No. 866,847. PATENTED SEPT. 24, 1907.

C. DICKENSON.

LAUNCHING APPARATUS FOR BOATS.

APPLICATION FILED OCT. 29, 1906.

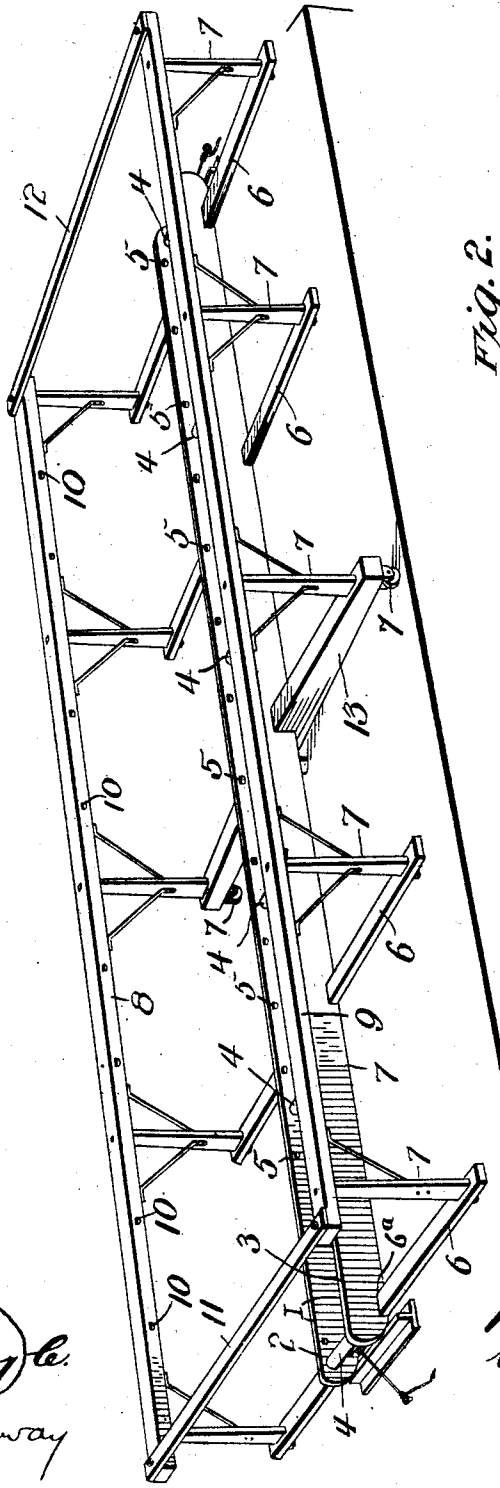

Fig. 1.

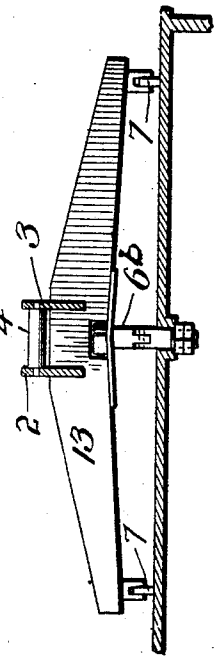

Fig. 2.

WITNESSES:

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LAUNCHING APPARATUS FOR BOATS.

No. 866,847. Specification of Letters Patent. Patented Sept. 24, 1907.

Application filed October 29, 1906. Serial No. 341,046.

To all whom it may concern:

Be it known that I, CHARLES DICKENSON, a citizen of the United States, residing at Portland, in the county of Multnomah and State of Oregon, have invented certain new and useful Improvements in Launching Apparatus for Boats, of which the following is a specification.

Combination cradle and chute for launching and floating self-righting boats—(open boats being impracticable for use with this device)—which is operated independently of davits or tackle from the house-deck of the vessel, when the crew and passengers are compelled to leave the disabled vessel or ship. It is well known that it is almost impossible to lower a boat from the davits when a heavy sea is running, as the boat either fills, capsizes, or swings against the vessel and is stove in. By using this chute (which will be more fully explained hereinafter) a boat can be launched with its load of passengers with perfect safety without coming in contact with the vessel's side, as when the boat leaves the chute it gets a great momentum and strikes the water at some distance from the ship. (See Patent No. 695,634, March 18, 1902).

In the drawing hereunto annexed and forming part of this specification, Figure 1 is a view in perspective of the combined cradle and chute shown in position on the house-deck of a vessel or ship, near the edge of the same; said cradle being held in place at each end by being lashed to ring-bolts fastened to the house-deck.

The central part of the cradle is mounted on a block having a caster at each end of the same, so, that if necessary the cradle can be moved from place to place, on the house-deck, as it often happens that a boat cannot be chuted from the deck or lowered from davits at all from the weather side of the ship. Fig. 2 is a transverse sectional view partly in elevation, showing the separable rotating support in elevation, and showing one of the rollers between the keel-guides, which the keel of the boat rests on. This view also shows the jointed bolt running through the center-block, and through the house-deck, and secured in place by a nut, in order that if a boat should have to be moved to any other part of the house-deck to be launched, it can be done quickly, by unscrewing the nut and cutting the lashings that hold the cradle to the deck.

Should a boat be launched from where the cradle is usually located or without moving the cradle from place, it is done by simply cutting the lashings and swinging the cradle around so that one end of the cradle drops, then knock out the end cross-rail which is in the way of the boat, and the boat will make a quick descent into the water.

Should a vessel be in a sinking condition and no time given to the crew to launch a boat before the vessel goes down, in that case the boat setting snugly in the cradle, without being lashed to it, will float out of the cradle and remain on the surface of the water; so that many of the crew and passengers who are already struggling in the water find these boats at hand to receive them, and prevents them from going down to watery graves.

Referring by numerals to the accompanying drawing, 1 designates the keel rest and guide which is composed of two longitudinal bars, 2 and 3, in which are located six transverse rollers 4, which are journaled in the longitudinal bars 2 and 3, whereon the keel of the boat rests. Along the upper edges on their inner faces of the bars 2 and 3, are inserted anti-friction rollers, 5, which bear against the outer opposite faces of the keel, and serve as guides, and also prevent the keel from coming in contact with the longitudinal bars 2 and 3 which would hinder the boat from shooting quickly into the water.

Transverse bars 6, four in number, and one, 13, a truck block, at the middle, are let into recesses 6^a in the lower edges of the two longitudinal bars 2 and 3, and securely fastened thereto, and these transverse bars 6 are provided with standards 7 which project upwardly therefrom and receive and support side-rails 8 and 9. In the inner faces of said rails 8 and 9 are inserted a series of friction rollers which bear against the sides of the boat. The end cross-rails 11 and 12 are held in their places by ordinary head-bolts which are run loosely through both rails.

Fig. 2 shows the truck-block 13 in elevation; a cross section of the chute; and a cross-section of the bars 2 and 3, and, also, showing the transverse rollers 4, upon which, when it is in place, the keel of the boat rests. 6^b shows the joint-bolt, with the head and the nut secured to said bolt, the latter passing down through the house-deck, where it is secured in the house-deck. 7 shows the casters connected to and projecting downwardly from the truck-block, in position to permit the truck to be swung around on the house-deck.

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

A combined cradle and chute for launching a boat from the deck of a ship, comprising a frame having a middle

cross-piece, or truck-block, mounted upon a separable support, or block, provided with casters near its ends; a keel-rest and guide extending normally lengthwise of the frame; top-rails; standards rising from cross-rails at the bottom of said frame and supporting top-rails at the top of said frame; anti-friction rollers in the inner faces of said top-rails; and end-rails loosely secured to said top-rails at, or near, their ends, to permit said end-rails to be easily and quickly knocked or forced from place when it becomes necessary to release the boat from the cradle; substantially as specified.

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

CHARLES DICKENSON.

Witnesses:

CHARLES WILLIAMS,
PAUL I. BASSETT.