

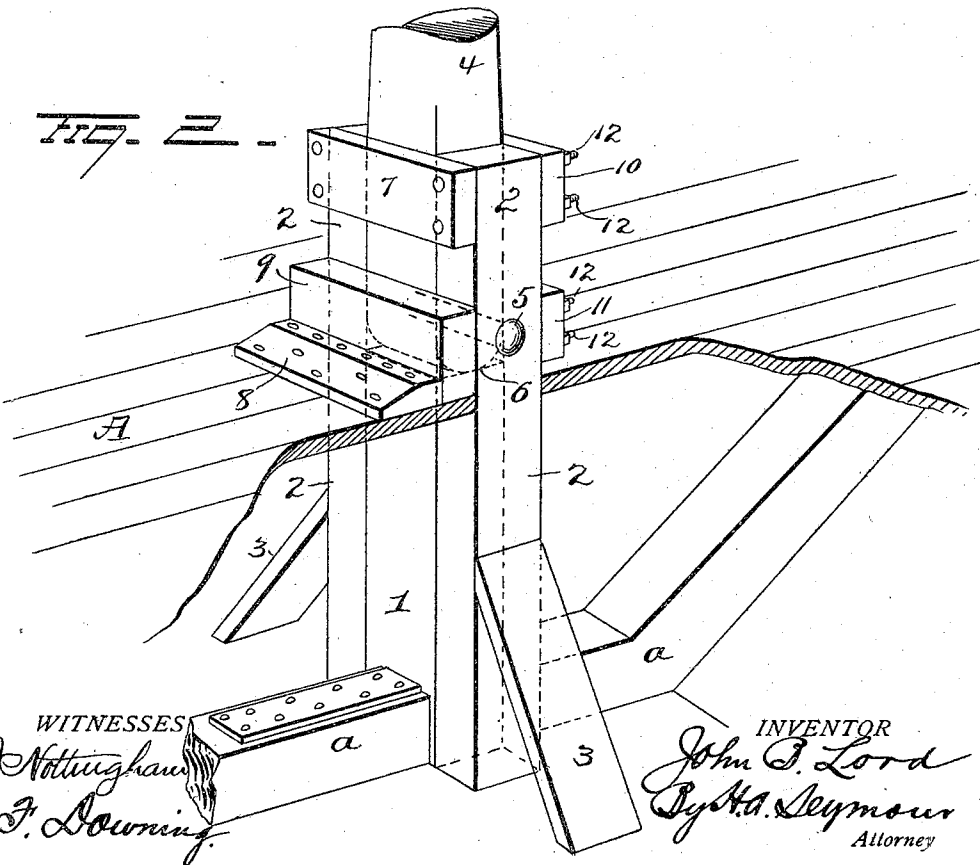
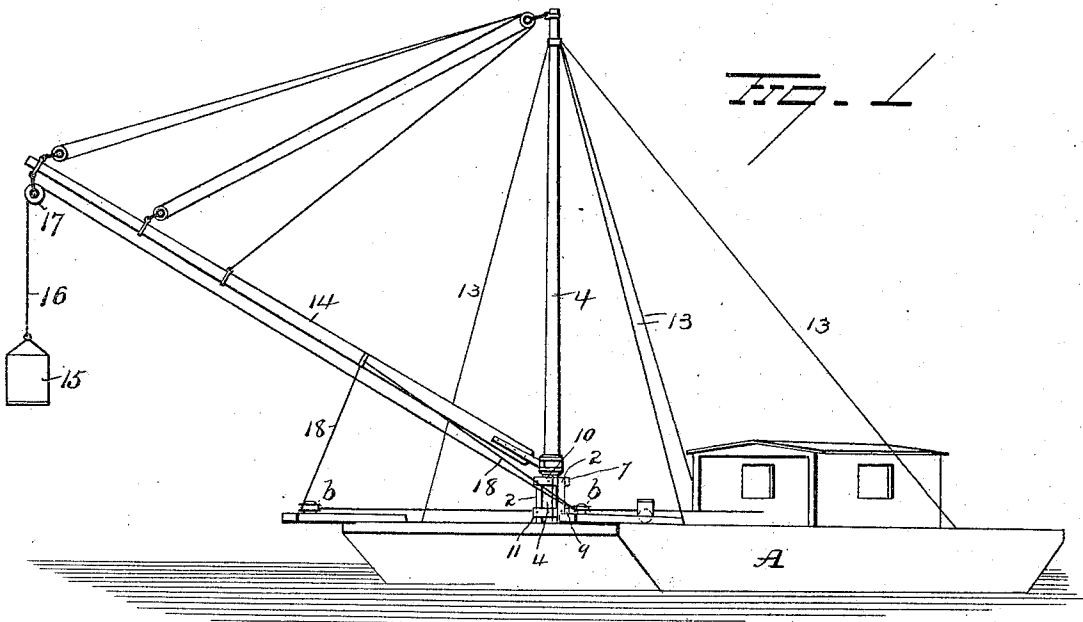
No. 643,360.

Patented Feb. 13, 1900.

J. B. LORD.
PORTABLE DERRICK.

(Application filed Dec. 1, 1899.)

(No Model.)



WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN B. LORD, OF WASHINGTON, DISTRICT OF COLUMBIA.

PORTABLE DERRICK.

SPECIFICATION forming part of Letters Patent No. 643,360, dated February 13, 1900.

Application filed December 1, 1899. Serial No. 738,877. (No model.)

To all whom it may concern:

Be it known that I, JOHN B. LORD, a resident of the city of Washington, in the District of Columbia, have invented certain new and useful Improvements in Portable Derricks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in portable derricks, and more particularly to a portable derrick for use in loading and unloading scows in tide-water, one object of the invention being to provide an improved derrick and means for operating the same upon a boat of extremely light draft.

A further object is to so construct a derrick that the supporting-mast thereof will be so mounted as to fall from its vertical position to a horizontal position when desired.

With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view illustrating my improvements, and Fig. 2 is an enlarged view showing part of the boat broken away to illustrate the manner of supporting my improved mast.

A represents a boat or scow, preferably of flat bottom and of extremely light draft for use in shallow tide-water. Near the bow of the boat, preferably at the keelson *a*, is secured a stump or timber 1, and to said stump or timber on opposite sides are secured parallel upright timbers 2 2, provided with suitable braces 3 3, as shown. The timbers 2 extend above the deck of the boat, and the mast 4 of my improved derrick is disposed between said uprights and pivoted thereto by means of a bolt 5, passing, respectively, through the timbers and mast. The lower end of the mast is rounded, as shown at 6, to permit the mast to be swung down, and block 7 is permanently secured to the upper ends of the timbers 2 on their rear face to prevent rearward movement of the mast. A block 8 is secured to the deck of the boat and disposed a short distance from the rear of the timbers 2 and mast 4, and a block 9 is adapted to be driven between the

block 8 and timbers 2 to assist in securing the mast against movement.

Blocks 10 11 are removably secured to the front of the timbers 2, preferably by stay-bolts 12, to effectually hold the mast 4 in an upright position. When it is desired to pass under a bridge or for any other reason it becomes necessary to lower the mast, the blocks 10 and 11 are removed and the block 9 driven out from between block 8 and the timbers 2, when the mast can be readily lowered to a horizontal position and as readily raised to a vertical position by means of ropes or cables 13, passing around a drum forming a part of the machinery (not shown) for operating the derrick.

A swinging jib 14 is connected with the mast 4 and is adapted to support a bucket or scoop 15, secured to the end of a cable 16, passed around a pulley 17 at the end of the jib. Ropes or cables 18 are secured to the jib on opposite sides thereof and are passed around sheaves *b* at the respective sides of the boat and are connected with suitable machinery (not shown) for operating them to swing the jib from side to side by merely shortening the respective ropes or cables. It will thus be seen that when the bucket is empty the jib is swung over a loaded scow, the bucket is lowered, filled, and drawn up again, when the jib is swung to one side over the place of dumping and the bucket dumped.

In unloading boats in tide-water, and particularly in the canals and creeks in and around tide-water, the loaded scows for a good portion of the time are resting on the bottom. Hence it is impossible to shift their positions to either bring a partially-unloaded scow to a better position with relation to a fixed derrick or bring a loaded scow to the berth occupied by the one previously unloaded. With my portable derrick after a scow has been unloaded it can be towed away and the derrick moved to one end of the next scow, and so on continuously, thus avoiding the necessity of waiting for tides to shift the positions of the heavily-loaded scows.

Various slight changes might be resorted to in the general form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I would have it understood

that I do not wish to limit myself to the precise details set forth, but consider myself at liberty to make such slight changes and alterations as fairly fall within the spirit and scope of my invention.

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

1. In a derrick, the combination with a float and parallel upright supports carried by said float, of a mast disposed between said uprights and pivoted thereto, and blocks on the front and rear faces of said uprights for holding the mast in an upright position.

2. In a portable derrick, the combination with a float, of a stump secured to said float, parallel uprights secured to said stump and projecting above the same, a mast pivoted between said uprights, blocks removably secured to the front and rear faces of the uprights to secure the mast in an upright position,

a movable jib connected to said mast, and means on said jib for loading and unloading.

3. In a derrick, the combination with a float and a stump secured thereto, of parallel uprights secured to the respective sides of the stump, a mast pivoted between said uprights, removable blocks secured to the uprights in front and rear of the uprights, a block secured in proximity to the rear face of the uprights and mast, a block adapted to be driven between said last-mentioned block and uprights and means on the mast for loading and unloading.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JOHN B. LORD.

Witnesses:

CHAS. W. METZGAR,
THOS. G. CARMICK.