

SEA ANCHORS

HYDRAULIC PARACHUTES,

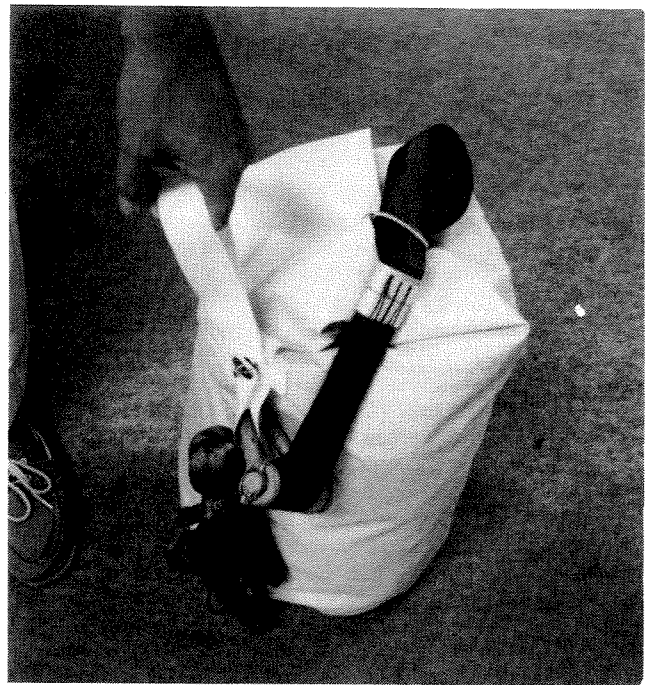
Specifically Designed For Rugged Use

from:

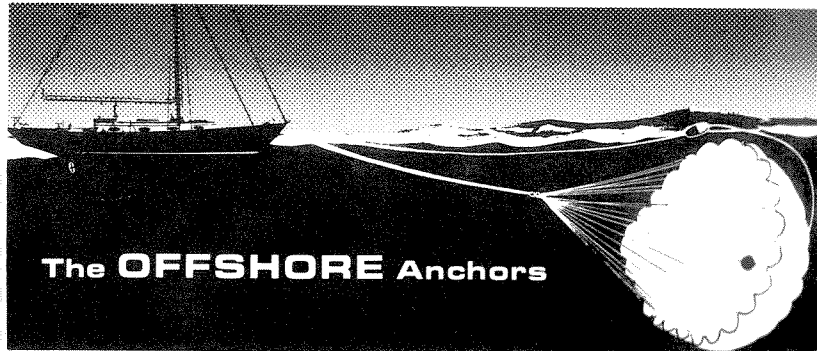


PARA-TECH
Engineering Co.

- CAPE HORN PROVEN HEAVY WEATHER DEFENSE (For Optimizing Chances Of Survival In Cycloidal Seas)
- KNOCKDOWN PREVENTION FOR CONVENTIONAL SAILBOATS
- CAPSIZE PREVENTION FOR MULTIHULLS AND POWER BOATS
- DRIFT CONTROL FOR SPORT AND COMMERCIAL FISHERMEN
- ATTITUDE STABILIZATION FOR OCEANOGRAPHIC/UNOLS RESEARCH/SURVEY VESSELS (No More Rolling In The Troughs)
- DAMAGE CONTROL FOR DISABLED CRAFT (Facilitating Repair And Pumping Out Operations)
- REST AND RECUPERATION FOR SHORTHANDED SAILORS (The Whole Ocean Is Your Own Free Anchorage)
- SEARCH AND RESCUE AID (Staying Put So The Coast Guard Knows Where To Look For You)
- EXTRA DIMENSION OF CONTROL PLUS INCREASED SAFETY OPTIONS EQUALS MORE SELF-SUFFICIENCY ON HIGH SEAS



Deployable Stowage Bag

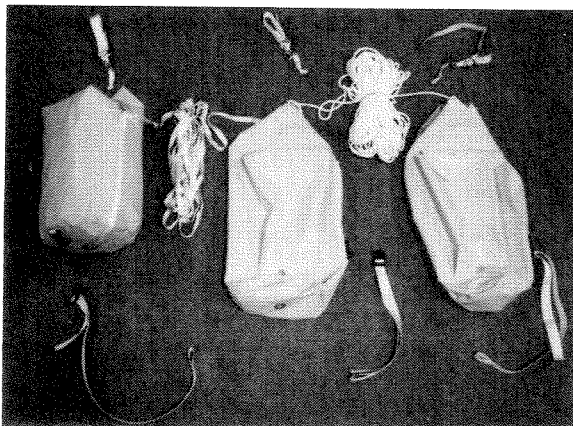
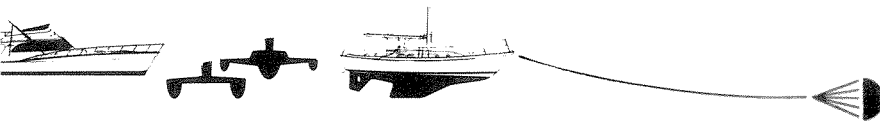


The **OFFSHORE** Anchors

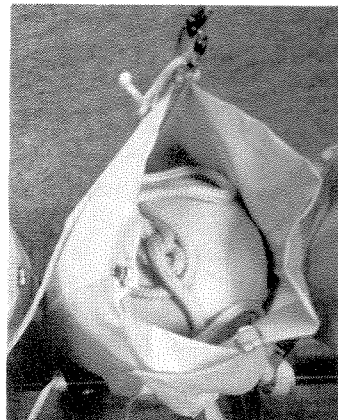
- MANY DIAMETERS TO FIT MANY VESSELS
- HIGH TENSILE STRENGTH, ALL NYLON FABRICATION
- EASY TO STOW, EASY TO DEPLOY AND RETRIEVE



The hydraulic parachute has passed the test of Cape Horn. Yes, it is a survival tool of the highest caliber, one that will go a long way toward preventing catastrophic knockdowns and capsize such as characterized Fastnet 79. Yet it is a multifaceted aid with many other applications that broaden your safety options and afford an extra dimension of control and convenience when you are offshore. Whether you use it to bring the bow, or stern, or any quarter of your boat into the seas at will, or to stop your boat dead in the water to effect repairs, or to stabilize the attitude of your craft — ease the rolling motion — so a crew member can go safely up the mast and replace a fitting, or to check and control your vessel's rate of drift, or to maintain station over your favorite fishing grounds, or to otherwise "call time out" to rest and recuperate on the open sea, or to heave-to outside a strange harbor at night, (waiting for daylight so you can enter safely), the hydraulic parachute is an indispensable tool that belongs there, right next to the ground tackle, the life raft, the EPIRB, the Float Pak and the Exposure Suit.



Fast P.A.C.C. Components



Fast P.A.C.C. Railing Rigged

The FISHERMAN'S P.A.C.C. (parachute anchor cruise control) SYSTEM®

A USER FRIENDLY TOOL

This system includes the PARACHUTE SEA ANCHOR and A DEPLOYABLE STOWAGE BAG. It was designed for the skipper who wants to stow his Sea Anchor below decks. Upon each deployment he will affix the anchor rode to the parachute and tie a buoy float to the Float Line. This Float Line is an integral part of the parachute. It attaches thru bridled webbing to the canopy vent or apex and is passed thru the bottom of the Deployable Stowage Bag. The Captain has the option of attaching a polypropylene Trip Line from the Float Line Buoy to his boat, or a second float producing a floating semi-Trip Line.

The DEPLOYABLE STOWAGE BAG affords easy, no foul deployment AND quick and easy repacking. The parachute and stowage bag are thrown overboard. The chute deploys automatically from the bag. When the canopy is retrieved using the Trip Line, the Float and Float Line come aboard first. The back or vented end of the canopy is already started into the DEPLOYMENT STOWAGE BAG. The rest of the canopy is stuffed easily into the bag and shroud lines coiled or faked on top. There are three tongue shaped flaps that segregate these lines into layers to prevent knotting or fouling. The process is completed in a handy and staged fashion. The Shroud lines and shackle stay in the water while the canopy is stuffed like dirty laundry. The Canopy stays under control and can not inflate with air. The slight tension from the anchor rode on the shroud lines keep them foul free. The shackle is secured by a Nylon web strap with common sense fasteners. This also acts as a convenient carrying strap. The entire repacking process takes only FIVE MINUTES.

The purpose of this system was to make the Parachute Sea Anchor into a convenient, hassle free, USER FRIENDLY tool. Without the DEPLOYABLE STOWAGE BAG all parachute sea anchors have a tendency to inflate with air while still on deck being rigged or during the repacking chore. The FISHERMAN'S P.A.C.C. eliminates this problem and chore. After retrieving the canopy the usual process of repacking the chute requires ten to fifteen minutes. The canopy and shrouds were stretched out on deck and the panels carefully flaked hem line to panel hem line. The shrouds were then either chain linked, s-folded or snaked on top of the flaked panels. All this was then rolled up and the float line gathered. The shackle was somehow secured so it could not fall thru the shrouds causing a knotted mess. During this whole long and complicated procedure the canopy had every opportunity to inflate with air, become fouled or be a problem. NO WONDER PARACHUTE SEA ANCHORS ARE NOT POPULAR.

WHY WOULD ANY FISHERMAN WANT A PARACHUTE SEA ANCHOR

For years Parachute Sea Anchors have saved boats and lives in perilous storms or off leeward shores. They do this very nicely and offer a Cadillac ride when properly rigged with a bridle to position the hull attitude for given wave conditions and weighted at mid-scope to induce catenary. This weight provides additional shock absorption drawing the hull towards the chute, bow high to weather

FISHERMAN REPORT FREQUENTLY THAT FISH GATHER UNDER THEIR CHUTES. We don't know why: does the fine mesh panel material act as a sieve to concentrate microscopic nutrients?, do fry find this shaded feeding station safe and cool?, are bait fish attracted to the fry?, or does the luminescence of the chute canopy lighted by moon, stars or sun lure the fish? Do the panels set up a vibration in the water which is attractive? Who cares.....

WHERE THERE IS A SCHOOLING OF FOOD-CHAIN FISH CAN THE CASH CROP BE FAR BEHIND?

The money belt decide all tactics. Staying comfortably on top of your fishing grounds at night saves a lot of fuel spent returning to harbor or breaking a trip because of gale. Every extra hour of fishing time can produce additional cash crop. Hand line drift fishing needs control. What if you devised a chute chumming system that worked by itself as you trolled near by. Would you tell your secrets?

While on a Bill Fish Tournament WSW of John's Pass near FL, Kenneth Windsor notes in the DRAGE DEVICE DATA BASE from Para Anchors International, that his 34 Ft. sloop/catamaran, PRAGMATICAT, hung off a 24 Ft. parachute sea anchor for a relaxed overnight. While the other ten contestants powered the night thru in 30 - 70 knot winds and 8 Ft. seas, Windsor said, "We felt secure, taking only two waves over the bow 45 degs. off the normal wave front." The A.M. brought calls from the 32 - 52 Ft. Sportfishing boats with Tuna Towers wondering how a sail boat under anchor light lit in 4000 - 6000 Ft. could stay so steady and not be under power. When told about the parachute sea anchor they laughed. Which captain and tournament team do you think was the most rested?

CHUTES WORK :

- MAKING MONEY, SAVING MONEY, SAVING LIVES,
- PRODUCING A COMFORTABLE NIGHT'S SLEEP.
- ATTRACTING FISH

They are THE ONLY REAL INSURANCE POLICY AVAILABLE. Can you find a better value than \$ 1.00 to \$ 2.00 per length of hull over the life expectancy of such a diverse tool? How many times does it take fighting with a ground anchor stuck in the mud or cut away when jammed in rocks before the ease of a Sea Anchor becomes cost effective?

PARA-TECH's new **F**isher's **P.A.C.C.** SYSTEM® includes a Deployable Stowage Bag, FREE WITH EVERY CHUTE. Toss it overboard and let the chute deploy automatically. When the trip line is used to retrieve the chute the canopy is already started inside of the bag. **REPACKING** takes less than 5 mins. : **QUICK & EASY, - NO HASSLES**

THE **F**ast P.A.C.C. (parachute anchor cruise control) SYSTEM®

This is the luxury system. It is the USER FRIENDLY, TURN-KEY & RAPID DEPLOYMENT configuration of the PARA-TECH Sea Anchor. The system takes the Deployable Stowage Bag concept many steps further. As a Dedicated "at the ready" System it is designed to be mounted either on railing or cabin house. The two floats that make up the retrieval or Trip Line and Float line are placed into specially constructed bags with side pouches for Trip Line and Float Line stowage. Once the anchor rode is attached in a dedicated and permanent fashion the system is ready for Rapid Deployment. By releasing quick release snap shackles the entire system may be deployed is just 3 - 6 seconds.

The benefits to this concept only start here. The normal fender bumper buoys used in port now have a storage place in the buoy bags. The time consuming chore of component rigging is eliminated. With the **F**ast P.A.C.C. SYSTEM® everything is ready for HASSLE FREE IMMEDIATE and EMERGENCY USE. As the boat moves away from the three successively released bags, the system automatically deploys. As it is retrieved each bag is repositioned on its strap with quick release snap shackle and lines stowed in the appropriate pouch. Like the Fisherman's P.A.C.C. System, when the chute is retrieved the stowage bag travels down the Float Line to receive the chute. The remaining canopy and shroud lines are stuffed in the bag before it is replaced "at the ready" on the quick release snap shackle.

The purpose of this system was to afford frequent and convenient use. DEPLOYMENT is accomplished is 3 - 6 seconds. When the normally used short scope lunch hook is used RETRIEVAL can be accomplished is 30 seconds. REPACKING takes less than 5 mins.

The **F**ast P.A.C.C. (parachute anchor cruise control) SYSTEM® is a specially dedicated USER FRIENDLY package. It is a concept that allows for TURN-KEY DEPLOYMENT, RETRIEVAL AND REPACKING

WHO WANTS THE **F**ast P.A.C.C. SYSTEM®

This system is designed for the boater who does not want to be bothered with the tedious chore of utilizing the benefits of a sea anchor. As a dedicated system it is expected to be used frequently in a variety of leisure opportunities. There are any number of situations that could be enjoyed more comfortably when the hull is stable. The key is a system "at the ready" which requires little work or hassle to put to use. The Captain who wants the most versatile tool that is the easiest to use for his TOP SHELF and FULLY COMPLIMENTED craft.

FOR THE CAPTAIN WHO WANTS : TURN-KEY, HASSLE FREE, USER ACCESSABILITY.

Ultimately the investment cost must be balanced against value derived. There can be no better INSURANCE POLICY for a luxury yacht or sportfisher. What is interesting is that the expenditure of \$ 1.00 to \$ 2.00 per foot length of hull over the life expectancy of the system is insignificant compared to the total boat value.

SEA ANCHORS SAVE LIVES. This is a known and proven fact. The DRAG DEVICE DATA BASE by Victor Shane, PARA ANCHORS INTERNATIONAL, publisher, documents this with a compilation of captain's logs detailing sea anchor and drogue usage on mono and multihull craft and commercial vessels in various conditions. **All captains who have experienced the use of sea anchors are, please, reminded to enter their knowledge, (805) 966-0782, for the benefit of other mariners.** Understand that any use or knowledge of a sea anchor as a tool is welcomed and strongly invited. All craft are included: monohulls, multihulls, yachts and commercial vessels. A recent entry from the 36 x 20 Ft. catamaran, Catherine Estelle, skippered by Rick Kasprzak, documents five days (120 hrs.) on an 18 Ft. PARA-TECH Sea Anchor with seas running in excess of 35 Ft. and winds up to 70 MPH in three successive storms that produced distress calls from a number of vessels needing a tow to safety. Captain Kasprzak found that, "The sea anchor definitely saved the boat and I'm sure (saved) our lives." NEW FILE S/C-8 DRAG DEVICE DATA BASE

How many different uses can the parachute sea anchor be used for. We don't know. There are sailors who understand that it may be easier to rest on a sea anchor and be pulled up wind on a favorable current than beat themselves up under sail. There are First Mates that like to sun bathe far from prying eyes or take naps but not have to listen to engine noise while rocking in the trough. Sometimes they like to cook and graciously eat a meal but hate to chase the food around in unstable conditions. Parties at leisure don't always have to get immediately where they are going. They like to stop and play: use the toys, scuba, snorkel or swim by an inviting shore..

With the **F**ast P.A.C.C. SYSTEM® the TOP SHELF YACHT commands VALET PARKING at sea ; ANY WHERE, ANY TIME.

The luxury Captain doesn't have to bother dropping anchor to pleasure his guests.

The following charts detail a sizing configuration based on hull length. Also given are anchor rode specifications, components and corresponding technical data such as breaking strength, working loads, and weights per given length of rope or chain for each size of parachute sea anchor. Note that generally the greater windage of power boats equals the greater draft (wetted surface area) of sailing craft and hence require the same size chute. The illustrated rigging configurations yield the best Cadillac ride performance on anchor.



BOAT LENGTH	SEA ANCHOR DIAMETER	DEPLOYABLE STOWAGE BAG & SEA ANCHOR (without swivel)	Fast P.A.C.C. SYSTEM [®] (swivel shackle included)
up to 20 Ft.	6 Ft.	\$ 195.00	
up to 25 Ft.	9 Ft.	\$ 249.00	
20 to 35 Ft.	12 Ft.	\$ 425.00	\$ 829.00
30 to 40 Ft.	15 Ft.	\$ 595.00	\$ 999.00
35 to 50 Ft.	18 Ft.	\$ 699.00	\$ 1149.00
50 to 90 Ft.	24 Ft.	\$ 999.00	\$ 1499.00
90 to 125 Ft.	32 Ft.	\$ 1799.00	\$ 2599.00

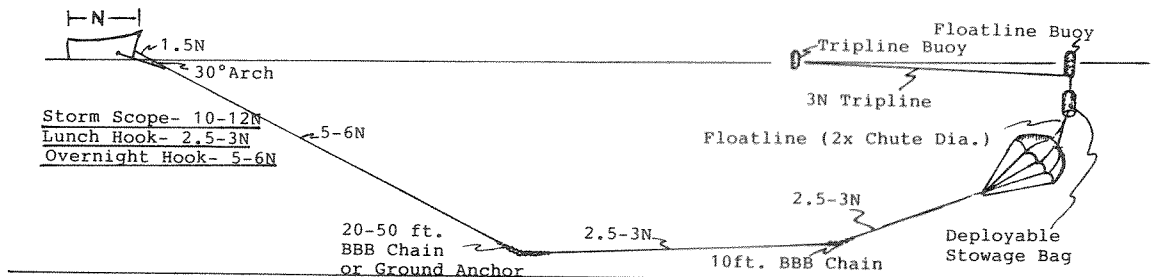
PARACHUTE SEA ANCHOR SIZING

BOAT LENGTH	SEA ANCHOR	DEPLOYABLE STOWAGE BAG	TOTAL WEIGHT	MIN. RODE
up to 20 Ft.	6 Ft.	7" Length X 6" Diameter	6 Lbs.	1/4"
up to 25 Ft.	9 Ft.	9" Length X 7" Diameter	9 Lbs.	3/8"
20 to 35 Ft.	12 Ft.	12" Length X 8" Diameter	12 Lbs.	1/2"
30 to 40 Ft.	15 Ft.	15" Length X 10" Diameter	20 Lbs.	5/8"
35 to 50 Ft.	18 Ft.	17" Length X 12" Diameter	25 Lbs.	5/8"
50 to 90 Ft.	24 Ft.	19" Length X 13" Diameter	35 Lbs.	3/4"
90 to 125 Ft.	32 Ft.	25" Length X 16" Diameter	55 Lbs.	1-1/4"

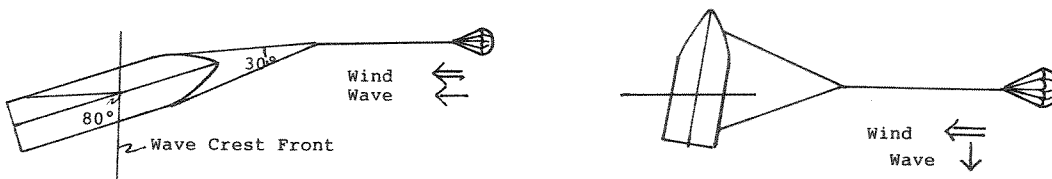
ANCHOR RODE COMPONENT SPECIFICATIONS

Sea Anchor Diameter	Min. Rode Dia. & (Wt./100Ft.)	Breaking Strength	Working Ld = B. S. / 5	Thimble (Stainless)	Bow Shackle	BBB/P.C. Gal. Chain & (Wt./Ft.)
6 Ft.	1/4" (1.5 Lbs.)	1,500 Lbs.	300 Lbs.	1/4"	5/16"	1/4" (0.62 Lbs.)
9 Ft.	3/8" (3.5 Lbs.)	3,400 Lbs.	680 Lbs.	3/8"	5/16"	1/4" (0.62 Lbs.)
12 Ft.	1/2" (6.5 Lbs.)	6,200 Lbs.	1,240 Lbs.	1/2"	3/8"	5/16" (1.11 Lbs.)
15 Ft.	5/8" (11.0 Lbs.)	10,000 Lbs.	2,000 Lbs.	5/8"	7/16"	3/8" (1.66 Lbs.)
18 Ft.	5/8" (11.0 Lbs.)	10,000 Lbs.	2,000 Lbs.	5/8"	7/16"	3/8" (1.66 Lbs.)
24 Ft.	3/4" (14.0 Lbs.)	14,000 Lbs.	2,800 Lbs.	3/4"	1/2"	7/16" (2.17 Lbs.)
32 Ft.	1-1/4" (39.0 Lbs.)	36,000 Lbs.	7,200 Lbs.	1-1/4"	3/4" to 1"	5/8" to 3/4" (4.15 to 5.77 Lbs.)

NOTE : Bow Shackle pin diameter size must match the chain link inside diameter. One size larger Bow Shackle may receive the thimbled three strand nylon rope more comfortably, and thus a size larger chain will be used. This will allow for a shorter length of chain as each size increase corresponds to an increase in weight per foot length. ALSO : BBB chain is recommend as it is heavier per unit length as compared to high test chain and will afford a larger inside link dimension to more comfortably receive the pin of a suitable gage bow shackle with a corresponding breaking strength load capacity consistent with the system. All components must equal or exceed the breaking strength of the recommended rode size. Also BBB is nicely received by a windless gypsy.



ANCHOR RODE SCOPE & CATENARY WEIGHTS



BRIDLE POSITIONING TO REDUCE YAW

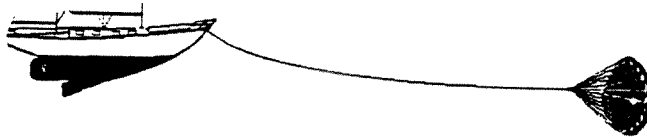


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PARA - TECH SEA ANCHORS ARE
HIGH-TECH LIGHT, FORCE-10 STRONG
and the proof of the pudding is in the DATABASE!

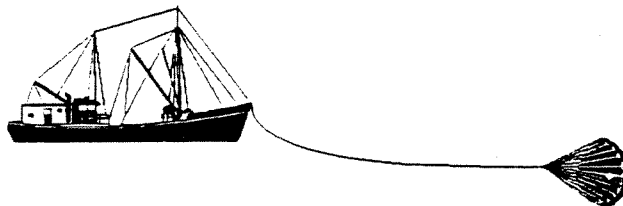
The following are excerpts from the DDDDB compilation, which lists documented case histories on sea anchors and drogues (*DRAG DEVICE DATABASE*, Shane, Victor, PAI 1990, ISBN 1-878832-01-8).



File S/M-12 ■ | MONOHULL, CARTER 33, "KARPOUZI", 33' X 5 TONS, FIN KEEL, USED A 12-FT. DIAMETER **PARA-TECH** SEA ANCHOR IN A GALE NORTH OF BERMUDA WITH WINDS OF 40 KNOTS AND CONFUSED SEAS OF 8-12 FEET. THE SKIPPER (STEPHEN P. CALLAHAN, AUTHOR OF *ADRIFT*) COMMENTS: ***"In 50,000 miles of offshore sailing I have often dealt with heavy seas from a variety of directions, but this was the first time that significant waves approached each other from precisely opposite direction, setting up a dreadful sea state.... I will certainly be more eager to set the sea anchor in marginal conditions in the future."***

File S/M-10 ■ | MONOHULL, HINCKLEY BERMUDA, 40' X 10 TONS, FULL KEEL & CENTERBOARD, USED A 12-FT. DIAMETER **PARA-TECH** SEA ANCHOR IN A LOW SYSTEM OFF PORTLAND, MAINE, WITH SUSTAINED WINDS OF 40 KNOTS AND SEAS OF 8-10 FEET. THE SKIPPER'S OBSERVATIONS: ***"After deployment my yawl lay absolutely bow to the wind and waves with very little yawing.... With 400 ft. of rode out there was absolutely no shock loading at all. No feeling of either being pulled through the waves or falling backwards on the rudder. My boat rode like a duck up and over each wave always nose to the wind. Altogether a very pleasant, safe and secure feeling."***

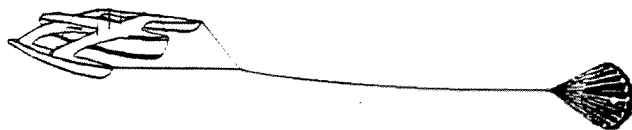
File S/M-14 ■ | MONOHULL, ALUMINUM DORY, "SEA TOMATO", 28' X 3 TONS, USED A 12-FT. DIAMETER **PARA-TECH** SEA ANCHOR IN THE INFAMOUS DRAKE PASSAGE. THE SKIPPER (NED GILLETTE, AUTHOR OF *EVEREST GRAND CIRCLE*) COMMENTS: ***"The sea anchors were key to our strategy on our expedition to row from Cape Horn to Antarctica, and the 12-ft. diameter FORCE 10 worked remarkably well. It was easy to deploy and retrieve, and it was effective in practically eliminating our wind drift."*** (See also "ROWING ANTARCTICA'S MOST MAD SEAS" in the January 1989 issue of NATIONAL GEOGRAPHIC MAGAZINE.)



File S/P-2 ■ | COMMERCIAL F/V, "HOLLY & MICHAEL", 65' X 43 TONS, USED A 24-FT. DIAMETER **PARA-TECH** SEA ANCHOR IN A GALE EAST OF NANTUCKET WITH WINDS OF 45 KNOTS AND SEAS OF 15 FEET. THE CAPTAIN'S COMMENTS: ***"In the fo'c's'le you'd never even know it's blowing.... other vessels went into port with broken trips. We stayed and in this respect the anchor paid for itself.... I wouldn't be without one, that's for sure."***

File S/P-3 ■ | COMMERCIAL F/V, "FIRST LIGHT", 66 X 120 TONS, USED A 32-FT. DIAMETER **PARA-TECH** SEA ANCHOR IN A WHOLE GALE 150 MILES EAST OF BOSTON, WITH WINDS OF 55 KNOTS AND SEAS OF 20 FEET. THE CAPTAIN (MICHAEL MONTEFORTE) COMMENTS: ***"A well-made, extremely rugged looking sea anchor.... The whole time that we were hove to it we were comfortable and relaxed. When it was over, we were rested, in good shape, and anxious to get back to work. In my opinion a sea anchor, used with good judgment, is an invaluable tool."***

File S/P-4 ■ | COMMERCIAL F/V, "CAPTAIN GORMAN III", 70' X 30 TONS, USED A 24-FT. DIAMETER **PARA-TECH** SEA ANCHOR IN A GALE IN THE GULF OF MEXICO WITH WINDS OF 45-60 KNOTS AND SEAS OF 15-20 FEET, DRIFTING AT ONLY 0.2 KNOTS AT SEA ANCHOR. THE CAPTAIN'S COMMENTS: ***"I use to idle into the sea or idle with the sea to keep from being hit broadsides by big waves. Now I always carry my 24-ft. sea anchor so that I can get my bow around into the sea.... Without the sea anchor it would have been a very uncomfortable ride and possibly I would have had to steam in to port. Offshore, it is necessary to have a sea anchor"***.



File S/T-8 ■ | TRIMARAN, CROSS DESIGN, "GOLD EAGLE", 42' X 23' X 7 TONS, USED AN 18-FT. DIAMETER **PARA-TECH** SEA ANCHOR IN PAPAGYO WINDS OF 45-60 KNOTS OFF COSTA RICA IN SEAS OF 8-10 FEET. THE SKIPPER'S COMMENTS: ***"My sea parachute is one of the few items I purchased which performed as advertised and no defect or surprises. I appreciated the quality and performance more than I can express. Wouldn't leave port without it, ever!"***

File S/T-9 ■ | TRIMARAN, CONDOR, "TRIPLE SHOCK", 40' X 28' X 4 TONS, USED AN 18-FT. DIAMETER **PARA-TECH** SEA ANCHOR IN AN ATLANTIC WHOLE GALE WITH SUSTAINED WINDS OF 50 KNOTS AND SEAS OF 15-20 FEET, DRIFTING AT 0.8 KNOTS AT SEA ANCHOR. THE DELIVERY SKIPPER (50,000 MILES OF EXPERIENCE) COMMENTS: ***"I hate to think of the situation if we had not had the parachute sea anchor with us. It should be considered a vital piece of gear when making any substantial offshore passage."***

File S/T-10 ■ | TRIMARAN, BROWN SEARUNNER, "TAKE FIVE", 31' X 18' X 2 TONS, USED A 12-FT. DIAMETER **PARA-TECH** SEA ANCHOR IN PAPAGYO WINDS OF 40 KNOTS OFF THE COAST OF NICARAGUA IN CONFUSED 8' SEAS. THE SKIPPER'S COMMENTS: ***"Despite the atrocious looking seastate I eventually noticed that the boat decks were dry and except for an occasional errant wave slapping the hull, the boat was quite comfortable."***



File S/C-6 ■ | CATAMARAN, CROWTHER DESIGN, "ARIEL", 43' X 25' X 8 TONS, USED AN 18-FT. DIAMETER **PARA-TECH** SEA ANCHOR IN AN UNFORECAST LOOP OF ITCZ OFF THE WESTERN COAST OF MEXICO, WITH WINDS OF 45-60 KNOTS AND SEAS OF 18 FEET. THE CATAMARAN WAS HOVE TO THE **PARA-TECH** SEA ANCHOR FOR 20 HOURS, WITH ROCKY ISLANDS ("TRES MARIAS", MEXICAN PRISON COLONY) TO HER IMMEDIATE LEE. QUESTION: HOW FAR DID THE BOAT DRIFT IN THOSE 20 HOURS? ANSWER: **ONLY 2 NAUTICAL MILES = 0.1 KNOTS = 600 FT. PER HOUR = THE LENGTH OF 2 FOOTBALL FIELDS (CONFIRMED BY THE BOAT'S LORAN AND SATNAV)!** THE SKIPPER'S ADVICE: ***"Don't leave port without that parachute sea anchor."***

File S/C-8 ■ | CATAMARAN, KELSALL DESIGN, "CATHERINE ESTELLE", 36' X 20' X 5 TONS, USED AN 18-FT. DIAMETER **PARA-TECH** SEA ANCHOR IN A 985 MILLIBAR STORM IN THE GULF OF ALASKA WITH WINDS OF 70 KNOTS AND SEAS OF 40 FEET. THE SKIPPER'S COMMENTS: ***"The sea anchor definitely saved the boat and I'm sure our lives. It operated flawlessly on those 2 days and the other 3 days during the other 2 gales.... We did what should have been done and came through a very violent storm and survived with no damage. Thank you again for everything."***

File S/C-10 ■ | CATAMARAN, IROQUOIS MK III, "BANANA SPLIT", 30' X 14' X 3 TONS, USED A 12-FT. DIAMETER **PARA-TECH** SEA ANCHOR IN A GALE OFF BERMUDA WITH WINDS OF 45 KNOTS AND SEAS OF 18-20 FEET. THE SKIPPER'S COMMENTS: ***"You make an excellent product! This storm came up with no warning, everything working well on deployment! Neither I nor the boat would be here without your product and your advice! Keep up the good work."***