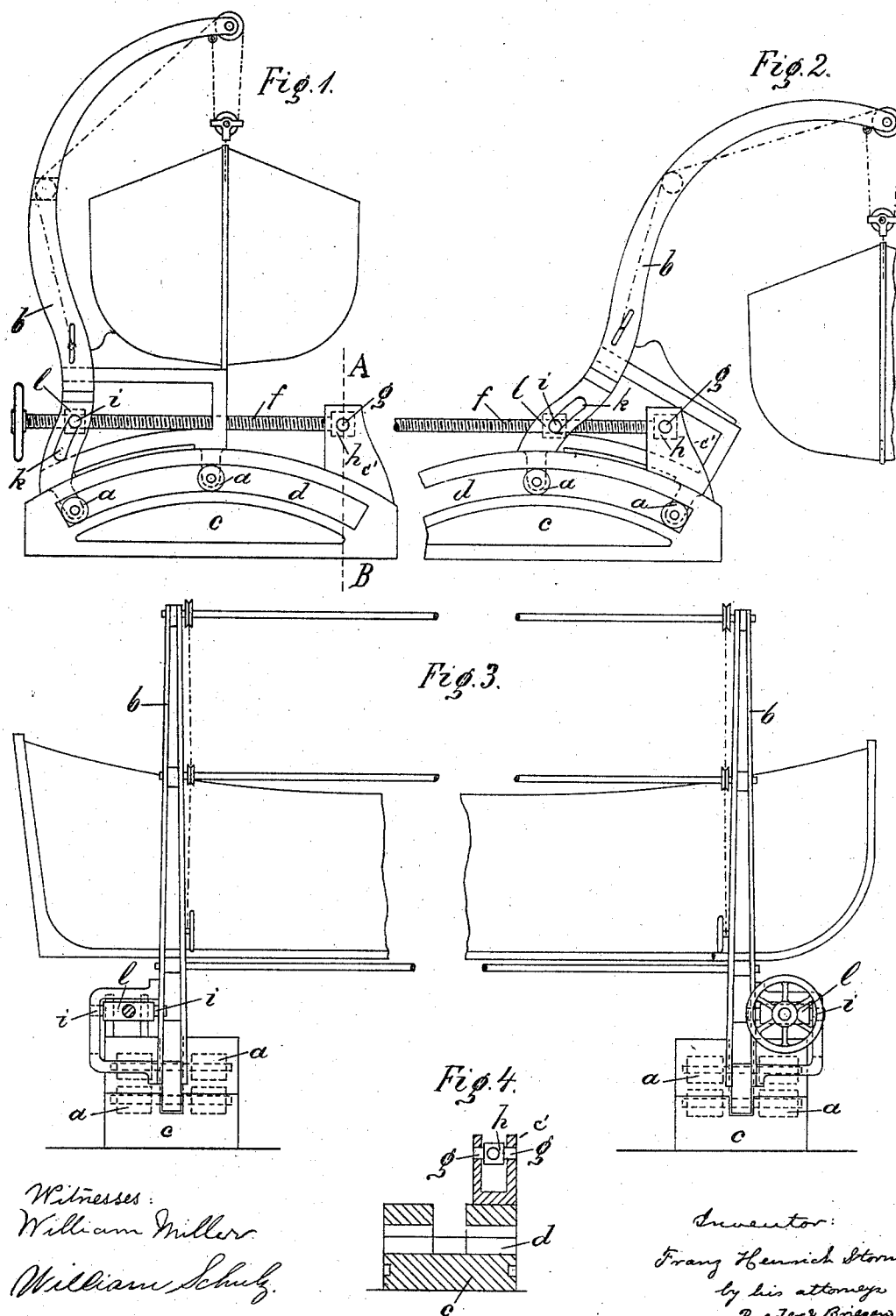


(No Model.)

F. H. STORM.
BOAT'S DAVIT.

No. 581,925.

Patented May 4, 1897.



Witnesses:
William Miller
William Schulz.

Inventor:
Frank Hennrich Storm
by his attorneys
Roesler & Briceau

UNITED STATES PATENT OFFICE.

FRANZ HENRICH STORM, OF HAMBURG, GERMANY.

BOAT'S DAVIT.

SPECIFICATION forming part of Letters Patent No. 581,925, dated May 4, 1897.

Application filed December 3, 1895. Serial No. 570,932. (No model.)

To all whom it may concern:

Be it known that I, FRANZ HENRICH STORM, a subject of the King of Prussia, Emperor of Germany, and a resident of Hamburg, Germany, have invented certain new and useful Improvements in Boat-Davits, of which the following is a specification.

The boat-davits now in general use are objectionable in that they do not permit a sufficiently prompt lowering of the boats in case of accident; and the object of the present invention is to construct a davit which is not open to the above objection.

In the accompanying drawings, Figure 1 is an end view of the davit, showing it in its normal position. Fig. 2 is a similar view showing the position of the parts while a boat is cleared. Fig. 3 is a side view of the davit, and Fig. 4 a section on line A B, Fig. 1.

The davit consists, essentially, of an arm or crane *b*, provided with a pair of rolls *a*. These rolls are adapted to travel in the curved slots or inclined planes *d* of a fixed support *c*, secured to the deck of the vessel at right angles to its sides. Two cranes, constructed as described, are connected, and the boat is suspended from them in the usual or suitable manner. Normally the cranes rest in the inner portions of the inclined slots *d*, so that the boat is suspended above the deck of the ship. If the boat is to be cleared, the davit is moved by means of a screw *f*, that turns at

one end in a cross-bar *h*, journaled by trunnions *g* in a block *c'*. At its other end the screw passes through a tapped cross-bar *l*, provided with pivots *i*, that move within slots *k* of the cranes. Thus the davit is by the revolution of the screw caused to be moved to its outermost position, so that the boat is carried over the side of the ship ready to be lowered.

What I claim is—

1. The combination of an arched support with a movable crane engaging the same, and with means for moving the crane along such support, substantially as specified.

2. The combination of a support having an arched slot, with a crane, a roller pivoted thereto and guided within the slot, and with means for moving the crane along the support, substantially as specified.

3. The combination of a pair of supports having arched slots, with a pair of slotted cranes, rollers pivoted to the cranes and engaging the supports, a cross-bar engaging the slots in the cranes, and a screw engaging the cross-bar, substantially as specified.

Signed at Hamburg, in Germany, this 14th day of November, A. D. 1895.

FRANZ HENRICH STORM.

Witnesses:

MAX FOUGUET,
KARL KUSSICKE.