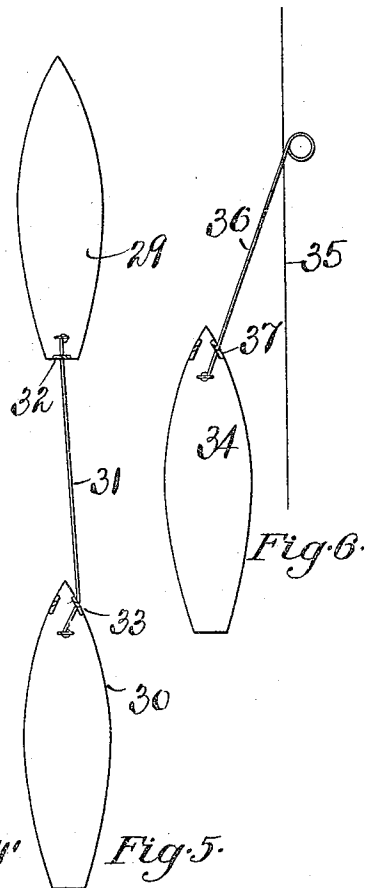
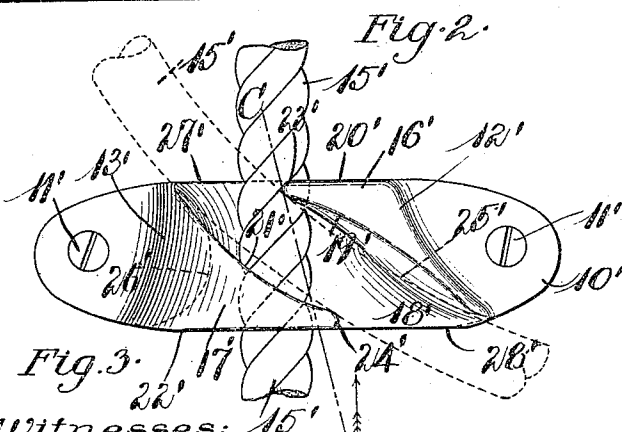
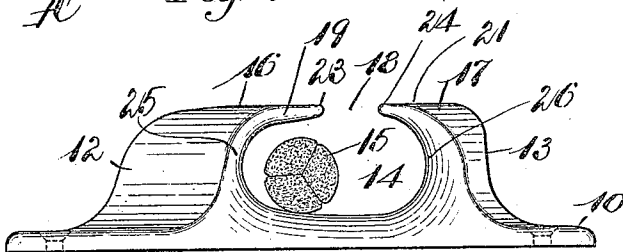
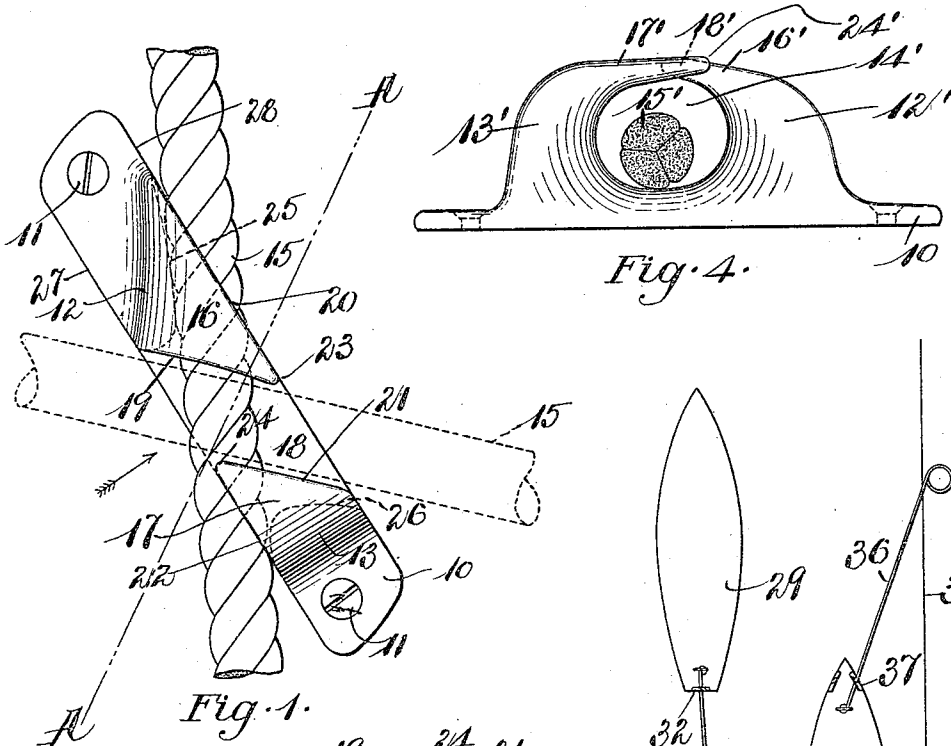


No. 816,827.

PATENTED APR. 3, 1906.

N. L. SKENE.
MOORING AND TOWING CHOCK.

APPLICATION FILED NOV. 3, 1905.



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UNITED STATES PATENT OFFICE.

NORMAN L. SKENE, OF SOMERVILLE, MASSACHUSETTS.

MOORING AND TOWING CHOCK.

No. 816,827.

Specification of Letters Patent.

Patented April 3, 1906.

Application filed November 3, 1905. Serial No 285,680.

To all whom it may concern:

Be it known that I, NORMAN L. SKENE, a citizen of the United States, residing at Somerville, in the county of Middlesex and State of Massachusetts, have invented new and useful Improvements in Mooring and Towing Chocks, of which the following is a specification.

This invention relates to a chock used to guide a rope for mooring and towing boats. The same is also used to guide an anchor-rope.

The object of the invention is to provide a chock which will guide a rope extending therethrough without injury to said rope and also which shall be so constructed and formed that while a tow-rope or mooring-rope may be readily inserted in said chock or in the passage-way provided therein it will be impossible for said rope to become accidentally disconnected from said chock.

The invention consists in a chock constructed as hereinafter described in the specification and particularly as pointed out in the claims.

Referring to the drawings, Figure 1 is a plan view of one form of my invention—viz., a mooring-chock of the proper design and form to be used on the starboard side of the boat at the bow thereof, a mooring-rope being shown in connection therewith in full lines and also in dotted lines. Fig. 2 is a side elevation of the same viewed from the direction of the arrow, Fig. 1, with a section of a rope located in the passage-way of said chock. Fig. 3 is a plan view of a form of my invention used as a stern-chock, the same having a portion of a tow-rope illustrated in connection therewith in full lines and also in dotted lines. Fig. 4 is a front elevation of the form of my invention illustrated in Fig. 3 as viewed in the direction of the arrow in said figure, a section of rope being illustrated in the passage-way of said chock. Fig. 5 is a diagram in plan view of two boats, one being towed by the other, and illustrating the position on said boats of my improved chock, a towing or stern chock being illustrated in one and a bow or mooring chock being illustrated in the other. Fig. 6 is a diagram view illustrating in plan a boat with my improved mooring-chock thereon and a rope extending from said boat through said mooring-chock to a pier or wharf.

Like numerals refer to like parts throughout the several views of the drawings.

In the drawings Figs. 1 and 2 illustrate a mooring or bow chock constructed in accordance with my invention, in which 10 is a base-plate adapted to be fastened to the starboard side of the boat by means of screws 11. This particular form of my invention is constructed in rights and lefts for the starboard and port sides of the boats, respectively. Two ears 12 and 13 extend upwardly from the base-plate 10, with a space 14 therebetween, constituting a passage-way for the rope 15. The upper ends 16 and 17 of the ears 12 and 13, respectively, extend toward each other, with an inlet-passage 18 therebetween.

The sides 19 and 20 of the ear 12 converge toward each other to form a pointed end 23, and the sides 21 and 22 of the ear 13 converge toward each other to form a pointed end 24, and these pointed ends are adapted to project over the rope 15 as it lies in the passage-way 14 or when it is in practical use, and thus lock said rope against accidental displacement or disconnection from the chock. It will be noted that the sides 19 and 21 of the ears 12 and 13, respectively, form the opposite sides of the inlet-passage 18 and that these sides 19 and 21 are substantially parallel one to the other.

The passage-way 14 lies between the ears 12 and 13, and the sides of said passage-way—viz., 25 and 26—diverge one from the other from the inner side 27 of the base-plate 10 to the outer side 28 thereof, thus forming a bell-mouthed passage-way 14, having rounded corners in order that the rope may not be frayed or injured. The median plane of the passage-way 14 is indicated by the broken and dotted line A A, Fig. 1, and it will be noted that the inlet-passage 18, which extends into the passage-way 14 from the top of the chock, is located at an angle to the median lateral plane A A of said passage-way.

In using the form of my invention illustrated in Figs. 1 and 2 the chock is attached to the starboard side of the boat in the particular form shown in said figures, and the rope is passed downwardly through the inlet-passage 18 in the direction indicated by the dotted lines, Fig. 1, and it then assumes the position illustrated in full lines in said figure. In practical use the rope will move upwardly

and downwardly with the motion of the boat, but cannot pass out of or become disconnected from the chock on account of the projecting ends 23 and 24 of the ears 12 and 13, respectively, these ends of the ears projecting at all times and in all positions which the rope would assume in actual use over said rope and preventing the same from passing outwardly or from becoming disconnected from said chock.

In Figs. 3 and 4 a modified form of my improved chock is illustrated which is particularly adapted for use as a stern-chock. The principle of its construction is the same as that of the chock hereinbefore described and illustrated in Figs. 1 and 2, the same consisting of a base-plate 10', which is fastened to the boat at the stern by means of screws 11'. A passage-way 14' extends between the ears 12' and 13', through which the rope 15' passes, the upper ends 16' and 17' extending toward and passing each other, forming between their adjacent sides an inlet-passage 18', through which the rope 15' is passed downwardly and into the passage-way 14'. The position of said rope when being passed through the inlet-passage 18' is indicated by dotted lines, and the same is indicated in full lines in the position which it finally assumes when in use.

The sides 19' and 20' of the ear 12' converge toward a pointed end 23', while the sides 21' and 22' of the upper end of the ear 13' converge toward a pointed end 24'. Said sides 19' and 21' are substantially parallel and form the sides of the inlet-passage 18' in the top of the chock. The sides 25' and 26' of the passage-way 14' diverge from the inner side 27' to the outer side 28' of the base-plate 10', thus forming a bell-mouthed passage-way 14', so that the rope 15', which extends through said passage-way, is guided without danger of being injured or frayed by corners or obstructions of any kind in said passage-way, and the pointed ends 23' and 24' extend over said rope and prevent its becoming disconnected from the chock on account of any motion of the boat to which it is attached. The median plane of the passage-way 14' is indicated by the broken and dotted line CD, and it will be noted that said median plane is located at an angle to the inlet-passage 18' and that in both forms of my invention hereinbefore described the median plane of the passage-way intersects one side of the inlet-passage.

In using the form of my invention illustrated in Figs. 3 and 4 the rope is inserted through the inlet-passage 18' in the direction indicated by the dotted lines, Fig. 3, and when in use said rope straightens into the position illustrated in full lines in said Fig. 3, in which position it will be noted that the upper ends of both of the ears 12' and 13' extend

over said rope, and thus lock the same against accidental disconnection from the chock.

In Fig. 5 a boat 29 is illustrated in diagram view, together with a second boat 30, towed by the first boat and connected thereto by a tow-rope 31, which passes through a stern-chock 32, fast to the stern of the boat 29, and through a starboard bow-chock 33, fast to the starboard side of the boat 30.

In Fig. 6 a boat 34 is illustrated as moored to a pier 35 by means of a rope 36, said rope 36 passing through a starboard bow-chock 37, constructed in accordance with my invention. Said Figs. 5 and 6 are simply for the purpose of illustration of the position of the different chocks, hereinbefore specifically described, upon the boats, and it is not intended to illustrate in detail the salient features of my invention in said Figs. 5 and 6.

Having thus described my invention, what I claim, and desire by Letters Patent to secure, is—

1. A chock comprising in its construction a passage-way extending laterally thereacross, the opposite sides of said passage-way diverging one from the other from the inner toward the outer side of said chock, said passage-way having an inlet-passage extending thereinto from the top of said chock and located at an angle to the median lateral plane of said passage-way, said median plane intersecting one side of said inlet-passage.

2. A chock comprising in its construction a passage-way extending laterally thereacross and adapted to guide a rope, said passage-way located between two ears and having an inlet-passage leading downwardly thereinto at an angle to said passage-way between said ears, the upper ends of said ears projecting past each other and adapted to project over a rope located in said passage-way from opposite sides thereof, whereby said rope is locked against accidental disconnection from said chock.

3. A chock comprising in its construction a passage-way adapted to guide a rope and having an inlet-passage leading thereinto at an angle thereto, said inlet-passage and passage-way formed by two ears forming a part of said chock and adapted to extend diagonally across a rope located in said passage-way and from opposite sides thereof, whereby said rope may be inserted in said passage-way, through said inlet-passage, but will be locked against accidental disconnection from said chock.

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

NORMAN L. SKENE.

Witnesses:

CHARLES S. GOODING,
ANNIE J. DAILEY.