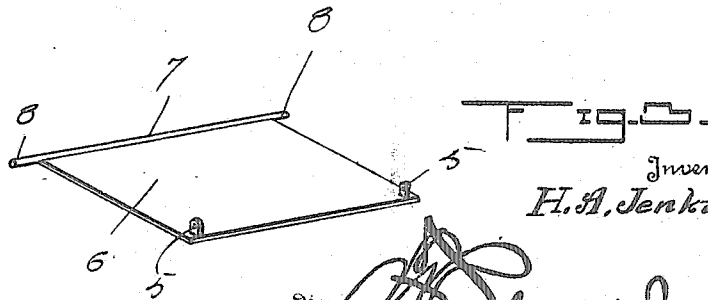
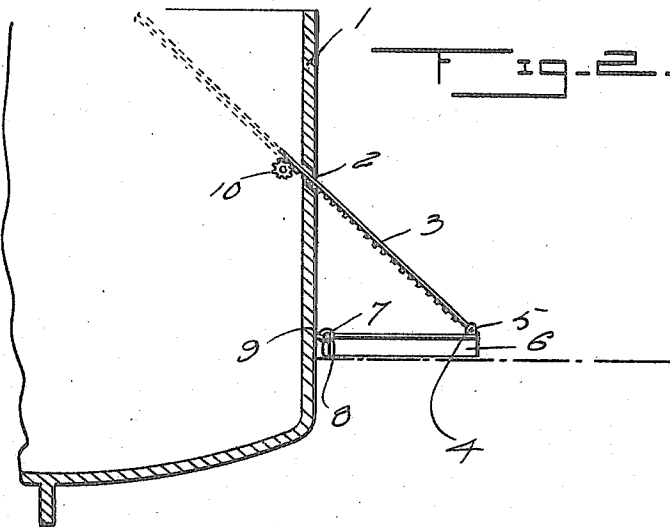
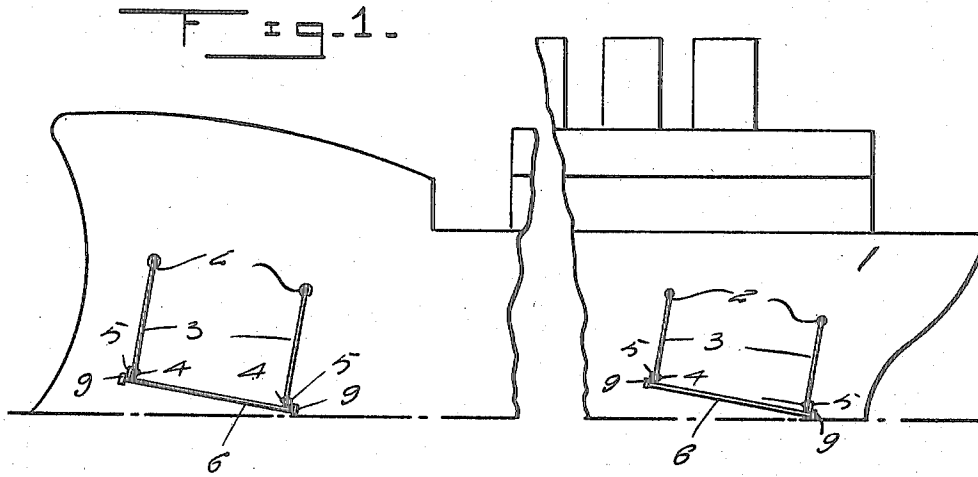


H. A. JENKINS.
FIN FOR VESSELS.
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1,271,036.

Patented July 2, 1918.



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UNITED STATES PATENT OFFICE.

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FIN FOR VESSELS.

1,271,036.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, HENRY ALEX JENKINS, a citizen of the United States, residing at Fayetteville, in the county of Cumberland and State of North Carolina, have invented certain new and useful Improvements in Fins for Vessels; and I do hereby 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 fins for vessels.

The object of this invention is to provide a simple means auxiliary to the ballast of a vessel, which will be under control of those on ship board by means of which the vessel may be caused to draw more or less water as may be desired, whereby the vessel can be made to ride steady in the water and prevented from listing.

Another object of this invention is to provide a device which is so secured to the sides of the vessel so as to stabilize the vessel and to cause the same to ride easy abreast the waves when breaking across the bow thereof.

A still further object of this invention is to provide a device, which is capable of being adjustably secured to the opposite sides of the ship so as to permit the ship to ride easily in rough water and to prevent listing of the ship and serves to hold and right the ship when it is listing.

A still further object of this invention is to provide a device of this character, which will be simple, practical and comparatively inexpensive in construction, and one that can be manufactured and sold at a low cost.

With these and other objects in view, the invention consists in the novel combination and arrangement of parts hereinafter more fully described and claimed.

In the drawing:

Figure 1 is a side elevation illustrating the manner in which my improved device is applied to the sides of a ship,

Fig. 2 is a transverse sectional view of the same,

Fig. 3 is a perspective view of the wing showing the inclination of the same when journaled to the side of a ship.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

Referring to the drawing, the numeral 1 designates a ship of any desired configuration and to which my improved wings are adapted to be applied.

The ship 1 is provided intermediate its sides at a point above the water line with spaced openings 2 through which is adapted to be slidably and adjustably arranged, the pairs of rods 3. The rods 3 are arranged in pairs and are slidably arranged through the openings 2 and have their lower ends pivotally secured as at 4 to the ears 5 carried by the wings 6.

It is to be understood that there may be as many wings employed as desired, but as shown there is only one pair, and each wing comprises a pair of rods, which rods are slidably arranged through a pair of openings 2 in the opposite sides of the ship or vessel.

The wings 6 are substantially rectangular in shape and constructed of any suitable material, suitable for the purpose and are provided on their upper sides adjacent the forward ends thereof with the ears 5, in which are pivotally secured the free ends of the rods 3 as previously described.

The rear edge of the plate 6 is provided with a shaft 7, which is preferably circular in cross section and has its ends extended as at 8 beyond the opposite side edges of the plate 6 as shown in Fig. 3.

A pair of ears or eye-bolts 9 are secured to the opposite sides of the ship and are arranged in spaced pairs and one of each pair is located in a plane below the other so as to place the plates 6 at an inclination when journaled therein. The ends 8 of the shaft 7 are journaled in the eyes 9, thus positioning the forward side edge of the plate upwardly in a plane beyond the lower side edge thereof, which is adapted to rest upon the water line.

The rods 3 have their inner ends extended through and into the interior of the ship and adapted to cooperate with a suitable mechanism 10 to raise and lower the wings as desired, thus completing an adjustment to stabilize the vessel when listing, thus being an auxiliary ballast.

It is to be understood that when the rod 7 is journaled in the eyes 9, which are on the sides of the ship, one side edge of the plate 6 is located in a plane above the other side edge, thus placing the wing or plate 6 at an inclination with relation to the hori-

zontal water line, thereby permitting the ship to ride easily in the water and when it is desired to regulate the same, it may be readily raised or lowered by the mechanism 5 10 and bars 3.

What is claimed is:

A stabilizing apparatus including in combination a vessel, eye-bolts arranged in pairs and secured to the opposite sides of the 10 vessel and one eye-bolt of each pair located forwardly of and above the other I-bolt, rectangular plates, a rod journaled to the rear edge of each plate and projecting beyond the side edges thereof, said projecting 15 ends of the rods of each plate being jour-

naled in the spaced pairs of eyes on each side of the vessel, ears formed integrally with the upper sides of the plates at the outer edges thereof, rods having their outer ends pivotally secured to the ears and having their inner ends slidably arranged through the side of the vessel above the eyes, and suitable mechanism for raising and lowering the rods.

In testimony whereof I affix my signature 25 in presence of two witnesses.

HENRY A. JENKINS.

Witnesses:

HUNTER MARSHALL, Jr.,
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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."