

No. 882,821.

PATENTED MAR. 24, 1908.

J. A. GARRETT.
STEERING DEVICE FOR POWER BOATS.
APPLICATION FILED JAN. 5, 1906.

FIG-1

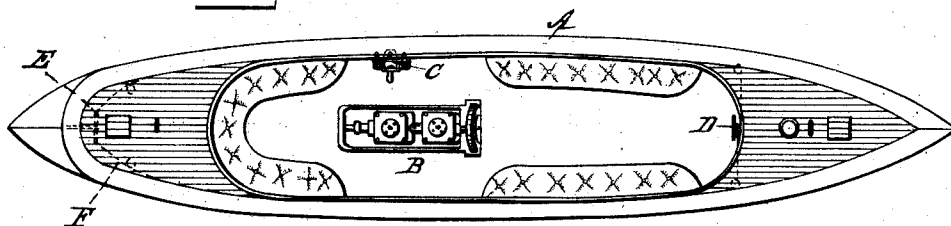


FIG-2.

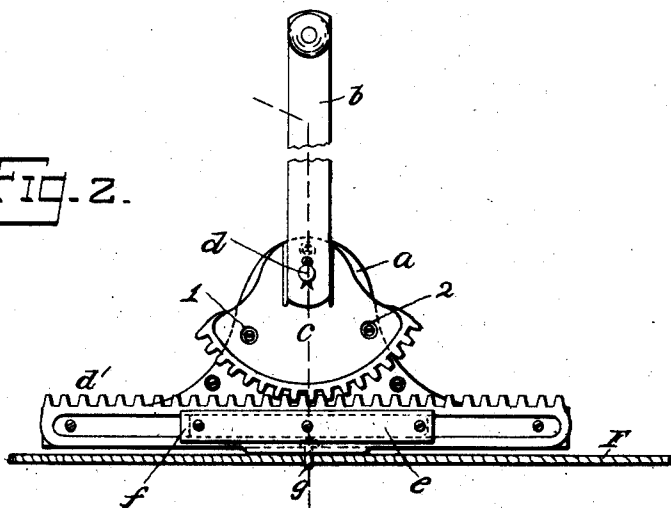
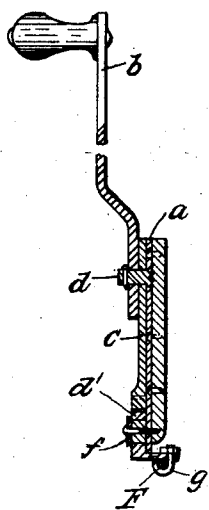


FIG-3.



WITNESSES.

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UNITED STATES PATENT OFFICE.

JAMES A. GARRETT, OF AUBURN, NEW YORK.

STEERING DEVICE FOR POWER-BOATS.

No. 882,821.

Specification of Letters Patent.

Patented March 24, 1908.

Application filed January 5, 1906. Serial No. 294,775.

To all whom it may concern:

Be it known that I, JAMES A. GARRETT, a citizen of the United States, residing at Auburn, in the county of Cayuga and State of New York, have invented a new and useful Improvement in Steering Devices for Power-Boats, of which the following is a specification.

My invention relates to steering devices for power-boats which can be attached to the boat at any point in the line of movement of the tiller-rope, and can be removed if desired without interfering with the ordinary steering arrangement, and my object is the construction of a steering device which can be attached or detached without breaking the tiller-rope, which is easy of operation and simple and inexpensive to build.

In the accompanying drawings Figure 1 is a plan view of a power-boat showing my device located near the engine. Fig. 2 is an enlarged elevation of my device, and Fig. 3 is a vertical section on the line $x-x$ of Fig. 2.

Similar letters refer to similar parts shown in the different views.

A is a power-boat of a well known type.

B is the engine located in the after part of the boat.

C is my improved steering device attached to the side of the boat.

D is an ordinary steering wheel.

E is the tiller and F is the tiller-rope. The tiller-rope F is shown in dotted lines and as ordinarily attached to the tiller, being led forward through suitable guides to the usual steering wheel D in the bow of the boat A by which the direction of travel is generally controlled when more than one person is aboard; when the engineer is the only one familiar to the surrounding waters, or when he is alone in the boat when under way, my device comes into use, and being located within easy reach of the engineer, the latter can control the course while running the engine.

My device is primarily composed of a rocking member and a sliding member, and is constructed as follows, a supporting plate a is secured to the side, in this instance the coaming, of the boat A; a lever b is attached to a toothed segment c rockable on a spindle d on the plate a and secured thereon in any suitable manner; the segment c meshes with a rack-bar d' , which moves upon a slide support e secured to the plate a and projecting through a longitudinal slot in the rack-bar

d' , the latter being retained in its operative position on the slide support e by a plate f fastened thereto. The tiller-rope F is firmly clamped by a hook-bolt g to a horizontal extension of the under side of the rack-bar d' , which passes below and rearward of the plate a and the coaming to meet the tiller-rope F; holes 1 and 2 are shown in the segment c , and are there merely for convenience in removing the fastenings of the plate a .

From the construction of my device it can be readily understood that a movement of the lever b will rock the segment c to move the rack-bar d' to which the tiller-rope F is secured so that the rudder will be moved and the boat steered in the desired direction.

My device can be attached to the boat at any point where it can be secured to the tiller-rope, and when so secured it will not in any manner interfere with directing the course of the boat by means of the ordinary steering-wheel; it is simple in construction, consisting of but a few parts, and can be readily detached from the boat and the tiller-rope when so desired without in any way interrupting or deranging the ordinary steering mechanism.

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

1. A supplemental steering mechanism attachable to a boat between the steering wheel and the tiller, and having a rocking member engaging with a sliding member, and means to connect the tiller rope with the sliding member.

2. In a power-boat having a steering-wheel, a tiller and a tiller-rope, an attachable and detachable steering device having in combination a supporting plate, a toothed segment rockable thereon, means to rock the segment, a rack-bar meshing with the segment, a slide support for the rack-bar, and means to secure the tiller-rope unbroken to the rack-bar at a point between the steering-wheel and the tiller.

3. In a power-boat having a steering-wheel, a tiller and a tiller-rope, an attachable and detachable steering device having in combination a supporting plate, a toothed segment rockable thereon, a lever on the segment, a rack-bar meshing with the segment, and means to secure the tiller-rope unbroken to the rack-bar at a point between the steering-wheel and the tiller.

4. In a power-boat having a steering-wheel, a tiller and a tiller-rope, a supplemental steering mechanism connected to the tiller-rope, at a point between the steering-wheel and the tiller, having in combination a supporting plate, a toothed segment rockable thereon, means to rock the segment, a rack-bar meshing with the segment, a slot in the rack-bar, and a slide support in said slot.

5. In a power-boat having a steering-wheel, a tiller and a tiller-rope, a supplemental steering device having in combination a supporting plate, a toothed segment rockable thereon, means to rock the segment, a rack-bar with which the segment meshes, a slot in the rack-bar, a slide support in said slot, a plate on the slide, and means to secure the tiller-rope to the rack-

bar at a point between the steering-wheel and the tiller.

6. In a power-boat having a steering-wheel, a tiller and a tiller-rope, a supplemental steering device having in combination a supporting plate, a toothed segment rockable thereon, a lever on the segment, a rack-bar meshing with the segment, a slide support for the rack-bar, an extension on the latter, and means to secure the tiller-rope unbroken to the rack-bar at a point intermediate the steering-wheel and the tiller.

In testimony whereof, I hereunto set my hand, this 3d day of January, 1906, in the presence of two attesting witnesses.

JAMES A. GARRETT.

Witnesses:

E. L. LAWSON,

CHAS. H. STAFFORD.