

C. G. Bachelder.

Cleat.

No 84,751. Patented Mar. 10, 1869.

Fig. 1.

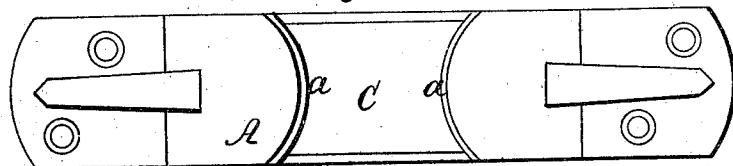


Fig. 2.

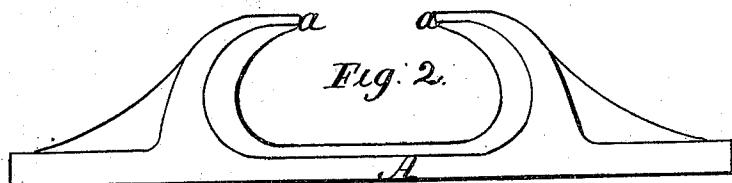


Fig. 3.

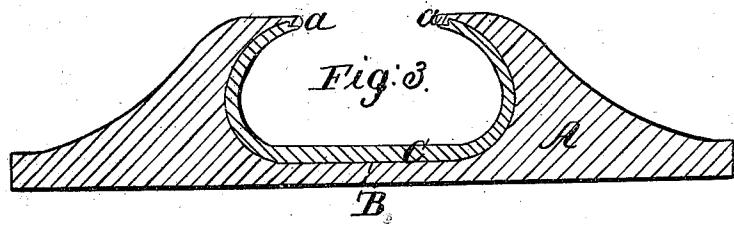
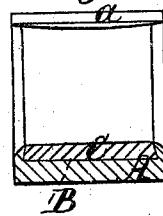


Fig. 4.



Witnesses.

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J. H. Snow.

Inventor.

Cyrus G. Bachelder  
by his attorney  
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# United States Patent Office.

CYRUS G. BACHELDER, OF CAMDEN, MAINE.

Letters Patent No. 87,751, dated March 16, 1869; antedated March 9, 1869.

## IMPROVEMENT IN CHOCKS FOR VESSELS.

The Schedule referred to in these Letters Patent and making part of the same.

To all persons to whom these presents may come:

Be it known that I, CYRUS G. BACHELDER, of Camden, in the county of Knox, and State of Maine, have invented an Improved Chock or Rope-Guide for Navigable Vessels; and do hereby declare the same to be fully described in the following specification, and represented in the accompanying drawings, of which—

Figure 1 is a top view,

Figure 2, a side elevation,

Figure 3, a longitudinal section, and

Figure 4, a transverse section of it.

The common rail-chocks or rope-guides, when made wholly of iron, soon, by exposure to the water and air, become oxidated, or rusted on the surface against which the rope runs when they are in use. This oxidation, or rusting of the surface, not only wears, but soils the rope.

In making my improved chock, I form its body, A, of cast or wrought-iron, and with a dovetailed recess, B, between its jaws *a a*, and extending from near the end of one to near the end of the other.

The said recess I fill with a mass, C, of zinc, or some metal or composition of metals not liable to easily oxidate. Against the outer surface of the mass of zinc the rope is to run when the chock is in use, and fixed on the rail of a vessel. The zinc will always keep a smooth surface, which will prevent wear and soiling of the rope.

The said dovetailed recess, however, besides being dovetailed, or formed with inclined surfaces at its ends

and sides, in manner as represented, is arched or made convex horizontally on the inner side of each of the horns or branches of the chock. This arching of the recess causes the lining-metal, when cast in it, to be concave on the surfaces which are in contact with the arched parts. The convexities of the horns and the concavities of the lining operate to hold the lining in connection with the horns, and prevent it from being torn out by the great friction to which it is often subjected from a rope while the chock may be in use. The greatest portion of the strain of the rope will be borne by the concavities of the lining and the convexities of the horns, and thus the ends and sides of the recess will have but little of the strain to bear, their inclinations operating to hold the edges of the lining from being forced out of place.

I do not therefore claim lining a journal-box or other article with a stratum of soft metal, arranged or cast in a recess made in the box, as this is the well-known mode of Babbetting an article.

What I claim, in the improved soft-metal lined rail-chock, is—

The lining and its receiving-recess, as formed with dovetails, and with convexities and concavities, arranged in manner as specified.

CYRUS G. BACHELDER.

Witnesses:

R. H. EDDY,  
F. P. HALE, Jr.