A. J. Gove,

Windlass.

No. 28,716. Patented June 12, 1860.

Fig. 1.

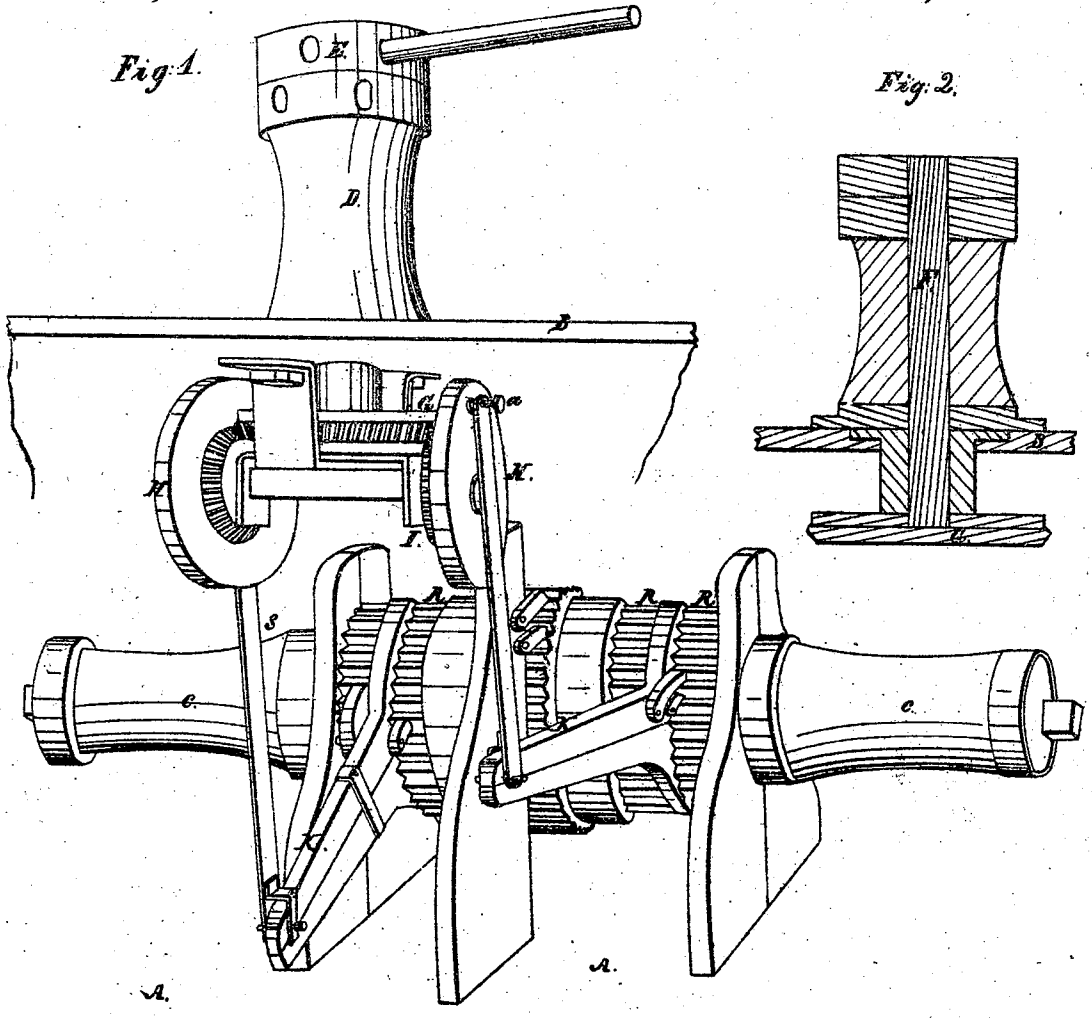
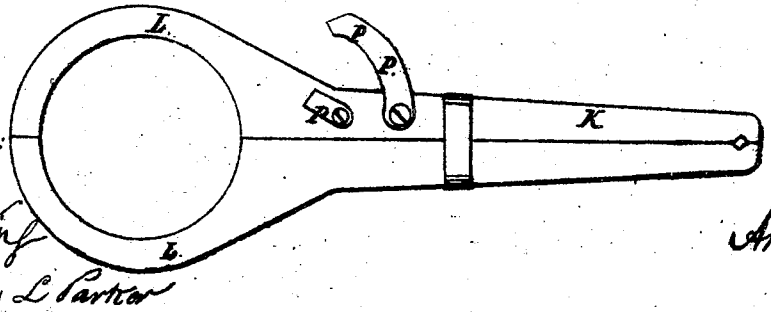


Fig. 2.

Fig. 3.



Witnesses:

J. L. King

Francis L. Carter

Inventor.

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UNITED STATES PATENT OFFICE.

ANDREW I. GOVE, OF SAN FRANCISCO, CALIFORNIA, ASSIGNOR TO HIMSELF AND WETHERED & TIFFANY, OF SAME PLACE.

SHIP'S WINDLASS.

Specification of Letters Patent No. 28,716, dated June 12, 1860.

To all whom it may concern:

Be it known that I, A. I. GOVE, of the city and county of San Francisco and State of California, have invented a new and Improved Windlass, which I call, "Gove's improved windlass;" and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification.

Figure 1 is a perspective view of the apparatus; Fig. 2 is a sectional view of the capstan, showing its connection with the gearing; Fig. 3 represents the lever and pawls.

A, represents the main deck of a vessel; B, the top-gallant forecastle; C, is a windlas similar to those in general use; D, is a capstan with a double head; the upper head E, revolves separate from the capstan; F, is a perpendicular shaft attached at one end to the revolving capstan head E, and at the other to the bevel gear G; H, H, are circular plates of metal, acting as crank arms, with bevel gear wheels, I, I, attached to the inner side and working in the gear wheel G; or instead of the circular plates, common crank-arms may be used; K, K, are levers upon one end, of each of which, a collar is formed as shown at L, so that they may work around the windlass; to these levers are attached pawl P, P, which work in the ratchets R, R; S, S, are connecting rods from the levers K, K, to the circular plates, or crank arms H, H.

Operation: To work the windlass, the head E, of the capstan is made to revolve by means of the capstan bars, in the usual way, the gear wheel G, by means of the shaft F, is set in motion, working the gear wheels I, I, turning the cranks H, H, and by means of the connecting rods S, S, working the levers K, K, and by the pawls P, P, causing the windlass to operate. The power thus gained by the use of the gearing, being a vast increase over the brake windlass.

I do not claim the peculiar form of the windlass, as that may be varied to suit circumstances; I do not claim the lever K, and the ratchets and pawls, nor the connecting rods S, S; I do not claim the capstan with a double head.

What I claim and for which I desire Letters Patent to issue, is—

The arrangement of the gearing as represented by G, and I, I, with the crank-plates or arms H, H, combined with the connecting rods S, S, the levers K, K, and pawls P, P, working the windlass C; substantially as described and for the purposes as herein set forth.

ANDREW I. GOVE.

Witnesses:

FRANCIS L. PARKER,

JAMES L. KING.