

Sail HYSTS Operating Procedures - Appendix B

Operating Procedure for the Petrol Powered Capstan Winch

A guide for the safe launching and recovery of the Whaly Rescue Boats

The Petrol Powered Capstan Winch was purchased to make the launching and recovery of the Whaly Rescue boats easier.

As with all machinery, safe operation is paramount not only for the operator, but for other people in the vicinity.

The main risk in operating a winch is the possibility of the winch rope parting under stress. This can cause injury by being struck by the winch rope if it “whiplashes” or being in the path of a runaway launching trolley.

To minimise these risks, the procedures laid out below must be strictly adhered to.

It is the Winch Operator’s responsibility to ensure these measures are in place before winching commences.

Personnel required for all winching operations (Winch Crew).

- 1 x Winch Operator
- 2 x Boat Handlers.

The Winch Operator is in overall charge of the operation but must heed the advice of the Boat Handlers as necessary.

Only the two Boat Handlers are allowed in the “Winching Corridor”, ***and they must remain alongside and outboard of the vessel until: -***

- The boat is afloat or temporarily chocked in the boat compound.
- Tension is off the winch rope and in the case of recovery, the winch engine is stopped.
- The Winch Operator tells them it is safe to unhitch the winch.

OPERATION

1. Setting Up

A chain has been permanently installed in the Boat Compound with two movable shackles specifically for use as the winch anchor points. Place one shackle into each of the hooks on the back of the winch. – DO NOT connect the winch hooks directly to the chain.

The two Warning Boards are to be positioned on the sea wall approximately in line with each post of the compound gates in the area where most pedestrian traffic could pass (the **Winching Corridor**). Young sailors and volunteers not involved in the winch operation must be kept clear of the Winching Corridor. If necessary, members of the public must be advised that winching is in progress and requested to keep clear. (Fig 2)



Fig. 2

2. Launching (The engine should not be running during launching)

Once Setting Up is completed:

Attach the spring hook carabiner to the ring on the front of the launching trolley.

Roll the boat trailer to the edge of the boat compound and temporarily chock.

Takes 2 turns of the winch cable around the capstan drum keeping light tension on the rope.

Makes a visual check to ensure the Winching Corridor is clear of unauthorised people.

When safe to do so the Winch Operator informs the Winch Crew “Ready to Launch” and Boat Handlers to remove the chocks.

The boat will launch under gravity, the Winch Operator tensioning or releasing the winch cable as necessary to control the speed. The Boat Handlers to guide the trailer to the waters edge avoiding pot holes, as appropriate.

It is important for the Winch Crew to be vigilant during launching and inform the Winch Operator of any impending problems.

The Winch Operator must watch the winch, the progress of the launch and the Winch Crew to listen out for warnings.

Should an emergency arise, e.g., unauthorised entry into the Winch Corridor, the progress should be halted by applying tension to the winch rope. As soon as the boat has stopped, the Winch Operator should tell the Boat handlers to position the chocks.

The chocks are to remain in position until the emergency has passed and the operation resumes.

3. Recovery

Once Setting Up is completed:

The procedure is the same as for launching in respect of Winch Crew positioning.

When the winch rope has been attached to the launching trolley, the Winch Operator will take 3-4 turns of the rope around the capstan drum.

With tension off the rope, the Winch Operator will start the engine. **(Note: there is no clutch, when the engine starts the capstan drum will rotate).**

When the engine is running correctly, the Winch Operator will indicate "Ready to recover".

The Winch Crew will inform the Winch Operator if it is clear to do so.

The Winch Operator will start the recovery by applying tension to the winch rope.

The Boat Handlers will guide the trolley to an appropriate place in the boat compound and place the chocks. The winch should do the work.

It is important for the Winch Crew to be vigilant during recovery and inform the Winch Operator of any impending problems.

In the event of an emergency, the Winch Operator must stop the engine by means of the "Stop Button" whilst keeping tension on the cable until the Boat handlers to position the chocks.