Feb. 24, 1931. A. W. KIPLING 1,794,302

BOAT DAVIT

Filed May 6, 1930

Fig. 1

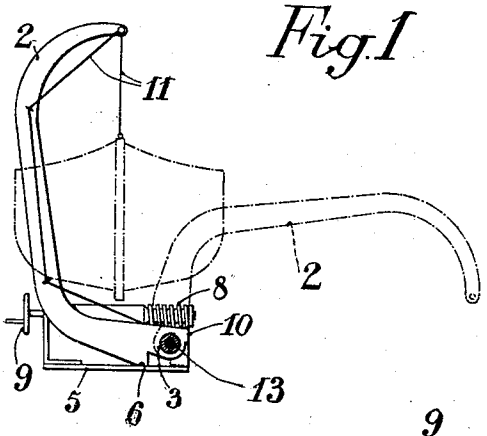


Fig. 4

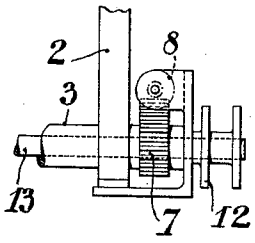


Fig. 3

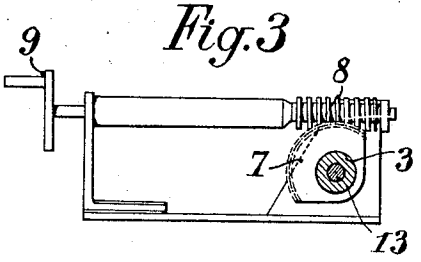


Fig. 2

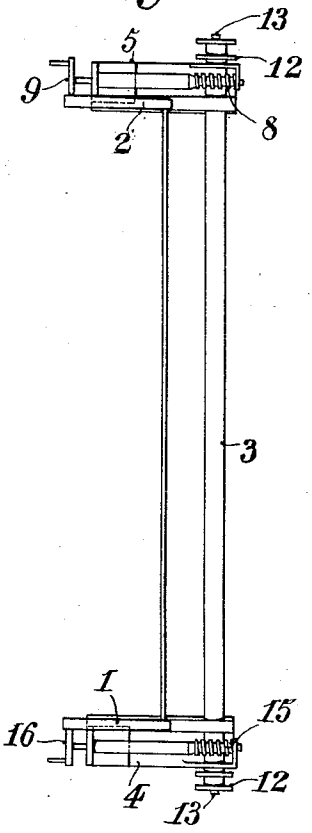


Fig. 5

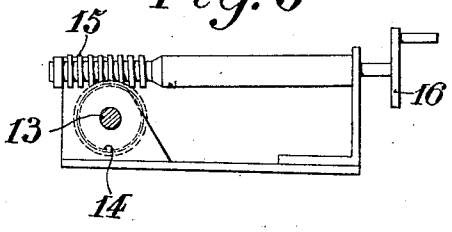
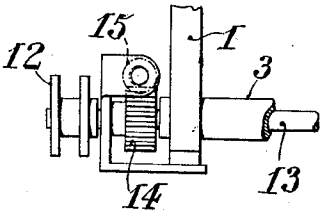


Fig. 6



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UNITED STATES PATENT OFFICE

ARTHUR WELLESLY KIPLING, OF PARIS, FRANCE

BOAT DAVIT

Application filed May 6, 1930, Serial No. 450,287, and in France June 8, 1929.

Boat-davits used on board ships for supporting lifeboats are usually pivotally mounted about their vertical axis or can be slightly inclined on the side by means of a worm drive, for instance, but in any case, the side displacement of the suspension points of the boat is relatively small and do not always allow of lowering the boat in the water without difficulties if the ship heels over.

Besides, with most of the methods actually in use, numerous and suitably trained operators are necessary for lowering a boat on to the water without damage when the sea is rough.

The present invention has for object a boat-davit so devised that it can rock by describing about a horizontal axis a large angle towards the exterior of the ship, this allowing in any circumstances to completely clear the life-boat from the flanks of the ship.

Besides, the control of the life-boat can be effected by means of tackles or drums, or directly by central steel cables passing over pulleys. In both cases, the drums or pulleys are carried by the central shaft, so that whatever may be the position of the boat-davits, the action on the position of the boat in the davits be reduced to the minimum.

For that purpose, the boat-davits are bent at their lower part and pivoted on a horizontal axis arranged near the side planking; they can be caused to pivot to the extent of about 90° about this axis by means of a worm or like drive and thus bring the boat relatively far from the side planking.

In case it would be desirable to control two boats, one arranged parallel to the other, it would suffice to modify the shape of the boat-davits so as to cause them to surround both ends of the boats in order that the davits, extending much more rearwardly, may receive the second boat.

The accompanying drawing illustrates, by way of example, a form of carrying out the subject-matter of the invention.

Fig. 1 is a side view of the davits.

Fig. 2 is a plan view thereof.

Figs. 3 and 4 illustrate in side view and front view, respectively, the control for the supports.

Figs. 5 and 6 are similar views relating to the control of the suspending ropes or cables.

The supports 1 and 2 are rigid with a horizontal tube 3 which can be journalled in two frames 4 and 5, in roller or ball bearings.

These supports are bent at their lower part so that, in the normal position the vertical of the center of gravity of the boat passes on the inner side of the ship relatively to the tube 3; a very stable equilibrium of the whole structure is thus obtained.

In this position, the supports 1 and 2 bear upon the frames 4 and 5 through abutments 6, so that the control members are not subjected to any strain.

The tube 3 carries a toothed segment 7 gearing with a worm 8 controlled by a shutter 9.

The supports can thus be brought without effort in the position shown in dot and dash lines in Fig. 1, position which allows of easily lowering the boat in the water and in which the supports bear by their abutments 10 on the frames 4 and 5, thus further ensuring the stability of the davits and release the control members from any strain.

The boat is hung by ropes or cables 11 which wind on pulleys 12 mounted on a shaft 13 journalled in the tube 3.

This shaft carries a pinion 14 actuated by a worm 15 and a hand wheel. It is to be understood that the worms might also be actuated by hydraulic, electric, steam or like engines.

Instead of being rigidly secured on the shaft 13, the pulleys 12 can be mounted with interposition of clutches controlled mechanically or in another manner. Thus, in case the ship would incline at the bow or at the stern when being wrecked, the length of the ropes or cables can be adjusted so that the grate of the life-boat may be parallel to the surface of the sea.

It is to be understood that the dimensions, proportions and constructional details of the various parts of the apparatus illustrated by way of example may be varied according to the size of the life-boats, their number, the level of the boat-bridge above the water line,

etc., and this without departing from the scope of the invention.

Claims:

1. In a boat-davit for supporting a life-boat on a ship and comprising frames, supports journalled in the said frames and ropes for suspending the life-boat to the said supports, the combination of a horizontal hollow shaft rigid with the said supports and journalled in the said frames, means for causing the said hollow shaft to revolve, a second shaft situated within the said hollow shaft and capable of revolving with the latter, pulleys connected to the said second shaft and on which supporting ropes are wound, and means for causing the said second shaft to revolve so as to pull and unwind the said ropes.

2. In a boat-davit for supporting a life-boat on a ship and comprising frames, supports journalled in the said frames and ropes for suspending the life-boat to the said supports, the combination of a horizontal hollow shaft rigid with the said supports and journalled in the said frames, means for causing the said hollow shaft to revolve, a second shaft situated within the said hollow shaft and capable of revolving in the latter, pulleys mounted upon the said second shaft and on which supporting ropes are wound, means for connecting the said pulleys with the said shaft and for disconnecting them therefrom, and means for causing the said shaft to revolve so as to pull and unwind the said ropes.

In testimony whereof I have hereunto affixed my signature.

ARTHUR WELLESLY KIPLING.