment
Standard	DIN	Weight / Size	The anchors are normally to be housed in hawse pipes and anchor pockets of adequate size, scantlings and suitable form to prevent movement of anchor and chain due to wave action. Other suitable arrangements for housing of anchors may be considered.
Certificate	ABS, LR, BV, DNVGL, NK, KR, IRS, RMRS, CCS	Warranty	12 Months unless specified otherwise
Origin	China		

The anchors are normally to be housed in hawse pipes and anchor pockets of adequate size, scantlings and suitable form to prevent movement of anchor and chain due to wave action. Other suitable arrangements for housing of anchors may be considered.

The arrangements are to provide an easy lead of chain cable from windlass to the anchors. Upon release of the brake, the anchors are to immediately start falling by their own weight. Substantial chafing lips are to be provided at shell and deck. These are to have sufficiently large and radiused faces to minimise the probability of cable links being subjected to large bending stresses. Alternatively, roller farileads of suitable design may be fitted.

2.1.2 The shell plating and framing in way of the hawse pipes are to be reinforced as necessary.

2.1.3 On ships provided with a bulbous bow or a wave piercing bow and where it is not possible to obtain ample clearance between shell plating and anchors during anchor handling, adequate local reinforcements are to be provided in areas likely to be damaged by anchors or chain cables.

2.1.4 The chain locker is to have adequate capacity and depth to provide an easy direct lead for the cable into the chain pipes, when the cable is fully stowed. The chain pipes are to be of suitable size and provided with chafing lips. The port and starboard cables are to have separate spaces. Provisions are to be made to minimize the ingress of water to the chain locker in bad weather. The chain lockers fitted abaft of the collision bulkhead are to be watertight and the space is to be efficiently drained.

Provisions are to be made for securing the inboard ends of the chains to the structure. The strength of this attachment should be between 15 per cent to 30 per cent of the breaking strength of the chain cable. It is recommended that suitable arrangements be provided so that in an emergency the chain can be readily made to slip from an accessible position outside the chain locker.

2.1.5 The windlass and chain stoppers are to be efficiently bedded and secured to deck. The thickness of deck plating is to be increased in way of the windlass and chain stoppers and adequate stiffening underneath is to be provided.