

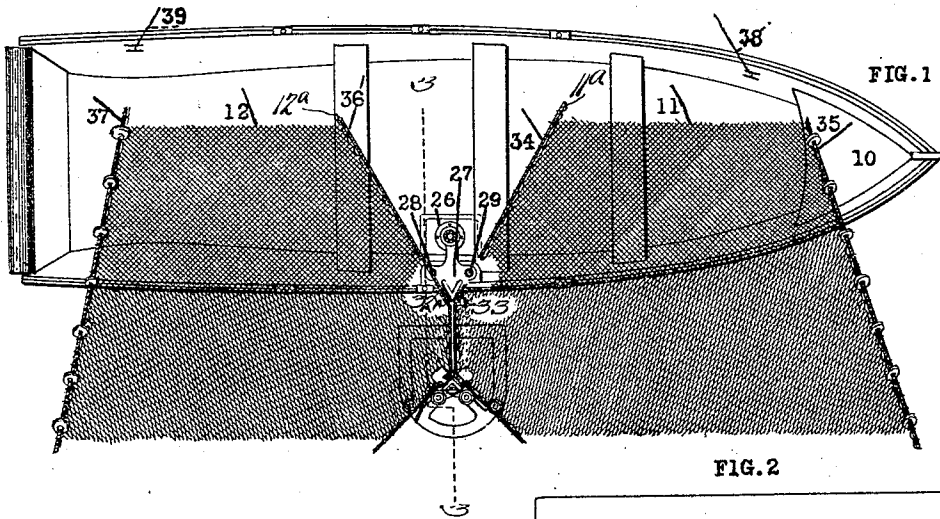
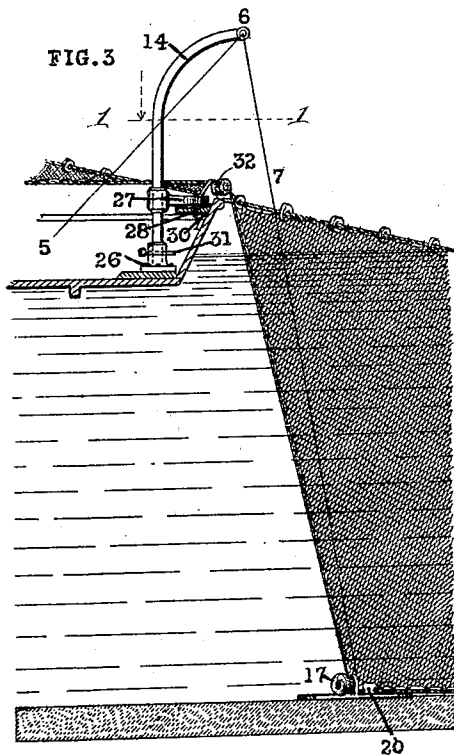
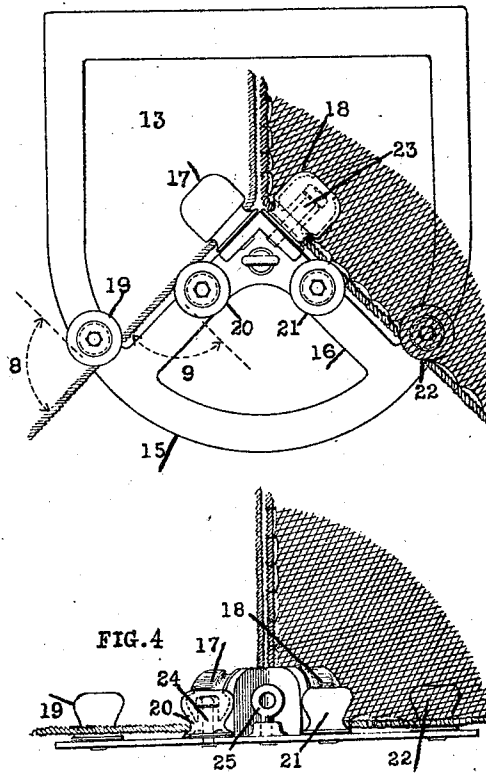
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DEVICE FOR OPERATING HAUL SEINES.

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1,413,552.

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WITNESSES:

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DEVICE FOR OPERATING HAUL SEINES.

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Specification of Letters Patent. Patented Apr. 18, 1922.

Application filed October 5, 1918, Serial No. 257,039. Renewed March 16, 1922. Serial No. 544,391.

To all whom it may concern:

Be it known that I, ARTHUR YANCEY, a citizen of the United States of America, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented certain new and useful Improvements in Devices for Operating Haul Seines, of which the following is a specification.

The invention relates to apparatus for controlling the lead-lines to close the seine, while the wings are being hauled and landed.

The main object of the invention is to provide an arrangement of horizontal guides, vertical guides, and a support; which, when the seine is being hauled, will bring the lead-lines completely together on the bed of the water and direct them so towards the surface; cooperating to dispense entirely with need for "barriers" etc., heretofore employed to complete the closure, "arms" etc., formerly used to hold the boat and closing device in operative position together; and "locking" devices heretofore deemed preferable or essential to retain the lead-lines.

Other objects and advantages will appear from the following.

A simple form of the invention is illustrated in the accompanying drawings:

Fig. 1 is a plan view, showing the improved apparatus closing the seine, while the wings are being hauled and landed on the seine boat. Parts have been omitted to simplify the drawing.

Fig. 2 is an enlarged plan view of the closing device. Part of the lead-line of the right wing of the seine is shown with the net and part of the lead-line on the left wing is shown with the net omitted for clearer illustration.

Fig. 3 is a view in side elevation looking from the section indicated in Fig. 1 by the line 3—3.

Fig. 4 is an enlarged elevation corresponding with the enlarged plan view of Fig. 2.

The lines 5—6 and 6—7 diagrammatically indicate tackle for lowering and raising certain hereinafter described parts from and to the boat.

Angles indicated by the dotted lines 8 and 9 include various directions from which the lead-lines may lead when the wings drift in currents, while the seine is being hauled.

The seine boat 10 is represented as having cast the seine around the shoal to be taken, with the right and left wings, respectively 11 and 12, provided with the usual lead-lines

11^a and 12^a, drawn together, the closing device 13 lowered to the bed of the water, the davit 14 in position, and parts of the seine ready to be hauled.

The loop of the seine surrounding the shoal and the bag usually provided to receive the catch have been omitted to simplify the drawing.

The closing device includes a support, which, due to its shape, is familiarly known among the fishermen as the "horseshoe." Of this, the member 15 comprises a heavy metallic band, and the member 16 extends into the open space of the "horseshoe."

Mounted on the support aforesaid are a pair of angularly disposed horizontal rollers 17 and 18, and two pairs of vertical rollers 19 and 20 and 21 and 22. The horizontal rollers are arranged to operate centrally over the open space of the "horseshoe" with their under surfaces close to the bed of the water. One roller of each of the vertical pairs is positioned to operate on the inside of the net, and one on the outside, each being alined to guide the lead-line of the seine to the corresponding horizontal roller, and either being spaced apart from the other roller of its pair as far as alinement on the support will permit, independent of the size of the lead-line.

The aforesaid outer member of the "horseshoe," the metallic band 15, is weighted or balanced so that the support will maintain a substantially horizontal position if it should be lifted from the bottom while the seine is being hauled.

In operation, the lead-line of each wing of the seine passes between the rollers of one of the vertical pairs and under the corresponding roller of the horizontal pair.

Engagement of the lead-lines with the vertical rollers is maintained by the mere weight of the lead-lines independent of the space between the rollers or size of the lead-line; and engagement of the lead-lines with the horizontal rollers is maintained by the weighted or balanced support, so that if the latter should be lifted partly or entirely from the bottom or bed of the water when the seine is being hauled, the rollers will always be maintained in operative position, and the lines cannot unship.

Free way for the passage of objects, such as shells, sea-weed, etc., collected from the bed of the water in the folds of the net, is provided in the wide space between the rollers of each of the vertical pairs and adja-

cent to and under the horizontal rollers as described above.

Internal construction of the horizontal rollers is shown at 23 and of the vertical rollers at 24.

For convenience in lifting the closing device, an eye-bolt is provided at 25.

Supports for the davit include the socket 26 and the arm 27, the latter being provided with dowels 28 and 29 removably held by the support 30 secured to the side of the seine boat. The davit should be revolvably supported by the arm and socket to provide for lifting the closing device in and out of the boat, and held in position by the pin 31, when it is so desired.

Rollers 32 and 33 are mounted on the arm aforesaid to guide the lead-lines into the boat.

Standing room for the operators between the lead-lines is provided by the angular disposition of the aforesaid rollers.

To operate a 200 fathom seine to best advantage, at least four men are required.

One should be stationed to haul the lead-line of the right wing at 34 and one on the cork line of the right wing at 35, another should haul the lead-line of the left wing at 36 and the other should haul the cork line of the left wing at 37.

The seine is paid out around the shoal and the wings are brought together in the usual manner.

The closing device is then lifted with the tackle and is swung over the side of the seine boat.

The lead-lines are placed in the free way between the vertical rollers and under the horizontal rollers as shown and the closing device is lowered to the bottom while the lead-lines are tautly held.

With the lead-lines over the rollers on the boat as shown in Fig. 1, the seine is ready to be hauled.

Hauling the lead-lines tends to keep the guide rollers on the boat vertically over the closing device on the bottom, but the position shown in the drawing may be maintained by using a light anchor and bridle, the lines being secured to fastenings indicated at 38 and 39.

The seine may be hauled to the boat or the boat and closing device may be drawn to the seine. In either case, when the wings are entirely drawn in, the catch will be forced into the bag usually provided in the middle of haul-seines to receive it.

After the closing device is raised, the lead-lines disengaged from the guides and the catch removed from the seine bag, that part of the seine landed forward of the davit is to be shifted aft, when the seine will be ready for recasting.

Having fully described one form of my invention, I claim and desire to secure by Letters Patent, combinations including all of the same or equivalent elements as are contained in the subject of the following claim:

A seine closing device including a support having an opening, weighted or balanced to maintain an operative position when the seine is hauled; a pair of angularly disposed guides supported over the opening and adapted to guide the lead-lines together and direct them so towards the surface of the water; and two guides alined to each of the aforesaid angularly disposed guides, one arranged to operate inside of the net, and one outside, either being widely separated from the other, independently of the diameter of the lead-line, to provide free way therebetween for objects collected in the folds of the net when the seine is hauled.

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Witnesses.

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