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METRIC

DOD-A-24582(NAVY)
25 October 1978

# MILITARY SPECIFICATION

## ANCHOR, TWO-FLUKE, BALANCED FLUKE (METRIC)

This specification is approved for use by all interested commands of the Department of the Navy and the Marine Corps and is available for use by all other Departments and Agencies of the Department of Defense.

## 1. SCOPE

1.1 Scope. This specification covers high holding power, nonfouling, balanced fluke type anchors for use on ships and boats.

1.2 Classification. The anchors shall be of the following masses, as specified (see 6.2.1):

| Nominal masses Kilograms (kg)-(pounds) (lbs) | | | | | |
|---|---|---|---|---|---|
| 325 | (660) | 4,000 | (8,000) | 8,500 | (17,200) |
| 450 | (925) | 4,500 | (8,930) | 9,500 | (19,200) |
| 1,000 | (1,985) | 5,000 | (10,000) | 11,000 | (21,800) |
| 1,400 | (2,800) | 6,000 | (11,600) | 12,000 | (24,500) |
| 2,250 | (4,600) | 6,500 | (13,200) | 13,000 | (27,500) |
| 3,000 | (6,000) | 7,500 | (15,200) | 15,000 | (30,400) |

## 2. APPLICABLE DOCUMENTS

2.1 Issues of documents. The following documents, of the issue in effect on date of invitation for bids or request for proposal, form a part of this specification to the extent specified herein.

SPECIFICATIONS

FEDERAL
TT-V-51 - Varnish: Asphalt.

MILITARY
MIL-C-450 - Coating Compound, Bituminous Solvent Type, Black (For Ammunition).
MIL-C-16173 - Corrosion Preventive Compound, Solvent Cutback, Cold-Application.
MIL-E-22200/1 - Electrodes, Welding, Mineral Covered, Iron Powder, Low-Hydrogen Medium and High Tensile Steel, As Welded Or Stress-Relieved Weld Application.
MIL-I-45208 - Inspection System Requirements.

STANDARDS

MILITARY
MIL-STD-129 - Marking for Shipment and Storage.
MIL-STD-248 - Welding and Brazing Procedure and Performance Qualification.
MIL-STD-271 - Nondestructive Testing Requirements for Metals.
MIL-STD-1186 - Cushioning, Anchoring, Bracing, Blocking, Waterproofing; With Appropriate Test Methods.

Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: Commander, Naval Ship Engineering Center, SEC 6124, Department of the Navy, Washington, DC 20362 by using the self-addressed Standardization Document Improvement Proposal (DD Form 1426) appearing at the end of this document or by letter.

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PUBLICATION

MILITARY
NAVAL SEA SYSTEMS COMMAND
NAVSEA 0900-LP-003-8000 - Metals, Surface Inspection Acceptance Standards.

DRAWING

MILITARY
NAVAL SEA SYSTEMS COMMAND
NAVSEA 803-5000920 - Two-Fluke, Balanced Fluke Anchor Assembly and Details.

(Copies of specifications, standards, drawings, and publications required by contractors in connection with specific acquisition functions should be obtained from the contracting activity or as directed by the contracting officer.)

2.2 Other publications. The following documents form a part of this specification to the extent specified herein. Unless otherwise indicated, the issue in effect on date of invitation for bids or request for proposal shall apply.

AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM)
A 27 - Mild- to Medium-Strength Carbon-Steel Castings for General Applications.
A 36 - Structural Steel.
A 108 - Steel Bars, Carbon, Cold Finished, Standard Quality.
A 370 - Mechanical Testing of Steel Products.
A 668 - Steel Forgings, Carbon and Alloy for General Industrial Use.
B 103 - Phosphor Bronze Plate, Sheet, Strip, and Rolled Bar.
E 112 - Average Grain Size of Metals.

(Application for copies should be addressed to the American Society for Testing and Materials, 1916 Race Street, Philadelphia, PA 19103.)

NATIONAL BUREAU OF STANDARDS (NBS)
Handbook H-28 - Screw Thread Standards for Federal Services.

(Application for copies should be addressed to the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.)

ASSOCIATION OF AMERICAN RAILROADS
Association of American Railroads Rules Governing the Loading of Commodities On Open Top Cars.

(Application for copies should be addressed to the Association of American Railroads, Operations and Maintenance Department, Mechanical Division, 59 East Van Buren Street, Chicago, IL 60605.)

NATIONAL MOTOR FREIGHT CLASSIFICATION
National Motor Freight Traffic Association Classes and Rules.

(Application for copies should be addressed to the National Motor Freight Traffic Association, Inc., Agent, 1616 P Street, N.W., Washington, DC 20036.)

UNIFORM CLASSIFICATION COMMITTEE
Uniform Freight Classification Ratings, Rules, and Regulations.

(Application for copies should be addressed to the Uniform Classification Committee Agent, G.F. Earl, Tariff Publication Officer, Room 1106, 222 South Riverside Plaza, Chicago, IL 60606.)

(Technical society and technical association specifications and standards are generally available for reference from libraries. They are also distributed among technical groups and using Federal agencies.)

2.3 Publications and specifications referenced herein may express masses and measures in the customary inch-pound system. For utilization of the data contained therein, conversion to metric units shall be required.

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3. REQUIREMENTS

3.1 Material.

3.1.1 Shank, crown, and flukes of all anchor masses and ball guide for anchor masses of 4,000 kilograms (kg) [8,000 pounds (lbs.)] and over. Shank, crown, and flukes of all anchor masses and ball guide for anchor masses of 4,000 kg (8,000 lbs.) and over shall be steel castings in accordance with ASTM A 27. Castings shall be heat-treated by normalizing and tempering to obtain the mechanical properties listed in table I. The manufacturer shall determine the detailed procedures to be used. The microstructure specimen shall have a minimum ASTM E 112 grain size of 6. Material having a grain size number less than 6 (larger grain size) shall be subject to rejection.

TABLE I. Mechanical properties.

| Mechanical properties | Minimum |
|---|---|
| Tensile strength | 4,921 kg/cm$^2$ (70,000 lb/in$^2$) |
| Yield point | 3,164 kg/cm$^2$ (45,000 lb/in$^2$) |

3.1.1.1 Heat treatment. In addition to requirements of ASTM A 27, castings may be reheat-treated by austenitizing, quenching, and tempering or normalizing and tempering as necessary to attain the required physical properties.

3.1.1.2 Shank, crown, fluke, and ball guide test block. A test block shall be integrally cast with the shank, crown, flukes, and ball guide (unless damage to parts could result, in which case a separate cast test block from the heat poured with the casting shall be required) to comply with the mechanical, microstructure, and chemical test requirements. Adequate measures shall be taken to insure test block soundness. Chills or chill molds shall not be used for the test block. Size of the test block shall be in proportion to the thickness (T), where T is the diameter of the largest sphere [plus or minus 12.7 millimeters (mm) (plus or minus 0.50 inch (in)] that can be inscribed in any cross section of the casting. Test blocks shall remain attached to the casting they represent until submitted for inspection. Test blocks shall be heat-treated with the casting. The minimum dimensions of the test block shall be T by T by 2T. Minimum T shall be 101.6 mm (4 in.) for all size anchors. Dimensions in excess of these shall be permitted, providing sound test blocks are produced. Mechanical testing (see 4.5.2) shall be taken at least 25.4 mm (1 in.) below the test block surface.

3.1.2 Shackles, shackle pins, guide lug, lock pin, and clevis for all anchor masses and ball guide for anchor masses of 3,000 kg (6,000 lbs.) and under. Shackles, shackle pins, guide lug, lock pin, and clevis for all anchor masses and ball guide for anchor masses of 3,000 kg (6,000 lbs.) and under shall be forged steel in accordance with ASTM A 668, class D, normalized and tempered. For ball guides and for anchors above 3,000 kg (6,000 lbs.), see 3.1.1.

3.1.2.1 Test blocks. Test blocks for forgings shall be made from prolongs in accordance with ASTM A 370. Specimens shall be taken at 1/4 T of prolong with the prolong having minimum dimensions of T by T by W, where T and W are the thickness and width, respectively, of the largest cross section.

3.1.3 Anchor shaft. The anchor shaft shall be made from steel bar conforming to AISI 1141 HR steel of 4,921 kilograms per centimeter squared (kg/cm$^2$) (70,000 pounds per square inch (lb/in$^2$)) yield strength.

3.1.4 Clevis pin. The clevis pin shall be made from steel bar conforming to ASTM A 108, with a maximum carbon content of 0.25.

3.1.5 Eye swivel, nut swivel, and swivel pin. Eye swivel, nut swivel, and swivel pin shall be made from alloy steel AISI 4340, in accordance with ASTM A 668 and shall be heat-treated after machining to obtain 302/321 Brinell hardness number (BHN). Threading of the eye swivel and nut swivel shall be in accordance with National Bureau of Standards Handbook H-28.

3.1.6 Washer. Washer shall be made of phosphor bronze, composition A hard, in accordance with ASTM B 103.

3.1.7 Base plate, stowage pad, closing plate, and filler piece. Base plate, stowage pad, closing plate, and filler piece shall be steel in accordance with ASTM A 36.

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3.2 Description. The anchor assembly shall essentially consist of a crown with a pair of sharp, double-swinging flukes, a shank, shackle, and the necessary connecting shaft, and pins and, when specified (see 6.2.1), a ball guide assembly. The anchor crown shall be hollow and weights may be welded in its interior to achieve the specified nominal anchor mass. The crown shall have provisions for draining.

3.2.1 Anchor assembly. Each anchor shall be furnished complete (see 6.2.1), ready for use, with all parts properly fitted and assembled. The rounded shackle [see 3.3, piece (PC) 20] shall be used when the anchor is stowed above the waterline, while the square shackle (see 3.3, PC 3) and ball guide assembly (see 3.2.2) shall be used for anchor stowage below the waterline.

3.2.2 Ball guide assembly. The ball guide assembly shall consist of ball guide, guide lugs, clevis, eye and nut swivel, along with the necessary connecting and locking pins (see 3.3).

3.3 Design and dimensions. The anchor and ball guide assemblies, including shackle and pin if applicable, shall comply with design and dimensions shown on NAVSEA Drawing 803-5000920.

3.3.1 Mass tolerances. The mass tolerances on the anchor assembly shall not vary more than plus 4 percent to minus 2 percent of the nominal mass specified (see 3.3). These tolerances are not applicable to the ball guide assembly.

3.4 Magnetic particle inspection.

3.4.1 General. The anchor proper, the ball guide, and all components of the anchor and ball guide assemblies shall be subjected to magnetic particle examination. Examinations shall be performed after proof loading from both sides and prior to any coating or painting. Special attention shall be given to the following:

(a) fluke surfaces from tip up to and including radii at junction with shaft;
(b) junction where the crown-fluke piece is joined to the shank by the shaft;
(c) crown bearing area that acts as a stop for the shank;
(d) shackle pin area and shank in the vicinity of the shackle pin;
(e) upper and lower attachment points of the ball guide and areas where marked changes in cross section occur;
(f) the shackle at bend and pin hole;
(g) and all welds in the anchor and ball guide assemblies, except in the swivel eye nut and pin areas.

3.4.2 Acceptance criteria for magnetic particle inspection of castings and forgings.

3.4.2.1 Castings. For castings, all linear indications in accordance with NAVSEA 0900-LP-003-8000 that are over 6.35 mm (0.25 in.) in length shall be ground to sound metal and well faired with the surrounding surface. Weld repair shall not be required if remaining thickness of the original metal equals or exceeds dimensions shown on the drawing (see 3.3). Depth of the grinding shall not be greater than 38.1 mm (1.5 in.), except for cracks which shall be removed fully. Casting may be built up to required dimensions by weld repair.

3.4.2.2 Forgings. Forgings shall comply with class 3 of NAVSEA 0900-LP-003-8000. Indications in excess of class 3 shall be ground to sound metal and well faired with surrounding surfaces.

3.4.3 Qualification of welders and welding procedure. Qualification of welders and welding procedure shall be accomplished in accordance with MIL-STD-248. All final welds shall be magnetic particle inspected after the proof load test in accordance with MIL-STD-271 and meet the requirements of NAVSEA 0900-LP-003-8000, class 2.

3.4.3.1 Repair welding. Unless otherwise specified (see 6.2.1), defects in castings and forgings may be removed and repaired by welding. Weld repairs shall use MIL-7018 electrodes in accordance with MIL-E-22200/1. Prior to repair welding, the excavated area shall be fully visible to the welder and allow access of the electrode to all weld surfaces.

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3.4.3.1.1 Minor weld repairs. Minor weld repairs may be made to correct surface defects provided that:

(a) they do not exceed 25 mm (0.98 in.) depth or 20 percent of material thickness, whichever is less;
(b) a weld buildup for correction of dimensional or machining errors does not exceed the following limitations:
  (1) 4.76 mm (0.187 in.) maximum buildup for design thickness 25.4 mm (1 in.) and under;
  (2) 20 percent maximum buildup for design thickness over 25.4 mm (1 in.), but not to exceed 9.52 mm (0.375 in), unless approved;
  (3) contouring (such as grinding or machining) for discontinuities shall blend into adjacent material and shall not reduce the thickness of the material below minimum design requirements.

3.4.3.1.2 Nominal weld repairs. Repair welds in excess of those specified as minor repairs shall be made only with the approval of the Government representative.

3.4.3.2 Repair weld inspection. Repair welds shall be subjected to the same inspection standards required of the casting and the area shall be suitably marked to facilitate inspection. Anchors which are repair welded shall be proof load tested afterwards.

3.5 Proof load. Anchors shall comply with the proof load test requirements of 4.5.3. There shall be no permanent deformation of any part of the anchor upon completion of this test.

3.6 Cleaning. The castings and forgings shall be satisfactorily cleaned for adhesion of finish when offered for inspection.

3.7 Identification markings. Shanks shall bear the legend specified on the applicable drawing (see 3.3).

3.8 Finish. Surfaces of all exposed parts shall be coated with one coat of black asphalt varnish conforming to TT-V-51, type I or MIL-C-450.

3.8.1 After welding of base plate to the bottom of the anchor, the interior section of the anchor shall be filled with a rust preventive compound in accordance with MIL-C-16173, grade 1 and then drained of the excess compound.

3.9 Workmanship. The workmanship shall be free from imperfections which may impair appearance or serviceability.

4. QUALITY ASSURANCE PROVISIONS

4.1 Responsibility for inspection. Unless otherwise specified in the contract, the contractor is responsible for the performance of all inspection requirements as specified herein. Except as otherwise specified in the contract, the contractor may use his own or any other facilities suitable for the performance of the inspection requirements specified herein, unless disapproved by the Government. The Government reserves the right to perform any of the inspections set forth in the specification where such inspections are deemed necessary to assure supplies and services conform to prescribed requirements.

4.1.1 Certification data/reports. The contractor shall prepare certified test reports, inspection data, and identification of the anchor and attachments in accordance with the data ordering document included in the contract (see 6.2.2). The report shall contain the statement: "Records are available covering heat number of material, processing, heat treatment, chemistry, mechanical properties, magnetic particle inspection, and proof test." A copy of certification documents are to be sent to the consignee and the contracting activity or as otherwise specified.

4.1.2 Inspection system. The contractor shall provide and maintain an inspection system acceptable to the Government for supplies and services covered by this specification. The inspection system shall be in accordance with MIL-I-45208 (see 6.2.1).

4.2 Sampling for quality conformance inspection.

4.2.1 Lot.

4.2.1.1 Castings. A lot shall consist of castings made from the same heat. Where material cannot be identified by heat, it shall be divided into lots of not more than 500 kg, (1,000 lbs.) each, except where a single casting has a mass of more than 500 kg.

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4.2.1.2 Forgings. A lot shall consist of material manufactured from the same heat.

4.2.1.3 Chemical analysis of forgings. A lot shall consist of all forgings from the same heat.

4.2.1.4 Chemical analysis of castings. A lot shall consist of castings of one class made from the same heat, heat-treated in the same furnace charge, and offered for inspection at one time.

4.2.1.5 Assembled anchor. A lot shall consist of assembled anchors of the same size offered for inspection at the same time.

4.3 Sampling for lot acceptance.

4.3.1 Sampling for visual and dimensional examination. Sampling for visual and dimensional examination and lot acceptance criteria shall comply with table II.

TABLE II. Sampling for visual and dimensional examination AQL (approx.) = 2.5 percent defective.

| Number of anchors in inspection lot | Number of anchors in sample | Acceptance number (defectives) | Rejection number (defectives) |
|---|---|---|---|
| 25 and under | 10 | 0 | 1 |
| 26 to 40 | 15 | 1 | 2 |
| 41 to 110 | 25 | 1 | 2 |
| 111 to 300 | 35 | 2 | 3 |
| 301 to 500 | 50 | 3 | 4 |
| 501 to 800 | 75 | 4 | 5 |
| 801 and over | 110 | 6 | 7 |

4.3.2 Sampling for nominal mass. Sampling for nominal mass examination and lot acceptance criteria shall comply with table III.

TABLE III. Sampling for nominal mass tests, assembled anchors tolerance AQL (approx.) = 2.5 percent defective.

| Number of anchors in inspection lot | Number of anchors in sample | Acceptance number (defectives) | Rejection number (defectives) |
|---|---|---|---|
| 40 and under | 5 | 0 | 1 |
| 41 to 110 | 10 | 0 | 1 |
| 111 to 300 | 15 | 1 | 2 |
| 301 to 500 | 25 | 1 | 2 |
| 501 to 800 | 35 | 2 | 3 |
| 801 and over | 50 | 3 | 4 |

4.3.3 Sampling for magnetic particle test. Sampling for the magnetic particle test shall be 100 percent for all parts except that pins, base plate, closing plate, and the phosphor bronze washer shall not be subjected to this test.

4.3.4 Sampling for chemical analysis.

4.3.4.1 Castings. Where material cannot be identified by heat, it shall be divided into lots of not more than 500 kg (1,000 lbs.) each, except where a single casting has a mass of more than 500 kg. One sample shall be obtained from each lot for chemical analysis and these samples shall be analyzed individually.

4.3.4.2 Forgings. Samples for chemical analysis of forgings shall be taken from the same lot, which consists of material manufactured from the same heat.

4.3.5 Sampling for tension and microstructure tests on castings. For castings estimated to have a mass of 250 kg (500 lbs.) and over, one sample for the tension test shall be taken to represent each casting. For castings estimated to have a mass less than 250 kg (500 lbs.),

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two samples for the tension test shall be taken from each lot. Microstructure examination for castings shall be performed on a specimen taken from the test block adjacent to the tensile specimen and away from the surface of the test block.

4.3.6 Sampling for tension tests on forgings. For all forged parts, except shackles and pins from anchors with a mass of 500 kg (1,000 lbs.) and less, two samples for the tension tests shall be taken from each lot.

4.4 Examinations.

4.4.1 Visual and dimensional examination. Anchors selected in accordance with table II shall be visually and dimensionally examined, both prior to and after painting, for defects in manufacturing and workmanship to verify compliance with this specification. Any anchor containing one or more visual or dimensional defects shall be rejected and if the number of defective anchors in any sample exceeds the acceptable number for that sample, the entire lot represented by the sample shall be rejected. Rejected lots may be offered again for inspection provided the contractor has removed all nonconforming anchors. Samples shall again be selected from such rejected lots and re-examined to verify compliance with this specification.

4.4.1.1 Shank. Radii on the corners of the shanks shall be examined to assure a smooth curve free from irregularities. The stop on the shank shall make full surface contact with the boss in the crown when the flukes are in the operating position.

4.4.2 Determination of mass. Each anchor of the sample shall have its mass determined to verify compliance with 3.3. Anchors exceeding the tolerance limit specified on the drawing (see 3.3) shall be rejected. If the number of defective anchors in any sample (see table III) exceeds the acceptable number for that sample, the entire lot represented by that sample shall be rejected. Rejected lots may be resubmitted for inspection only after the contractor has removed all nonconforming anchors. Samples shall again be selected from such rejected lots and re-examined to verify compliance with this requirement.

4.4.3 Magnetic particle inspection. Any part in the sample containing one or more defects shall be rejected. Rejected lots may be resubmitted for inspection only after the contractor has examined every anchor part for the type of defect found and has removed all defective parts from the lot.

4.5 Test procedures.

4.5.1 Chemical tests. Samples selected in accordance with 4.3.4 shall be analyzed in accordance with ASTM A 27 or A 668, whichever applicable, to insure conformance with chemical composition requirements. The methods shall be correlated with the National Bureau of Standards standard reference material to insure validity of the method that is used as a control in chemical methods of analysis or for calibration in instrumental methods of analysis. The specification covering method of analysis used shall be noted on certification documents (see 4.1.1).

4.5.2 Mechanical property test. Tension tests shall be conducted in accordance with ASTM A 370.

4.5.3 Proof load test.

4.5.3.1 General. Each anchor shall be assembled with shackle, pins, and ball guide assembly (if applicable), ready for service and shall be subjected in the presence of the Government representative, to the proof load test in both positions as specified on the applicable drawing (see 3.3).

4.5.3.2 Gaging. The anchors shall be gaged before and after they have been tested in each operative position to determine whether any permanent deformation has been caused by the applied stress.

4.5.4 Microstructure test. Microstructure examination shall be in accordance with ASTM E 112.

4.5.5 Magnetic particle test. Magnetic particle examination shall be performed following completion of proof load testing and shall be in accordance with MIL-STD-271.

4.6 Inspection of preparation for delivery. Inspection of packing and marking for shipment shall be in accordance with the requirements of section 5 and the documents specified therein.

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5. PREPARATION FOR DELIVERY

(The preparation for delivery requirements specified herein shall apply only for direct Government contracts. For the extent of applicability of the preparation for delivery requirements of referenced documents listed in section 2, see 6.4.)

5.1 Packing. Packing shall be as follows:

5.1.1 Levels A, B, and C.

5.1.1.1 General. Anchors shall be individually prepared for shipment. Anchoring, blocking, and bracing shall be in accordance with the requirements of MIL-STD-1186. Shipping containers (boxes), when used, shall be provided with skids.

5.1.1.2 Details. All movable parts shall be securely fastened to prevent movement, dislodgement, or loss during handling, shipment, and storage. Anchors shall be arranged, secured, and packed for shipment in a manner acceptable to the carrier and which will insure safe delivery at the destination in a satisfactory condition at the lowest applicable rate. The method of packing, packing media (skids, pallets, containers, etc.) when used, and loading shall comply with the Uniform Freight or National Motor Freight Classification Rules and Regulations or other carrier rules as applicable to the mode of transportation. Loading methods for rail cars shall be in accordance with the Association of American Railroad Rules as applicable to the type of vehicle employed.

5.2 Marking. In addition to any special marking (see 6.2.1) and identification (see 3.7) required, shipping containers and unpacked anchors shall be marked in accordance with MIL-STD-129. In addition, shipping containers shall contain structural markings as required by MIL-STD-129.

6. NOTES

6.1 Intended use. Anchors covered by this specification are for use on U.S. Naval ships. Ball guide assemblies shall be used for only those anchors stowed below the water-line.

6.2 Ordering data.

6.2.1 Acquisition requirements. Acquisition documents should specify the following:

(a) Title, number, and date of this specification.
(b) Nominal mass of anchor required (see 1.2).
(c) That the nominal mass of anchor ordered will determine the price and no payment will be made for any excess of mass.
(d) Repair welding, when required (see 3.4.3.1).
(e) Quality assurance requirements (see 4.1.2).
(f) Level of packing required (see 5.1).
(g) Special marking, if required (see 5.2).
(h) Ordering options:
    (1) Complete anchor with ball guide assembly (see 3.2).
    (2) Complete anchor assembly (without ball guide assembly (see 3.2.1)).
    (3) Ball guide assembly - order by nominal mass of anchor.

6.2.2 Data requirements. When this specification is used in a contract which invokes the provision of the "Requirements for Data" of the Defense Acquisition Regulation (DAR), the data identified below, which are required to be developed by the contractor, as specified on an approved Data Item Description (DD Form 1664), and which are required to be delivered to the Government, should be selected and specified on the approved Contract Data Requirement List (DD Form 1423) and incorporated in the contract. When the provisions of the "Requirements for Data" of the DAR are not invoked in a contract, the data required to be developed by the contractor and required to be delivered to the Government should be selected from the list below and specified in the contract.

| Paragraph | Data requirement | Applicable DID | Option |
|---|---|---|---|
| 4.1.1 | Certification Data/Report | UDI-A-23264 | ---- |

(Copies of data item descriptions required by the contractors in connection with specific acquisition functions should be obtained from the contracting activity or as directed by the contracting officer. Unless otherwise indicated, the issue in effect on date of invitation for bids or request for proposal shall apply.)

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6.2.2.1 The data requirements of 6.2.2 and any task in section 3, 4, or 5 of the specification required to be performed to meet a data requirement may be waived by the contracting/acquisition activity upon certification by the offeror that identical data were submitted by the offeror and accepted by the Government under a previous contract for identical item acquired to this specification. This does not apply to specific data which may be required for each contract regardless of whether an identical item has been supplied previously (for example, test reports).

6.3 Anchors covered by this specification are commonly referred to as balanced fluke anchors.

6.4 Sub-contracted material and parts. The preparation for delivery requirements of referenced documents listed in section 2 do not apply when material and parts are acquired by the contractor for incorporation into the equipment and lose their separate identity when the equipment is shipped.

Custodian:
Navy - SH
Review activity:
Navy - YD

Preparing activity:
Navy - SH
(Project 2040-N139)

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