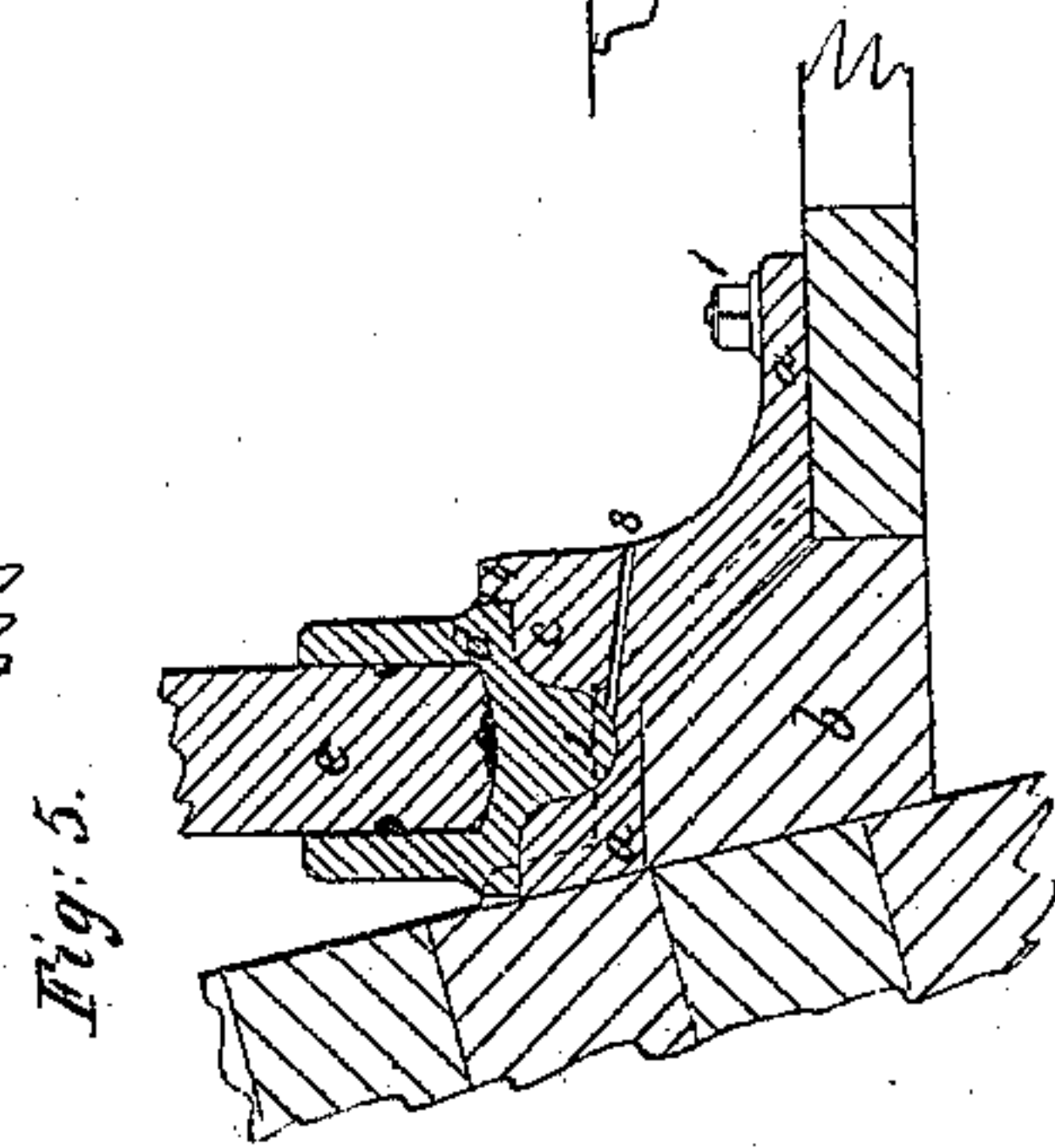
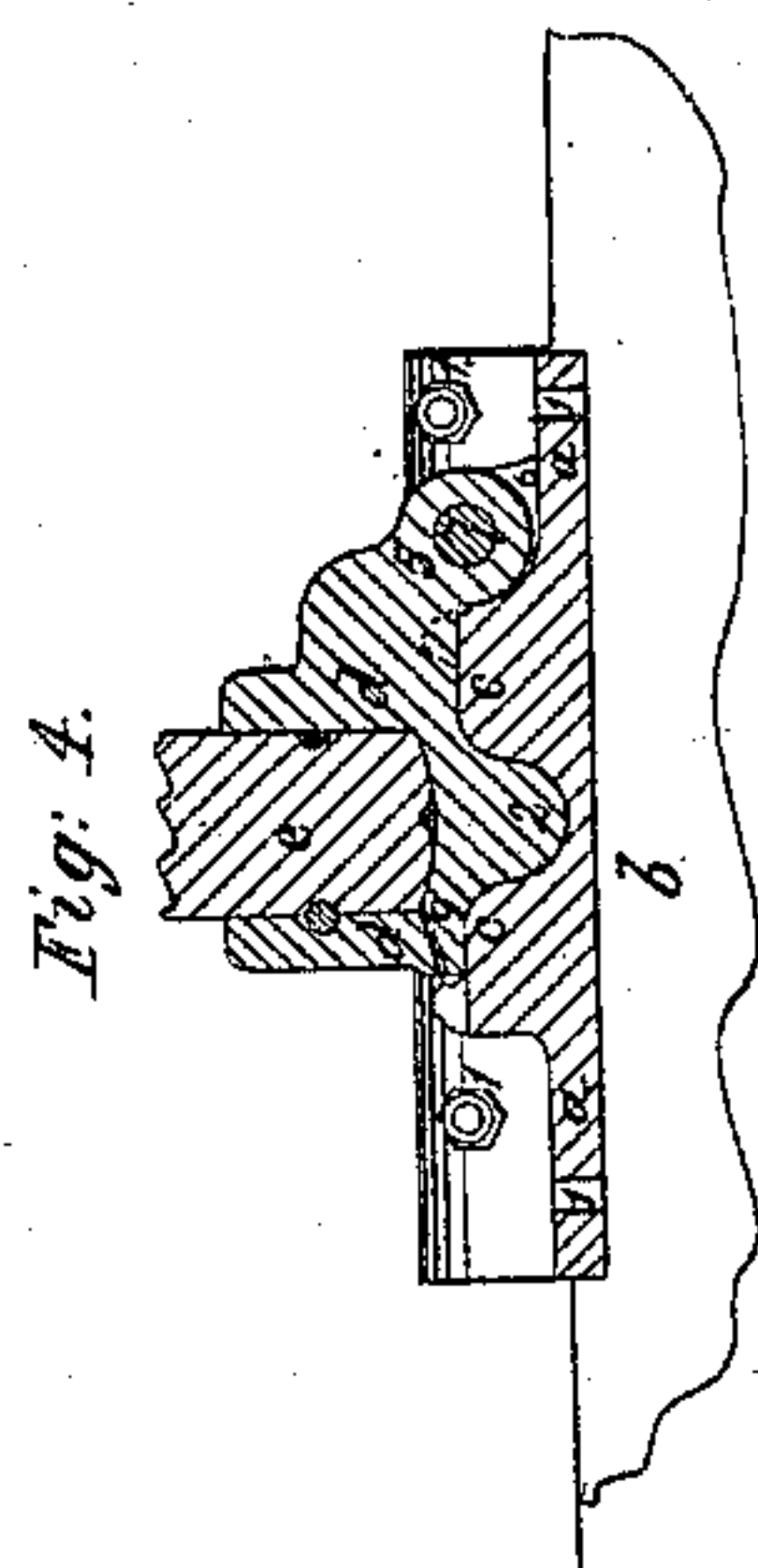
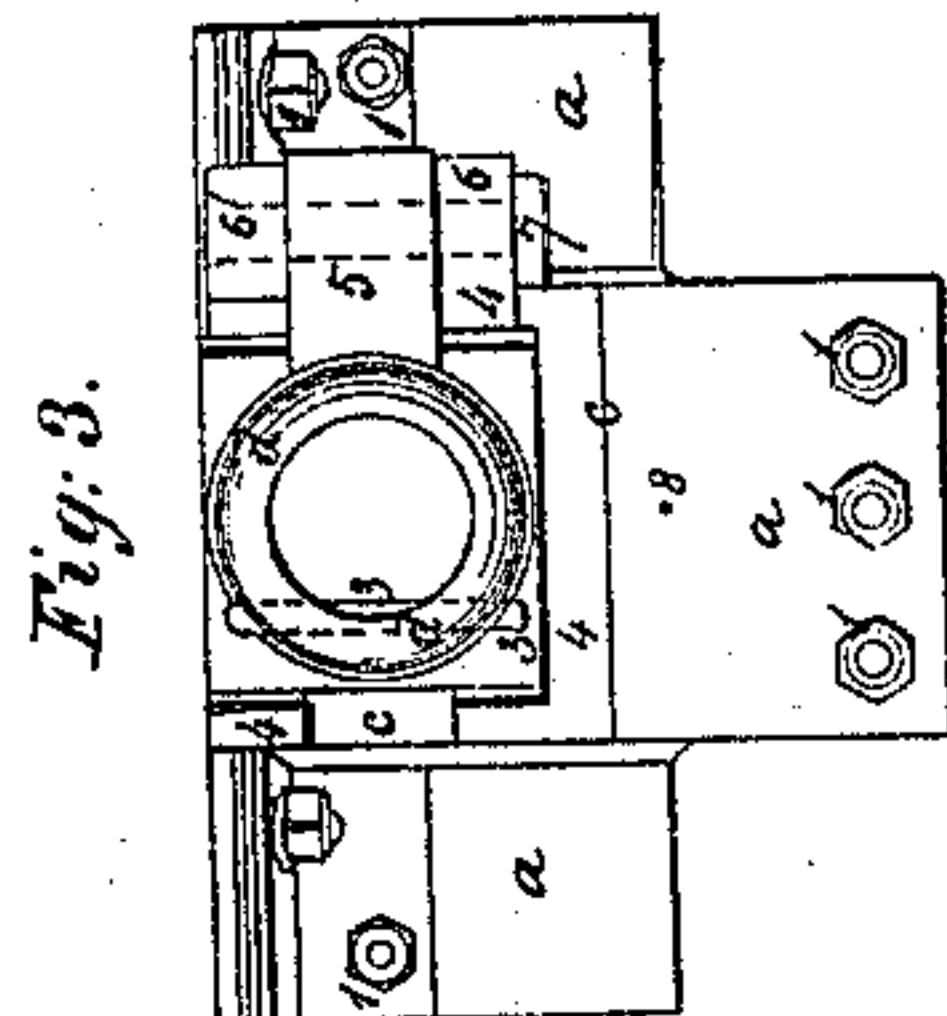
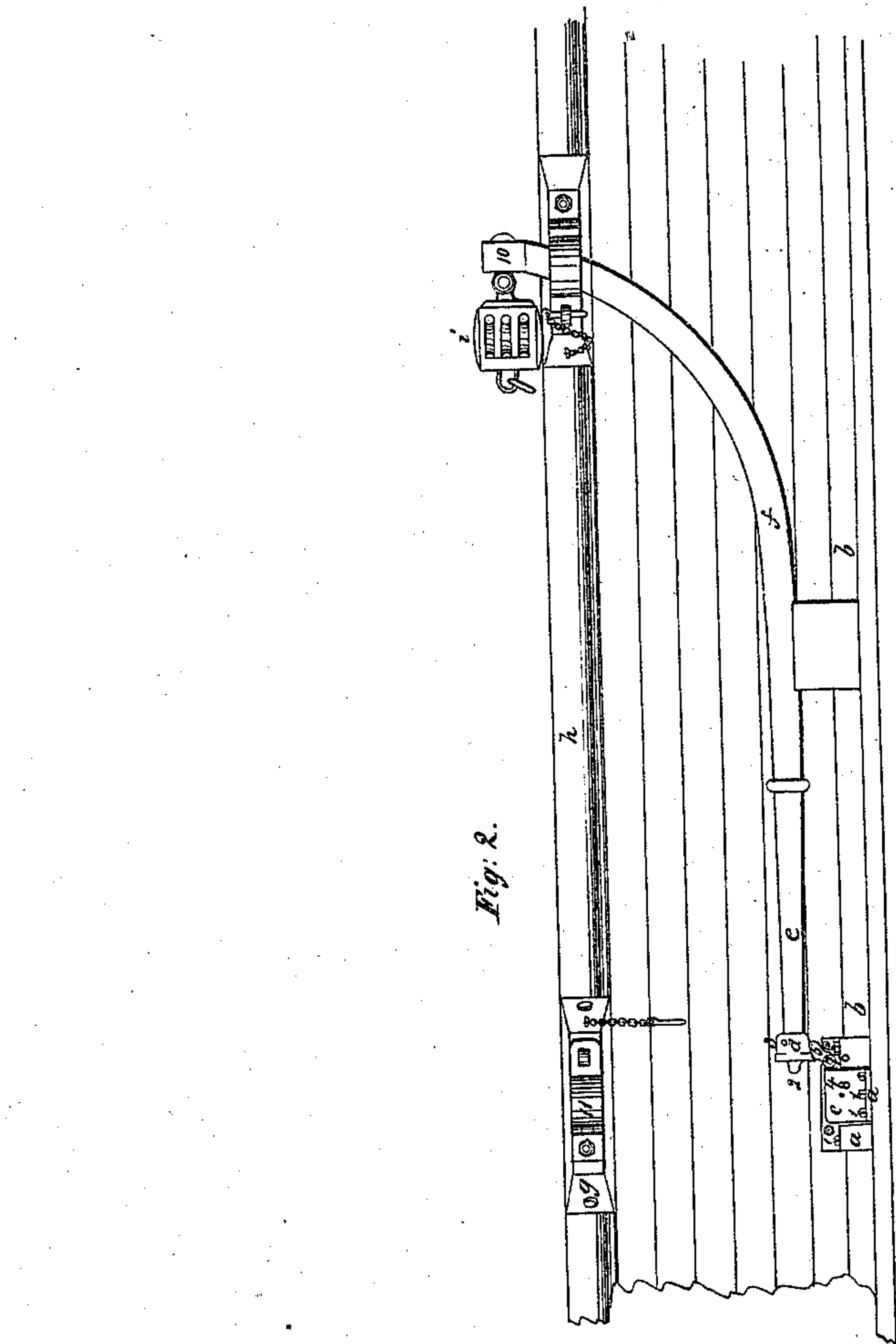


C. Perley.
Boat Detaching.

No. 8,692.

Patented Jan. 27, 1852.



Witnesses:
W. Leggett
Samuel W. Perrell

Inventor:
Charles Perley

UNITED STATES PATENT OFFICE.

CHARLES PERLEY, OF NEW YORK, N. Y.

SHIP'S DAVIT.

Specification of Letters Patent No. 8,692, dated January 27, 1852.

To all whom it may concern:

Be it known that I, CHARLES PERLEY, of the city, county, and State of New York, machinist, have invented, made, and applied to use certain new and useful Improvements in the Mode of Cutting Davits for Anchors and Boats of Vessels, which improvements consist in forming the socket that receives the foot of the davit with a joint on the foot flanch, so that the davit can be lowered down alongside and within the bulwarks entirely out of the way, the davit remaining in and attached to the socket ready to replace for use; and I hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing, making part of this specification, wherein—

Figure 1, shows a section of the bulwarks, with the davit in place, ready for use; Fig. 2, shows the davit, laid down against the bulwarks, or "stowed away"; Fig. 3, is a plan, on larger size, of the flanch and socket to receive the end of the davit; Fig. 4, is a longitudinal section, and Fig. 5, is a cross section, through the center of the socket.

The like marks of reference denote the same parts, in all the figures.

a, is a foot plate, formed to set on the deck, or as shown, of the form of the plank shear, with the water ways and deck; this plate *a*, is secured by bolts 1, to the part of the vessel to which the davit is attached, and is formed with a square block *c*, having in the top a socket, that receives the projection, or half globe 2, of a socket *d*, that is formed as a short cylinder to receive the lower end of the "davit," and around the square base of the socket *d*, on the top face of the socket *c*, are flanches 4, formed as shown, to support the socket *d*, in addition to the projection 2, in the socket *c*.

On one side of, and formed with the socket *d*, is a joint 5, that enters between two lugs or ears, 6, on the flanch *a*, against the side of the socket *c*, through which is a pin 7, forming a joint: I prefer this pin 7, to be of brass, to prevent rusting: This joint allows the socket *d*, to be turned up, into the position shown in Fig. 2.

e, is the lower end of the "davit," formed round to enter the socket *d*, in which it is secured but allowed to turn, by a pin 3, through the side of the socket, entering a

semi-circular groove around the part *e*, of the "davit"; this part *e*, when the davit is in use, stands vertically, or nearly so, and is supported by a forelock 11, in a semi-circular notch, in the support *g*, which may be a part of the rough tree rail, *h*, of the vessel, or other convenient part, and the davit is finished by the curved part *f*, with an eye 10, as usual, taking by a hook, or swivel, the hoisting tackle, one block *i*, of which is shown in place.

It will now be seen, that the "davit" is supported, and can be used to raise any article, such as an anchor, or boat, up, and swinging it around over the bulwarks, and allow it to be lowered onto the deck, or lowered overboard; and when not in use, the forelock 11, is to be opened and the davit lowered down alongside the bulwarks and secured as seen in Fig. 2. The socket *d*, turning on its joint 5, allows of the lowering of the davit, still retaining the foot, and when required for use, all that is necessary is, to hoist the davit into place, and secure it by the forelock 11, or similar means.

The holes 8, and 9, may be bored in the parts *c*, and *d*, to allow the escape of water so as to prevent rusting.

This "davit," although shown as applied to the inside of the vessel, may be applied to the outside, by the use of a vertical instead of a horizontal flange, or may be applied in any other convenient situation.

In the old mode of fitting "davits," the lower end is simply set in an open socket, so that when not in use, it usually stands in its place, and is in the way of the rigging; and also is a heavy weight, which, in lashing about in a storm, strains or damages the bulwarks; and always interferes with the free motion of the ship; and when the "davit" is hoisted out and, laid down, if the anchor is wanted in a hurry, it is generally when the vessel is in a storm, and in hoisting the "davit" into place, the lower end being loose, the motion of the vessel lashes the davit about, often doing personal injury; and always taking some time, to get it properly in place for use; but by my improvements, whereby the lower end of the davit is always secured, and in its proper place, if the "davit" is needed, it only requires to be raised up, without any guiding by hand, until it enters the forelock 11, where it is secured, ready for use: For the purpose of

raising, or lowering, a rope to the yard arm, or other convenient place, may be employed.

I do not claim any of the separate parts themselves, but

5 I do claim as new, and of my own invention, and desire to secure by Letters Patent of the United States,

The application of the socket *d*, on its hinge 5, in combination with the socket *e*,

and davit *e*, for the purposes, and as described and shown. 10

In witness whereof I have hereto set my signature this thirtieth day of December one thousand eight hundred and fifty one.

CHARLES PERLEY.

Witnesses:

W. SERRELL,

LEMUEL W. SERRELL.