

997,689.

S. MOE.
DAVIT.

APPLICATION FILED NOV. 27, 1909.

Patented July 11, 1911.

Fig. 1.

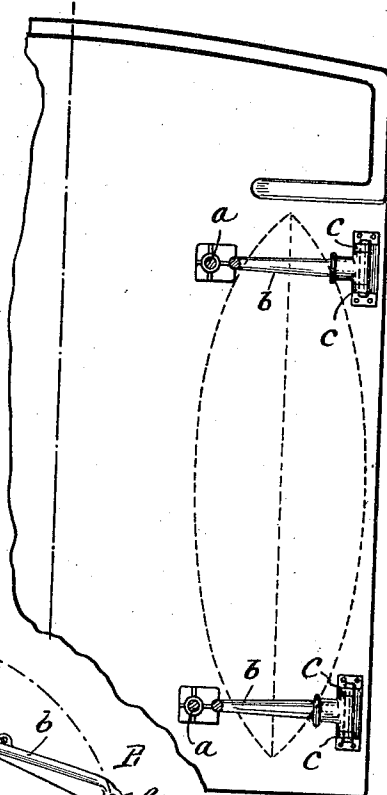
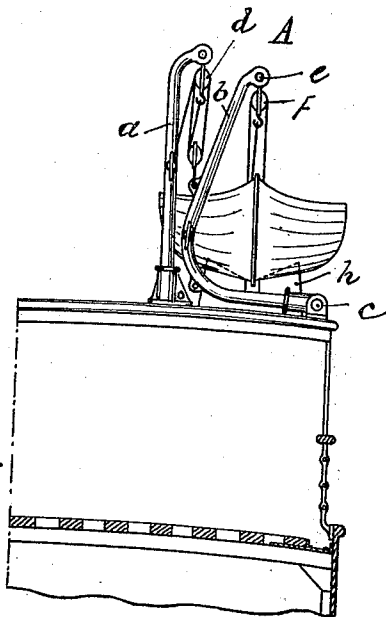
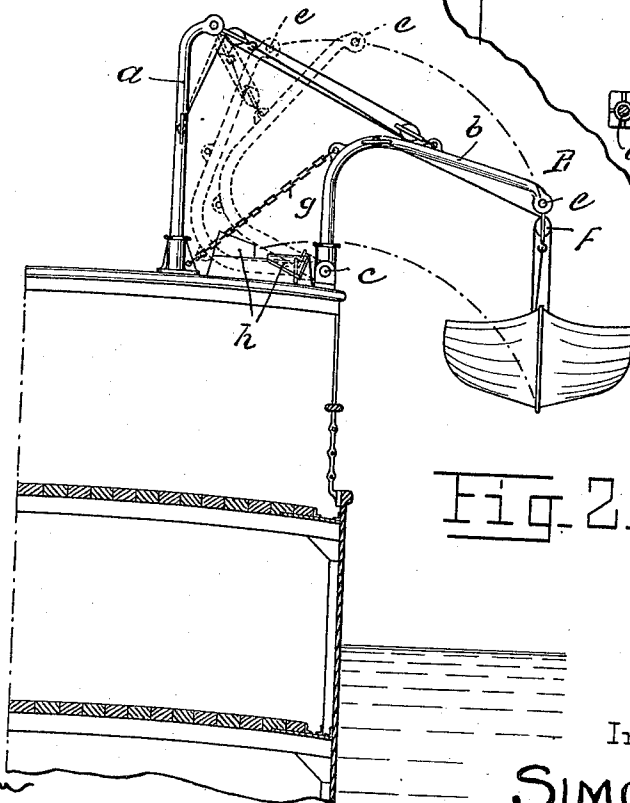


Fig. 3.

Fig. 2.



Witnesses:

W. H. Bennigan
John A. Hoving

Inventor:

SIMON MOE,
by *Handesman*
Attorney.

UNITED STATES PATENT OFFICE.

SIMON MOE, OF HARSTAD, NORWAY.

DAVIT.

997,689.

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To all whom it may concern:

Be it known that I, SIMON MOE, engineer, citizen of Norway, residing at the city of Harstad, Norway, have invented new and useful Improvements in Davits, of which the following is a specification.

The present invention relates to that kind of davits which swing in planes perpendicular to the longitudinal direction of the vessel and the outer and inner part of which are bent in relation to each other to form an angle less than 90 degrees, so that the boat on the deck is located above the said inner part and below or outside the outer part of the davit. The latter is by means of tackle attached to a stand arranged closely inside the davit.

The invention is illustrated in the accompanying drawing, in which:—

Figure 1 is an elevation showing a portion of a vessel with the davit and life-boat in normal resting position. Fig. 2 is a similar view, in which the boat is shown as swung outboard. Fig. 3 is a plan view.

Each davit arm —*b*— which may be made of round iron, angle iron or other rolled iron, is pivoted at —*c*— at the outer edge of the deck. From this point —*c*— it passes beneath the boat resting on chocks —*h*— and then it bends upward at the inner side of the boat and also outward up to suitable davit height directly above the middle line of the boat.

The upper head of the davit —*b*— is engaged by the fixed block —*f*— of the boat tackle, which is drawn tight and locked. The fixed block —*d*— of each davit tackle engages the upper head of the vertical stand —*a*— and the running block engages the outwardly directed upper part of the davit —*b*— near the inner end of said part, *i. e.* near the point at which the bend to the inner bow part begins. The engaging points of the several blocks are so located in relation to each other, that the boat by heaving on the davit tackles is carried out past a dead position (see Fig. 2), in which the vertical plane through the points —*e*— passes through the axis of the pivots —*c*— and in which the moment of torsion caused by the weight of the boat changes in direction. When the davits —*b*— by heaving on the davit tackles are swung past this dead posi-

tion, they—during the succeeding lowering on the tackles—will swing the boat farther outboard, as far as the length of the davits allows it. The swinging is stopped by strong chains —*g*— of suitable length having one end attached to a fixed point on the deck and the other end attached to a suitable point of the davit bow as illustrated in Fig. 2. If desired, a stopping pawl also may be arranged beneath each davit at its lower end for preventing it from coming out of position during the lowering of the boat in case of rolling.

Having now described my invention, what I claim as new and desire to secure by Letters Patent is:—

In combination, a ship; bow-shaped davits swinging in planes perpendicular to the longitudinal direction of the vessel and each having an inner and outer part bent in relation to each other to form an angle less than 90 degrees, the end of the inner or lower part being pivotally connected to the deck of a ship and the end of the outer or upper part being pivotally connected with a tackle adapted to carry a boat; a fixed upright stand arranged at the rear of each davit; a tackle for each davit, the upper fixed block of the tackle being pivotally connected to the upper end of the stand, the lower running block of the tackle being pivotally connected with a loop at an intermediate point on the upper part of the davit, said loop being located beneath the line between the attaching point of the fixed block and the pivoting point of the davit, said loop being further so located that when the attaching point of the running block by heaving on the davit tackle has been raised into the said line the vertical line through the upper carrying point (*e*) of the davit is outside the vertical line through the pivoting point of the davit, all for the purpose, that the boat may easily be lowered by first heaving and then lowering on the davit tackles.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

SIMON MOE.

Witnesses:

TORRE BERG,
KATHARINE COLDIUM.