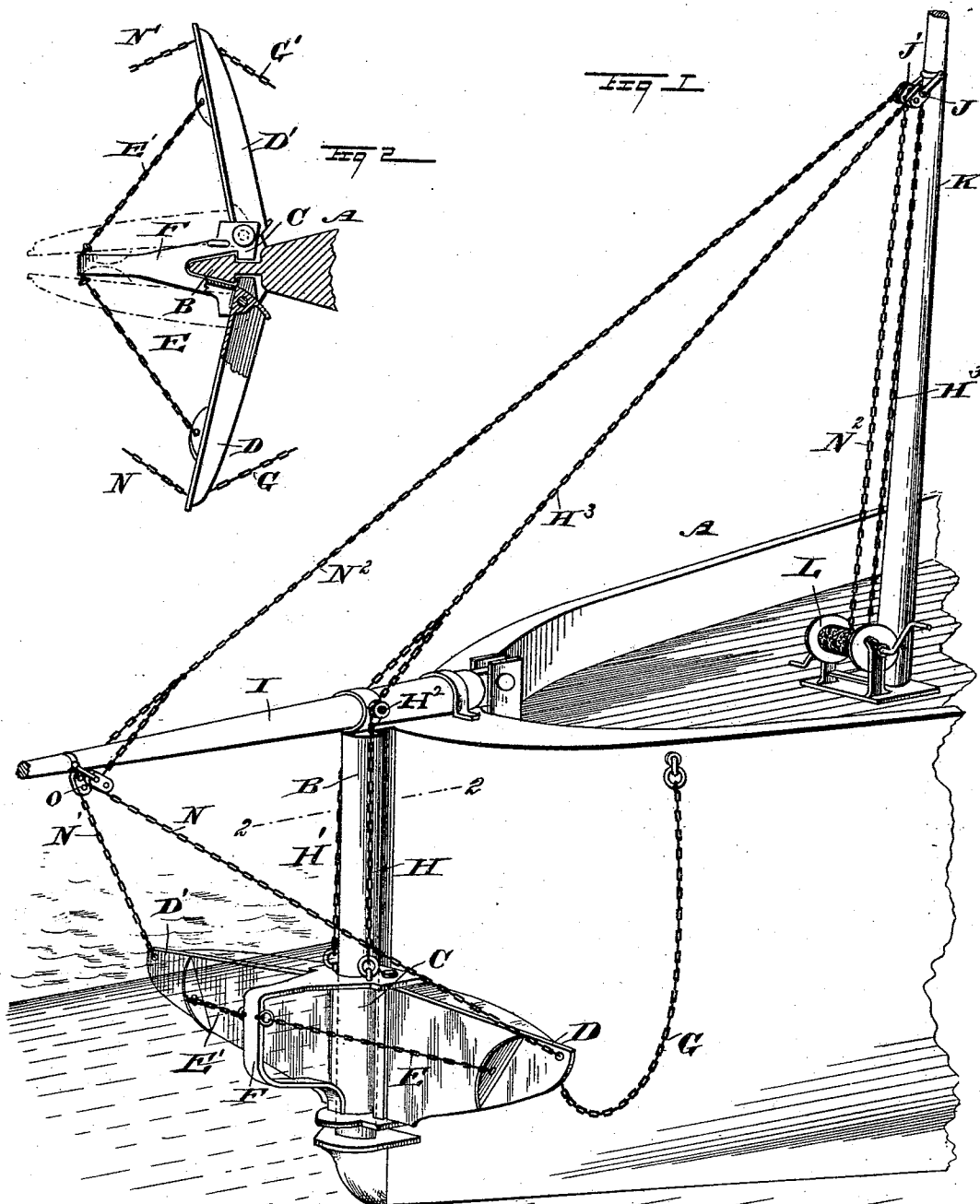


(No Model.)

P. SAMOHOD.
STOPPING DEVICE FOR MARINE VESSELS.

No. 496,700.

Patented May 2, 1893.



WITNESSES:

H. Walker
C. Sedgwick

INVENTOR

P. Samohod

BY

Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

PEDRO SAMOHOD, OF LIMA, PERU.

STOPPING DEVICE FOR MARINE VESSELS.

SPECIFICATION forming part of Letters Patent No. 496,700, dated May 2, 1893.

Application filed September 3, 1892. Serial No. 444,978. (No model.)

To all whom it may concern:

Be it known that I, PEDRO SAMOHOD, of Lima, Peru, South America, have invented a new and Improved Stopping Device for Marine Vessels, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved device for conveniently and rapidly stopping a marine vessel in case the latter is moving in dangerous places or is in danger of collision with another vessel, iceberg, &c.

The invention consists of a frame fitted to slide on a post on the vessel and provided with pivoted wings.

The invention also consists of certain parts and details and combinations of the same, as will be hereinafter described and then pointed out in the claims.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a perspective view of the improvement as applied; and Fig. 2 is a sectional plan view of the same on the line 2—2 of Fig. 1.

On the bow or other place on the vessel A, is secured a post B, on which is mounted to slide vertically a frame C, provided on its sides with pivoted wings D, D', adapted to extend transversely so as to form a resistance against the water at the time the frame C is in its lowermost position as illustrated in Fig. 1, the said frame and its wings then being immersed in the water. The wings D, D' are held in an extended position by means of chains E, E', attached to a projection F, extending forwardly from the middle of the frame C.

In order to prevent an accidental closing of the wings D, D' at the time the frame C is in its lowermost position, chains G, G', are connected with the free ends of the said wings and attached to the sides of the vessel A. The chains G, G', are slackened at the time the wings are extended as indicated in Fig. 1.

The frame C can be raised and lowered by means of chains or ropes H, H', attached to the top of the frame C and extending upwardly, passing over pulleys H², held on the bowsprit I, of the vessel A. The chains H, H', then connect with a common chain H³, extending rearwardly and upwardly to pass over a sheave J, suspended on one of the masts K, of the vessel A. The chain then extends downward and winds on a winch L, of any approved construction located on the deck of the vessel A.

In order to close the wings D, D' their free ends are connected with chains N, N', respectively, passing over sheaves O, held near the outer end of the bowsprit I, the chains then connecting with a common chain N², extending upwardly and passing over a sheave J', arranged alongside the previously described sheave J, as shown in Fig. 1. The chain N² then passes onto the winch L so that when the latter is actuated to wind up the chain H³ it also winds up the chain N² so that the wings D, D', are closed at the time the frame C is raised. Thus when the latter arrives in its uppermost position the wings D, D', are closed as indicated in dotted lines in Fig. 2.

The device is used as follows: In its normal position the frame C is raised and the wings D, D' are closed as indicated in dotted lines in Fig. 2, so that the frame and the wings are out of the water. In case of the vessel moving into a dangerous place or being liable to collide with another vessel or iceberg, or other obstruction, then the chains H³, N², are unwound from the winch L, so that the frame C slides rapidly downward on the post B and the wings D, D' open owing to the pull of the chains G, G'. The wings D, D', when extended transversely as shown in Fig. 1, offer a great resistance to the water so that the vessel is very rapidly stopped and collision or other accident is prevented. The winch L may be so arranged that its locking mechanism is unlocked by the officer in charge of the ship from the bridge or other place, so that the chains H³, N² unwind rapidly, owing to the weight of the frame C and the wings supported thereby. It is understood that the base of the post B is sufficiently wide to seat the frame C when the latter passes into its lowermost position. When the danger is passed the winch L is turned so as to again wind up the chains H³, N² to bring the frame

C and its wings D, D' back to the normal closed position, as shown in dotted lines in Fig. 2 and described above.

I do not limit myself to the peculiar construction of the wings or to the number of the same, as it is evident that they can be increased in size according to the size and tonnage of the vessel on which the device is used.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A stopping device for marine vessels, comprising a frame mounted to slide vertically on the vessel, and wings pivoted on the said frame and adapted to open outward when the frame is immersed in the water, substantially as shown and described.

2. A stopping device for marine vessels, comprising a post secured on the vessel, a frame mounted to slide vertically on the said post, and wings pivoted on the said frame and adapted to open outwardly, substantially as shown and described.

3. A stopping device for marine vessels, comprising a post secured on the vessel, a frame mounted to slide on the said post, wings pivoted on the said frame and adapted to open outwardly, and means for limiting the out-

ward swinging motion of the said wings, as set forth.

4. A stopping device for marine vessels, comprising a post secured on the vessel, a frame mounted to slide on the said post, wings pivoted on the said frame and adapted to open outwardly, and means, substantially as described, for raising and lowering the said frame on the said post to move the frame and its wings in or out of the water, as set forth.

5. A stopping device for marine vessels, comprising a post adapted to be secured on the vessel, a frame mounted to slide thereon, wings pivoted on the said frame and adapted to fold or be extended outwardly, means for raising and lowering the said frame, and means for opening and closing the said wings, substantially as shown and described.

6. A marine vessel provided with pivoted wings mounted to slide vertically on the bow of the vessel, the said wings being arranged to open outward at an approximately right angle to the longitudinal axis of the vessel, substantially as shown and described.

PEDRO SAMOHOD.

Witnesses:

PABLO FROKT,
R. L. HÖLTIG.