

No. 756,661.

PATENTED APR. 5, 1904.

I. A. LEMM.
BOAT CHOCK.

APPLICATION FILED DEC. 11, 1903.

NO MODEL.

Fig. 1.

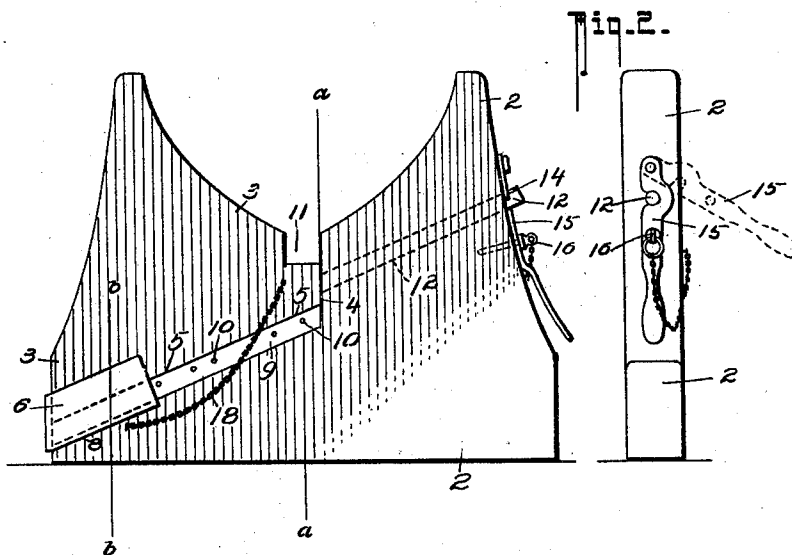


Fig. 2.

Fig. 3.

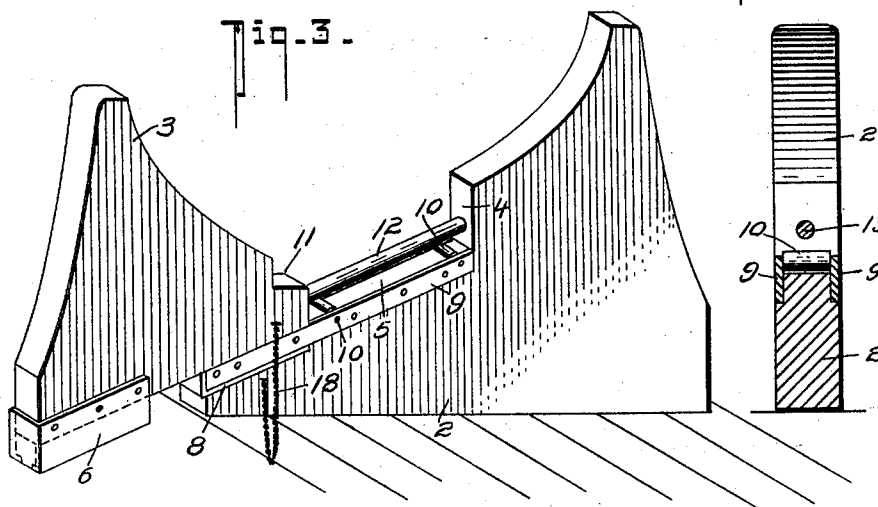
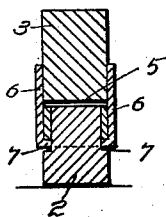


Fig. 4.

Fig. 5.



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IRVING ARTHUR LEMM, OF VICTORIA, CANADA.

BOAT-CHOCK.

SPECIFICATION forming part of Letters Patent No. 756,661, dated April 5, 1904.

Application filed December 11, 1903. Serial No. 184,805. (No model.)

To all whom it may concern:

Be it known that I, IRVING ARTHUR LEMM, a citizen of the Dominion of Canada, residing at the city of Victoria, in the Province of British Columbia, Canada, have invented a new and useful Improvement in Boat-Chocks, of which the following is a specification.

My invention relates to an improved chock for supporting a ship's boat, and the construction is designed to effect the rapid and convenient release of a boat without the use of a complicated mechanism and without having first to raise the boat in the davit-tackle.

The importance of being able to launch a ship's boat quickly when every minute of time is of vital importance need not be enlarged upon, as it is conspicuously self-evident; but not less important, though frequently overlooked, is the desirability of removing from the act of launching all preliminary work, which in the confusion consequent on the emergency is liable to be bungled and has frequently to be done under circumstances which render it doubly difficult and in some cases impossible of attainment.

Efforts have previously been made to dispense with the necessity for lifting a ship's boat over the outer side of the supporting-chocks in which it rests by hinging the outer portion of the chock so that it may be folded down laterally and allow the boat to be swung clear outboard; but in such there is the objection that the weight of the boat must first be eased off the chock or even slightly lifted, and as the hinge portion must have a fastening to secure it in its upright position the release of this fastening, the lifting of the boat's weight, and the knocking down of the hinged portion requires the attention of a number of men and absorbs an appreciable amount of time.

The object of this invention is to so construct the chock that the release of the outer portion can be effected from the inboard side, and the chock is so designed that as soon as the outer portion is released it will fall away of itself and permit the boat to be swung out, the weight of the boat itself assisting its own re-

lease. The construction by which this result is attained is fully set forth in the following specification, reference being made to the drawings which accompany it.

Figure 1 is a side elevation of one of the chocks of a boat; Fig. 2, an end elevation showing the release-latch; Fig. 3, an isometric view from the outboard side of one chock with the removable portion partially withdrawn; Fig. 4, a cross-section on the line *a a* in Fig. 1, and Fig. 5 a cross-section on the line *b b* in Fig. 1.

Fig. 1 shows one complete chock in outline, the upper portion being, as usual, shaped to the conformation of the bottom of the boat it is designed to support. Each chock is constructed in two parts, the line of junction running vertically downward, as at 4, from one side of the recess 11, shaped to receive the keel, and is thereafter downwardly sloped, as at 5, to the outer side of the chock-base. The portion 2, which is secured to the deck, is that toward the middle line of the ship, and the junction of the removable portion 3 to it starts from the inboard side of the boat-keel recess 11. The removable portion 3 is slidable endwise on the slope 5 of its junction and is provided toward its lower end with a check 6, having inwardly-turned edges 7 on each side, which engage in grooves 8 on the lower portion of the sides of 2 and parallel to the line of junction. These grooves may be formed by the lower edge of a plate 9 along each side of the junction 5 on the portion 2, which plates support a series of small rollers 10, projecting slightly above the joint face of the chock. These rollers 10 enable the portion 3 to slide freely, even when the weight of the boat is upon it, while the slope 5 of the line of joint enables it to fall free from the boat whenever the part 3 is released from 2, while the check 6 and its inturned edges 7 laterally support and retain the movable portion by engagement in the grooves 8.

The checks 6 are preferably formed in one piece, bent round the outer end of the part 3, the inwardly-turned edges 7 being cut away

across the end. (See Fig. 5.) As a means for securing the removable part 3 to the fixed portion 2 when a boat is in rest a rod or stem 12 is fastened in the inner end of the part 3 and projecting from it in a line parallel to the line of junction passes through a hole 13, bored to receive it through the fixed portion 2.

The stem 12 is of such a length that when in place it will project beyond the inboard side of 2, and it is provided with a notch or detent 14, designed to receive the thickness of a pivotally-mounted latch 15, (see Fig. 2,) which may be secured in the locked position by a pin 16.

The operation of the device hardly requires explanation. When a boat is resting in the chocks, the removable portions 3 are secured to the fixed parts 2 by the engagement of the latches 15 in the notches of the stems 12, the pins 16 preventing accidental dislodgment. When it is desired to lower the boat, the davit-tackle is connected, the pins 16 withdrawn, and the latches 15 drawn aside. This may be simultaneously done on each chock by connecting the lever ends by a rod or bar. As soon as the latches are removed from the detents 14 the removable part 3 of each chock will at once slide down and fall clear, being checked by the attaching-chain 18, the weight of the boat assisting, not hindering, the movement, and the boat may then be swung outboard and lowered.

It is obvious that the rollers shown in this application as attached to the fixed part 2 may without departing from the spirit of this invention be in the removable part or even dispensed with altogether, as the surfaces may be metal-shod, and with the weight of the boat resting on its keel the part 3 will fall quickly away.

I do not desire, either, to be confined to the particular method of attaching the movable piece by means of a stem; but

What I claim, and desire to be protected in by Letters Patent, is—

1. In a chock or rest for a ship's boat; the construction of the same in two parts having the line of junction from the inboard side of the keel-recess in the chock, and extending therefrom to the outboard side of the chock, means for supporting the movable portion against lateral displacement, and means for securing the removable portion to the fixed portion of the chock and for releasing the same from the inboard side of the chock.

2. In a boat's chock; the construction of the same in two parts, the line of junction of which extends vertically downward a short distance from the inboard side of the boat's keel-recess and is thereafter sloped to the outboard side of the chock, a series of rollers between the sloping surfaces, a check comprising lateral engagements secured to one portion, and inwardly-turned edges designed to enter a groove in the other portion, means for securing the two parts together in their normal relation comprising a stem secured in the movable portion and projecting therefrom in a line parallel to the slope of the junction and designed to pass through a hole in the inboard and fixed portion of the chock, a notch toward the end of this stem where it projects through the inboard portion of the chock, and a latch designed to enter this notch, means for operating the latch to effect the release of the outboard portion, and means for flexibly connecting the movable portion to the fixed portion and limiting its extreme outward movement.

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

IRVING ARTHUR LEMM.

In presence of—

M. G. LEMM,

H. R. McINTYRE.