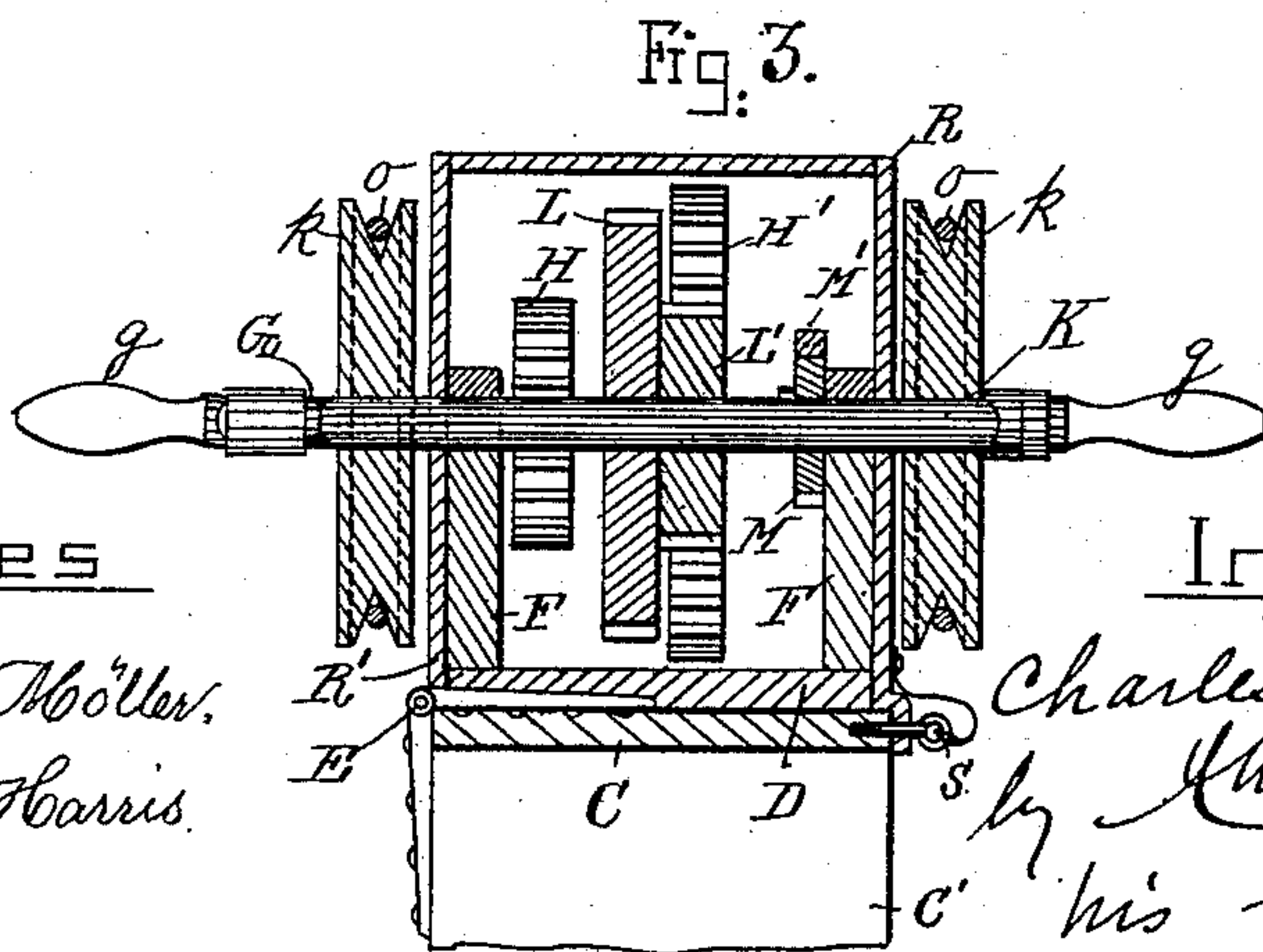
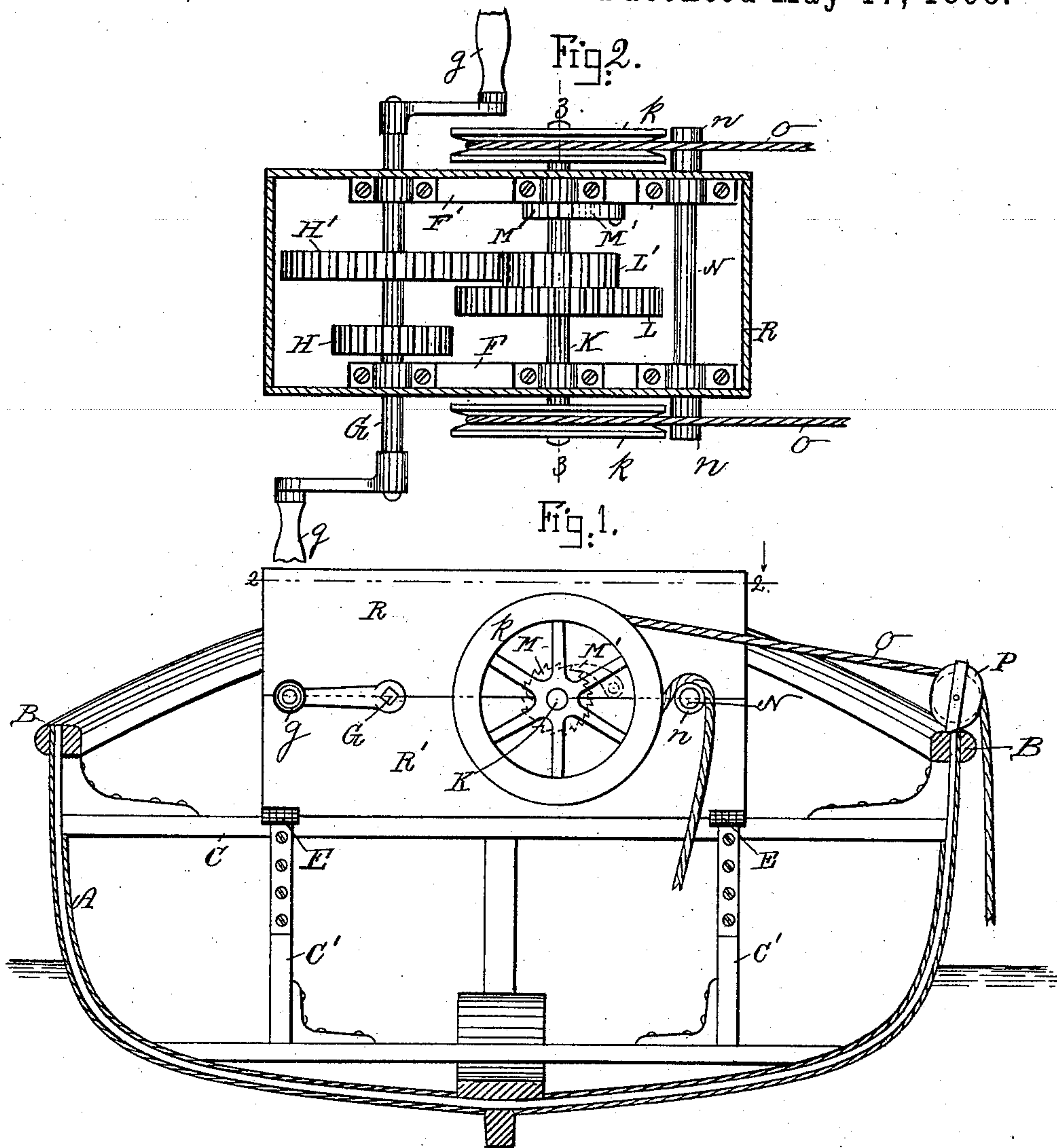


(No Model.)

C. H. GAFFNEY.
SEINE PURSING MACHINE.

No. 604,312.

Patented May 17, 1898.



Witnesses

Lauritz W. Möller.
Charles A. Harris.

Inventor.

Charles H. Gaffney
by *Alvan Andrieu*
his atty.

UNITED STATES PATENT OFFICE.

CHARLES H. GAFFNEY, OF GLOUCESTER, MASSACHUSETTS, ASSIGNOR TO
WILLIAM B. LAUTZ, OF SAME PLACE.

SEINE-PURSING MACHINE.

SPECIFICATION forming part of Letters Patent No. 604,312, dated May 17, 1898.

Application filed April 12, 1895. Serial No. 545,461. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. GAFFNEY, a citizen of the United States, and a resident of Gloucester, in the county of Essex and State of Massachusetts, have invented new and useful Improvements in Seine-Pursing Machines, of which the following, taken in connection with the accompanying drawings, is a specification.

10 This invention relates to improvements in seine-pursing machines for the purpose of hauling seine purse-lines, and the device is arranged within a boat or vessel, as will hereinafter be more fully shown and described, reference being had to the accompanying drawings, wherein—

Figure 1 represents a front elevation of the apparatus shown as arranged within a boat or similar floating vessel. Fig. 2 represents a horizontal section on the line 2 2, shown in Fig. 1; and Fig. 3 represents a cross-section on the line 3 3, shown in Fig. 2.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

In Fig. 1, A represents a boat or floating vessel, on which B is the railing, and C one of the seats, as usual.

30 D represents the base of the machine, which is hinged by means of hinges E E to the seat-supports C' C', as shown in Figs. 1 and 3.

In bearings F F', secured to the base D, is journaled the crank-shaft G, provided at its ends with cranks g g, as shown in the drawings. To the crank-shaft G are secured a pinion H and a larger spur-gear H', as shown in Figs. 2 and 3.

40 k k represent the grooved hauling-wheels, secured to the ends of the shaft K, as shown in the drawings. To the shaft K are secured the pinion L' and the enlarged spur-gear L, as shown in Figs. 2 and 3.

The crank-shaft G is longitudinally adjustable in its bearings, so as to permit the inter-meshing of the spur-gear H' with the pinion L' or the pinion H with the spur-gear L, as may be desired.

50 M is a ratchet-wheel secured to the shaft K, adapted for engagement with a pawl M', pivoted to the frame F', as shown in the drawings.

In front of the shaft K is arranged a shaft N, which shaft is journaled in bearings in the frames F F', as shown in Fig. 2.

To the outer ends of the shaft N are secured yielding trunnions or sleeves n n, serving as rope-guides, as shown.

O O represent the purse-lines leading from the pulleys P P to and around the rope-hauling wheels k k, from which the slack ends are carried around the elastic sleeves or trunnions n n, as shown in the drawings.

R R' represent an inclosing case or box, within which the gear mechanism of the device is inclosed and protected, leaving the rope-hauling wheels k k, the cranks g g, and the elastic rope-guides n n outside of such box, as fully shown in the drawings.

When the device is in use, the box R R' and parts inclosed therein are firmly locked to the seat C, preferably by means of a pin S, passing through a lip on the lower part of said box into a recess in the side of the seat C, as fully shown in Fig. 3. Any other suitable retaining device may be employed for securing the device in working position as may be desired without departing from the essence of my invention.

In using the device for hauling light seines the gear H' on the crank-shaft G is held in engagement with the pinion L' on the shaft K, causing the rope-hauling wheels k k to be rotated with a comparatively quick motion, by which the purse-lines are hauled in quickly.

When the seine is too heavy to be pulled in quickly and when greater power is necessary for pulling it in, the operator simply slides the crank-shaft G in its bearings, so as to move the gear H' out of engagement with the pinion L' and to bring the pinion H in engagement with the gear-wheel L. (Shown in Figs. 2 and 3.)

It will thus be seen that the mechanism for hauling the purse-lines may be quickly adjusted for light and heavy work simply by sliding the crank-shaft in its bearings for the interlocking, respectively, of a pinion on the crank-shaft with a gear-wheel on the rope-hauling shaft, or vice versa, as circumstances may require.

When not in use the device may be swung on the hinges E E out of position below the

seat C, so as to offer no obstruction within the boat or vessel.

Having thus fully described the nature, construction, and operation of my invention, I wish to secure by Letters Patent and claim—

1. In a seine-hauling machine, the combination with a floating or other support, of a casing hinged to said support and provided with three sets of shaft-bearings in its sides, a longitudinally-adjustable crank-shaft journaled in two of said bearings and carrying a pinion and a gear-wheel of different diameters, a drum-shaft journaled in two of said bearings in front of the crank-shaft and provided with a pinion and a gear-wheel which are adapted to mesh with the pinion and gear-wheel on the crank-shaft, the aforesaid gears and pinions being inclosed by the casing, a rope-drum mounted on each end of the drum-shaft outside the casing, a pawl and ratchet adapted to hold the latter-named shaft against backward rotation, a third shaft journaled in bearings in the casing in front of the drum-shaft and having its ends extending upward in front of said drums, and a sleeve or trunnion mounted upon each end extension of said third shaft, substantially as described.

2. In a seine-hauling machine, the combination with a suitable support, of a casing hinged to the said support and provided with three sets of shaft-bearings in its side walls, said bearings being in a line with each other, a longitudinally-adjustable crank-shaft journaled in two of said bearings and carrying a pinion and a gear-wheel, a drum-shaft journaled in two of said bearings in front of the crank-shaft, a pinion and a gear-wheel fixed to said drum-shaft and adapted to mesh with

the gear-wheel and pinion on the crank-shaft, a rope-drum mounted on each end of the drum-shaft outside the casing, means for preventing the backward rotation of the drum-shaft, a third shaft journaled in the remaining bearings in the casing in front of the drum-shaft and having its ends extending outward a short distance so as to be in a line with the periphery of the drums, and an elastic or yielding trunnion mounted upon the end extensions of said shaft, substantially as described.

3. In a seine-hauling machine, the combination with a support, of a casing hinged to said support, a longitudinally-adjustable crank-shaft journaled in said casing, gear-wheels of different diameters secured to the said crank-shaft, a drum-shaft also journaled in said casing, gear-wheels of different diameters secured to the said drum-shaft and adapted to mesh alternately with the gear-wheels on the crank-shaft, a rope-drum mounted on each end of the drum-shaft outside the casing, a pawl and ratchet adapted to hold the said drum-shaft against backward rotation, a third shaft journaled in the said casing and having its ends extending outwardly in front of said rope-drums, and a sleeve or trunnion mounted upon each end extension of the said shaft, substantially as described.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 5th day of March, A. D. 1895.

CHARLES H. GAFFNEY.

Witnesses:

ALBAN ANDRÉN,
LAURITZ N. MÖLLER.

It is hereby certified that the name of the assignee in Letters Patent No. 604,312, granted May 17, 1898, upon the application of Charles H. Gaffney, of Gloucester, Massachusetts, for an improvement in "Seine-Pursing Machines," was erroneously written and printed "William B. Lautz," whereas said name should have been written and printed *William B. Lantz*; and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed, countersigned, and sealed this 7th day of June, A. D., 1898.

[SEAL.]

WEBSTER DAVIS,
Assistant Secretary of the Interior.

Countersigned:

C. H. DUELL,
Commissioner of Patents.