

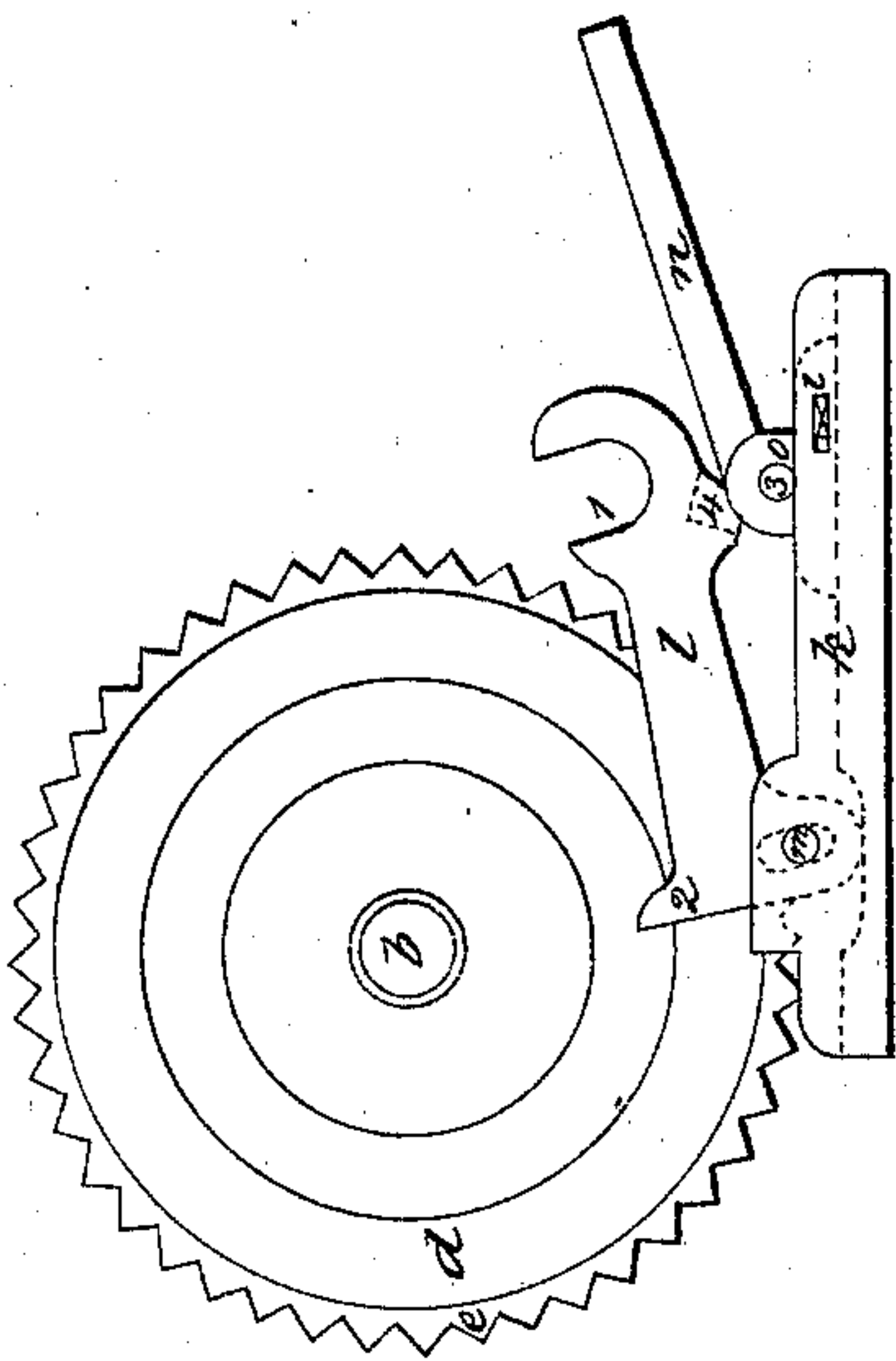
*P.H. Jackson,*

*Windlass.*

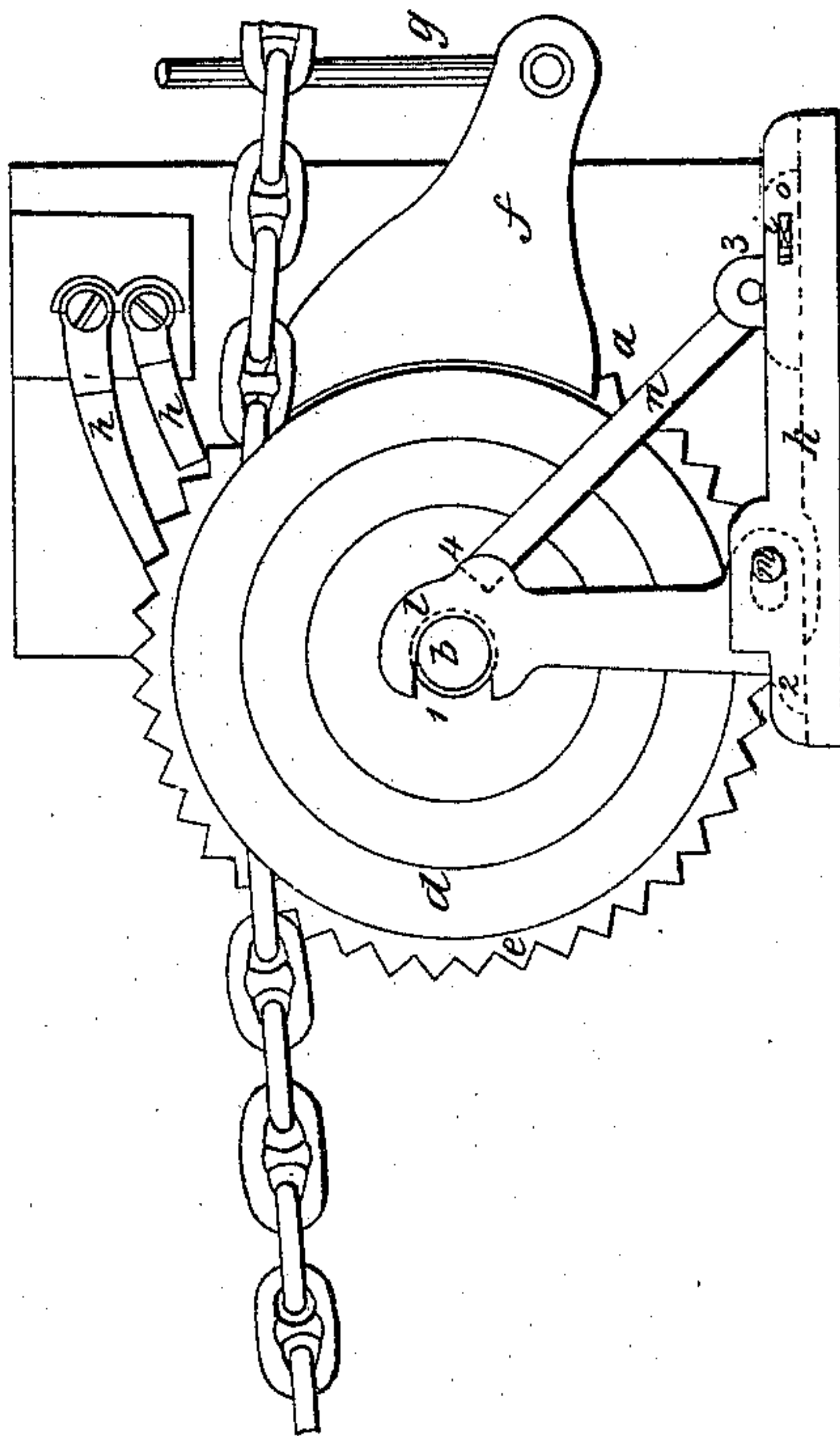
*No 21,134.*

*Patented Aug. 10, 1858.*

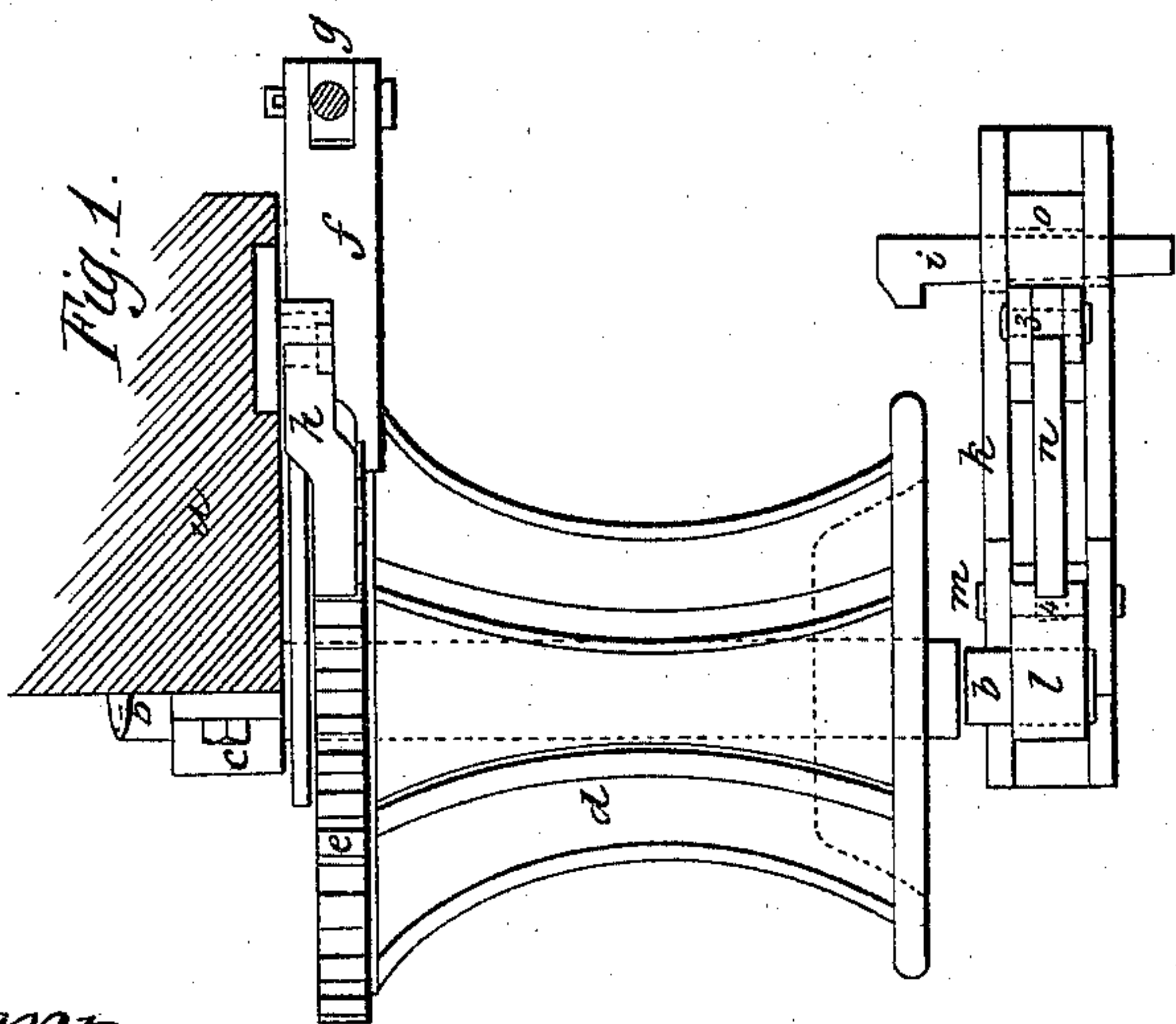
*Fig. 3.*



*Fig. 2.*



*Fig. 1.*



*Witnesses:*

*Samuel W. Serrell,*

*Thomas G. Harold.*

*Inventor.*

*Peter H. Jackson.*

# UNITED STATES PATENT OFFICE.

PETER H. JACKSON, OF NEW YORK, N. Y.

## SHIP'S WINDLASS.

Specification of Letters Patent No. 21,134, dated August 10, 1858.

*To all whom it may concern:*

Be it known that I, PETER H. JACKSON, of the city and State of New York, have invented, made, and applied to use a certain  
5 new and useful Improvement in Ships' Windlasses; 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 drawing, making part of this specification, wherein—

Figure 1 is a plan of my improvement, Fig. 2 is an end elevation of the windlass as in use, and Fig. 3 is a similar end view with  
15 the part ready for receiving the chain around the windlass.

Similar marks of reference denote corresponding parts.

In windlasses for ships it is usual to provide a bit or stanchion at the ends of the shaft as well as toward the middle, between which each windlass barrel rotates, thereby sustaining the shaft. In consequence of this arrangement the end of the chain has to be  
25 passed around the windlass, and said chain has to run over said windlass when going out as well as when the cable is being drawn in, and where two heads are used, as is almost always the case, one chain has to be loosened on one barrel and kept away from the same while the other barrel is in use. To obviate this difficulty the windlass shaft has been made heavier and the end bits dispensed with so that the chain could be  
35 slipped on and off the barrel, but those windlasses with a support at the end of the shaft are preferable.

The nature of my said invention consists in applying a movable brace or bit at the  
40 end of the windlass shaft, in such a manner as to sustain the said shaft when in use, or when disconnected be entirely out of the way so that a chain can be slipped onto or of the windlass barrel with great facility.

45 In the drawing I have shown one barrel

of a windlass, the other barrel and the ratchet wheels, pawls, heavers, &c., being of any usual character.

*b*, is the windlass shaft set in the journal boxes *c*. 50

*d*, is the windlass barrel or head.

*e* is the ratchet wheel, and *f* the heaver containing a pawl and worked by the rod *g* to pump-brakes or similar devices.

*h, h*, are the pawls to the wheel *e*. 55

*k*, is a bed piece firmly attached to the deck of the vessel, and having flanges on its sides, between which the foot piece 1, of the movable bit *l*, passes. *m*, is a bolt through a slot in said foot piece 1, retaining the same  
60 between the flanges, so that the said bit can be laid down in the position shown in Fig. 3 or turned up so that the jaw, *t*, takes the end of the shaft *b*, to support the same, and to sustain this bit in place against said shaft 65 I make use of the hinged brace *n*, attached at 3, to the sliding block *o*, between the flanges of the plate *k*, and *i*, is a key passing through said flanges and block *o*, to wedge the brace *n*, tightly against the bit *l*, as seen 70 at 4, Fig. 2, and sustain the shaft *b*, when the windlass is in use; or when the chain is to be slipped off the barrel *d*, the same can be done with great facility by loosening the key *i*, and throwing the parts over into the 75 position shown in Fig. 2.

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

The bit *l*, taking the end of the shaft *b*, as specified, when combined with the brace 80 *n*, block *o*, and key *i*, or their equivalents substantially as and for the purposes set forth.

In witness whereof I have hereunto set my signature this twenty-first day of July, 1858. 85

PETER H. JACKSON.

Witnesses:

LEMUEL W. SERRELL,  
THOMAS G. HAROLD.