

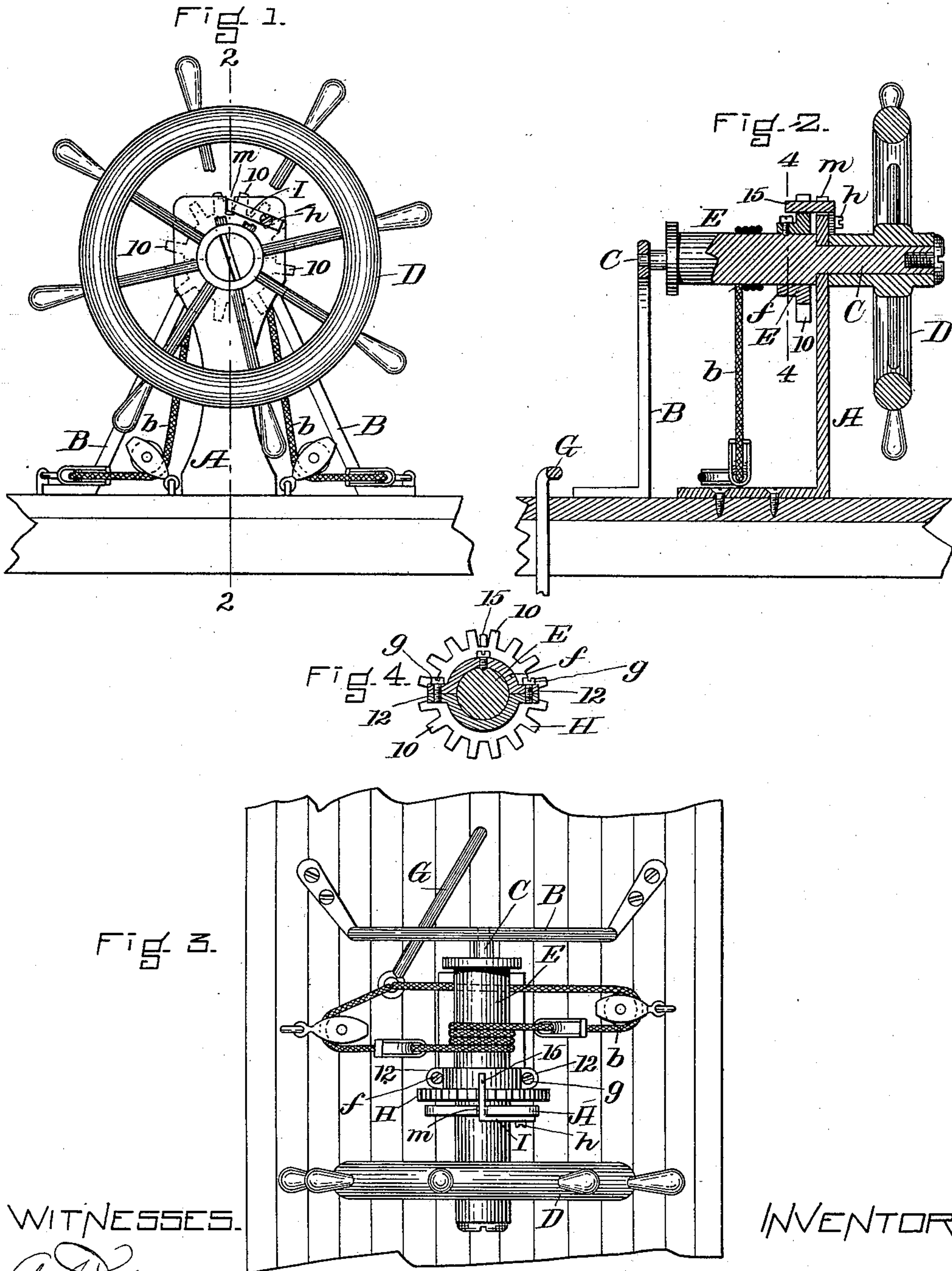
No. 610,485.

Patented Sept. 6, 1898.

W. E. HAMMOND.
LOCKING DEVICE FOR STEERING APPARATUS.

(Application filed Nov. 23, 1897.)

(No Model.)



WITNESSES.

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UNITED STATES PATENT OFFICE.

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LOCKING DEVICE FOR STEERING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 610,485, dated September 6, 1898.

Application filed November 23, 1897. Serial No. 659,616. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM E. HAMMOND, a citizen of the United States, residing at Onset Bay, in the county of Plymouth and State of Massachusetts, have invented a Locking Device for Steering Apparatus for Vessels, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a front elevation of a steering apparatus for vessels having my locking device applied thereto. Fig. 2 is a central vertical section of the same on the line 2 2 of Fig. 1. Fig. 3 is a plan. Fig. 4 is a vertical section on the line 4 4 of Fig. 2.

My invention has for its object to provide the steering apparatus of a vessel with a locking device by means of which the wheel can be secured in any desired position, thereby holding the rudder securely in place and enabling the wheelman to attend to other duties, if necessary.

With this object in view my invention consists in certain novel features hereinafter described, specifically pointed out in the claim.

In the said drawings, A B represent a pair of standards in suitable bearings, in which is supported the wheel-shaft C, to which is secured the steering-wheel D, the shaft being of larger diameter between the standards to form the drum or barrel E, upon which are wound the steering-ropes *b*, which are connected with the tiller G of the rudder in the usual manner.

To the shaft C just inside the standard A is immovably fastened a toothed wheel H, having square teeth 10, said wheel being preferably made, as shown in Fig. 4, in two parts and having its hub *f* provided with flanges 12, which are clamped together by means of bolts *g*. To the standard A on the side next to the wheel D is pivoted at *h* a locking-dog I, having at its outer end a bent arm 15, which

is adapted when swung down to engage the teeth of the wheel H, and thus lock the same after the steering-wheel D has been turned to bring the rudder into the desired position, thus locking and holding it securely in place and enabling the wheelman to attend to other duties, if necessary.

The top of the standard A is provided with a square notch *m* for the reception of the bent arm 15 of the locking-dog I, which is thus held firmly by the side walls of said notch close to the toothed wheel H and the liability thus avoided of its being bent by any strain to which it may be subjected.

The above-described locking device may be applied to steering apparatus of all descriptions, either for large or small vessels, and the wheel-shaft may be provided with a barrel or drum for the wheel-ropes, as shown, or with a screw-thread or other suitable means for transmitting its motion to the rudder. The locking-dog may be pivoted to one of the shaft-supporting standards, as shown, or to any other suitable surface adjacent to the toothed wheel H.

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

In a steering apparatus for vessels, the combination of the steering-wheel shaft having a toothed wheel H immovably secured thereto, the supporting-standards A, B, the former provided at its top with a square notch *m* in close proximity with said toothed wheel H, and the locking-dog I, adapted when in engagement with said toothed wheel to lie within the notch *m* in the standard A, all operating substantially as described.

Witness my hand this 16th day of November, A. D. 1897.

WILLIAM E. HAMMOND.

In presence of—

EDWIN B. LARCHAR,
CHAS. P. FERWALD.