

(No Model.)

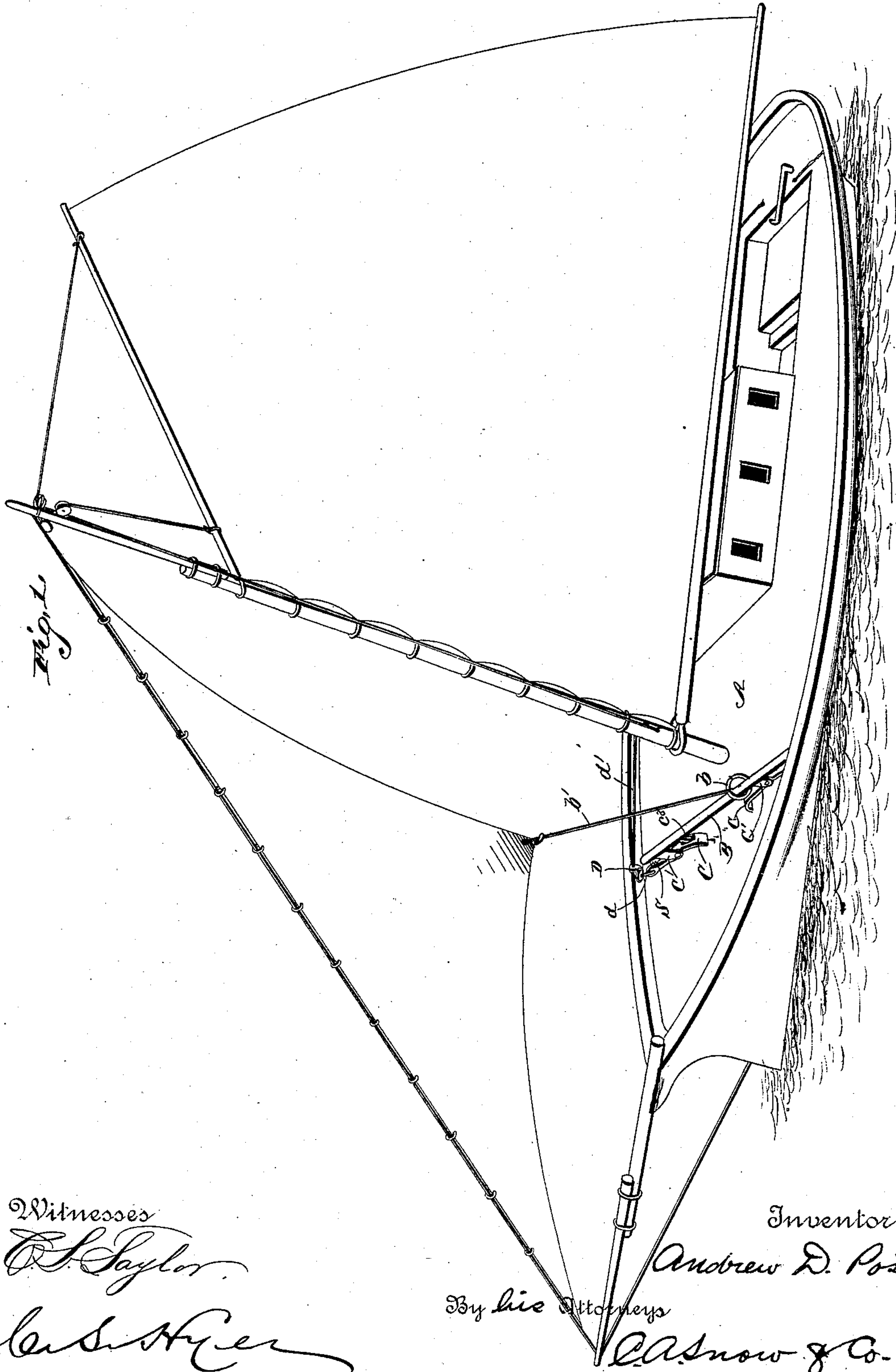
2 Sheets—Sheet 1.

A. D. POST.

SHEET RING DETACHER FOR VESSELS.

No. 372,085.

Patented Oct. 25, 1887.



Witnesses

C. S. Taylor

C. S. Hyer

Inventor

Andrew D. Post

By his Attorneys

C. A. Snow & Co.

(No Model.)

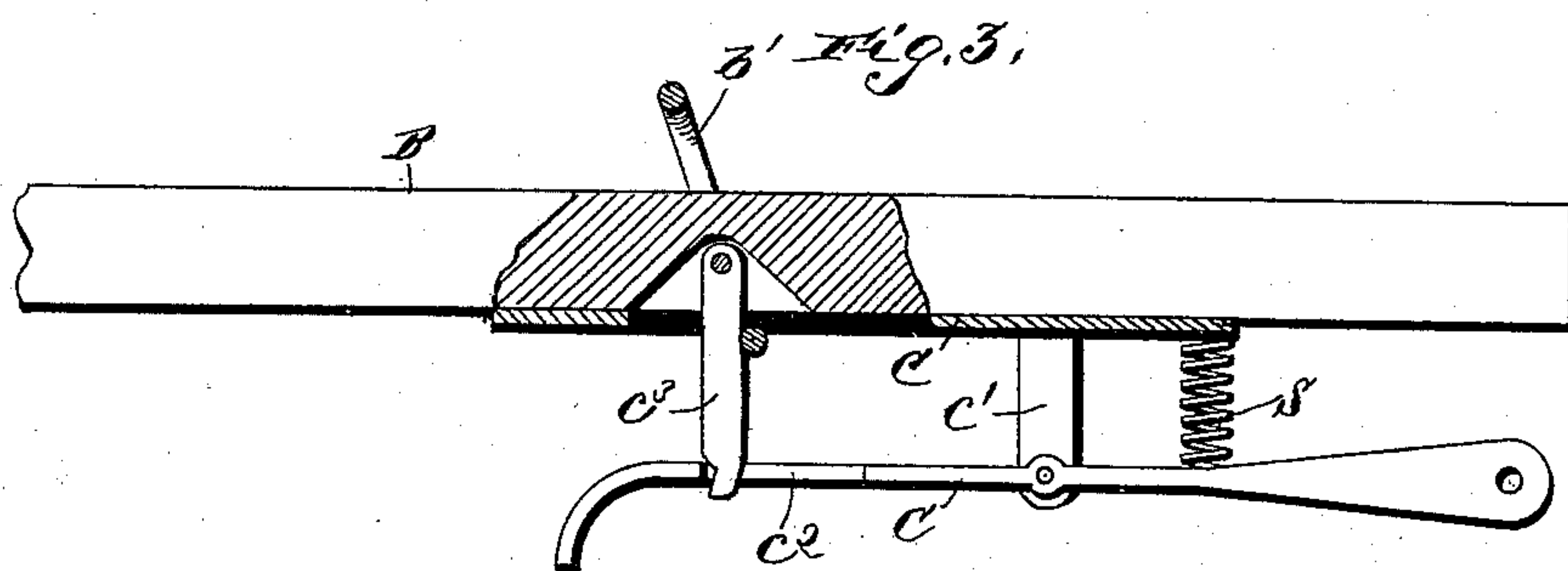
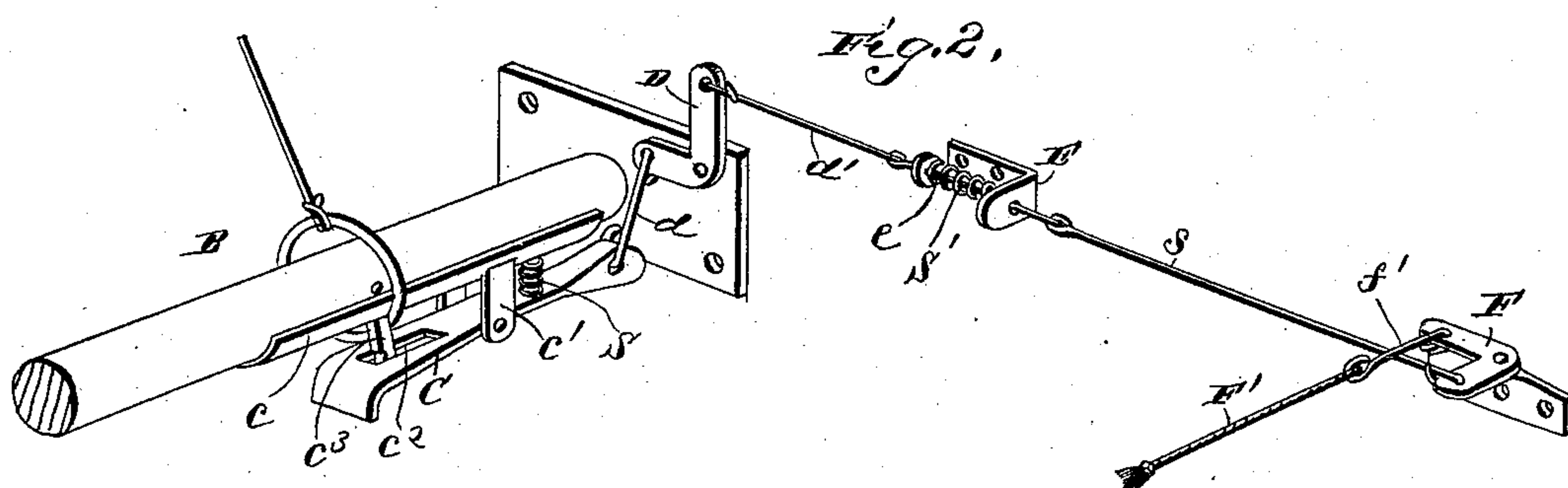
2 Sheets—Sheet 2.

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No. 372,085.

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Witnesses

*T. S. Taylor*

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# UNITED STATES PATENT OFFICE.

ANDREW DECKER POST, OF KEYPORT, NEW JERSEY.

## SHEET-RING DETACHER FOR VESSELS.

SPECIFICATION forming part of Letters Patent No. 372,085, dated October 25, 1887.

Application filed June 3, 1887. Serial No. 240,177. (No model.)

*To all whom it may concern:*

Be it known that I, ANDREW DECKER POST, a citizen of the United States, residing at Keyport, in the county of Monmouth and State of New Jersey, have invented a new and useful Improvement in Sheet-Ring Detachers, of which the following is a specification.

My invention relates to improvements in sheet-ring detachers for use in connection with the sails of vessels; and it consists in the construction and arrangement of the parts of the same, which will be more fully set forth hereinafter, and particularly pointed out in the claims.

The object of my invention is to provide means whereby the jib-sheet may be controlled by the helmsman without leaving his place at the wheel, and thereby necessitating the use of but a single person to attend to the wheel and the jib-sheet. This construction is especially applicable for use upon a vessel when entering port, and when it is desired to heave to. I attain this object by the mechanism illustrated in the accompanying drawings, wherein like letters of reference indicate similar parts in the several views, and in which—

Figure 1 is a perspective view of the upper deck of a vessel with my improvement shown in connection therewith. Fig. 2 is a perspective view of my improved attachment removed from connection with the vessel. Fig. 3 is a longitudinal vertical section.

A indicates the deck of the vessel, to the forward part of which a rod, B, is secured in a transverse direction, and upon which the traveler *b* is mounted and has movement. The jib-sheet *b'* is secured to the ring or traveler *b*, and moves on the rod B in the usual manner, and which will be readily understood. To the under side of the said bar B a plate, *c*, is secured, having a depending fulcrum-support, *c'*, in which a lever, C, is pivoted, having its one end slotted, as at *c''*, and a coiled spring, S, mounted between its lower end and the under surface of the plate *c*. The identical construction being applied in connection with each side of the vessel under the rail, one only will therefore be described. It will be understood that the same device is needed on both sides of the vessel, so as to act upon the jib-sheet when in either position.

The outer end of the lever C is connected by a link, *d*, with one end of a bell-crank lever, D, which is pivoted to the side of the vessel, and to the upper end of this bell-crank lever D a wire, *d'*, is secured, which runs to an eye formed in one end of a pin, *e*, which is encircled by a coiled spring, S', mounted in an angle-plate, E, secured to the side of the vessel. To the other end of the pin *e* another wire, *s*, is secured, which extends back to the rear portion of the vessel, and is attached to the shorter arm of a bell-crank lever, F, to the other arm of which lever a link, *f'*, is secured, to which a cord or rope, F', is attached, and by which the entire device is operated. It will be understood that the bell-crank lever will be secured to the side of the vessel by suitable means. In an approximate position to the recessed end of the lever C a pivoted stud or pin, *c''*, projects downwardly from the plate *c*, and passes through the said apertured end of the lever C, and acts to retain the ring or traveler *b* in engagement with the said lever when passed thereunder, as shown in Fig. 2.

By my improved attachment the jib-sheet can be readily released from either side of the vessel, and in connection with either one of the securing-levers C or 3. This attachment can be applied in connection with any vessel now in use, and by its use the helmsman can control both the rudder and the jib-sheet, and thereby give an advantageous operation when entering port. The attachment is also advantageous for use when tacking, as heretofore it has required a man at the jib-sheet and one at the helm. By the use of my improvement both the jib-sheet and wheel can be controlled from one point of the vessel by one person.

The novelty, utility, and adaptability of my invention being obvious, it is not necessary to further enlarge upon the same herein.

Having thus described my invention, I claim—

1. The combination, with the cross bar B, of the two levers C, situated at the under ends of the said cross bar and acting in conjunction with the pivoted studs or smaller levers depending from the said bar and adjacent to the levers C to engage the ring or traveler *b*, the bell-crank levers connected to the outer ends



of the levers C, wires in connection with said bell-crank levers and extending therefrom to the rear of the vessel, the springs S' and pins *e*, in connection with and acting to return said bell-crank levers to their normal position, the bell-crank levers in connection with the rear of said wires, and the operating cords F', secured to the said rear bell-crank levers, substantially as described.

2. The combination, with the cross-bar B, of the spring-actuated slotted levers C, connected to the under portion of each end of said bar B, the depending levers *c*<sup>3</sup>, adapted to engage with the levers C to hold the traveler or sheet-ring, and the wires and bell-cranks in connection with the ends of said levers C, substantially as described.

3. The combination, with the cross bar B, of the levers C, secured to the under side of said bar B, and provided with slots in their inner projecting ends, the studs or pins *c*<sup>3</sup>, depending from the under side of the bar B, and adapted to engage with the slots in the levers C, the coiled springs S, mounted between the levers C and the under portion of the bar B, the bell-crank levers D, the wires *d*, connecting said bell-crank levers B to the rear ends of the levers C, the angle-plates E, the spring-actuated pins *e*, the wire *d'*, connecting said pins *e* to the bell-crank levers B, the bell-

crank levers F, situated in the rear of the vessel, the wire *s*, connecting the levers F to the pins *e*, and the cords F', substantially as described.

4. The combination, with the bar B, of the traveler or sheet ring *b*, the spring-actuated levers C, secured to the under side of each end of the said bar, the levers *c*<sup>3</sup>, pivoted in and depending from the under side of bar B, the bell-crank levers D and F, in connection with the rear ends of the levers C by wires *d* *d* and *s*, and the spring-actuated pins *e*, acting as couplings to the wires *d'* and *s*, substantially as described.

5. The combination, with the bar B, of the levers C and *c*<sup>3</sup>, secured on the under side of said bar, as described, and the wires and bell-crank levers in connection with the levers C and with the sides of the vessel and controlled by spring action to normally hold the levers C and *c*<sup>3</sup> in closed connection with each other, substantially as described.

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

ANDREW DECKER POST.

Witnesses:

GRACE MAYNARD,  
BENJAMIN DECKER, Jr.