

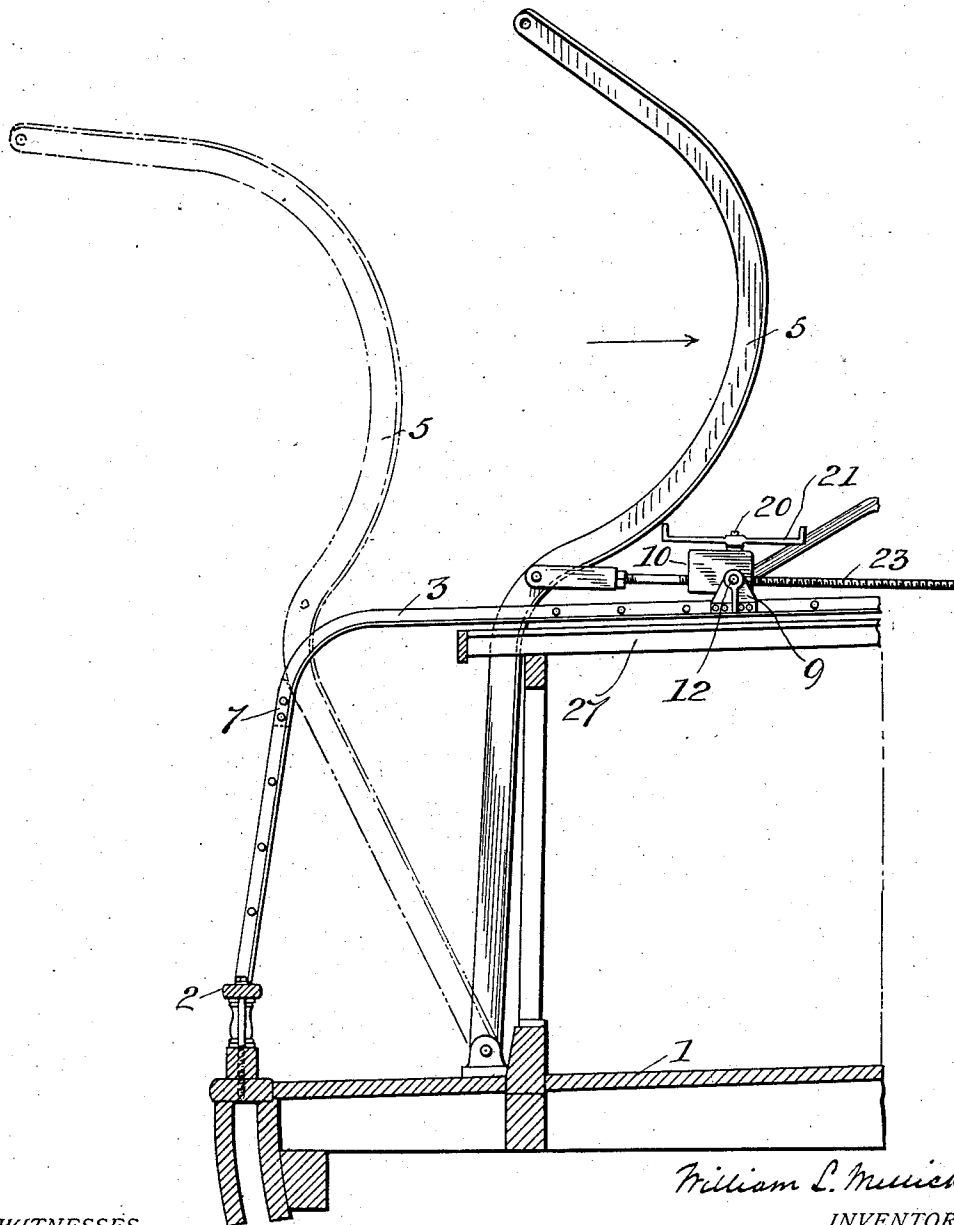
W. L. MESSICK.
SHIP'S DAVIT AND MEANS FOR OPERATING THE SAME.
APPLICATION FILED NOV. 29, 1911.

1,021,545.

Patented Mar. 26, 1912.

3 SHEETS—SHEET 1.

Fig. 1.



WITNESSES

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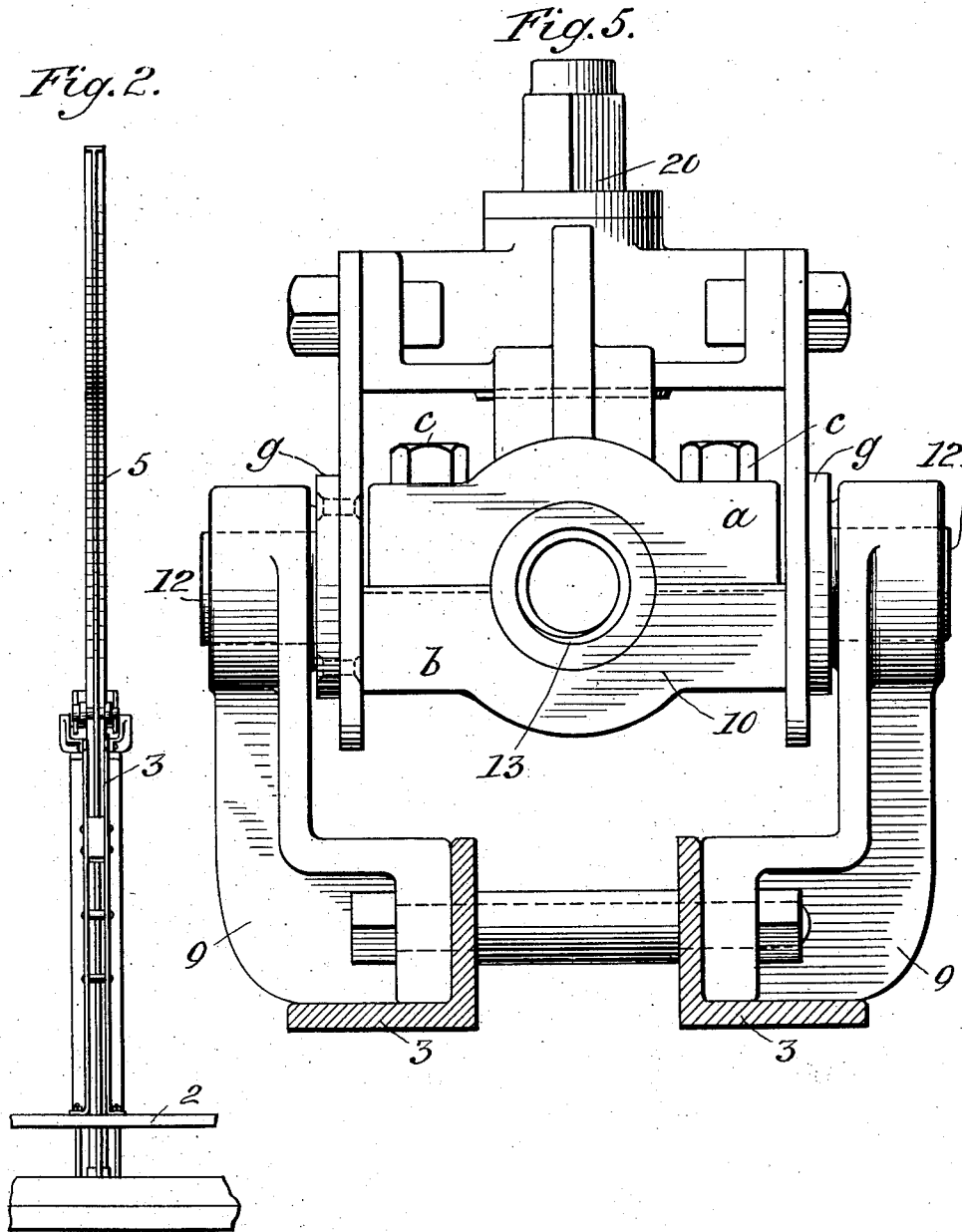
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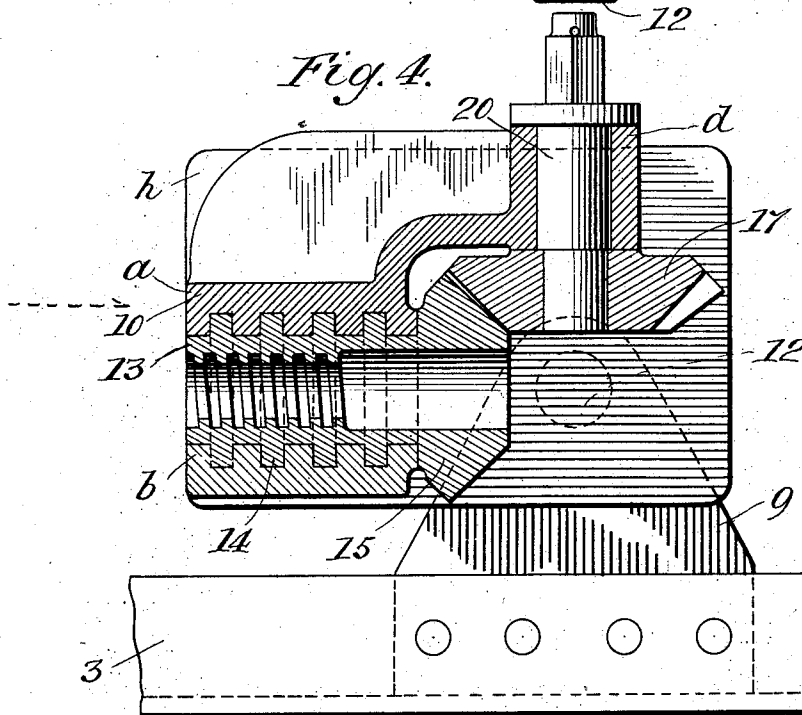
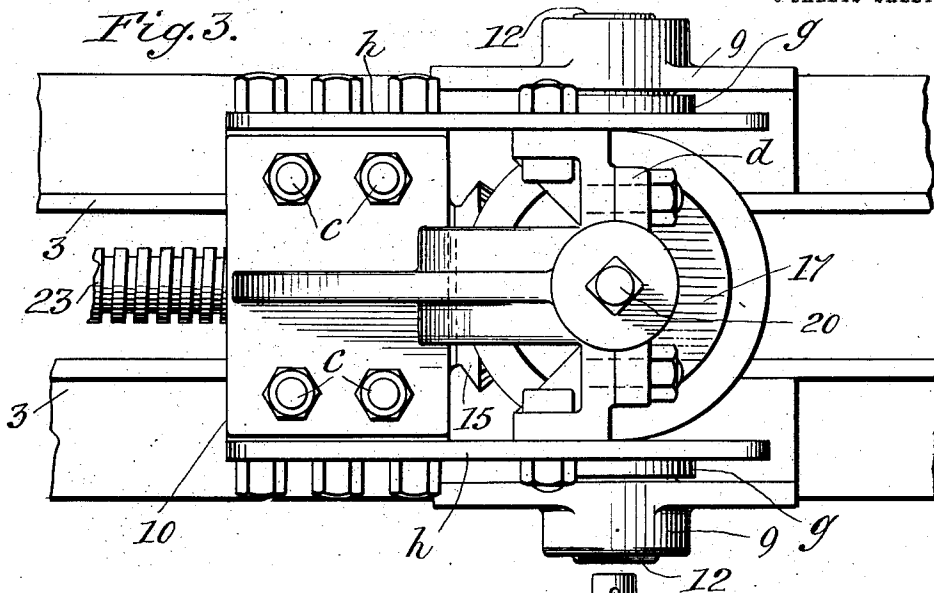
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UNITED STATES PATENT OFFICE.

WILLIAM L. MESSICK, OF IRVINGTON, VIRGINIA.

SHIP'S DAVIT AND MEANS FOR OPERATING THE SAME.

1,021,545.

Specification of Letters Patent.

Patented Mar. 26, 1912.

Application filed November 29, 1911. Serial No. 663,008.

To all whom it may concern:

Be it known that I, WILLIAM L. MESSICK, a citizen of the United States, and resident of Irvington, in the county of Lancaster and State of Virginia, have invented certain Improvements in Ships' Davits and the Means for Operating the Same, of which the following is a specification.

This invention relates to ships' davits which are hinged to the vessel at their lower ends, in order that their upper ends from which a boat is suspended, may be swung outward or inward as may be desired in the launching or housing of the boat.

It further relates to the means whereby the operation of the davits as above stated, may be performed, all of which will hereinafter fully appear.

In the further description of the said invention which follows, reference is made to the accompanying drawings forming a part hereof and in which,—

Figure 1 is a transverse section of a part of the deck portion of a vessel, together with one of the improved davits and the mechanism for operating the same. Fig. 2 is a view of Fig. 1 looking in the direction indicated by the arrow in full lines. Fig. 3 is a top view, on an enlarged scale, of the mechanism whereby the davit can be swung outward and inward with respect to the hull of the vessel. Fig. 4 is a longitudinal central section of Fig. 3. Fig. 5 is a still further enlarged view of Fig. 4 looking in the direction indicated by the arrow in dotted lines.

Referring now to the drawings, 1 represents the deck of a vessel to which the present invention is applied, and 2 the rail.

3, 3 are separated or spaced angle bars which are placed side by side and extend across the deck from one rail to the other, and form an elevated support for the devices whereby the davit is operated.

In the drawings one davit only is shown and represented by 5, and it is suitably hinged to the deck 1, and thereby susceptible of a vibratory movement. The extreme inward and outward positions of the davit are represented respectively by its full dotted delineations in Fig. 1; and its outward movement is limited by the stop 7 which is fastened in the space between the angle bars 3.

To effect the vibratory movements of the davit, there are secured to the angle bars 3,

the stands 9 between which is placed a block 10 formed in two sections *a* and *b* which are fastened together by the bolts *c*.

The block 10 is provided with trunnions 12 which rest in the supporting stands 9, and is bored to receive the sleeve 13 which is interiorly threaded to constitute a nut, and provided with thrust collars 14 to prevent its longitudinal movement within the block. Formed integral with the sleeve 13, or fastened thereto, is a miter gear wheel 15 which is in mesh with a similar miter gear 17 secured to a vertical shaft 20 adapted for rotation in a suitable bearing in the upper section *a* of the block 10; and the end of the said shaft is made square to receive the double crank handle 21 shown only in Fig. 1.

23 is a threaded bar which extends through the interiorly threaded rotary sleeve 13 and its miter gear 15, and is pivoted to the davit 5 as shown in Fig. 1.

To admit of the placing in position within the block 10, of the shaft 20 and its miter gear wheel 17, the bearing for the shaft is fitted with a removable cap *d* shown in Figs. 3 and 4.

I have stated that the block 10 is provided with trunnions which are supported by the stationary stands 9, and as far as the operation of the apparatus is concerned, it is immaterial whether the trunnions are made integral with the block 10, or separate and secured thereto. The preferred construction, however, is illustrated in the drawings, and consists in forming trunnions separate, and providing them with collars *g* which are riveted to plates *h*, and fastening the plates to the sections *a* and *b* of the blocks by bolts or screws, as shown in Figs. 3 and 5.

27 is a platform erected on the deck 1 upon which stand the persons who turn the crank handles 21 to operate the davits from which a boat is suspended.

It will be understood that the length and shape of the davits is such that when they are extended outboard, as shown by the dotted delineations of the davit in Fig. 1, the boat will hang clear of the side of the vessel, and when the davits are drawn inboard, the boat will be directly over the elevated structure formed by the angle bars 3 to which it may be lowered.

I claim as my invention:—

In combination with the deck of a vessel and a davit pivoted thereto, an elevated structure composed of separated bars which

extend transversely of the deck, between
which bars the davit is adapted for vibra-
tion, a trunnioned block supported by the
elevated bars, an interiorly threaded sleeve
5 adapted for rotation within the block by
means of gearing, and a threaded bar which
extends through the interiorly threaded

sleeve and is pivoted to the davit, substan-
tially as specified.

WILLIAM L. MESSICK.

Witnesses:

FRANK G. NEWBILL,
LOYOLA LELAND.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents
Washington, D. C."