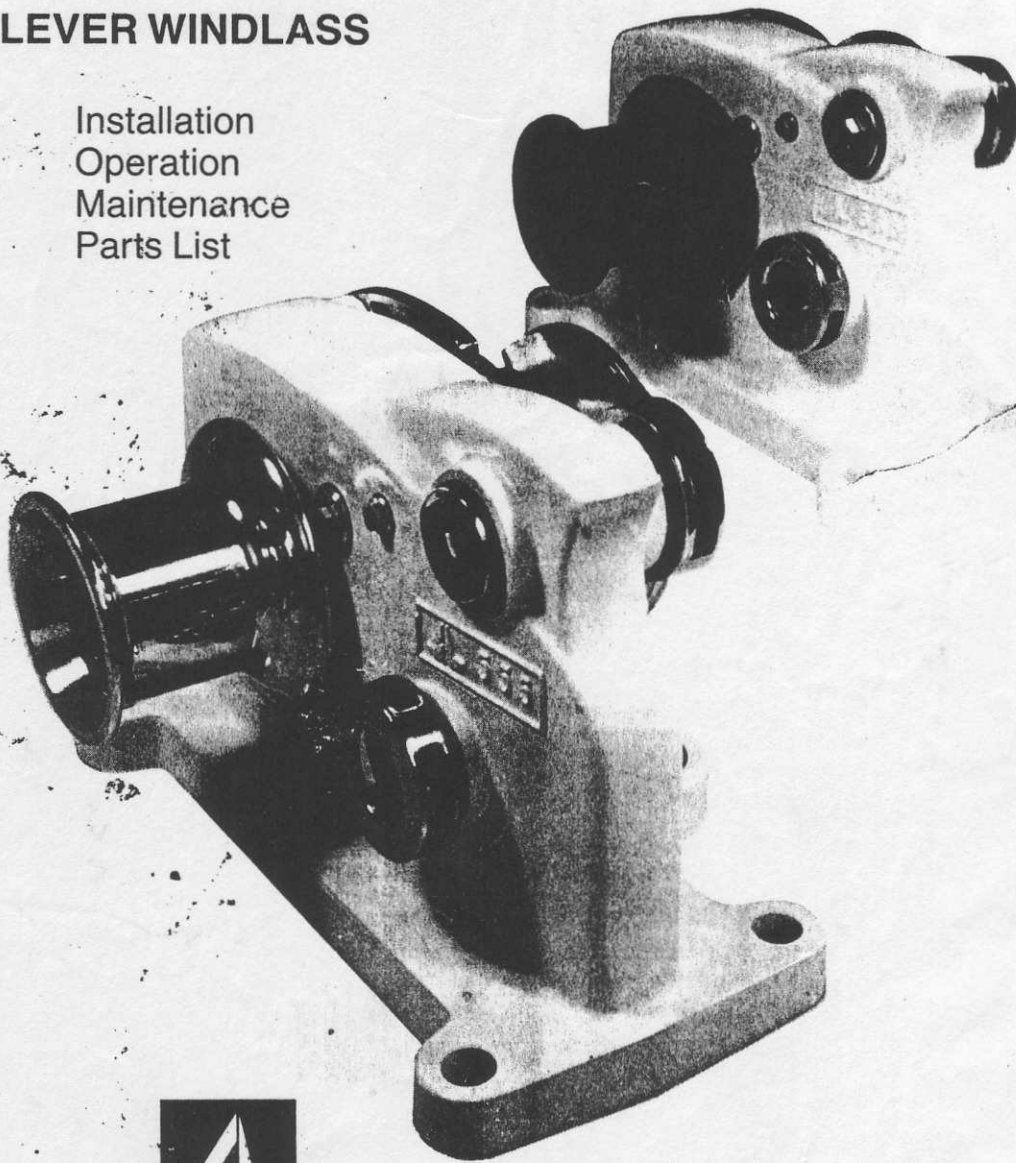


S-L Seatiger

(The original and genuine
S-L 555 Windlass)

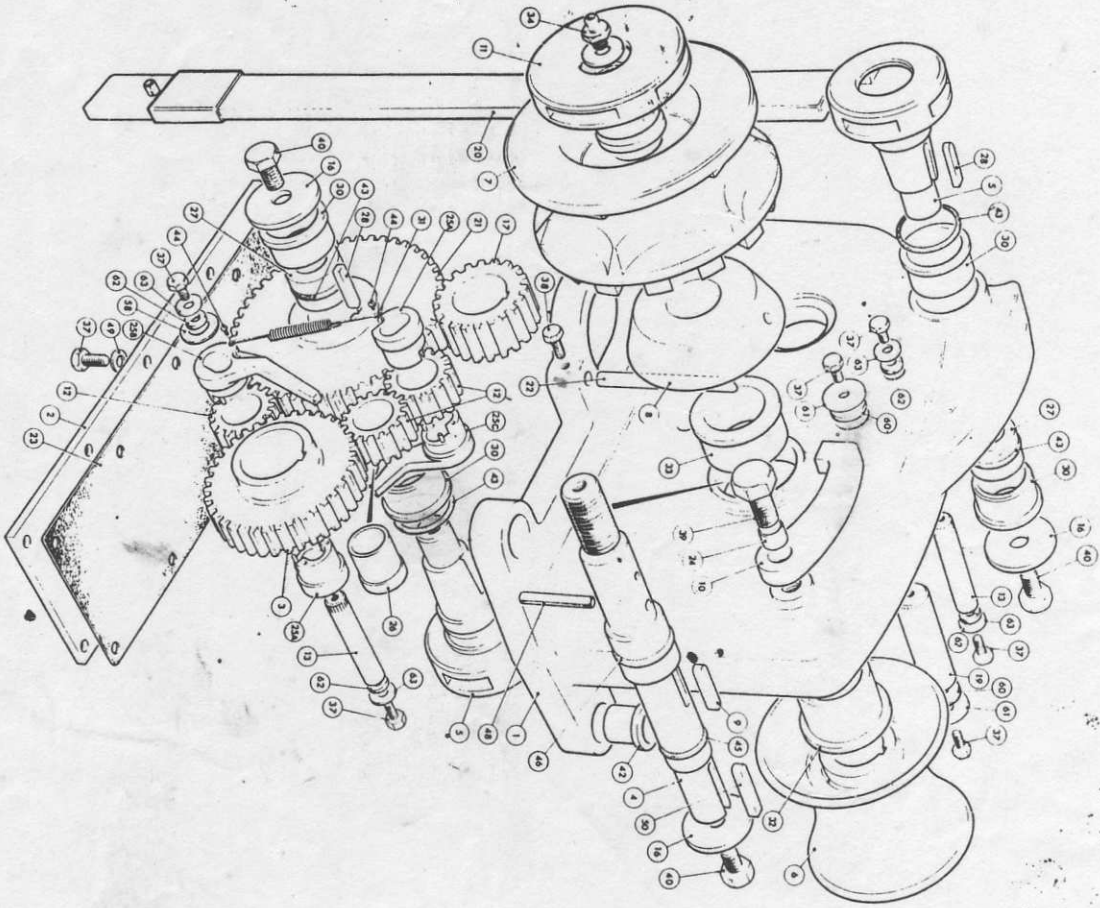
**DOUBLE ACTION
TWO SPEED
LEVER WINDLASS**

Installation
Operation
Maintenance
Parts List



Simpson-Lawrence
INCORPORATING CHANNEL MARINE

Marine Equipment



NOTE:—When ordering Spares, please quote Serial Number which is stamped on the upper surface of the base flange near the chain pipe.

Ref. No.	List No.	Description	No. per Set
1.	1.	Case	1
2.	2.	Bottom Cover	1
3.	3.	Mainshaft Gear	1
4.	4.	Mainshaft	1
5.	5.	Operating Spindle	2
6.	6.	Drum	1
7.	7.	Gipsy	1
8.	8.	Clutch Cone	1
9.	9.	Key	1
10.	10.	Locking Pawl	1
11.	11.	Clutch Nut	1
12.	12.	Idle	1
13.	13.	Ratchet Shaft	2
16.	16.	Operating Spindle Washer	3
17.	17.	Low Speed Gear	1
19.	19.	Idle Shaft	1
20.	20.	Operating Handle	1
21.	21.	High Speed Gear	1
22.	22.	Rope Chain Stripper	1
23.	23.	Bottom Gasket	1
24.	24.	Pawl Bolt Tube	1
25A.	25A.	Ratchet Bush	1
25B.	25B.	Ratchet Bush with Arm	2
25C.	25C.	Ratchet Bush with short Arm	1
26.	26.	Idle Bush	1
27.	27.	Bush	2
28.	28.	Key	2
30.	30.	Operating Spindle Bush	4
31.	31.	Spring	4
32.	32.	Mainshaft Bush, Port	2
33.	33.	Mainshaft Bush, Starboard	1
34.	34.	Starboard Grease Nipple	1
37.	37.	Screw	16
38.	38.	Screw	1
39.	39.	Screw	1
40.	40.	Screw	3
42.	42.	Headed Bush	4
43.	43.	O' Ring	4
44.	44.	Screw	4
45.	45.	O' Ring	4
46.	46.	O' Ring	1
48.	48.	Spring Pin	1
49.	49.	Washer	10
50.	50.	Key	1
58.	58.	Ratchet Bush Spacer	2
60.	60.	Idle Shaft Seal	2
61.	61.	Idle Shaft Washer	2
62.	62.	Ratchet Shaft Seal	4
63.	63.	Ratchet Shaft Washer	4

PARTS LIST

The S-L Seatiger 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 8, 10, 12mm (5/16", 3/8", 1/2") short link calibrated chain, and for boat sizes up to 18m (60 ft). It is capable of pulling 500 kg with 15 kg input on low speed and 175 kg with 15 kg on high speed.

SPECIFICATION

Shaft	316 stainless steel
Gears	Machine cut steel
Gipsy	Bronze or bronze chrome plated
Drum	Anodised aluminium or aluminium bronze chrome plated
Case	BS1490 LM6
Weight	18 kg (40 lbs).

SPARES KITS FOR S-L SEATIGER

Set of 'O' Rings, consisting of:
 4 x Part 43 2 x Part 60
 1 x Part 45 4 x Part 62
 1 x Part 46

List No. 6055595

MODELS

3 models of Seatiger windlass are available. All have a gipsy for hauling chain and an independently operable drum for warping. Two of the models also have the unique patented S-L gipsy which hauls both rope and chain.

Model	Gipsy Type	SPECIFICATION		
		List No.	Gipsy	Drum
HS	Rope/Chain	0055595	Bronze Chrome Plated	Bronze Chrome Plated
Standard	Rope/Chain	0055590	Bronze	Aluminium anodised
Standard	Chain only	0055500	Cast Iron Galvanised	Aluminium anodised

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.

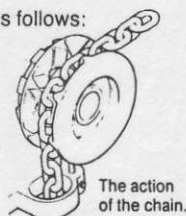
The rope should be 16mm (5/8") diameter 3 strand nylon.

S-L ROPE CHAIN GYPSIES

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.

Chain should be chosen to suit gipsies as follows:

GIPSY	CHAIN	
RCB60	S-L 0058006/0058206	1/2"
	American BBB	7/16"
	American BBB	1/2"
	American Proof Coil	3/8"
	American Hi Test	7/16"
Other chains with a pitch of up to 35mm		
RCB70	S-L 0058004/0058202	9.5mm
	S-L 0058005/0058205	7/16"
	American BBB	3/8"
	American Hi Test	10mm



GIPSY	CHAIN	
B80	S-L 0058003/0058203	5/16"
	American BBB	5/16"
	American Hi Test	5/16"
	Most European	8mm
B74	S-L 0058004/0058204	9.5mm
	S-L 0058005/0058205	7/16"
	American BBB	3/8"
	American Proof Coil	5/16"
B65	S-L 0058006/0058206	1/2"
	American BBB	7/16"
	American BBB	1/2"
	American Proof Coil	3/8"
	American Hi Test	3/8"
BB54	American Proof Coil	1/2"
	American Hi Test	1/2"

Gipsies should be chosen to suit Chain Only gipsies as follows:

Some of the above chains are not calibrated and the table should be used as a guide only as individual manufacturers adopt different standards. Should difficulty be experienced in fitting a chain, please contact local agent.

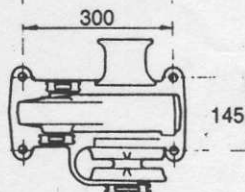
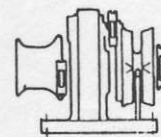
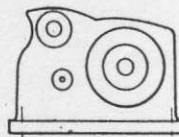
RECOMMENDED OPTIONAL EXTRAS

List No. 0055505 Cover

INSTALLATION

The windlass is supplied with:
 Operating handle
 4 headed bushes
 Information pack
 Rope/Chain versions also have 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, mark the position of the bolt holes and chain pipe on the deck. Remove the windlass from the deck and then bore four 14mm (9/16") diameter holes for the holding down bolts and cut the outline of the chain pipe. Turn the windlass over and apply silicone rubber or other bedding compound around the perimeter of the base and around the bolt holes. Turn the windlass correct side up and carefully place in position. Ensure that the four nylon flanged bushes supplied are installed. Bolt the windlass to the deck with 12mm (1/2") diameter bolts, preferably of stainless steel but heavy duty galvanised bolts are suitable. Check that the sealing compound is making a watertight joint. Remove any surplus which has squeezed out during the bolting operation.



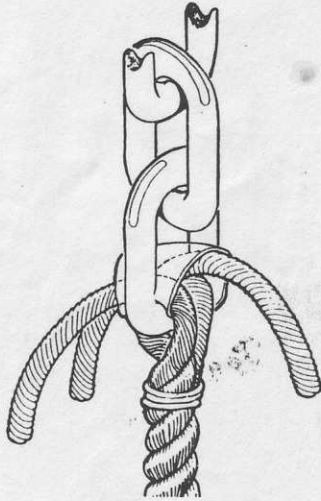
S-L SEATIGER BOLTING CENTRES

The windlass is factory filled with Shell Mytilus 'A' grease.

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, seize rope 500mm (19") from rope end and unlay strands.
2. Place 25mm (1") 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 seizing 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.

To let go disengage pawl (10). With operating handle (20) in clutch nut (11) release by pulling aft.

The chain will run out and speed can be controlled by gently operating the clutch nut. When the desired length of chain has been run out tighten clutch nut and engage pawl. It is not necessary to overtighten clutch nut. In heavy weather attach bridle to chain or put chain in separate chain stopper (see safety instruction).

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 INSTRUCTION

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 and made fast directly to the bollard or cleat. **THIS INSTRUCTION IS IN KEEPING WITH GOOD SEAMANSHIP.**

HAULING

There are two operating speeds, high speed on port side and low speed on starboard. Insert operating handle (20) in port operating spindle (5) and move it back and forth. If effort becomes excessive change handle to starboard operating spindle. Always choose speed to minimise effort.

WARPING ONLY

Engage pawl (10) and disengage clutch nut (11). 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

Regularly lubricate nipple on mainshaft with Shell Alvania or similar grease. Apply a few drops of oil to operating spindle.

When laying up, the gipsy can be removed from the mainshaft and grease smeared on to bore and cone of the gipsy and on the mainshaft.

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.

This leaflet refers to windlasses manufactured after May 1982, with serial number from 582001. Windlasses prior to this number can be retrofitted to bring mechanism into line with present production.

Retrofit Kit 'B'	Replaces ratchet shaft (13), idler shaft (26).
Retrofit Kit 'C'	Grease replacement. If this is used it is necessary to use Kit D.
Retrofit Kit 'D'	Replaces ratchet bushes (25) to improve ratchet action.



Simpson-Lawrence

INCORPORATING CHAIN & MARINE

Marine Equipment

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Telephone: 041-427 5331/8

Telex: 778312

1-800-WINDLAS (FL)