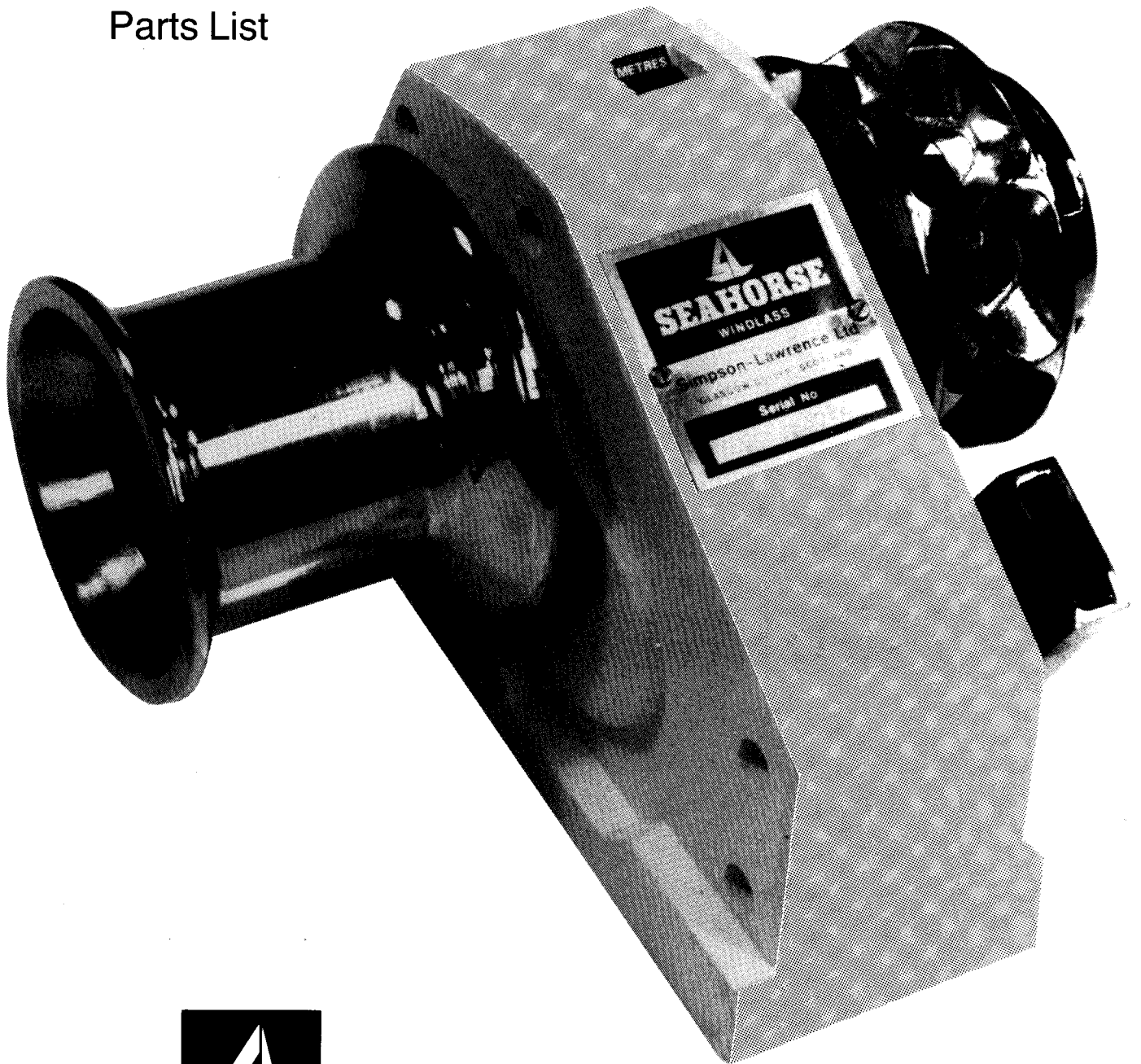


# S-L Seahorse

## HAND ANCHOR WINDLASS

Maintenance  
Operation  
Installation  
Parts List

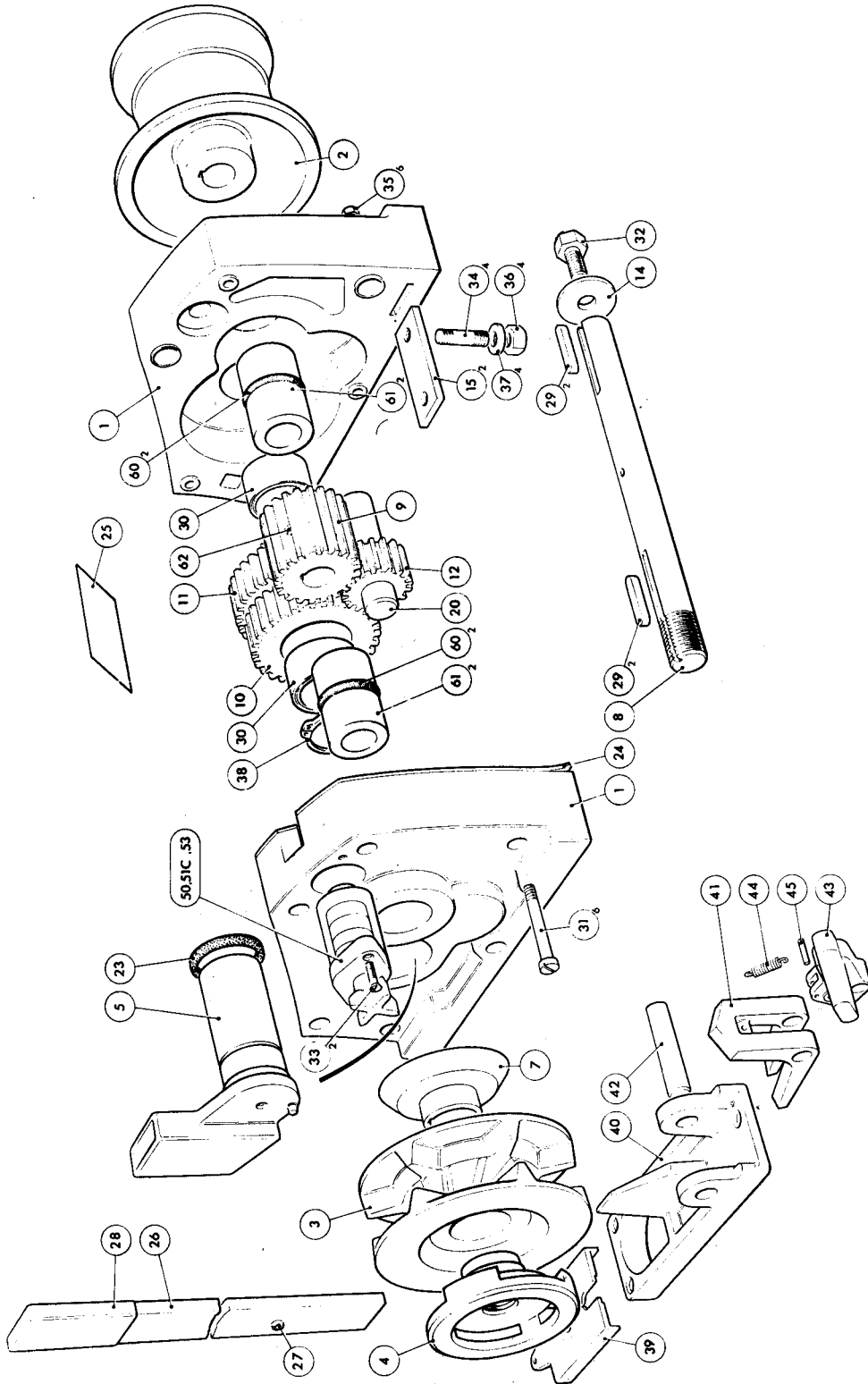


**Simpson-Lawrence**  
INCORPORATING CHANNEL MARINE

**Marine Equipment**

# PARTS LIST

Part No.	Description	Qty.	Pair
1.	Case	1	1
2.	Drum	1	1
3.	Gipsy	1	1
4.	Clutch Nut	1	1
5.	Operating Socket	1	1
7.	Clutch Cone	1	1
8.	Mainshaft	1	1
9.	Mainshaft Gear	1	1
10.	Small Input Gear	1	1
11.	Large Input Gear	1	1
12.	Idler Gear	1	1
14.	Mainshaft Washer	1	1
15.	Insert Plate	2	2
20.	Idler Shaft	1	1
23.	'O' Ring	1	1
24.	Gasket	1	1
25.	Nameplate	1	1
26.	Operating Handle	1	1
27.	Spring Pin	1	1
28.	Handle Grip	1	1
29.	Key	2	2
30.	Roller Clutch	2	2
31.	Screw	6	6
32.	Screw	1	1
33.	Screw	2	2
34.	Stud	4	4
35.	Nut	6	6
36.	Nut	4	4
37.	Washer	4	4
38.	Circlip	1	1
39.	Chain Pipe Cover	1	1
40.	Chain Pipe	1	1
41.	Pawl	1	1
42.	Pawl Pin	1	1
43.	Pawl Actuator	1	1
44.	Spring	1	1
45.	Spring Pin	1	1
50.	Chain Run Indicator Assembly	1	1
51c.	Actuator	1	1
53.	'O' Ring	1	1
60.	'O' Ring	2	2
61.	Bush	2	2
62.	Spring Pin	1	1



NOTE:— When ordering Spares it is essential to quote windlass serial number stamped on the nameplate.

**The S-L Seahorse windlass is manufactured to the highest specification for efficiency and simplicity of use, using the most modern technology for design and manufacture. It is suitable for 6.5, 8, 10mm (1/4, 5/16, 3/8") short link calibrated chain and for boat sizes up to 12m (39 ft). It is capable of pulling 250 kg with a 22 kg input.**

**SPECIFICATION**

<b>Shaft</b>	Stainless Steel
<b>Gears</b>	Carbon Steel
<b>Case</b>	Pressure Moulded Re-inforced Resin
<b>Gipsy</b>	Stainless Steel
<b>Drum</b>	Bronze Chrome Plated
<b>Weight</b>	9 kg (19.8 lbs).

**MODELS**

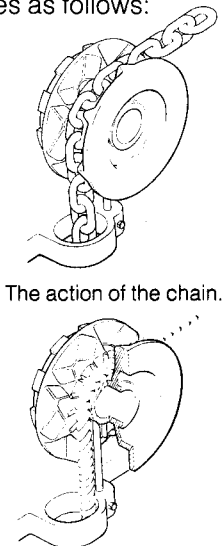
Model	Gipsy Type	SPECIFICATION		
		List No.	Gipsy	Drum
Standard	Rope/Chain	0051300	Stainless Steel Electro Polish	Bronze Chrome Plated

The patent rope/chain gipsy enables the windlass to be used for hauling in rope and chain without transfer from warping drum to gipsy or vice versa, and hence is suited towards anchor scopes which consist partly of chain and rope.

The rope should be 12mm (1/2") diameter 3 strand nylon. If the lay of the rope is long then it may be necessary to use 14mm diameter.

Chain should be chosen to suit gipsies as follows:

GIPSY	CHAIN	
S.72	S-L 0058002/0058202	1/4"
	S-L 0058003/0058203	5/16"
	American BBB	1/4"
	Most European	8mm
S.60	S-L 0058004/0058204	9.5mm
	American BBB	5/16"
	American BBB	3/8"
	American Proof Coil	1/4"
	American Proof Coil	5/16"
	American Hi Test	5/16"
S.50	American Hi Test	3/8"
	American Hi Test	3/8"
	Most European	10mm



Should difficulty be experienced in fitting a chain, please contact local agent.

**RECOMMENDED OPTIONAL EXTRAS**

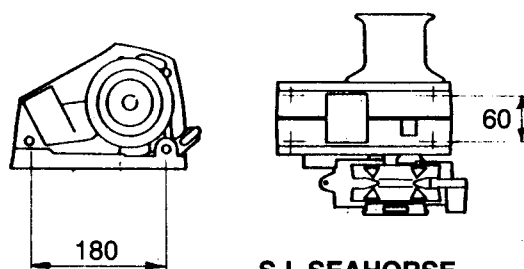
- List No. 0051305** Windlass Cover
- List No. 0051320** Spare Handle

**INSTALLATION**

The windlass is supplied with:

- Operating handle
- 4 Mounting Bolts
- Mounting Template
- Information pack
- Shrink Tube and chain stripper.

Before boring holes in the deck, place windlass in approximate position and check that the chain will line up correctly with the stemhead roller and that the chain pipe will lead the chain into the locker below. Ideally, the chain should lead forwards and downwards from the gipsy to the stemhead roller to ensure best operation of the gipsy. When a satisfactory position has been determined use the template to mark the position of the bolt holes and chain pipe on deck. Bore 4 off 11mm (7/16") and 3 off 7mm (9/32") diameter holes and cut the outline of the chain pipe. Turn the windlass over, apply silicone rubber or bedding compound to the underside and place it on deck so that the studs locate into the predrilled holes. Apply washers and nuts to the underside and tighten completely. Apply bedding compound to the underside of the chain pipe and bolt to the deck using 3 off 6mm (1/4") bolts. Check the operation of the pawl on the gipsy and ensure that the chain stripper runs smoothly in the groove of the gipsy.

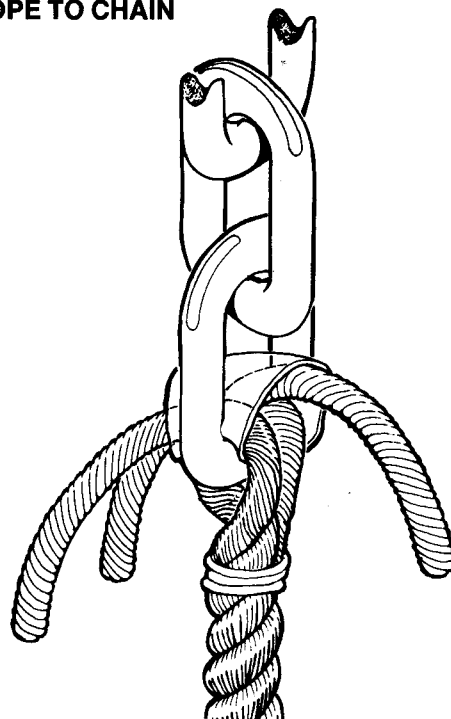


**S-L SEAHORSE BOLTING CENTRES**

*Note 1: For a windlass which is not used for anchoring regularly, it is essential that it be operated frequently to circulate the grease within the case.*

*Note 2: The above installation principles should be used as a guideline for fitting your windlass. If you are not sure that you understand them — get an expert to help.*

**JOINING ROPE TO CHAIN**



1. With whipping twine or similar, sieze rope 400mm (16") from rope end and unlay strands.

2. Place 20mm (3/4") of heat shrink sleeve (supplied) through last link of chain. Pass one strand through sleeve and chain from one side and the other two strands from opposite side. See sketch.
3. Pull all three strands tight and hold assembly in the heat of a hair dryer/fan heater, or immerse in boiling water until the sleeve shrinks tightly on to the rope.
4. Remove siezing and complete back splice in normal manner for two full tucks. With a hot knife pare down the 3 strands by 1/3rd and insert two further tucks. Pare down by another 1/3rd and finish with two tucks. Cut away remaining tails.

*Note: This method of joining is designed to minimise chafe between rope and chain but as a matter of prudent seamanship should be checked regularly and remade if there is any evidence of wear.*

## OPERATING INSTRUCTIONS

### Veering (Letting Go)

*Ensure that fingers or loose clothing are kept clear of the chain and gipsy to avoid personal injury.*

Remove the chain pipe cover. Release the gipsy pawl by pushing the black actuator downwards. Insert handle into clutch nut slot and pull backwards. The gipsy will turn until the tail of the pawl catches on the gipsy and further movement will free the gipsy to allow the chain to run out. Control the speed of run out by tightening the clutch nut to slow down and slackening to speed up. It is strongly advised that the speed of run is kept low. It is possible to note on the chain run indicator when the anchor first touches the bottom and the necessary scope should then be let out slowly as the vessel drifts downwind or tide. When the desired scope has been let out pull the black actuator up to engage the pawl in the gipsy. Tighten the clutch nut and replace the chain pipe cover.

When using rope, the warp should be removed from the gipsy and made fast to a sampson post, bollard or mooring cleat. We do not advise lying to an anchor with the warp left in the gipsy.

*Note: It is good practice to allow chain to veer slowly after anchor touches the seabed to avoid possible pile up of chain on top of anchor.*

## SAFETY INSTRUCTIONS

Boats lying to their anchor in high swell or heavy weather conditions will snub on the anchor or mooring rope and this can cause the chain or rope to slip or apply excessive loads to the windlass. For safety, when lying to an anchor, the windlass must not be left to take the entire load and a bridle should be used to transfer the load to a mooring bollard or cleat. Alternatively, the chain or rope can be removed from the windlass gipsy and made fast directly to the bollard or cleat.

**THIS INSTRUCTION IS IN KEEPING WITH GOOD SEAMANSHIP.**



**Simpson-Lawrence**  
INCORPORATING CHANNEL MARINE

**Marine Equipment**

## HAULING IN

Remove chain pipe cover. When using rope remove the warp from the sampson post, bollard or cleat and replace in the gipsy. Check that the gipsy pawl is engaged, i.e., that the black actuator is in the up position. Insert the handle in the operating socket and move the lever backwards and forwards. This will turn the warping drum and the gipsy.

## WARPING ONLY

Engage pawl (41) and disengage clutch nut (4). Operate windlass as above. Take at least three turns of rope around the drum and operate windlass as above while tailing free end. Letting out of a rope is achieved by gently easing the turns on the drum.

## MAINTENANCE

The windlass requires very little servicing. It is advisable to apply a small amount of WGL Marine Formula Teflon Lubricant to the mainshaft where it enters the windlass case. As with all marine equipment regular inspection of moving parts is advisable and a little WGL grease placed on the clutch nut will help to keep this free acting.

## DISMANTLING PROCEDURE

### REMOVAL OF GIPSY

Unscrew chain pipe and stripper assembly and remove from deck. Unscrew clutch nut. Remove gipsy. A small amount of WGL grease should be applied to all moving parts on re-assembly.

### REPLACING CHAIN RUN INDICATOR, PART 51C

Remove gipsy, as above, pull actuator straight out from case, replace with small amount of grease, ensuring that 'O' ring is properly inserted into the housing.

### REMOVAL OF CHAIN RUN INDICATOR ASSEMBLY, PART 50

Remove gipsy as above. Unscrew 2 screws (33). Pull chain run indicator assembly from case. When re-assembling push the indicator from the centre until it locates in its housing correctly.

*Note: If the windlass has been completely dismantled, please ensure on re-assembly gears (10 and 11) have the lettering on the faces of the roller clutches (30) facing each other.*

## WARRANTY

The Simpson-Lawrence warranty covers windlasses, for a period of one year from date of purchase, to be free from defects in material and workmanship. This warranty is subject to proper installation and use in service as described in this literature.

### S-L ROPE CHAIN GIPSIES

The grip of the gipsy on the rope depends on the lead angle of the rope to the gipsy. Under no circumstances should the wrap of the rope be greater than 90° included angle. It will also be necessary to tail the rope sufficiently taught to give satisfactory performance.

**218/228 EDMISTON DRIVE, GLASGOW G51 2YT**

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