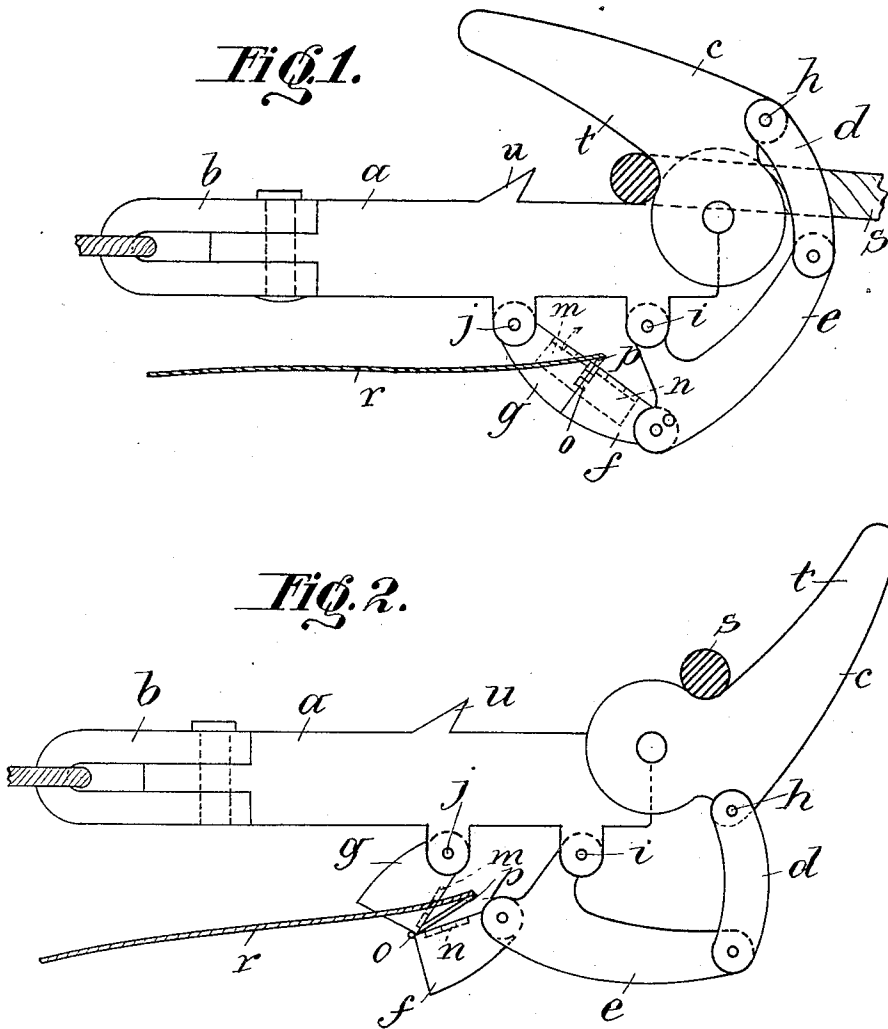


B. W. P. THIES.
TOWING HOOK FOR SHIPS AND THE LIKE.
APPLICATION FILED JULY 17, 1912.

1,056,308.

Patented Mar. 18, 1913.



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UNITED STATES PATENT OFFICE.

BERNHARD WILHELM PETER THIES, OF ALTONA, GERMANY.

TOWING-HOOK FOR SHIPS AND THE LIKE.

1,056,308.

Specification of Letters Patent.

Patented Mar. 18, 1913.

Application filed July 17, 1912. Serial No. 710,052.

To all whom it may concern:

Be it known that I, BERNHARD WILHELM PETER THIES, merchant, a subject of the German Emperor, residing at Altona-on-the-Elbe, Germany, have invented certain new and useful Improvements in Towing-Hooks for Ships and the Like, of which the following is a specification.

The present invention relates to a hook such as connected to ships or the like for the reception of a towline and of the kind adapted to be turned so as to allow the line to slip off.

The invention consists in the construction and combination of parts as hereinafter set forth and illustrated in the drawing, of which—

Figure 1 represents a view of the hook in its operative position, and Fig. 2 a view of the same in releasing position.

The hook consists of a bar *a* to the outer end of which a finger *c* is pivotally connected, the bar *a* being itself hinged to an eye *b* which is secured in any suitable manner to a tug or the like. The finger *c* is hinged at *h* to a link *d* which has its opposite end hinged to a bell-crank lever *e*, the latter being pivoted at *i* to the bar *a*. When the hook is in use the finger *c* is supported by means of the link *d* on the bell-crank lever which is in its turn supported, as shown in Fig. 1, on two links *f*, and *g* of which one is pivoted to the lever and the other at *j* to the bar *a*. The links *f*, *g* are so constructed that, when they abut against one another in supporting position, they have a tendency to yield and so to withdraw the support from the finger *c*. To retain the links in supporting position two flaps *m*, *n* are hinged to the side edges of the links one to each. These flaps are also hinged to one another by means of a hinge-pin *o* disposed at right angles to the pins which connect the flaps with the links.

When the flaps are folded against the sides of the links, as shown in Fig. 1, the

hinge-pin *o* prevents the links from turning about their pivots. If the flaps, however, are turned up at right angles to the links, then the latter can turn about the pin *o* as shown in Fig. 2, so as to release the towline.

The pin *o* has an extension *p* which is bent at an angle thereto and so connected to a cord *r* that a pull on the latter effects a turning of the flaps for withdrawing the support from the finger *c*. When the support is thus withdrawn, the finger turns into the position shown in Fig. 2, thus enabling the towline *s* to slip off along its tapering edge *t*.

An outwardly inclined lug *u* is provided on the bar *a* to retain the towline within the hook.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

A towing hook consisting of a bar to which a finger is pivoted, said finger being supported, in a position to retain the towline, by two pivoted links abutting against one another and tending to turn so as to withdraw their support from the finger, the links being retained in supporting position by two flaps which are hinged to the sides of the links and to one another, the hinge connecting the two flaps being set at right angles to the hinges connecting the flaps to the links so as to prevent the latter from turning except when the flaps are set in a plane at right angles to the plane in which the turning movement takes place, the flaps being connected to a cord for turning them into releasing position, substantially as set forth.

In testimony whereof, I affix my signature in the presence of two witnesses.

BERNHARD WILHELM PETER THIES.

Witnesses:

ERNEST H. L. MUMMENHOFF,

EDUARD HOPF.