Nov. 21, 1950 G. B. POST 2,530,840

HOISTING AND LAUNCHING MEANS FOR BOATS

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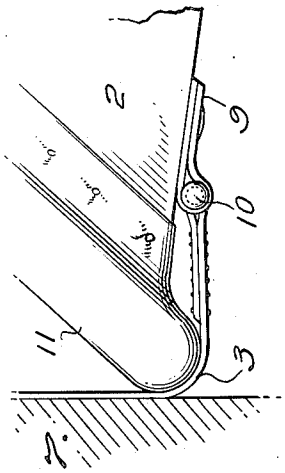


Fig. 2.

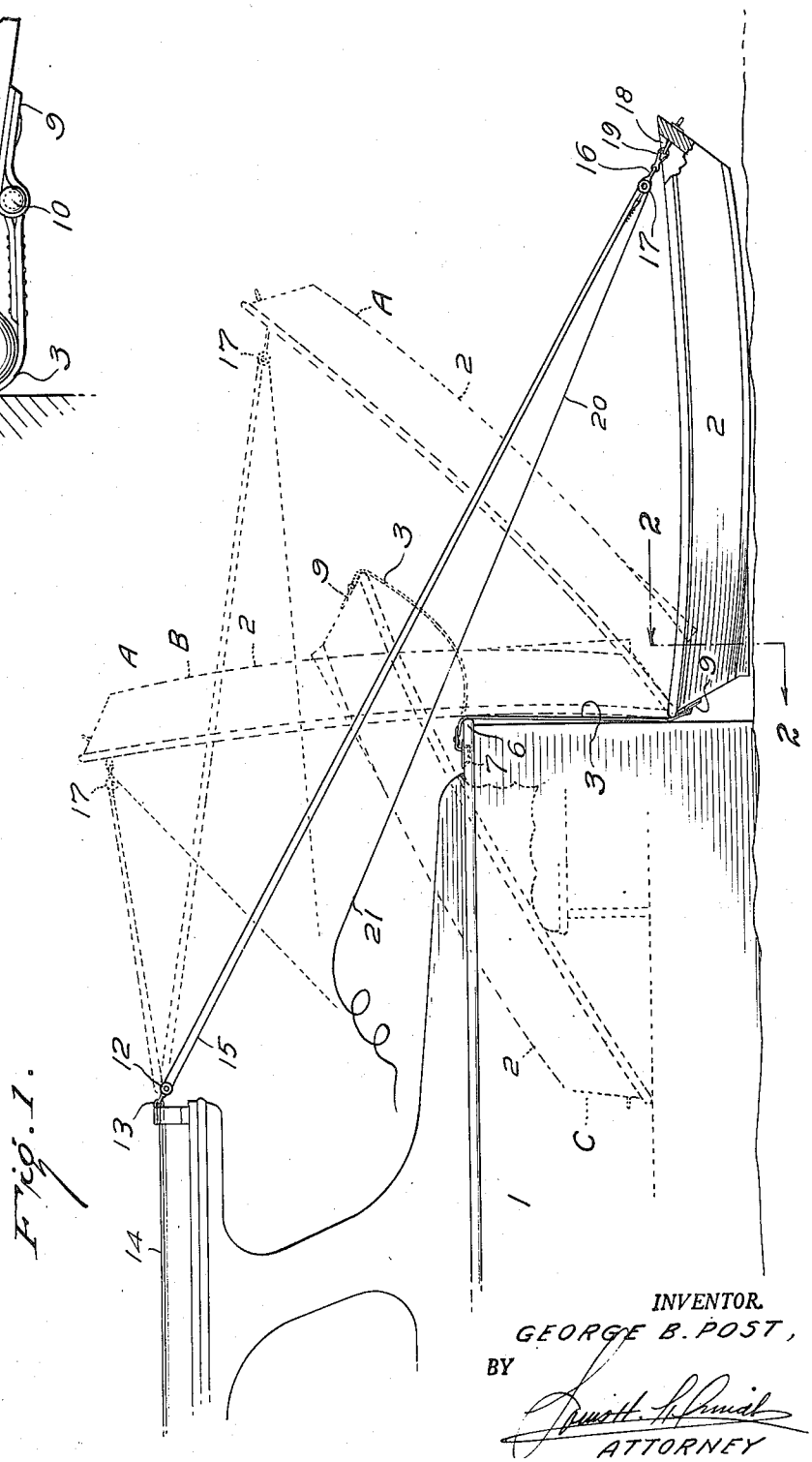


Fig. 1.

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Fig. 2.

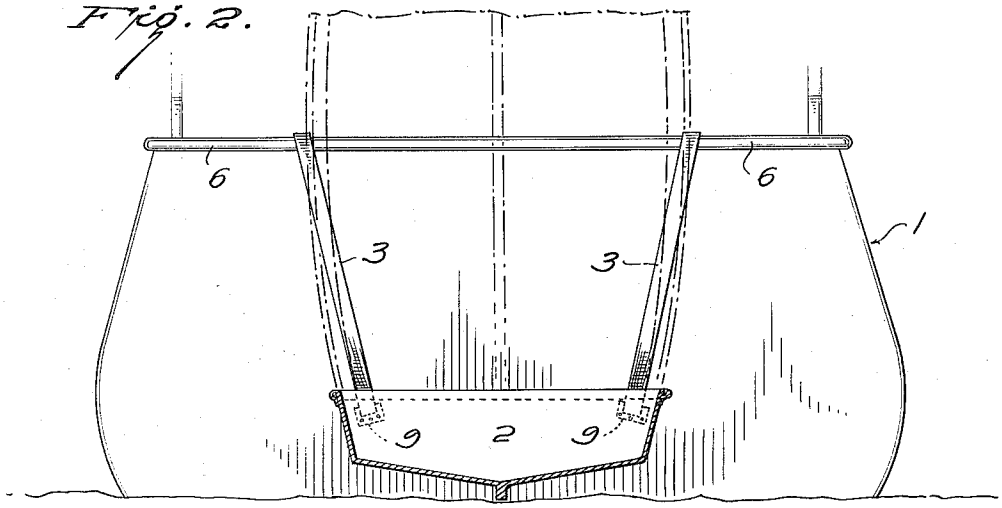


Fig. 3.

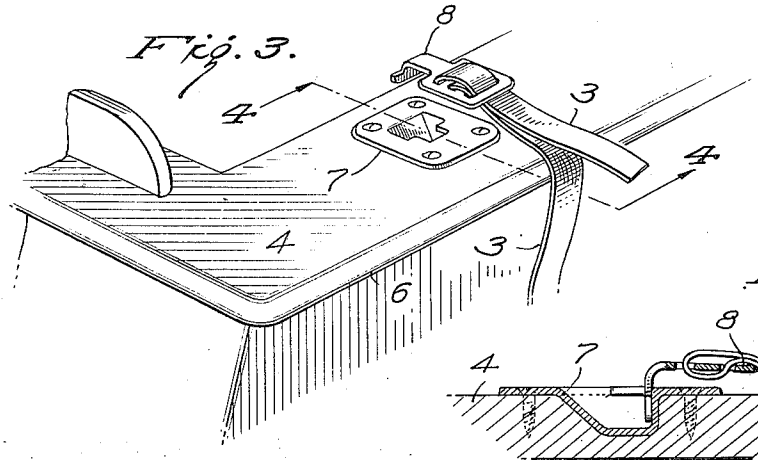


Fig. 4.

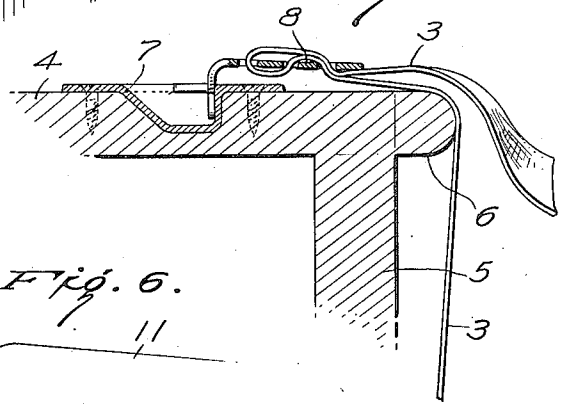


Fig. 5.

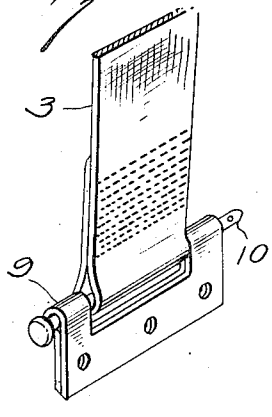
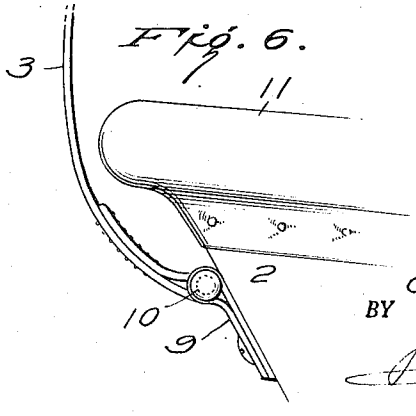


Fig. 6.



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Patented Nov. 21, 1950 2,530,840

UNITED STATES PATENT OFFICE

2,530,840

HOISTING AND LAUNCHING MEANS FOR BOATS

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Application February 24, 1949, Serial No. 78,063

2 Claims. (Cl. 9—39)

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This invention is concerned with the art of raising and lowering objects and particularly with means and a method for hoisting small boats aboard and launching them off larger vessels.

One of the most vexing problems of yachtsmen is that of hoisting the tender aboard ship and launching it again when desired. On the larger vessels, this is usually accomplished by means of davits and winches, but these are expensive space-consuming devices that are not always practical for the smaller yachts. Often the tender is simply allowed to remain in the water secured by a painter to the yacht where it may chafe the side of the yacht, foul the propeller or may even be lost.

In recognition of these difficulties, I have invented a simple arrangement of inexpensive parts whereby dinghies and other small boats may be hoisted aboard a larger boat or vessel by a single person safely and with very little effort. The invention also permits the safe and easy launching of the small boat. As will be apparent from the description which follows, the principal objects of my invention are to eliminate the expensive equipment heretofore considered necessary to raise small boats aboard vessels and lower them again and to provide a relatively simple device which may be installed by the boat owner at small expense which will enable one person to quickly and easily put small boats aboard and launch them again. Another object of the invention is to provide a method of handling small boats on larger vessels without damage to either. Still another object is to eliminate the necessity heretofore experienced by small boat owners of having to allow their tenders to remain in the water for lack of effective means of bringing the tender aboard. These objects and still other advantages of the present invention will become more apparent especially to those familiar with boating by reference to the following description and drawings of which:

Figure 1 is a side elevation of the stern of a vessel and a dinghy showing the novel apparatus of the invention in position for lifting the dinghy aboard the vessel. The initial position being indicated in full lines and the several succeeding positions illustrated by dotted lines;

Figure 2 is an end elevation of the vessel including a transverse sectional view taken along the line 2—2 through the dinghy of Figure 1, looking in the direction of the vessel, further illustrating by dotted lines, the vertical position

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of the dinghy as resting against webbing at the transom of the cruiser;

Figure 3 is a fragmentary view in perspective of the vessel's transom showing a preferred embodiment of fastening means;

Figure 4 is a detail sectional view taken along the line 4—4 of Figure 3 illustrating the fastening means in locked position;

Figure 5 is a detailed view in perspective illustrating a detachable member adapted to be secured to the transom of the dinghy;

Figure 6 is a side view of a position of the dinghy showing the detachable member in position just prior to its being lifted from the water, and

Figure 7 is a similar view, but illustrating the manner in which the dinghy pivots on the fender rope and its supporting webbing while resting against the transom of the vessel.

Referring again to Figure 1, it will be seen that in a preferred embodiment of the invention, a vessel 1 and a dinghy 2 are brought transom to transom and held in position by flexible tension members 3. It should be noted at this point that the term vessel is used through the specification and claims to include various types and kinds of motorboats and sailboats having sides or a transom rising substantially vertically from the water line. The free board of the vessel, that is, the distance from the water line to the gunwale, should not exceed the length of the dinghy and preferably should be less than about two-thirds the dinghy's length. The reason for this will be more apparent as the description of the invention proceeds.

The term dinghy as used herein and in the claims refers to a small boat of the type usually used as a tender to carry the boatsman from the shore or dock to the vessel. Prams, skiffs, tenders, and rowboats in general can be classified as dinghies for purposes of the present invention. For best operation of the invention, the dinghy should have a substantially flat transom as shown in the drawings.

The flexible tension member 3 may be of any flexible material capable of withstanding the tension necessary to hold the dinghy in a vertical position. I prefer a flat strap of webbing woven from cotton, nylon, or the like, or leather, but a rope, chain, cable, or other flexible material may also be used if desired.

It is preferred that the flexible member be attached to the vessel as shown in Figures 3 and 4; that is, on the aft deck of the vessel 4 just over the transom. For best results, two straps spaced

apart as shown are provided. The spacing of these straps should preferably be such that as the dinghy pivots over the molding 6 on the transom, the gunwale of the dinghy will rest on the straps thereby avoiding contact with the woodwork on the vessel and possible resulting damage. This is clearly shown in Figure 2.

It should be noted that the invention is not strictly limited to the use of two straps as one strap could be used although to less advantage. In such case, the single strap should be secured to the dinghy at approximately its centerline.

A desirable method of attaching the straps to the vessel is shown in Figures 3 and 4. The socket fitting 7 is recessed in the deck and secured with screws or bolts. The particular socket fitting shown has a T-shaped socket designed to receive a strap hook 8 having a complementary shape so that it may be quickly inserted or removed from the socket fitting. It will be understood of course that various other types of fittings may be used to secure the straps to the vessel and that these fittings may be located either on the deck of the vessel or on the upper portion of the transom or even on the sides.

The straps may be secured to the transom of the dinghy in various ways, a preferred method being shown in Figure 6. In this particular embodiment, a hinge 9 is secured to the outer sides of the transom as shown. For best results, these fittings should be as far athwartship and as high up on the transom as possible. In the particular modification shown in the drawings, the flexible strap 3 is secured to the fastening 9 by a pin 10 which usually remains in place with the straps thrown in the dinghy when not in use. Of course, if desired, the straps may be fastened to the transom of the dinghy by a hook and eye (not shown) or by other means whereby they may be quickly removed from the dinghy and carried on the larger vessel.

It is desirable but not necessary that the dinghy have a bumper 11 of some relatively soft material as shown in Figure 7 projecting outwardly so that as the dinghy is being raised, the transom of the larger vessel is protected.

The length of the straps 3 should be adjusted so that they are of such length that they extend from the fittings on the vessel to the fastening 9 on the transom of the dinghy without allowing slack to develop. This is shown in Figure 1. Undue slack in the straps would allow the dinghy to drift about and make it more difficult to handle during the raising operation. Also if the straps are too long the transom may fall below the water line during the raising operation and take water aboard. If desired, the straps may be shortened by the buckle arrangement of fitting 8 as shown in Figures 3 and 4 so that the stern of the dinghy is raised slightly out of the water as in Figure 2. This permits a more stable arrangement of the dinghy with respect to the vessel and is preferred where the dinghy is not too heavy.

Means to hoist the dinghy on board the vessel include, preferably, a block and tackle arrangement such as shown in Figure 1. In this arrangement a single block 12 is secured by a suitable fastening means to the vessel on the cabin or canopy 14, stanchion, or on the mast, or other portion of the vessel (not shown) at a point above the deck fittings 7. The higher this block is attached on the vessel, the easier will be the operation of raising the dinghy. When the dinghy is very light, the block 12 may be omitted and the line 15 may be fastened directly to the vessel.

The other end of the block and tackle arrangement is secured to the bow of the dinghy. This may be accomplished by fastening the becket end 16 of block 17 to a hook or ring 18 with a snap hook 19, or clevis to the bow end of the dinghy at a point preferably located on the inside as shown in Figure 1. The free end of the line 20 running through the block 17 reaches up and into the cockpit 21 of the vessel as shown where it may be grasped by the operator.

The operation of hoisting the dinghy aboard the vessel should be obvious from the foregoing description but will be described in connection with Figure 1.

It is preferred that the hoisting tackle just described be located at the stern of the vessel since usually the dinghy will then lie in the lee of the vessel and will be easier to maneuver. The first step of the operation is to bring the dinghy so that its transom faces the transom of the larger vessel. The straps 3 are then secured to fittings 7 as shown. The raising tackle may then be attached to the bow of the dinghy at 18 with the free end of the line 21 being in the cockpit of the vessel. With the dinghy secured to the vessel as shown, it is then raised by pulling on line 20 whereupon the bow end of the dinghy is raised as illustrated in the successive positions A, B, and C in dotted lines of Figure 1. As the dinghy pivots over the gunwale, it may then be gently lowered into the cockpit of the vessel as shown in the final dotted line position. It may be left in this position, or if desired the straps 3 may be removed and the dinghy stowed in a more desirable location.

It will be understood, of course, that it is not necessary to install the apparatus of the present invention at the stern of the vessel. In some cases it is desirable that the dinghy be hoisted over the sides of the vessel. This is particularly true in some types of boats which have an overhanging stern or a projecting rudder, outboard motor, or other structure at the stern. In such case, fittings 7 are attached at suitable locations on the deck of the vessel so that the dinghy may be hoisted over the sides at that location in the same manner as described above. As previously stated, the free board of the vessel should preferably be less than about two-thirds the overall length of the dinghy, and should also be substantially vertical so that the dinghy may be tumbled aboard by the process described.

As will be obvious, the point of attachment of the block and tackle on the vessel should be such that the line 15 is in a plane vertical to the water and falling within the points of attachment of the fittings 9 on the transom of the dinghy, and the fittings 7 on the deck of the vessel. Otherwise there may be a tendency of the dinghy to fall off to one side because of the unbalanced application of force to the bow with respect to the center of gravity and support of the dinghy.

Although the foregoing description has been principally concerned with the method of hoisting the dinghy aboard the larger vessel, it will be apparent that the dinghy may be lowered from the vessel to the water by simply reversing the procedure. To lower the dinghy, it is placed bottom up with the gunwale 11 of the dinghy resting on the gunwale 6 of the vessel, at the sides or over the transom, over the deck fittings 7 with the transom projecting outwardly over the water. Straps 3 are then secured to the dinghy by fittings 9 as shown in Figures 1, 2, and 6 and to the vessel by hook 8 as shown in Figures 3 and 4.

Tackle hook 19 is secured to the bow of the dinghy at 18, and the dinghy is then forced outwardly, and its bow is raised until it is resting on the straps in a substantially vertical position. It may then be gently lowered into the water with line 20 and the straps 3 and tackle hook 19 disconnected. The operation of lowering the dinghy has then been safely completed.

It will now be readily appreciated that when launching a dinghy in accordance with the method or means of tumbling or pivoting, the dinghy assuming a substantially horizontal position upon the surface of the water, the taking-in of the slightest amount of water is effectually eliminated. It may be here mentioned that should there be any water in the dinghy prior to hoisting, the operation of hoisting already described will thoroughly empty it. Obviously, this procedure eliminates the necessity of the usual bailing operations since the dinghy may be but temporarily lifted from the water.

I claim:

1. In combination, a vessel having an aft deck and transom and a dinghy, a pair of flexible straps spaced athwartship the vessel, each being attached at one end thereof to the vessel on the aft deck and leading over the transom of the vessel and being attached at the other ends thereof to the transom of the dinghy at points athwartship thereof, the length of the straps being such that the transom of the dinghy is held close to the transom of the vessel without slack in said straps, means attached to the vessel and

the dinghy for hoisting the latter up over the aft deck of the vessel with the transom of the vessel acting as a fulcrum.

2. In combination, a vessel having an aft deck and transom and a dinghy, a pair of flexible straps spaced athwartship the vessel, each being attached at one end thereof to the vessel on the aft deck and leading over the transom of the vessel, the other ends thereof being attached to the transom of the dinghy at points athwartship thereof, the length of the straps being such that the transom of the dinghy is held close to the transom of the vessel without slack in said straps, a single block attached to the vessel at a point above the transom thereof, a block attached to the bow of the dinghy, a line extending through said vessel block to the dinghy block and thence to the cockpit of the vessel whereby the bow of the dinghy may be raised out of the water and up over the aft deck of the vessel using the transom of the vessel as a fulcrum.

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