

# Arcadia's Unique Stern Anchor

Royal Huisman's *Arcadia* has one of the more interesting anchor-handling solutions seen in action rather than in prospect. For one in prospect see the new Perini and Briand 38-m yacht mentioned on page 56; that will have combined folding-out and underwater anchor systems, but more on that next year. See more at [www.synfo.com](http://www.synfo.com) ...

Stern anchor solutions are rarely elegant, as an anchor pocket somehow never really looks right aft, especially on a non-exploration-styled yacht. I recently observed on JFA's *Bystander* a stern anchor, which was deployed and recovered into an underwater pocket à la Wally. Royal Huisman's solution for the world cruiser *Arcadia* is more complicated but is near invisible when not required and all parts are easy to access. It is located on the port side of the vessel behind a shell door of about twice the area of the one concealing the passerelle on Starboard. Unlike that one, this door swings up to reveal the anchor system.

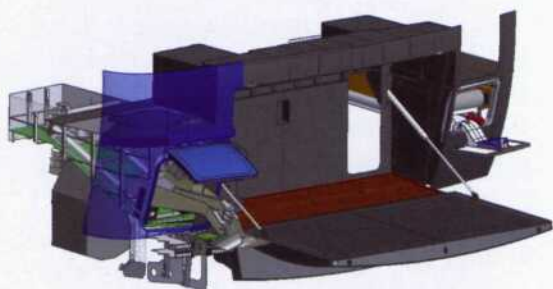



Photo: © Roy Roberts

The anchor itself rides in a stainless-steel fabricated carriage with 'bow' roller and a locking device that clamps the end of the anchor stock. When stowed the carriage is at the top of a pair of runners or slides formed from tubular steel. The windlass is at the top of the ramped foundation which slopes down and aft at around 15°. The chain locker lies below. The carriage is moved up and down by a hydraulic motor on the carriage acting on a straight toothed track. Once the anchor is dropped the carriage is retracted, allowing the anchor rode to bear on a roller set into the rubbing strake; this allows freedom of swing without risking fouling of the swim platform. There is an additional security measure; once the chain is resting on the roller a hydraulic cylinder inside the rubbing strake is actuated pushing a rod across (it can in withdrawn position just be seen in this photo to the left of the roller) this prevents the chain from jumping out of the roller yet still allows rode to be taken up or let out.

The windlass is accessed via a hatch (right) above it with another right aft, allowing the (far right) locking clamp and anchor wash nozzles (below) and valves to be reached. Numerous electrical sensors feed data to interlocks whose cabling and the motor's hydraulic lines are carried on a caterpillar track-like cable tray (below right). The system could have been fully automated but it was preferred that the windlass brake and anchor stock clamp should remain manual. Nevertheless they too have sensors as does the shell door. All are interlocked to prevent damage due to, for example, the carriage moving with the shell door closed.



The system was specified by RH and realised by Steen of Elmshorn, Germany. Steen built a mock-up in their factory – for factory acceptance trials – Gerhard Nagel told me; this proved fortuitous as it revealed the need for minor modifications to the roller profile to refine the reliability of operation.  Tork Buckley

