

**300 & 500 VC**  
**OWNERS MANUAL**

# VETUS-MAXWELL APAC Ltd

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**INSTALLATION, OPERATING INSTRUCTIONS AND SERVICE MANUAL**  
**300 500 VC CAPSTAN**

**INTRODUCTION**

You now own a Capstan from **MAXWELL'S** premier range, designed for all types of rope line hauling.

Mounted vertically, the compact design allows working of mooring or docking lines from any direction.

The unit is also suitable for horizontal mounting.

**\*\* IMPORTANT \*\***

**FAILURE TO ADHERE TO THE CORRECT APPLICATION, INSTALLATION, OPERATION AND TO CARRY OUT THE MAINTENANCE SERVICE AS DESCRIBED HEREIN, COULD JEOPARDISE YOUR SAFETY AND INVALIDATE THE WARRANTY.**

Your **MAXWELL** Capstan is a precision engineered product. Please read these instructions carefully.

## SPECIFICATIONS

	<b>300VC</b>	<b>500VC</b>
<b>PULL</b>	136 kg Max (300 lbs)	227 kg Max (500 lbs)
<b>RATE AT NORMAL WORKING LOAD</b>	39m/min (144ft/min)	18-21m/min (60-70ft/min)
<b>RECOMMENDED MAX LINE SIZE</b>	12.5mm	12.5mm
<b>POWER OPTIONS</b>		
	P100453 12V DC	P100455 12 V DC
	P100454 24V DC	P100456 24 V DC
<b>Current at Normal Working Load</b>	12V 50 Amps 24V 25 Amps	12V 80 Amps 24V 40 Amps
<b>SUPPLY CABLES</b>	See Page 8	
<b>WEIGHT (Nett)</b>	<u>Product code</u>	
300VC	P100453	9.50 kg 20.90 lb
	P100454	9.50 kg 20.90 lb
500VC	P100455	10.0 kg 22.0 lb
	P100456	10.0 kg 22.0 lb

**IMPORTANT**  
**PERSONAL SAFETY WARNINGS**

WHEN USING YOUR CAPSTAN AT ALL TIMES PRACTICE GOOD SEAMANSHIP AND AVOID ANY LIKELIHOOD OF INJURY OR ACCIDENT BY ADHERING TO THE FOLLOWING RULES.

AT ALL TIMES KEEP HANDS, FEET, LOOSE CLOTHING AND HAIR WELL CLEAR OF THE CAPSTAN.

WHEN THE CAPSTAN IS NOT IN USE, MAKE SURE THE CAPSTAN IS ISOLATED FROM THE POWER SUPPLY BY TURNING THE WINDLASS ISOLATOR SWITCH TO “OFF”.

NEVER OPERATE THE CAPSTAN FROM A REMOTE STATION WITHOUT A CLEAR VIEW OF THE CAPSTAN AND HAVING MADE SURE THAT EVERYONE IS WELL AWAY FROM THE CAPSTAN.

IF YOUR CAPSTAN DOES NOT HAVE A REMOTE CONTROL STATION AND IS OPERATED FROM THE FOOTSWITCHES ONLY, ALWAYS IMMEDIATELY AFTER USE, TURN THE CAPSTAN ISOLATOR SWITCH TO “OFF”. THIS WILL PREVENT ACCIDENTAL CAPSTAN OPERATION IF YOU OR PASSENGERS ACCIDENTALLY STAND ON FOOTSWITCHES.

**\*\* IMPORTANT HINTS FOR SAFE USE OF CAPSTAN \*\***

**BE SURE YOUR CAPSTAN HAS BEEN CORRECTLY SPECIFIED AND INSTALLED, YOURS AND OTHERS SAFETY MAY DEPEND ON IT.**

**MAXWELL WILL NOT IN ANY WAY BE HELD RESPONSIBLE FOR SELECTION OF A CAPSTAN BY OTHERS, INCLUDING DISTRIBUTORS AND AGENTS. IF IN DOUBT, SEND FULL DETAILS OF YOUR CRAFT TO OUR SALES DEPARTMENT FOR APPRAISAL AND WRITTEN RECOMMENDATION.**

- 1. Run the engine whilst using the Capstan. Not only is this a safety precaution when using the Capstan for anchor handling, it also helps minimise the drain on the batteries.**
- 2. When using the Capstan or an anchor winch, always motor up to the Anchor while retrieving, i.e. do not use the Capstan to pull the boat to the anchor.**
- 3. If the anchor is fouled, do not use the Capstan to break it out. With a Bollard or Sampson Post taking the load, use the boat's engine to break the anchor loose.**
- 4. Do not use the Capstan as a Bollard.**
- 5. When at anchor or at the dock always tie off directly to a Bollard or Sampson Post.**
- 6. DO NOT USE THE CAPSTAN AS A MOORING POINT.**
- 7. ALWAYS TURN THE ISOLATOR SWITCH "OFF" BEFORE LEAVING BOAT.**
- 8. The Circuit Breaker and Isolator Switch Panel provides high current protection for the main supply cables and also the means to isolate the circuit. When the Isolator Switch is "ON" (red indicator lights shows) the system can be activated at either the foot switches or the remote control station. When the system is not being used, ensure that the Isolator Switch is turned "OFF".**

## **APPLICATION**

**THE MAXWELL 300 VC and 500 VC CAPSTANS ARE DESIGNED FOR ALL TYPES OF ROPE LINE HAULING OPERATIONS. REFER TO SPECIFICATIONS PAGE FOR RECOMMENDED MAXIMUM LINE SIZE.**

Short link chain can be run on the drum when anchor hauling, however in such applications the bronze drum version is recommended.

They are suitable for both vertical and horizontal mounting.

Mounted vertically, the Capstan provides an ideal way to handle anchor and mooring lines.

On sail boats the snag free design offers minimum obstructions to sail handling.

As an anchor winch, mounting the Capstan horizontally in the anchor locker will leave the deck unobstructed.

Horizontal mounting is also suitable for use on davits or as a cargo handling winch.

### **\*\* WARNING \*\***

**BE SURE YOUR CAPSTAN HAS BEEN CORRECTLY SPECIFIED BEFORE INSTALLATION.**

**MAXWELL WILL NOT IN ANY WAY BE HELD RESPONSIBLE FOR SELECTION OF A CAPSTAN BY OTHERS, INCLUDING DISTRIBUTORS AND AGENTS. IF IN DOUBT, SEND FULL DETAILS OF YOUR APPLICATION TO OUR SALES DEPARTMENT FOR APPRAISAL AND WRITTEN RECOMMENDATION.**



## **INSTALLATION**

### **Where to Locate the Capstan**

The MAXWELL 300 VC and 500VC Capstans can operate in either clockwise or counter clockwise rotation depending on how the electrical connections are made. Normally the winch should be wired for clockwise rotation when looking down on the drum (refer Wiring Diagram).

**NOTE:** Use only clockwise rotation for handling 3 ply twisted rope, otherwise problems will occur in laying the rope.

The Capstan should be positioned to allow the rope to have a clear run from the bow roller or turning block, on to the drum. The bow roller should have a concave radius or vee to centralise the rope.

**NOTE:** When using the Capstan for hauling an anchor line, make sure you securely fasten the end of the line to the boat.

When positioning the Capstan, allow access for conveniently connecting the supply lines under deck after it is bolted in position.

### **Where to Locate the Footswitch**

**THE FOOTSWITCH SHOULD BE POSITIONED FAR ENOUGH AWAY FROM THE CAPSTAN TO ENSURE THE OPERATION CAN SAFETY TAIL FROM THE WARPING DRUM.**

The footswitch should be at least 500mm (20") from the Capstan.

**THE BELOW DECK PORTION OF THE FOOTSWITCH SHOULD NOT BE EXPOSED TO WATER OR WET ENVIRONMENT AND THE BREAKER HOLES MUST BE KEPT CLEAR.**

Ideally, the footswitch should be external to the rope/anchor locker. The arrow on the footswitch should be arranged to indicate the direction of operation.

### **Where To Locate The Breaker/Isolator Panel (Electric Capstan Only)**

This should be mounted in a dry place within 1.8 metres (72") of cable length from battery. This equipment or equivalent is mandatory to meet U.S.C.G. requirements.

## **CONTROL CIRCUITS**

The footswitch is used directly in the circuit to control the Electric 12 and 24 Volt Capstans (refer wiring drawing). Cable sizes should be selected as suitable from the table on page 8.

After all connections have been made and system tested, seal terminals against moisture by spraying with CRC2043 "Plasti-Coat", CRC3013 "Soft Seal" or CRC2049 "Clear Urethane". Refer to wiring drawing for wiring details.

## MAIN ELECTRICAL SYSTEM

Cable lengths given are from the battery terminal to the terminal on the windlass motor via the solenoid box and back to the battery.

Where a portion of cable runs through the engine room, a size increase should be made as indicated.

After all connections have been made and system tested, seal terminals against moisture by spraying with: CRC2043 "Plasti-Coat", CRC3013 "Soft Seal" or CRC2049 "Clear Urethane". All installations must be carried out in accordance with USCG, ABYC, NMMA or other local electrical requirements.

Recommended conductor sizes allow for a maximum 10% voltage drop over the total length

<b><u>12v systems</u></b>				
<b>Total Cable Length From Battery to Winch Back to Battery</b>	<b>Cable Length</b>		<b>Engine room Size Correction*</b>	
	<b>mm<sup>2</sup></b>	<b>AWG</b>	<b>mm<sup>2</sup></b>	<b>AWG</b>
Up to 10 m (33')	14	6	22	4
10m – 15m (33' – 49')	22	4	-	-
15m – 20m (49' – 65')	26	3	-	-
20m – 25m (65' – 82')	34	2	-	-

<b><u>24v systems</u></b>				
<b>Total Cable Length From Battery to Winch Back to Battery</b>	<b>Cable Length</b>		<b>Engine room Size Correction*</b>	
	<b>mm<sup>2</sup></b>	<b>AWG</b>	<b>mm<sup>2</sup></b>	<b>AWG</b>
Up to 25 m (82')	8.5	8	-	-

\* Engine Room size correction is based on the ambient temperature of the engine room to be 60° C.

## **PREPARATION OF MOUNTING**

Standard units will accommodate deck thickness up to 55mm (2 1/6").

### **\*\* IMPORTANT \*\***

- 1. IT IS IMPERATIVE THAT THE DESIGNER/INSTALLER ENSURES THAT THE DECK AND UNDERDECK PAD ARE OF SUFFICIENT THICKNESS AND STRUCTURAL STRENGTH TO SUSTAIN THE LOADS CAPABLE OF BEING IMPOSED ON OR BY THE CAPSTAN. THE UNDERDECK PAD SHOULD SPREAD THE LOADS AS WIDELY AS POSSIBLE AND IF USE CAN BE MADE OF A BULKHEAD OR CROSS MEMBER TO PROVIDE STIFFENING, THIS SHOULD BE DONE.**
- 2. IT IS VERY IMPORTANT THAT THE ABOVE DECK PAD TOP SURFACE OR DECK AREA COVERED BY THE GASKET SUPPLIED, AND THE UNDERDECK AREA AGAINST WHICH THE LOAD WASHERS SEAT, ARE SMOOTH, FLAT AND GENERALLY PARALLEL.**
3. The gasket supplied with the Capstan can be used for accurately spotting the mounting holes and marking the cut out. After spotting, bore the necessary holes. These must be drilled parallel to each other and square to the mounting face.

**DON'T SPOT THROUGH THE GASKET WITH THE DRILL. THIS WILL DAMAGE THE GASKET.**

**NOTE:** For boats of steel or aluminium construction, it is very important that the deckplate is insulated from the deck with a non conductive gasket, provided that the mounting studs pass through insulators and that the underdeck fixings are insulated from the deck. It is also important that the Anchor and chain is insulated from the hull, including rubber lining, the chain locker and insulating the fixing for the end of the chain to the hull. Without these precautions electrolysis can occur. It is not necessary to separately earth the Capstan, as the electric motor is of the isolated Earth type.

## PREPARING THE CAPSTAN

4. Remove the Capstan from the packaging.

**Refer to the appropriate assembly drawing provided for the Capstan being installed and proceed as follows:**

5. Remove deckplate studs, washers and nuts.

## MOUNTING THE CAPSTAN

### ***\*\* ATTENTION \*\****

**Please note, when installing the capstan. The shaft MUST be coated in Shell Nautilus NLG12 Marine Grease, Castrol Boating Grease, Valvoline Val Plex EP or equivalent grease. See “Typical Greasing Instructions”.**

6. Use the Deck Cutout Details drawing as a guide for marking and cutting the holes.

**Tip:** On GRP boats, running the drill in reverse first will reduce chipping of the gel coat.  
Using hole saws, cut the holes for the spacer tube and chain pipe.

7. On GRP or wooden decks, seal the edges of the holes with epoxy to avoid ingress of moisture.

8. Remove the gearbox from the spacer tube by undoing the Locknut and quick-release clip. With gearbox held horizontally, check that oil is showing half way up the sight glass. If necessary, top up with SAE 90 (Shell Omala 320, Castrol Alpha SP320 or equivalent), by removing the sight glass and adding the required amount. **DO NOT OVER FILL!**

9. Use the gasket supplied to seal the windlass to the deck. For aluminium boats fit a non-conductive gasket to insulate the deckplate from the deck to prevent electrolysis.

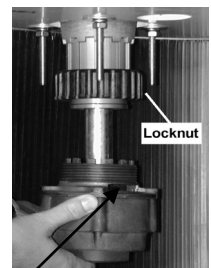
10. Fasten the windlass to the deck using the nuts and washers supplied.  
Tighten the nuts progressively and evenly. Do NOT use power tools. Make sure the installation is firm, but do not over tighten the nuts.



11. Smear a coating of grease on the shaft and spacer tube. Fit the gearbox/motor assembly to the bottom of the spacer tube to engage with the teeth on the spacer tube and then tighten the plastic locknut by hand.

**Note:**

If the unit is going to be mounted in such a way, that it may be tilted, ensure the drainage slot on the gearbox is at the lowest point to prevent excess water etc. sitting around the seals. (See also gearbox assembly drawing)



Drainage Slot

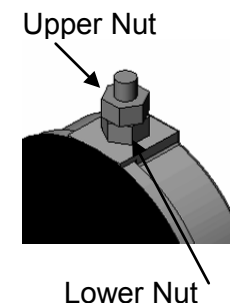
12. Rotate the shaft by hand (or by using the manual crank handle) to align the keyway in the shaft with the keyway in the gearbox. Insert the key into the keyway.



13. Fit the quick-release clip into the groove in the bottom of the shaft to secure the key. Make sure the eyelets are facing down and away from the keyway.



14. When tightening the cables to the motor, ensure the lower nut is secure against turning when tightening the upper nut. This will prevent damage occurring within the motor.



### **IMPORTANT NOTE TO BOAT BUILDERS**

After completing installation we suggest that you spray the top works of the winch with CRC3097 "Long Life".

Also protect the winch by wrapping with plastic film and tape.

Experience has shown that on long ocean deliveries as deck cargo sulphur from the ships exhausts settles and severely damages the chrome plating and stainless steel by breaking down the chrome oxide protective film.

**PLEASE LET YOUR CUSTOMER RECEIVE THE CAPSTAN FROM YOU IN THE SAME TOP QUALITY CONDITION THAT YOU RECEIVED IT FROM US.**

## **OPERATION OF THE CONTROL SYSTEM**

The MAXWELL Breaker/Isolator Panel provides protection for the main supply cables and means to isolate the circuit.

Turning the Isolator Switch “ON”, on the panel, readies the system for use. The Capstan can now be operated by the footswitch.

**WARNING:** When the Isolator Switch is “ON” the system can be activated at the footswitch. When system is not being used, ensure that Isolator Switch is turned “OFF”.

**WARNING:** This system provides protection for the motor from excessive current and short circuit. It does not provide protection against excessive heat build up due to prolonged operation or repeated operation under overload conditions. Make sure you give the motor time to cool. Abuse is not covered by Warranty.

## **USING THE CAPSTAN**

The vertical capstan is ideal for handling mooring lines, docking lines or a rope anchor line. To use proceed as follows:

1. Check that the main power supply is “ON” at the Breaker/Isolator Panel.
2. Take several turns of line around the drum in a clockwise direction.

Whilst pulling on the tail press the footswitch. The capstan will rotate in a clockwise direction.

Increasing or decreasing the load on the tail, whilst holding the footswitch down will increase/decrease the rate at which the line will be hauled in.

Extra turns around the drum will increase the grip and require less load on the tail.

**DON'T PUT SO MANY TURNS ON THE DRUM THAT EASING THE LOAD ON THE TAIL WILL NOT ALLOW THE ROPE TO SLIP ON THE DRUM.**

## **MAINTENANCE**

Carrying out the following simple maintenance procedures will provide years of trouble-free service from the windlass and will ensure that the warranty remains valid.

### **Service Intervals**

	<b>Every trip</b>	<b>3 monthly</b>	<b>12 monthly</b>	<b>3 yearly</b>
Wash down Capstan				
Remove capstan components, grease with suitable lubricant				
Split gearbox from spacer tube, clean and re-grease mating faces				
Spray fresh water into drainage slot on gearbox, to breakdown and flush away any build up of salt/debris, that may have accumulated				
Service motor				
Remove gearbox, replace oil and seals				

### **Recommended Lubricants**

Gearbox Oil:                    **Capacity:** 70ml (2.4 fl oz)  
   **Type:** SAE viscosity grade 90 -110,  
   ( e.g. Shell Omala 320, Castrol Alpha SP 320 or other  
   approved equivalents)

Mainshaft & Bearing:        Marine Grease, Lithium based or Lithium complex based, e.g.  
   Duckhams 'Keenol'; 'Castrol LMX'. Do not use soap based grease.

Above deck components: CRC 3097 Spray.

### **Topworks**

The above-deck parts of the capstan should be washed down with fresh water regularly. Every three months, remove the drum and lubricate the shaft and bore inside the deckplate with marine grease.

### **Gearbox**

The gearbox is a self-contained sealed unit.

We recommend that the gearbox be removed and serviced by an authorised Maxwell service technician every three years. Visit our website ([www.maxwellmarine.com](http://www.maxwellmarine.com)) for a list of service centres and agents.

Check the gearbox oil level every six months using the sight glass.

**Motor**

For maximum protection, we recommend that the motor and electrical connections be sprayed periodically with CRC Soft Seal.

The motor should be serviced by a qualified electrician annually (or more frequently in commercial applications).

**ORDERING SPARE PARTS AND TECHNICAL SUPPORT**

Please refer back cover for your nearest MAXWELL distributor or visit our website [www.maxwellmarine.com](http://www.maxwellmarine.com).

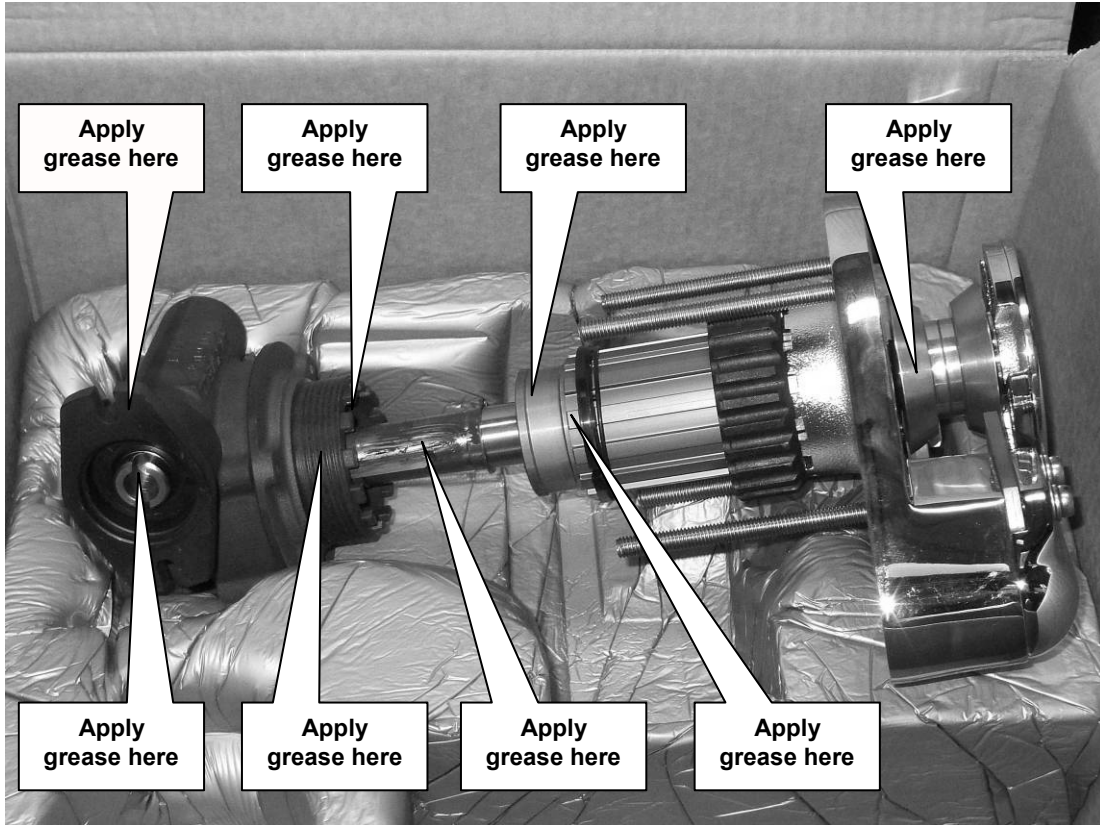
When ordering spare parts and for technical support, please quote the following:

- Windlass Model.....**
- Serial Number.....**
- Power Supply 12Vor 24V**
- Drawing Reference Number.....**
- Item No.....**
- Part No.....**
- Description.....**
- Quantity Required.....**

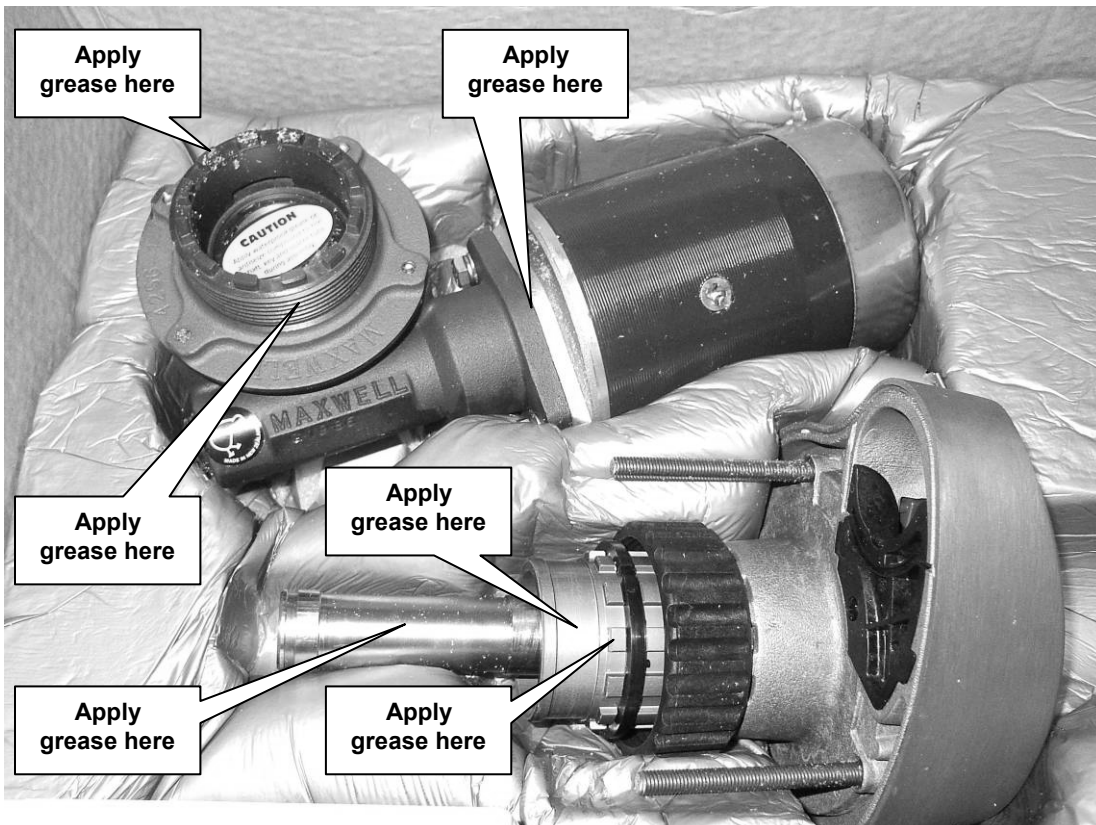


## Typical Greasing Instructions

Note: Picture shows typical winches, greasing instructions apply to all types using this motor gearbox and spacertube arrangement.



Grease must be applied to motor face, gearbox locating lugs, spacer tube, gearbox thread, shaft and clutch cone faces where shown. Use CRC 3097 (or equivalent) spray to coat all under deck components to help guard against corrosion. ***Failure to do so will void warranty.***



This drawing is protected by copyright and the design and or details contained therein are the confidential property of MAXWELL MARINE LTD. This drawing must be returned upon demand and must not be copied, loaned or have its contents communicated to any other persons, in any form or by any means, without the consent in writing from Maxwell Marine Ltd. This drawing must not be used for any other purpose other than that for which it was originally supplied.

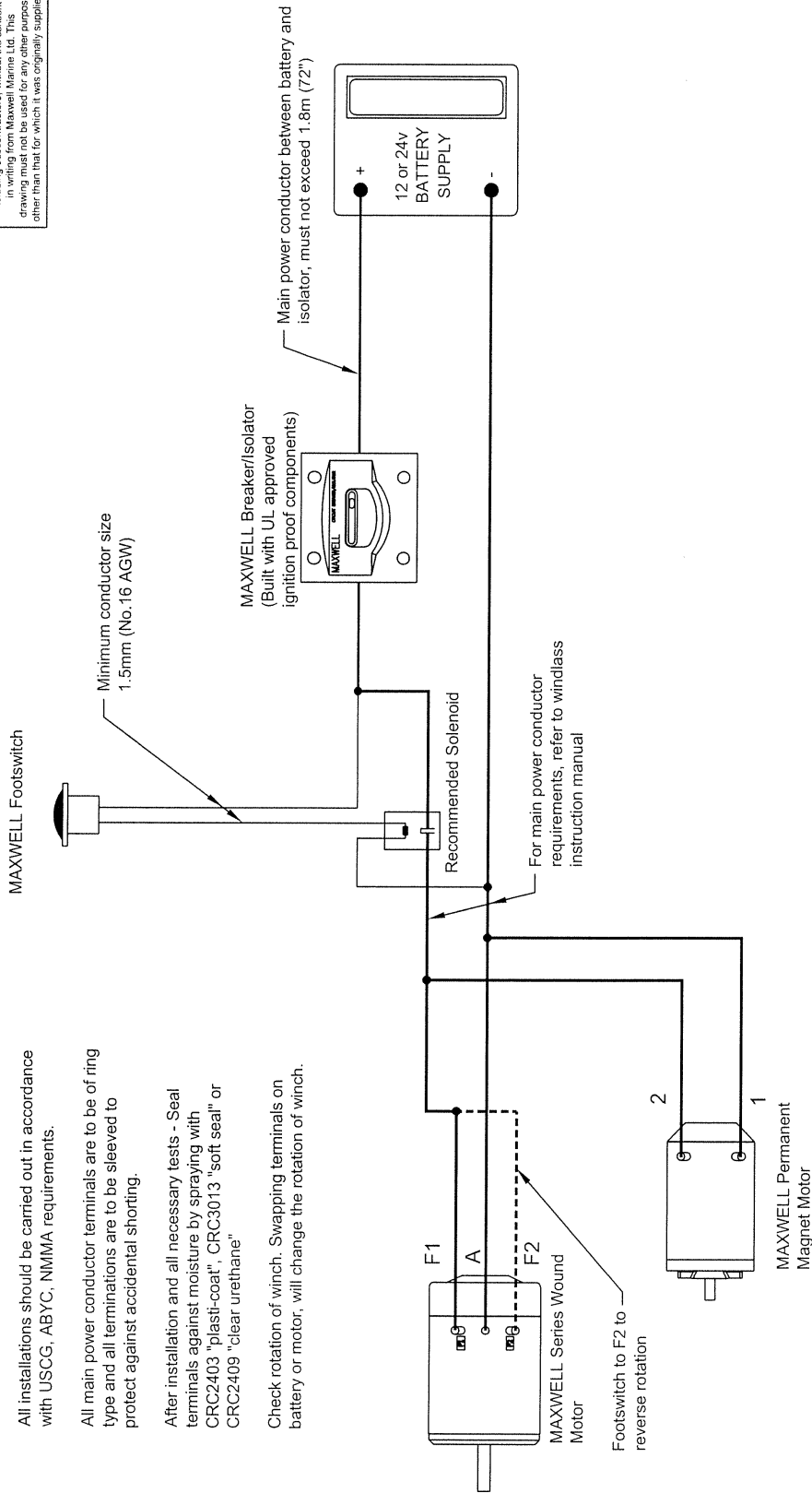
**Note:**

All installations should be carried out in accordance with USCG, ABYC, NIMMA requirements.

All main power conductor terminals are to be of ring type and all terminations are to be sleeved to protect against accidental shorting.

After installation and all necessary tests - Seal terminals against moisture by spraying with CRC2403 "plasti-coat", CRC3013 "soft seal" or CRC2409 "clear urethane"

Check rotation of winch. Swapping terminals on battery or motor, will change the rotation of winch.



Revision	Change	Made On	Des/Drawn	BVT/Dwg No.	Description	Assy No.
1.00	Initial Issue	21/7/04	D/IRP	N/A	Wiring Diagram - Typical For Single Direction	P101844
				BVT View		
				N/A		
				Sheet Size	Scale	
				A4	NTS	
				Sheet 1 of 1		



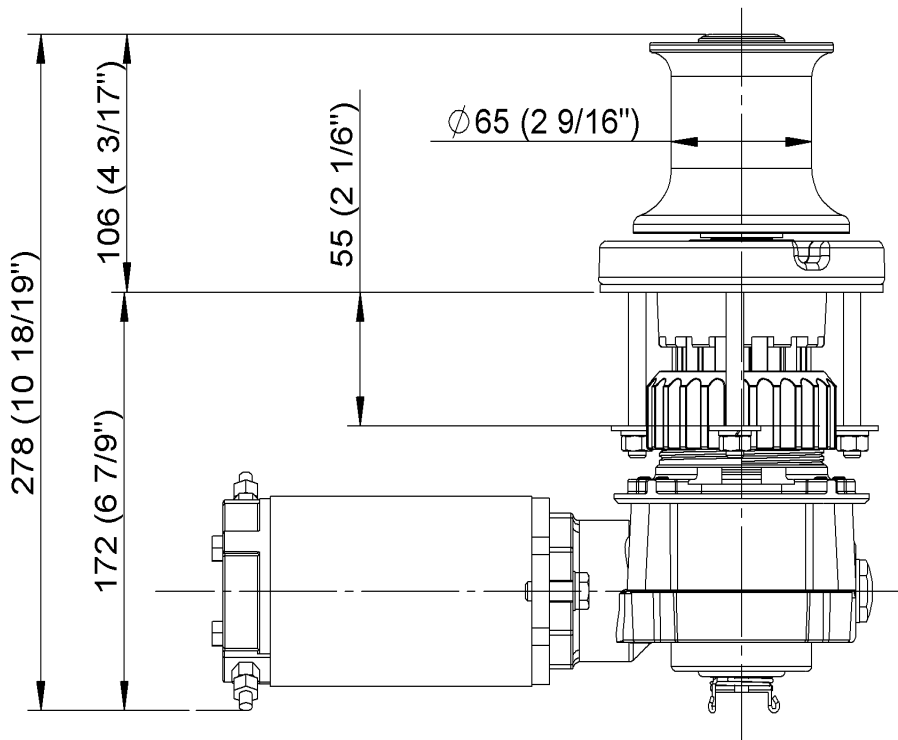
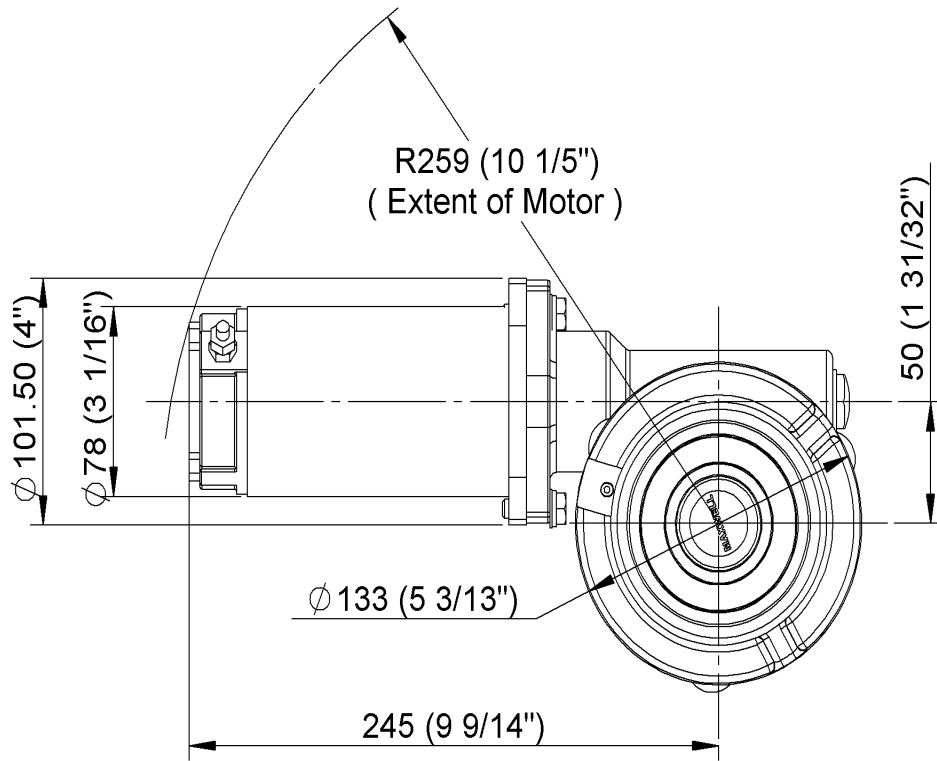
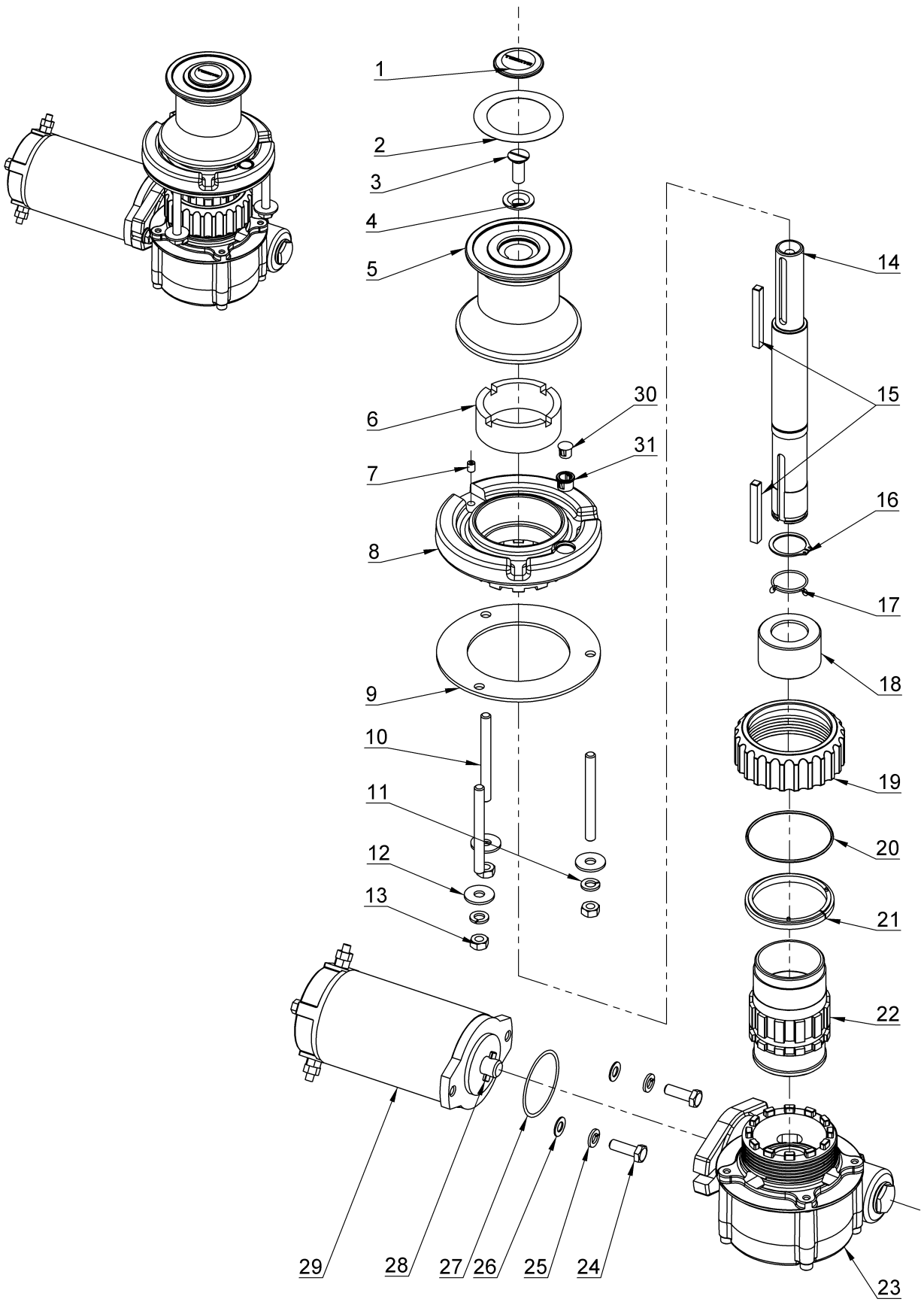


Figure 1 - 300 500 VC Windlass Overall Dimensions



**Figure 2 - 300 500 VC Windlass Assembly Drawing**

### 300 500 VC Windlass Parts

Item No.	Component description	Qty	Part to order	Includes items
1	Cap	1	P101641	1,3,4,15
2	Label - 300	1	5355	2
	Label - 500	1	3356	2
3	Screw - 3/8" x 1"	1	P101641	1,3,4,15
4	Washer	1	P101641	1,3,4,15
5	Drum 300 500 VC VW	1	**P101656 or P101657	2,5
6	Retaining Collar	1	P101663	6,18,22
7	Screw M6x8	1	P101648	6,7,8,10(x3),11(x3),12(x3),13(x3),18,22
8	Deckplate 300 500 VC	1	P101648	6,7,8,10(x3),11(x3),12(x3),13(x3),18,22
9	Gasket	1	6474	9
10	Stud M8x83	3	P101649	10(x3),11(x3),12(x3),13(x3)
11	Spring Washer	3	P101649	10(x3),11(x3),12(x3),13(x3)
12	Washer	3	P101649	10(x3),11(x3),12(x3),13(x3)
13	Nut M8	3	P101649	10(x3),11(x3),12(x3),13(x3)
14	Shaft 300 500 VC 50TDC	1	6469	14
15	Key 6.35x6.35x57	1	P101641	1,3,4,15
16	Circlip	1	P101619	15,16,17,27
17	Quick Change Clip	1	P101619	15,16,17,27
18	Bearing	1	P101663	6,18,22
19	Locknut	1	P100088	19,20,21
20	O-Ring	1	P100088	19,20,21
21	Collar	1	P100088	19,20,21
22	Spacer Tube 300 500 50TDC	1	P101663	6,18,22
23	Gearbox 300 29:1	1	P102179	23
	Gearbox 500 1500 56:1	1	P102730	23
24	Bolt - Hex Hd M8x25	2	P12487	24(x2),25(x2),26(x2),27(x1)
25	Washer - Spring - M8	2	P12487	24(x2),25(x2),26(x2),27(x1)
26	Washer - Flat - M8	2	P12487	24(x2),25(x2),26(x2),27(x1)
27	O-Ring	1	P12487	24(x2),25(x2),26(x2),27(x1)
28	Tension Pin	1	P101619	15,16,17,27
29	PM Motor DM717M 12V	1	P10068	28
	PM Motor DM718M 24V	1	P10069	28
30	Plug	1	SP3519	30
31	Bush	1	SP3518	31

\*\*P101656=300VC, P101657=500VC

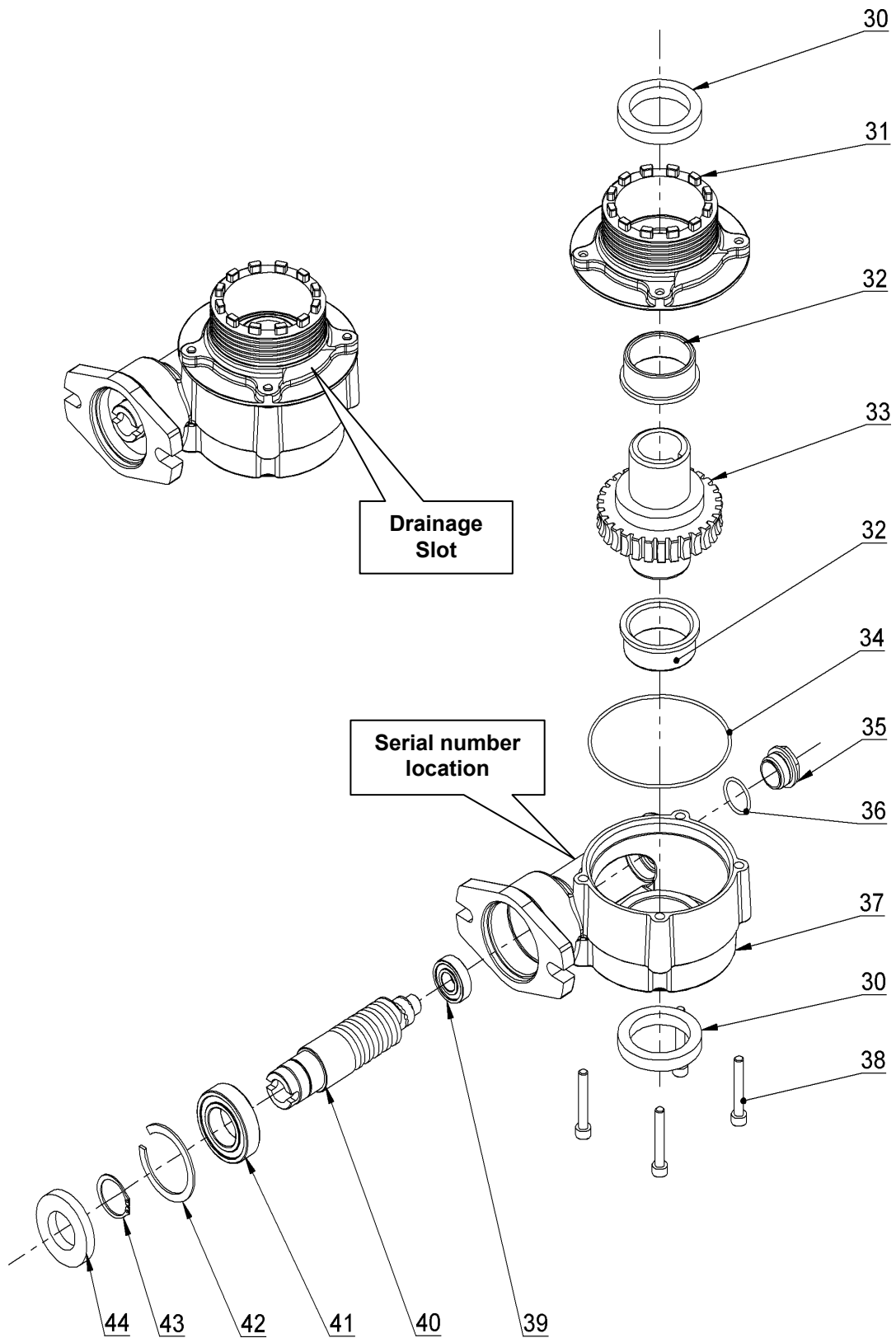


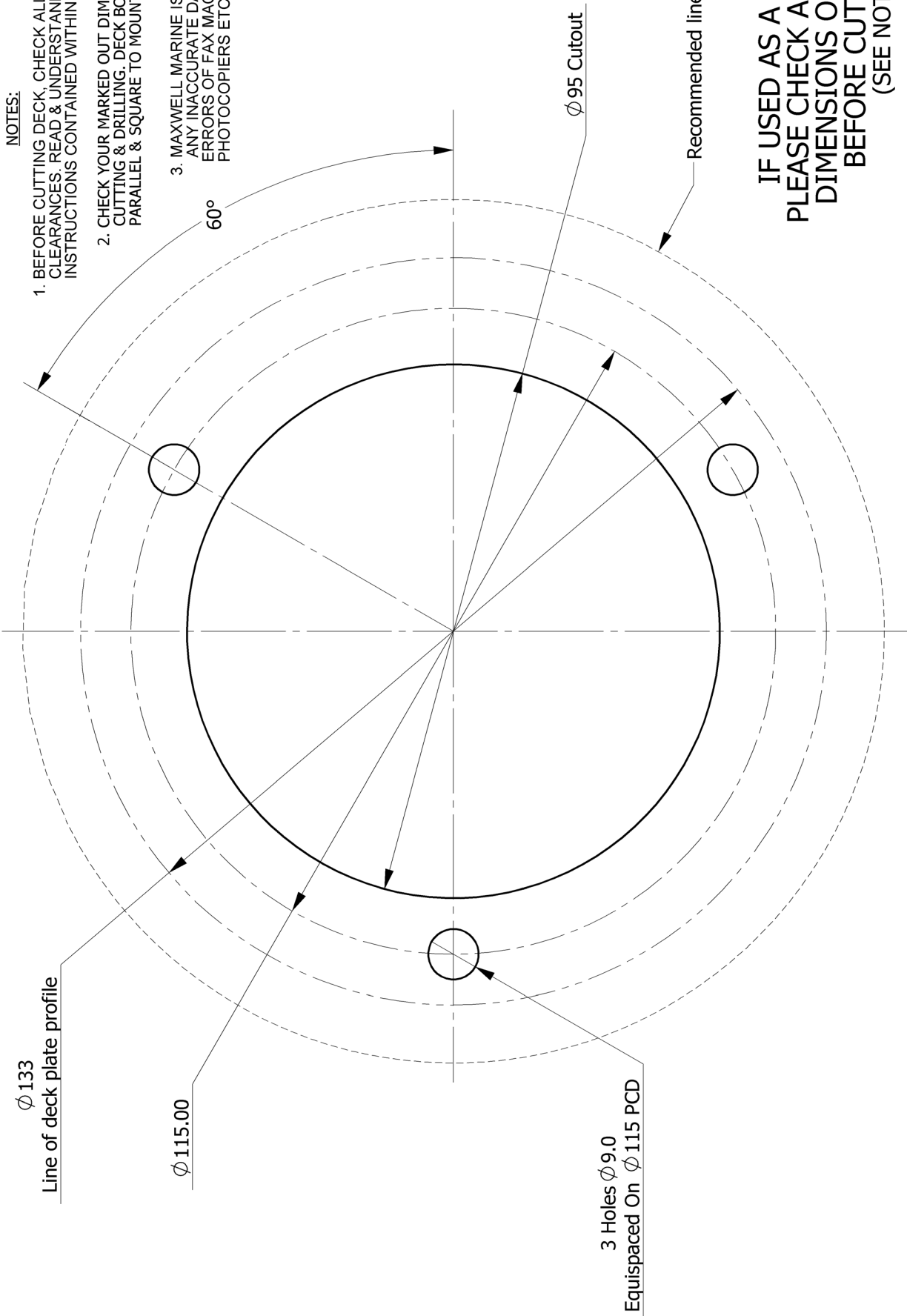
Figure 3 - Gearbox 29:1 & 56:1 Assembly Drawing

## Gearbox 29:1 and 56:1 Parts

Item No.	Component description	Qty	Parts to order	Includes items
30	Oil Seal	2	P90006	30(x2),34,35,36,44
31	Gearbox Top	1	P101624	31,32
32	Bush	2	3145	32
33	Worm Wheel 300 29T	1	6470	33
	Worm Wheel 56T	1	3584	33
34	O - Ring	1	P90006	30(x2),34,35,36,44
35	Sight Glass	1	P90006	30(x2),34,35,36,44
36	O-Ring	1	P90006	30(x2),34,35,36,44
37	Wormbox	1	P101625	32,37
38	Capscrew - M6 x 40	4	SP0159	38
39	Bearing	1	P90007	39,41,42,43
40	Worm 29:1	1	3140	40
	Worm 56:1	1	3400	40
41	Bearing	1	P90007	39,41,42,43
42	Circlip	1	P90007	39,41,42,43
43	Circlip	1	P90007	39,41,42,43
44	Oil Seal	1	P90006	30(x2),34,35,36,44







**NOTES:**

1. BEFORE CUTTING DECK CHECK ALL UNDERDECK CLEARANCES. READ & UNDERSTAND INSTALLATION INSTRUCTIONS CONTAINED WITHIN THE MANUAL.
2. CHECK YOUR MARKED OUT DIMENSIONS CAREFULLY, BEFORE CUTTING & DRILLING. DECK BOLT HOLES MUST BE DRILLED PARALLEL & SQUARE TO MOUNTING FACES.
3. MAXWELL MARINE IS NOT RESPONSIBLE FOR ANY INACCURATE DATA, DUE TO REPRODUCTION ERRORS OF FAX MACHINES, PRINTERS, PHOTOCOPIERS ETC.

**IF USED AS A TEMPLATE  
PLEASE CHECK ACCURACY OF  
DIMENSIONS ON DRAWING  
BEFORE CUTTING OUT  
(SEE NOTE 3)**

Rev.	Change	Made on	Des/Drawn	Checked
1.00	Initial Issue	18/05/06	CX	
2.00	New layout and notes for drawing to be used as a template	24/10/07	RP	DH

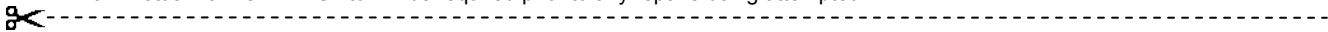
Description:		<b>Deck Drilling Template - 300 500 VC VW</b>		Drawing No: <b>6156</b>		Revision No: <b>2.00</b>	
Material:		n/a		Sheet Size		Sheet	
Tolerances if none specified		ALL ANGLES ±0.5°		A4		1 of 1	
0 DECIMAL (X) ±0.5		SURFACE FINISH 1.6		Scale			
1 DECIMAL (X.X) ±0.2				1:1			
2 DECIMAL (X.XX) ±0.1							

# LIMITED WARRANTY

**Warranty:** Vetus-Maxwell APAC Ltd provides a three year limited warranty on windlasses for pleasure boat usage, and a one year limited warranty for those systems used on commercial or charter vessels. Warranty, service and parts are available around the world. Contact your nearest Maxwell office for a complete list of service centres and distributors.

**This warranty is subject to the following conditions and limitations:**

1. This Warranty will be null and void if
  - (a) there is any neglect or failure to properly maintain and service the products.
  - (b) the products are serviced, repaired or maintained improperly or by unauthorised persons.
  - (c) loss or damage is attributed to any act, matter or omission beyond the reasonable control of Vetus-Maxwell APAC Ltd or the purchaser.
2. Vetus-Maxwell APAC Ltd liability shall be limited to repair or replacement (as determined by Vetus-Maxwell APAC Ltd) of the goods or parts defective in materials or workmanship.
3. Determination of the suitability of the product and the materials for the use contemplated by the buyer is the sole responsibility of the buyer, and Vetus-Maxwell APAC Ltd shall have no responsibility in connection with such suitability.
4. Vetus-Maxwell APAC Ltd shall not be liable for any loss, damages, harm or claim attributed to:
  - (a) use of the products in applications for which the products are not intended.
  - (b) corrosion, wear and tear or improper installation.
  - (c) improper use of the product.
5. This Warranty applies to the original purchaser of the products only. The benefits of the Warranty are not transferable to subsequent purchasers.
6. Vetus-Maxwell APAC Ltd shall not be responsible for shipping charges or installation labour associated with any warranty claims.
7. There are no warranties of merchantability, fitness for purpose, or any other kind, express or implied, and none shall be implied by law. If any such warranties are nonetheless implied by law for the benefit of the customer they shall be limited to a period of three years from the original purchase by the user.
8. Vetus-Maxwell APAC Ltd shall not be liable for consequential damages to any vessel, equipment, or other property or persons due to use or installation of Maxwell equipment.
9. This Warranty sets out your specific legal rights allowed by Vetus-Maxwell APAC Ltd ; these may be varied by the laws of different countries. In addition, the purchaser may also have other legal rights which vary from country to country.
10. To make a claim under this Warranty, contact your nearest Maxwell Marine office or distributor. Proof of purchase and authorisation from Vetus-Maxwell APAC Ltd will be required prior to any repairs being attempted.



To be eligible for warranty protection, please either complete the form below at the time of purchase and return it to the appropriate retailer or supplier of the goods, or fill out the electronic warranty form on our website, [www.maxwellmarine.com](http://www.maxwellmarine.com)

**Purchaser**

Name:

Address:

Telephone:

Facsimile

**Supplier / Dealer**

Name:

Address:

Telephone:

Facsimile

**Capstan/Windlass Model**

**Serial Number**

Date of Purchase

Boat Type

Capstan/Windlass Supplied

- With boat
- Fitted by boat yard/dealer
- Purchased from dealer/chandler

Name

L.O.A.

Built by





