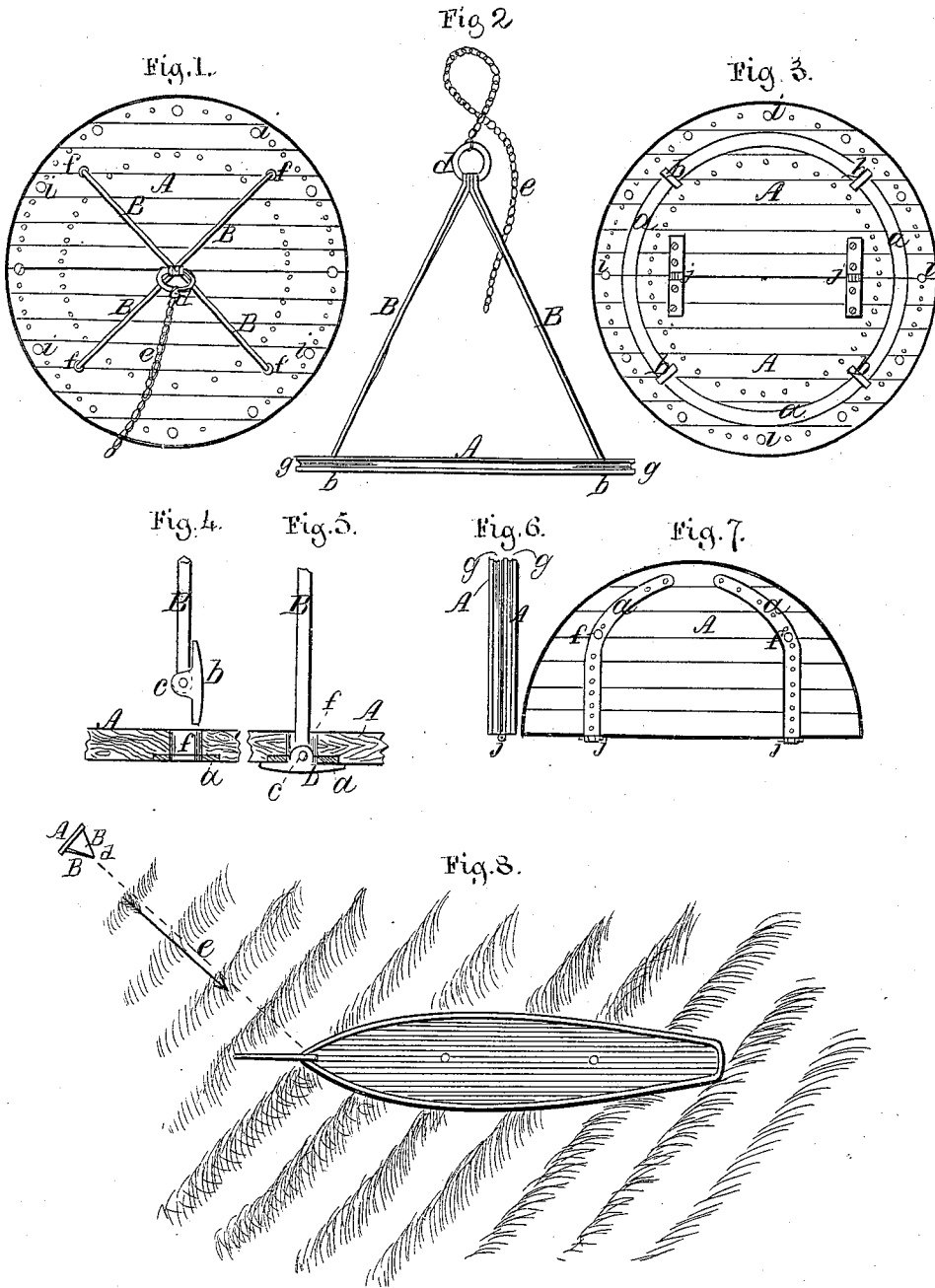


*J. Faunce,
Marine Drag.*

No. 100,021.

Patented Feb. 22, 1870.



Witnesses.
N. S. Stockbridge
Edmund Masson

} *John Faunce,*
By atty. A. P. Stoughton.

United States Patent Office.

JOHN FAUNCE, OF WASHINGTON, DISTRICT OF COLUMBIA.

Letters Patent No. 100,021, dated February 22, 1870.

IMPROVEMENT IN MARINE DRAG.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JOHN FAUNCE, of the United States Navy, Washington city, in the District of Columbia, have invented certain new and useful Improvements in Marine Drags; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings making a part of this specification, in which—

Figure 1 represents a front view of the drag;

Figure 2 represents an edge or side view thereof; and

Figure 3 represents a back view of the same.

Figures 4 and 5 represent detached sectional views of portions of the drag.

Figure 6 represents an edge view of the drag when hinged and folded for stowage.

Figure 7 represents a flat view of the drag as folded.

Figure 8 represents an illustration of the application and effect of the drag when in actual use.

Similar letters of reference, where they occur in the several separate figures, denote like parts in all of the drawings.

I am aware that several forms of marine drags have been essayed, but which, from some defect in their construction, have failed to go into public use.

In a contrivance of any kind that is only called into use in an emergency at sea, and at long intervals, and which, when not required for such sudden emergencies, is stowed away, it is absolutely necessary that all its appliances to put it into instantaneous use should be so connected with, attached to, or made a part of the instrument itself, as that no part can get separated from it, and require to be looked up when the contrivance is to be put into immediate use and action.

For this purpose I have so constructed, combined, and arranged the several appliances of the drag, as that they necessarily accompany each other; and the instrument may be thus put into working order at a moment's notice. And this construction, combination, and arrangement of the drag and its operative appliances, as will be hereinafter described, constitutes the essence of my invention.

To enable those skilled in the art to make and use my invention, I will proceed to describe the same with reference to the drawings.

A is a disk, which, for the sake of lightness for easy handling, and strength to resist the strains upon it, I make of wood, suitably bolted together, and bound by a circular rim of iron, *a*, let into the wood upon the rear side thereof, and which rim serves as a bearing-plate for the toggles *b*, that are pivoted to the guy-ropes B, B, &c., as at *c*.

The guy-ropes B, of which there may be any suitable

number, are linked to a ring, *d*, so as to adjust themselves thereon; and to this ring the line or cable *e* is also attached which holds or fastens the drag at or near the bow of the vessel, as shown at fig. 8, to cause the vessel to come up with its head to the wind, and thus prevent it from drifting into the trough of the sea.

For the purpose of readily attaching the guys B to the disk A, holes, *f*, are made through the disk and through the rim or bearing-plates *a* on the back of the disk, through which one of the guys and its toggle, as shown in fig. 4, is passed in the position therein shown, and when so passed through and the toggle let go, it swings on its pivot and stands across the hole or opening, as seen in fig. 5, and thus holds the guy and disk together. The several other guys and toggles are similarly united at the several other holes or openings, so as to distribute as evenly as possible the strain upon the disk and guys, and sustain it in an edgewise position in the water.

In the edge of the disk a groove, *g*, may be made, into which a rope or cushion of any kind may be laid, and in which it may be held by yarns passing through the holes *i*, *i*, &c., and around said rope or cushion. This is designed for preventing the drag from being injured or the vessel chafed by their being thrown against each other.

For the purpose of stowage the disk may be made in sections, and hinged together as at *j*, *j*, so that it may be folded up and thus occupy less space. The holes through the wood, to prevent cutting, chafing, or wearing, may be lined and capped with metal; and if found necessary, collars may be made upon the guys, above the toggles, to prevent them or the disk from too much motion, one upon or through the other.

By this construction and arrangement of parts the drag may be shipped and unshipped at a moment's notice, and conveniently stowed away for subsequent emergencies, all its necessary appliances being so connected together as to prevent any of them from being misplaced, lost, or disarranged.

Having thus fully described my invention, and shown how it is operated,

What I claim therein as new and desire to secure by Letters Patent, is—

In a marine drag the combination of the guys and their toggles with the disk and its openings, for the ready connecting and disconnecting of said guys and disk, the whole being arranged to operate substantially as and for the purpose set forth.

JOHN FAUNCE.

Witnesses:

N. B. DEVEREUX,
A. B. STOUGHTON.