

J. PATTERSON.

BOAT-DETACHING APPARATUS.

No. 170,892.

Patented Dec. 7, 1875.

Fig. 1.

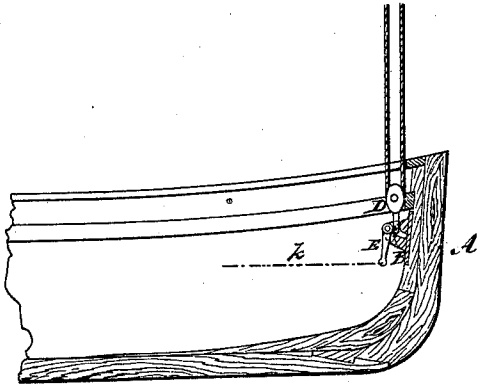


Fig. 2.

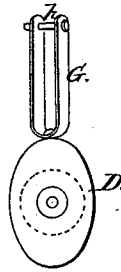


Fig. 3.

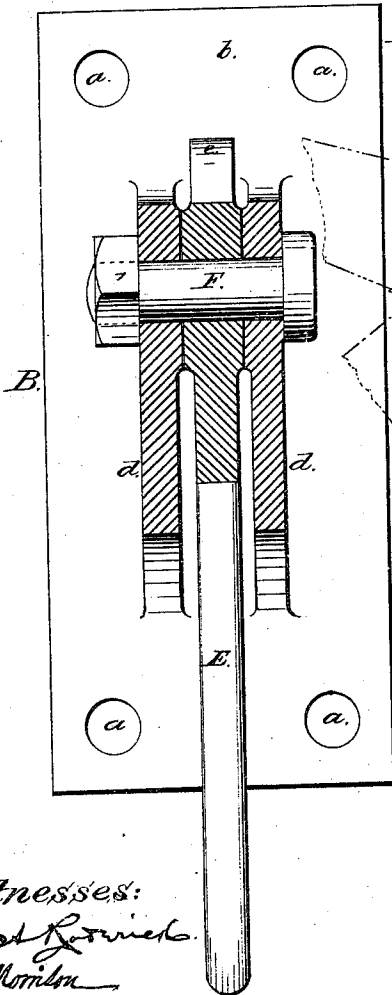


Fig. 4.

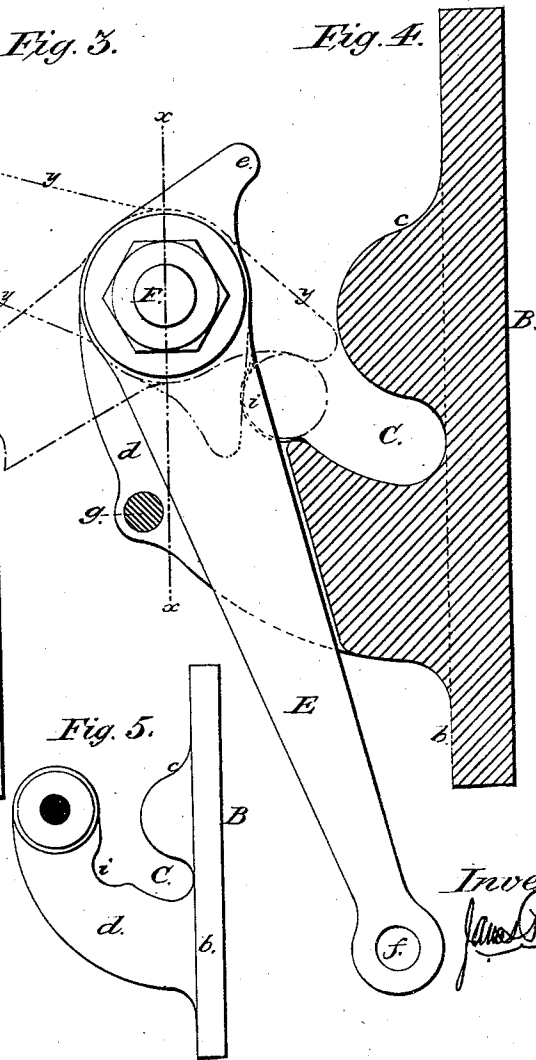
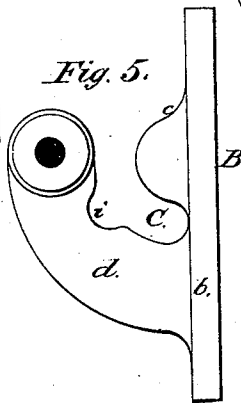


Fig. 5.



Witnesses:

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UNITED STATES PATENT OFFICE.

JAMES PATTERSON, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN BOAT-DETACHING APPARATUS.

Specification forming part of Letters Patent No. **170,892**, dated December 7, 1875; application filed October 20, 1875.

To all whom it may concern:

Be it known that I, JAMES PATTERSON, of Washington city, in the District of Columbia, have invented certain new and useful Improvements in Attaching and Detaching Apparatus for Boats; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawing, and to the letters of reference marked thereon, which form a part of this specification.

The object of my invention is to produce a device or apparatus for attaching or detaching boats of vessels in a more expeditious, certain, and secure manner than those now in use. As is well known to those using or having to deal with the devices for this purpose now in use, they are generally very dangerous as well as unreliable; as in a rough sea, when the vessel as well as the boat is rocking and pitching about, many persons hands and arms are not only dangerously hurt or mangled, but often, when both ends of the boat cannot be detached simultaneously or attached quickly those in such boats are thrown into the sea and lost. To this end my invention consists in a pivoted weighted lever provided with a cam or nosed end, arranged in a suitable bracket having an arched or inclined slot in it, for the reception of a pin in the end of a looped strap attached to the block, by which the boat is held or detached. A pin passing transversely through a lug on the bracket securely holds the weighted lever in position, and can be easily and quickly withdrawn when it is desired to detach the boat. The ends of the levers are connected together by a rope or chain, the ends of which are securely fastened together by a toggle or other suitable device.

In order that others skilled in the art may make and use my invention, I will now more definitely describe the same, referring to the accompanying drawing, in which—

Figure 1 represents part of a boat with my device in position. Fig. 2 is a view of the block for attaching the boat to the davits on the

vessel. Fig. 3 is a plan view of the device, partly in section, on line *x x*. Fig. 4 is a side elevation with the bracket in section. Fig. 5 is a side elevation of the bracket.

In the drawing, A represents part of a boat, to each end of which a bracket, B, is firmly secured by means of bolts, rivets, or screws, which pass through the holes *a*. The bracket consists of a base-plate, *b*, provided with one or two curved lugs or arms, *d d*, having suitable eyes in their outer ends, and forming, with the solid lug *c*, a slot or recess, C, into which the pin of the attaching-block D fits. In the eyes, or between them, is pivoted the weighted lever E by means of the bolt F, which passes through them, and is secured by the nut *k*. The lever has at its upper end a cam-shaped nose, *e*, and at its lower end an eye, *f*, for the reception of a rope or chain, by which the levers E at each end of the boat are connected together, so that they may be attached or detached when desired. A pin, *g*, in the curved lugs *d*, supporting the weighted end of the lever, holds the levers in position when closed, and can be readily withdrawn when desired. The block D has attached to it a curved open-ended strap or link, G, through which a pin, *h*, passes and is secured. The pin *h* may be riveted in place, or the strap may be closed at its end and rounded, so as to form a pin. This strap may be of any desired length and size, so that the block can be taken in the hand, and the pin *h* inserted into the curved slot C without any danger or damage to the hand or arm, as the operation has to be sometimes done instantaneously. In the slot C is further arranged a recess, *i*, shown in dotted lines in Fig. 4, for the reception of the pin *h* of the block D, and the lever will then be placed in the position shown in broken lines, to prevent any possible chance of disconnection, and firmly locks the block D in its place, as shown.

The operation of my device is as follows: The pin *g* having been inserted in the holes in the curved lugs *d*, the block D is taken in the hands and the pin *h* passed into the recess C by pressing on the cam *e*, which, when being freed from pressure by the passage of the pin *h* into the recess, resumes its position and the

boat is firmly secured or attached to the falls for hoisting. After attaching the boat the ends of the levers E are connected together by a cord or chain, K, as shown in dotted lines, Fig. 1, and the pin *g* removed.

When it is desired to detach the boat before touching the water, the cord or chain K is severed, by which operation the levers turn into the position, as shown in full lines, Fig. 4, which leaves the curved or inclined slots C open and the pin *h* is released, allowing the boat to drop into the water. Should the boat reach the water before severing the cord or chain K' the pin *h* passes into the lower part of the curved slot C beyond the end of the cam *e*, and upon raising the ends of the levers E the pin *h* is released, as shown in dotted lines *y*.

The advantage of my device is that it can be easily applied to the stem and stern post of any boat, and can be furnished as an article of manufacture at a very small cost.

I am aware that similar means of attaching and detaching boats have been used—as, for instance, illustrated in the Patents of F. M. Munger, April 22, 1873, and W. R. Douglas, April 28, 1874—but by my apparatus I obviate a difficulty and supply a necessity which is regarded as of importance in practical use by seafaring men.

My invention not only provides a ready means of attaching the hoisting-tackle to the boats, but, when necessary to detach the boat, in case the lanyard or chain which connects

together the lower ends of the levers should foul and refuse to release the said levers, the pin or roller of the block-hook may be depressed into the curved or inclined slot C, the nose *e* forced past the mouth of the slot C and its containing tackle-block pin or roller, and thus allow a free passage for the tackle-block pin or roller upward and outward from contact with the bracket B. In this way the movement of the lever E, in combination with the slot C, accomplishes an important result by lessening the chances of the apparatus becoming jammed in cases of dangerous emergency.

What I claim, and desire to secure by Letters Patent, is—

1. The bracket B, consisting of the base-plate *b*, the lugs *d d c*, the recess *i*, and curved or inclined slot or recess C, in combination with the lever E, journaled at F, and provided with the cam-shaped nose *e*, all combined and operating substantially as and for the purpose described.

2. In combination with bracket B and lever E, constructed substantially as shown, the pin *g*, as and for the purpose described.

In testimony that I claim the foregoing as my own I hereby affix my signature in the presence of two witnesses.

JAMES PATTERSON.

Witnesses:

WM. F. STIDHAM,
PETER D. WELCKER.