

S. WEBBER.

LAUNCHING TABLE FOR DUMPING SCOWS.

No. 548,489.

Patented Oct. 22, 1895.

Fig. 1.

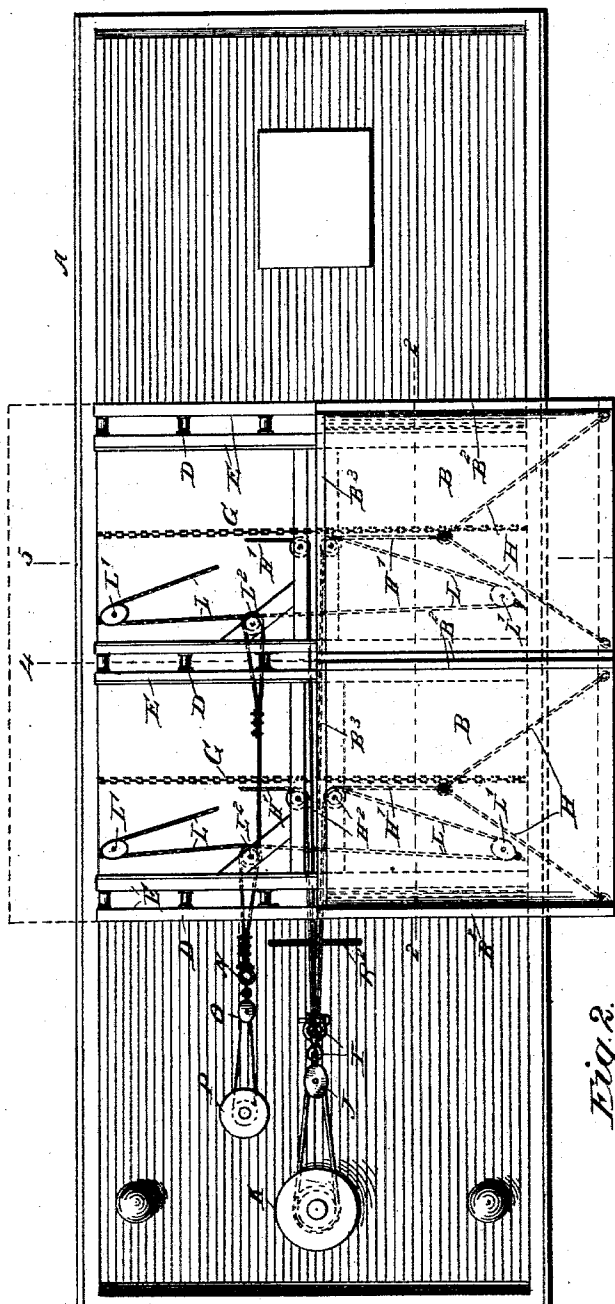


Fig. 2.

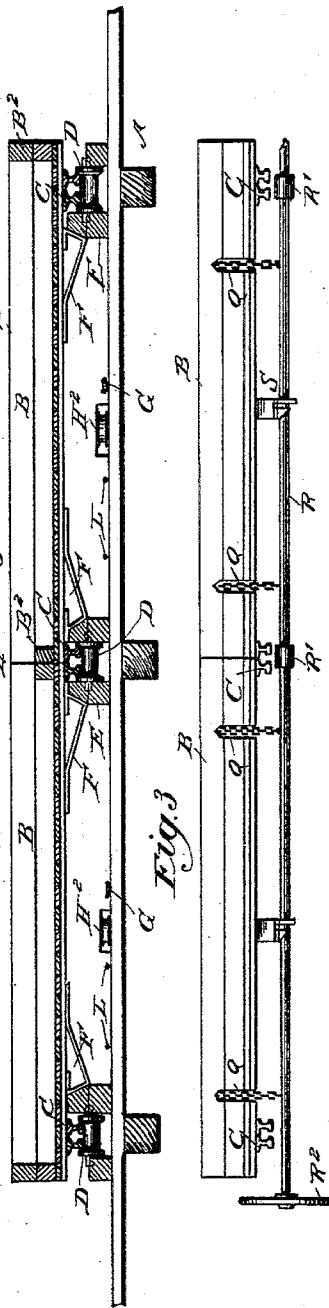
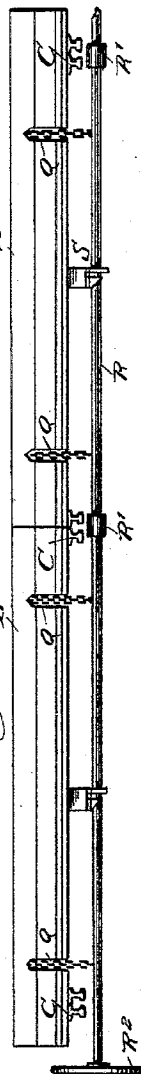


Fig. 3.



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(No Model.)

2 Sheets—Sheet 2.

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Fig. 4.

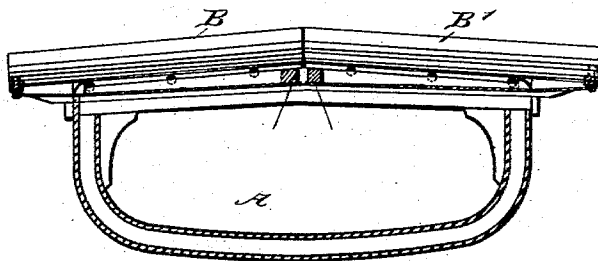


Fig. 5.

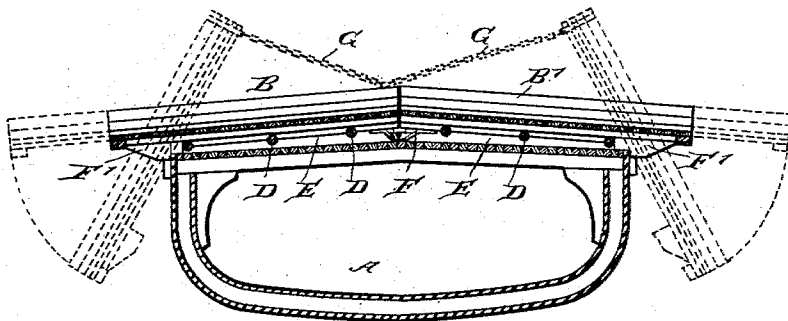
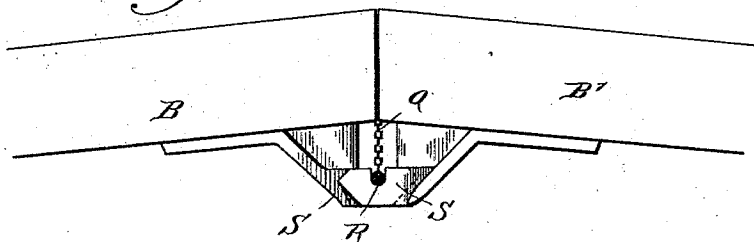


Fig. 6.



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SCOTT WEBBER, OF PIGEON COVE, MASSACHUSETTS.

LAUNCHING-TABLE FOR DUMPING-SCOWS.

SPECIFICATION forming part of Letters Patent No. 548,489, dated October 22, 18. 5.

Application filed May 27, 1895. Serial No. 550,815. (No model.)

To all whom it may concern:

Be it known that I, SCOTT WEBBER, of Pigeon Cove, in the county of Essex and State of Massachusetts, have invented a new and
5 Improved Launching-Table, of which the following is a full, clear, and exact description.

The invention relates to deck-dumping vessels, and its object is to provide a new and improved launching-table which is simple and durable in construction and arranged
10 to dump on both sides of the vessel simultaneously and insure an even rising of the vessel after dumping to prevent careening.

The invention consists of certain parts and
15 details and combinations of the same, as will be fully described hereinafter and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification,
20 in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of the improvement. Fig. 2 is an enlarged sectional side elevation of the same on the line 2 2 of Fig. 1. Fig. 3
25 is a side elevation of the locking device for the platforms. Fig. 4 is a transverse section of the improvement on the line 4 4 of Fig. 1. Fig. 5 is a similar view of the same on the line 5 5 of Fig. 1, and Fig. 6 is a cross-section
30 of the platform-locking device.

On the deck of the marine vessel A are arranged sets of platforms B B', adapted to slide outward in opposite directions over the sides of the vessel to dump the loads on the
35 platforms, as indicated in dotted lines in Fig. 5. Normally the platforms are joined at their inner ends in the center line of the vessel, the said platforms being slightly inclined outward and downward, as will be readily understood by reference to Fig. 4. One, two, or
40 more such sets of platforms may be arranged on the deck of the vessel A; but I prefer two such sets, the sets being located at or near the middle of the vessel. Each platform is
45 provided with the side rails B² and an inner end rail B³, so as to securely hold the load on the platform to prevent shifting while the vessel is in motion.

On the under side of each platform B or B'
50 are secured two sets of transversely-extending rails C, fastened at their bases to the un-

der side of the platform and their heads resting on grooved rollers D, journaled in suitable bearings in bed-stringers E, extending from one side of the vessel to the other, as
55 is plainly indicated in the drawings. By this arrangement the platforms are readily slid outward into a dumping position whenever the platforms are released from their normal position, as hereinafter more fully described. 60

Each platform is provided on its under side with guide-irons F, abutting against the inner sides of the bed-stringers E, so as to prevent longitudinal shifting of the platforms during their outward or dumping motion. 65 Supports F' are arranged near the outer ends of the platforms to abut against the corresponding sides of the vessel, so as to limit the inward-sliding motion of the said platforms. A chain G, attached to the inner end
70 of each platform B or B', extends to the other side of the deck of the vessel, to be secured thereto and to limit the outward and downward swinging motion of the platform, as indicated in dotted lines in Fig. 5. 75

In order to lock the platforms in position and to permit the same to slide outward into a dumping position, I provide the under side of each platform with a bridle H, attached at its outer ends to the sides of the platform at
80 the outer end thereof, while the middle of the said bridle is connected by a rope or chain H' with a keeper I, attached to a tackle J, connected with a capstan K, arranged on one end of the vessel A, as is plainly indicated in Fig. 1. 85 The ropes or chains H' pass over pulleys H², located on the deck of the vessel A, near the center line thereof, as indicated in Fig. 1, so that the several ropes or chains H' are all guided to the same keeper I to permit the operator by manipulating the capstan K to un-
90 lock the several platforms simultaneously and to permit the same to slide outward into a dumping position. The keeper I is also connected with an emergency outhauler L for 95 each platform, which outhauler is secured at one end to the under side of the platform at its inner edge adjacent to the pulleys H², to then pass over a sheave L' to a second pulley L², to finally connect with a keeper N, held on
100 a tackle O, connected with a smaller capstan P, as indicated in Fig. 1. Now, by the ar-

rangement described, and shown in Fig. 1, the emergency outhauler L pays out while the ropes H' haul in, and vice versa.

In order to lock the platforms B B' at their inner ends and prevent tipping, I provide each platform at the lower side of its inner edge with a bracket S, having a recess in its upper side, the brackets on the platforms B overlapping those on platforms B', as shown in Fig. 6, so that the recesses of all the brackets will be in the same longitudinal plane, and above these brackets I suspend a vertical adjustable locking rod or shaft R by means of chains Q, connected at their upper ends to one series of platform-sections, said rod or shaft having a hand-wheel R², by means of which it may be rotated so as to wind the said chains, and thereby raise said rod or shaft out of the recesses in the several brackets S when the platforms are to be tilted or lower it into the recesses and lock the platforms. The shaft R is formed in sections, one for each opposed pair of platforms B B', separately connected by sleeve-couplings R', as shown in Fig. 3, so that the rod-sections may be disconnected for releasing one or more pairs of platforms or when all the sections are connected permit the rod or shaft to operate as a single part and release all of the sections.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination of the platform sections at opposite sides of the central longitudinal line of the deck and adapted to slide outwardly and dump, with winding mechanisms on the deck from one of which extend inhauling cables connected to the outer ends of the respective platform sections and outhauling cables connected with the other winding mechanism and with the inner ends of said platform sections and guide pulleys from around which said several cables pass, one winding mechanism serving to pay out its cable when the other is winding and vice versa, substantially as described.

2. The combination of the platform sections at opposite sides of the central longitudinal line of the deck and adapted to slide outwardly and dump, with two winding mechanisms at one end of the deck and each provided with a keeper, inhauling cables extending from one keeper around guide pulleys (H²) to the outer ends of the platform sections, and outhauling cables extending from the

other keeper around guide pulleys (L') to the inner ends of the respective platform sections, one winding mechanism paying out while the other winds in and vice versa, substantially as described.

3. The combination of the deck having transverse stringers provided with rollers and the opposite pairs of outwardly sliding and dumping platform sections having transverse rails on their under sides sliding on said rollers and also having angle irons on their under sides engaging the sides of the bed stringers, with the two winding mechanisms and the inhauling and outhauling cables extending therefrom around suitable guide pulleys to opposite ends of said platform sections, substantially as described.

4. The combination with the opposed platform sections having overlapping brackets on the lower sides of their inner ends, of a locking device adapted to be engaged with and disengaged from said brackets to lock and release the platform sections, substantially as described.

5. The combination with the opposed platform sections having overlapping brackets on the lower sides of their inner ends provided with recesses or openings, of a longitudinally extending locking rod adapted to be thrown into and out of engagement with said recesses or openings to lock and release said platform sections.

6. The combination with the opposed platform sections having overlapping brackets at the inner ends of their lower sides, provided with recesses in their upper sides and a locking rod or shaft suspended freely above said brackets and adapted to be rotated and thereby lowered into or raised out of said recesses, substantially as described.

7. The combination with a series of opposed platform sections, each opposed pair of which have overlapping recessed brackets at the inner ends of their lower sides, of a longitudinal separable sectional locking rod suspended freely above said brackets to be lowered into and raised out of all said recesses when rotated or to have one or more of its sections when uncoupled similarly operated to release the corresponding platform sections, substantially as described.

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Witnesses:

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