

No. 812,161.

PATENTED FEB. 6, 1906.

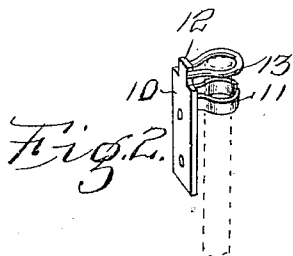
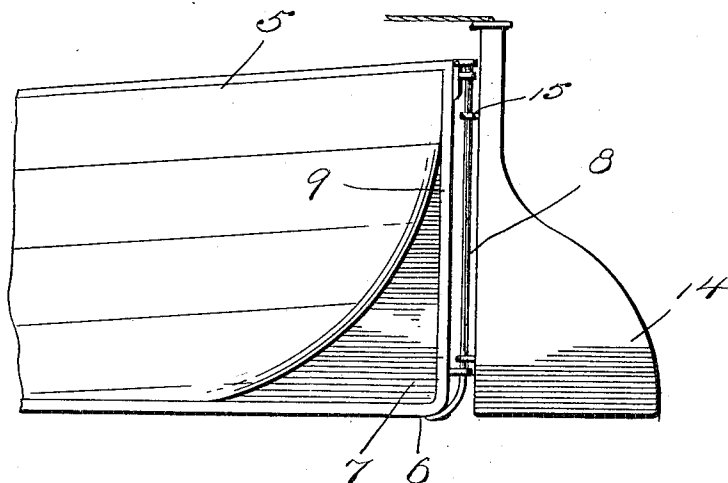
G. T. ARNOLD.

RUDDER.

APPLICATION FILED JULY 25, 1904.

2 SHEETS—SHEET 1.

Fig. 1.



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2 SHEETS—SHEET 2.

Fig. 3.

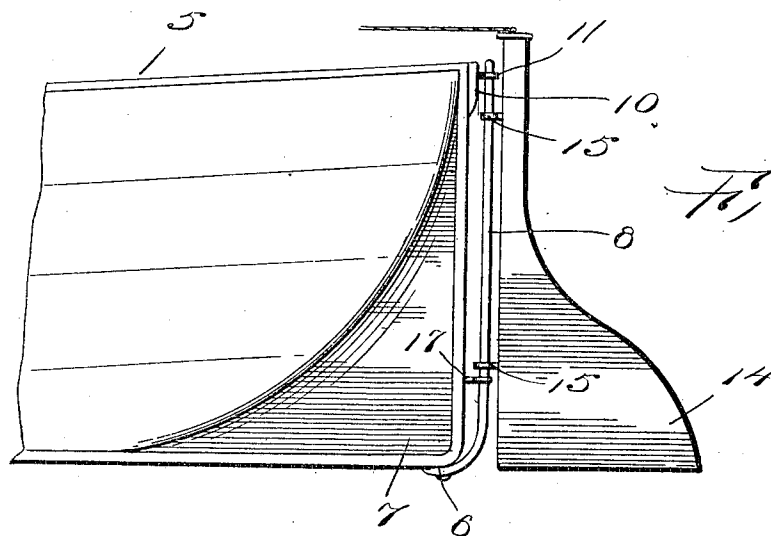
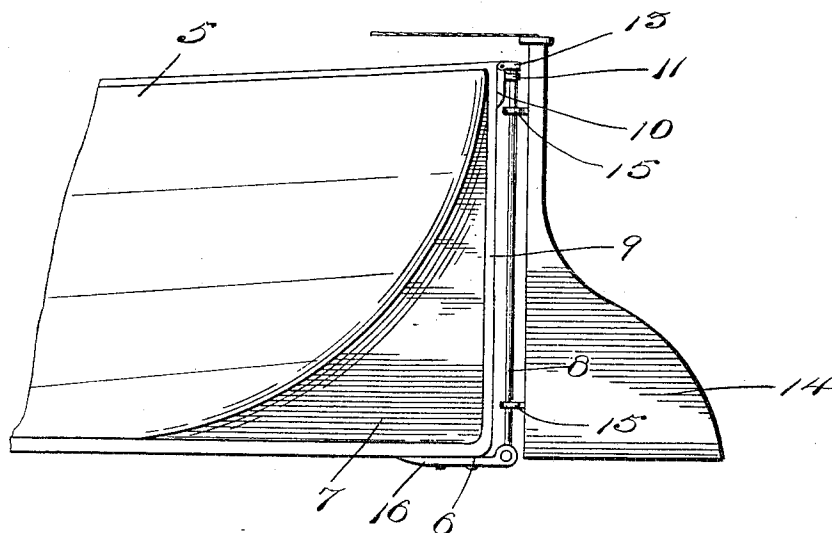


Fig. 4.

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UNITED STATES PATENT OFFICE.

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RUDDER.

No. 812,161.

Specification of Letters Patent.

Patented Feb. 6, 1906.

Application filed July 25, 1904. Serial No. 218,087.

To all whom it may concern:

Be it known that I, GEORGE T. ARNOLD, a citizen of the United States, residing at Oshkosh, in the county of Winnebago, State of Wisconsin, have invented certain new and useful Improvements in Rudders; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to boats, and more particularly to rudders therefor, and has for its object to provide a rudder so constructed that it may be easily and quickly placed in position and which may not be accidentally unshipped. Other objects and advantages will be apparent from the following description.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a side elevation of a portion of a boat provided with the present invention. Fig. 2 is a detail perspective view of the attaching mechanism. Fig. 3 is a view similar to Fig. 1, showing a second form of the invention. Fig. 4 is a view similar to Fig. 1, showing a third form of the invention.

Referring now to the drawings, there is shown a boat 5, to the keel 6 of which at the stern 7 of the boat there is attached the lower end of a rod 8, which extends upwardly to a point slightly above the rails of the boat and is spaced from the stern-post 9, to which it lies parallel, as shown. To the upper end of the stern-post 9 there is secured a block 10, having spaced arms 11 extending rearwardly therefrom and which receive therebetween the rod 8, which has sufficient resilience to permit of its being moved into and out of the space between the arms, as desired. Extending upwardly from the block 10 is a lug 12, to which is pivoted a metallic loop 13, which is movable into and out of engagement with the upper end of the rod 8, above the arms 11, to hold the rod against disengagement therefrom.

The rudder 14 of the boat is provided with alining eyes 15, and when it is desired to

place the rudder in position the loop 13 is disengaged from the rod 8 and the latter is moved from between the arms 11, after which the eyes 15 are engaged with the rod and it is allowed to return to its original position, the loop 13 being again engaged with the upper end thereof to prevent accidental displacement of the parts.

In Fig. 3 there is shown a modification in which the rod 8 is hinged at its lower end to a block 16, secured to the keel to facilitate its movement into and out of the space between the arms 11, and in Fig. 4 the loop 13 is omitted, the rod 8 being held between the arms 11 by its resilience only. In this view the rod is shown engaged with an eye 17, carried by the stern-post, which acts as a retainer to prevent lateral movement of the rod, which would result in its being twisted from its fastenings.

In practice modifications of the specific construction shown and described may be made and any suitable materials may be used without departing from the spirit of the invention.

What is claimed is—

1. The combination with a boat, of a rod secured to the stern thereof and spaced therefrom and arranged for movement of its upper end toward and away from the stern, and a rudder having eyes, said rudder being disposed with its eyes in engagement with the rod.

2. The combination with a boat, of a rod secured at its lower end to the stern of the boat and spaced therefrom, said rod being arranged for movement of its upper end toward and away from the stern, a rudder, eyes carried by the rudder and removably engaged with the rod, and means for holding the upper end of the rod at the limit of its movement in the direction of the stern.

3. The combination with a boat, of a rod connected at one end with the boat for movement of its other end toward and away from the boat, a rudder having eyes in which the rod is engaged, and means for holding the rod against movement.

4. The combination with a boat, of a rod

hinged at one end to the boat for movement toward and away from the latter, a rudder having eyes engaged with the rod, and means for holding the rod against movement away
5 from the boat.

5. The combination with a boat, of a rod secured to the boat, and arranged for movement of one end toward and away from the boat, a rudder having eyes engaged with the

rod, and means for holding the rod against movement laterally of the boat.

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

GEORGE T. ARNOLD.

Witnesses:

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