A removable racey anchor system

**Client:**
ICAP Leopard

**Project:**
ICAP Leopard - 30m / 100ft

**Weight:**
125kg / 276lb

**Year:**
2012

**Material:**
316L Stainless steel

**Design**
Custom design

**Location:**
United Kingdom

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**The Challenge:**
Design an underhull submarine system that can be removed for racing purposes.

Manson was approached by Chris Sherlock, captain of ICAP Leopard, and John Bremner, project manager, at METS (Marine Equipment TradeShow) in November 2012. The team were looking for a custom underhull submarine anchor system for Leopard that could be easily removed when racing to save weight and improve performance.

The main challenge was that this kind of anchor had not been built before. The submarine anchor system technology was still in development, necessitating advanced R&D to achieve results within the short timeframe - four months. As well as being highly functional, the system needed to be quickly and easily removed.

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**The Solution:**
A custom submarine anchor system removed in just two hours.

Manson Anchors took their existing submarine anchor design work and applied it to the brief, finishing the custom design of the product and testing it for ICAP Leopard.

The boat sent a splash of their hull to Manson, who then built their turning mechanism system with the exact hullplate.

Manson designed the system so that it could be easily removed by the crew within two hours, as requested.

The new anchor system was designed, tested and installed on the yacht in just four months, in time for the yacht to anchor out at the 2012 Olympics in the UK.

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www.bowmaster.co.nz
www.mansonanchors.com
“Leopard’s new system works a treat... and most importantly it was delivered on time”

“Leopard’s new system works a treat. We drop the whole lot out when we go racing leaving only a carbon hole which we have a carbon infill to keep water out. We now have a system to drop to, we drop it in and out of the boat in the water to go racing in a few hours. I have anchored in 25 knots so far and felt it was good.

“I am using a Lewmar windlass 3000 as I already owned it and given my time again I would probably use a bigger windlass as our anchor is built to Lloyds and hence pretty big for a 100 footer and the 3000 windlass. Would I go this route again? Yes, for sure.

“With what we all know now it would be easier than when we did it as the first one. Most importantly it was delivered on time.” says Captain Chris Sherlock.