E. GUNNELL.

BOAT SADDLE.

APPLICATION FILED NOV. 24, 1911.

1,048,068. Patented Dec. 24, 1912.

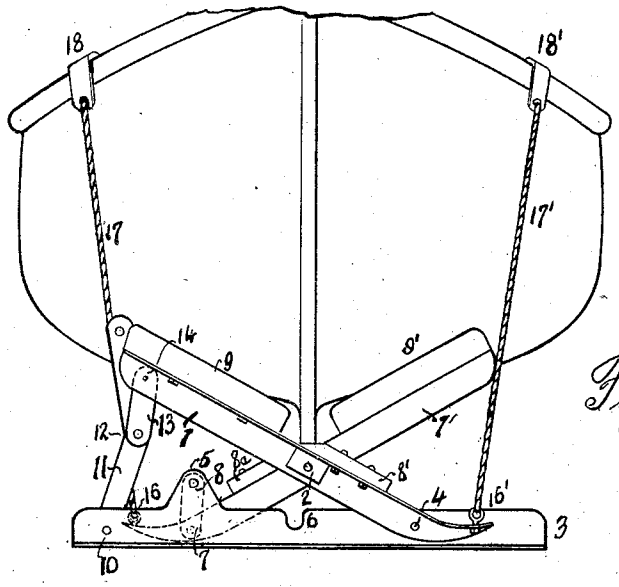

Fig. 1.

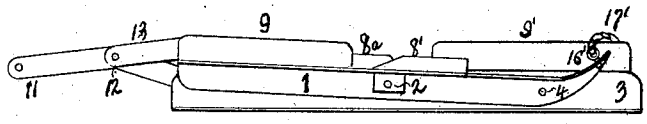

Fig. 2.

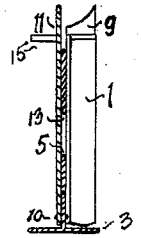

Fig 3

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BOAT-SADDLE.

1,048,068. Specification of Letters Patent. Patented Dec. 24, 1912.

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To all whom it may concern:

Be it known that I, ELIAS GUNNELL, a citizen of the United States, and residing at Manitowoc, in the county of Manitowoc and State of Wisconsin, have invented certain new and useful Improvements in Boat-Saddles, of which the following is a specification.

This invention relates generally to an improved saddle or support designed preferably for use in supporting ships' boats upon the deck or elsewhere, and has for its primary objects the provision of a collapsible boat saddle which occupies but little deck space; the provision of a supporting mechanism which may be quickly raised into operative position and as quickly released therefrom; the provision of flexible means whereby the supporting means are effectually braced and the load held against displacement; and the provision of means for locking the supporting means when raised in operative position. These and other objects as may hereinafter appear or are incidental to my invention I attain by a construction illustrated in preferred form in the accompanying drawings, wherein:—

Figure 1 is a front view of my invention showing the saddle in its supporting position.

Figure 2 is a front elevation showing the supporting saddle disengaged from the load.

Figure 3 is a side elevation of Figure 1.

In the drawings I have shown my invention applied particularly as a support for a boat, but I do not restrict myself to this specific application as the principles of this invention may be embodied in supporting means for objects other than a ship's boat.

Referring now particularly to the illustrated drawings it will be seen that I have provided a support proper, comprised of two diagonally disposed angle irons 1 and 1′ which are pivotally connected to each other at a point intermediate their ends by the loose pin or rivet 2. The cross-piece 1 of the support is pivotally attached adjacent its end to one side of a base or truss member 3 by the loose pin 4. This base 3 is substantially of an inverted T shape, the bottom part of which rests firmly on the deck and which may or may not be secured thereto. The vertical flange of this base 3 is provided with a raised portion 5, and a recessed portion 6; the purpose of the latter will be hereinafter explained. The other cross-piece 1′ is connected at a point adjacent one of its ends to the other side of the base 3 by means of the rocking link 7 which is pivotally connected at 8 to the raised portion 5, thus affording the lateral movement necessary in operating the support proper.

Upon the horizontal flanged surface of the cross-pieces 1 and 1′ are bolted resting blocks 8^a and 8′ respectively, upon which rests the keel of the boat. The blocks 8^a and 8′ are situated adjacent to the pivotal point 2 of the cross-pieces 1 and 1′. In the same plane are other blocks 9 and 9′ bolted on the upper flanged surface of the cross-pieces 1 and 1′ and shaped to conform to the contour of a ship's boat sides. These blocks are all preferably made of wood. Pivotally connected to the inner side of the vertical flange of this base 3 by the loose rivet 10, is an elbow joint or lifting link 11 which is connected at its center by the loose pin 12 to the link member 13 which in turn is loosely riveted to the upper end of the cross-piece 1 at a point 14. A handle 15 is secured to the upper disengaged arm of the elbow joint 11. The lower curved extremities of the cross-pieces 1 and 1′ are provided adjacent their ends with eye-bolts 16 and 16′ to each of which is fastened a rope or lashing 17 and 17′ in turn leading to clamp members or hooks 18 and 18′ which when in use are hooked over the gunwale of the boat.

Though not illustrated in the drawings it will be understood that at sea, ships' boats are raised and lowered by davits and falls, and as a general practice two saddles are assigned to each boat, which is the preferred but no necessary mode of support in the application of this invention.

The operation of my improved apparatus is as follows:

When the boat is swinging on its davits and clear of its saddles, and approximately in position, the lashing hooks are placed in position over the gunwales; the elbow joint is then raised by the means of handle 15 to a substantially vertical position, this elevates the cross pieces 1 and 1′ to their operative position, thus raising the saddles to the boat and at the same time drawing the lashings tight, rigidly holding the boat in the saddles. By these means the boat is held in an upright and steady position which is also maintained by the locking means afforded by the elbow joint 11 and the link 13, the pivotal point 12 having passed beyond

the plane of the straight line between the point 14 and 10. Any further movement of the lifting link 11 to the right, after it has passed the center, is prevented by the curved extremity of the cross-member 1′ which abuts the lifting link toward its lower end and when the boat is once supported on the cross-pieces the upper end of the chamber 11 takes against the side of the boat. When the lashings have been adjusted and the boat falls are drawn taut the boat is securely stowed on the deck.

In the operation of lowering the boat the elbow joint 11 is pulled downwardly away from the boat by means of the handle 15, the cross-pieces 1 and 1′ forming the saddle dropping down alongside the base portion 3, the recessed portion 6 therein accommodating and receiving the connecting pin 2. This raises the lower curved ends of the cross-pieces, thereby releasing the lashings and the clamps are quickly thrown off the gunwale. As the boat falls are in tension the boat stands clear and away from the saddle and may then be easily and quickly swung overboard in the usual manner.

Having thus described my invention and illustrated its use what I claim as new and desire to secure by Letters Patent is the following:

1. In a boat saddle, the combination with a base, of a pair of cross-arms pivoted together and resting for relative movement on the base, and flexible members secured to the lower ends of the cross-arms provided with means adapted to engage the edges of the boat.

2. In a boat supporting apparatus, the combination of a base, cross-arms pivoted together having their lower portions inclining outwardly and resting for relative movement on the base, and flexible means secured to the inclined ends of the arms and adapted to be secured to the boat to prevent downward movement of such ends.

3. In a supporting mechanism for a boat, a horizontal frame, a plurality of diagonally disposed members pivotally supported on the frame, a lifting lever on the frame, a link connection between the lifting lever and the diagonally disposed members; and flexible means for supporting the boat against displacement.

4. In a supporting saddle, a base portion, diagonally disposed members pivotally connected together at a point adjacent their centers, a fixed pivotal connection between one of these members and the base, a link connecting another of these members and the base; and means to raise and lower the said members, substantially as described.

5. In a supporting saddle, a base portion, diagonally disposed members pivotally connected together at a point adjacent their centers, a pivotal connection between one of these members and the base, a rocking link connection between another of these members and the base; a lever on the base, and connections between the lever and the said members.

6. In a supporting saddle for a boat, a base, cross-arms pivoted together having their lower portions inclining outwardly and resting for relative movement on the base, a locking means for maintaining the cross-arms in raised operative position, and flexible means secured to the lower ends of the arms and adapted to be secured to the boat to prevent downward movement of such inner ends.

7. In a supporting saddle for a boat, a base, cross-arms pivoted together and also pivoted intermediate their ends to the base, a locking means for maintaining the cross-arms in raised operative position, a flexible means secured to the lower ends of the arms and provided with hooks adapted to engage the edges of the boat.

8. In a supporting saddle for a boat, a base, cross-arms pivoted together and also pivoted adjacent their ends to the base, a lifting link connected to the base, and a second link connected to the lifting link and one of the cross-arms, all so arranged that the links hold the cross-arms locked after the lifting link has passed a certain point in its upward movement.

9. In combination in a collapsible boat saddle, a base, saddle arms pivoted to the base adapted normally to fold upon the base, flexible connections secured to the lower ends of the saddle arms adapted to support the saddle in operative position beneath a boat, means for raising the saddle arms into engagement with the boat and drawing taut the flexible supporting means, and means for locking the saddle arms in raised position.

10. In a supporting saddle for a boat having a base, the combination of a supporting member comprising a pair of cross-arms pivoted together and also pivoted adjacent their lower ends to the said base, and a toggle joint having its fixed end resting on the base and its movable end secured to one of the cross-arms so that when pressure is applied to the joint the supporting member is raised in operative position.

11. In a supporting saddle for boats, diagonally disposed supporting members pivotally connected together intermediate their ends, the upper portions of said members being adapted to support the boat, connections fastened to the lower portion of the said members and adapted to be secured to the boat, and means for raising said members into engagement with the boat and drawing taut the said connections.

12. In a supporting saddle for boats, di-

agonally disposed supporting members pivotally connected together intermediate their ends, the upper portions of said members being adapted to support the boat, connections fastened to the lower portion of the said members and adapted to be secured to the boat, means for raising said members into engagement with the boat and drawing taut the said connections, and blocking means for holding said members in their raised position.

13. In a supporting saddle for boats, a pair of diagonally disposed supporting members pivotally secured together intermediate their ends, a lifting lever, and a locking member between the said lever and the supporting members adapted to lock the supporting members when the latter are in operative position.

14. In a supporting saddle for boats, a base, diagonally disposed supporting members pivotally secured together intermediate their ends and mounted on the base, a lifting member 11 movably mounted on the base and a link between said lifting member and one of the said supporting members, all so arranged that when the pivotal point 12 between the said link and the said lifting member pass beyond the plane of a straight line between the points 14 and 10, the supporting members are locked in their raised position.

15. A collapsible boat saddle comprising saddle arms having relative movement and inclined adjacent their ends, a lever pivotally connected to the arms and adapted to raise and lower the arms to and from operative position, and flexible members secured to the inclined ends of the saddle arms, substantially as described.

16. A collapsible boat saddle comprising in combination, a pair of saddle arms curved at their lower portions, an elbow joint pivotally connected to one of the arms whereby the arms are raised and lowered to and from operative position, and flexible clamping members secured to the curved portions of the saddle arms.

17. In a supporting mechanism the combination with an inverted T-shaped base portion, of saddle arms resting for relative movement on the base and having their lower portion curved substantially as shown, a lifting lever positioned for vertical movement, connecting link means between the saddle arms and the lever so that on lifting the lever the arms are raised into operative position, means for locking the arms in said position, and clamping members having fixed engagement with the saddle arms.

18. A collapsible boat support, comprising a base, saddle arms on the base having relative movement and having their lower extremities curved, flexible clamping members secured to the curved extremities, and means for collapsing the arms.

In testimony whereof I have hereunto signed my name in the presence of the two subscribed witnesses.

ELIAS GUNNELL.

Witnesses:
AUBREY EGAN,
N. A. KNUDSON.