G. M. PATTEN.

SHIPS' WINDLASS.

No. 193,458. Patented July 24, 1877.

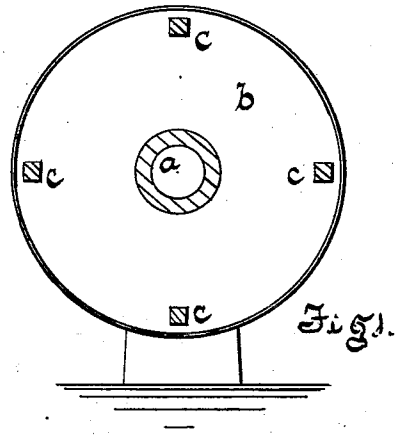


Fig. 1.

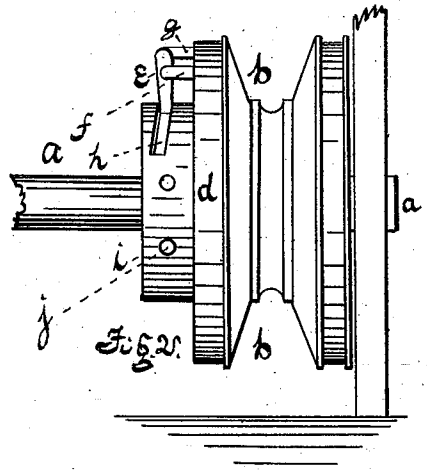


Fig. 2.

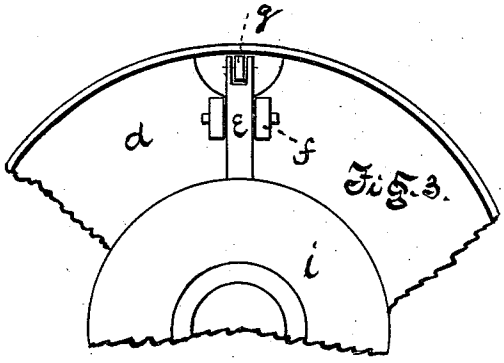


Fig. 3.

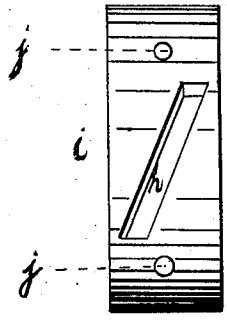


Fig. 4.

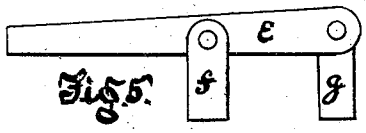


Fig. 5.

Witnesses:
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UNITED STATES PATENT OFFICE.

GEORGE M. PATTEN, OF BATH, MAINE, ASSIGNOR TO THOMAS W. HYDE OF SAME PLACE.

IMPROVEMENT IN SHIPS' WINDLASSES.

Specification forming part of Letters Patent No. **193,458**, dated July 24, 1877; application filed May 3, 1877.

To all whom it may concern:

Be it known that I, GEORGE M. PATTEN, of Bath, in the county of Sagadahoc and State of Maine, have invented certain new and useful Improvements in Ships' Windlasses; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

Figure 1 is a front view. Fig. 2 is a side view, showing starts. Fig. 3 is a partial end view. Fig. 4 is an edge view of lever-wheel. Fig. 5 is a detail.

Same letters show like parts.

The purpose of my invention is to produce a device and an arrangement for stopping the motion of the wheel called the "wild-cat," in a ship's windlass, and for letting the same revolve when desired.

I am aware that devices have been used for this purpose for periods of time previous to my invention.

This invention relates to a method of operating a chock or pin for stopping the motion of the wheel and releasing it when necessary.

a shows the main shaft of the windlass. *b* is the wild-cat, so called. On one face of the two parts of the wild-cat are placed the starts *c*. Working against the same face is the wheel *d*. On this wheel *d* is set the lever *e*, working on a pivot running through ears *f*. On the upper end of this lever *e* is the chock *g*, pivoted to said lever, as shown in the drawing. This chock or pin works through a hole in the wheel *d*. The lower end of the lever *e* enters a screw-groove or spiral, *h*, in the lever-wheel *i*. This wheel, on its periphery, is provided with holes *j* to receive the ends of a lever to turn the same.

When the lever wheel *i* is turned in one direction, the lower end of the lever *e* is so moved as to throw the chock or pin *g* in against the face of one part of the wild-cat. As soon, then, as one of the starts thereon strikes the said chock or pin, the revolution of the wild-cat is stopped. A reverse motion of the wheel *i* will draw out the pin *g*.

It will be discovered that the pin can be withdrawn even when the wild-cat has a strain upon it, the method of operating the pin giving this advantage.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination of the lever-wheel *i* and the lever *e* with the chock or pin *g*, operating as and for the purposes herein set forth.

2. The combination, as herein described, of the starts *c* on the wild-cat, the lever *e*, pin *g*, wheel *d*, lever-wheel *i*, with its spiral *h* and holes *j*, and a lever, for the purposes set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

G. M. PATTEN.

Witnesses:
E. H. JEWETT,
THO. W. HYDE.