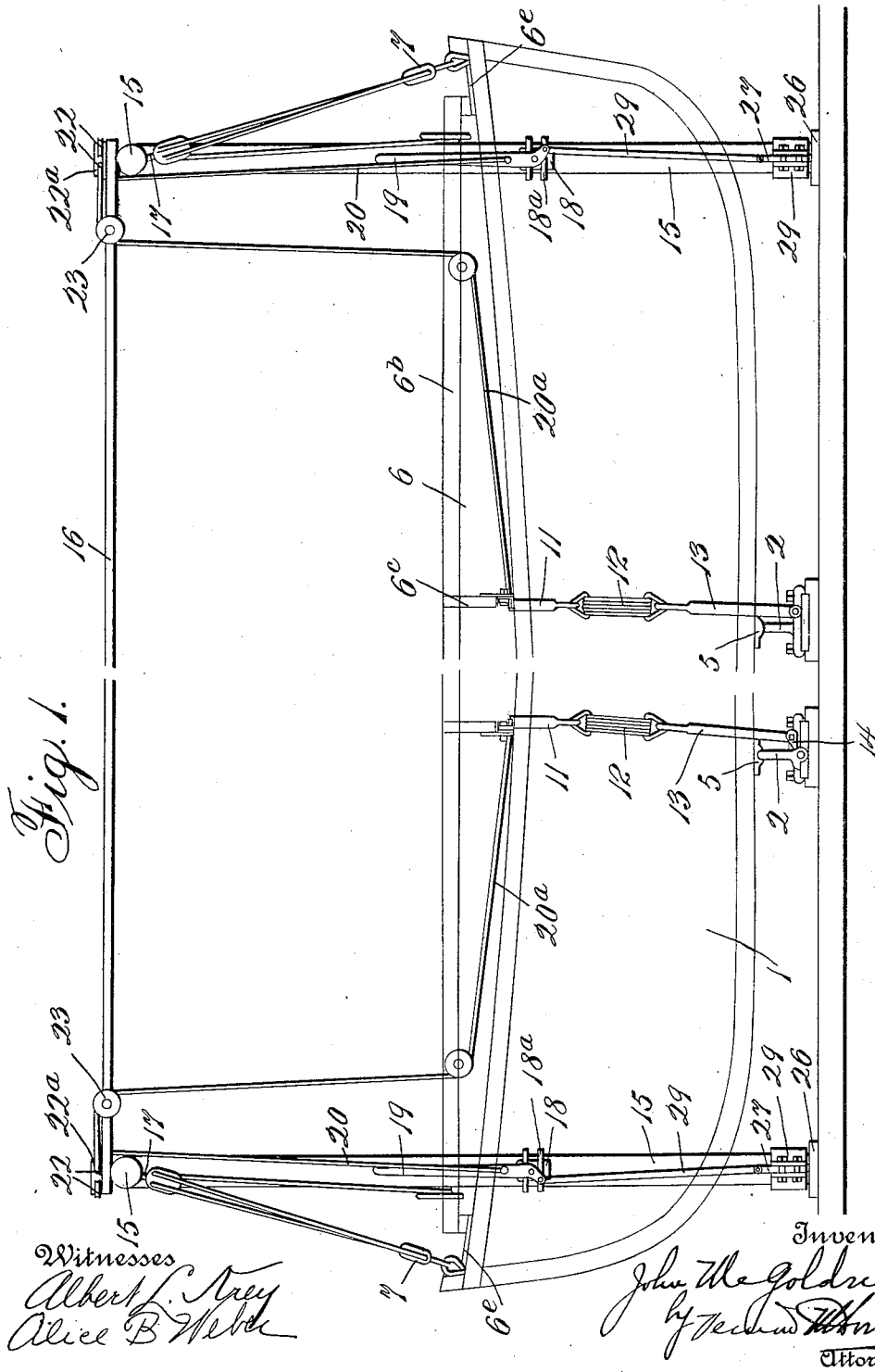


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1,022,432.

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3 SHEETS—SHEET 1.

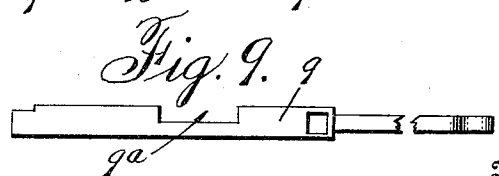
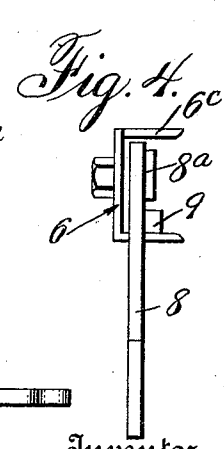
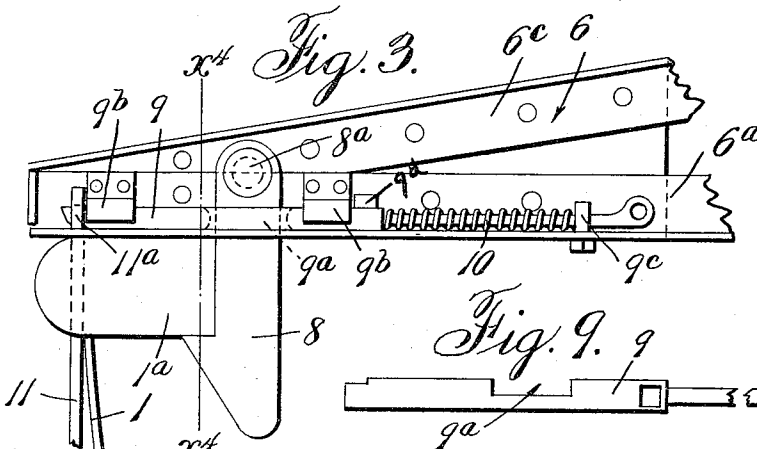
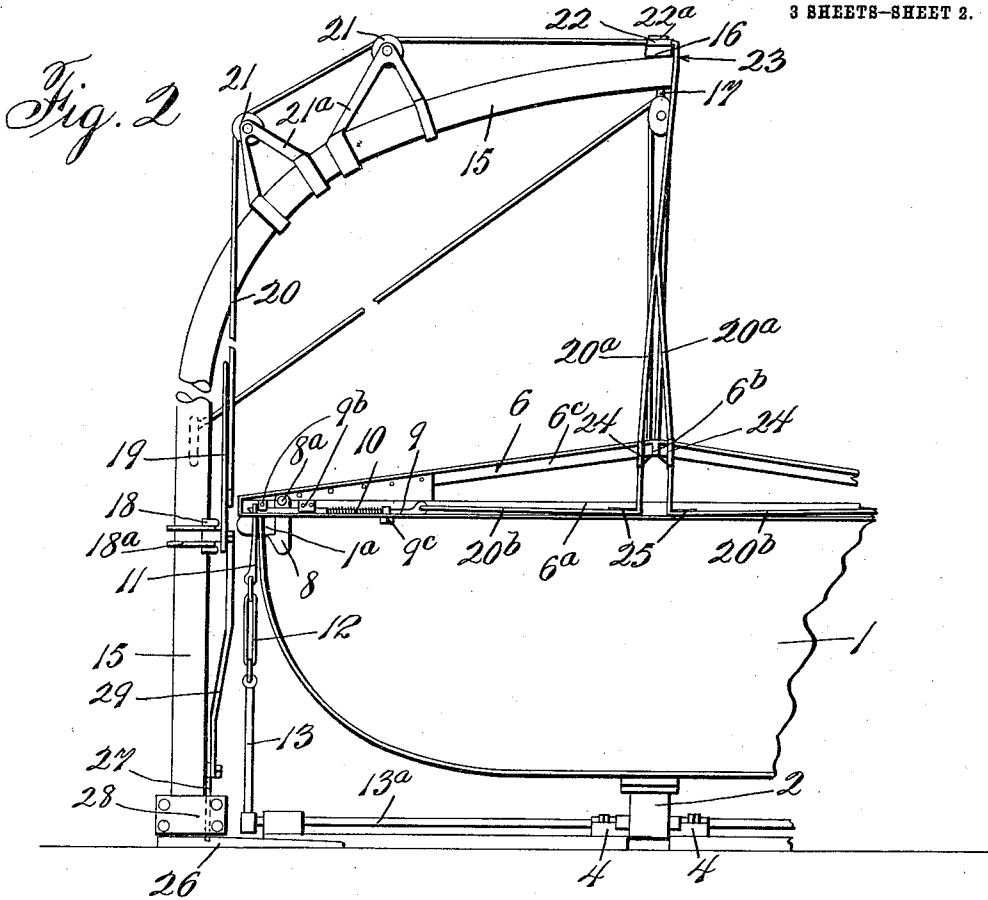


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Witnesses
Albert L. Trey
Alice B. Weber

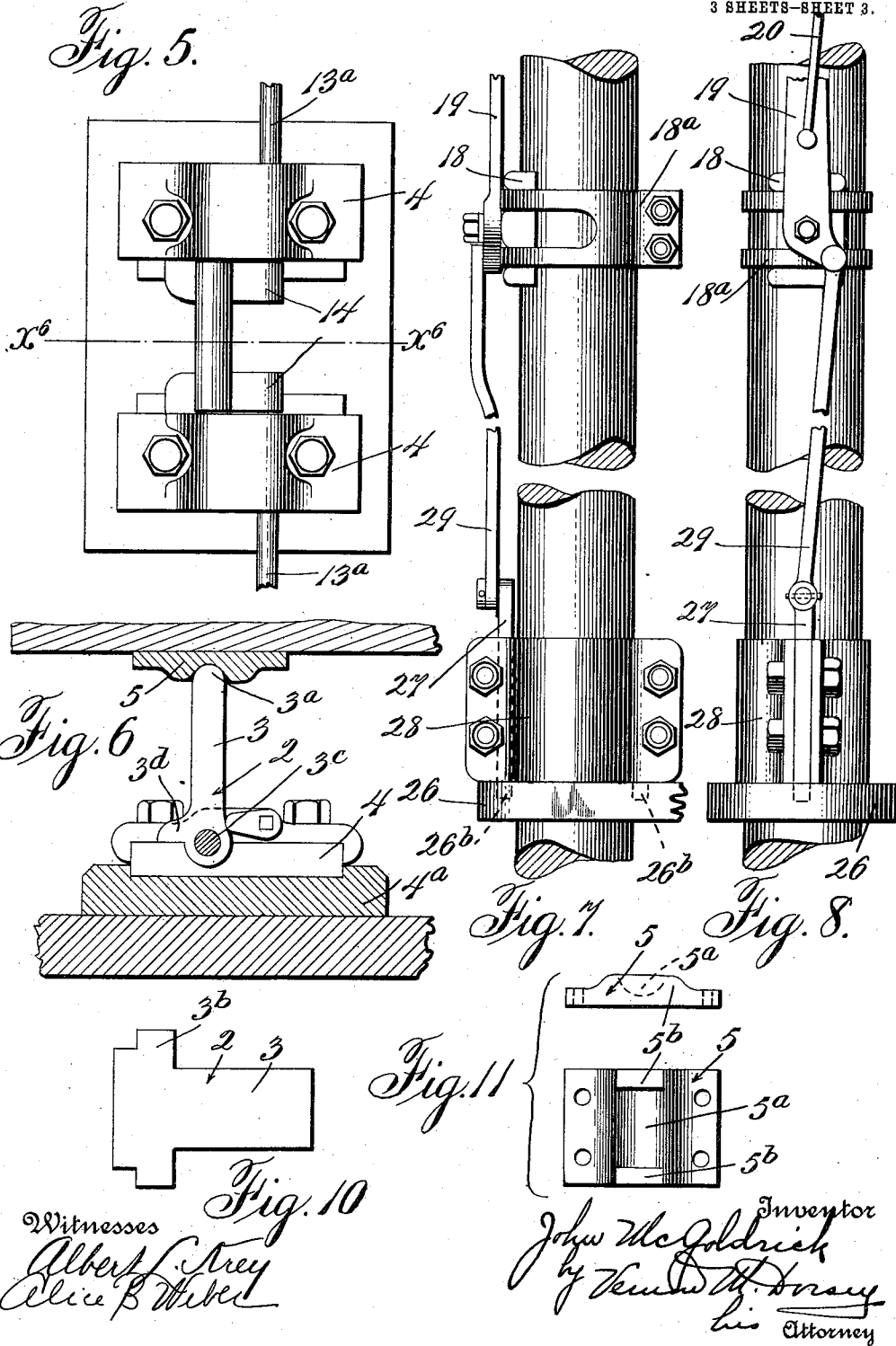
Inventor
John McGoldrick
by *J. W. Moray*
Attorney

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 by Kenneth W. Dancy
 his Attorney

UNITED STATES PATENT OFFICE.

JOHN MCGOLDRICK, OF BALTIMORE, MARYLAND.

MECHANISM FOR PREPARING BOATS FOR LAUNCHING.

1,022,432.

Specification of Letters Patent.

Patented Apr. 9, 1912.

Application filed December 8, 1911. Serial No. 664,627.

To all whom it may concern:

Be it known that I, JOHN MCGOLDRICK, a citizen of the United States of America, and a resident of the city of Baltimore, State of Maryland, have invented certain new and useful Improvements in Mechanism for Preparing Boats for Launching, of which the following is a specification.

My invention has for its object to provide means to facilitate the launching of boats and has for its particular object to facilitate those operations which are preliminary to the actual lowering of the boat, these including releasing of the boat from the chocks upon which it is, when swinging inboard normally carried, the release of the gripes holding the boat on the chocks from the boat, the release of the davits from a lock holding them in their inboard position, and the release from the boat of a cover placed thereon as a protection against the weather. In case the boat is normally carried outboard the mechanism here described will result in the releasing of the cover by the lowering of the boat itself, while if the boat is normally carried inboard my construction is such that the several operations above named are all performed by the actuation of two levers, located respectively upon the two davits and each worked by a single attendant, so that two men only are required to clear the boat and prepare it for lowering, and as the several functions above named follow from a single movement of the said levers and simultaneously occur, it will be seen that the several operations necessary to clear the boat will be performed in a minimum of time.

For the purpose above stated therefore, my invention may be said to comprise generally chocks, means for maintaining the chocks in an erect position beneath the boat gripes adapted to hold the boat down upon the chocks and to hold the chocks erect, locks between the boat and cover and between the boat and gripes, levers located upon the davits and connected with the locking devices, and connections between the levers and the locks, whereby the said locks may be released to release the cover from the boat; (which cover will when the boat is lowered be carried on the said connection) and to release the gripes from the boat permitting them to fall and thus release the chocks beneath the boat.

The above constitutes the features form-

ing my complete invention but it will be understood that the several parts specified are capable of independent use and I do not therefore limit my claims of invention to the combination of all of the said parts, although by the construction which I employ a simultaneous and concurrent action of all of the several parts is insured when present.

My invention further consists in the construction, combination and arrangement of the several parts of which it is composed which will be hereinafter more fully described and claimed.

Referring to the accompanying drawings in which corresponding parts are designated by corresponding marks of reference: Figure 1 is an elevation looking outwardly of a pair of davits and accessory parts embodying my invention, the boat being shown conventionally, and the mounting of one of the chocks being shown broken away. Fig. 2 is a fragmental end elevation thereof. Fig. 3 is a detail fragmental view of the latches. Fig. 4 is a section on line x^4-x^4 of Fig. 3. Fig. 5 is a top plan view of the chock and the locking mechanism therefor. Fig. 6 is a section on lines x^6-x^6 of Fig. 5, showing the bearing block upon the bottom of the boat. Fig. 7 is a detailed end view of the davit with the lever and locking mechanism thereon. Fig. 8 is a view at right angles thereto. Fig. 9 is a detail view of plan of a locking bolt. Fig. 10 is a front elevation of one of the chocks. Fig. 11 is an inverted plan and elevation of a bearing block.

The boat 1, when swung inboard normally rests on two chocks 2, which are situated beneath her keel at appropriate points along her length, one aft and the other forward. Each chock comprises a head 3, having a rounded top 3^a , and side shoulders 3^b , and is pivoted on a pin 3^c , between two bearings 4, secured on a block 4^a fast on the deck of the vessel. On each edge of the block is also a limiting shoulder 3^d , which by contacting with the corresponding bearing limits the movement of the chock in one direction. The two chocks for each boat are similarly placed, that is are so placed that the limiting shoulders thereon arrest like movements of the two chocks, while the movements of the chocks in the opposite direction is normally arrested by the chock locks to be hereinafter described.

The weight of the boat on the chocks is distributed over the bottom thereof by the castings 5, fast to the bottom of the boat, and provided on their undersides with recesses 5^a, having rounded bottoms into which the top of the chocks enter, the recesses having end walls 5^b to prevent side movement of the boat on the chocks.

Over the boat is placed the cover 6. As shown this consists of a series of transverse pieces 6^a, resting on the gunwales 1^a of the boat, and carrying a fore and aft central member 6^b, and the rafters 6^c, over which is placed the sheathing 6^d. As shown the framing is of angle iron, but obviously it can be made of wood and the sheathing of wood, sheet metal or canvas, as desired. The removable cover terminates inside the end of the boat to clear the fall blocks 7, and the protection of the ends of the boat is provided by pieces 6^e, attached to the gunwales of the boat and the bow and stern.

The cover is secured in place upon the boat by a series of latch hooks 8, having beveled lower outer corners, disposed at suitable points about its periphery and pivoted to the rafters 6^c and 8^a, the hook ends of which engage the inner lower edges of the boat gunwales 1^a. Each latch hook passes through a cut-away portion 9^a of a bolt 9 guided in clips 9^b—9^b, and an eye stud 9^c, on the transverse piece 6^a, the bolts being normally projected outwardly by springs 10, encircling their shanks and pressing against the eye studs as abutments, whereby the latch hooks will be held in engagement with the gunwales, the outward movement of the bolts being limited when the cover is disengaged from the boat by lugs 9^a thereon. The outer end of each bolt which is situated over the castings 5, projects beyond the gunwales, and locks the boat in the chocks by entering an eye 11^a on a gripe link 11 located in a vertical slot 1^b, cut in the outer edge of the gunwales. Each of the gripe links, of which there are two on each side of the boat, is connected by a flexible connection, such as the lashing 12, which may be tightened, with a lever 13 fixedly mounted on the outer end of a shaft 13^a, one of each of which is carried in each bearing 4, and projecting therethrough has an eccentric 14 fast on its inner end immediately inside the bearing, the angular displacement of the lever and eccentric being such that when the lever is slightly inclined from the vertical the end of the eccentric will be pressed against the adjacent side shoulder 3^b of the corresponding chock, holding the latter erect, while when the two levers corresponding to each chock are allowed to fall under the influence of gravity, the eccentrics thereon are moved out of the way of the side shoulders, and the chocks permitted to fall, the head of the chocks dropping between the inner ends

of the shafts 13^a, and thus well out of the way of the boat.

The davits 15 for handling the boat are of usual construction and are connected at their heads by the spreader 16, which is pivoted thereon by the pins of the fall block eyes 17 and each davit has secured at a convenient height thereon a saddle 18, in any suitable manner, as by a collar 18^a. To each saddle is pivoted a lever 19, to which above its pivotal point and eccentric thereto is secured one end of a rope or cord 20, consisting preferably of stranded wire, which after passing over guide pulleys 21 carried by brackets 21^a on the davit, is threaded between a pair of guide pulleys 22, carried on heads 22^a on the block fall eye, from which the rope passes to a pulley 23 on the spreader near the end thereof, and downwardly therefrom, where it is divided into two leaders, 20^a—20^a which respectively pass over pulleys 24—24 placed on opposite sides of the fore and aft member 1^b of the cover and thence toward the center of the boat, they having secondary leaders 20^b, led off therefrom around pulleys 25 on the transverse members 6^a, to the inner ends of the bolts 9 on which they are secured, the rope 20 from each davit being connected to all of the bolts on the corresponding end of the boat. It will be noted that as the ropes are led from the davit to the boat through the axes on which the davits and spreader turn in swinging the boat, movements of the davits to accomplish the latter are without effect upon the tension of the ropes.

The yokes 26 by which the davits are secured to the vessel have diametrically placed recesses 26^b in their upper faces, into which a latch pin 27 carried in a collar 28 on the corresponding davit may project, the pins when projected therein locking the davit in the inboard or outboard position. The latch pin 27 on each davit is connected to the releasing lever thereon by means of a link 29, the connection being such that a movement of the lever to place strain upon the rope connected therewith releases the pin from the yoke.

In the operation of my device, the boat resting inboard on the chocks, two operators only are required to prepare it for lowering, one operator at each lever 19. These operators by pulling the levers over in the direction of the arrows Fig. 1 draw the ropes 20, and leaders 20^a and 20^b, thus retracting the bolts 9. The first movement of these bolts release the gripe links which fall out of the slots in the gunwale, moving upon their flexible connection with the gripe levers, and allowing the said levers to fall by gravity, releasing the chock locks. The subsequent movement of the bolts withdraw the hook latches 8 from the gunwales, releasing the cover from the boat. The move-

ments of the levers also release the locking pins on the davits from the yokes, permitting the davits to be swung to put the boat outboard, as is usual. This movement, if
 5 made in the proper direction, causes the chocks to fall, leaving the boat clear to be handled in the usual manner, the locking pins again arresting the davits when swung outboard.

10 If the boat is carried outboard it is only necessary to release the cover therefrom to prepare it for lowering, and this may in such case be accomplished by simply lowering the boat. In such case the cover remains
 15 suspended from the spreader by the ropes 20 and the weight of the cover and boat retracts the bolts to unlock the cover from the boat, the lowering of the boat affording means for placing strain on the ropes to re-
 20 lease the catches.

It will be noted that the bolts 9 not only release the boat from the cover but also from the gripes, which latter remain attached to the vessel, being thus prevented
 25 from being displaced and the release of the gripes releases the chock locks leaving them free to fall on the movement of the boat.

Having thus described my invention what I claim and desire to secure by Letters Pat-
 30 ent is:—

1. In a boat releasing device, the combination with a boat and its cover, and chocks for the boat, of means for securing the boat and cover together, gripes for holding the
 35 boat upon the chocks and controlling the position of the said chocks and means for simultaneously releasing the boat from the cover and from the gripes whereby the chocks are also released.

40 2. In a boat releasing device, the combination with a boat and its cover, of means for securing the boat and cover together, chocks and gripes for the boat and means for simultaneously releasing the boat from the cover
 45 and gripes and means actuated by the release of the gripes for releasing the chocks.

3. The combination with davits, of a boat, a cover therefor, catches between the boat and cover, and connections between the catches and davits, whereby such catches are
 50 released upon the lowering of the boat.

4. The combination with davits, of a boat, a cover therefor, catches on the cover adapted to engage the boat, a connection between the catches and davits, and means
 55 for placing strain upon the said connections for releasing the catches.

5. The combination with a boat, of chocks therefor, gripes for holding the boat on the chocks, locks for the chocks controlled by
 60 the gripes, a cover, means for locking the cover to the boat, and means situated in the cover for releasing the boat from the cover and from the gripes.

6. In a boat releasing device, the combination with a boat, of pivoted chocks, of piv-
 65 oted gripes, means for attaching the gripes to the boat and for thereby holding the boat in a position to lock the chocks, a frame normally above the boat and means in the said
 70 frame for releasing the gripes from the boat whereby they may move to release the chocks.

7. In a boat releasing device, the combination with a boat, of pivoted chocks, of piv-
 75 oted gripes, means for attaching the gripes to the boat and for thereby holding the gripes in a position to lock the chocks, a frame normally above the boat, means for locking the frame to the boat, means carried by the said frame for releasing the
 80 chocks and frame from the boat and an upwardly extending connection through the said releasing means in the frame to fixed supports.

In testimony whereof I have signed my
 85 name in the presence of two witnesses this 1st day of November, 1911.

JOHN MCGOLDRICK.

Witnesses:

JAMES GOURLY,

JAMES H. M. NARSMON.