

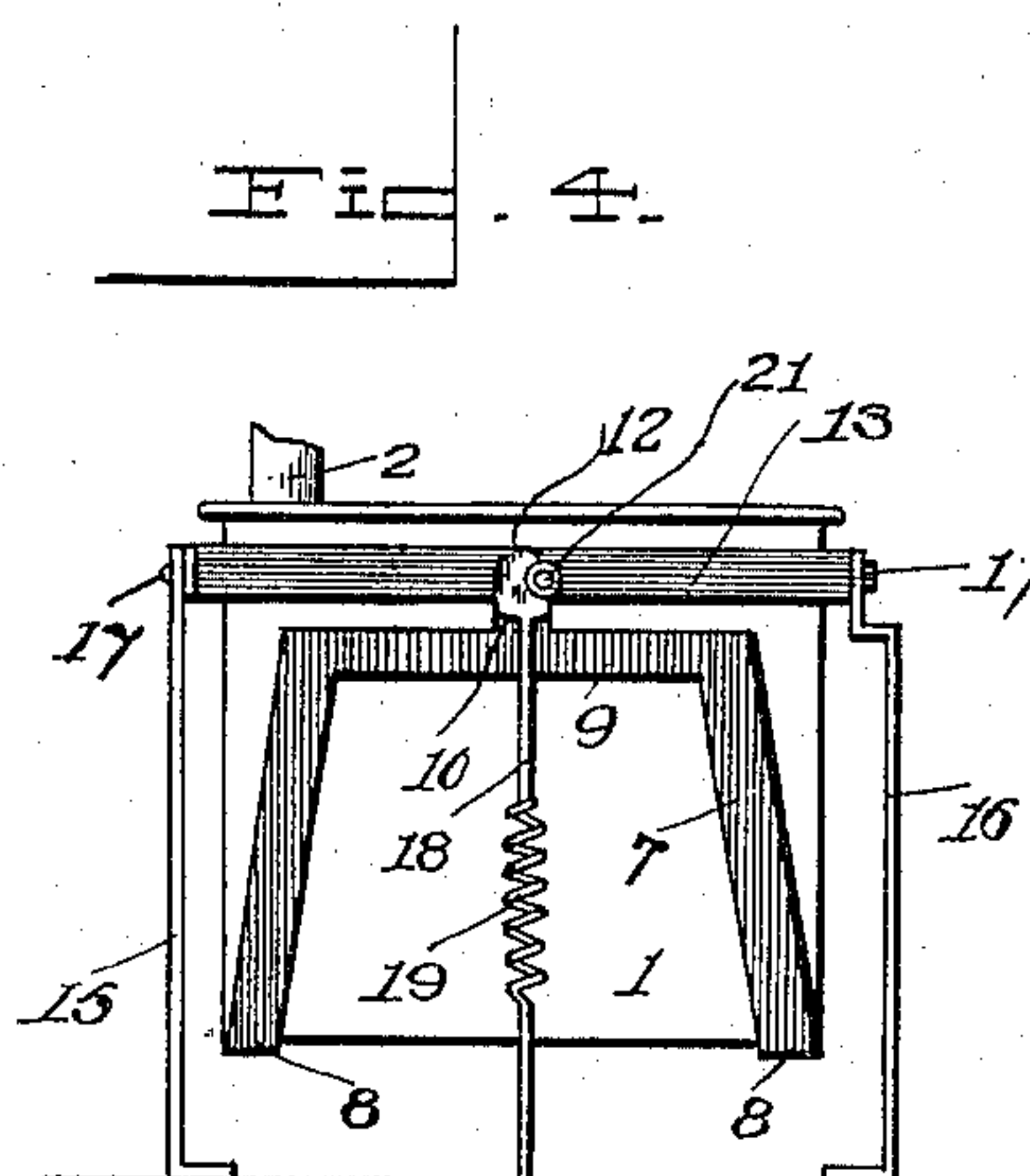
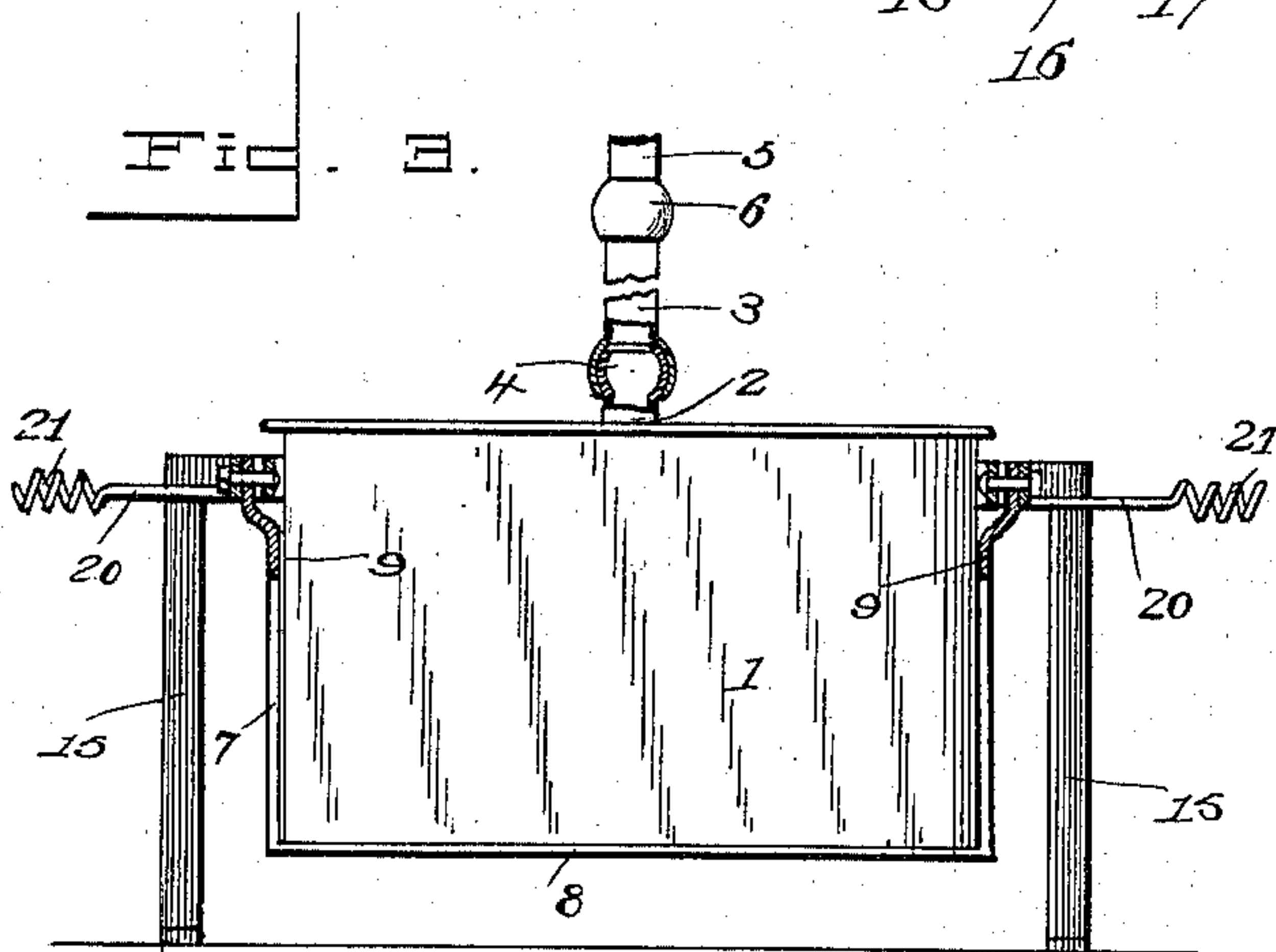
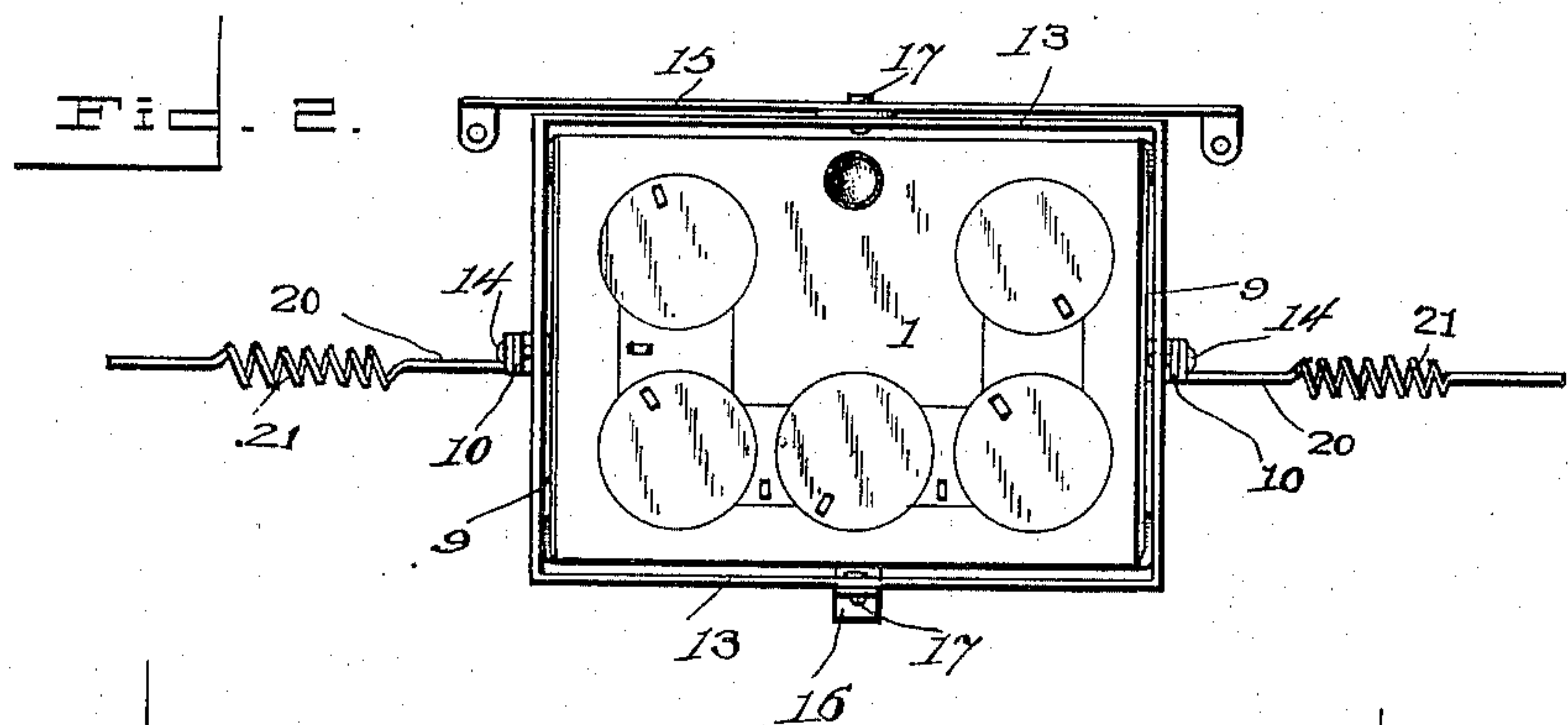
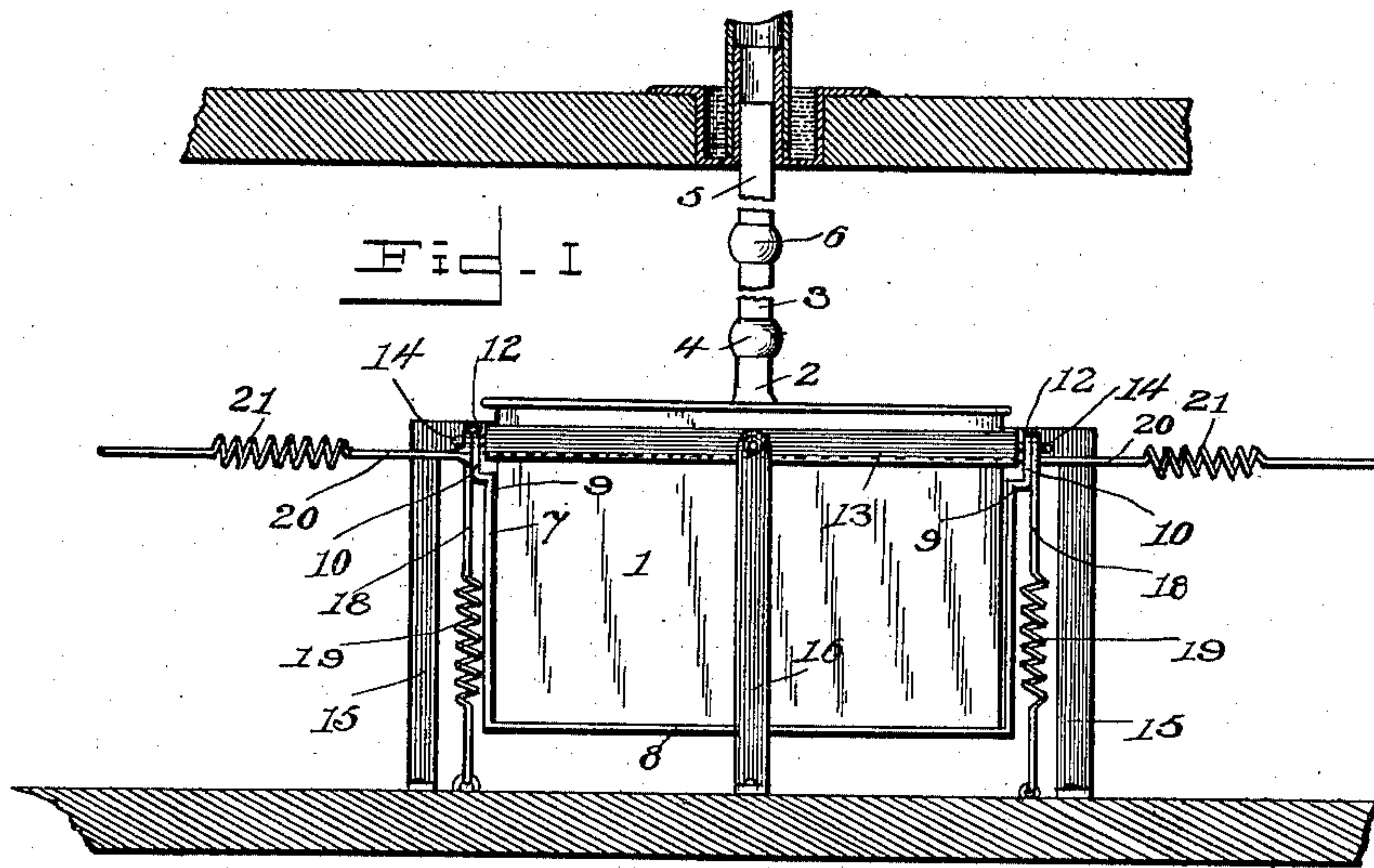
No. 608,050.

Patented July 26, 1898.

F. JOHNSON.
SHIP'S GALLEY.

(Application filed Feb. 28, 1898.)

(No Model.)



Witnesses:
Fenton S. Belt,
J. A. Wilson

Inventor:
Frank Johnson,
by *A. B. Wilson & Co.*
Attorneys.

UNITED STATES PATENT OFFICE.

FRANK JOHNSON, OF SEATTLE, WASHINGTON.

SHIP'S GALLEY.

SPECIFICATION forming part of Letters Patent No. 608,050, dated July 26, 1898.

Application filed February 28, 1898. Serial No. 672,027. (No model.)

To all whom it may concern:

Be it known that I, FRANK JOHNSON, a citizen of the United States, residing at Seattle, in the county of King and State of Washington, have invented certain new and useful Improvements in Ships' Galleys; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in mounting ships' galleys; and the object is to provide a simple, inexpensive, and effective device for automatically leveling the galley at sea, so that it will always assume a horizontal position independently of the motion of the vessel.

To this end the invention consists in the construction, combination, and arrangement of the device, as will be hereinafter more fully described, and particularly pointed out in the claim.

The accompanying drawings show my invention in the best form now known to me, but many changes in the details might be made within the skill of a good mechanic without departing from the spirit of my invention as set forth in the claim at the end of this specification.

The same reference characters indicate the same parts of the invention.

Figure 1 is a front elevation of my improved ship's galley. Fig. 2 is a top plan view. Fig. 3 is a longitudinal section, and Fig. 4 is an end elevation.

1 denotes the galley, which may be of any suitable size and shape, and 2 the pipe-section attached to the galley, its upper end being connected to the next section 3 by the ball-and-socket joint 4, and this section in turn to the roof-section 5 by a similar ball-and-socket joint 6.

7 represents the sling or stirrup, formed of the two parallel straps 8 8, which extend underneath the stove or galley and up both sides, the upper ends of said straps being connected by the cross-braces 9 9.

10 10 denote integral angular brackets, fixed midway to the cross-braces 9 9, and their vertical ears 12 12 are set outward from the brackets to receive the rectangular yoke 13, from which the stirrup is slung by means of the trunnion-bolts 14 14.

15 represents a rectangular standard having the lower ends of its vertical parallel legs fixed to the deck, and 16 denotes an upright likewise fixed to the deck.

17 17 denote trunnions fixed in the front and rear sides of the yoke and which are supported in the standards 15 and 16, so that the stove or galley is suspended in gimbal fashion clear of the deck, and consequently it will always hang level independently of the rocking or oscillating movement of the vessel.

The brackets 10 10 are each formed with an integral depending arm 18, from the lower end of which a spiral spring 19 extends to the deck, which serve to steady the lateral oscillation, and 20 20 denote longitudinal horizontal arms, also formed integral with said brackets, and their outer ends are connected to the spiral springs 21 21, the outer ends of which are in turn fixed to the opposite walls of the galley-house and which tend to steady the horizontal oscillation of the galley.

From this description, taken in connection with the drawings, it will be seen that the galley will maintain an approximately level position no matter what position the ship may assume. The same gearing may be applied to tables on shipboard as well, and in such instances it would be preferable to fix the standards to the ceiling instead of to the floor, as here shown.

Having thus fully described my invention, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

The combination with a ship's galley, of the pipe-sections connected by a ball-joint, the stirrup 7 formed with the angular brackets 10, 10, the yoke 13 pivotally connected at its ends to said brackets, the fixed standards 15, 16, the trunnions 17, 17, connecting said yoke and standards and the spiral springs 19, 21, connected at right angles to said brackets 10, 10, and having their free ends fixed to the ship's structure, substantially as shown and described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

FRANK JOHNSON.

Witnesses:

M. D. KENNEDY,
CHARLES H. STRAUSS.