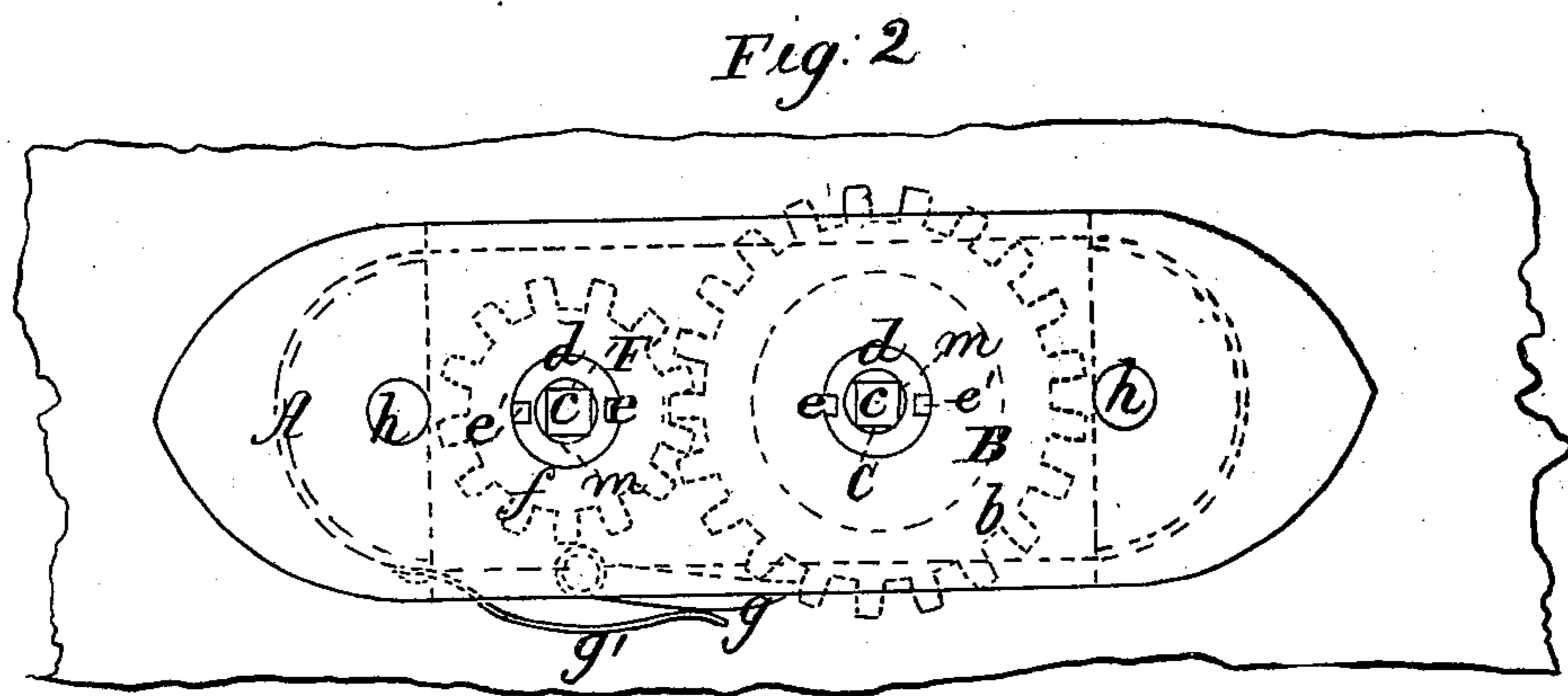
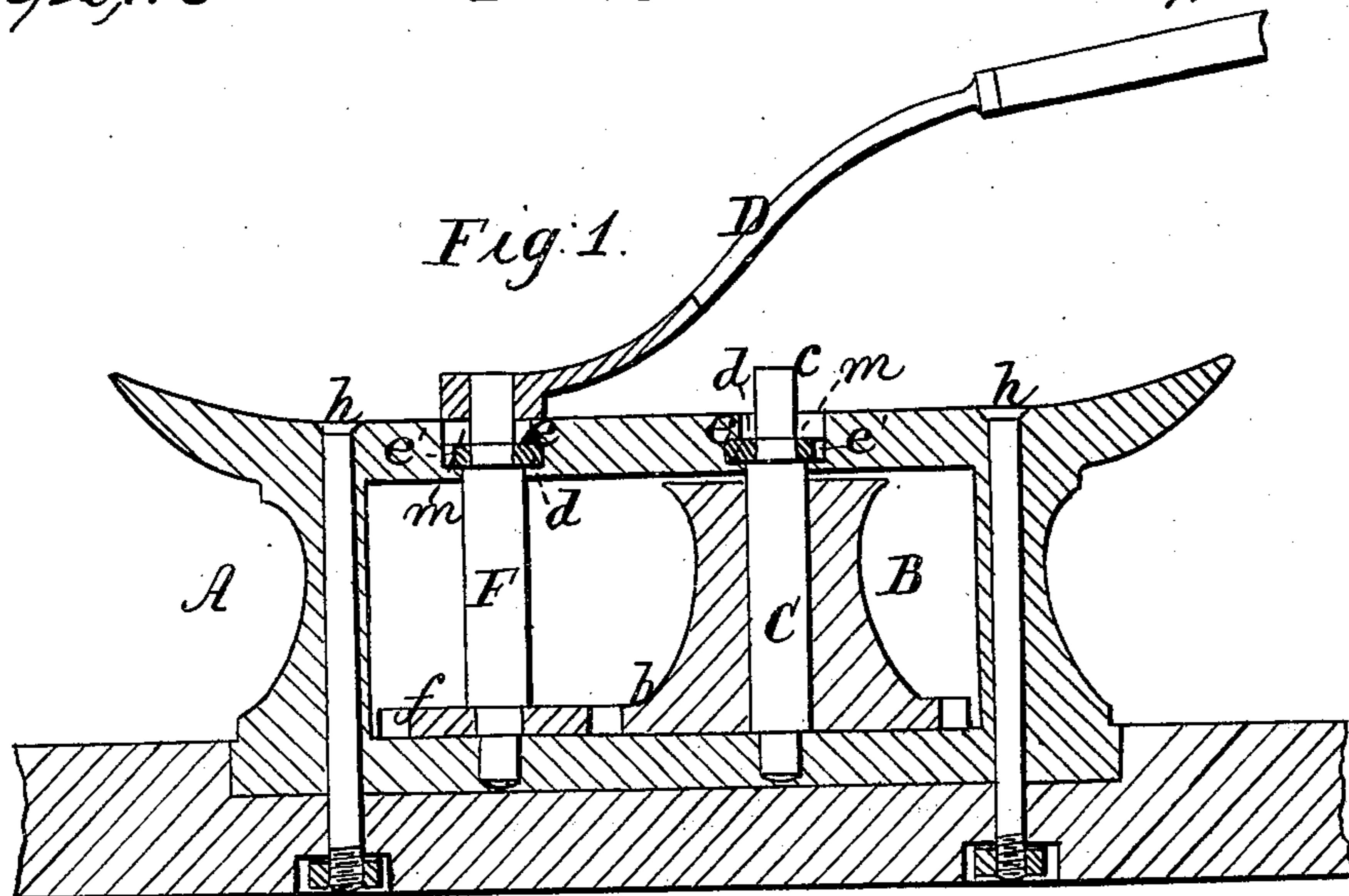


D. Snedeker
Cleat & Capstan
No. 92,116. Patented Jun. 29, 1869.



Witnesses.
Jno. J. Bonner,
Victor H. Becker,

Inventor.
Dion Snedeker
by Frank Heyatt

United States Patent Office.

DITON SNEDEKER, OF LOCKPORT, NEW YORK.

Letters Patent No. 92,116, dated June 29, 1869.

IMPROVEMENT IN COMBINED CLEAT AND CAPSTAN.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, DITON SNEDEKER, of Lockport, in the county of Niagara, and State of New York, have invented a new and Combined Boat-Cleat and Capstan; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure I is a longitudinal vertical section, and Figure II, a plan thereof.

The nature of my invention consists—

First, making a frame to contain the windlass-mechanism, with its top bar projecting beyond the ends, so as to give the frame the contour, and enable it to perform the functions of a cleat.

Second, in the peculiar manner of constructing and arranging the windlass and its upper bearing with the cleat, so that the windlass may be readily removed from one cleat, and placed in another, at another part of the boat, thus requiring but one windlass, and making it available with every cleat upon the boat.

Like letters refer to like parts in each of the figures.

A represents a boat-cleat, made of cast-iron or any other suitable material, being formed very much like those in common use upon canal and other boats, but having an opening transversely through it, within which is contained the windlass B, supported upon and operated through the shaft C, having a bearing at its lower end in the frame or cleat A.

This shaft is made square where it passes through the windlass, to prevent the windlass from turning thereupon, and has a square head, *c*, for the reception of a hand-lever, D, through which the power may be applied when no very great resistance is to be overcome.

For the purpose of rendering this shaft readily removable from the upper portion of the frame A, I make the hole *m* therein, of sufficient size to allow the square portion of the shaft to pass readily through, and then reduce the size of the hole by a ring, *d*, which fits on the upper end of the shaft and within the opening in the frame, the said ring forming the upper bearing for the shaft.

To confine the bearing *d* in its place, I make use of the following contrivance:

The recess *m* in the frame, which receives the bearing, has an inwardly-projecting lug, *e*, at its upper edge; the bearing *d* has a corresponding groove, *e'*,

in one side. When it is desired to introduce the shaft, the bearing *d* is turned so as to coincide with the projection *e*, when it may be dropped into place, and turned into the position shown in the drawings, the projection *e* holding it in place.

The lower part of the windlass is enlarged, and forms a spur-wheel, *b*, meshing with a pinion, *f*, and supported upon the shaft F, which is square where it passes through the pinion *f*, and has bearings in the cleat or frame, and a square head for the lever D, similar to those of the shaft C, and being, like it, removable from the frame.

When the resistance to be overcome is considerable, the power is applied to the square head of this shaft.

A pawl, *g*, is attached to the lower part of the frame, and held in place by a spring, *g'*, which engages with the teeth of the spur-wheel *b*, and prevents the windlass from being turned backwards.

The cleat is attached to the deck of the boat by bolts *h*, or in any other suitable manner.

My invention is adapted more especially for use on canal-boats, but may be used upon any vessel where a windlass is required.

It will be found of great use in getting heavily-loaded boats off ground, and in drawing them into locks, moving boats in harbors or in basins, unloading heavy articles, and, in short, for any purpose where a windlass or capstan can be made useful. The windlass being removable, only one is required to render every cleat in the boat available as a capstan, thus rendering it a very inexpensive as well as useful apparatus.

Having thus described my invention,

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

1. Arranging the windlass-mechanism within the frame A, the top plate of which projects beyond the ends, so that the frame, as a whole, has the form and performs the functions of a cleat, as herein shown and described.

2. The construction and arrangement, with a boat-cleat, of the ring-bearing *d*, recess or hole *m*, the shaft C, and windlass B, for rendering the latter readily removable, as and for the purpose set forth.

D. SNEDEKER.

Witnesses:

C. CRAIG,

E. S. NICHOLS.