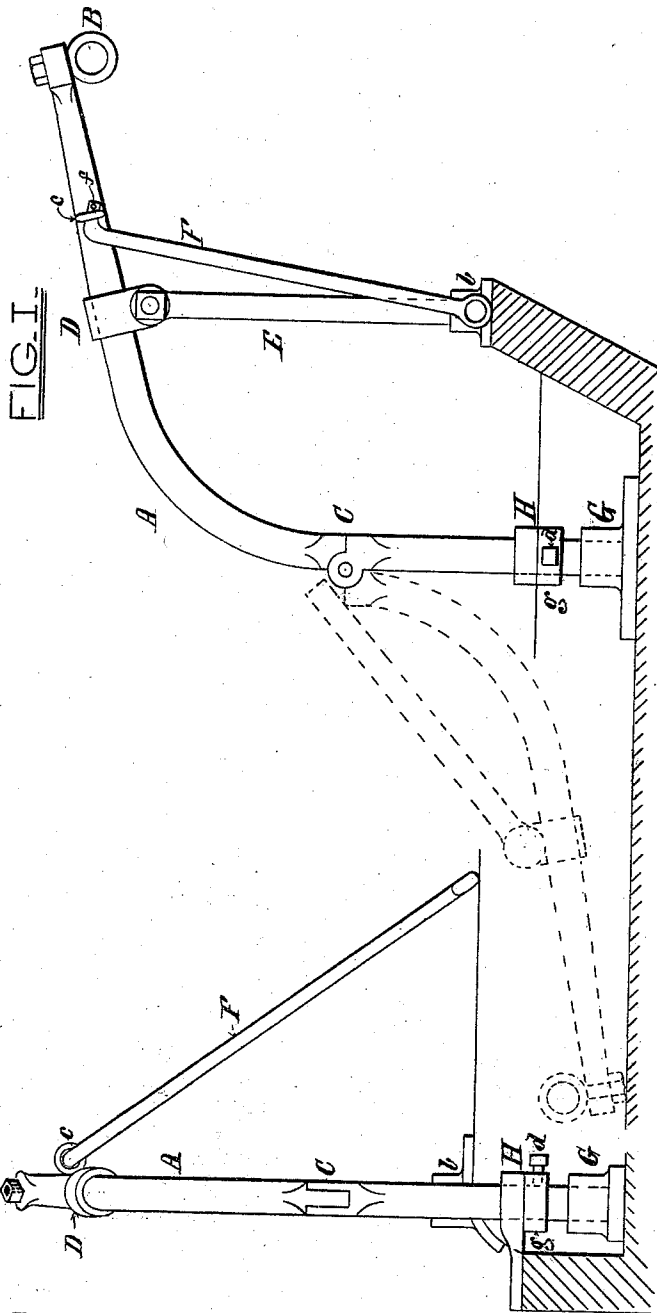


J. A. WHITING.  
Improvement in Ships' Davits.

No. 130,678.

Patented Aug 20, 1872.



-WITNESSES-

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# UNITED STATES PATENT OFFICE.

JAMES A. WHITING, OF BALTIMORE, MARYLAND.

## IMPROVEMENT IN SHIP'S DAVITS.

Specification forming part of Letters Patent No. 130,678, dated August 20, 1872.

*To all whom it may concern:*

Be it known that I, JAMES A. WHITING, of the city of Baltimore and State of Maryland, have invented certain Improvements in Boat-Davits, of which the following is a specification; and I do hereby declare that the same is a full, clear, and exact description of my said invention, reference being had to the accompanying drawing and to the letters of reference marked thereon.

My invention relates to a davit hinged in such a manner that the part which projects over the side of the vessel may at pleasure be drawn within the rail, so as to rest upon the deck.

In the accompanying drawing forming a part of this specification, Figure 1 is a part fore and aft section of a vessel, showing my invention and the mode of its attachment. Fig. 2 is a part cross-section of a vessel, upon a line so drawn that my invention is shown aft of the same.

Similar letters of reference indicate similar parts of my invention in both figures.

A is a bar forming a davit, of such length and curvature as to bring the upper end into proper position for the suspension therefrom of one end of the boat. B is an eye-bolt, passing through the bar near its upper extremity, from which hang the blocks or pulleys, for the purpose of raising or lowering the boats. C is a joint or hinge in the vertical part of the davit, allowing the upper portion thereof to swing back and rest upon the deck of the vessel, as shown in the dotted lines. D is a clamp encircling the davit, placed directly over the taffrail, the lower side of which clamp forms a joint when connected with the end of the upright support E. The step, within which the support rests, is represented by *b*. A guy-rod marked F connects the davit A with the taff-

rail at such an angle as to give rigidity to the davit, and prevent the swinging or lateral motion to which it would otherwise be liable. The upper end of the guy-rod passes through an eye-bolt, *c*, and is secured against removal by the pin *f*. A ring at the lower end of the guy-rod is used in fastening it to the taffrail. G is the davit-step, secured to the deck, and within which the davit rests. H is a guide or hold-fast to the davit, projecting inboard from the rail. An upward slip or motion of the davit from its step is prevented by means of the loose collar *g* and set-screw *d*. When it is desired to throw the upper part of the davit back the pin *f* is removed and the end of the guy-rod F detached. The davit is then easily made to assume the position upon the deck indicated by the dotted lines:

The merits to be found in my invention may be briefly enumerated, as follows: Its ready adaptation to withdrawal within the rail of the vessel when not in-use, whereby the difficulty heretofore experienced of the davit's coming into contact with vessels in port is obviated. The davit as herein shown is neat in appearance, and possesses, in an equal degree with the most approved davits of the ordinary construction, the elements of strength, durability, and non-liability to disarrangement.

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

The hinged davit A C, supported as shown, in combination with the guy-bar F, eye-bolt *c*, and support E *b*, substantially as and for the purposes set forth.

JAS. A. WHITING.

Witnesses:

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