

L. SHUBATT.
STOPPING DEVICE FOR BOATS.
APPLICATION FILED JULY 27, 1916.

1,217,845.

Patented Feb. 27, 1917.

Fig. 1.

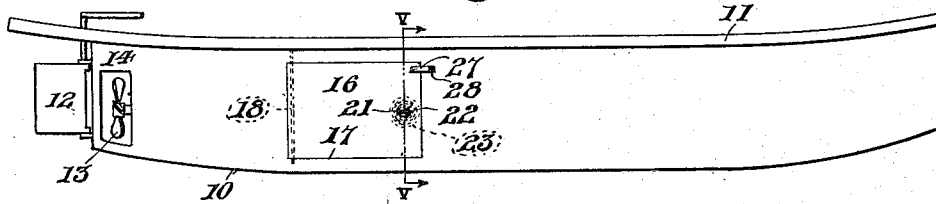


Fig. 2.

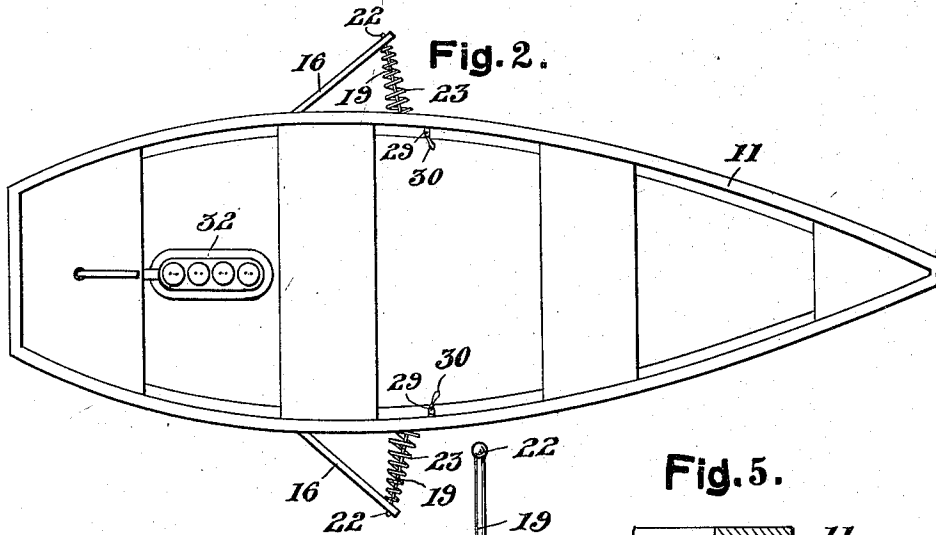


Fig. 3.

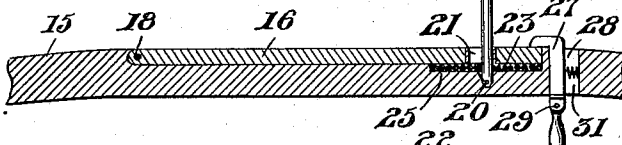


Fig. 4.

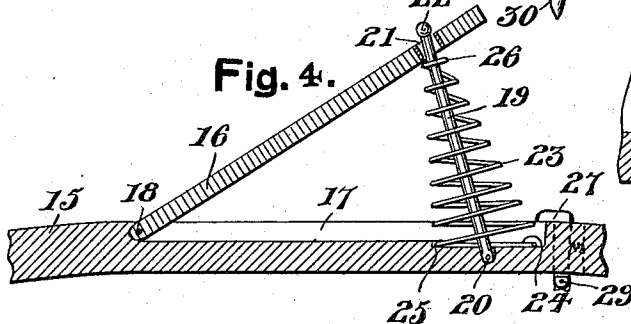
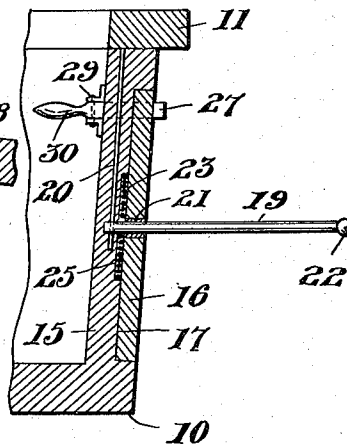


Fig. 5.



Inventor
L. Shubatt

A. M. Wilson

Attorney

UNITED STATES PATENT OFFICE.

LOVRO SHUBATT, OF CENTERVILLE, IOWA.

STOPPING DEVICE FOR BOATS.

1,217,845.

Specification of Letters Patent.

Patented Feb. 27, 1917.

Application filed July 27, 1916. Serial No. 111,620.

To all whom it may concern:

Be it known that I, LOVRO SHUBATT, a citizen of the United States of America, residing at Centerville, in the county of Appanoose and State of Iowa, have invented certain new and useful Improvements in Stopping Devices for Boats, of which the following is a specification.

This invention relates to new and useful improvements in stopping devices for boats.

The primary object of the invention is the provision of a readily operable means carried by small craft such as motor boats whereby the travel of the same may be quickly stopped upon the cessations of the motive power.

In the usual operation of a motor boat, the boat is allowed to move by reason of its momentum until coming to a final stop and it is now designed to provide a retarding means for quickly stopping the onward movement of the boat and causing the same to come to a sudden stop.

A still further object of the device is to provide a retarding means offering only slight resistance to the passage of the boat through the water under normal conditions but readily releasable from a point within the boat for automatically positioning serviceable progress retarding means.

In the drawing forming a part of this application and in which like designating characters refer to corresponding parts throughout the several views:—

Figure 1 is a side elevation of a motor boat provided with the present device.

Fig. 2 is a top plan view thereof.

Fig. 3 is a horizontal longitudinal sectional view upon an enlarged scale taken through the device and the adjacent portion of the side of the boat with the device in its normal inoperative arrangement.

Fig. 4 is a view similar to Fig. 3 with the device in its released operative arrangement, and

Fig. 5 is an enlarged vertical sectional view taken upon line V—V of Fig. 1.

The present invention is herein illustrated in connection with a motor boat 10 having a projecting gunwale 11 around the upper edge thereof while a rudder 12 and a propeller 13 are arranged at the stern portion 14 of the boat. Each of the longitudinal sides 15 of the boat 10 is provided with the present retarding device which broadly consists of a plate or fin 16 closely fitting within

a recess 17 upon the outer face of the adjacent side 15 and hinged in said recess by means of a hinge bar 18 vertically positioned in the side of the boat and extending through the rear end of the fin 16.

A guide rod 19 is pivoted at its inner end as at 20 adjacent the forward end of the recess 17 and freely projects through a bushing 21 in the form of a slot arranged longitudinally of the fin 16, the said rod having an enlargement or ball 22 upon its free end lying outwardly of the slot bushing 21 which ball prevents the rod 19 from passing through the said slot. A conical spring 23 surrounds the rod 19 with its enlarged base end 24 seated within a socket 25 at the forward end of the recess 17 while the outer smaller end 26 of the said spring 23 engages against the inner face of the fin 16.

An L-shaped latch or hook 27 is provided for each of the fins 16 extending through a transverse opening or perforation 28 in the adjacent side 15 of the boat, the said hooks being pivoted as at 29 to the sides of the boat and having handles 30 arranged inwardly of the latter. The fins 16 are normally arranged seated within the recesses 17 with the springs 23 fully compressed by the said fins and positioned within the sockets 25, the rods 19 projecting outwardly through the slot bushings 21 of the fins. The hooks 27 are adapted to overlie the adjacent edge of the forward ends of the fins 16 when the fins are in their closed positions, a seating spring 31 being provided for each of the hooks 27 within the said perforations 28, the fins being best illustrated in their normally closed positions in Figs. 1, 3 and 5 of the drawing. During the usual travel of the boat 10, the fins 16 are arranged closed and when desired to stop the boat or impede its forward progress, the handles 30 are grasped and the hooks 27 released from the fins 16, allowing the springs 23 to force the pins outwardly to their operative positions as illustrated in Figs. 2 and 4 of the drawing, thus presenting retarding surfaces to the water through which the boat is passing and bringing the boat to a stop. It will be understood that ordinarily, the motor 32 which operates the propeller 13 will be stopped or its connection with the propeller broken prior to the releasing of the fins 16. If desired, only one of the fins 16 may be released allowing the forward momentum of the boat to suddenly turn the boat around with the bow

thereof moving in the direction toward the side thereof at which the fin was so released.

It will thus be seen that a serviceable and readily operable retarding means for boats is arranged whereby time will be saved in bringing the boat to its anchoring position such as a dock or mooring.

What I claim as new is:—

1. A device of the class described comprising in combination with a boat having a recess in the outer side thereof, a socket being arranged in the forward end of the said recess, a retarding plate hinged within the rear end of the said recess, a stop rod pivoted to the side of the boat substantially centrally of the said socket, a spring surrounding the said rod seated within the said socket with its outer end in seating engagement beneath the said plate, and a retaining hook for the said plate,

2. A device of the class described comprising

in combination with a boat having a recess in the outer side thereof, a socket being arranged in the forward end of the said recess, a retarding plate hinged within the rear end of the said recess, a stop rod pivoted to the side of the boat substantially centrally of the said socket, a spring surrounding the said rod seated within the said socket with its outer end in seating engagement beneath the said plate, the said plate having a longitudinal slot through which the said rod extends, an enlargement upon the free end of the said rod outwardly of the said plate, a retaining hook for the said plate pivotally carried by the side of the boat normally overlying the said plate when the latter is in its inoperative closed position and an operating handle for the said hook positioned inwardly of the boat.

In testimony whereof I affix my signature.
LOVRO SHUBATT.

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